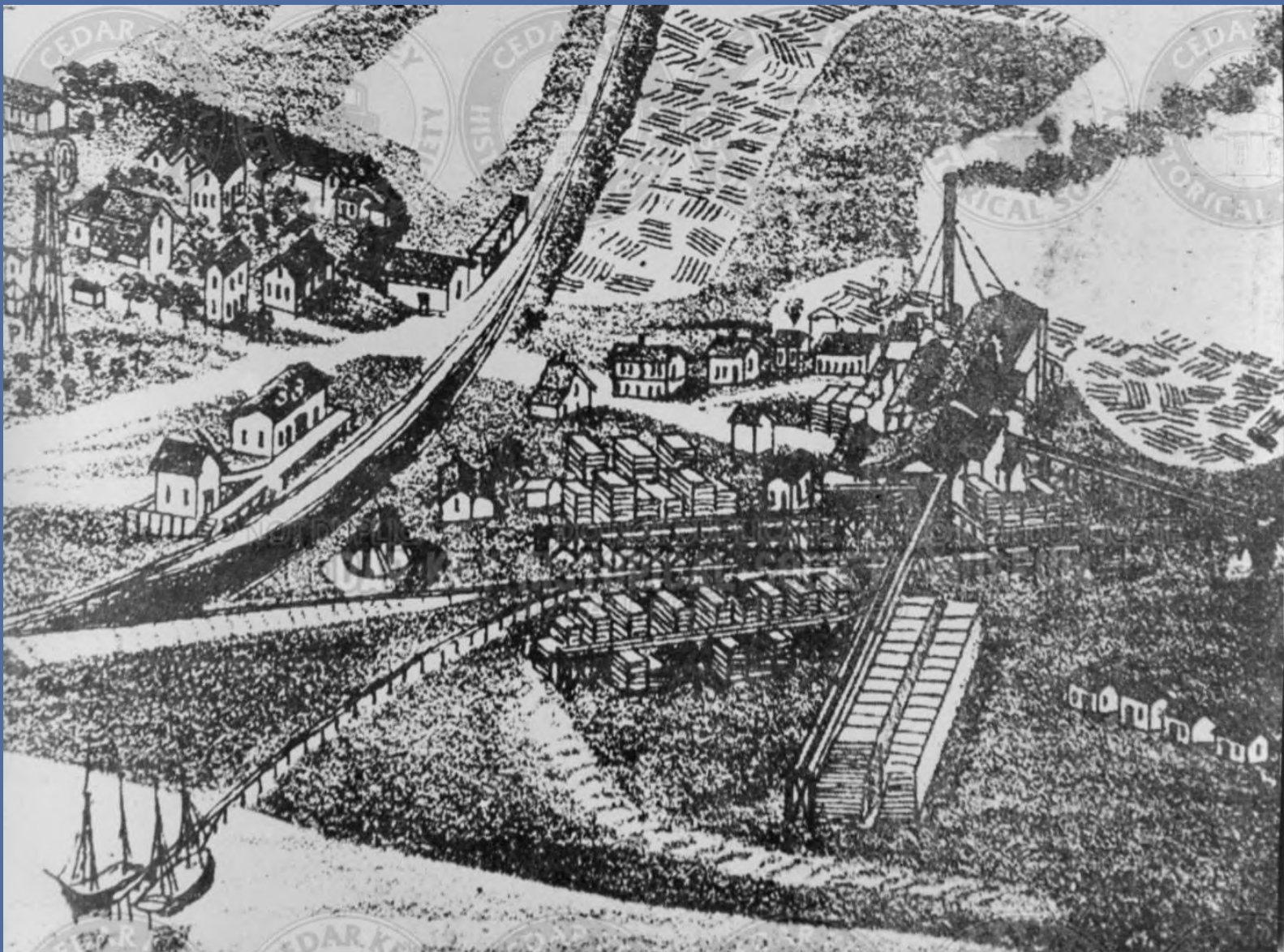


THEME

# Railroad

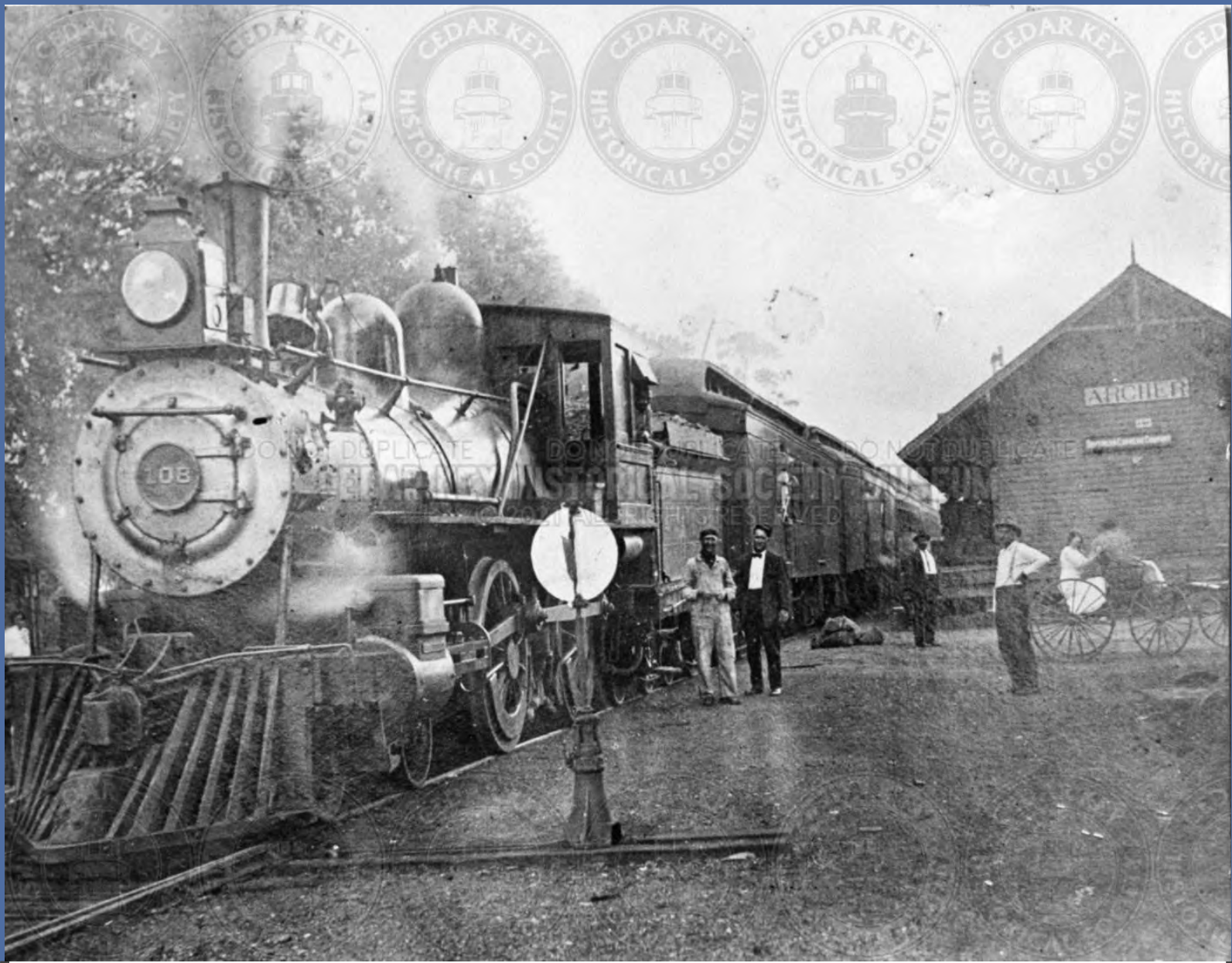
“Picutures of the Railroad that ran through Cedar Key”

To Navigate Photos Use The "Next" and "Previous" Arrows Below



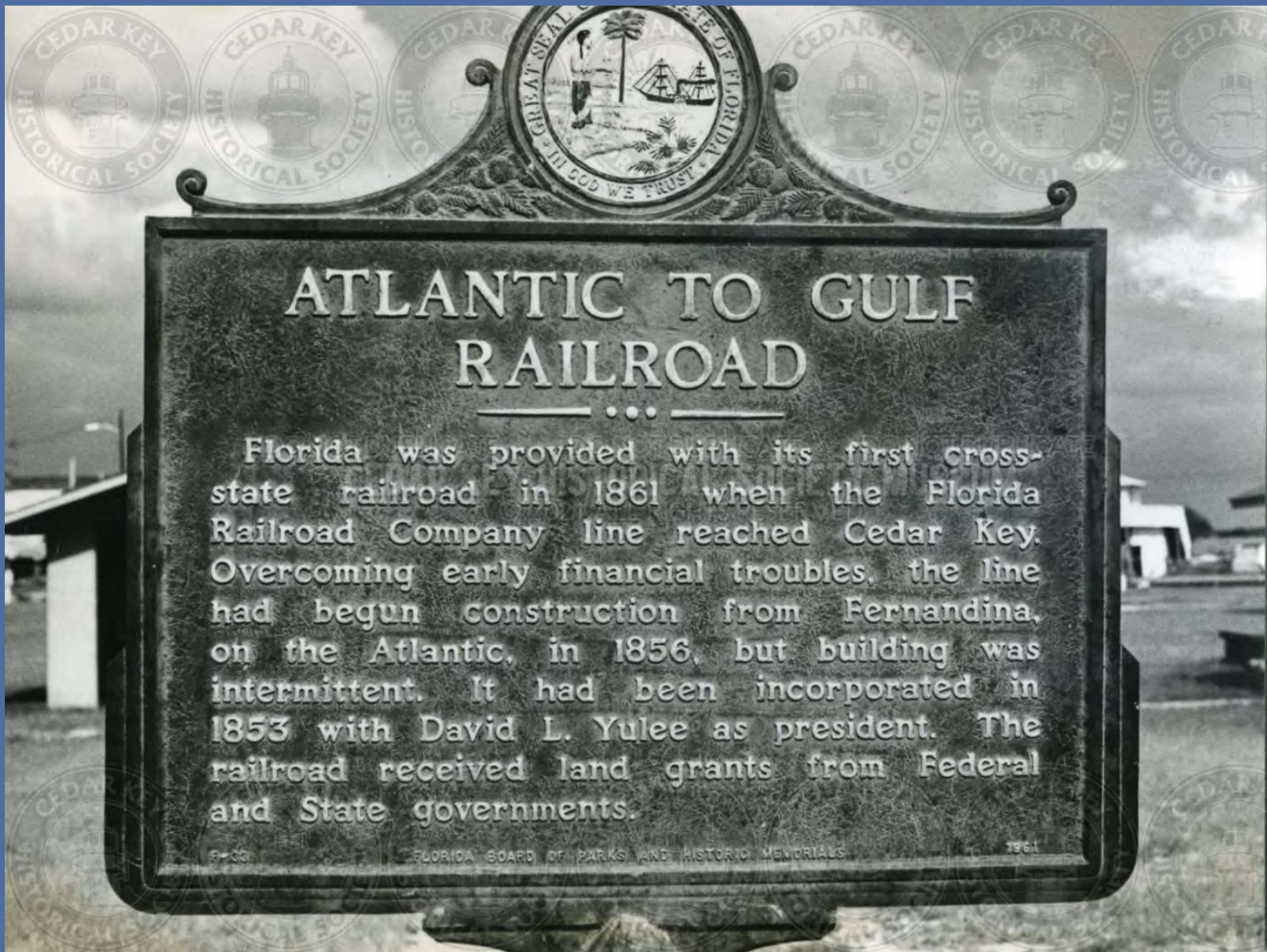
Train track - Left is the area which was later called "Hungry Bend" because the factory workers lived there. #33 - Railroad station at Cedar Key. Right is Fennimore Mill. Later this was the site of the fiber mill and Dr. Dan Andrews and Tookes residences. Today there are condominiums there.

IMG19001  
ARCHER TRAIN STATION



IMG19002

ORIGINAL DEPOT IN 1860'S WAS ON DOCK, JOSEPH DIXON, JERSEY CITY WAREHOUSE, DIXON WAS A BIG COMPANY THAT INCLUDED IRON WORKS AND LUMBER



# ATLANTIC TO GULF RAILROAD

Florida was provided with its first cross-state railroad in 1861 when the Florida Railroad Company line reached Cedar Key. Overcoming early financial troubles, the line had begun construction from Fernandina, on the Atlantic, in 1856, but building was intermittent. It had been incorporated in 1853 with David L. Yulee as president. The railroad received land grants from Federal and State governments.

F-66

FLORIDA BOARD OF PARKS AND HISTORIC MEMORIALS

1961

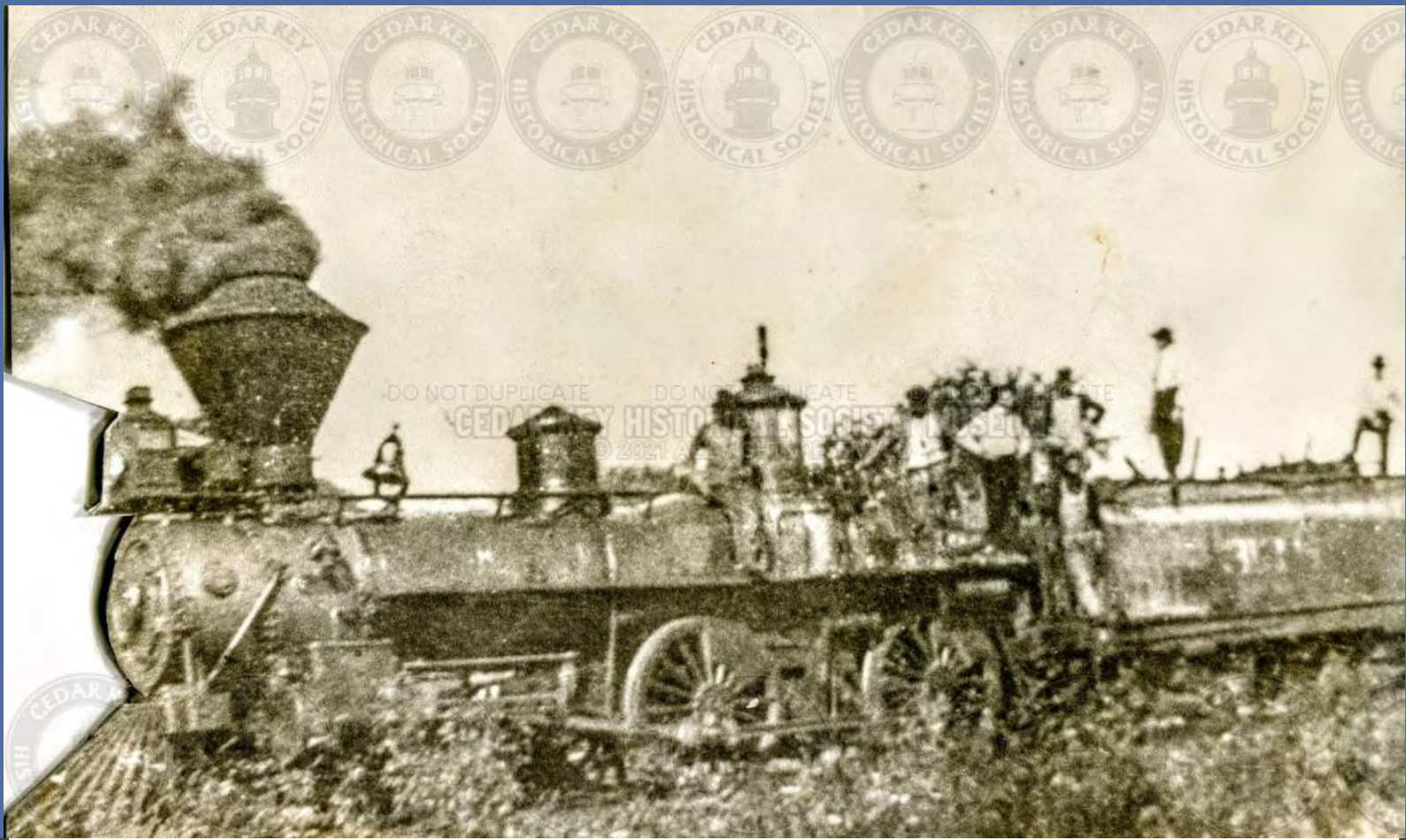
IMG19003

RAILROAD TRACKS EAST END OF TOWN, EARLY 1900S, WHERE PARK IS NOW, BIG BUILDING RIGHT OF CENTER IS OYSTER CANNERY, GULF OIL REFINERY COMPANY IN CENTER



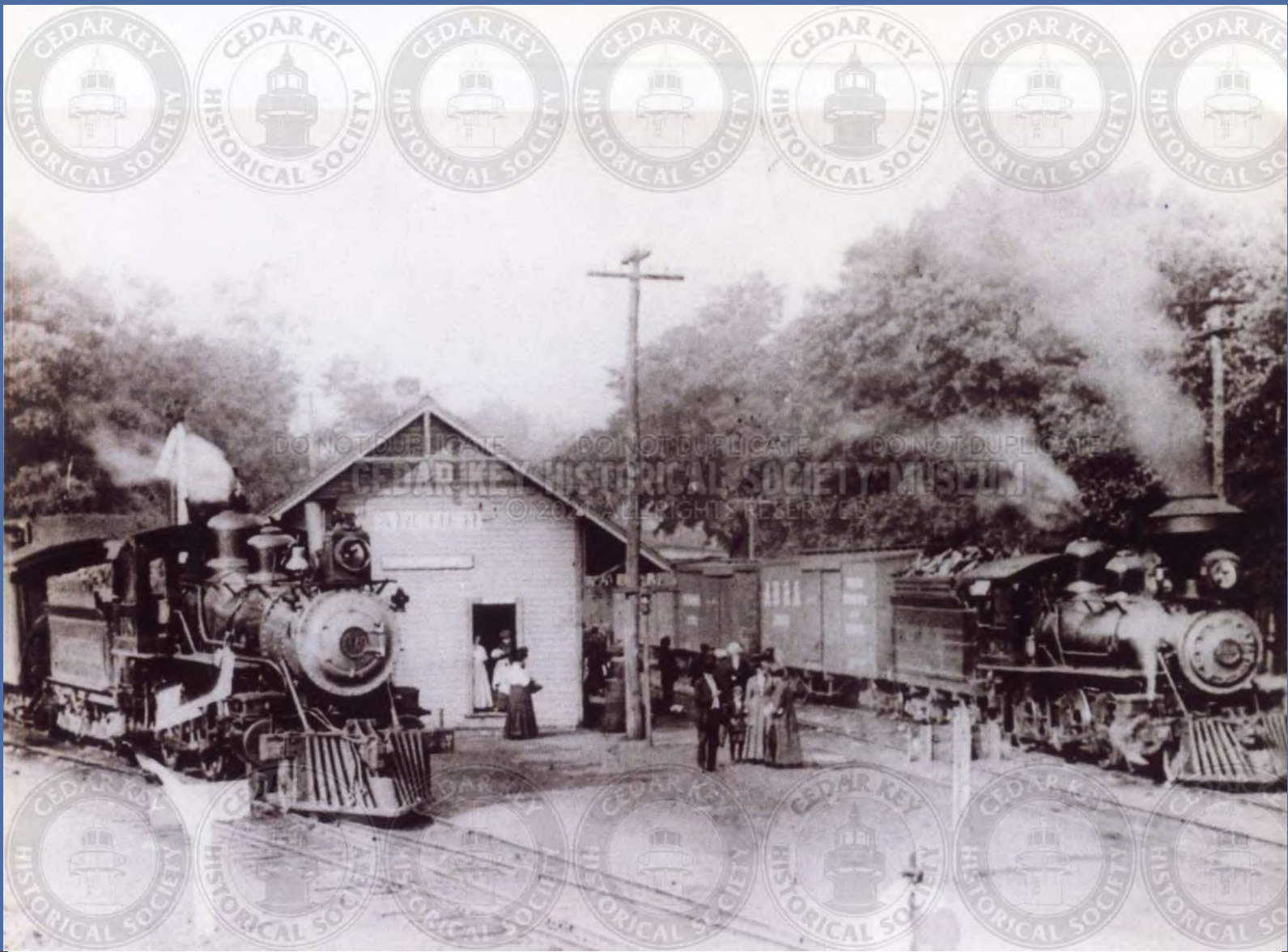
IMG19004

LAST CREW LETTER FROM BETTEE DESHA 1980

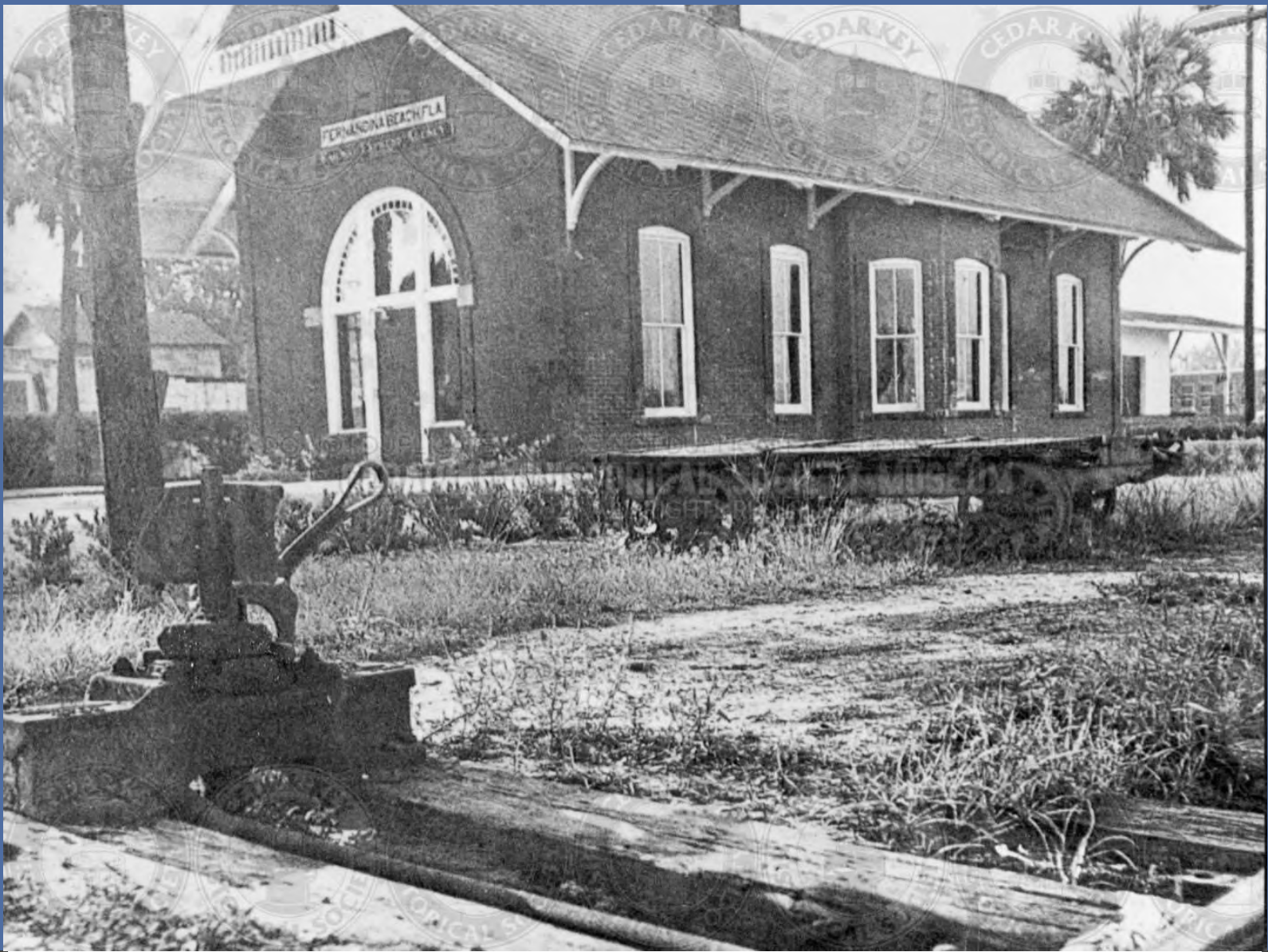


IMG19005

ATLANTIC TO GULF HISTORIC MEMORIAL LOCATED AT CEDAR KEY CITY PARK



IMG19006  
LAST CREW LETTER FROM JOE DILL



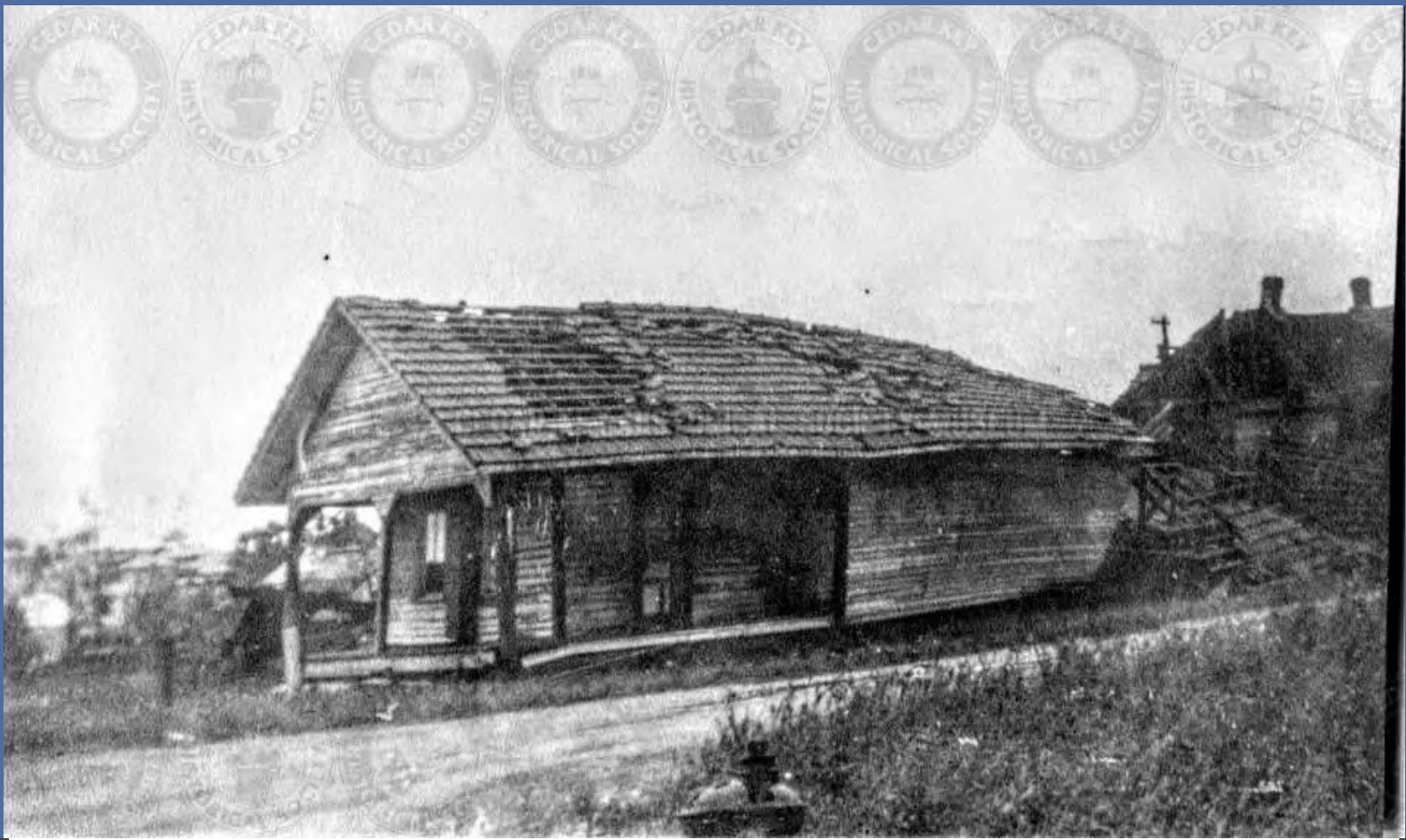
IMG19007  
DOCK WITH TRAIN EARLY 1900'S





IMG19008

NEWSPAPER CLIPPING FROM 2000 ABOUT RAILROAD COMPANY.



IMG19009

ENGINE 118, ON LEFT, MAKING A STOP AT ARCHER TRAIN STATION - PROBABLY LATE 1800'S TO EARLY 1900'S

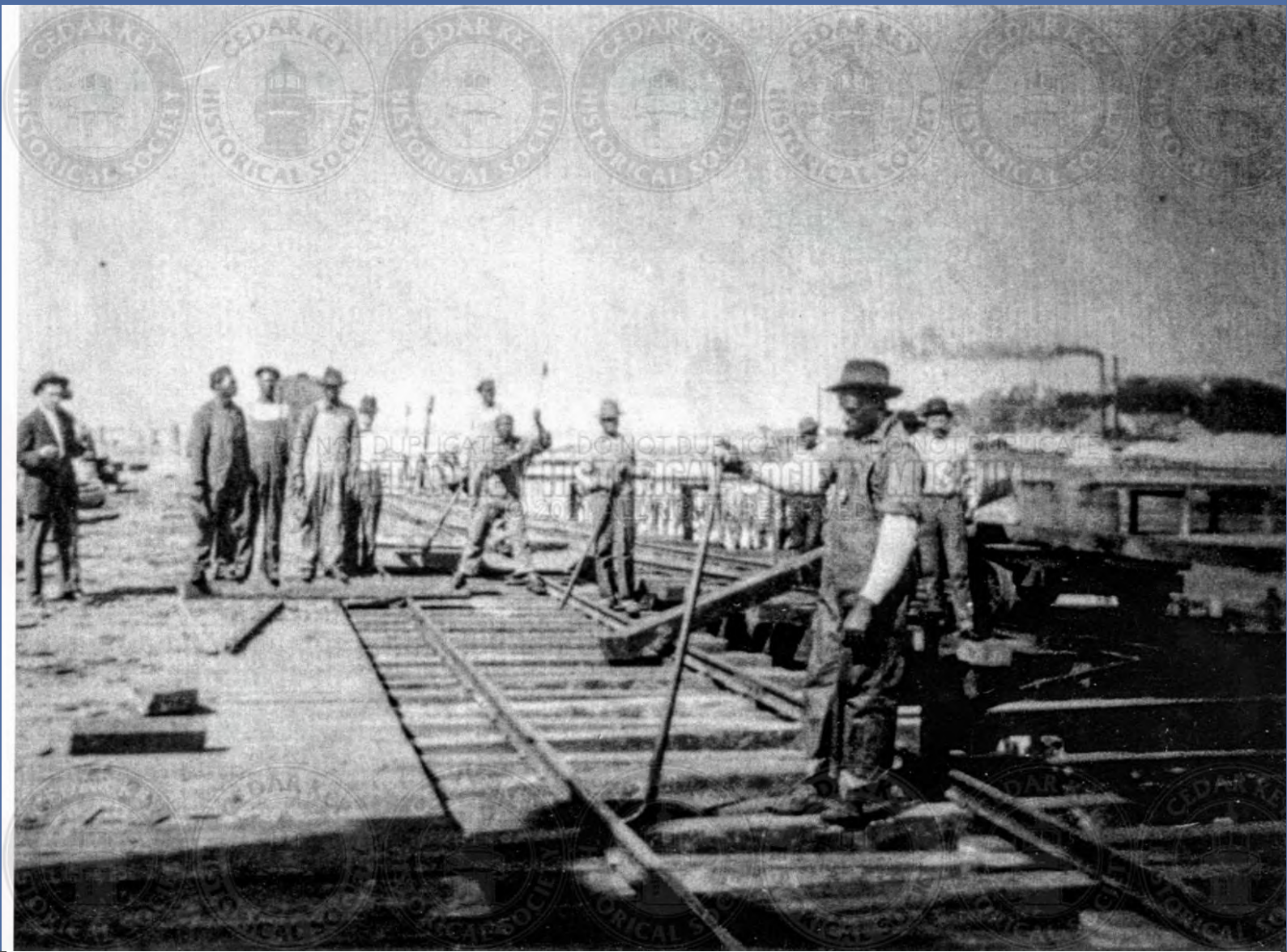


122 years ago

**31 December 1880** - At the close of the fiscal year, the Atlantic, Gulf and West India Transit Railroad Company which ran from Fernandina to Cedar Key owned thirteen locomotives, six passenger cars, three mail or baggage cars, and ninety-six freight cars. There were 225 employees which included four general officers, two office clerks, fifty-six station men, thirteen engineers, eight conductors, twenty-five trainmen, ten machinists, eleven carpenters, forty-eight track men, in addition to forty-eight others. The yearly payroll totaled \$117,457.

IMG19010

SEABOARD TRAIN NUMBER 375 AT NEW CEDAR KEY DEPOT



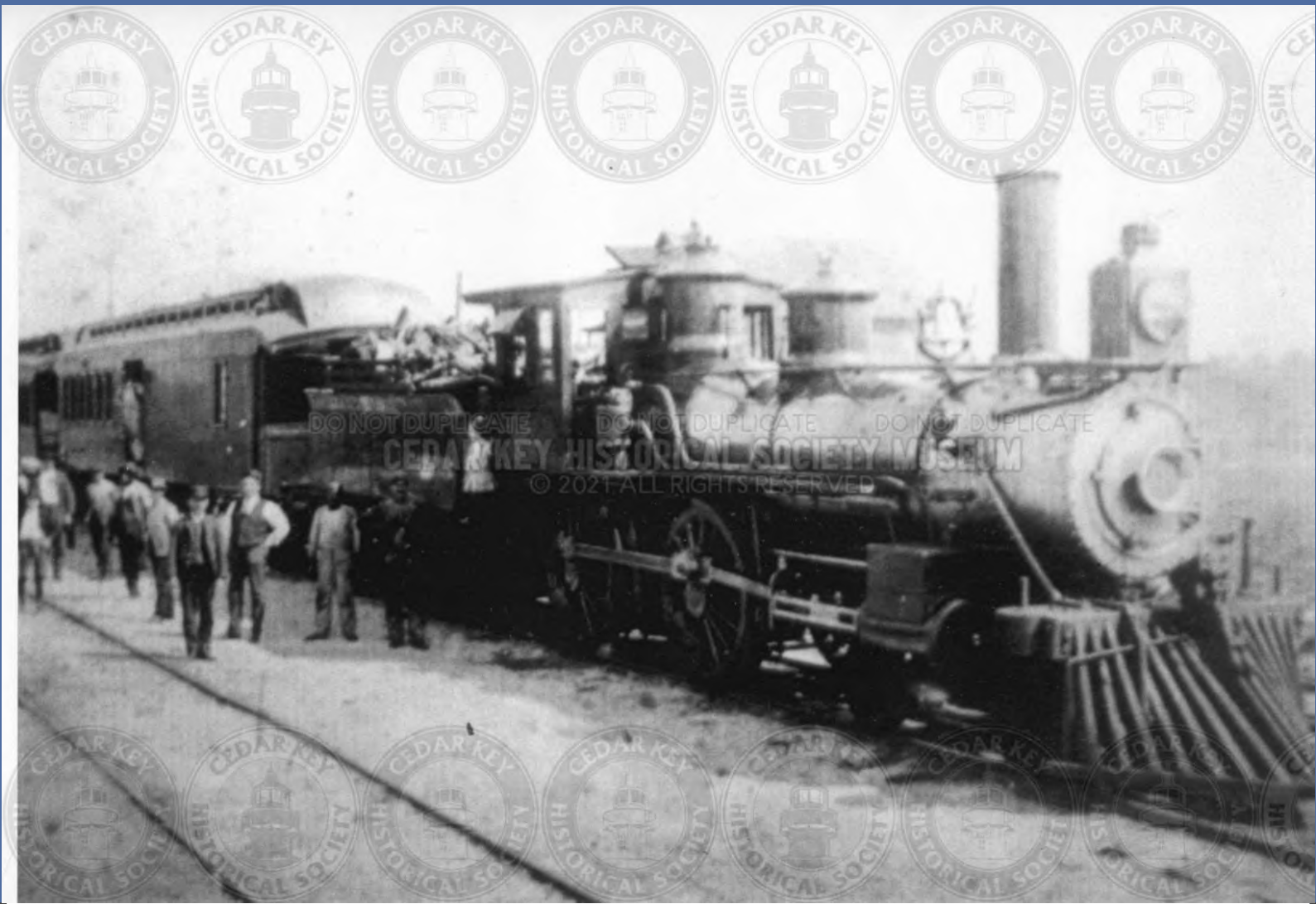
IMC19011  
FERNINDINA BEACH TRAIN STATION

S.A.L. DEPOT,  
CEDAR KEY, FLA.



IMG19012

TRAIN DEPOT, PROBABLY AFTER THE 1896 STORM



IMG19013

DECEMBER 31, 1880; RAILROAD EMPLOYEES, THERE WERE 225 EMPLOYEES, YEARLY PAYROLL WAS \$117,457



IMG19014  
EARLY CEDAR KEY TRAIN



IMG19015  
RAILROAD REPAIR CREW ON THE DOCK, EARLY 1900S





IMG19016  
LAST CREW OF TRAIN TO CEDAR KEY JULY 07, 1932

MRS BETTEE V DESHA  
STAR RT 1 BOX 451  
WALDO FL 32694

W/#25

Mar 10th

~~Oct 28, 1980~~

Return Rt #1 Box 451  
Waldo Fla 32694

My dear Mrs Wagner:

I enclosed the photo  
of the last crew that  
broke the train to Cedar  
Key.

Maybe to send  
you this - In return I  
would appreciate a  
photo of the Stapleton  
house and date if  
Mrs Tom down

Stapleton Picture + letter post  
Dec. 9, 1980 -

Pl bring about  
to check - just  
get the pictures today

Very sincerely  
Mrs Bettee V. Desha

In 1913  
Feldman's  
1917  
Fluoridians

IMG19017  
S.A.L DEPOT, CEDAR KEY, 1912

had run to C.K. July 7, 1893  
 ending on the last run  
 JOSEPH N. DILLS, M. D.  
 1715 BOONVILLE AVENUE  
 SPRINGFIELD, MISSOURI  
 GENERAL SURGEON  
 SURGICAL DIAGNOSIS

E. G. Sullivan - Farmer  
 C. H. Koenig - Engineer  
 Aug. Williams - Conductor  
 Fm. King - Ex. Press messenger  
 F. G. Deok - Bookman

Fred Berry - coal train master  
 Hugh Jones - coal train master  
 J. I. S. H. Jones - Roadmaster

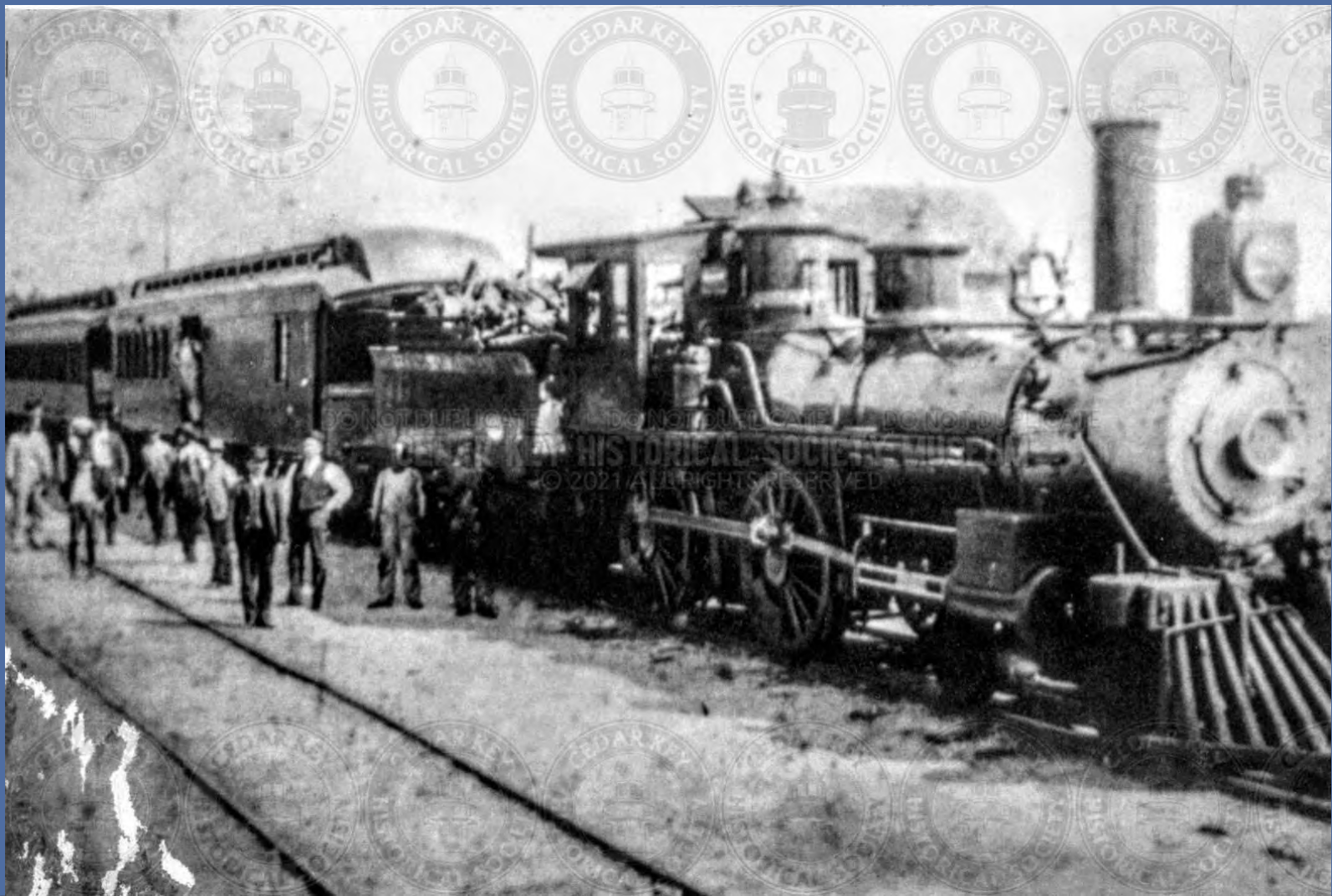
J. R. Higgin - Hogman  
 1859. R. Reed, rail yard on the  
 + west end of Grand RR. was  
 completed through works  
 by the 1st run & C.K. 1861

Transference to Cedar Key, Fla.  
 151 1/2 miles  
 38 1/2 miles



IMG19018

AERIAL OF TRAIN TRACKS AT DOCK - LEFT OF TRAIN TRACKS IS HUNGRY BEND, FACTORY WORKERS LIVED HERE; FENIMORE MILL ON RIGHT, #33 IS RAILROAD STATION



IMG19019

LAST CREW AND TRAIN, JULY 7, 1932; E.J. SULLIVAN, FIREMAN; C.H. HARVEY, ENGINEER; GUY WILLIAMS, CONDUCTOR; F.M. KING, JR., EXPRESS MESSENGER; L.G. DESHA, BREAKMAN; FRED DUFFY, ASSISTANT TRAINMASTER

**122 years ago**

**31 December 1880** - At the close of the fiscal year, the Atlantic, Gulf and West India Transit Railroad Company which ran from Fernandina to Cedar Key owned thirteen locomotives, six passenger cars, three mail or baggage cars, and ninety-six freight cars. There were 225 employees which included four general officers, two office clerks, fifty-six station men, thirteen engineers, eight conductors, twenty-five trainmen, ten machinists, eleven carpenters, forty-eight track men, in addition to forty-eight others. The yearly payroll totaled \$117,457.

IMG19020

REMAINING SECTION OF CEDAR KEY TRAIN DEPOT, LOCATED ON DEPOT STREET, THE 1950 HURRICANE DAMAGED THE PORCH WHICH THEY REMOVED



IMG19021

TRAIN TRACK ON BIG DOCK EARLY 1900S; LUKE DUKES IN FOREGROUND



DUPLICATE DO NOT DUPLICATE DO NOT  
THE REMAINING SECTION OF THE  
CEDAR KEY HISTORICAL SOCIETY MUST  
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IMG19022  
image lacks description



IMG19023

DEPOT & RR WYE TAKEN FROM TOP OF FIBER FACTORY WATER TOWER LOOKING WEST, CA.1915