

Jefferson County Board of County Commissioners
County Coordinator's Office
450 W. Walnut Street
Monticello, Florida 32344

The Keystone County - Established 1827

Stephen G. Fulford District 1, Chair	John Nelson, Sr District 2	Hines F. Boyd District 3	Betsy Barfield District 4	Danny Monroe, III District 5
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May 19, 2011

Mr. Frederick P. Gaske, Director
Division of Historic Resources
Bureau of Historic Preservation
500 South Bronough St.
Tallahassee, FL 32399-0250

RE: Lloyd Railroad Depot - Support for State Historic Preservation Grant

Dear Mr. Gaske;

The Jefferson County Board of County Commissioners would like to express their support of the grant application for the Lloyd Railroad Depot. This historic facility is the central focus of the Lloyd community. The Gulf Wind Chapter of the National Railroad Historical Society has been a very good steward of the building and grounds of the Lloyd Depot.

Many improvements have been made through the Gulf Wind Chapter but they are now in need of assistance to proceed with additional restoration efforts. The Depot currently houses the community's Post Office and upon final completion will serve as a multifunctional facility that will focus on educational, social and cultural programs for all ages.

Thank you for your consideration of the Lloyd Railroad Depot Grant application. Please contact us if we can offer any additional information.

Sincerely,



Stephen Fulford, Chair
Jefferson County Board of County Commissioners

Kirk Reams
Clerk of Courts 850/342-0218

Roy Schleicher
County Coordinator 850/342-0287

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION
**APPLICATION FOR TRANSPORTATION
 ENHANCEMENT PROJECTS**

Project Title: Lloyd Depot Preservation Project

Project Sponsor (municipal, county, state, or federal agency, or tribal council):
Jefferson County Board of County Commissioners

Contact Betsy Barfield Title Jefferson County Commissioner

Address 1 Courthouse Circle - Room 10, Monticello, FL 32344

Phone 850 933 4055 Cell _____ FAX 850 997 5740

Priority (relative to other applications submitted by the Project Sponsor). #1

Name of Applicant (If other than Project Sponsor): Gulf Wind Chapter, National Railway Historical Society

1. Qualifying Enhancement Activities:

Check the enhancement activity that the proposed project will address. (NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria listed for that activity in Appendix A of FDOT Procedure #525-030-300, Transportation Enhancement Projects).

- Provision of facilities for pedestrians and bicycles
- The provision of safety and educational activities for pedestrian and bicyclists
- Acquisition of scenic easements and scenic or historic sites
- Scenic or historic highway programs, (including the provision of tourist and welcome center facilities)
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails)
- Control and removal of outdoor advertising
- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- X* Establishment of transportation museums

* A small museum exhibit focusing on the history of the community, the importance of the railroad to its early development, and the story of the Depot's preservation is planned. This is only tangential to the primary historic preservation goals of the project.

2. Project Description:

Use additional sheets as necessary to respond to the following:

(a) What type of work is being proposed? (Check all that apply)

- _____ Planning Activities
- _____ Project Development and Environmental Studies
- X Engineering and Final Plans Preparation Work
- _____ Right of Way Acquisition
- X Construction
- X Construction Engineering and Inspection Activities

- (b) Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact. (One or more may apply).
- (c) Where is the project located (and what is the project length and termini, if appropriate)? Include location map.
- (d) Summarize any special characteristics of project. Provide typical section drawings for appropriate projects.
- (e) Describe the project's existing right of way ownerships. This description shall identify when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys).
- (f) Describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way.
- (g) Describe any related project work phases that are already complete or currently underway.
- (h) Other specific project information that should be considered.

3. Project Implementation Information:

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual** (topic no. 525-010-300).
- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).
- (c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.
- (d) Describe source of matching funds and any restrictions on availability.
- (e) Other specific implementation information that should be considered.

Application for Transportation Enhancement Projects Continuation Sheets

Project: Rehabilitation of the Lloyd Railroad Depot

2. Project Description (continued)

2(b) Describe how the proposed project is related to the intermodal transportation system by either function, proximity or impact (One or more may apply).

The historic Lloyd Railroad Depot is located within the boundaries of the Lloyd Historic District, approximately one half mile south of I-10 on State Highway 59 adjacent to the CSX main line through North Florida. The Depot is individually listed in the *National Register of Historic Places (NRHP)* and is a contributing property within a rural district that is also listed in the *NRHP*. From its completion in 1858 to the mid-1930s, the Depot served a pivotal role in meeting the transportation needs of the citizens and the agricultural economy of the region. By the end of the Great Depression, agricultural and transportation trends had changed radically. Automobile travel was the norm and crops were shipped largely by truck on a rapidly expanding highway network. Over time both passenger and freight traffic to and from Lloyd had declined to the point that rail service to Lloyd was discontinued in 1968. A decade later the Gulf Wind Chapter of the National Railway Historical Society (Chapter) worked with the U.S. Postal Service to rehabilitate a portion of the Depot to serve as the community's post office and once again a focus of community life. It continues to serve more than 285 postal patrons in that capacity. Over the last decade, the Chapter has worked to rehabilitate the remainder of the building (the historic freight room) as a small local history museum and community meeting facility, further assuring the buildings continued public benefit to the community. In addition, the historic district and Depot are routinely visited by tourists, cyclists and railroad enthusiasts. Current photographs of the Depot are included in *Exhibit A* to this application.

2(c) Where is the project located (and what is the project length and termini, if appropriate)? Include location map.

The Lloyd Depot is located at 8781 Main Street, Lloyd, Jefferson County, Florida. Location maps are included in *Exhibit B* to this application.

2(d) Summarize any special characteristics of the project. Provide typical section drawings for appropriate projects.

The Lloyd Railroad Depot is the oldest railroad depot in Florida, constructed by the Pensacola and Georgia Railroad as it worked to connect Tallahassee with Alligator (now Lake City) and the Florida, Atlantic and Gulf Central, which extended to Jacksonville. The building is of exceptional historic significance, as attested by its listing in the *NRHP*. This project will complete an ongoing effort by the Chapter to rehabilitate the Depot's freight room to house a small museum exhibit focusing on the history of the community, the importance of the railroad to its early development, and the story of the Depot's preservation. The majority of the large

room will be available as a multipurpose venue for meetings of community groups and special events.

Because of the historic significance of the property, all maintenance and improvements must be consistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards)*. The Chapter has worked closely with the architectural staff of the Department of State's Division of Historical Resources to assure that all work undertaken to date has been in full compliance with the *Standards*.

The work for which funding is requested will complete the rehabilitation of the Depot and includes the following in order of importance:

1. Architectural and engineering services for the scope of work described below. Both architect and structural engineer must have experience in historic preservation projects requiring compliance with the *Standards* and the engineer must have experience in the repair of historic masonry structures.
2. Masonry repair – A segment of the load bearing masonry wall is failing at the southwest corner of the building. This damage, first noticed approximately two years ago, involves a segment of the brickwork approximately four feet high and extends approximately two feet to the north and east of the corner. The cause is considered to be a combination of structural damage resulting from a fire in the 1940s and continuous vibration from rail traffic. The repair will involve shoring, removal of deteriorated masonry construction to sound material and reconstruction to match the original work.
3. Uplift restraint for roof structure – Like most historic buildings of the mid-19th century, the roof structure is held in place largely by gravity. The purpose of this work is to improve resistance to wind uplift and associated damage. Because of the need to preserve existing structure and avoid visual change to the building, it may not be possible to fully comply with current code requirements; however, it is the desire of the Chapter to improve uplift resistance to the greatest extent possible without loss of historic building fabric or visual alteration of the building.
4. Semaphore mast anchorage, platform deck, ramp, steps and railing – The semaphore mast was anchored to its concrete foundation by four large anchor bolts, two of which have failed. The mast base must be reattached by new anchor bolts. The concrete/masonry/asphalt deck of the existing trackside platform is deteriorated and must be replaced. Demolition and removal of existing paving will be performed by Chapter volunteers. A new concrete deck with expansion joints will be installed. When the existing deck is removed, tie-backs will be installed to prevent further movement of the brick outer platform wall. A perfunctory frame ramp and railing installed by the U.S. Postal Service will be replaced with a ramp and railing compatible with the historic character of the Depot. Where the original timber cotton platform was located at the west end of the platform, a small wood platform and steps will be constructed. A new 42" high decorative metal railing will be installed the full 70' length of the platform.

5. Wood siding repair/replacement at gable ends – The existing wood siding on the gable ends was applied in 1942 when the fire-damaged roof structure of the Depot was replaced. The siding is Pattern Number 101 as cataloged by the Western Wood Products Association (exposure: 5”). Approximately 200 linear feet of the existing siding is severely weathered, cracked and checked. The required new material must be custom milled of clear southern yellow pine. Priming and installation of the new siding will be accomplished by Chapter volunteers. Only deteriorated existing siding will be replaced and all sound existing material will be retained. The repairs will exactly duplicate the original installation.

6. Wood window repairs – Each of the six single-hung 6/6 wood sash will be removed, repaired, reglazed, painted and reinstalled. Epoxy wood restoration materials will be employed in repairs involving rotted wood. Each window will be weatherstripped and made operable.

7. New freight room entry doors – A pair of solid core wood doors will be installed in a new frame set within the metal frame of the north freight door. These doors will provide access to the rehabilitated freight room/community multipurpose space. Trim will be applied to the doors to simulate the appearance of the historic freight door, which will be retained but secured in the “open” position. Most materials for the new entry were previously purchased by the Chapter and are available on site (doors, framing and trim material, hinges). Panic hardware, weatherstripping and a 6’ metal threshold will be required.

8. Preparation and painting of the building exterior – This work will include the brick masonry, the gable ends, doors, freight doors, roof decking exposed at the exterior and the framing members supporting the broad roof overhang. In general, preparation will be by the gentlest means possible to remove unstable paint, priming with an acrylic latex primer and application of two acrylic latex finish coats. The new color scheme will match that employed in completing the 1942 fire damage repairs, which have been documented.

Photographs describing the problems and needs referenced above are included in *Exhibit C* to this application .

2(g) Describe any related project work phases that are already complete or currently underway.

Previous work completed included:

- removal of a deteriorated brick floor, installation of a concrete structural slab and a new brick floor of pressed brick matching the original material framing;
- installation of new steel channel jambs with reinforced concrete sills to replace failed cast iron jambs at two freight door openings;
- replacement of a deteriorated partition in the western freight door opening with construction matching the appearance of the original freight door;
- plumbing rough-in and finish installation to create an accessible unisex restroom and small office,
- upgrade of electrical service and installation of new emergency, general and display lighting at the interior, exterior security lighting, and ceiling fans in the meeting space;
- roof deck repair, fascia replacement and installation of new roofing; and

- initiation of masonry repointing.

This work has been completed by a combination of Chapter volunteers and licensed contractors in related trades. Photographs of work already completed and in progress are included in *Exhibit D* to this application.

Masonry repointing, finishing of drywall partitions, installation of interior doors and trim is ongoing. This work is being accomplished by Chapter volunteers.

2(h) Other specific project information that should be considered.

Large artifacts for the museum exhibit include a baggage cart, track inspection car, scale, safe, drum cart...most of which were used at the Depot. The exhibit is being designed and will be fabricated by the following chapter members: William N. Thurston, PhD (historian), Dave Hodges (journalist and business editor at the Tallahassee Democrat), David Ferro, R.A. (architect and former Deputy State Historic Preservation Officer).

This project will assist the preservation of Florida's oldest railroad depot, one of only two known to exist prior to the Civil War, and will provide a much needed multipurpose facility for use by local non-profit organizations, for community meetings and special events. Beyond the preservation of a single building, preservation of the Lloyd Railroad Depot is vitally important to the integrity of this small crossroads community's National Register Historic District.

3. Project Implementation Information:

3(a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's Local Agency Program Manual (topic no. 525-010-300).

Project administration shall be performed by the Chapter with oversight by and in consultation with the Jefferson County Board of County Commissioners. Selection of the project architect will be accomplished in accordance with the provisions of the State of Florida Consultants' Competitive Negotiation Act (section 287.055, F.S.). The architect will provide design services and required structure engineering services through subcontract. The architect will develop construction documents, assist the applicant and sponsor with the sealed bid process to be used for selection of the general contractor, and provide contract administration services including inspection of the work to ensure compliance with construction documents, review of payment requests, and determination of substantial and final completion of project work. The general contractor will complete the work through a combination of in-house resources and subcontractors. Current AIA contracts will be employed for required architectural, engineering and construction services.

3(b) Describe any public (and private, if applicable) support for the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

Attached in *Exhibit E* to this application are eight letters of support for the proposed project included in a recent application to the Florida Division of Historical Resources (DHR) for Small Matching Historic Preservation Grant funding. The letters reflect general support for the project and specific support for funding to assist in reroofing the building, a priority at the time. While the application to DHR was not successful, the Chapter was able to secure a small grant from the National Railway Historical Society and sufficient donations to reroof the building in September of 2010.

Two previous NRHS Railway Heritage Grants and two previous Small Matching Grants from DHR assisted the previous work indicated in item 2(g) above. Each of these grants required a match contribution and each was completed successfully. These grants are summarized in the following chart:

Source of Funds	Year of Award	Grant No.	Purpose	Amount
DHR	1997	S7071	Lloyd Depot Structural Repairs	\$6,425
NRHS	1999	N/A	Lloyd Depot Freight Room Floor Restoration	\$1,800
DHR	2006	S0621	Lloyd Depot Freight Room Rehabilitation	\$19,500
NRHS	2010	N/A	Lloyd Depot Reroofing	\$3,000

Exhibit F to this application includes the project completion report recently submitted to the National Railway Historical Society for the 2010 reroofing project.

3(c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

The Chapter owns the Lloyd Railroad Depot. No change in ownership is contemplated. The Chapter will continue to be responsible for maintenance of the building. Resources for maintenance include rent from the U.S. Postal Service for the portion of the building occupied by the community's post office, grants, donations and various fundraising activities.

3(d) Describe source of matching funds and any restrictions to availability.

While no matching funds are contemplated for the phase work for which funding is requested, matching funds were provided for each of the above referenced DHR and NRHS grants. Chapter volunteers, currently engaged in masonry repointing and interior finishing work, will contribute to specific elements of the work scope presented above, specifically in priming and installation of the new wood siding at the gable end, and in removal and disposal of the existing failed platform paving.

3(e) Other specific implementation information that should be considered.

Historic preservation architect and former Deputy State Historic Preservation Officer David E. Ferro, R.A., a Chapter member, will provide pro bono services for coordination with the project architect, the State Historic Preservation Officer and other involved regulatory entities.

4. Project Cost:

What is the total estimated cost of the work requested to be funded as an enhancement project through this application?

Planning Activities.	\$ <u>9,000</u>
Project Development and Environmental Studies.	\$ _____
Engineering and Final Plans Preparation Work.	\$ _____
Right of Way Acquisition.	\$ _____
Construction.	\$ <u>72,000</u>
Construction Engineering and Inspection Activities.	\$ <u>3,000</u>
Other. (Describe)	\$ _____
TOTAL:	\$ <u>84,000</u>

How will the project be funded?

FDOT Enhancement Funds \$ 84,000 Local \$ 0 = Total \$ 84,000

FDOT Enhancement Funds 100 % + Local 0 % = 100 %

CERTIFICATION OF PROJECT SPONSOR

I hereby certify that the proposed project herein described is supported by Jefferson County BOCC,
(municipal, county, state or federal agency, or tribal council)
and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, and (4) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs included herein are reasonable and understand that significant increases in these costs could cause the project to be removed from the Florida Department of Transportation work program.

This project will be administered using the department's Local Agency Program (check one) yes X no _____

FOR FDOT USE ONLY	
	YES NO
Application Complete	
Project Eligible	
Implementation Feasible	
Include in Work Program	_____

Betsy Barfield
Signature
Betsy Barfield
Name (please type or print)
Commissioner
Title
5/12/11
Date

Exhibit A
Rehabilitation of the Lloyd Railroad Depot

General Photographs of the Building

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

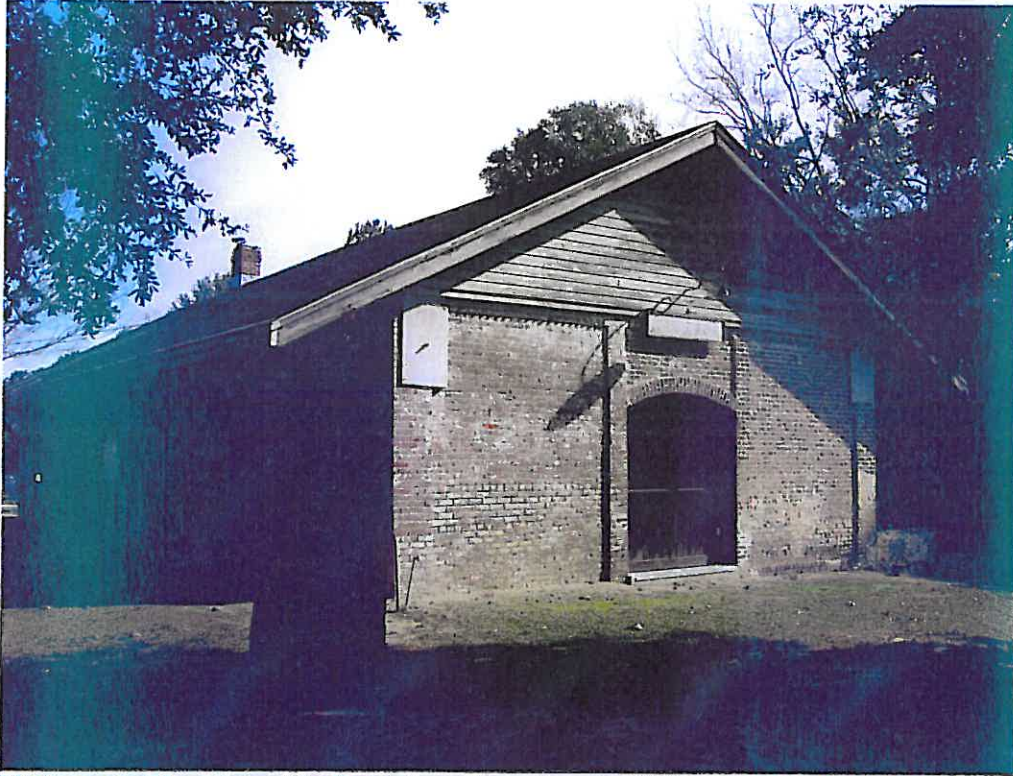


Photograph G1 -- The 1858 Lloyd Railroad Depot, the oldest depot in Florida, now serves as the community's Post Office (view from northeast).



Photograph G2 – Trackside view of the Depot from the SR59 crossing to the west.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**



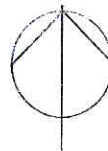
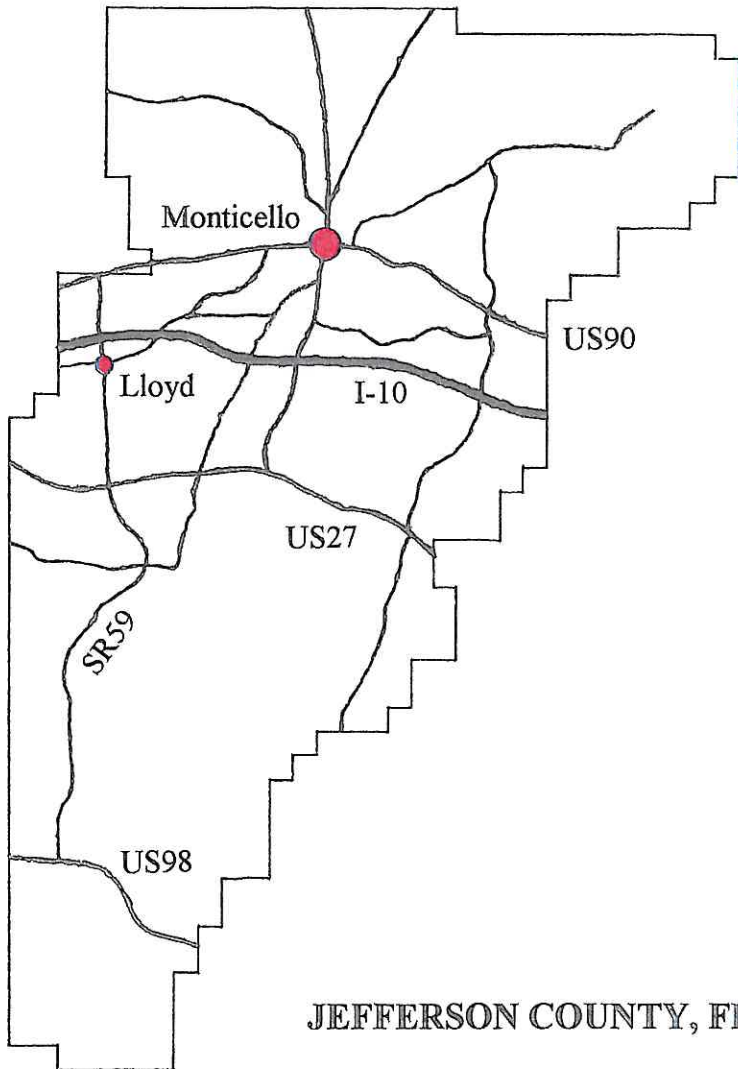
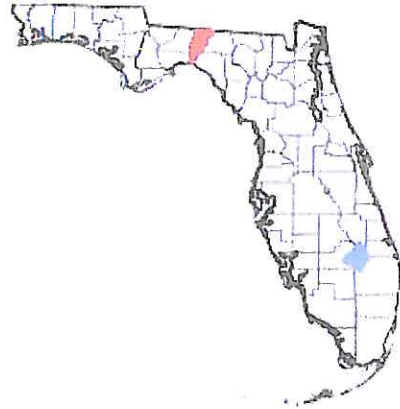
Photograph G3 – View of the Depot from the northwest. CSX tracks are to the right of the building.



Photograph G4 – Interior view of former Station Master's Office, now the postal office. Note historic wall finishes and trim.

Exhibit B
Rehabilitation of the Lloyd Railroad Depot

Location Maps



North



LLOYD (Unincorporated)

Exhibit C
Rehabilitation of the Lloyd Railroad Depot

Photographs Describing Preservation Problems and Needs

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Existing Problems and Needs



Photograph N1 – Masonry at the southwest corner of the building is failing (see the detailed images below). At this corner, the upper portion of the wall (at approximately 7' above grade) must be shored, and the large section beneath that is separating from the building and the fragmented brick at the base of the wall must be removed and replaced with matching construction.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Existing Problems and Needs (Continued)



Photograph N2 – The masonry below the stepped crack has shifted outward approximately ½” in the past two years. If not addressed soon, the consequences of this progressive condition will be catastrophic. Temporary shoring will be installed by June 2011 to minimize damage in the event that the loose masonry falls. This deterioration is believed to be due in part to vibration from rail traffic.



Photograph N3 – At the base of the wall, the masonry is fragmenting, no longer able to carry the load above. The existing masonry in this location will be removed to sound material.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Existing Problems and Needs (Continued)



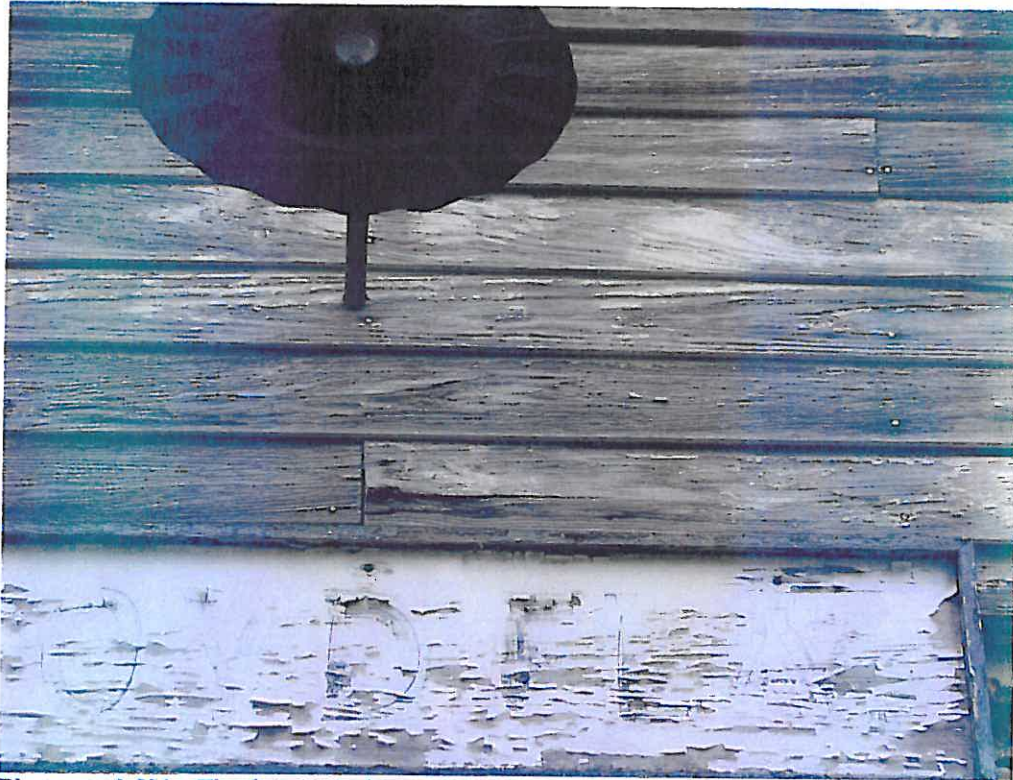
Photograph N4 – This view shows the southwest corner of the freight platform. The south wall of the platform has rotated away from the structure. A series of tie-backs will be installed to resist further movement as part of the platform deck replacement work.



Photograph N5 – This view of the freight platform illustrates the deteriorated condition of the deck (variously mortared brick on a sand bed, concrete and asphalt). Also visible are the deteriorated platform railing, which was salvaged from a nearby cemetery in the late 1960s.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Existing Problems and Needs (Continued)



Photograph N6 – The deteriorated condition of the wood siding at the west gable end is clear in this view. New siding will be milled to match the historic material. As much sound existing material as possible will be retained. The new siding will be installed by Chapter volunteers, who will also restore the depot sign.



Photograph N7 – The cast-iron base of the Depot's semaphore mast was originally anchored by four $\frac{3}{4}$ " diameter bolts. Two have been lost to corrosion. The mast must be reanchored to its massive concrete foundation.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Existing Problems and Needs (Continued)



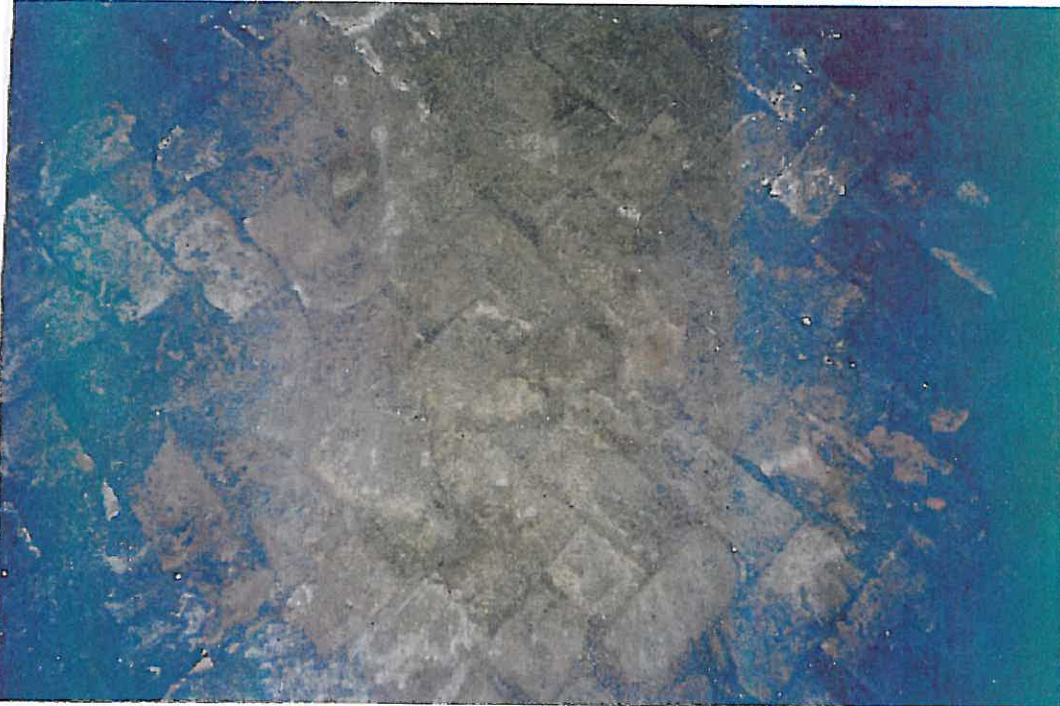
Photographs N8 and N9 – The historic wood windows require repair, reglazing and painting. In some cases, the sash are rotted and casing trim is severely deteriorated necessitating replacement. All new work will match the historic construction.

Exhibit D
Rehabilitation of the Lloyd Railroad Depot

Photographs Describing Previously Completed and Ongoing Project Work

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Previously Completed Project Work



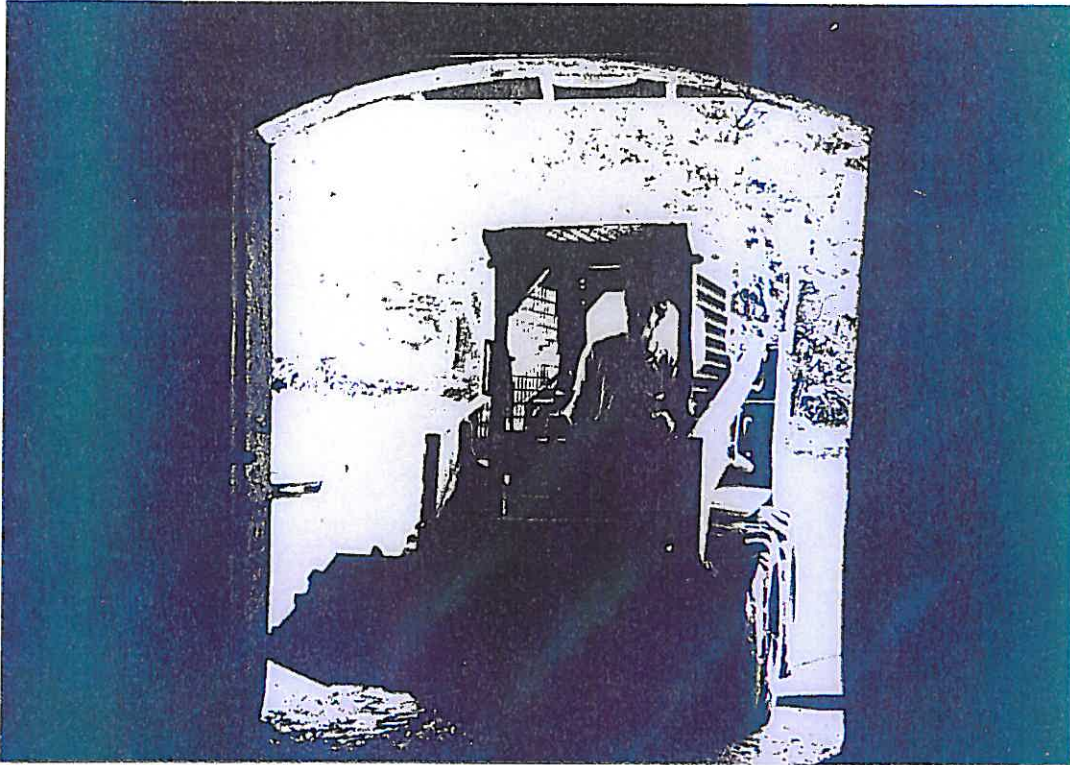
Photograph P1 -- Deteriorated pressed brick flooring in the Freight Room after removal of asphalt. This floor was installed on a sandy clay base and exhibited severe differential settlement.



Photograph P2 -- Volunteers carefully removed the original brick pavers. Unfortunately, the asphalt cover applied by the railroad could not be removed and the original plan to reuse the salvaged original brick was abandoned.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Previously Completed Project Work (Continued)



Photograph P3 -- A skip loader was used to place approximately 16 cubic yards of fill sand as a base for the new concrete floor slab.



Photograph P4 – A Chapter volunteer uses a plate tamper to compact sand fill as preparation is made for placing new concrete structural slab.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Previously Completed Project Work (Continued)



Photograph P5 -- New depressed concrete slab in Freight Room is ready for installation of new brick pavers.



Photograph P6 -- View of completed brick floor installation in Freight Room (new restroom and office partition at left).

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Previously Completed Project Work (Continued)



Photograph P7 – New partition in Freight Room creating accessible restrooms and a small office space for the proposed multipurpose facility. Note recently installed general and display lighting and ceiling fans.



Photograph P8 – New quarry tile flooring and water closet installed in existing restroom. Further accessibility improvements will include grab rails and a new inclined mirror (already purchased and on site).

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Previously Completed Project Work (Continued)



Photograph P9 and P10 – New concrete sills and galvanized steel channel jambs have been installed to support freight door arches on the west and north elevations. West freight door (top) had been previously removed and replaced with a poorly conceived closure finished in wood siding. It was replaced by a new partition constructed by Chapter members, which matches the appearance of original freight door was constructed. The red paint on the north freight door remains from past use of the building by the Lloyd Volunteer Fire Department.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Previously Completed Project Work (Continued)



Photograph P11 – Recent roof deck repair and fascia replacement work is visible at the broad overhangs that are character-defining features of the Depot. The decking is 6" shiplap material milled by Chapter volunteers.



Photograph P12 – In this view, new laminated fiberglass shingles are being installed in September, 2010. The new shingles are similar in appearance to the historic wood shingles on the building prior to the 1942 fire.

**Transportation Enhancement Grant Application
Rehabilitation of the Lloyd Railroad Depot, Lloyd, Jefferson County, Florida**

Previously Completed Project Work (Continued)



Photograph P13 – In this view, deteriorated mortar has been removed in preparation for repointing with a special low-strength mortar formulated to assure compatibility with the porous and underfired 1858 masonry units. This work is ongoing.



Photograph P14 – Masonry repair is being accomplished by a group of Chapter volunteers under the direction of a volunteer preservation architect. In this view, repointing has been completed on a section of the north wall.

Exhibit E
Rehabilitation of the Lloyd Railroad Depot

Letters of Support for the Project

December 7, 2009	F. Allen Boyd, Jr., Member of Congress
December 5, 2009	Leonard L. Bembry, State Representative, District 10
December 9, 2008	Felix "Skeet" Joyner, Commissioner, Jefferson County District 4
December 9, 2008	Annette Lapkowski, Florida Operation Lifesaver State Coordinator
December 7, 2008	Patricia L Pearson, Vice President Lloyd Community Preservation Trust
May 10, 2011	David Ferro, R.A., Tallahassee
December 6, 2008	Mr. & Mrs. Wayne Haase, Lloyd Creek Road
December 8, 2008	Santa L Hokenson and family, Lloyd
December 10, 2008	James Muchovej, Ph.D., Professor FAMU, Lloyd

ALLEN BOYD
SECOND DISTRICT, FLORIDA

COMMITTEE:
APPROPRIATIONS

SUBCOMMITTEES:
AGRICULTURE AND RELATED AGENCIES

DEFENSE

FINANCIAL SERVICES

COMMITTEE:
BUDGET

Congress of the United States
House of Representatives
Washington, DC 20515

WASHINGTON OFFICE:
1227 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-8236

DISTRICT OFFICES:
LAKEVIEW BUILDING, SUITE 103
1650 SUMMIT LAKE DRIVE
TALLAHASSEE, FL 32317
(850) 561-3979
30 WEST GOVERNMENT STREET, ROOM 203
PANAMA CITY, FL 32401
(850) 785-0812

December 7, 2009

Mr. Frederick P. Gaske
Historical Resources Advisory Council
Director, Division of Historical Resources
Florida Department of State
500 S. Bronough St.
Tallahassee, FL 32399

Dear Mr. Gaske:

Thank you for allowing me the opportunity to express my support for the Gulf Wind Chapter (GWC) of the National Railway Society's request for funding through the Division of Historical Resources.

The GWC is seeking funds to help restore the roof at the historic Lloyd Railroad Depot (LRD). Constructed in 1858 by the Pensacola and Georgia Railroad Company, the LRD is a key historical structure in the Lloyd Historic District. Both the property and the Lloyd Historic District have been listed in the National Register (1974 and 1991 respectively). Also, the United States Postal Service currently leases part of the building for its Post Office operations.

This roof restoration phase of the project is critical to preserving the historic fabric of the LRD. The original roof was destroyed during a fire when it was replaced in 1940. The GWC intends to restore the roof to its appearance during this era. This funding, along with previous state historic preservation grant assistance, will bring the GWC closer to its final goal of using the rehabilitated facility not only as a historical exhibit, but as a meeting and program venue for the community.

I applaud the Division of Historical Resources for your prior efforts to aid the Lloyd community in preserving one of its oldest buildings. This funding, if awarded, will help solidify one more piece of Florida's unique history and will lend an education to many generations in the future.

I ask that you please give the Gulf Wind Chapter of the National Railway Society's application your utmost consideration. Should you have any further questions, please do not hesitate to contact my office.

Sincerely,

F. Allen Boyd, Jr.
Member of Congress

AB:th



Florida House of Representatives

State Representative Leonard L. Bemby

District 10

leonard.bembry@myfloridahouse.gov

December 05, 2008

Mr. Fred Gaske
Bureau of Historic Preservation
R A Gray Building
500 S Bronough St.
Tallahassee, Fl. 32399-0250

Dear Mr. Gaske:

As the Representative for District 10 in the Florida House of Representatives, I would like to submit this letter of support and endorsement as part of the grant application for the final phase of rehabilitation of the historic Lloyd Railroad Depot.

The Depot was constructed in 1858 by the Pensacola and Georgia Railroad and is located in the small rural town of Lloyd. The Jefferson County Historical Association saved the building from demolition in 1966 and later transferred the ownership to the Gulf Wind Chapter of the National Railway Historical Society.

Improvements have been made to the building but are now threatened due to the deterioration of the roof. Water intrusion has been minimized by an aggressive patching program but leaks continue to surface after a heavy rain. Replacing the roof is critical to protection of the depot and the improvements completed.

The depot currently houses the community's Post Office and upon final completion will ensure the community has a multifunctional facility that will focus on educational, social, and cultural programs and opportunities for area citizens of all ages.

Thank you for your consideration of this grant. If I can offer any additional information, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Leonard L. Bemby".

Leonard L. Bemby
State Representative
District 10

LLB/vs

Board of County Commissioners
Jefferson County, Florida
Room 10, County Courthouse, Monticello, Florida 32344

The Keystone County - Established 1827

Stephen G. Fulford
District 1

Gene C. Hall
District 2, Chair

Hines Boyd
District 3

Felix "Skeet" Joyner
District 4

Danny Monroe, III
District 5

December 9, 2008

Mr. Frederick P. Gaske, Director
Division of Historical Resources
Bureau of Historic Preservation
500 South Bronough St.
Tallahassee, FL 32399-0250

RE: Lloyd Railroad Depot - Support for State Historic Preservation Grant

Dear Mr. Gaske;

As the Jefferson County Commissioner for the Lloyd area I'd like to express my support for the historic preservation grant funding from the Division of Historical Resources, Florida Department of State, to assist in the restoration of the roof at the historic Lloyd Railroad Depot.

The Lloyd Railroad Depot is an important part of the historic Lloyd area. The Depot, in addition to being a historic site, is the location of our current Post Office. We are most proud to have a site of historic significance that is used on a daily basis.

The roof of the Depot is in need of repair. The current condition is becoming a concern for the existing use as the Post Office. Also, when the rehabilitation is complete the facility will be used for community activities.

Your consideration of the grant funding request for the Lloyd Railroad Depot is appreciated.

Sincerely,



Felix "Skeet" Joyner, Commissioner
Jefferson County District 4

CC: Ms. Pat Pearson
Mr. Dave Hodges, President Gulf Wind Chapter NRHS

Kirk Reams
Clerk of Courts

Voice 850/342-0287
FAX 850/342-0222

Roy M. Schleicher
County Coordinator



December 9, 2008

Mr. Frederick P. Gaske, Director
Division of Historical Resources
Bureau of Historic Preservation
500 South Bronough Street
Tallahassee, Florida 32399-0250

RE: Gulf Wind Chapter of the National Railway Historical Society proposal to preserve and restore the Lloyd Railroad Depot

Dear Director Gaske,

As Coordinator of Florida's Operation Lifesaver, the national non-profit public awareness program dedicated to railroad safety, I fully support historic preservation grant funding for the above referenced project being requested by the Gulf Wind Chapter of the National Railway Historical Society.

This project will help improve the appearance of this historic building while also offering critical protection. In addition, these improvements will allow for it to be utilized by the community for multi-purpose meetings and events.

We commend the officers and members of the society for the many hours of effort they have contributed toward this project.

Sincerely,

A handwritten signature in black ink, appearing to read "A. Lapkowski".

Annette Lapkowski
Florida Operation Lifesaver State Coordinator

Lloyd Community Preservation Trust
8948 Old Lloyd Road
Monticello, Florida, 32344

December 7, 2008

Mr. Frederick Gaske, President
Division of Historical Resources
Bureau of Historic Preservation
500 South Bronough Street
Tallahassee, FL 32399-0250

Dear Mr. Gaske:

The Lloyd Community Preservation Trust wholeheartedly supports the grant application of the Gulfwind Chapter of the National Railway Society's grant application for funds to repair the roof and to complete interior renovations of the historic Lloyd Railroad Depot.

The Trust is a local civic organization in the Lloyd area that grew out of the group of citizens who banded together in the late 1980s to establish the Lloyd National Register Historic District, which was listed in 1991. We have expanded our interests to include community improvements in the 5-mile radius served by the Lloyd Volunteer Fire Department.

The Lloyd Depot is included in the Historic District, indeed is the centerpiece and the most important building in the District as it is the reason that Lloyd exists at all. The town grew up around it because the Depot was established as the shipping point for local cotton harvests.

Though the trains no longer stop here, the building houses our Post Office, which is still the meeting place for people in our rural area. With the current and future need for mass transit, it is not inconceivable that the building could once again be a place the trains stop to pick up commuters from this growing area for transport to work in Tallahassee.

As you see, the Lloyd Depot has been important, is important, and may well be very important in the future to Lloyd. Please fund the requested grant.

Thank you.

Patricia L. Pearson, Vice President
Lloyd Community Preservation Trust
(850) 997-2223

DAVID E. FERRO, R.A.
PRESERVATION ARCHITECT
1205 OLD FORT DRIVE, TALLAHASSEE, FLORIDA 32301

May 10, 2011

Mr. Dave Hodges, President
Gulf Wind Chapter, National Railway Historical Society
P.O. Box 3464
Tallahassee, Florida 32315-3464

RE: Additional Rehabilitation Work at the Lloyd Railroad Depot

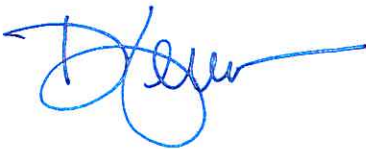
Dear Dave,

This will confirm my strong support for the ongoing rehabilitation of the Lloyd Railroad Depot. I look forward to assisting the final phase of this rehabilitation in any way possible.

I have considerable experience with historic preservation projects requiring compliance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and with the state and federal preservation regulations applicable to such projects. Whether assisting with coordination among the project architect, the State Historic Preservation Officer and other involved regulatory entities, or helping with masonry repointing, platform deck demolition or the repair of the siding at the gable ends, I am at your disposal on a strictly pro-bono basis.

The Lloyd Railroad Depot is a very significant historic property. The Gulf Wind Chapter, an organization of modest means, is to be commended for its continuing efforts and progress toward the rehabilitation of the Depot for community use.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. Ferro", with a long horizontal flourish extending to the right.

December 6, 2008

Mr. Frederick P. Gaske, President
Division of Historical Resources
Bureau of Historic Preservation
500 South Bronough Street
Tallahassee, FL 32399-0250

Dear Mr. Gaske,

We are writing in support of Gulf Wind Chapter of the National Railway Society in regard to their grant request for re-roofing the Lloyd Railroad Depot.

We have been Lloyd residents for about 20 years, we live about a half-mile from the depot, and have watched the renovations in the historic district for all that time. The efforts of the people who live in the little town at the Lloyd crossroad to bring the settlement back to life as a livable Florida village have not gone unnoticed or unappreciated by those who live near it.

Lloyd has a long history, and we are often surprised when we are far from home in South Georgia or Jacksonville, for instance, and tell people that we are from Lloyd, that they or someone they know once lived or visited here. They always mention the trains and the depot.

The depot and its Post Office are an integral part of Lloyd now, the place where you see and visit with your neighbors when you go to collect your mail or buy stamps. It's the local landmark. "Turn left at the crossroad, pass the depot, turn south on the next road".

We are very glad to hear that part of the depot will be turned into a community room. The area is growing, and there is a need for that here. We would like to see the previously completed renovations protected, and at this time the roof needs replacing to protect them, and to ensure future good community uses for the building.

We add our voices to the request for funding from your agency to accomplish that work. Thank you.

Mr. & Mrs. Wayne Haase
Rt 5 Box 5400 (Lloyd Creek Road)
Monticello, Fl 32344
(850) 997-7113

P. O. Box 308
Lloyd, Florida 32337
December 8, 2008

**Mr. Frederick P. Gaske, Director
Division of Historical Resources
Bureau of Historic Preservation
500 South Bronough Street
Tallahassee, Florida 32399-0250**

Dear Mr. Gaske,

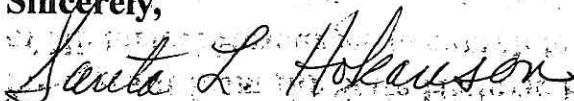
I am an active member of the Lloyd Historic Preservation Trust who fought to retain the Village of Lloyd historic boundaries when threatened by a developer, and continue to volunteer in the community effort to restore the historic LaFitte store with helpful funds from your Bureau.

I unequivocally support the request of the Gulf Winds Chapter NRHS for a grant from the State Historic Preservation Bureau of the Division of Historical Resources to complete its restoration of the Lloyd Railroad Station Depot, namely replacement of its roof.

The formerly thriving mercantile stores that lined the Village roads depended almost entirely on the Lloyd Railroad Station for its livelihood. Without the Depot, the historic Village could not have flourished. The railroad station Depot is the most important historic structure in the Village, critical to its identity; and today, complete with restroom facilities, it is greatly needed by the Community as a central meeting place.

Please fund this worthy project.

Sincerely,



Santa L. Hokanson and family

Community members of the Village of Lloyd since 1964

Exhibit F
Rehabilitation of the Lloyd Railroad Depot

**Completion Report for 2010 Railway Heritage Grant
from the National Railway Historical Society**

Grantee: Gulf Wind Chapter, NRHS, Tallahassee, FL

This project was accomplished between September 20 and 26, 2010. The contractor was Pafford Construction, Inc., of Crawfordville, Florida. The scope of work included removal of existing non-historic three-tab shingle roofing to the bare deck, repair of decking as required and reroofing entire roof deck in accordance with current code requirements, then installation of architectural fiberglass shingle roofing over a coated woven synthetic underlayment.

The work also included installation of new factory-painted edge drip, flashings and vent hoods (for restroom exhaust fans) and a continuous ridge vent. The design and color of the new roofing was selected to resemble the historic wood shingle roofing that was on the building prior to 1942.

Before initiation of the roofing project, Gulf Wind Chapter members installed 100 feet of 4-foot-high orange vinyl safety barrier to delineate a clear work zone parallel to the active CSX track located to the south of the historic depot. Chapter members also constructed a frame shelter to protect the entry to the U.S. Post Office, which now occupies the original waiting rooms and stationmaster's office.

The trackside work zone was held 12 feet from the nearest rail to prevent any possible conflict between train traffic and the construction activity. In addition to the above safety measures, chapter members also replaced the 2x10 fascia on the north and south elevations before reroofing began. The new fascia, matching the form and dimensions of the existing feature, was shaped from pressure-treated pine and installed with 6-inch-long corrosion-resistant timber connectors. Connector hex-heads were countersunk and plugged. The replacement fascia materials were purchased several years ago with funds provided by the Florida Department of State's Division of Historical Resources.

Rotted shiplap decking (approximately 200 square feet) was replaced with matching decking, which was donated and milled by chapter volunteers.

The roofing project was completed on schedule with no unforeseen problems.

Project Cost:

1. Contract with Pafford Construction for scope of work described above	\$9,850.00
2. Lumber for deck repair (donated by Chapter member)	144.59
3. Safety barrier and steel "t" posts (donated by Chapter member)	174.73
4. Additional connectors required for fascia installation (donated by Chapter member)	58.90
Total	\$10,228.22



Chimney flashing repair.



Left, chapter members installed pedestrian protection at the post office entry. Right, the view from the southeast corner showing new architectural shingles (color: "weathered wood").



Left, Pafford employee installing new architectural shingles. Right, new pressure-treated fascia and edge drip was included in the project.



A ridge vent, left, was installed to improve air flow in the depot's attic space. Right, new roof decking is visible on the depot's west side. About 200 square feet of rotted shiplap decking was removed and replaced with lumber purchased and milled by chapter members.



PREMIER BANK
 TALLAHASSEE, FLORIDA
 P.O. Box 3606 • Tallahassee, FL 32315-3606
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