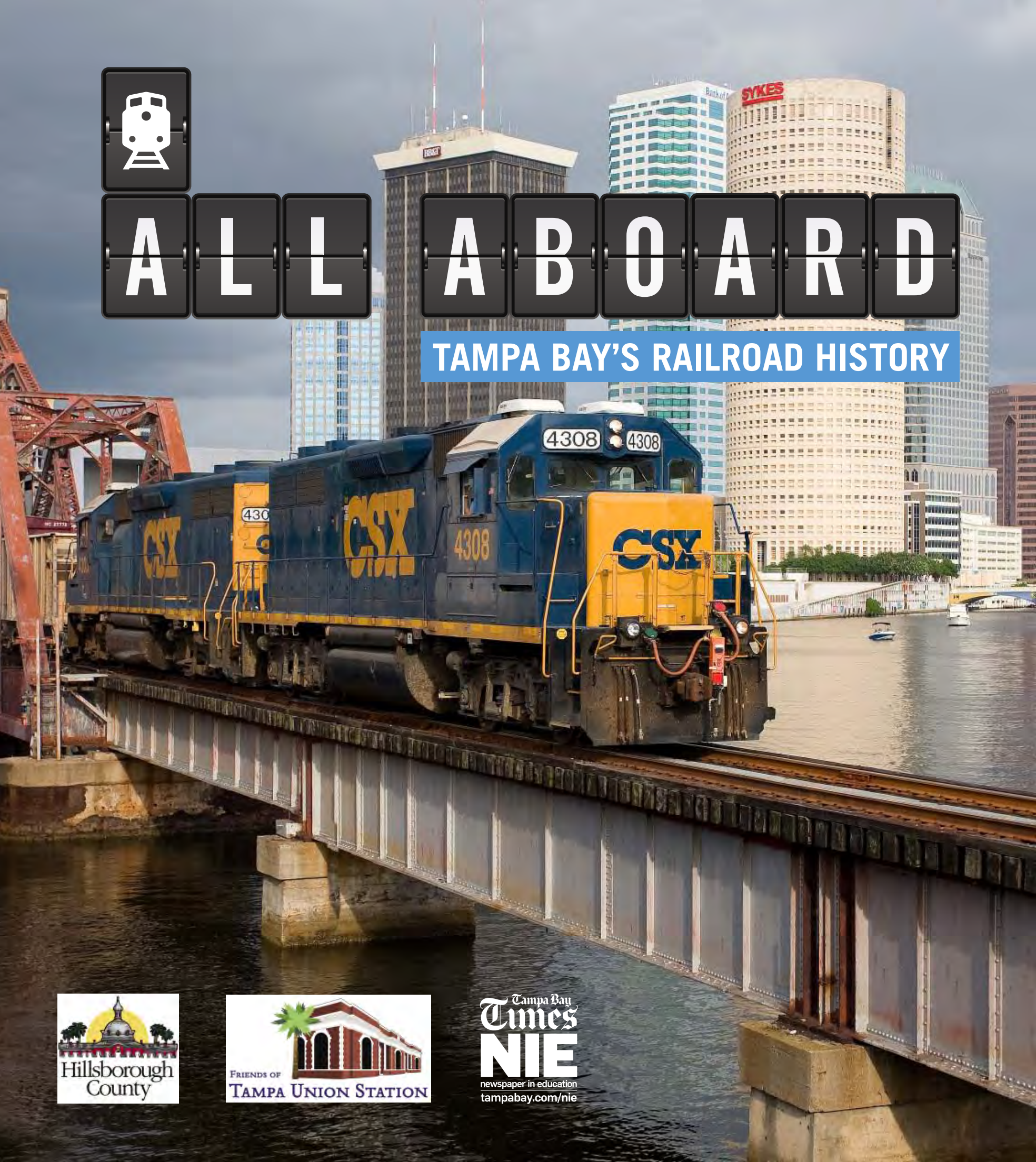




ALL ABOARD

TAMPA BAY'S RAILROAD HISTORY



All aboard: Tampa Bay's railroad history



71st New York
Volunteers arrive
in Port Tampa,
1898, courtesy
USF Library
Special
Collections

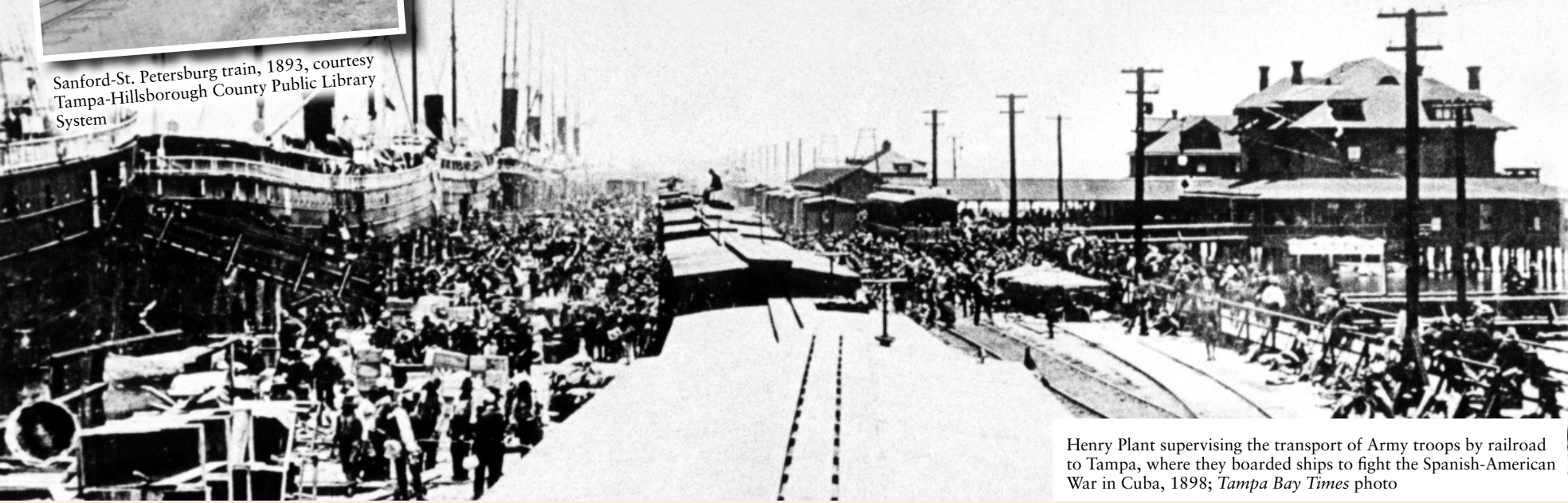


Sanford-St. Petersburg train, 1893, courtesy
Tampa-Hillsborough County Public Library
System

“ Silvery-sleek, on sun-bleached tracks
With barrel-chested engines, Dolomite black
Those were the trains of yesterday!
But where might smoke and thunder stay?
Where might great metro-liners rest,
As they rumble 'cross-the-country with their smoke-filled crests? ”

from The Epic of Tampa Union Station

by James E. Tokley Sr., Hillsborough County Poet Laureate



Henry Plant supervising the transport of Army troops by railroad to Tampa, where they boarded ships to fight the Spanish-American War in Cuba, 1898; *Tampa Bay Times* photo

Newspaper in Education

The Tampa Bay Times Newspaper in Education (NIE) program is a cooperative effort between schools and the *Times* to encourage the use of newspapers in print and electronic form as educational resources.

Our educational resources fall into the category of informational text. Informational text is a type of nonfiction text. The primary purpose of informational text is to convey information about the natural or social world. And since the mid-1970s, NIE has provided schools with class sets of informational text in the form of the daily newspaper and our award-winning original curriculum, at no cost to students, teachers or schools.

In the Tampa Bay area each year, more than 5 million newspapers and electronic licenses are provided to teachers and students free of charge thanks to our generous individual, corporate and foundation sponsors. In addition to providing free supplemental materials to educators, NIE hosts free educator workshops and webinars. Our teaching materials cover a variety of subjects and are consistent with the Florida Standards.

For more information about NIE, visit tampabay.com/nie or call 800-333-7505, ext. 8138. Follow us on Twitter at [Twitter.com/TBTimesNIE](https://twitter.com/TBTimesNIE).

Educators, email ordernie@tampabay.com or call 800-333-7505, ext. 8138 to request free copies of this publication.



NIE staff

Jodi Pushkin, manager, jpushkin@tampabay.com
Sue Bedry, development specialist, sbedry@tampabay.com

© Tampa Bay Times 2014

Credits

Researched and written by Jodi Pushkin and Sue Bedry, Tampa Bay Times
Designed by Stacy Rector, Fluid Graphic Design LLC
Cover photo by Troy Nolen

Florida Standards

The Florida Department of Education defines that the Florida Standards provide a robust set of goals for every grade. Emphasizing analytical thinking rather than rote memorization, the Florida Standards will prepare students for success in college, career and life. Reading and interpreting the material in this publication and the *Times*, as well as completing the activities correlate to the following Florida Standards for elementary school students.

Social Studies: SS.4.A.1; SS.4.A.3; SS.4.A.4; SS.4.A.6; SS.4.A.7; SS.4.A.8; SS.4.A.9; SS.4.E.1; SS.5.A.1; SS.5.G.2; SS.5.E.1 **Language Arts foundational skills:** LAFS.4-5.RF.3.3; LAFS.4-5.RF.3.4 **Language Arts reading informational text:** LAFS.4-5.RL.1.1; LAFS.4-5.RL.1.2; LAFS.4-5.RL.1.3; LAFS.4-5.RL.1.4; LAFS.4-5.RL.1.5; LAFS.4-5.RL.1.6; LAFS.4-5.RL.1.7; LAFS.4-5.RL.1.9 **Language Arts writing:** LAFS.4-5.W.1.1; LAFS.4-5.W.1.2; LAFS.4-5.W.1.3; LAFS.4-5.W.1.4; LAFS.4-5.W.1.5; LAFS.4-5.W.1.6; LAFS.4-5.W.1.7; LAFS.4-5.W.1.8; LAFS.4-5.W.1.9 **Speaking and Listening:** LAFS.4-5.SL.1.1; LAFS.4-5.SL.1.2; LAFS.4-5.SL.1.3; LAFS.4-5.SL.1.4; LAFS.4-5.SL.1.5; LAFS.4-5.SL.1.6 **Language Arts language standards:** LAFS.4-5.L.1.1;

LAFS.4-5.L.1.2; LAFS.4-5.L.1.3; LAFS.4-5.L.1.4; LAFS.4-5.L.1.5; LAFS.4-5.L.1.6

Hillsborough County Historic Preservation Challenge Grant

This project was supported by a Historic Preservation Challenge Grant awarded by the Hillsborough County Board of County Commissioners. The Hillsborough County Historic Preservation program aims to foster planning that “encourages the continued use and preservation of historic sites and structures.” The Historic Preservation Challenge Grant program was founded in 2012 to promote historic preservation, heritage tourism and related economic development within Hillsborough County.



Climb aboard

By Jackson McQuigg, vice president, Friends of Tampa Union Station

Trains fascinate. There's no denying it. I've felt this way my entire life. And I bet you have, too. Don't believe me? Stand at a country railroad crossing and watch a freight train blast by you at 60 miles per hour. Bells ring, horns blare and the very ground you are standing on shakes a bit as car after car of materials and goods rumbles by. It's a powerful experience and I daresay that it will take you a little while to get over it.

Trains like these built Florida, little by little. Railroad barons like Henry Bradley Plant and Henry Morrison Flagler gambled big to put rails down through swamps and palmetto scrubland to reach little-known places like Tampa and Miami. Even after the tracks were laid, the odds of convincing people to come to Florida were long. But come they did on the great "limiteds" — the passenger trains of yore — to stay in places like the Tampa Bay Hotel, the Belleview Biltmore and the other Sunshine State resort hotels of the beginning of the 20th century.

For those of you who still choose to doubt, climb aboard! I submit that a railroad revival is underway. The freight business continues to expand today for railroads like CSX and Florida East Coast, Amtrak's passenger count is at an all-time high, and commuter railroads run between places like Miami and West Palm Beach. Spirited political discussions about future rail and transit services are routinely in the news and even interstate-clogged Orlando will soon have its own commuter rail system.

My first train ride (documented by some old Super 8 movies stored somewhere in my dad's house) was at age 2, from Tampa Union Station. No doubt that's when and where my fascination with trains began.

How about yours?



Left to right., top to bottom: CSX staging yard, Tampa, courtesy Tom Pavlucik; Seaboard Air Line switch engine, 1956, courtesy Tampa-Hillsborough County Public Library System; train at Port Tampa, 1900, courtesy Florida Historical Society; caboose at Sulphur Springs Train Depot, courtesy Pinellas County Communications Department; Tampa Street Railway Company steam engine no. 2 - "Hattie," 1886, courtesy Tampa-Hillsborough County Public Library System; Plant System train stop at the Belleview Biltmore Hotel, courtesy St. Petersburg Museum of History



Think about it

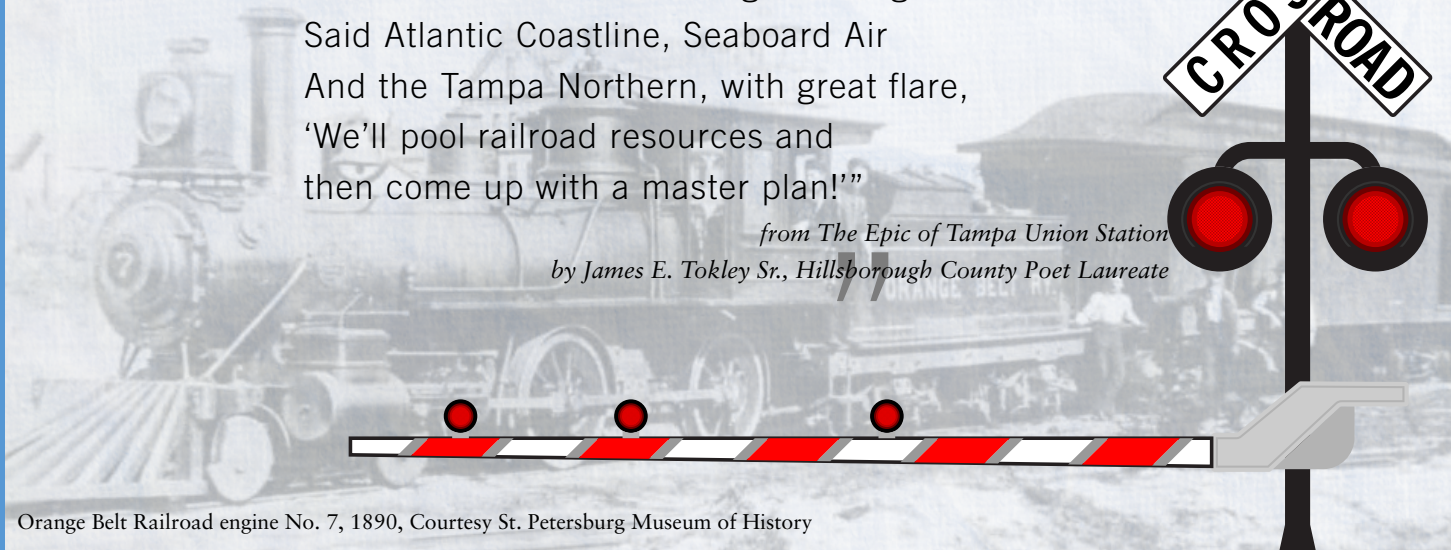
In 1855, the Florida Legislature passed the Internal Improvement Act. Similar to legislation passed by several other states and the federal government, Florida's act offered inexpensive or free public land to investors, particularly those interested in transportation. The act had its greatest effect in the years between the end of the Civil War and the beginning of World War I. Many railroads and hotels were built during this time period by companies owned by Henry Flagler and Henry Plant. These development projects had far-reaching effects on the agricultural, manufacturing and importation businesses.

Ask your teacher to split your class into pairs. With your partner, brainstorm your thoughts about how the Internal Improvement Act would have impacted Florida, especially the Tampa Bay area. Using a KWL chart, which you can find at readwritethink.org/classroom-resources/printouts/chart-a-30226.html, record your thoughts about what you already know and what you want to learn. Now, do some research to fill in the last part of the chart. Share what you have learned with your class.

Source: Florida Department of State Division of Historical Resources

“Three railroad families with good name,
Consented to build for Northbound trains
and Southbound trains such as would come,
A haven in this hamlet of cigars and guns!
Said Atlantic Coastline, Seaboard Air
And the Tampa Northern, with great flare,
‘We’ll pool railroad resources and
then come up with a master plan!’”

*from The Epic of Tampa Union Station
by James E. Tokley Sr., Hillsborough County Poet Laureate*



Orange Belt Railroad engine No. 7, 1890, Courtesy St. Petersburg Museum of History

Florida rails

The first railroad line in Florida was chartered in 1834. Initially mule-drawn, it ran from Tallahassee to St. Marks. In 1860, the Florida Railroad was completed, connecting Fernandina on the east coast with Cedar Key on the west. During the Civil War, Union attacks destroyed some sections of

Henry Plant's Plant System.

Later, the Atlantic Coast Line and Seaboard Air Line railroads constructed train tracks through Central Florida to the Gulf Coast. In the Florida panhandle, Seaboard built a line west from Jacksonville to River Junction in Chattahoochee. This rail line connected with the Louisville & Nashville Railroad



Peter Demens with Orange Belt locomotive No. 7, 1888, courtesy St. Petersburg Museum of History

the Florida Railroad. Other sections were removed by the Confederate government to slow down Union troops. It was not until after the Civil War that real development of Florida's railways began, with the construction of Henry Flagler's Florida East Coast Railway and

west through Pensacola and north into Alabama. The Southern Railway System expanded the rail lines south from Valdosta, Ga. into Jacksonville.

Source: Florida Memory, Florida Railroad Museum

The Plant system

Henry Plant acquired the Jacksonville, Tampa and Key West Railroad and expanded into Tampa. Plant connected the railroad lines to his steamship lines, which were running to Cuba and other destinations. As part of the expansion of the rail lines, he built hotels at key locations along this line in the 1890s.

Plant completed his South Florida Railroad into Tampa in 1884. At that time, Tampa was a fishing village with an approximate population of 720. In 1891, Plant built the Moorish Revival-style Tampa Bay Hotel at the end of the rail line. The hotel, now the University of Tampa, was built on the bank of the Hillsborough River and cost Plant almost \$3 million. The hotel, topped with its distinctive minarets, had more than 500 rooms. Plant's goal was to attract wealthy winter tourists to Florida and to his hotel.



Meanwhile, on the other side of the state, Henry Flagler had even more ambitious plans. In 1906, he began the Overseas Extension, connecting Miami to Key West. Plant and Flagler became fierce rivals.

Sources: Florida Memory, Florida Railroad Museum, "Working at Tampa Union Station...and Other Memories" by Joseph L. Oates in *Lines South*, Vol. 29, No. 2, 2nd Quarter 2012

A magnificent gamble

Henry Plant took a huge risk when constructing the Tampa Bay Hotel. According to Oates, the gamble did not pay off the way Plant anticipated it would. The Tampa Bay Hotel was never as profitable as Flagler's resorts, and was never booked to capacity with paying patrons.

When Plant died in 1900, his railroad interests were purchased by the Atlantic Coast Line, along with several other acquisitions in Virginia, the Carolinas and Georgia. Tampa became the primary destination on the west coast for the Atlantic Coast Line. The ACL Florida main line ran from Jacksonville to Tampa via Orlando, Lakeland and Plant City.

Sources: Florida Railroad Museum, "Working at Tampa Union Station...and Other Memories" by Joseph L. Oates in *Lines South*, Vol. 29, No. 2, 2nd Quarter 2012

Competition breeds growth

The Seaboard Air Line, based in Virginia, competed with the ACL. The Seaboard Air Line took root in Tampa in 1902, running tracks through Ocala and Plant City before turning west toward Tampa. Sea-



St. Petersburg Railroad pier, 1903, courtesy State Archives of Florida, Florida Memory

board then began building branch lines to St. Petersburg, Bradenton, Sarasota and Venice. Both railroads also absorbed several short lines until their tracks intertwined throughout the Tampa Bay area. Eventually the two companies merged, and in 1967, they became the Seaboard Coast Line.

Source: Florida Railroad Museum

Trains and industry

During the final quarter of the 19th century, large-scale commercial agriculture, such as cattle ranching, grew in importance. In addition, industries such as cigar manufacturing took root in the immigrant communities of the state.

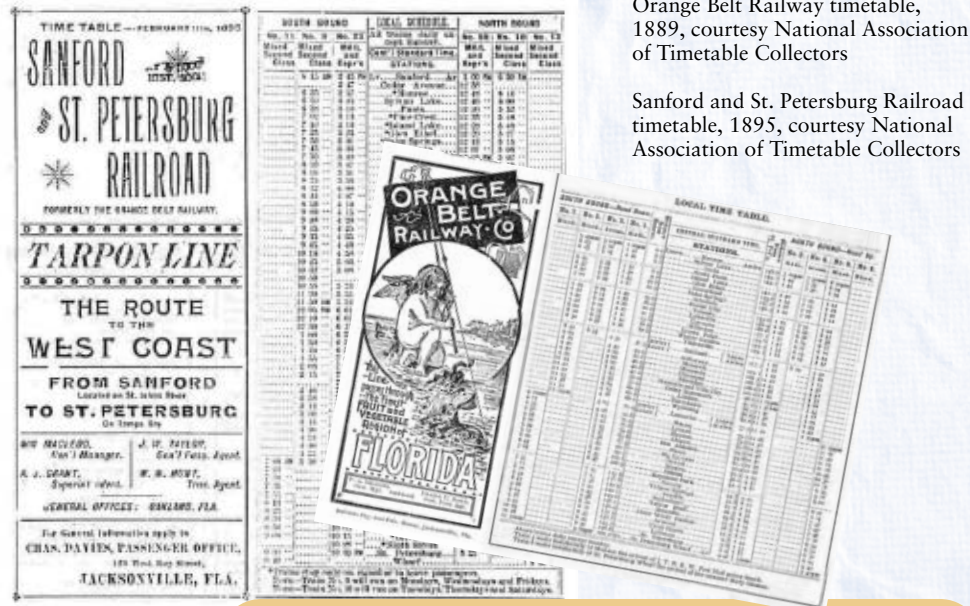
In the meantime, business people became enamored with Florida's natural resources, such as sponge harvesting in Tarpon Springs and phosphate mining in the southwestern part of the state. Despite occasional freezes, the citrus industry also grew rapidly at this time. The result was increased construction of

roads and railroads on a grand scale.

And then came the tourists. The expansion of industry and roads put Florida on the map in a big way, but it was the railroads that brought the tourists and made Florida one of the hottest spots to travel to in the coun-

try. Beginning in the 1870s, residents from northern states visited Florida to enjoy the state's natural beauty and warm weather.

Source: Florida Department of State Division of Historical Resources



Orange Belt Railway timetable, 1889, courtesy National Association of Timetable Collectors

Sanford and St. Petersburg Railroad timetable, 1895, courtesy National Association of Timetable Collectors

LEARNING WITH THE TIMES

Keeping secrets

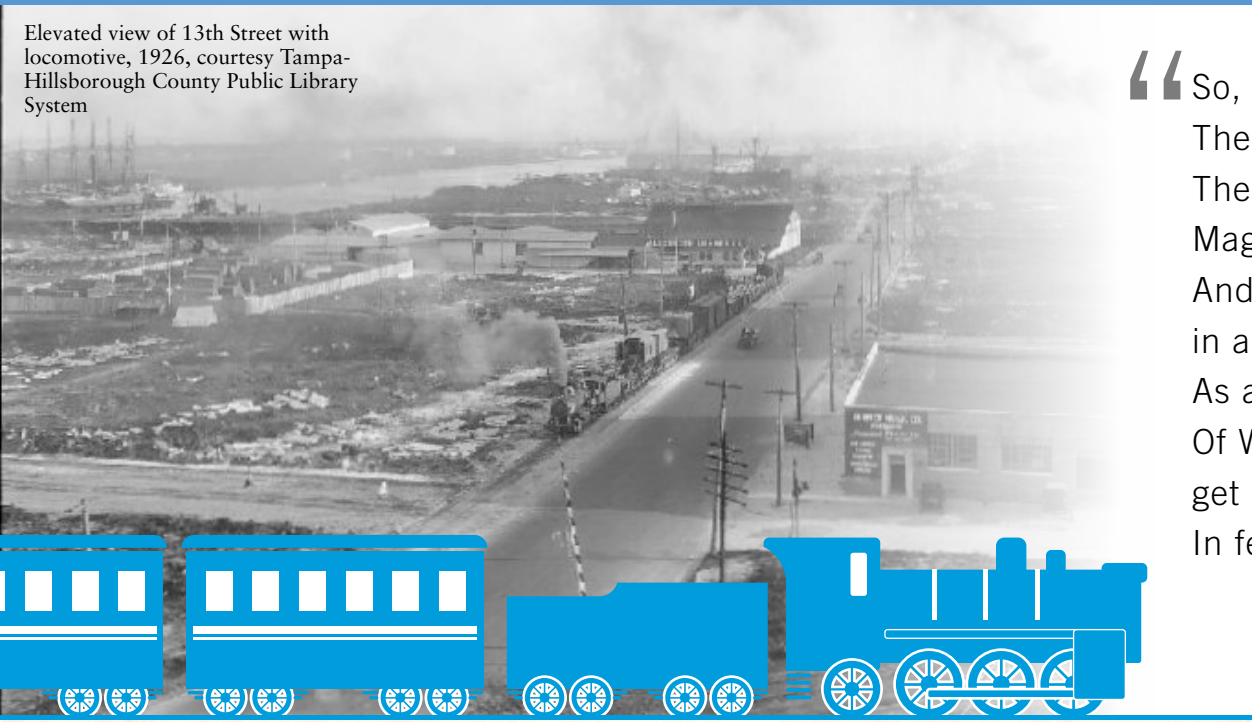
Henry Plant and Henry Flagler spent millions of dollars creating names for themselves and competing with each other. They also kept secrets in order to get ahead. With your classmates, brainstorm about the kind of information that is highly valued today. (Hint: identities, government secrets, business secrets.) Next, find an article in the *Tampa Bay Times* about stolen information today. Identify the thesis statement in the article and make a bulleted summary of the article. What do you think should happen to people who steal information? Write a blog post that expresses your opinion. Use information from the newspaper article to support your ideas.



Plant System train stop at the Belleview Biltmore Hotel, courtesy St. Petersburg Museum of History

From boom to bust and back

Elevated view of 13th Street with locomotive, 1926, courtesy Tampa-Hillsborough County Public Library System



“So, come, Good Friend! I'll show you 'round
These ornate balconies, wide and sound
These vaulted ceilings, great green doors,
Magnificent terrazzo floors
And skylights placed to soften the gloom
in an otherwise dark and noisy room.
As a matter of record, not till the days
Of World War Two did the skylight blaze
get blunted when we painted them black,
In fear of a Nazi sneak attack!”

from *The Epic of Tampa Union Station*
by James E. Tokley Sr., Hillsborough County Poet Laureate

Boom time

By the turn of the century, Florida's population was increasing rapidly, and World War I served to stimulate Florida's economic growth further. By the end of the war, Florida tourism and real estate were thriving. As the Florida railroad barons had dominated in the last decades of the 19th century, the first few decades of the 20th were dominated by the land barons. Wealthy investors such as Dave Davis and C. Perry Snell developed whole communities that still bear their names today.

The first few decades of the 20th century were a golden age for Florida's railroads, with trains such as the Florida Special and the Orange Blossom Special bringing crowds of northern tourists, while freight lines transported Florida citrus, produce, timber and phosphate to northern markets.

Sources: Florida Memory, Florida Department of State Division of Historical Resources, Florida History Internet Center, National Museum of American History

Economic fallout

The years 1926 - 1928 were especially challenging in Florida. The state's economic bubble literally burst in 1926, "when money and credit ran out, and banks and investors abruptly stopped trusting the 'paper' millionaires," according to the Florida Department of State Division of Historical Resources' Web site. The economy was further damaged when severe hurricanes swept through the state in 1926 and 1928.

In 1929, Florida's citrus economy was sorely compromised when the Mediterranean fruit fly invaded the state. When a quarantine was established to ban citrus fruit from leaving or entering the state, the citrus industry's production dropped by 60 percent. Nationally, rail industry revenue fell by 50 percent between 1928 and 1933, and Florida's railroads were no exception.

Source: Association of American Railroads, Florida Department of State Division of Historical Resources

liked, it did make its mark on history. During the Spanish-American War in 1898, it was used as a "base camp" for military brass and reporters.

Later, the hotel hosted Teddy Roosevelt and his Rough Riders, Babe Ruth, Clara Barton, Stephen Crane, Mrs. Ulysses S. Grant and the Prince of Wales among others. The hotel is now part of the University of Tampa and serves as home to the Henry B. Plant Museum.

Source: "Working at Tampa Union Station...and Other Memories" by Joseph L. Oates in *Lines South*, Vol. 29, No. 2, 2nd Quarter 2012

World War II

World War II brought great economic development to Florida. Because of its year-round mild climate, the state became an important training area for soldiers, sailors and aviators of the United States and its allies.

Railroads were crucial to the war effort. Nearly all military cargo was shipped from factories to ports on both coasts by train, and most soldiers and sailors also reached their ports of embarkation by train. In 1944, railroads handled 76 percent of all commercial intercity passenger-miles and carried 746 billion ton-miles of cargo (a ton-mile is one ton carried one mile).

At the same time, the war spurred highway and airport construction, and,



Germain Land and Timber Company log train, 1924, courtesy Tampa-Hillsborough County Public Library System

by war's end, Florida had a modern transportation network ready to accommodate the great numbers of tourists and immigrants who would follow.

Sources: Florida Department of State Division of Historical Resources, National Museum of American History

Post-war – present

By the beginning of the 1950s, automobiles were already surpassing railroads in intercity travel. Passenger rail travel declined steadily as the popularity of the car grew, the interstate highway system took shape and air travel became increasingly available and affordable.

By the 1960s, passenger railroads were in deep financial trouble. In 1970, Congress passed the Rail Passenger Service Act, establishing the National Railroad Passenger Corporation – better known as Amtrak. In 1971, Amtrak took over the intercity passenger rail service that had been operated by private railroads.

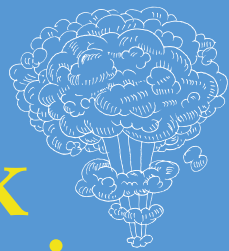
In 1970, 771 billion ton-miles of cargo

Did you know?

Although Henry Plant's luxurious Tampa Bay Hotel did not flourish as well as he would have



Billboard on the lawn of Tampa Union Station, 1921, courtesy Tampa-Hillsborough County Public Library System



Think about it

George Pullman invented the overnight sleeping train car in the 1880s. The black men and women who served as porters and maids on the Pullman cars worked long hours and made very little money. Most of their income came from tips, and they had to pay for their own uniforms, lodging and food.

In 1925, a black labor activist named A. Philip Randolph organized the Brotherhood of Sleeping Car Porters (BSCP) to press for better working conditions. Although they initially refused to negotiate, the Pullman Company signed a labor agreement in 1937 with the Brotherhood that cut working hours and increased pay. Randolph would go on to direct the Aug. 28, 1963 march on Washington, D.C., the largest civil rights demonstration in United States history.

Sources: Florida Memory, Public Broadcasting Service

Investigate and write like a reporter

Learn more about the history of the Tampa Bay Hotel and its famous visitors by doing some research in your school's media center and by looking through the archives of the *Tampa Bay Times*. Using the articles in the *Times* as models, write a news article focusing on the person you researched or on the building. Share your article with your class.



Ships and railroad cars at Tampa Municipal Docks, 1926, courtesy Tampa-Hillsborough County Public Library System



Refrigerated railroad cars loaded with oranges beginning their trip north to Chicago, 1929, courtesy Tampa-Hillsborough County Public Library System



Manasota Land & Timber Company equipment on a railroad flatcar being pushed by a locomotive along rural track in rural scrub, 1918, courtesy Tampa-Hillsborough County Public Library System

were shipped by rail, more than at the peak of World War II. By the latter part of that decade, though, the financial stability of many railroads was threatened by government regulation and competition from other shipping methods. The Staggers Rail Act of 1980 partially deregulated the industry and helped to restore its financial health.

By 1990, annual rail freight exceeded 1 trillion ton-miles, and in 2000, American railroads carried 1.53 trillion ton-miles of commercial freight – three times as much as in 1927, and 41 percent of the nation's total intercity commercial freight.

Sources: Amtrak, Association of American Railroads, National Museum of American History

A shipping revolution

Up until the 1950s, there was no standardization in the way that cargo was packed. Items could be baled,



Work crews loading cypress logs onto flatbed railroad cars, 1929, courtesy Tampa-Hillsborough County Public Library System

bundled, crated or packed in boxes or sacks of any size. It took a long time – and many man-hours – to load and unload cargo.

In 1955, a North Carolina trucking company owner named Malcom McLean came up with the idea of a standardized container that could be transferred from ship to train to truck without unloading and reloading the cargo each time. Containerized shipping was faster and cheaper because the time needed to load and unload at

the start and end of each voyage was drastically reduced.

By the 1960s, containers had already begun to revolutionize worldwide shipping. As Marc Levinson, author of *The Box*, a history of the container, notes, “Modern globalization couldn't have happened without the container. If you had to be loading every little bag and barrel and box separately onto (a) vessel, if you had a vessel spending two weeks in port every time it had a port call and 200,000 items being loaded off, 200,000 more being loaded back on, it would be impossible to have trade on the scale that we have today. It's containerization that made that possible.”

Sources: National Museum of American History, National Public Radio, Public Broadcasting System



Atlantic Coast Line Railroad's Tampa Special at Tampa Union Station, 1922, courtesy Tampa-Hillsborough County Public Library System

Making connections beyond the text

How much of the growth of population and industry in the Tampa Bay area can be attributed to the rail system? That may be a difficult question to answer, but when the issue of high-speed rail was front and center in the news, it was an important consideration. Would a high-speed rail system that connects the Orlando and Tampa areas economically benefit both areas? What would Henry Plant and Henry Flagler think of such a concept? With a partner or in a small group, research some of the points discussed on these pages. Take notes while you are doing research. Review the “Decision making/Cost-Benefit Analysis” video located at econedlink.org/interactives/index.php?iid=184&type=student. Create a graphic organizer – chart, web or outline – with the information you find. Based on what you have learned, write an argument essay for or against expansion of the rail system in Tampa Bay.



A diamond in the rough

“And railroad buffs from ‘round the nation
Lauded Tampa Union Station
A landmark, three-score, fifteen years,
That would witness countless smiles and
tears!”

from *The Epic of Tampa Union Station*
by James E. Tokley Sr., Hillsborough
County Poet Laureate



Tampa Union Station under renovation, 1997,
Fraser Hale, *Tampa Bay Times*



Tampa Union Station, 2014 Kent
Nishimura, Times

way Historical Society.

Sources: Friends of Tampa Union Station, “100 Years of History: Tampa Union Station” by Jackson McQuigg in *Lines South*, Vol. 29, No. 2, 2nd Quarter 2012

Did you know?

For 72 years, Tampa Union Station served Tampa’s traveling public, including some pretty notable celebrities. Popular Hollywood actors such as Gary Cooper and Lupe Velez, musicians such as Ella Fitzgerald, sports figures such as Mickey Mantle and Hank Bauer of the New York Yankees, and even the entire Chicago Cubs baseball team, in Florida for spring training, passed through the station’s doors.

Central Avenue, near the station, is where Tampa’s black business and entertainment district thrived. Ray Charles lived there, and the dance and song *The Twist* originated on Central Avenue. Directly across the street from Tampa Union

travel by car or airplane instead of by train.

The condition of Tampa Union Station slowly deteriorated over the next two decades, until by the 1980s the paint was peeling, the roof leaked and plaster was falling off the ceiling. Tampa Union Station closed to the public in 1984, and for the next 14 years, passengers would have to arrive at and depart from a temporary, prefabricated building next to the station platforms.

In 1988, local historic preservationists and passenger rail advocates began to raise money to restore the station, and volunteers eventually raised more than \$4 million for the project. Restoration of Tampa Union Station was completed in May 1998, and the station reopened to Amtrak passengers and the public.

Today, Tampa Union Station is the third-busiest Amtrak station in Florida and serves as a stop for two passenger trains daily as well as Amtrak Thruway motorcoach services.

Tampa Union Station was added to the National Register of Historic Places in 1974. In 1988, it became one of the first buildings to be designated a Tampa Landmark by the City of Tampa. And in 2012, Tampa Union Station’s centennial year, the station was added to the National Register of Historic Railroad Landmarks by the National Rail

Tampa Union Station opened on May 15, 1912, as the hub for passenger operations for three railroads: the Atlantic Coast Line, the Seaboard Air Line and the Tampa Northern Railroad. On opening day, Tampa Union Station had nine tracks, a recreation room, a lunch room, a smoking room and – typical of the Jim Crow era – separate waiting rooms for whites and blacks.



Tampa Union Station, 1922, courtesy Tampa-Hillsborough County Public Library System

Tampa Union Station was designed by architect J.F. Leitner in the Italian Renaissance Revival style, inspired by the palaces of 16th century Italy. The brick building features Corinthian columns and cast-stone details, including a bas relief of the station’s intertwined T, U and S.

Through the end of World War II, the station thrived. But in the 1950s, passenger train ridership began to fall, as people increasingly chose to



Think about it

The restoration and rejuvenation of Tampa Union Station almost didn't happen. According to Jackson McQuigg, in the 1980s, "Tampa Union Station was a civic embarrassment and a civic problem. The station was falling apart — broken windows, crumbling plaster, rainwater leaking into the waiting room with each passing thunderstorm."

Amtrak proposed a new station near Busch Gardens in 1977, but that never materialized. A redevelopment plan for Tampa Union Station was proposed in the 1980s, but funding for it fell through. So in 1984, Amtrak moved out of Tampa Union Station and into a trailer located next to the station's tracks. With the building empty, CSX, the corporate descendant of Tampa Union Station's original owners, posted Property Available signs in the windows.

Although Tampa Mayor Sandy Freedman supported historic preservation, the city did not have the time or money to invest in the station. McQuigg notes that Amtrak added insult to injury by cutting back its service to the west coast of Florida and dropping train service to Clearwater and St. Petersburg.

Source: "Tampa Union Station: 100 Years of History" by Jackson McQuigg in Lines South, Vol. 29, No. 2, 2nd Quarter 2012



Tampa Union Station, 1952, courtesy Tampa-Hillsborough County Public Library System



Tampa Union Station, 2011, courtesy Tom Pavlucik



Tampa Union Station, 1912, courtesy Tampa-Hillsborough County Public Library System

Station, the Jackson House rooming house welcomed black train travelers not allowed in downtown Tampa's segregated hotels. Musicians such as Count Basie, Cab Calloway and James Brown — all of whom arrived by train — were among the Jackson House's guests.

Source: "Working at Tampa Union Station...and Other Memories" by Joseph L. Oates in Lines South, Vol. 29, No. 2, 2nd Quarter 2012

The Epic of Tampa Union Station

In 2009, James E. Tokley Sr. wrote *The Epic of Tampa Union Station*, about the history of Union Station. You can read the poem and listen to a streaming MP3 at tampagov.net/dept_art_programs/information_resources/Educational_Resources/index.asp.

Tokley was named poet laureate of the city of Tampa in 1996. In 2013, he was appointed poet laureate of Hillsborough County.

A rich history

Tampa Union Station has welcomed people from all walks of life, from World War II draftees heading off to training camps to college students leaving home. World War I "doughboy" soldiers departed Tampa from its platforms, as did celebrities and sports figures such as Gary Cooper and Mickey Mantle.

Although many thought Tampa Union Station's best days were behind it when the doors to the public were closed in 1984, its preservation changed those mindsets. Volunteer groups raised more than \$4 million in grants to restore the historic landmark.

Tampa Union Station reopened to the public in 1998, and today it serves more than 140,000 Amtrak passengers each year. The station is now owned by the City of Tampa thanks to railroad company CSX's donation of Tampa Union Station to Tampa's citizens.

Source: "Working at Tampa Union Station...and Other Memories" by Joseph L. Oates in Lines South, Vol. 29, No. 2, 2nd Quarter 2012

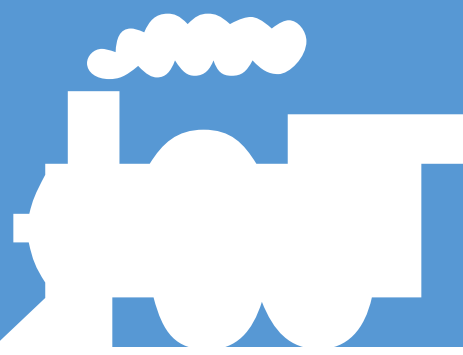


Tampa Union Station Restaurant, 1957, courtesy Tampa-Hillsborough County Public Library System

LEARNING WITH THE TIMES

Influence of immigrants

Tampa Union Station is an important historic building and hub for the city of Tampa. Throughout history, the movement of people from one country to another has left its mark on many communities. The influence of immigrants on most geographic areas can be found in many ways. The names of streets, rivers, towns and buildings may indicate links to another country. Look through the *Tampa Bay Times* to find at least 10 examples of other countries' influences on the Tampa community. Look for street names, community names, ethnic areas of your community, businesses, landmarks, restaurants and special celebrations, holidays and traditions. Make a list of these items to share with your class.



Social and economic impact of the railroad



Refrigerated railway car, 1957, courtesy Tampa-Hillsborough County Public Library System



Seaboard Air Line switch engine at DeSoto Park, 1956 courtesy Tampa-Hillsborough County Public Library System

“Then follow me through a second door
To a somber room with a dustier floor
Whose patrons wait and make pretend
Their counterparts consider them men
And women with an equal smile,
That makes their sacrifice worthwhile!
They wait their turn to catch a train
As passengers in all, but name
For, water fountains and the like
Are clearly labeled “Black” and “White”!
Come sit with me and I will show
Where Tampa Union met Jim Crow!”

from The Epic of Tampa Union Station

by James E. Tokley Sr., Hillsborough County Poet Laureate

Jim Crow on the railroad

Throughout the South, black travelers were forbidden from riding in railroad passenger cars designated for white travelers, and vice versa.

In 1890, the state of Louisiana passed the Separate Car Act, which called for “equal but separate” railroad passenger cars for black and white passengers. The law required railroad conductors to determine whether a passenger was white or black and seat them accordingly. Passengers violating

the law could be sentenced to 20 days in jail or a \$25 dollar fine, the equivalent of several weeks’ pay.

A black civil rights organization decided to challenge the law in the courts. Homer Plessy, a light-skinned Creole, bought a first-class ticket and deliberately took a seat in a car designated for white passengers. When asked by the conductor if he was “colored,” Plessy answered yes, but refused to move to a blacks-only car. The train was stopped, and Plessy was arrested.

Plessy’s case went all the way to

the Supreme Court of the United States, and on May 18, 1896, the court upheld the Louisiana law and set the precedent that “separate” facilities for blacks and whites were constitutional as long as they were “equal.”

The “separate but equal” doctrine would last for more than half a century, until it was struck down in 1954 in the *Brown v. Board of Education* case.

Source: Public Broadcasting System

Think about it

Fighting against the Jim Crow public transportation rules was a key element in fighting for the civil rights of blacks.

After the fall of the Confederacy at the end of the Civil War, many white people continued to treat newly liberated black Americans with derision. One important result of this attitude was that railroads, steamboats and other forms of public transportation began to deny black people the use of first-class accommodations.

Immediately after the war, Mississippi, Florida and Texas attempted to limit racial mixing in trains, buses and steamboats. In Florida, black people were not permitted to ride in cars reserved for white people. White people were, in turn, not permitted to ride in cars designated for black people. It took almost a century for attitudes to change. The Jim Crow laws began to be struck down in the 1940s, but some trains were still segregated into the 1950s and even the early 1960s.

Think about why that is an important aspect of the history of transportation and the history of Florida. What are the social, economic and ethical implications of segregation? Create a chart listing your thoughts.

Source: United States Department of Transportation





Making connections beyond the text

Find a copy of John Hope Franklin's essay "The Train from Hate" in your school media center or local library. Read the essay and think about how it applies to transportation in Florida. What are the social and ethical implications of the essay? Imagine that you are a witness to the incident on the train. Write a letter to the editor of the *Tampa Bay Times* about the experience.

Social, economic and environmental impact of the railroad

The railroad played a very important part in the social and economic history of Tampa Bay, Florida and the U.S. But what you may not know is how much of an impact it continues to have today.

Connectivity:

- Amtrak carries more than 31 million people per year.
- Amtrak connects more than 500 communities, including 120 small towns served only by Amtrak.
- If Amtrak were an airline, it would be the 6th-largest carrier in the country, based on ridership.

Economic Impact:

- More than 90 percent of Amtrak spending is domestic, supporting American businesses. In 2013, Amtrak spent more than \$27 million on goods and services in Florida.
- Amtrak returns nearly \$3 to local communities for every federal dollar invested.
- Amtrak employs more than 20,000 people across the country, creating jobs for local communities.

Environmental Impact:

- Amtrak trains are 16 percent more efficient than planes and 34 percent more efficient than cars in terms of energy used per passenger.
- Freight railroads are three times more fuel efficient than trucks and emit three times less carbon dioxide than trucks for the same transportation service.
- A freight train can move one ton of freight nearly 500 miles on a single gallon of diesel fuel.
- A single freight train can take the load of 280 or more trucks.
- In 2013, the Amtrak Auto Train carried more than 265,000 passengers and removed more than 139,000 cars and trucks from the highway.

Sources: Amtrak, CSX



Stacks of phosphate next to railroad tracks, 1958, courtesy Tampa-Hillsborough County Public Library System

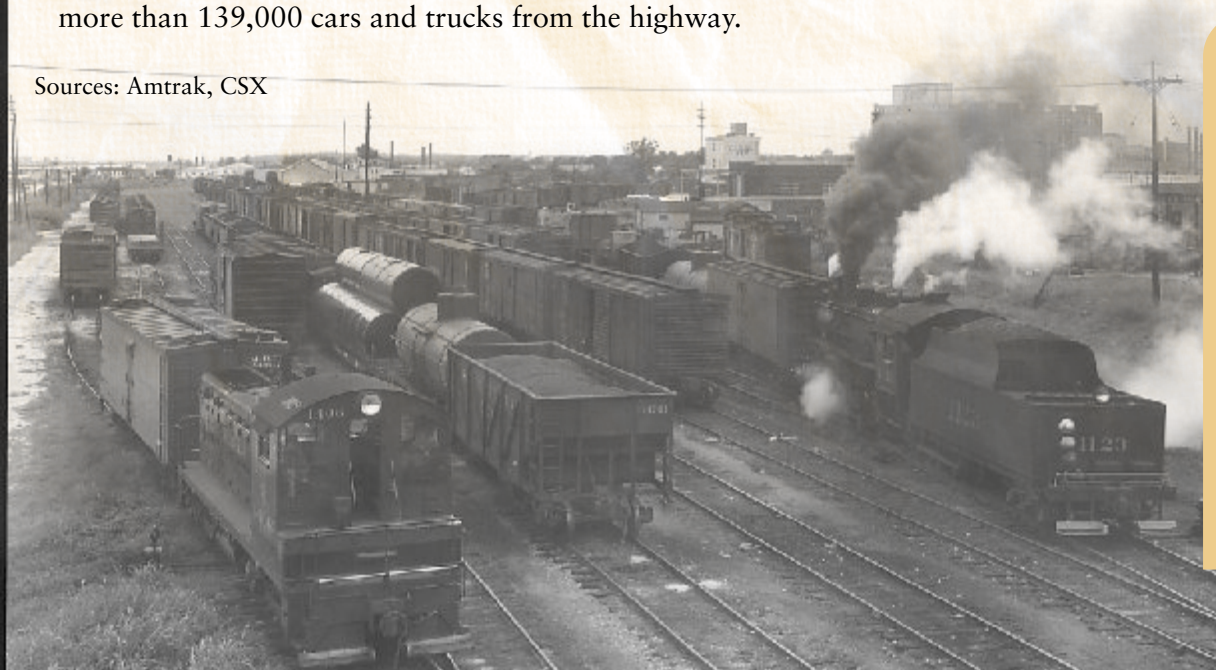


Royal American Shows train at the Florida State Fairgrounds, 1946, courtesy Tampa-Hillsborough County Public Library System

LEARNING WITH THE TIMES

The impact of riding the rails

Not only has the railroad played a very important part in the history of Tampa Bay, but it also is impacting the present and the future. During the next few weeks, look for articles in the *Tampa Bay Times* about transportation, including trains, planes and automobiles. Keep a journal for this time period. Briefly summarize the articles you find and write a few sentences explaining your thoughts about what you have read. Think about the social, economic and environmental impacts related to the information you have read. Write a blog post at the end of the unit expressing your thoughts about these impacts. What are the impacts? Are the impacts positive or negative? Should more money be invested in transportation? How does the railroad system still influence Tampa?



Locomotives and freight cars in the Seaboard Air Line Railroad yard, 1948, courtesy Tampa-Hillsborough County Public Library System

Plans for the future

“ But at Tampa Union Station, you
 Could wait ‘till the Silver Palm pulled through,
 Or catch the Silver Meteor
 or the Orange Blossom
 Special, with its diesel roar!
 For, Tampa Union Station was
 A doorway beckoning without pause,
 To places one had never seen
 Except in a travelogue magazine
 Or a radio barker’s quick-clept brogue
 ‘To Kooka-munga, up the road!’ ”

*from The Epic of Tampa Union Station
 by James E. Tokley Sr., Hillsborough County Poet Laureate*



Amtrak Silver Star, 2013,
 courtesy Tom Pavlucik

? Did you know?

- Tampa-St. Petersburg is third in the nation in miles of roads, and 66 percent of those roads are congested.
- The average Tampa Bay household spends more than \$1,000 a month on transportation costs.
- Every hour of delay in traffic congestion costs \$16.01 for a personal vehicle and \$105.67 for a freight truck.

Source: TBARTA



Hillsborough River drawbridge, 2012, courtesy Troy Nolen

TBARTA

The Tampa Bay Area Regional Transportation Authority (TBARTA) was created by the Florida State Legislature to develop and implement a Regional Transportation Master Plan for Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas and Sarasota counties. This region is expected to grow by 1.8 million residents by 2035, and may nearly double again by 2050. Traffic congestion costs us all time and money and harms the environment. TBARTA’s Master Plan aims to move people and goods around Tampa Bay more efficiently.

Rail’s role in TBARTA’s vision is to improve regional freight movement and to introduce passenger rail service that connects with local transit and intermodal facilities. TBARTA’s Transit Oriented Development Resource Guide explores how to enhance neighborhoods by maximizing access to transit.

For more information about TBARTA, visit tbarta.com.

Source: TBARTA

Imagine 2040



By 2040, there will be about half a million new residents living in Hillsborough County.

Where will these new people live, work, shop and play, and how will we connect these people and places?

Wanting to turn the challenges that come with growth into opportunities

for a thriving future, in 2013 the Hillsborough

Metropolitan Planning Organization (MPO) and Planning Commission conducted the Imagine 2040 interactive survey.

More than 3,500 people responded with more than 91,500 opinions and preferences.

The top 5 priorities of the respondents:

1. Traffic congestion
2. Job creation
3. Available bus or rail service
4. Natural resources
5. Efficient energy use

It is clear that Hillsborough County residents want more transportation choices and are concerned about the time, energy and resources wasted when commuters sit in traffic. The top-rated improvement that survey takers wanted was commuter or light rail, receiving 4 or 5 stars out of 5 by 77 percent of the respondents.

So, will there be new rail in Hillsborough County? It looks as though commuter or light rail may play a part in a future Tampa Bay where people have many choices for getting around, whether it’s walking, biking or driving, or taking a bus, train or even a ferry.

You spoke. They listened, and they want more feedback from you.

This summer, a new Imagine 2040 survey will ask you to weigh in at imagine2040.org.

For more information on Hillsborough County’s future plans for growth, visit planhillsborough.org.

Sources: Imagine Hillsborough 2040, Metropolitan Planning Organization and Planning Commission



Silver Star passengers, 2012, Courtesy Tom Pavlucik



History in the making

Tampa's Union Station is not the only historically significant train station in the Tampa Bay area. Check out these other historical locations:

Plant City Union Depot and Robert W. Willaford Railroad Museum

The Plant City Union Depot was designed in 1909 by J.F. Leitner. The depot consists of a single-story brick passenger building and a separate two-story brick freight terminal. The passenger station originally had a second-story signal tower. The depot played an important role in the early development of Plant City, whose main industries of farming, lumber and phosphate mining depended heavily on railroad transportation. Mail also arrived in Plant City via this depot, and the Western Union telegraph service was based there. Plant City Union Depot continued to operate until 1971. The Plant City Union Depot was added to the National Register of Historic Buildings in 1974. Today, Union Depot houses the Historic Downtown Plant City's Welcome Center and Railroad Museum. In 2013, a train-viewing platform and tower were added, offering 24-hour access to train buffs for observation.

Sources: City of Plant City, Greater Plant City Chamber of Commerce



Plant City Union Depot, 2012, courtesy Rob Johnson

Sulphur Springs Train Depot

The Sulphur Springs Train Depot was built in 1924 by the Tampa and Gulf Coast Railroad. The station is typical of the architecture found in many early Florida depots. In 1978, the station was restored and relocated to Heritage Village in Largo.

Source: Pinellas County



Sulphur Springs Train Depot, courtesy Pinellas County Communications Department

Okahumpka Train Depot

The Okahumpka Train Depot was built in 1898 to serve a section of the Plant System that stretched from Tampa to Savannah, Ga. Originally located in Lake County, it was relocated to Cracker Country at the Florida State Fairgrounds in 1978.

Source: Florida State Fair Authority

Lutz Train Depot

The Lutz Train Depot is an architecturally faithful replica of an early railroad depot originally located near the current location in what was then known as Lutz Junction.

Sources: Hillsborough County, Lutz Citizens Coalition, *Tampa Bay Times*

Florida's influencers

The Disston Purchase of 1881 was the beginning of railroad development in Florida. The State of Florida was able to offer land deals to railroad development much like the transcontinental railroad system growing in the West. Research one of the following entrepreneurs and write a report to share with your class. Be sure to include important information about how this person influenced development in Florida. Remember to document your sources.

- William D. Chipley
- Peter Demens
- Hamilton Disston
- Thomas Edison
- Henry Flagler
- Henry Ford
- Henry Plant
- John D. Rockefeller
- Albertus Vogt
- George M. West



Okahumpka Train Depot, 1987, Mike Pease, *Tampa Bay Times*



How trains work

“ And well-dressed travelers came, once more
 To marvel at terrazzo floors,
 And vaulted ceilings of a place,
 Which welcomed them once more, with grace!
 And children’s eyes went wild with glee
 As the Silver Palm backed regally
 To a standstill, there to rest, no doubt,
 By the side of an example of a reborn South
 Mindful, yet, unmindful of
 A Past without equality and love!

And once again, with great regard,
 The conductor’s riveting “All Aboard”
 Has become an anthem Amtrak sings
 As the ears of excited travelers ring
 With genuine excitement when
 The great majestic trains roll in,
 To curtsy at their red-brick host
 Who teems with memories and ghosts!”

*from The Epic of Tampa Union Station
 by James E. Tokley Sr., Hillsborough County Poet Laureate*



Bombardier JetTrain high-speed rail locomotive at Tampa Union Station, 2003, *Tampa Bay Times* photo

Chugga, chugga, choo, choo

There is no doubt about it: Trains are an important form of transportation around the world. Railroads provide a lifeline to many across the United States. Whether they are chugging across short distances or across entire continents, whether they are carrying people or freight, trains are indispensable.

As early as 1550, wooden railways were being used in Germany. By the late 1770s, iron replaced wood. However, it was with the invention of the steam locomotive in 1797, in England, that the industry really changed.

According to the How Stuff Works website, “The Stockton & Darlington Railroad Company in England became the first public railroad to carry passengers and freight. Steam-powered locomotives carried six coal cars and up to 450 passengers a distance of 9 miles (14 kilometers) in less than an hour.”

In the U.S., rail workers laid more than 30,000 miles of railroad track by 1860. During the Civil War, trains were the main source of transportation. After the Civil War, the rail system expanded to include the first transcontinental railway, which was completed in 1869.

By the early 20th century, U.S. railroad tracks were spread over 254,000 miles, and diesel locomotives had replaced steam ones.

Source: How Stuff Works

Train technology

Locomotives change the chemical energy from the wood, coal or diesel fuel into the kinetic energy of motion. While the first locomotives did this with a steam engine, current locomotives work with diesel fuel and electricity. Many trains have multiple locomotives to increase and circulate the power.



Replica of a Siemens Velaro high-speed train, 2010, Stephen J. Coddington, *Tampa Bay Times*

In addition to steam- and diesel-powered locomotives, many trains work solely on electric power. Those trains get their electricity from a third rail, or electrical line, that runs along or under the track.

Transformers transfer the voltage from the lines, and the electrical current fuels the motors on the wheels. Electric locomotives are used on subways and many commuter rail systems.

Source: How Stuff Works

LEARNING WITH THE TIMES

Planning for the future

People reducing greenhouse gas emissions and other types of air pollution are important for the future of our environment. We need to think about reducing our carbon footprint today for it to affect the environment tomorrow. Working together with other students in your class, come up with a plan to get your school and family to reduce their carbon footprints. Next, look at the ads in the *Tampa Bay Times*. Think about the dynamics of the ads. Think about ways to draw people’s attention to an ad and its message. Now, design an ad for the print and digital editions of the *Times* that encourages people of all ages to reduce their carbon footprints. Share your ideas with your classmates.

Controlling motion

The train's movements are controlled by operators who use a throttle, reversing gear and brake. The throttle controls the speed of the locomotive. The reversing gear allows the locomotive to back up. Slowing and stopping are controlled by the brakes.

Locomotives use air and hand brakes to stop the engine. Air brakes use high-pressure air to push the brake foot against the wheel. The resulting friction between the brake pad and the wheels slows the wheel motion.

At the same time, the operator throttles the engine to slow the train. This has the same effect as when you take your foot off the gas pedal when slowing down your car. A mechanical hand brake can be used if the air brakes fail to work (just like the emergency brake in a car).

Source: How Stuff Works

Bullet train passing over Yongdinghe Bridge in Beijing 2012, AP Photo/Xinhua, Jiao Hongtao



Amtrak Silver Star, 2014, Kent Nishimura, Tampa Bay Times

Above and below the undercarriage

According to the How Stuff Works website, "All railroad cars have an undercarriage that contains wheels and a suspension system to buffer the ride. On each end of the undercarriage, couplers, which are like hooks, connect the cars." The items on the top of the undercarriage can be different depending on the type of railroad car. There are several types of cars, including boxcars, ore cars, tank cars, flat cars, trailer cars, container cars and passenger cars.

Source: How Stuff Works

Making tracks

It is the railroad tracks that guide the train. The tracks provide a low-friction surface, which transfers the weight of the train to the ground. In addition, the track may provide electricity.

The railroad track consists of two parallel steel rails set a fixed distance apart. This is called the gauge. The standard gauge is 4 feet 8.5 inches, and the rails are connected by railroad ties.

These ties may be constructed of wood or concrete.

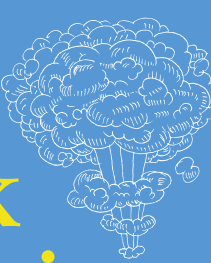
The rails are usually bolted to the ties, and the ties are set into the loose gravel, or ballast. A ballast can be composed of loose stones that help transfer the train's weight to the foundation. According to the How Stuff Works website, "the ties 'float' on the ballast and the weight of the track keeps them stabilized."

Rail workers often use a flat-bottom steel rail when laying tracks. The rail has a wide base, or foot, a narrow web and a head. The weights of the rails range from 80 to 175 pounds per yard. Segments of rail track can be welded together, or they may connect by bolted plates, called fishplates. When the segments are welded together, it results in a smoother ride.

The foundation of the track is sometimes cushioned or counterbalanced. The foundation may be composed of sand, rocks or concrete. Railroad tracks are often elevated and have drainage systems to remove water.

Source: How Stuff Works

Think about it



Did you know that transportation generates about one-third of the greenhouse gases emitted in the United States? Train travel offers a reduced impact on the environment. Amtrak incorporates programs that reduce greenhouse gas emissions and provide energy-efficient transportation. What are greenhouse gas emissions and how do they affect the environment? Research this concept. Next, go to amtrak.com/whistle-stop/home to learn more about Amtrak's programs to reduce pollution. Review the information and write down all of the important points. Once you have your research done, write a blog post about what you have learned. Be sure to include your thoughts about this information. Share this post with your class.

Railroads + passengers = Amtrak

Although trains were transporting passengers in the late 1800s and early 1900s, train travel was not very popular or lucrative. In other words, passenger trains did not make much money. In 1970, Congress decided to split freight and passenger travel by creating Amtrak. Today, Amtrak serves communities across the United States, from rural cities to urban ranches. Amtrak serves more than 500 destinations in 46 states and carries millions of people each year.

Amtrak's high-speed Acela Express trains started service between Washington, D.C., New York and Boston in 2000. The Acela is electric-powered and can operate up to 150 miles per hour.

Source: National Railroad Passenger Corporation

NATIONAL TRAIN DAY 2014



Fortieth anniversary of Amtrak service at Tampa Union Station, 2012, courtesy Tom Pavlucik

National Train Day
Saturday, May 10, 2014
10 a.m. – 5 p.m.
Free admission
tampaunionstation.com

The seventh annual celebration of National Train Day will take place at one of Tampa's most beloved landmarks: Tampa Union Station.

Located at 601 N Nebraska Ave. in downtown Tampa at Ybor City's western edge, Tampa Union Station is more than a train station. For more than 100 years,

Tampa Union Station has been a landmark for generations of Tampa travelers and residents. You can take a virtual tour of Tampa Union Station and learn more at tampaunionstation.com.

Join the Friends of Tampa Union Station for family-friendly National Train Day activities including:

- Live music
- Displays of Amtrak and privately-owned trains and railroad equipment
- Model train displays
- History exhibits
- Simulators
- Entertainment
- Food trucks



“So, Station Master, please once more,
 Unlock your station's big green doors
 To let sunlight and passengers in
 As the Age of the Iron Horse lives, again!
 And we shall thrill to hear the sound
 Of the Silver Meteor coming down
 the tracks while the Station Master sings
 “Your train is here! Take all your things!”

And Mickey Mantle with his knees
 Will wait for his connection, in times like these
 While the train conductor, self-assured,
 Will crow like a rooster,
 ‘ALL-ABOARRRRD!!!’
 And Gary Cooper shall be seen
 Once more, to kiss his ghostly queen!”

from The Epic of Tampa Union Station
 by James E. Tokley Sr., Hillsborough County Poet Laureate

Friends of Tampa Union Station

Friends of Tampa Union Station is an all-volunteer organization that advocates for the preservation of historic Tampa Union Station as both a landmark and transportation asset. Founded in 2008 by a group of citizens eager to preserve Tampa Union Station's colorful past and to ensure its future, Friends of Tampa Union Station works actively by creating an endowment fund for ongoing restoration at Tampa Union Station and by engaging the public in a conversation about the past, present and future of this Tampa institution.

The organization was founded in cooperation with the City of Tampa's Growth Management & Development Services Department, which administers Tampa's historic preservation program and owns and operates Tampa Union Station, and the Florida Coalition of Rail Passengers.

For more information about Friends of Tampa Union Station, visit tampaunionstation.com.



LEARNING WITH THE TIMES

Learning new words

When you study new things, such as the technology of trains, you often come up against some tough vocabulary words! Most vocabulary words are learned from context clues or good old-fashioned dictionary work. While you read this publication, be sure to highlight or circle words you don't know. Try to figure out the words' meanings by looking for clues in the sentences around them. Write down your best guess, and then look up the words in a dictionary. As a group activity, make a list of the words your classmates identified and see which ones stumped the class. Next, use these words for a news scavenger hunt. See if you can find these words in the newspaper. The group that finds the most words wins the game.