

1877

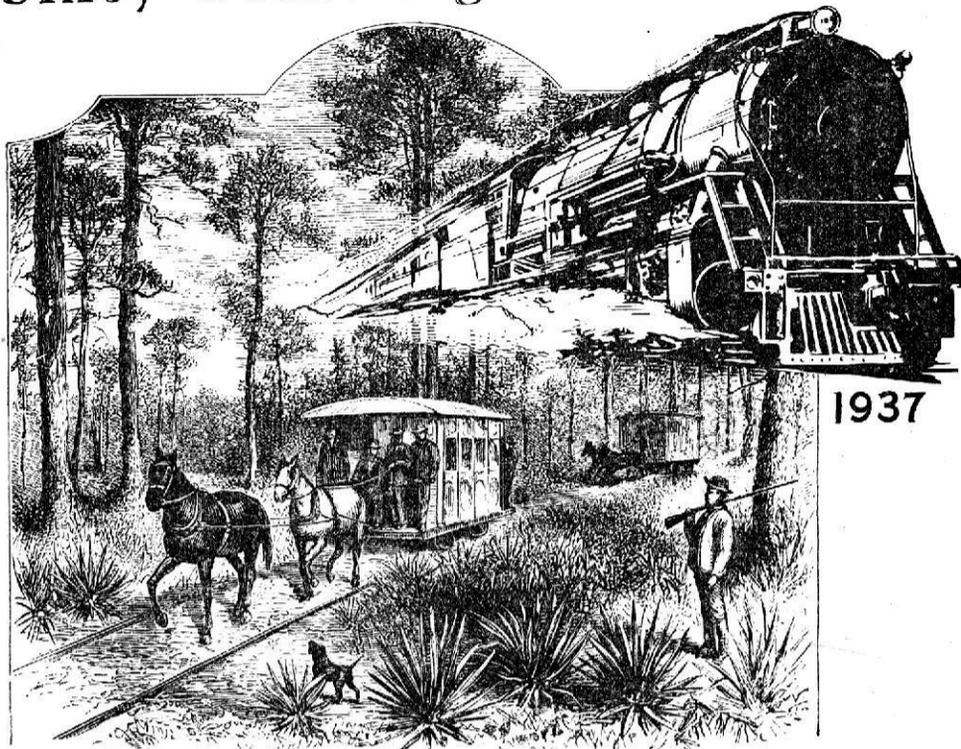
1937



W. B. BARNETT

founder the Barnett National Bank

## Sixty Years Ago... and Today



1877

The illustration above (without the insert) was taken from an old copy of Scribner's Magazine

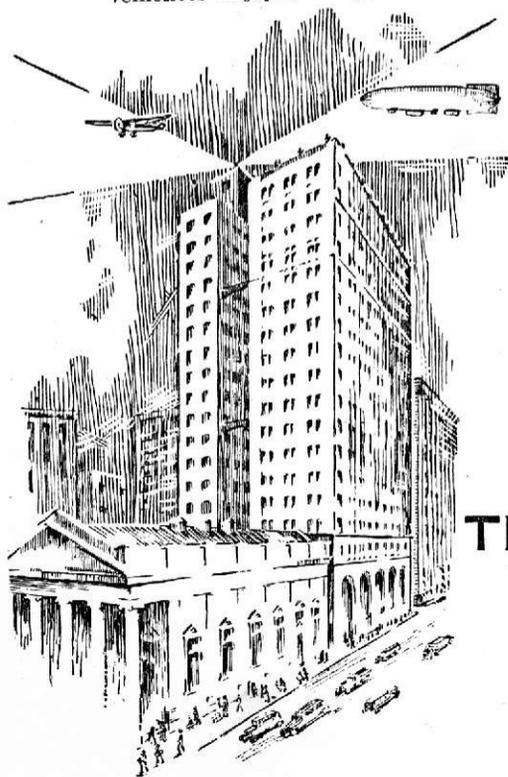
Rail facilities in 1877 were limited. When this bank was organized there was only one railroad into Jacksonville, the Florida Central. It ran to Lake City, where it connected with the Jacksonville, Pensacola and Mobile Railroad, which terminated at Chattahoochee. It was in miserable condition and in the hands of receivers.

The terminal in Jacksonville was the present Seaboard Air Line freight office near the foot of Hogan Street. There had been no filling in of the land at this point and the depot was built on piling over shoal water.

To reach Savannah by rail took fifteen hours. The trip to Lake City required six hours. To reach St. Augustine, one landed at Toccol, thence by train. Formerly a tram car, pulled by a mule, as illustrated above, had been the only mode of rail transportation, but the track had recently been improved and a small steam locomotive and passenger car replaced the mule. Some authorities indicate this was the first new rail service in the State after the Civil War.

Trains to New York went through Live Oak to Dupont, Georgia; then to Savannah, Charleston, Florence and Wilmington. At Wilmington, the gauge of tracks changed from 5'2" to 4'8 1/2". Thus it was necessary for day coach passengers to change trains and for the railroads to maintain costly car hoists and extra sets of trucks and wheels to transfer the trucks under the Pullman sleeping cars—going North and coming South—to conform with the broad or standard gauge tracks. Wood-burning locomotives pulled small, wooden coaches with open platforms and without the many luxurious conveniences enjoyed today.

The development of the rail system has been one of the most notable steps in the progress of Florida. More will be told about transportation in future ads of this series, celebrating the Sixtieth Anniversary of this bank. Next week we will describe some of the early steamship lines.



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