

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

RECEIVED 2280

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This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name BAY CITY WALKING DREDGE #489

other names/site number FMSF#CR 138

2. Location

street & number 20200 East Tamiami Trail

N/A  not for publication

city or town Naples

vicinity

state Florida code FL county Collier code 021 zip code 34114

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( See continuation sheet for additional comments.)

Barbara C. Mattick / DSHPO 4/8/2013  
Signature of certifying official/Title Date

Florida Department of State, Division of Historical Resources, Bureau of Historic Preservation  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. ( See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register
  - See continuation sheet
- determined eligible for the National Register
  - See continuation sheet.
- determined not eligible for the National Register
  - See continuation sheet.
- removed from the National Register.
- other, (explain) \_\_\_\_\_

Signature of the Keeper

Date of Action

Janis [Signature]

5/29/2013

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- buildings
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include any previously listed resources in the count)

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	total

**Name of related multiple property listings**  
(Enter "N/A" if property is not part of a multiple property listing.)

**Number of contributing resources previously listed in the National Register**

"N/A"

0

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION: road related  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

RECREATION & CULTURE: exhibit item  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation \_\_\_\_\_  
walls \_\_\_\_\_  
roof \_\_\_\_\_  
other METAL \_\_\_\_\_  
\_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations**

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographical References**

**Bibliography**

Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 36) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record

**Areas of Significance**

(Enter categories from instructions)

ENGINEERING  
TRANSPORTATION  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1924-1928  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1924  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Person**

N/A

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Bay City Dredge Works  
\_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
- Other State Agency
- Federal agency
- Local government
- University
- Other

Name of Repository  
\_\_\_\_\_  
# \_\_\_\_\_

Bay City Walking Dredge  
Name of Property

Collier Co., FL  
County and State

**10. Geographical Data**

**Acreeage of Property** less than one acre

**UTM References**

(Place additional references on a continuation sheet.)

1	<input type="text" value="1"/> <input type="text" value="7"/>	<input type="text"/>									
	Zone	Easting		Northing							
2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

3	<input type="text"/>										
	Zone	Easting		Northing							
4	<input type="text"/>										

See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title Robert O. Jones, Historic Preservationist

organization Bureau of Historic Preservation date March 2013

street & number 500 South Bronough Street telephone 850-245-6333

city or town Tallahassee state FL zip code 32399-0250

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional items**

(check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name State of Florida Park Service, attn: Collier-Seminole State Park

street & number 20200 telephone \_\_\_\_\_

city or town Naples state FL zip code \_\_\_\_\_

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and amend listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 7 Page 1 **BAY CITY WALKING DREDGE  
COLLIER COUNTY, FLORIDA**

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**SUMMARY**

The Bay City Walking Dredge is located in Collier County, Florida, inside the entrance to the Collier-Seminole State Park, 20200 East Tamiami Trail, Naples. It was built by the Bay City Dredge Works of Bay City, Michigan, in 1924, which was used to build the Tamiami Trail through the Everglades. The dredge has a steel-beamed frame that is approximately thirty feet in length and forty feet in width. The dredge's primary structure is composed of two transverse girders at the front and rear of the machine, which are connected at each side by a pair of trusses. The dredge's diagonal bracing, and secondary frame structure, are made out of steel angles.

**SETTING**

The Bay City Walking Dredge is located in a small display area near the main entrance (Photos #1&2), within the much larger Collier-Seminole State Park, that is entered off of Tamiami Trail/U.S. Highway 41. The land is flat, only six feet above the water line, and surrounded by scrub oaks, palmetto bushes and brush. This swamp land and highway is the environment where the dredge was historically used. A turn-off to San Marco Road, C.R. 92, the goes southwest to Marco Island, is immediately to the north.

**PHYSICAL DESCRIPTION**

The dredge operated a one-cubit sized scoop (Photos #3&4). The framework of the dredge is supported by a fixed skid, which are placed on cement blocks on each corner of the walking dredge's base (Photo #5). These skids were originally huge wooden "paws" that straddled the guide rails which guided the dredge's forward motion. The skids had a groove that rode on the steel guide rails. A couple of larger skids, with vertical supports, are centered beneath the paired trusses. The dredge's "walking" (more like hopping) ability came from the movement of these center skids. The upward and downward movements of the dredge were accomplished by a complicated system of pulleys (Photo #6).

In order for the Bay City Walking Dredge to move forward, it was raised by extending the struts that supported the larger skids. A set of rollers, attached to the base of each pair of trusses, guided the vertical strut in its upward and downward movement. Once raised, the same set of rollers allowed the dredge to move forward. Rollers guided the vertical movement of the struts, and also allowed the rollers to move horizontally in the truss.

The dredge was powered by an internal combustion engine that operated the pulley system, which was responsible for guiding the center skids and scoop bucket (Photo #7). These pulley systems as well as the operator's control box are located in the middle of the dredge's framework (Photo #8). The tie-line and pulley system of the dredge's scoop bucket are still intact, and the bucket rests, open lidded, on the grounds. The operator's control box however, has been disassembled.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 7 Page 2

**BAY CITY WALKING DREDGE  
COLLIER COUNTY, FLORIDA**

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**ALTERATIONS**

The dredge has been stripped of all its nonessential moldings; most noticeably, the bottom guides on the skid have been removed, and an awning is placed over the dismantled control box area. The important working parts, however, including the ply system, steel frame, bucket, and engine are still intact and are well maintained.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 8 Page 1 **BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

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**SUMMARY**

The Bay City Walking Dredge #489 is nominated to the National Register under Criteria A and C for significance at the local and statewide levels in the areas of Transportation and Engineering. This was one of three “walking dredges” that were primary working machines that made the Tamiami highway construction project possible. The dredge’s patented engineering played a pivotal role in the speed, safety, and financing in the struggle to build the Tamiami Trail through the Florida Everglades. The “walking” dredge was a unique invention, patented in 1918. The Bay City Walking Dredge #489 is the last known example of this type of equipment. The Tamiami Trail’s construction had a great impact on property development in South Florida. The American Society of Mechanical Engineers on February 19, 1994, recognized the Bay City Walking Dredge #489 as a National Historic Mechanical Engineering Landmark.

**HISTORIC CONTEXT**

In the 1890s, when the railroads of Henry Flagler and Henry Plant made traveling in Florida much easier and more enjoyable, optimistic Florida boosters proposed a trans-Everglades railroad. Although this route never materialized, the advent of the automobile in the twentieth century provided further encouragement for Floridians to build an Everglades trail. No serious proposal addressing this momentous task was offered until 1915. By that year, South Florida had several growing urban areas, and the natural barrier imposed by the Everglades was seen as a factor that could seriously inhibit future land development in the area. Specifically, the great swamp prevented easy commerce, communication, and transportation between two of South Florida’s fastest growing cities, Tampa and Miami.<sup>1</sup>

Captain J.F. Jaudon, a Miami real estate developer and Dade County tax assessor, is credited with initiating the idea of a cross-Everglades road. In 1915, Jaudon offered his road proposal to state officials and county commissioners. He advocated a road from Tampa to Naples (Lee County), and then across the Everglades to Miami (Dade County).<sup>2</sup>

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1. Florida Highways (magazine), December 1941, p.8.  
2. Dade County name changed to Miami-Dade in 1997.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 8 Page 2 **BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

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The project name, the Tamiami Trail (a combination of the two termini, Tampa and Miami), was selected at that time.<sup>3</sup>

With an increasing tourist trade, and the ensuing growth of Florida land development, the Tamiami Trail was proposed at an advantageous time. Jaudon sold his point well, and Dade and Lee county officials supported the idea. Dade County appointed Jaudon as the head of a committee to investigate the path. Along with three Seminole guides, Jaudon made a detailed survey of the swamps. He concluded that, at its greatest depth, the waters in the swamp were more than six feet deep, and that a trail through the swampland would not be difficult.<sup>4</sup>

Construction was to proceed from Miami, westward, and from Naples, southeastward. Money for the trail was raised through bond issues. A contract was awarded to J.B. McCrary Company of Atlanta, who subcontracted to Morgan Paving of Miami. According to the first payroll, construction on the Tamiami Trail began in September 1916.<sup>5</sup> Trouble began soon thereafter. Immediately after crews began trying to find a foothold in the swampy Everglades, it was evident that the ease of the work had been greatly overestimated. The swamp water was much deeper than six feet and the brush and trees blocked every foot of progress. Crocodiles, snakes, and alligators were a constant menace. The major problem confronting project planners was the development of techniques to build a permanent roadbed. Water covered much of the terrain, but under the water, and beneath a layer of soft muck, was a foundation of hard, firm limerock. In the beginning, attempts were made to spread a flat layer of crushed rock over the dry limerock, in the hope of forming a suitable roadbed. This was unsuccessful. Eventually the engineers and contractors realized that a hard roadbed must be created, and that limerock was the most suitable material available for this purpose. With the foundation decided upon, a method of dislodging the embedded limerock had to be devised.<sup>6</sup>

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<sup>3</sup>. Florida Highways, p8.

<sup>4</sup>. Ibid.

<sup>5</sup>. Ibid, p.24.

<sup>6</sup>. Ibid, p.24-25.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 8 Page 3 **BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

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As the plans evolved, an immense canal was made by drilling, dynamiting, and dredging. The limestone ballast from this canal was deposited on the south side of the canal, and then shaped into a roadbed. Clearing the roadway, drilling and dynamiting were all accomplished utilizing standard techniques. However, dredging in the Everglades was a difficult proposition, and ordinary dredges could not meet the demands of this extraordinary job. Engineers had to develop a dredge adaptable to the swamplands. A "floating dredge" was one of the first of these makeshift machines.<sup>7</sup>

The "floating dredge" was the unsuccessful predecessor to the walking dredge. A floating dredge was constructed on a raft and then floated on a man-made canal. During the rainy season, the dredge floated and was operable. Sometimes, flooded by rainwater, it sank entirely out of sight and had to be hauled up by using giant cypress poles. When the dry season arrived, the canal dried up, the dredge was stranded and operations ceased. The construction of the trail productively depended upon the capability of the dredge. When the progress of the dredge was good, as much as two miles of the road could be built in a month.<sup>8</sup>

Construction of the Tamiami Trail stopped in 1919. Financial and physical limitations, not to mention the strain of materials, money and man power for the World War I effort, all contributed to the demise of the project. After more than two years of work, only fourteen miles of the road were completed.<sup>9</sup>

Barron Collier, a New York financier and advertising magnate, provided the major impetus for the project's resumption in 1924. Early in 1923, Collier purchased large parcels of Lee County land, and in a little more than a year, his holdings totaled more than a million acres. Once he had persuaded the Florida State Legislature to create a new county from these holdings (to be called Collier County) Barron Collier became the primary mover in the struggle to complete the Tamiami Trail. He lobbied to secure funding for the resumption of the project.<sup>10</sup>

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<sup>7</sup>. Ibid. p.25.

<sup>8</sup>. Ibid.

<sup>9</sup>. Ibid.

<sup>10</sup>. Ibid. p.26.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 8 Page 4 **BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

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In April of 1923, an expedition (dubbed “the trailblazers”) of ten automobiles and twenty-six men was organized to “take the trail” as far as possible, and then cross the Everglades to Miami. Two Seminoles acted as scouts and guides. The “trailblazers” took twenty-six days to cross 175 miles, and lost three cars in the process, but they did prove that automobiles could make it through the Everglades, even without paved highways. This spectacular crossing made front page headlines, and popular interest in the trail reached a new high.<sup>11</sup>

Finally, in 1924, the Florida State Road Department recognized the state-wide importance of the Tamiami Trail project, and sent engineers to begin to survey a right-of-way routing work. The legislature designated the trail as part of the state highway system, and assumed the responsibility for its completion.<sup>12</sup> The western route through Collier County now bypassed the route surveyed by Jaudon that ran a more southerly course through Monroe County.

**ENGINEERING SIGNIFICANCE**

The “floating dredge” did not work adequately. In 1913, William W. Billington and William Burnett of the Bay City Dredge Works, had already designed a new configuration of dredge that was patented on July 2, 1918 (Figure #1). Conventional dredges worked in several ways. Either they were placed within the ditch that was being dug, and moved along the ditch bottom, or it worked alongside of, or behind the ditch that was being dug. The 1918 invention provided a way for a dredge to straddle the ditch with four corner feet.<sup>13</sup> Included in the patent was an invention of Vincent Anderson, which was the “walking” mechanism. The vertical “A” frame located toward the center of the dredge would press down, lifting the dredge, and served as a fulcrum to allow the machine to tip forward.<sup>14</sup>

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<sup>11</sup>. Ibid. p.26.

<sup>12</sup>. Ibid. p.26-27.

<sup>13</sup>. United States Patent Office. “Ditch-Dredging Machine, 1,271,010, filed Sept. 25, 1913, Patented July 2, 1918.

<sup>14</sup>. Pete Brockman, correspondence with Bob Jones, March 20, 2013.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number

8

Page

5

**BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

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The Bay City Company of Bay City, Michigan, was a major builder of dredges from 1914 till 1930. They produced 267 dredges. They were mostly used to ditch and dig canals in the agricultural Midwest, to drain wetlands and make farmland.<sup>15</sup>

This, the last known remaining “walking” dredge was built in May, 1924 (Photo #9). It was shipped to W.R. Wallace and Company in Fort Myers. It was then sold to Alexander, Ramsey and Kerr, a construction company working for Barron Collier.

Work resumed on the Tamiami Trail in 1924, and the work was completed in 1928. The construction work became routine: clearing, drilling, blasting, dredging, and shaping. Except for the dredge work, each of these components followed the process of the first phase of construction. The dredge work differed because of the use the Bay City Walking Dredge, which simplified the work effort and hastened production.

The Bay City Walking Dredge, manufactured by the Bay City Dredge Works of Bay City, Michigan, was a unique mechanical structure. It was the only type of dredge that would be able to transverse the swamplands of the Everglades safely. Each dredge weighed twenty tons, and had a scoop bucket with a capacity of one cubic yard.<sup>16</sup>

The dredges actually did walk, or perhaps, more graphically, “hopped along” (Figure #2). The dredge, powered by an internal combustion engine, was propelled along a pair of steel rails, which were laid almost forty feet apart. The legs of the dredge were operated by a complicated pulley system, and when the scoop bucket dug out the limestone and deposited the ballast on the roadbed, the entire dredge tilted and fell forward along the tracks ahead. With each step of the dredge, the machine progressed five to ten feet. Sometimes a “step” might only take fifteen minutes, but frequently it took considerably longer. In this manner, the dredge cleared approximately one-hundred and fifty feet per day.<sup>17</sup>

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<sup>15</sup> The American Society of Mechanical Engineers, Bay City Walking Dredge No. 489 A National Historic Mechanical Engineering Landmark.” Collier-Seminole State Park, February 19, 1994.

<sup>16</sup> Ibid.

<sup>17</sup> Naples daily News, 50<sup>th</sup> Anniversary Edition, July 25, 1973.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 8 Page 6 **BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

With the legs spread forty feet, the dredge dug a twenty-four foot wide canal parallel to the roadbed. Today, this same canal is used for fishing. Three Bay City Dredges were used in the second phase of the Tamiami Trail construction. With two men in charge of each machine, the dredges worked a long eighteen hours a day. The Bay City Walking Dredge now resting at the Collier-Seminole State Park helped construct the trail section running from Black Water River to the Belle Meade Crossing. When the Tamiami Trail was completed in April of 1928, the Bay City Walking Dredge was no longer needed and was abandoned in a jungle near Carnestown. Around 1955, park rangers decided to place the dredge on display at Collier-Seminole State Park. By then, the dredge had been stripped of some of its parts, and it had to be transported to the park on huge rollers. It still, however, retains its essential mechanisms. The American Society of Mechanical Engineers on February 19, 1994, designated the Bay City Walking Dredge #489 a National Historic Mechanical Engineering Landmark.<sup>18</sup> It is the 108<sup>th</sup> landmark recognized by this society. The American Society of Mechanical Engineers is a 123,000 member body that publishes, holds numerous technical conferences each year, and sets many manufacturing standards.

The completion of the Tamiami Trail linking Tampa and Miami, also brought greater accessibility to South Florida. Highways 92 and 29 linked Tamiami Trail to Marco Island. Everglades City, Naples, other small South Florida cities, and the Miami area saw greater settlement because of the enhanced transportation.

<sup>18</sup>. The American Society of Mechanical Engineers, 1994.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number   9   Page   1   **BAY CITY WALKING DREDGE  
COLLIER COUNTY, FLORIDA**

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**BIBLIOGRAPHY**

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- Correspondence from Bay City Shovels, Inc. (formerly Bay City Dredge Works), Bay City, Michigan. Collier County Historical Society, Naples, Florida.
- Florida. A Guide to the Southernmost State, Federal Writers Project, American Guide Series, New York: Oxford University Press, 1939.
- Florida Master Site File, "Walking Dredge," CR138, Mary K. Evans, September 7, 1973.
- J.F. Jaudon Collection. (Includes correspondence, photographs, tax receipts, ledgers, assorted documents relating to financing and surveying the Tamiami Trail project). Historical Museum of Southern Florida and the Caribbean, Miami, Florida.
- Miami Herald, June 6, 1958, Section B.
- Miami Daily News, June 15, 1958.
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**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number 10 Page 1 **BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

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**BOUNDARY DESCRIPTION**

The legal description for Collier-Seminole State Park is: Legal: 34 51 27 ALL 640 AC.  
Parcel # 00776120007

The Bay City Walking Dredge is displayed near the main entrance within the 100 acre Collier-Seminole State Park. The dredge is surrounded with a chain-link-fence which defines the boundary on less than one acre.

**BOUNDARY JUSTIFICATION**

The Bay City Walking Dredge operated on the section of the Tamiami Trail where it was abandoned in 1928. It sat abandoned at the intersection of State Highway 92, on an adjacent piece of property. It was moved to the Collier-Seminole State Park in 1947. The chain linked fence enclosed the area immediately surrounding the dredge.

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section number      Photos      Page      1

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**BAY CITY WALKING DREDGE,  
COLLIER COUNTY, FLORIDA**

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**PHOTOGRAPHIC LIST**

1. Bay City Walking Dredge, Collier-Seminole State Park, 202000 Tamiami Trail East, Naples
2. Collier County, Florida
3. Michelle Craig
4. January 2013
5. Dredge on its' site
6. Photo #1, looking northwest

Items 1 – 4 are the same for the remaining items.

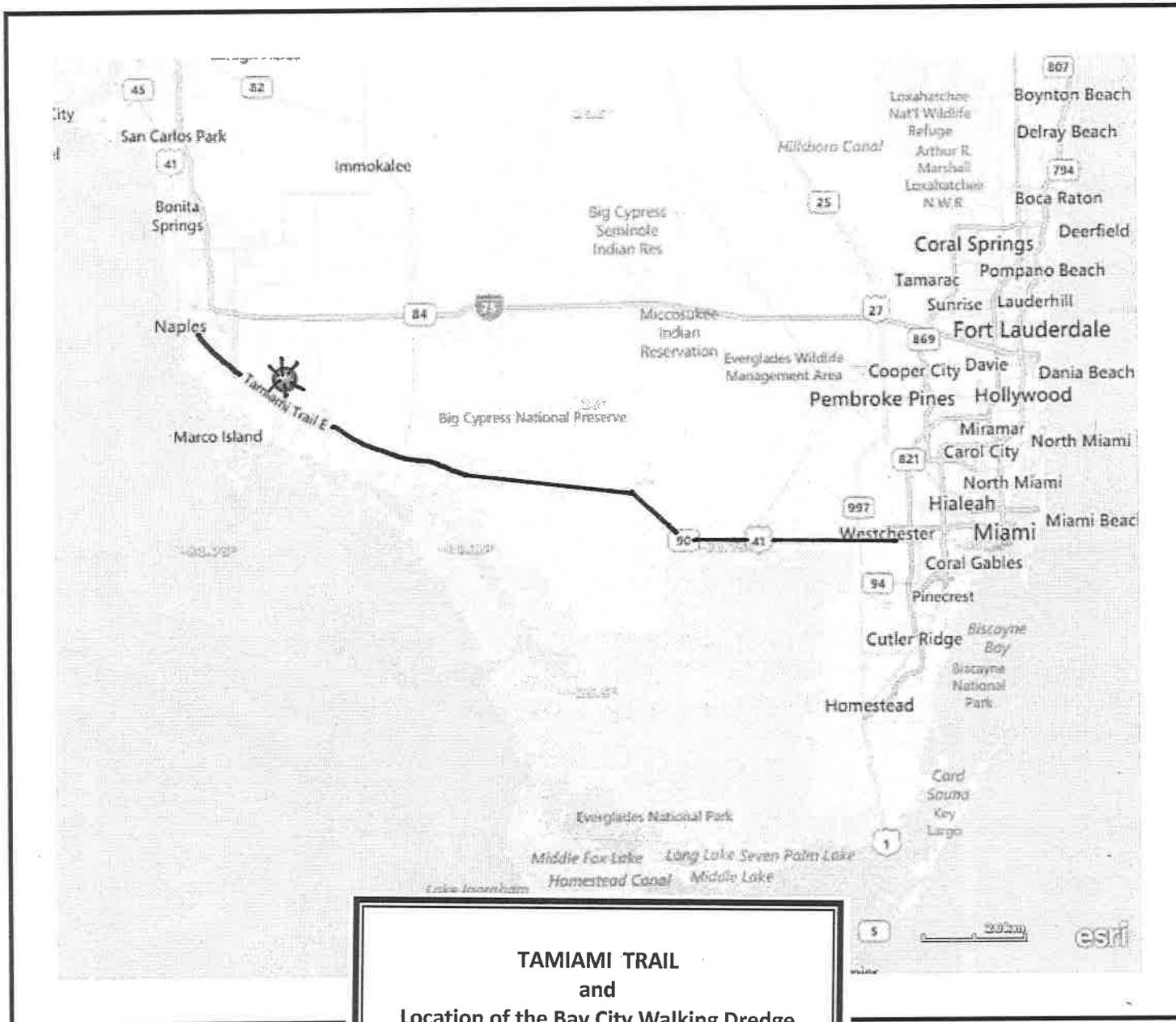
5. Plaque for Ivey and Ellis
6. Photo #2, looking east
  
5. The Dredge dipper
6. Photo #3, looking northwest
  
5. West view of boom
6. Photo #4, looking southeast
  
5. East side of dredge showing feet
6. Photo #5, looking southwest
  
5. Pulleys, gears and engine
6. Photo #6, looking north
  
5. West side of engine
6. Photo #7, looking southeast
  
5. Operators control box
6. Photo #8, looking southwest

**United States Department of the Interior  
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

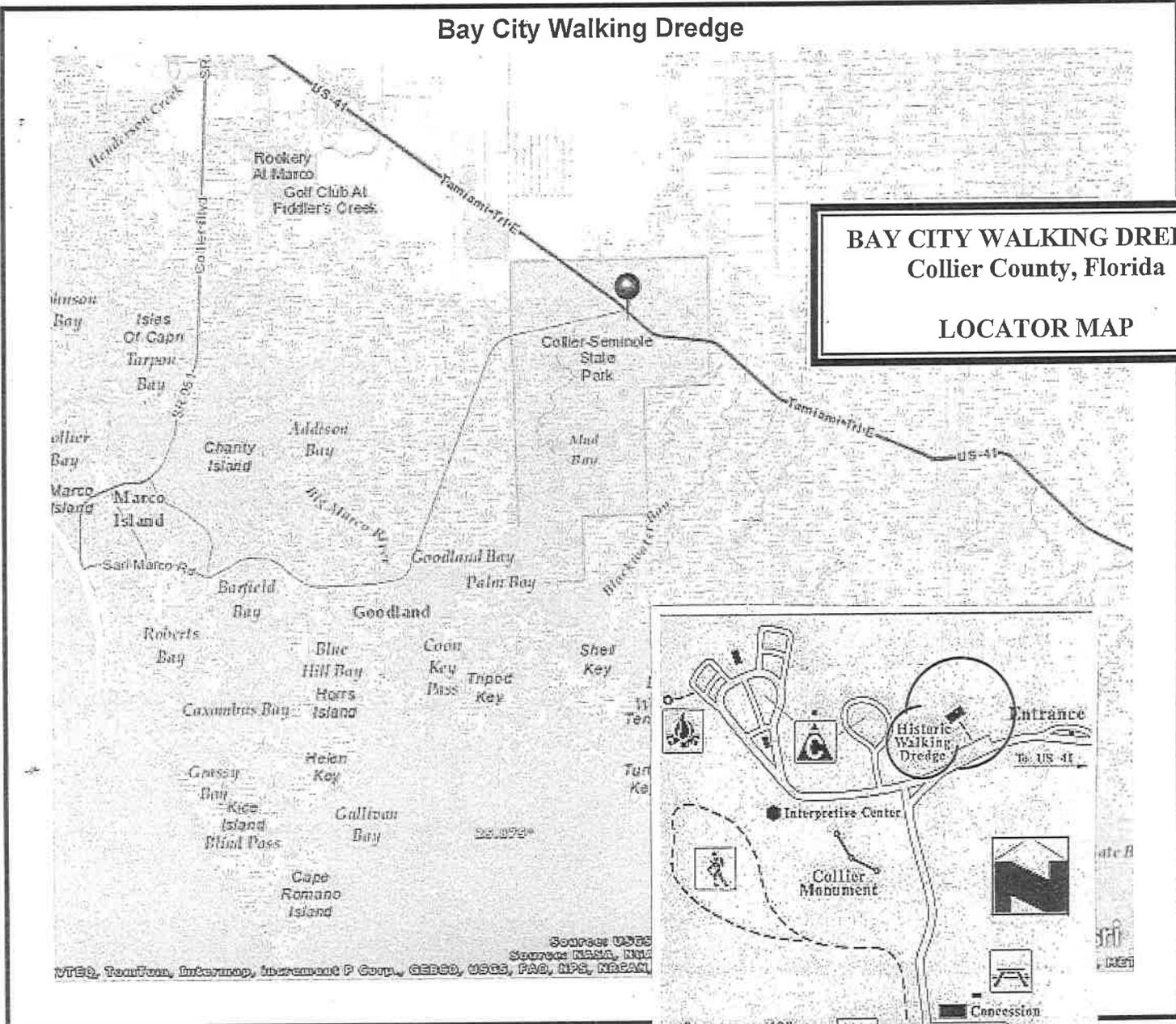
Section number	Photos	Page	2	<b>BAY CITY WALKING DREDGE, COLLIER COUNTY, FLORIDA</b>
_____	_____	_____	_____	

- 
- 5. Plaque on dredge
  - 6. Photo #9, looking



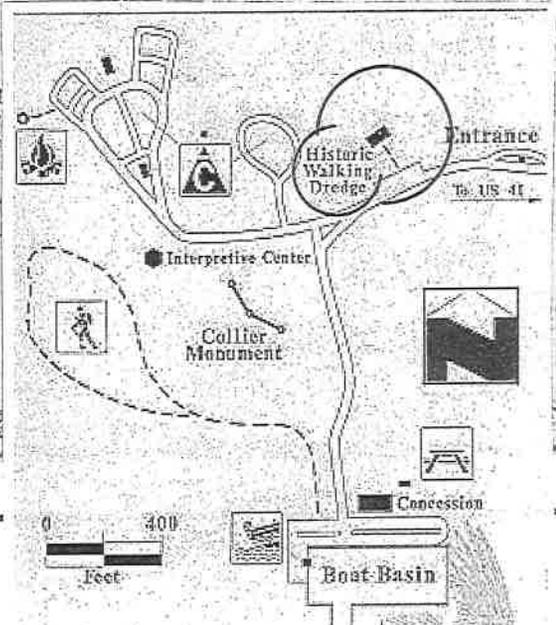
**TAMIAMI TRAIL  
and  
Location of the Bay City Walking Dredge**

# Bay City Walking Dredge

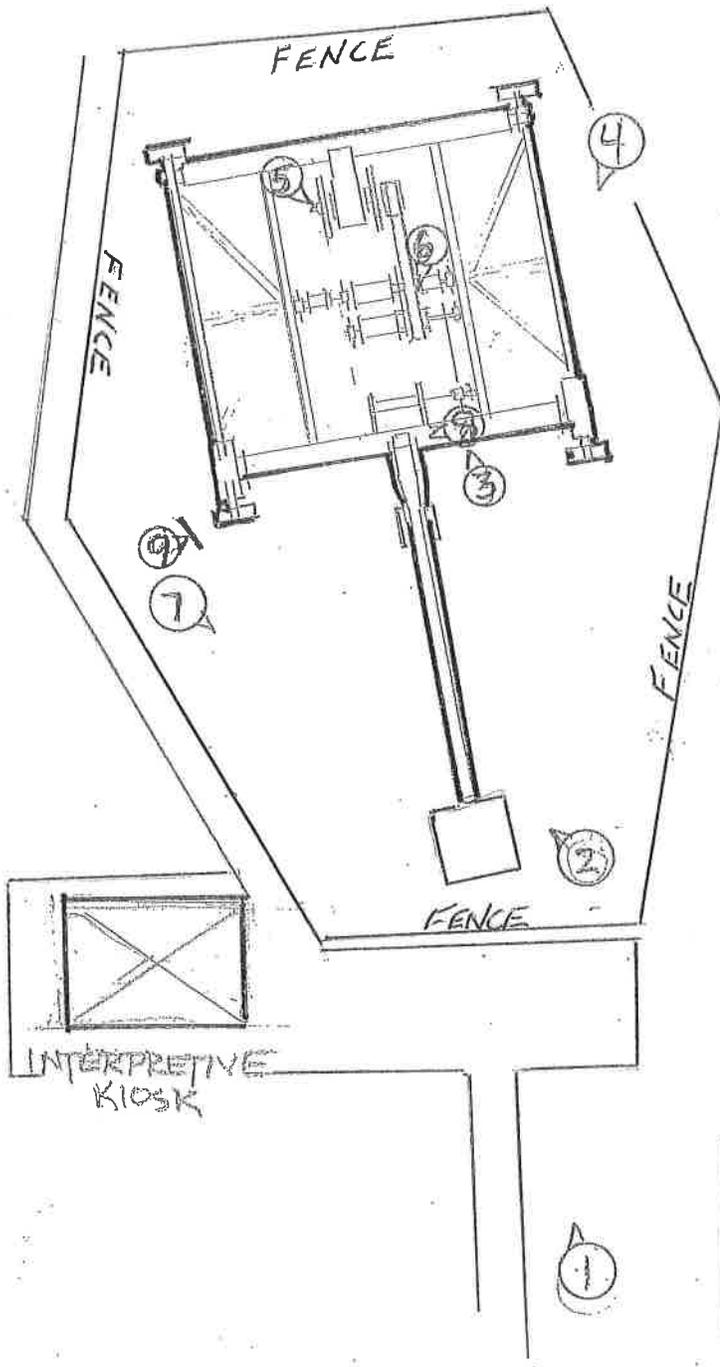


**BAY CITY WALKING DREDGE**  
**Collier County, Florida**

**LOCATOR MAP**



Sources: USGS  
 Sources: NASA, NOAA  
 VTEB, TeamTeam, Intermap, Invermont P Corp., GEBCO, USGS, FAD, NPS, NCEAN



**BAY CITY WALKING DREDGE**  
 Collier-Seminole State Park  
 Collier County, Florida

Site and Photo Diagram

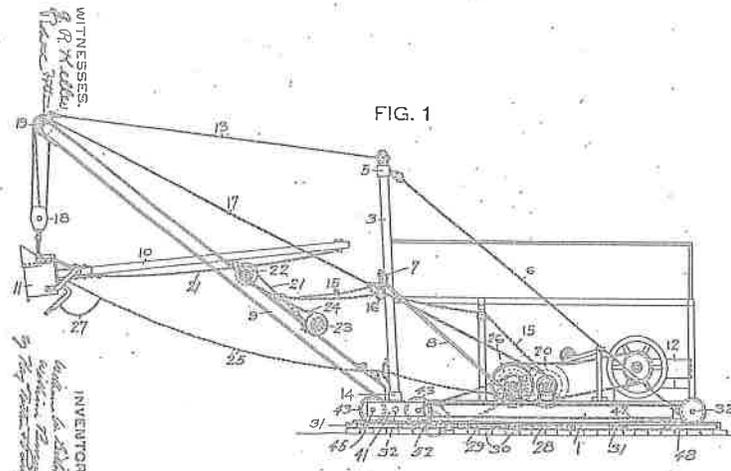
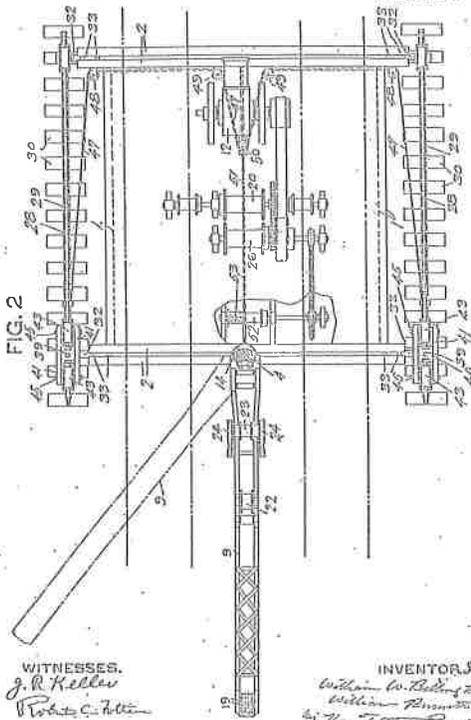


**PARKING**

1,271,010.

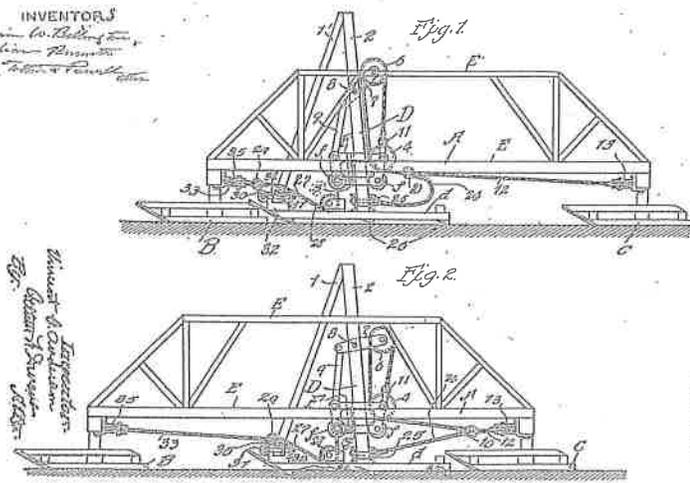
Patented July 2, 1918.

4 SHEETS-SHEET 2.



1,271,010.

Patented July 2, 1918.



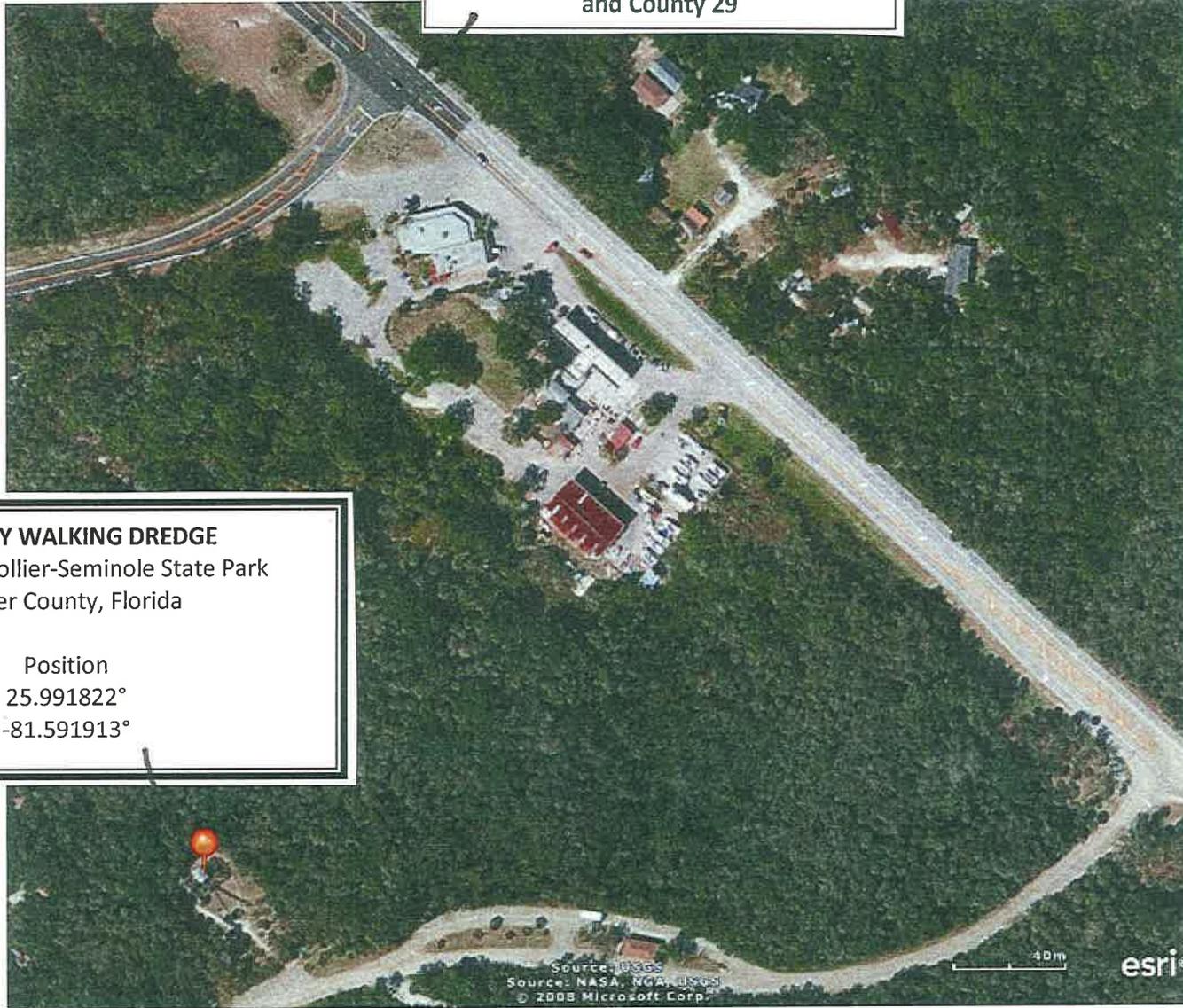
1,270,768.

Patented July 2, 1918.

BAY CITY WALKING DREDGE  
Collier County, Florida  
Three Pages from Patent Document

FIGURE #1

Intersections of Tamiami Trail (US 41),  
and County 29



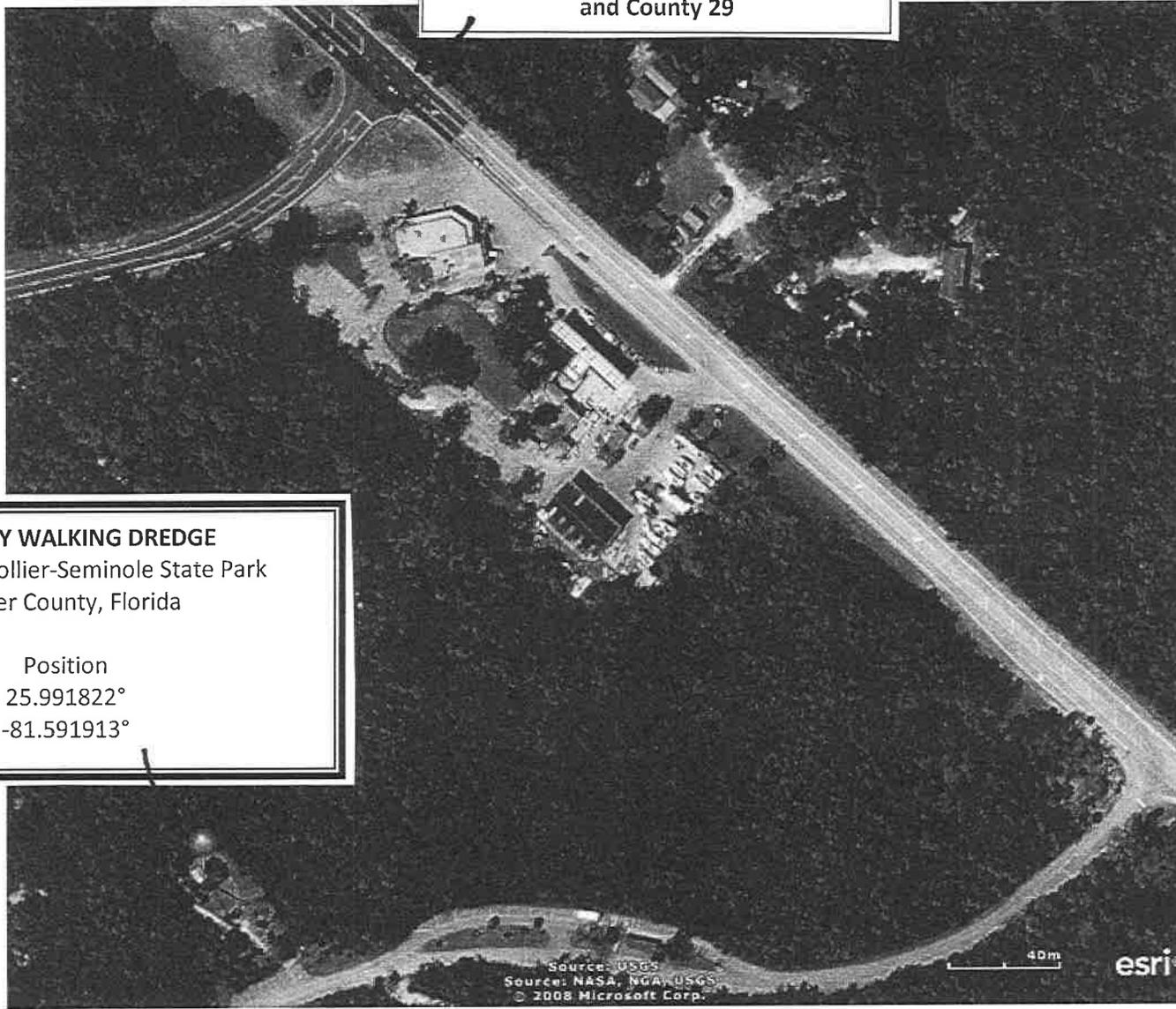
**BAY CITY WALKING DREDGE**  
Within the Collier-Seminole State Park  
Collier County, Florida

Position  
25.991822°  
-81.591913°

Intersections of Tamiami Trail (US 41),  
and County 29

**BAY CITY WALKING DREDGE**  
Within the Collier-Seminole State Park  
Collier County, Florida

Position  
25.991822°  
-81.591913°



THIS  
BAY CITY WALKING DREDGE

IN CHARGE OF  
EARL W IVEY  
AND  
MEECE ELLIS

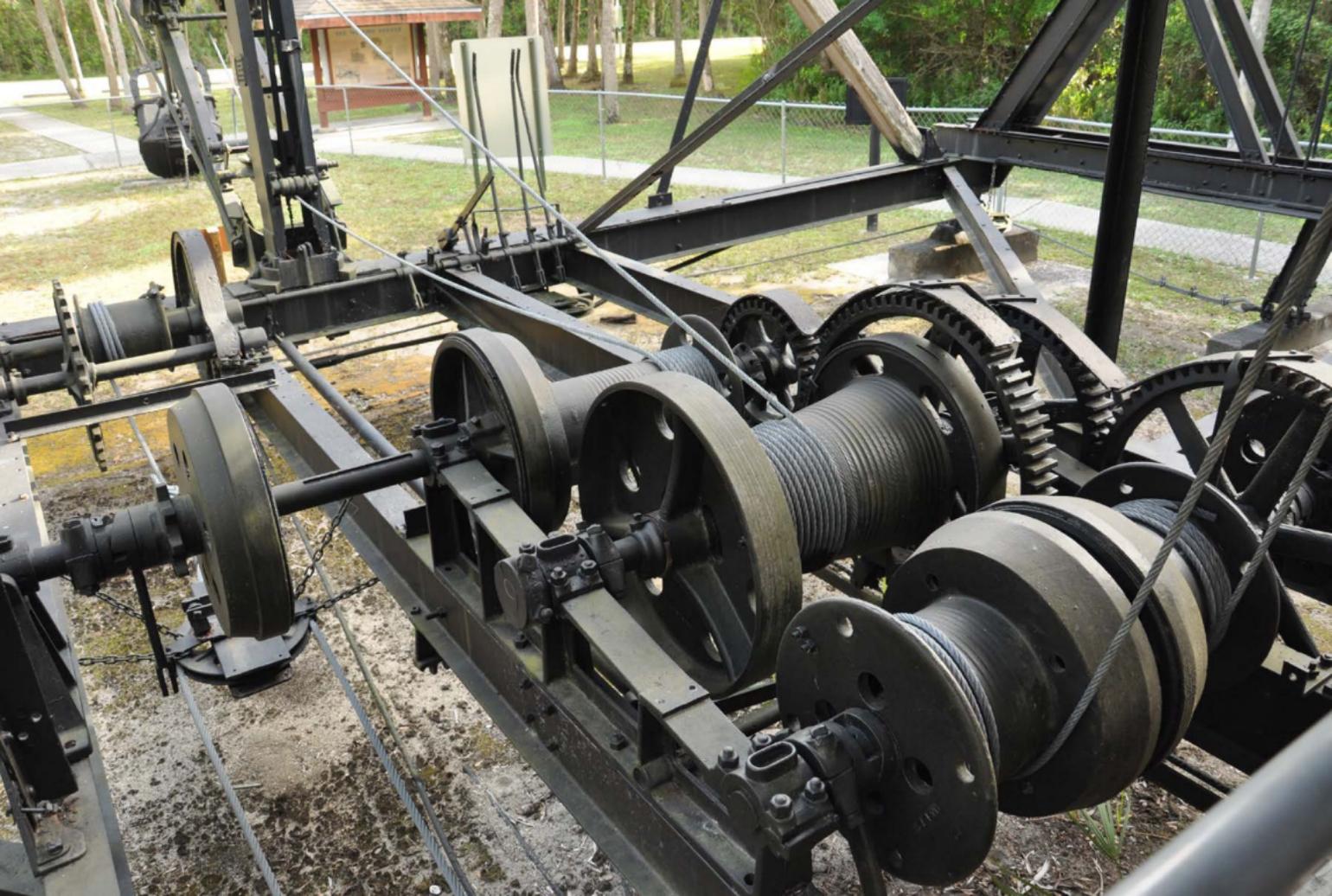
WORKING 18 HOURS DAILY, CONSTRUCTED  
THAT PORTION OF THE TAMiami TRAIL  
BEGINNING AT BLACK WATER RIVER AND  
EXTENDING NORTHWESTERLY 10 MILES TO  
BELLE MEADE CROSSING, AND ADJOINING  
THIS PARK, IN 1927-1928.

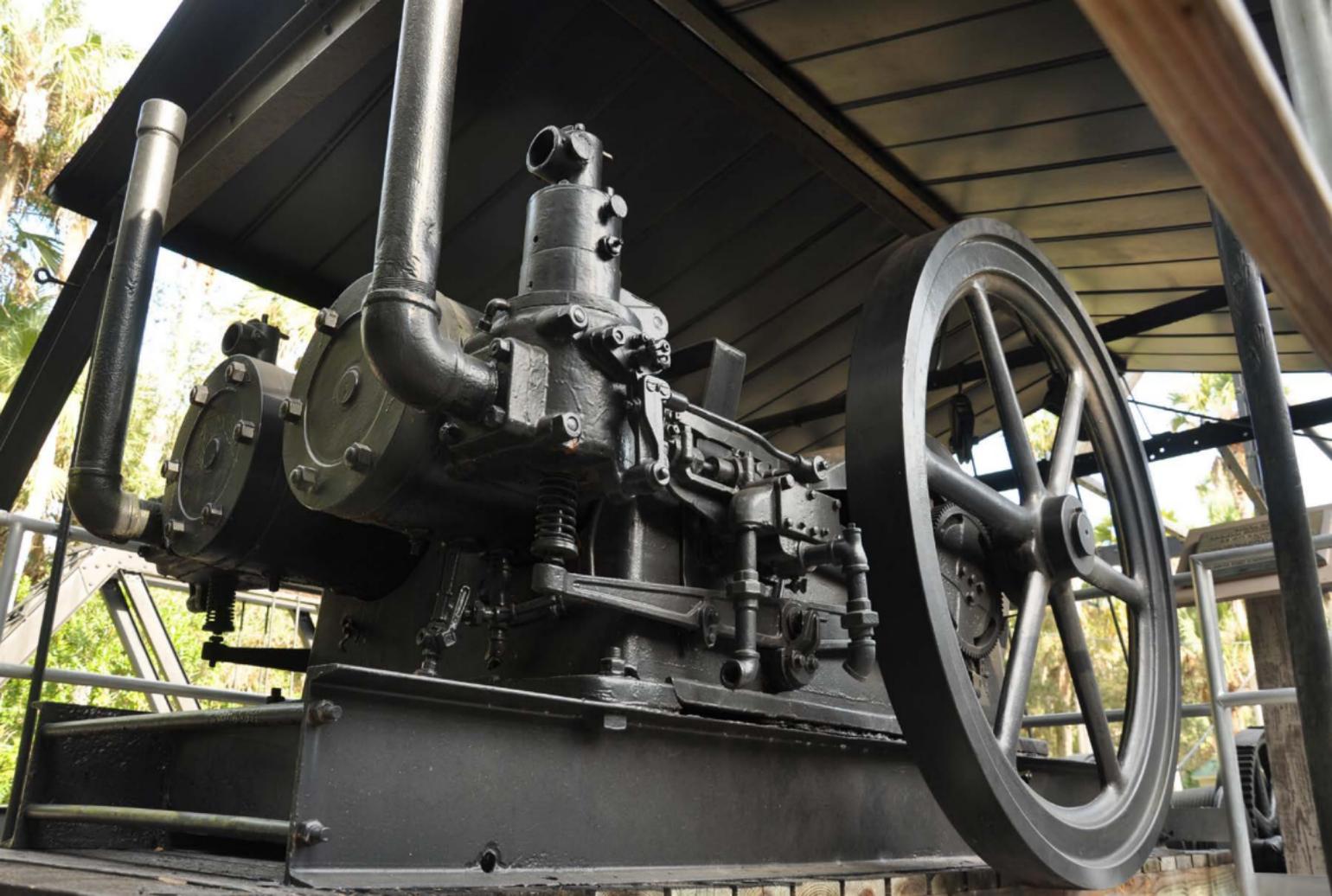


PLEASE DO NOT TOUCH THE MACHINERY











BAY CITY  
DREDGE  
NO 489  
PATENTED.  
JULY 1918.

