

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received NOV 10 1983
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Mobile and Ohio Railroad Depot

and/or common Old M. & O. Depot

2. Location

street & number 612 West Commerce Street N/A not for publication

city, town Aberdeen N/A vicinity of

state Mississippi code 28 county Monroe code 95

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name City of Aberdeen, City Hall

street & number 125 West Commerce Street

city, town Aberdeen N/A vicinity of state Mississippi

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of the Chancery Clerk; Monroe County Courthouse

street & number Chestnut Street

city, town Aberdeen state Mississippi

6. Representation in Existing Surveys

title Statewide Survey of Historic Sites
has this property been determined eligible? yes no

date 1982 federal state county local

depository for survey records Mississippi Department of Archives and History

city, town Jackson state Mississippi

7. Description

Condition excellent good fair deteriorated ruins unexposed**Check one** unaltered altered**Check one** original site moveddate N/A

Describe the present and original (if known) physical appearance

Erected circa 1869, the Mobile and Ohio Railroad Depot is a vernacular Italianate structure situated on the northeast corner of Commerce and Matubba streets in Aberdeen, Mississippi. The two-story main block is capped by a gently pitched gable roof--from which an interior, three-flue chimney rises--and is flanked by two shed-roof wings. The west wing, which incorporates an original portion of the building and a rear appendage (late-nineteenth century), was serviced by a platform extending to the railroad tracks (non-extant). Four bays wide, the depot is sheathed largely in clapboard, a treatment which complements the cladding of vertical beaded boards on the second story (main block).

In the west wing, previously a recessed appendage, two window-filled apertures mark the locations of original two-over-two, double-hung windows which, according to pictorial evidence, were shielded by a shed-roof porch. The central section or main block, once a prominent end pavilion, is distinguished by vestiges of an exterior king-post truss and a double window with two-over-two, segmental-arch constituents. In addition Stick elements, such as diagonal brackets/exposed purlins and an engaged truss in the gable, enliven the second story. A set of sliding, corrugated-metal doors, which supplanted a more elaborate rendition of the aforementioned windows, virtually fills the lower portion of this building component. The east wing (early-twentieth century), a mirror image of the west projection in terms of overall form, is pierced by a covered aperture which is dwarfed by the adjacent sliding doors. The side elevations are punctuated irregularly by windows and doors; however, the rear elevation, partially concealed by an appendage with a four-light circular window in the gable, echoes the fundamental elements of the front facade.

The first floor of the oldest section, originally rife with beaded-board wainscoting, was divided into three principal spaces: waiting rooms for blacks and whites, and an area reserved for the clerk. Over the years occupants of the building, such as the John Deere Company, sought the removal of partitions on this level in the interest of creating a large storage facility for farm equipment and the like. Upstairs, occupying the space beneath the gable roof is a single room in which beaded-board surfaces, chiefly walls, abound. Access to this level is gained via a quarter-turn, partially enclosed stairway with a beaded-board, solid balustrade at the lower run.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates Ca. 1869 Builder/Architect N/A

Statement of Significance (in one paragraph)

The Aberdeen Mobile and Ohio Depot (M. & O. Depot) is significant as the oldest known extant train depot in Mississippi, and for its symbolic role in connecting Aberdeen to the rest of the South, thus insuring the city's agricultural, commercial and industrial growth.

In the 1830's, Scotsman Robert Gordon established the town of Aberdeen, (originally called Dundee), as a trading post on the west bank of the Tombigbee River. Aberdeen was incorporated in 1837, and became the Monroe County seat in 1849 (James F. Brieger, compiler and publisher, Hometown Mississippi, 1980, p. 116). Because of the fertile soil and available river transportation, Aberdeen soon became a prosperous cotton center, and the "undisputed mistress of commerce of Northeast Mississippi" (John Rodabough, "Port of Aberdeen, Part I," Aberdeen Examiner, November 23, 1972).

Dependence on the seasonal fluctuations of the river, however, prevented Aberdeen planters from getting the highest price for their cotton. Although a railroad seemed the best solution to the city's transportation problems, early attempts to construct a line were frustrated by schisms among the planters and merchants (Rodabough, "Port of Aberdeen, Part I,").

In 1853, the New Orleans, Jackson and Great Northern Railroad selected Aberdeen as the site for one of their stations along the New Orleans to Nashville line, and on June 3, the railroad purchased the land on which the present depot is located. Construction on the line was slow throughout the decade. By November 1860, work had progressed steadily and the line was expected to be operational by November 1861. The outbreak of the Civil War ended construction of the line, and hopes to resume the line were dormant until the end of the war. Upon the post-war failure of the New Orleans, Jackson and Great Northern Railroad, the city of Aberdeen contracted with the Mobile and Ohio railroad to run a branch line into Aberdeen. The first trains operating over this line ran into Aberdeen on October 14, 1869, and it is suspected that the present passenger depot was constructed at that time (John Rodabough, "Port of Aberdeen, Part II," Aberdeen Examiner, November 30, 1972).

As the oldest example of a train station in Mississippi, Aberdeen's M. & O. Depot has primary significance as a symbol of the railroads, which revitalized the state's post-war economy, and enabled towns like Aberdeen to re-enter the national economic mainstream. Since the advent of railroads in the early 1800's, a train depot was an enviable symbol of prosperity. During Mississippi's ante-bellum years, various spurs connected the state to

9. Major Bibliographical References

Brieger, James F. Hometown Mississippi. Compiled and privately published by James F. Brieger, 1980.

(continued)

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Aberdeen, Mississippi

Quadrangle scale 1:24,000

UTM References

A

1	6	3	5	6	4	3	0	3	7	4	3	7	5	0
Zone			Easting				Northing							

B

Zone			Easting				Northing							

C

Zone			Easting				Northing							

D

Zone			Easting				Northing							

E

Zone			Easting				Northing							

F

Zone			Easting				Northing							

G

Zone			Easting				Northing							

H

Zone			Easting				Northing							

Verbal boundary description and justification

That portion of lot 7W (New Aberdeen Plat, City of Aberdeen) delineated on attached map.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

11. Form Prepared By

name/title Helen M. Crawford, Director

organization Historical Division
Evans Memorial Library

date May 14, 1983

street & number 105 North Long Street

telephone (601) 369-4601

city or town Aberdeen

state Mississippi

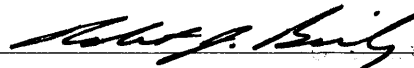
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

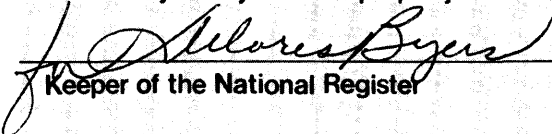


title Deputy
State Historic Preservation Officer

date November 4, 1983

For NPS use only

I hereby certify that this property is included in the National Register


Keeper of the National Register

Entered in the
National Register

date

12/8/83

Attest:

date

Chief of Registration

**United States Department of the Interior
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Continuation sheet

Item number 8 & 9

Page 1

STATEMENT OF SIGNIFICANCE continued

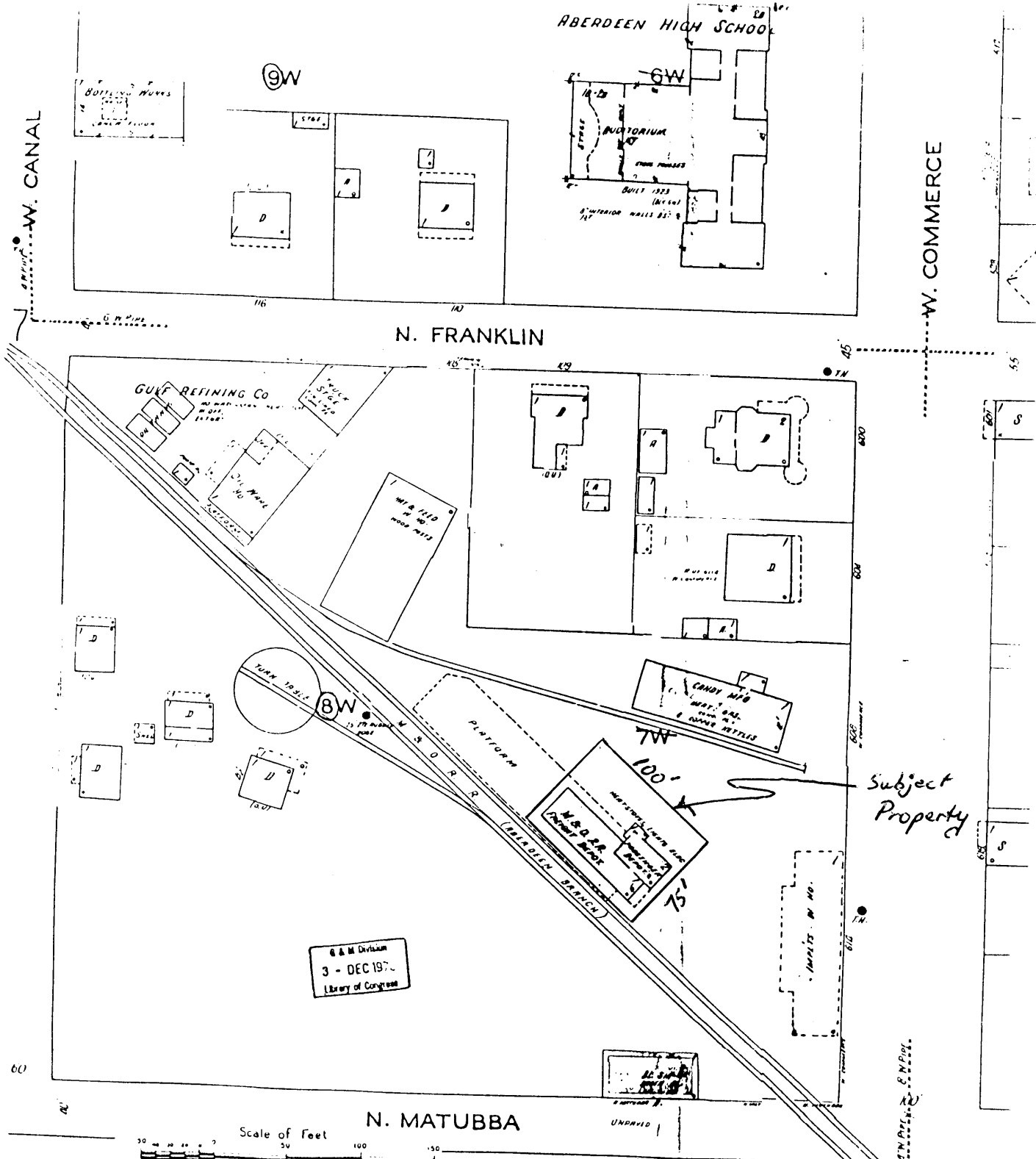
substantial cotton centers, assuring the state's economic success, and many towns were kept alive because of rail access. Certainly the lack of a full railroad system greatly hindered the South during the Civil War. Post-war southern railroads and depots, therefore, became the first sign of hope in many southern cities, and the Aberdeen M. & O. Depot is symbolic of the birth of the New South.

Aberdeen's M. & O. Depot is presently undergoing rehabilitation and will be adapted for use by the Aberdeen Chamber of Commerce.

BIBLIOGRAPHY continued

Rodabough, John, "Port of Aberdeen, Part I," Aberdeen Examiner, November 23, 1972.

_____, "Port of Aberdeen, Part II," Aberdeen Examiner, November 30, 1972.



Mobile and Ohio Railroad Depot, Aberdeen, Mississippi
 (Source: 1936 Sanborn Map)