

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received JUN 18 1984

date entered JUL 19 1984

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

1. Name

historic Lake Railroad Station

and/or common Lake Depot

2. Location

street & number Brook Street between Church and Wilkins N/A not for publication

city, town Lake N/A vicinity of

state Mississippi code 28 county Scott code 123

3. Classification

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

4. Owner of Property

name Town of Lake

street & number West Main and Front Street (P.O. Box 39)

city, town Lake N/A vicinity of state Mississippi

5. Location of Legal Description

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

street & number P. O. Box 630

city, town Forest state Mississippi

6. Representation in Existing Surveys

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

date 1984 federal state county local

depository for survey records Mississippi Department of Archives and History

city, town Jackson state Mississippi

7. Description

Condition Check one Check one
 excellent deteriorated unaltered original site
 good ruins altered moved date 1971 and 1983
 fair unexposed

Describe the present and original (if known) physical appearance

Local history and early twentieth century photography indicate that the Lake Depot looks very much as it did originally (see reproduced historic photo, attached). Except for some interior changes and the removal of its platforms, it appears to be intact.

The small three-room station is Queen Anne in style. It is much more ornate, inside and outside, than many of the state's surviving stations. In its present layout (see floor plan sketch on continuation sheet), it is divided into freight, office, and waiting room areas. It was originally used only as a passenger station, and at that time had segregated waiting rooms located on either side of the station master's office. When the freight depot was dismantled earlier this century, the waiting room for blacks was converted to freight use and the white waiting room was divided to serve all passengers. A second-story, window-lit space over the freight room was apparently used for storage. A ladder made the upper floor accessible to the station master.

In design, the station resembles a Victorian cottage. It is basically a one-story structure with a story-and-a-half gable at one end. Multi-paned windows are set into the gables at both the track-side and the back of the building. Queen Anne details include: fancy cutwork on the vergeboards, multiple layers and textures of wood detail, ornate milled brackets under the gable and under the waiting-platform roof, a bay window in the station master's office, and the "paneling" details. (See photos #1 and #2.) Interior walls are of tongue and groove boards assembled to create a paneling effect. Vertical wall boards stop at wainscot level with a chair rail. Above the rail, boards are angled to a depth of about five feet (See photo #3). The angled boards are capped by horizontal molding and plain vertical boards continue to the 12-foot ceiling. All of the interior woodwork is painted. Wainscot and symmetrically molded trim around doors and windows is painted dark gray. Angled details, ceilings, and upper walls are painted light gray.

The station was first moved in 1971, when the railroad sold it to Mrs. Helen Burke Shearron with the stipulation that it must be removed from railroad property within 90 days. It was "stored" on property just adjacent to its track site for some 13 years, and moved back toward the tracks, onto former railroad property, when local preservationists raised the money and the support to begin restoration work. (See continuation sheet for details of moves.)

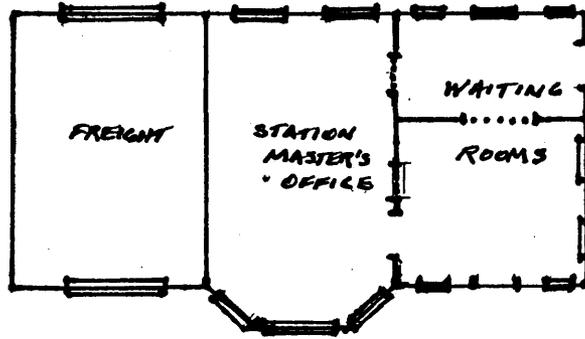
United States Department of the Interior
National Park Service

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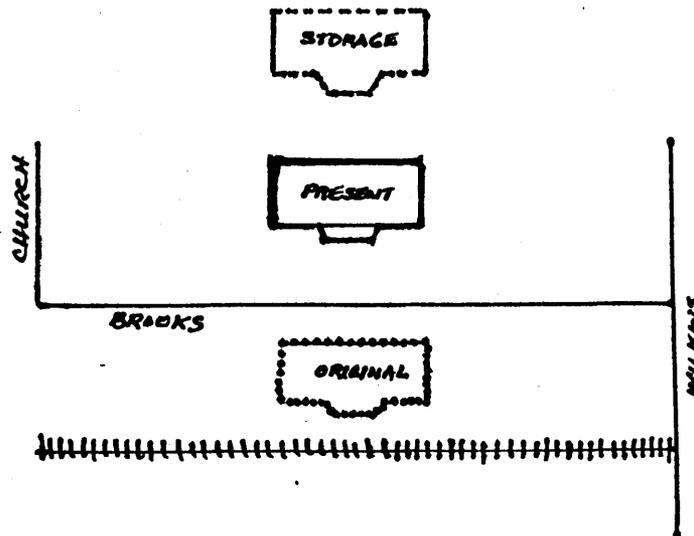
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Lake Railroad Station
Continuation sheet Scott County, Mississippi Item number 7

7 - DESCRIPTION



FLOOR PLAN



MOVEMENT OF STATION

United States Department of the Interior
National Park Service

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Lake Railroad Station

Continuation sheet Scott County, Mississippi Item number 8,9,10

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8 - SIGNIFICANCE

Through an agreement with the city, garden club members have promised to undertake the restoration of the station and its development into a community library, museum, meeting place, and Rose Garden Club headquarters.

9 - MAJOR BIBLIOGRAPHICAL REFERENCES

Brooks, Frank A. "Legend of Lake and Railroad Out of Past." Clarion Ledger & Jackson (Miss.) Daily News, Sept. 26, 1976.

Strange, Frances. "Proceeds from Historic Cookbook to Restore Century Old Lake Depot." The Newton (Miss.) Record, Sept. 29, 1982.

10 - GEOGRAPHICAL DATA

Verbal boundary description and justification

Beginning at the intersection of the southeast line of 66 foot wide Church Street with a line that lies parallel to and 150 feet normally distant southwesterly from the centerline of the Illinois Central Gulf Railroad Company's Meridian District main track; thence northwesterly along said parallel line, 660 feet, more or less, to the northwest line of 54 foot wide Wilkins Street; thence northeasterly along said northwest line of Wilkins Street, 125 feet to a line that lies parallel to and 25 feet normally distant southwesterly from the centerline of said main track; thence southeasterly along the last said parallel line, 660 feet, more or less, to said southeast line of Church Street; thence southwesterly along said southeast line of Church Street, 125 feet to the point of beginning.

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 checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates c. 1890 **Builder/Architect** Unknown

Statement of Significance (in one paragraph)

The Lake Railroad Station is significant as a symbol of the industry which was responsible for the founding and development of the town of Lake and as a rare example of the use of Queen Anne design for a commercial structure in a rural Mississippi town. It is the only known extant example of a Queen Anne style depot in Mississippi and one of a very few buildings in Lake which feature Queen Anne details. It is, possibly, the most architecturally outstanding building in the town.

Lake exists because of the development of the Southern Railway in the mid-nineteenth century and because of the continuing importance of the railway in Mississippi until after World War II. When the west-east railroad from Vicksburg to Meridian was undertaken, its eastern terminus about the year 1859 was in the spot now known as Lake. A turntable and car barns were built to the east of the townsite and freight and passenger buildings were located near the center of the developing community, then called Marysville. All of these railroad buildings and facilities were allegedly destroyed on April 24, 1863, when Col. B.J. Grierson and his Raiders, making their diversionary sweep through northern Mississippi on their way to Vicksburg, burned engines and buildings and tore up track at Newton Station and in the vicinity of Newton. (D. Alexander Brown, Grierson's Raid [Board of Trustees, University of Illinois, 1954], pp. 109-112). Documentation of the Newton Station raid mentions Lake Station as the spot where telegraph lines were reopened after the raid, but does not detail damage to the Lake Station itself. Records held by the Illinois Central Gulf Railroad indicate that the existing station was built about 1890, probably as the first substantial replacement for the station that was burned during the Civil War.

The trains and the station in Lake continued to be important up into the mid-twentieth century. Several newspaper articles by train buffs and former Lake residents are on file at the Lake Town Hall. Each mentions the importance of railroad activity in the town and the fond regard for the station and its place in town history. The trains and the station are active memories for many current Lake residents. In fact, memories of the mid-twentieth-century trains have been the motivating force behind a 10-year-long, \$30,000 effort by the small community to get ownership of the station, re-establish it, and restore it. The Lake Station was closed on April 30, 1969. It was purchased by Mrs. Shearron in 1971, and stored adjacent to the tracks. Members of the Rose Garden Club and city officials persuaded Mrs. Shearron to donate the building to the city and the city acquired land from the railroad (Deed Record 8-F, pp. 385-388, Scott County) and from the owner of the leased storage property (Warranty Deed Record 8-D, pp. 717-718, Scott County,) in order to provide for the restoration. (See continuation sheet.)

9. Major Bibliographical References

Brown, D. Alexander. Grierson's Raid. Board of Trustees, University of Illinois, 1954.

Baker, Frances. "Spotlight On Lake -- Old Fashioned, But It's Progressive," Jackson (Miss.) Daily News, Jan. 15, 1950. (See continuation sheet.)

10. Geographical Data

Acreage of nominated property 1

Quadrangle name Forest, Miss.

Quadrangle scale 1:62,500

UTM References

A

16	280875	3580650
Zone	Easting	Northing

B

Zone	Easting	Northing

C

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D

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E

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F

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G

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H

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Verbal boundary description and justification

See attached continuation sheet

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

state	N/A	code	county	code
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state	N/A	code	county	code
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11. Form Prepared By

name/title Joan Embree

organization N/A date 12/2/83

street & number Drawer KK telephone (601) 324-0410

city or town Mississippi State state MS

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 Kenneth A. P. Pool

title Deputy State Historic Preservation Officer date June 7, 1984

For NPS use only

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

Entered in the
National Register

date 7/19/84

for Delores Byers
Keeper of the National Register

Attest:

date

Chief of Registration