

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE:
Mississippi

COUNTY:
Jackson

FOR NPS USE ONLY

ENTRY DATE
AUG 27 1974

1. NAME

COMMON:
Louisville & Nashville Railroad Depot

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Railroad Avenue

CITY OR TOWN:
Pascagoula

CONGRESSIONAL DISTRICT:
Fifth (5th)

STATE: **Mississippi** CODE: **28** COUNTY: **Jackson** CODE: **059**

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input checked="" type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <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 checked="" type="checkbox"/> Other (Specify) <u>not now in use</u>

4. OWNER OF PROPERTY

OWNER'S NAME:
Urban Renewal Agency of the City of Pascagoula

STREET AND NUMBER:
P.O. Box 656 710 Watts Avenue

CITY OR TOWN:
Pascagoula

STATE:
Mississippi

CODE:
28

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Jackson County Courthouse

STREET AND NUMBER:

CITY OR TOWN:
Pascagoula

STATE:
Mississippi

CODE:
28

6. REPRESENTATION IN EXISTING SURVEYS

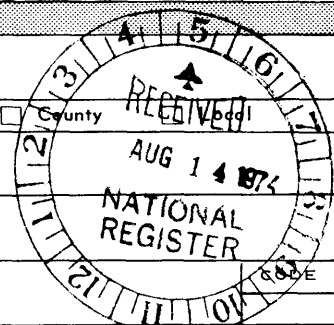
TITLE OF SURVEY:

DATE OF SURVEY: Federal State County

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE:



STATE: **Mississippi**

COUNTY: **Jackson**

ENTRY NUMBER: **AUG 27 1974**

DATE: **AUG 27 1974**

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SEE INSTRUCTIONS

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input checked="" type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Louisville and Nashville Railroad Depot in Pascagoula is a small, one-story, rectangular frame structure set on a brick foundation ventilated with iron grates. Topped by three sections of hipped roof accented with dormers, gables, and wide, bracketed eaves, the building, exclusive of a ten-foot overhang, generally measures 144' x 19'. An off-center forty-foot section projects two feet on the north and south elevations and includes a further three-foot gabled projection along the north elevation, or track-side facade, providing a prominent entrance to what was originally the agent's office. Divided by one single and three double door openings on the facade, and by three door openings on the opposite elevation, the exterior walls are sheathed in three horizontal sections, beaded vertical boards covering the upper and lower portions and clapboards sheathing the central seven-foot section corresponding to the uniform height of all window openings.

The slate roof is crowned at the ridge by two interior brick chimneys and four louvered dormers created in pairs by two ridges, each resting perpendicularly on one end of the main roof ridge. The slope of the hipped roof is broken at both ends and along the facade by a total of three louvered gables, the more prominent facade example featuring ornamentation in the form of rectangular boards applied to the surface in a geometric pattern. The peaks of all gables and dormers are ornamented with wave-like finials, evidently of cast metal, whose shape is repeated in reverse by the ogee pendants which terminate the triangular framed wooden brackets supporting the eaves. All windows in the building are of the sash type with large single panes, and all doorways are topped by single-pane transoms.

The interior of the building is divided into four simple chambers with thirteen-foot ceilings, the largest being the easternmost "General Waiting Room," as it is labeled on a 1918 drawing, which measures 18' x 56', not including the spaces enclosed for bathroom facilities. The remaining three rooms measure 24', 32'6", and 27'6" in length, moving west through the building, and were originally used, respectively, as "Agent's Office", "Colored Waiting Room", and "Baggage Room". The main ticketing window, various counters, and some waiting room and railroad office furniture remain in the building, all spaces except the general waiting room having been converted to office use with the minimum amount of alteration.

While original drawings of the 1904 structure are not available, plans for alterations to the Pascagoula passenger station made by L & N engineers in 1918 indicate that the original appearance of the building was not substantially changed. The General Waiting Room was enlarged by the addition of 29' of space at the east end of the building, but the appropriate end gable and dormers were moved rather than replaced, as were the old corner brackets, framing timbers, and whatever doors and windows could be utilized. Other changes recorded in the plans were relatively minor, and included the enlargement of the Agent's Office, reflooring an old baggage room and incorporating it into an enlarged Colored Waiting Room with new bathrooms, and building a new chimney in the new wall between the office and Colored Waiting Room. Several door openings were closed and new ones cut according to the new interior spaces created, but the old doors continued to be used in the new openings.

S E E I N S T R U C T I O N S

3. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input checked="" type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) _____

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		
<input type="checkbox"/> Conservation			

STATEMENT OF SIGNIFICANCE

The Louisville and Nashville Railroad Depot, constructed in 1904 in Pascagoula, Mississippi, is a small railroad station typical of many similar examples throughout the country, but with them unique as part of a functional architectural form that was developed nationwide in response to a need created by the unprecedented phenomenon of the railroad. The Pascagoula Depot has particular importance in the history of that city's growth and development as a coastal resort area and thriving industrial and port community. The modern history of the communities along Mississippi's Gulf Coast is largely the history of the transportation facilities which have joined them to one another and to the port cities of New Orleans and Mobile. From the earliest days of settlement, the natural benefits of the Mississippi Coast have been recognized, both in terms of climactic and commercial advantages, but commercial and population growth could not begin in earnest until the railroad made it possible. Once the coastal railroad route was established, the stations built along the line became the focal points of burgeoning communities, serving as landmarks in the literal as well as the figurative sense of the word.

It was the New Orleans, Mobile, and Chattanooga Railroad Company, later known as the New Orleans, Mobile, and Texas Railroad Company, that finally realized the long-popular dream of an overland coastal link between the two major port cities. And, it was recognition of the current and potential popularity of the Mississippi Coast communities that induced the railroad company to build its new route along the coast rather than along an inland route which would have offered fewer obstacles to successful completion (Castner, p.3). Construction of the new railroad was begun on October 29, 1869, and on November 21, 1870, the first railroad service between New Orleans and Mobile was made available to coastal traffic. In 1880, the Kentucky-based Louisville and Nashville Railroad Company leased the Gulf Coast route as part of a large-scale program of southern expansion, and on October 5, 1881, the L & N purchased the coastal railroad outright (DB 5, p. 299).

The peculiar necessities connected with building a railroad through the swamps and marshes of the Gulf Coast led the NOM&C to establish, as one of Pascagoula's first industries, a creosote treating plant that was the first of its kind in this country (Castner, pp. 4-5). The innovative plant built for this purpose in the early 1870's brought Pascagoula and the NOM&C Railroad national recognition, and the establishment was evidently still considered a major asset when it was specifically mentioned in the otherwise generally worded deed transferring all coastal railroad properties to the

(Continued)

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Castner, Charles B. "A Tale of Two Spikes," in The L & N Magazine, October, 1970, pp. 2-6.
 Higginbotham, Jay. Pascagoula, Singing River City. Mobile: Gill Press, 1967.
 Mississippi Department of Archives and History. Subject Files: "Railroads: General;" "Railroads: L & N," "Pascagoula!"
 Railroad Commission of the State of Mississippi. Biennial Reports. Nashville, Tennessee: Press of the Brandon Printing Company, 1893-.
 Smith, Arthur. Correspondence and articles for Mississippi Press, 1963-1971.
 Stover, John F. The Railroads of the South, 1965-1900. Chapel Hill: University of North Carolina Press, 1955.

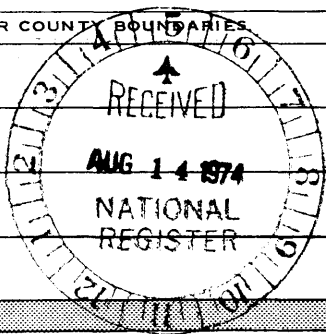
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	0 ' "	0 ' "		30 0 22 ' 00 "	88 0 33 ' 35 "	
NE	0 ' "	0 ' "				
SE	0 ' "	0 ' "				
SW	0 ' "	0 ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **less than one**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



11. FORM PREPARED BY

NAME AND TITLE:
Elizabeth Reynolds

ORGANIZATION: Mississippi Department of Archives and History DATE: August 9, 1974

STREET AND NUMBER:
P.O. Box 571

CITY OR TOWN: Jackson STATE: Mississippi CODE: 28

12. STATE LIAISON OFFICER CERTIFICATION NATIONAL REGISTER VERIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National State Local

Name Elbert B. Milliard

Title State Historic Preservation Officer

Date August 9, 1974

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

Albert M. Mortensen
 Director, Office of Archeology and Historic Preservation

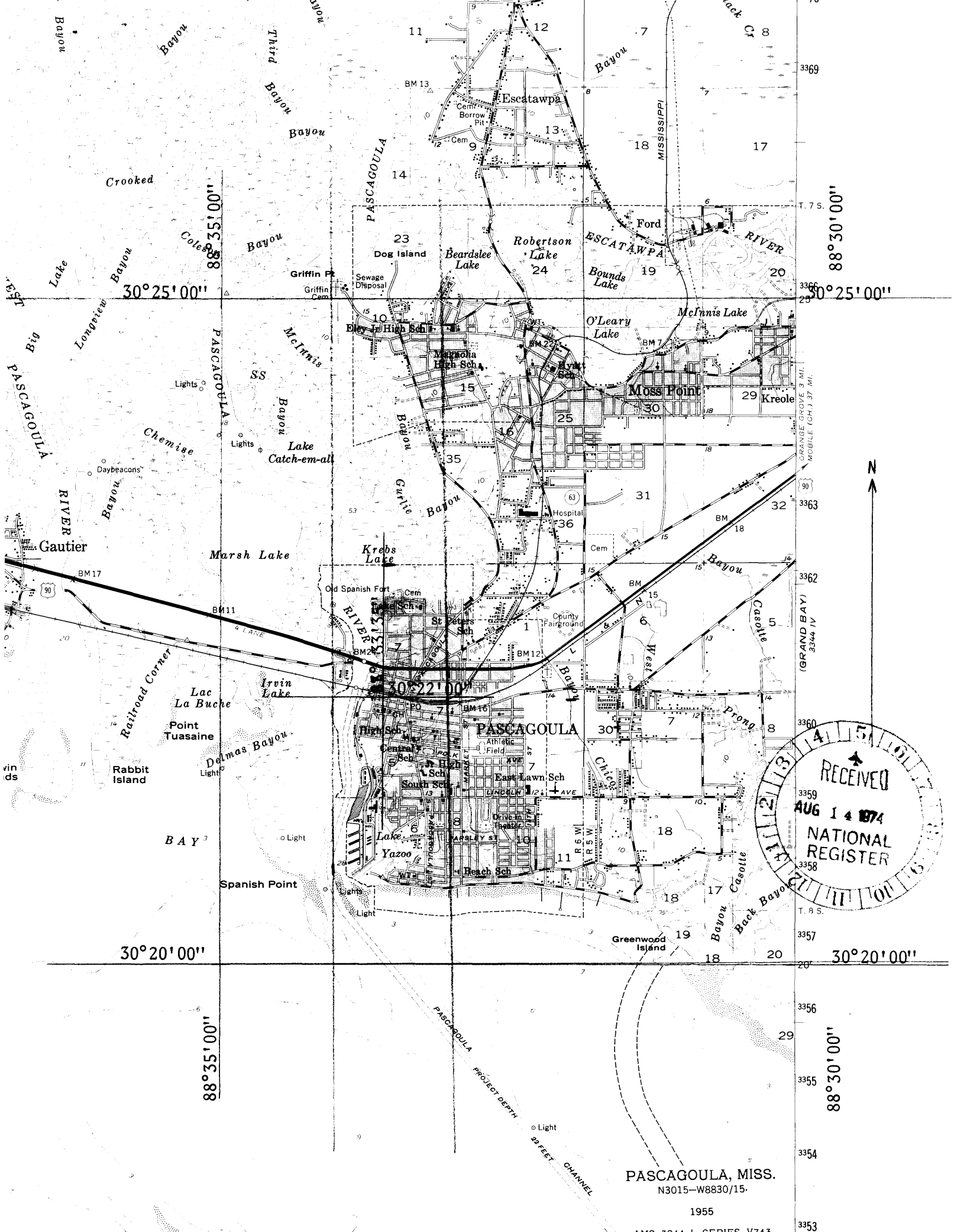
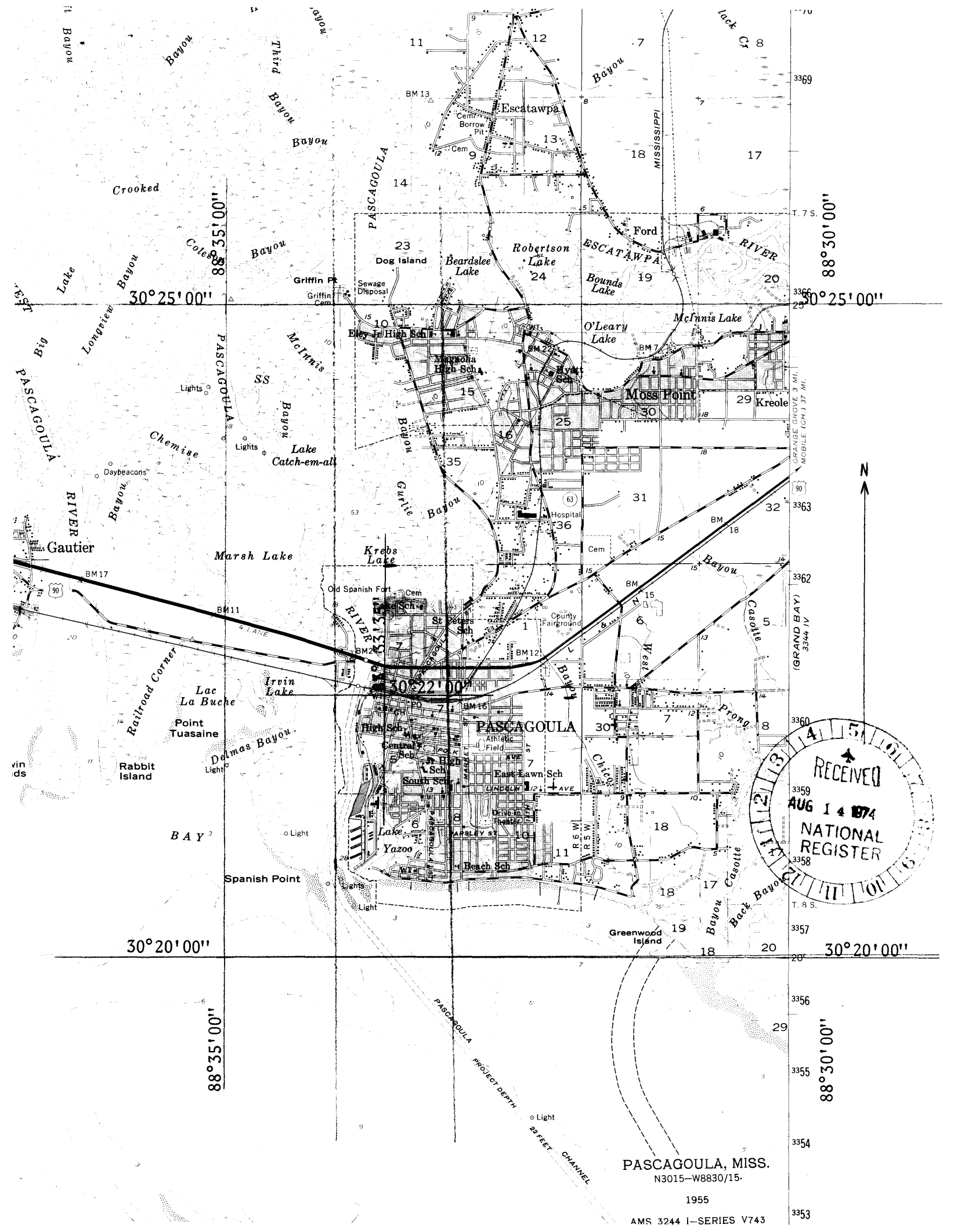
Date 8/27/74

ATTEST:

Charles A. Herring
 Keeper of The National Register

Date 8-27-74

SEE INSTRUCTIONS



RECEIVED
AUG 14 1974
NATIONAL REGISTER

PASCAGOULA, MISS.
N3015-W8830/15.

1955

AMS 3244 I-SERIES V743

Form 10-301
(July 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY MAP FORM
(Type all entries - attach to or enclose with map)

1. NAME		
COMMON	AND/OR HISTORIC	NUMERIC CODE (Assigned by NPS)
L & N Railroad Depot		AUG 27 1974
2. LOCATION		
STATE	COUNTY	TOWN
Mississippi	Jackson	Pascagoula
STREET AND NUMBER		
Railroad Avenue		
3. MAP REFERENCE		
SOURCE	DATE	SCALE
U.S.G.S., Pascagoula, Ms.	1955	1:62500

REQUIREMENTS: PROPERTY BOUNDARIES, WHERE REQUIRED, AND NORTH ARROW



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