



1200

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

**1. Name of Property**

historic name: Illinois Central Railroad Depot  
other names/site number: Terry Depot

**2. Location**

street & number: 102 Railroad Avenue not for publication \_\_\_  
city or town: Terry vicinity \_\_\_  
state: Mississippi code: MS county: Hinds code: 049 zip code: 39170

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X 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 X meets \_\_\_ does not meet the National Register Criteria. I recommend that this property be considered significant \_\_\_ nationally \_\_\_ statewide X locally. ( \_\_\_ See continuation sheet for additional comments.)

Kenneth H. P. Park SEPT. 18, 2001  
Signature of certifying official Date

Deputy State Historic Preservation Officer  
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 commenting or other official Date

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

**4. National Park Service Certification**

I, hereby certify that this 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  
\_\_\_ removed from the National Register  
\_\_\_ other (explain): \_\_\_\_\_

Signature of the Keeper Date of Action  
Entered in the 11-5-01  
National Register  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**5. Classification**

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**Ownership of Property:** Private

**Category of Property:** Building

**Number of Resources within Property:**

(Do not include previously listed resources in the count)

**Contributing**

**Noncontributing**

1

1

Buildings  
Sites  
Structures  
Objects  
Total

**Name of related multiple property listing**

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

n/a

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

0

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**6. Function or Use**

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**Historic Functions:**

Transportation/rail-related

**Current Functions:**

Work in Progress

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**7. Description**

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**Architectural Classification(s):**

No style

**Materials:**

foundation: wood

roof: asphalt

walls: wood

other

**Narrative Description:**

See Continuation Sheets

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

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CONTINUATION SHEET**

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Illinois Central Railroad Depot  
Terry, Hinds County, Mississippi

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**Description**

Located between the tracks of the Illinois Central Railroad and Railroad Street, at the head of Cunningham Street in the town of Terry, the Illinois Central Railroad Depot is a one-story, rectangular, wood frame building. It was built in 1927 but it may possibly contain structural remnants of an earlier building that was destroyed by a tornado in 1926. The depot is sheathed in horizontal milled siding on the upper walls with a wainscot of narrow vertical siding. The building sits on a foundation of brick piers and is surmounted by a hipped roof covered with asphalt shingles with wide overhanging eaves.

The depot is positioned so that its long axis is aligned northeast-southwest, parallel to the railroad line. The building originally contained waiting rooms for white and colored passengers at the northern end, with baggage and freight rooms at the southern end. This configuration is expressed on the exterior by the arrangement of windows and doors. On the northwestern, street-side façade, there were originally two doors and four one-over-one double hung sash windows at the north and two wide freight doors at the south. The windows have been covered with plywood panels and the two waiting room doors have been partially closed in. The more southerly of the two freight doors remains in place, but the other freight door, positioned at roughly the center of the building, has been replaced with non-historic glazed double-leaf doors. The freight deck no longer survives. It has been partially replaced by a new deck with stairs that serves as a platform for the double-leaf entrance.

The northeastern end of the building has two one-over-one, double-hung sash windows, and two doors, surmounted by transoms, in a d-w-w-d configuration. The doors are currently covered in plywood, but the windows are intact.

The southeastern elevation faces the railroad tracks and is configured much like the northwestern elevation, except that the southeast elevation is distinguished by a semi-hexagonal projecting observation bay toward the northern end. This projecting bay contains a one-over-one double-hung sash window on each of its three faces. One other double-hung window is evident on the exterior, but two others have been covered, as have the two waiting room doors. Both freight doors have been replaced with modern glazed double-leaf doors accessed by wooden steps.

The south end of the building contains a single large freight door that is currently obscured with plywood.

The interior retains much of its historic character and detailing, including beaded board walls and ceilings in the waiting room areas. Its interior configuration is essentially unchanged, except for the addition of a gypsum-board wall within the freight room area to divide it into two rooms.

The changes that have occurred to the building have largely resulted from the two relocations the building has undergone. Sometime in 1960s, after the cessation of passenger service from Terry, the depot was transferred to Hinds County, under whose ownership it cut into two parts, shorn of its freight platform, and moved to Parham Bridges Park South at the southern edge of Jackson, ten miles to the north, where it served as a clubhouse for many years.<sup>1</sup>

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<sup>1</sup> Lammons, George, "Terry Residents Want Old Depot Returned," *Jackson Daily News* (April 20, 1984); Gates, Jimmie, "Terry Train Depot Returns, Piece By Piece" *Jackson Clarion Ledger* (February 22, 1996); and Gates, Jimmie, "Train Depot On Road To Revitalization," *Jackson Clarion-Ledger* (January 22, 1999) The first article says that the building was moved in 1956, but other sources and notes indicate that it was moved about 1968.

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By 1984 interest had been expressed by residents of Terry in having the depot returned to become a community center.<sup>2</sup> Their desires were partially fulfilled in February 1966, when the depot was moved back to its original location in Terry.<sup>3</sup> Since then, efforts have been underway to rehabilitate the building.

Despite the two moves, the removal of the freight platform, and modification to some of the exterior openings, the Illinois Central Railroad Depot in Terry retains relatively a high degree of architectural integrity compared with other surviving wooden railroad depots in Mississippi. Its integrity of location and setting was restored when the building was returned to its original location. The structural system and the exterior and interior walls remain intact, along with many of the original doors and windows. The most evident and unsympathetic change has been the replacement of several of the freight doors with inappropriate double-leaf doors, but this is a reversible change.

The Town of Terry has received a grant of federal transportation enhancement funds through the Mississippi Department of Transportation for the purpose of restoring the depot. The proposed project will rehabilitate the depot in the accordance with the Secretary of the Interior's *Standards for Rehabilitation* with the cooperation of the Mississippi Department of Archives and History.

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<sup>2</sup> Lammons, George, "Terry Residents Want Old Depot Returned," *Jackson Daily News* (April 20, 1984)

<sup>3</sup> Gates, Jimmie, "Terry Train Depot Returns, Piece By Piece" *Jackson Clarion Ledger* (February 22, 1996), and Gates, Jimmie, "Train Depot On Road To Revitalization," *Jackson Clarion-Ledger* (January 22, 1999).

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**8. Statement of Significance**

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**Applicable National Register Criteria**

- 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.

**Areas of Significance**

Transportation

**Period of Significance**

1927-1951

**Significant Dates**

1927

**Criteria Considerations:**

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location. <sup>1</sup>
- C** a birthplace or a 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.

**Significant Person(s)**

n/a

**Cultural Affiliation(s)**

n/a

**Architect/Builder**

unknown

**Narrative Statement of Significance:** See continuation sheets.

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**9. Major Bibliographical References**

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**Bibliography** See continuation sheet.**Previous documentation on file (NPS)**

- preliminary determination of individual listing (36 CFR 67) 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  
# \_\_\_\_\_

**Primary Location of Additional Data**

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

Name of repository:  
\_\_\_\_\_

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<sup>1</sup> This building had been moved, but has now been returned to its original location.

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Illinois Central Railroad Depot  
Terry, Hinds County, Mississippi

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Significance

The Illinois Central Railroad Depot in Terry is locally significant under Criteria A in the area of transportation, representing the importance of rail transportation in the establishment and development in the town of Terry. Its period of significance extends from 1927, when it was built, to 1951, fifty years prior to the current date.

Located seventeen miles south of Jackson, Terry was established about 1856 as a station on the old New Orleans, Jackson, and Great Northern Railroad which was laid out in the 1850s. The town was named after W. D. Terry, who donated the right of way to the railroad with the understanding that the town be named after him.<sup>1</sup> The railroad and the towns along its route suffered greatly during the Civil War. After the war, the NOJ&GN was merged into a new railroad called the Chicago, St. Louis, and New Orleans Railroad. This line was under the control of the Illinois Central Railroad and in 1882 was consolidated into the Illinois Central. The line that was the former NOJ&GN in southern Mississippi became the main line of the Illinois Central between Jackson, Mississippi, and New Orleans, Louisiana.<sup>2</sup> The town blossomed in the late 19<sup>th</sup> century from the commerce generated by the Illinois Central Railroad.<sup>3</sup> The railroad was the catalyst of the town's success and growth until the mid 1950s.

The current depot building was preceded on the same site by at least one earlier depot building, and possibly two or three. The present depot was rebuilt in 1927, but may possibly contain structural remnants of an earlier depot that was destroyed by a tornado in 1926. Sometime in 1960s, after the cessation of passenger service from Terry, the depot was transferred to Hinds County, under whose ownership it cut into two parts, shorn of its freight platform, and moved to Parham Bridges Park South at the southern edge of Jackson, ten miles to the north, where it served as a clubhouse for many years.<sup>4</sup> By 1984 interest had been expressed by residents of Terry in having the depot returned to become a community center.<sup>5</sup> Their desires were partially fulfilled in February 1996, when the depot was moved back to its original location in Terry.<sup>6</sup> The Town of Terry and the non-profit organization called The Friends of Terry are currently raising funds to restore the depot to its original state and develop a museum in the future. The Town of Terry has received a grant of federal transportation enhancement funds through the Mississippi Department of Transportation for the purpose of restoring the depot. The proposed project will rehabilitate the depot in the accordance with the Secretary of the Interior's *Standards for Rehabilitation* with the cooperation of the Mississippi Department of Archives and History.

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<sup>1</sup> Brieger, James, *Hometown, Mississippi* (Jackson, Miss.: Town Square Books, 1997), pp. 269-270.

<sup>2</sup> Carlton J. Corliss, *Main Line of Mid-America: The Story of the Illinois Central* (New York: Creative Age Press, 1950), p. 240.

<sup>3</sup> Drake, Rebecca, "Rambling Mississippi Roads," *Hinds County Gazette* (Nov. 15, 1990).

<sup>4</sup> Lammons, George, "Terry Residents Want Old Depot Returned," *Jackson Daily News* (April 20, 1984); Gates, Jimmie, "Terry Train Depot Returns, Piece By Piece" *Jackson Clarion Ledger* (February 22, 1996); and Gates, Jimmie, "Train Depot On Road To Revitalization," *Jackson Clarion-Ledger* (January 22, 1999) The first article says that the building was moved in 1956, but other sources and notes indicate that it was moved about 1968.

<sup>5</sup> Lammons, George, "Terry Residents Want Old Depot Returned," *Jackson Daily News* (April 20, 1984)

<sup>6</sup> Gates, Jimmie, "Terry Train Depot Returns, Piece By Piece" *Jackson Clarion Ledger* (February 22, 1996), and Gates, Jimmie, "Train Depot On Road To Revitalization," *Jackson Clarion-Ledger* (January 22, 1999).

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**10. Geographical Data**

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Acreage of Property: less than one acre

UTM References:	Zone	Easting	Northing	Zone	Easting	Northing
A	15	755470	3554000	C		
B				D		

\_\_\_ See continuation sheet.

**Verbal Boundary Description** See continuation sheet.

**Boundary Justification:** See continuation sheet.

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**11. Form Prepared By**

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name/title:	Landon Smith, Architectural Historian, and Richard Cawthon, Chief Architectural Historian		
organization:	Mississippi Department of Archives and History	date:	May 2001
street & number:	P. O. Box 571	telephone:	601-359-6940
city or town:	Jackson	state:	Mississippi
		zip code:	39205-0571

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**Additional Documentation**

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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)

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**Property Owner(s)**

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name:	Friends of Terry	telephone:	601-878-5980
street & number:	102 Railroad Ave.	zip code:	39170
city or town:	Terry	state:	MS

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**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 to amend existing 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 the 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.

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National Park Service**

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**Verbal Boundary Description**

The nominated property consists of lot number 80.04 (parcel 4854-91), located at the southeast corner of Railroad and Moncure Streets, at the southeastern end of Cunningham Street, in the Town of Terry, Mississippi.

**Boundary Justification**

This is the lot historically associated with the Illinois Central Depot.