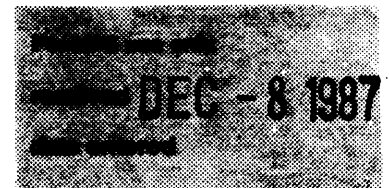


**United States Department of the Interior  
National Park Service**

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



Continuation sheet Grenada Multiple Resource Area Item number 7 Page 3

Property: Illinois Central Depot

Classification: Building

Owner: Jerry McCardle, Illinois Central Gulf Railroad, 233 N. Michigan Ave., Chicago, Ill 60601.

Location: 643 First Street, Grenada, Mississippi.

Contributing Buildings: 1 (1 Contributing Structure - Sidewalk)

Non-Contributing Buildings: 0

Description:

The Illinois Central Depot is a two-story brick railroad depot constructed ca. 1928. The building is typical of railroad depot construction of the period and features a hipped roof with wide eaves. On the north and east facades of the building is an extended frame canopy supported by cast iron Doric Tuscan columns. The building features original frame and glass doors and one-over-one sash windows. Windows on the first story are arched while those on the second story are rectangular in design. Dividing the windows are brick piers. The hipped roof displays hipped dormers with two louvered vent windows. At the rear of the passenger section is a one-story brick wing with similar detailing to house the freight area. This wing has arched windows, a gable roof and wide eaves supported by knee brace brackets. The interior of the depot has been remodeled with dropped ceilings in several sections but much of the original woodwork and interior detailing remains. Between the depot and railroad tracks is a large brick sidewalk in good condition which is included as a contributing structure in the boundary. There are no other buildings or structures associated with the depot property.

Period of Significance: ca. 1928

Area of Significance: Transportation.

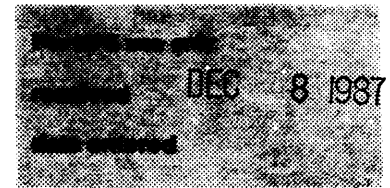
Architect/Builder: Unknown

Statement of Significance:

The development of Grenada was strongly influenced by the rail system established through the community in the 19th century. Prior to 1860, Grenada was a small community dependent upon the seasonal Yalobusha River traffic and overland shipping for its commerce. In 1860, the Mississippi Central Railroad was routed through Grenada followed by the Mississippi and Tennessee Railroad in 1861. The junction of the two lines at Grenada resulted in the community becoming one of the major railroad connections of Mississippi. During the Civil War, Grenada was a center for Confederate operations and the target for Union raiders. The first depot constructed by the Mississippi Central was burned in

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Continuation sheet Grenada Multiple  
Resource Area

Item number 7

Page 4

1863 by a Union cavalry raid and much of the railroad lines around Grenada were devastated by the war.

With the end of the Civil War the railroads were rebuilt and a new depot constructed on the site of the original depot. The railroad lines connecting Grenada were acquired by the Illinois Central Railroad Company in the 1870s. A one-story frame depot was constructed by the company to serve both passenger and freight traffic. Several hotels and industries were opened adjacent to the depot during these years and First Street from the depot to the public square became an important commercial area of the city. Between 1886 and 1915 at least three different frame depots were built by the Illinois Central to handle the increasing traffic utilizing the Grenada facilities. A new one-story brick depot was built ca. 1915 and the present two-story brick depot was built ca. 1928.

When the present depot was completed in the late 1920s it was built in three sections. The two-story section housed the waiting room and ticket office on the first story with offices on the second story. On the south facade of the two-story section a one-story wing housed the railway express agency, freight room and mail room. The building was constructed with wide eaves and an extended one-story porch on the north and east facades to shelter passengers embarking or debarking on the trains.

The Illinois Central Depot is the only unaltered building remaining associated with Grenada's railroad era. Historic hotels or commercial buildings which stood adjacent to the railroad have been altered or razed in recent years. The depot is an important reminder of Grenada's prominence as a rail center. Although the rail traffic has declined significantly in past decades the depot is still used for freight and passenger traffic.

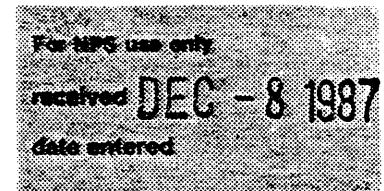
Acreage: Approx. 1.1 acre.

UTM References: Grenada Quad: 16/240950/3741380

Verbal Boundary Description and Justification: The boundary for the Grenada Depot is shown as lot 199 on accompanying Grenada County Tax Map 253 which is at scale of 1" = 100'. The boundary is drawn to include all property historically associated with the Grenada Depot. Within the boundary is one contributing building and one contributing structure (brick sidewalk).

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Area of Significance: Transportation.

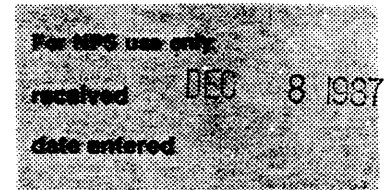
Architect/Builder: Unknown

Statement of Significance:

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