

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY
RECEIVED JUN 17 1980
DATE ENTERED AUG 21 1980

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Union Station -
(Illinois Central Passenger Depot and Freight Office)

AND/OR COMMON
The Train Station

2 LOCATION

STREET & NUMBER
S. Whitworth Ave. between Monticello and Cherokee Streets

CITY, TOWN
Brookhaven

VICINITY OF
4th

STATE
Mississippi

CODE
28

COUNTY
Lincoln

CONGRESSIONAL DISTRICT
85

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 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	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME
City of Brookhaven

STREET & NUMBER
City Hall

CITY, TOWN
Brookhaven

VICINITY OF

STATE
Ms. 39601

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Chancery Clerk's Office
Lincoln County Courthouse

STREET & NUMBER
Courthouse Square

CITY, TOWN
Brookhaven

STATE
Ms. 39601

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
None

DATE
_FEDERAL _STATE _COUNTY _LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The railroad passenger depot now owned by the City of Brookhaven is a rectangular shaped solid brick facility with a red tile roof. The building is actually in two separate parts, the north part and smaller being the old freight building separated by a breeze-way from the south building, which is the passenger depot, ticket office and railroad official offices and restrooms. The passenger section of the building is divided into two parts, which was significant of the era in which it was constructed in 1907, since it had facilities for whites and blacks.

The building, itself, faces Whitworth Avenue on the west side and the south bound and north bound tracks of the Illinois Central Gulf Railroad are on the east side. The railroad passengers boarded passenger trains south bound to New Orleans and north bound to Chicago from the east side of the building.

Brick pavers cover the entire area from the building to the railroad tracks through the breeze-way and on the west side to the sidewalks of Whitworth Avenue.

The building has a basement that was used to house furnaces to heat the building and a coal chute was on the east side of the building in which railroad cars could dump coal to fuel the boilers in the basement. The basement is still functional, but is used only for storage at this time.

The floors are hardwood and the ceilings and walls are made of wood. In the freight depot the floors are concrete and a set of scales are still operational that would weigh items that were shipped by rail. The freight office is still designed in such a way to receive freight from the parking area to the north of the terminal and store it in the freight office awaiting for the arrival of the trains.

The building has solid copper valleys, gutters and downspouts, which are in excellent shape, even today. The building, besides being a masonry type, is trimmed with concrete structures around the doors and windows. This is apparent as you examine the photographs attached to this application. In addition, the plat showing the location of the station with regards to the railroad tracks and the streets downtown is also attached to the deed.

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/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" 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 November 20, 1907 BUILDER/ARCHITECT F. D. Chase, architect for

STATEMENT OF SIGNIFICANCE

ICRR

Brookhaven was founded by Samuel Jayne in the year 1818 and it became a railroad terminal after 1851. The Brookhaven, Jackson and Great Northern Railroad completed its tracks through Brookhaven in March, 1858.

A frame depot was erected in the 1870's near the present site of the existing depot and the present structure, sought to be designated as a landmark, was erected to replace the former frame building and opened on November 20, 1907. The first ticket was purchased by B. D. Grizzard of New York City. The former frame depot was located just north of the present station and was demolished in March of 1908.

The Mississippi Central Railroad was completed from Brookhaven to Hattiesburg in 1906, and the Brookhaven and Pearl River Railroad was also terminated in Brookhaven and ran to Monticello. The mainline of that time was the north-south line, being the Illinois Central Railroad. With all three of these lines serving Brookhaven, and using the new station, after it was opened, there were for a time 18 passenger trains a day in and out of Brookhaven.

The movement to have the new station erected in Brookhaven was spear-headed by an incorporated group known as the Progressive Union, which can be considered the first incorporated Chamber of Commerce of Brookhaven. The new station was then known as the Union Depot.

The plans for the new station were drawn by F. D. Chase, an architect for the Illinois Central Railroad Company, who was then about 30 years of age. He graduated from the Mississippi Institute of Technology and left the services of the railroad company in 1910.

The Union Depot was the hub of activity for Brookhaven and the surrounding territory with the arrival and departure of politicians, noted artists of the time who played Heuck's Opera House in Brookhaven, Whitworth College performers, as well as students and Chataqua performers. The general movement of private passengers through this station had a profound effect on the growth and development of Brookhaven as a business, social and educational center.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

None - Data was obtained from private citizens who kept records of significant events in the history of this community. No known "official" history has been compiled although many have started on such a task.

ACREAGE NOT VERIFIED
UTM NOT VERIFIED

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than one (1) acre QUADRANGLE SCALE 1:24000
UTM REFERENCES QUADRANGLE NAME Brookhaven, Miss.

A	<u>1,5</u>	<u>7,4,2,6,8,0</u>	<u>3,4,9,6,4,1,0</u>	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Bounded on the west by S. Whitworth Ave., on the south by Cherokee Street, on the north by Monticello Street and on the east by the property belonging to the Illinois Central Gulf Railroad Company and its south bound railroad tracks. City property is 16 feet from the center line on the south bound tracks.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE
Mayor Harold Samuels

ORGANIZATION
City of Brookhaven

DATE
12/21/79

STREET & NUMBER
City Hall

TELEPHONE
(601) 833-1414

CITY OR TOWN
Brookhaven

STATE
Ms. 39601

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL X

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

Elmer R. Hilliard

TITLE State Historic Preservation Officer

DATE June 6, 1980

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. Ray Luce
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION
ATTEST: *Casal Dubie*
KEEPER OF THE NATIONAL REGISTER

DATE 8/21/80

DATE 8/18/80

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

After the construction of the mainline of the railroad through Brookhaven, a large number of homes were built up and down both sides of the track facing the street and drives adjoining the railroad property.

Brookhaven was originally located some distance from its present site at an area known as Ole Brook. Mr. Whitworth, one of the founding fathers of Brookhaven, offered the railroad free right of way through his property if the railroad would change its location in this area. The railroad obliged and the tracks are where they are presently located causing the bulk of the community to move approximately one mile to the north of Brookhaven's present location today.

The general architecture of the building is representative of the more substantial railroad stations built throughout America in that era and with a large number of these structures being demolished and falling into disrepair through disuse it is important that this structure, having been acquired by the City of Brookhaven, being preserved and designated as an historic landmark.