

United States Department of the Interior
National Park Service

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National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A". For most applications, enter the architectural classification, materials, and areas of significance, enter only categories and subcategories from the list. For additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

INTERAGENCY RESOURCE DIVISION
NATIONAL PARK SERVICE

1. Name of Property

historic name Yazoo and Mississippi Valley Passenger Depot

other names/site number Illinois Central Passenger Depot, Clarksdale Passenger Depot

2. Location

street & number 300 Block Edwards Street not for publication

city or town Clarksdale vicinity

state Mississippi code MS county Coahoma code 27 zip code 38614

3. State/Federal Agency Certification

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

Kenneth H. P. Paul September 18, 1995
Signature of certifying official/Title Date

Deputy State Historic Preservation Officer
State of 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 certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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

[Signature]

10/31/1995

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		_____ buildings
		_____ sites
		_____ structures
		_____ objects
1	0	_____ 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

_____ n/a _____

6. Function or Use

Historic Functions

(Enter categories from instructions)

_____ Transportation/rail related _____

Current Functions

(Enter categories from instructions)

_____ Work in Progress _____

7. Description

Architectural Classification

(Enter categories from instructions)

_____ Other: Railroad vernacular _____

Materials

(Enter categories from instructions)

foundation _____ concrete _____

walls _____ brick _____

roof _____ ceramic tile and asphalt _____

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- 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.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

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

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

circa 1926-1945

Significant Dates

circa 1926-1927

Significant Person

(Complete if Criterion B is marked above)

n/a

Cultural Affiliation

n/a

Architect/Builder

Unknown

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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:

Yazoo & Mississippi Valley Passenger Depot

Coahoma County, Mississippi

Name of Property

County and State

10. Geographical Data

Acreege of Property less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid 1: Zone 15, Easting 723835, Northing 3786900

UTM grid 3: Zone, Easting, Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Michelle Weaver/Architectural Historian & Richard Cawthon/Chief Architectural Historian

organization Mississippi Department of Archives and History date August 2, 1995

street & number Post Office Box 571 telephone 601 / 359-6940

city or town Jackson state Mississippi zip code 39205-0571

Additional Documentation

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)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name

street & number telephone

city or town state zip code

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 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 ServiceNational Register of Historic Places
Continuation Sheet

Yazoo & Mississippi Valley Passenger Depot

Clarksdale, Coahoma County, Mississippi

Section number 7 Page 1

Facing north toward the downtown area of Clarksdale, Mississippi, the Yazoo & Mississippi Valley Passenger Depot (or the Illinois Central Passenger Depot or the Clarksdale Station Railroad Depot) is located on the 300 block of Edwards Street. Built between 1926 and 1927, the depot is a one-story, brick building, separated into three sections by two, open breeze-ways with molded arches, molded cornices, and beaded board ceilings. The building is capped by several multi-gabled roofs, all of which are concealed by peaked, parapet walls on the two, side gables and stepped-gable, parapet walls on the cross gables. The parapet gables and walls are topped with a cast concrete coping. The gabled ends are filled with round-arched, louvered ventilators with brick surrounds and a concrete keystone, resting on a concrete sill. The roof-line is further delineated by a frieze of one, horizontal-over-one, soldier course of brick. A poured, concrete belt-course runs the parameter of each section of the building and all openings are defined with brick surrounds. The structure rests on a concrete foundation and is surrounded by a brick sidewalk.

The easternmost of the three units of the building of the complex consists of the freight and baggage rooms, capped by a gabled roof with two cross-gables on either side and sheathed in ceramic tile. The northerly bay of this easternmost section consists of seven bays (w-w, d, w-w, d, w-w, d, w-w). The windows are filled with paired, three-over-one, double-hung sash, separated by a molded jamb. The doorways are filled with sliding, six-panel, beaded board freight doors. The eastern elevation has three bays (w-w, d-w, w) The first bay is filled with square three-over-three, double-hung sash. The second bay contains a single-leaf, two-panel door topped by a three-light transom paired with a three-over-three light sash over a single panel. The third bay has a blind window within a brick surround. The southerly elevation reads identically to the northerly elevation. The westerly elevation consists of four bays (w-w, w, w, w-w) with each window being filled with a three-over-one, double-hung sash. The interior of this building is divided into thirds and finished in board-and-batten and beaded-board siding with a beaded-board ceiling. The floor is unfinished.

The central section of the structure is divided into twelve bays (w-w, w-w, w-w, d, w-w, w-d-w, w-w, d, w-w, w-w, w-w, w-w) and capped by a gabled roof with three cross-gables and sheathed in asphalt shingles. The windows are all filled with both paired and single, three-over-one, double-hung sash. The doors in the fourth and eighth bays are single-leaf, glazed paneled doors flanked with sidelights of a single light-over-panels. The doorway in the fourth bay is topped with a three light transom and the door in the eighth bay is topped by an infilled transom with a center glaze. The sixth bay contains a central, single-leaf, glazed panel door topped by an infilled transom and flanked by two windows. The eastern elevation of this section is divided into three bays (w-w, w-w, w-w) and the western elevation is divided into two bays (w-w, w-w), all of which have paired, three-over-one, double-hung sash. The southerly elevation consists of ten bays (w-w, w-w, w-w, d-d, w-w, w-w-w, w-w, d-d, w-w, w-w). The sixth bay is filled by the observation bay window consisting of three, ganged, double-hung sash with lights in the central window being four-over-one, flanked by sash with three-over one lights. The windows on the side-walls of the observation bay have two-over-one, double-hung sash. The fourth and eighth bays contain multi-light, transomed, double-leaf, glazed panel doors.

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Yazoo & Mississippi Valley Passenger Depot
Clarksdale, Coahoma County, Mississippi

Section number 7 Page 2

The interior of this section of the depot consists of the waiting rooms, ticket office, and restrooms. The waiting rooms (which are separated by the ticket office) have marble wainscoting and sheetrock walls and ceilings. The floors are concrete and asbestos tile. The ticket office and restrooms are finished in sheetrock with molded, wooden baseboards and chair-rails. The floor in the ticket office is flush, wooden planks and asbestos tile. Two ticket windows connect each waiting room to the office, and are one-over-one, double-hung sash with molded surrounds. The doorways between the waiting rooms and ticket office are filled with single-leaf, glazed panel doors. The restroom floors are concrete and doorways are filled with single-leaf, two panel doors.

The westernmost section of the building was originally a dining area, but was later converted to office space. It is divided into five bays (w, w, w, d, w) topped by a cross-gabled roof sheathed in ceramic tile and pierced by an exterior, brick chimney on the eastern elevation. The windows are filled with three-over-one, double-hung sash and the doorway is filled with a transomed, single-leaf, two panel door. The easterly elevation has three bays (d,w,d) with doorways filled with transomed, single-leaf, glazed panel doors and the window filled with three-over-one, double-hung sash. The westerly elevation has four bays (w-w, w, w, w-w) with paired and single, three-over-one, double hung sash in the first two bays and blind windows in the third and fourth bays. The southerly elevation is three bayed (d, w, w) with obscured windows in the second and third bays which are probably paired. The first bay has a transomed, double-leaf doorway which leads into a shed-roofed addition, supported with round posts and sheathed in corrugated metal. The interior of this section is finished similarly to the ticket office.

The Yazoo & Mississippi Valley Passenger Depot in Clarksdale retains a great degree of architectural integrity. The only major modification to the depot was the removal of the platform shelter on the southern elevation, which ran parallel to the rear facade along the railroad track. All other modifications, such as the infill around doors, have been minor and have not greatly affected the integrity of the structure. The Coahoma County Board of Supervisors has received an Intermodal Surface Transportation Efficiency Act grant from the Mississippi Department of Transportation for the restoration of the depot. The proposed project will rehabilitate the depot in accordance with the US Secretary of the Interior's *Standards for Rehabilitation* with the cooperation of the Mississippi Department of Archives and History.

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Yazoo & Mississippi Valley Passenger Depot

Clarksdale, Coahoma County, Mississippi

Section number 8 Page 3

The Yazoo and Mississippi Valley Railroad Passenger Depot (also known as the Illinois Central Passenger Depot) in Clarksdale is locally significant under Criterion A in the area of transportation, representing the importance of rail transportation in the development of the city of Clarksdale. Its period of significance extends from 1926, when construction began, to 1945, fifty years prior to the current date.

Clarksdale was platted in 1868, as a riverport town at the head of navigation on the Sunflower River, but it experienced little growth until the arrival of the Louisville, New Orleans, and Texas Railroad in 1884, after which time river traffic was largely abandoned. The LNO&T was a major regional carrier, connecting New Orleans with Memphis by way of Vicksburg. After its arrival Clarksdale began to grow substantially, becoming one of the largest towns in the Delta area of Mississippi.¹

In 1892, the LNO&T was acquired by the Illinois Central Railroad system, and was consolidated with the Yazoo and Mississippi Valley Railroad, a subsidiary of the Illinois Central chartered in 1882.² The addition of the LNO&T made the Y&MV one of the largest and most important railroads in the state, with 1,024 miles of trackage by 1905.³ In the early years of the twentieth century the Y&MV continued to grow and add routes, and it continued to be one of the largest railroads in the state through World War II, but it ceased to have a separate identity on July 1, 1946, when it was merged into the Illinois Central Railroad.⁴

In March 1926, the city of Clarksdale and the railroad company agreed upon a project to elevate the tracks through the city and to construct a new passenger depot. The new Yazoo and Mississippi Valley Passenger Depot was opened to the public on May 7, 1927.⁵ (It is interesting to note that at the same time, in 1926-27, the Illinois Central system was also elevating its tracks through the city of Jackson and building a new Union Passenger Station there to serve the Illinois Central and Y&MV.)

The Clarksdale depot served passengers until the Illinois Central discontinued passenger service in March 1965.⁶

A project is currently underway to rehabilitate the depot using funds from the Intermodal Surface Transportation Efficiency Act ("ISTEA").

NOTES

¹ Dunbar Rowland, "Clarksdale," in *Mississippi* (Atlanta: Southern Historical Publishing Association, 1907), volume 1, p. 449.

² Carlton J. Corliss, *Mainline of Mid-America: the Story of the Illinois Central* (New York: Creative Age Press, 1950), p. 243.

³ Dunbar Rowland, "Railroads," in *Mississippi* (Atlanta: Southern Historical Publishing Association, 1907), volume 2, pp. 510-511.

⁴ Mississippi Department of Archives and History, Historic Preservation Division, topical reference file on Railroads in Mississippi.

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Continuation Sheet

Section number ~~8, 9, & 10~~ Page ~~4~~

Yazoo & Mississippi Valley Passenger Depot
Clarksdale, Coahoma County, Mississippi

8 - Statement of Significance continued

⁵ Harry Abernathy, "ICG depot finding new role in city's life" in Clarksdale *Press Register*, March 16, 1987. (It is interesting to note that at the same time, in 1926-27, the Illinois Central system was also elevating its tracks through the city of Jackson and building a new Union Passenger Station there to serve the Illinois Central and Y&MV.)

⁶ *ibid.*

9 - Bibliography

Abernathy Harry., "ICG depot finding new role in city's life" in Clarksdale *Press Register*, March 16, 1987.

Corliss, Carlton J. *Mainline of Mid-America: the Story of the Illinois Central* (New York: Creative Age Press, 1950), p. 243.

Historic Resources Inventory Files. Historic Preservation Division, Mississippi Department of Archives and History, Jackson.

Rowland, Dunbar. "Clarksdale," in *Mississippi* (Atlanta: Southern Historical Publishing Association, 1907), volume 1, p. 449.

Rowland, Dunbar. "Railroads," in *Mississippi* (Atlanta: Southern Historical Publishing Association, 1907), volume 2, pp. 510-511.

Site visit, May 31, 1995 by Michelle Weaver, Architectural Historian, Mississippi Department of Archives and History, Jackson.

10 - Geographical Data

Verbal Boundary Description

Beginning at the Southwest corner of Block "P", City of Clarksdale, Mississippi, said point being in the Northeast Quarter of Section 23, Township 27 North, Range 4 West, Coahoma County, Mississippi; thence

North 65° 26' East along the South line of Blocks "P" and "T" of said Clarksdale, Mississippi, 357.52 feet to a point, being the most Westerly corner of the City of Clarksdale Lot as described in Deed Book 140 at page 260 of record in the Coahoma County Chancery Clerk's Office; thence

South 80° 02' East along said lot line, 66.5 feet to a point; thence

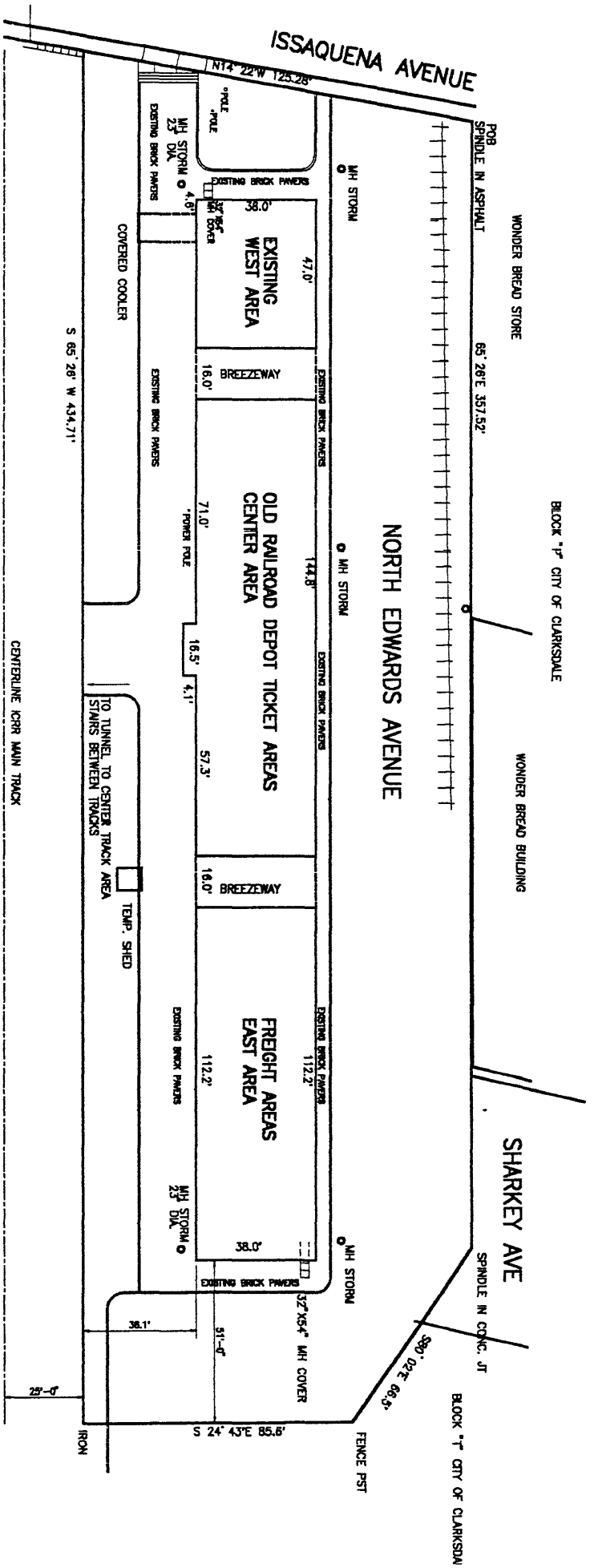
South 24° 43' East along apart of said lot line, 85.6 feet to a point, being 25 feet off the centerline of the main railroad track; thence

South 65° 26' West along said railroad right-of-way, 434.71 feet to a point on the East right-of-way of Issaquena Avenue; thence

North 14° 22' West along said Avenue right-of-way, 125.28 feet to the POINT OF BEGINNING and all being in the Northeast Quarter of Section 23 and the Northwest Quarter of Section 24, all in Township 27 North, Range 4 West, city of Clarksdale, Coahoma County, Mississippi

Boundary Justification

The nominated property includes the entire parcel historically associated with the Yazoo & Mississippi Valley Passenger Depot in Clarksdale, Mississippi.

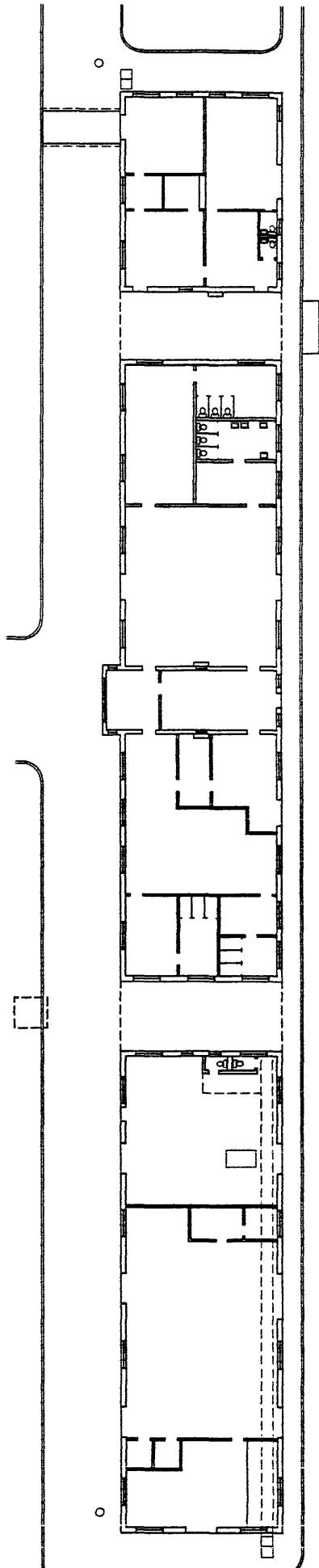


CLARKSDALE RAILROAD DEPOT - SITE PLAN

CLARKSDALE, MISSISSIPPI

DICKSON, TYSON & ASSOCIATES, P.A.
ARCHITECTS
JACKSON, MISSISSIPPI

CLARKSDALE, MISSISSIPPI



CLARKSDALE RAILROAD DEPOT

CLARKSDALE, MISSISSIPPI



GRAPHIC SCALE

DICKSON, TYSON & ASSOCIATES, P.A.
ARCHITECTS
JACKSON, MISSISSIPPI CLARKSDALE, MISSISSIPPI