

378

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

**1. Name of Property**

historic name: New Orleans and Great Northern Railroad Depot, Tylertown, Mississippi  
other names/site number: Gulf, Mobile & Ohio (GM&O) Depot, Tylertown, Mississippi

**2. Location**

street & number: Franklinton Highway  
city or town: Tylertown  
state: MS code: MS county: Walthall  
not for publication N/A  
vicinity N/A  
code: 147 zip code: 39667

**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. Paul FEB. 25, 2000  
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): \_\_\_\_\_

Edson H. Beall 4-14-00  
Signature of the Keeper Date of Action

Name of Property

County, State

**5. Classification**

**Ownership of Property:**

Private

**Number of Resources within Property:**

(Do not include previously listed resources in the count)

**Category of Property:**

Building

**Contributing**

1

**Noncontributing**

0

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**

**6. Function or Use**

**Historic Functions:**

TRANSPORTATION: rail- related

**Current Functions:**

WORK IN PROGRESS

**7. Description**

**Architectural Classification(s):** OTHER/railroad vernacular

**Materials:**

foundation: Concrete

roof: Asphalt

walls: Brick

other

**Narrative Description:**

See Continuation Sheets

8. Statement of Significance

Applicable National Register Criteria

- X 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.
- X 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  
Architecture

Period of Significance

c. 1906-1950

Significant Dates

1906

Criteria Considerations:

Property is:

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

9. Major Bibliographical References

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:

MS Dept. Of Archives & History

**10. Geographical Data**

Acreage of Property: less than one acre

UTM References:	Zone	Easting	Northing	Zone	Easting	Northing
A	15	772700	3445680	C		
B				D		

\_\_\_ See continuation sheet.

**Verbal Boundary Description** See continuation sheet.

**Boundary Justification:** See continuation sheet.

**11. Form Prepared By**

name/title: Dell Magee Clawson

organization: President, Walthall County, MS, Trust for the Preservation of History, Culture, and the Arts date: July 31, 1999

street & number: 184 Bethlehem Loop Road

telephone: (601) 731-1219

city or town: Kokomo

state: MS

zip code: 39643

**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(s)**

name: C. Larry Bright

street & number: 1211 Magnolia Avenue

telephone: (601) 876-3654

city or town: Tylertown

state: MS

zip code: 39667

**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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New Orleans & Great Northern  
Railroad Depot  
Walthall County, Mississippi

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**Narrative Description**

Located on the southern edge of the town's commercial district, The New Orleans and Great Northern Railroad Depot, also known as the GM&O (Gulf, Mobile and Ohio) Depot and the Tylertown Depot, is a rectangular brick one-story building composed of two rooms. Built in 1906, it has twelve-inch brick walls, a three-foot solid cement slab flooring, a gable roof with over-hanging eaves, braced with exposed rafters, or asphalt and shingles. The Tylertown Depot is an excellent example of the archetypal railroad stations built at the turn of the century for small American towns. Its original design remains unchanged, built for durability and stability.

The primary façade, facing the westward main street (now Franklinton Avenue) has a variety of window designs consisting of one single double-paned window, a single door, a small single-paned window at eye level and a double window with four panes. This area comprised the waiting room, agent's bay, office and three restrooms.

This entire area, covering about sixty by thirty-five feet, now houses a flower shop. The building had been abandoned until a recent refurbishing and roofing of this portion. This small modification in no way affects the integrity of the structure.

On the southern side of this area are two more double windows and a bay, which in recent past has been obscured by a screened porch attached at ground level adjoining the front portion.

The second division is the freight room. The horizontality of the entire architectural structure is emphasized by its long rectangular shape and wide, overhanging roof, supported by struts. Continuing on the southern elevation of the freight room are two double-hung, side-by-side, four-paned windows, and two sliding freight doors. These doors have four panels. The bottom two are of diagonal beaded board, set within frames. The top two sections are of double-hung, four-paned clear glass. There are no ramps. None of the wooden platforms or steps remain which once skirted the freight area.

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On the eastern elevation, which once had a wooden ramp, is a heavily braced loading dock door. This is at the highest elevation where some cement, ground-level foundation still remains. The brick wall extends to the rooftop, where beams of the overhanging porte-cochere are evidenced.

Along the north elevation of the freight area are four sliding freight doors, placed between strong roof brackets. These doors have four panels. The bottom panels are of diagonal beaded board set within frames. The top two panels of each door are wooden with two-over-two, wooden, double-hung inserts.

Continuing counter-clockwise on the north side, where the offices and waiting room were are two single double-paned windows, one single door entry, and two more four-paned, double windows.

The interior of the New Orleans and Great Northern Railroad Depot in Tylertown is solid brick, with intact thirty-foot long streamers in the ceiling, and the original open ceiling beams. The solid cement floor shows minimum wear. The freight area is approximately 100 X 25 feet, with a ten-foot extension of the forward southern side, abutting the forward room. The metal and steel sliding rails run along the sides of each loading door, where strong braces support the closures.

The front room area has two ceiling inserts of engraved, decorative tin of intricate design. These have been cleaned to restore the artistic motif.

To the east is a large parking lot. To the north is a building owned by the city, which will soon be removed. There are no plantings or landscaping around the depot.

On the southern side, is a remodeled building that was at one time owned by the Fernwood and Gulf Railroad, later the Fernwood, Columbia Gulf. It now houses a filling station and restaurant.

Plans are to clean the depot, paint and repair portions that have deteriorated, add heating and air conditioning, and preserve this building to be used as a community center for historical, cultural and artistic gatherings, and a depository for historical

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artifacts. This will require minimum refurbishing, which at present being privately financed.

The building retains its early configuration. There will be no alterations to its historic form. Its physical environment dates back to a significant period of over ninety years of Tylertown's history, when the activities of this site had a strong impact on the industrial operations of the county.

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**Statement of Significance**

The New Orleans and Great Northern Railroad Depot in Tylertown is locally significant under Criterion A in the area of transportation and Criterion C in the area of architecture. Its period of significance extends from circa 1906 when it was built to 1950. It is the only station of combined passenger and freight depot in Walthall County. This depot retains a high degree of architectural integrity, and symbolizes the importance of transportation facilities to the industrial growth of this area of Mississippi.

The settlement that was to become Tylertown was originally called Magee's Settlement, and was settled as early as 1790. By 1848 it had obtained a post office and was called Conerly's. During that same year, a railroad convention was held in New Orleans, Louisiana, to consider the construction of a steam railway to penetrate Mississippi and connect with other systems then in operation.

The grading of the railroad was completed to Magnolia by 1856, this being the county seat of Pike County at that time. Railroads twice influenced the development of the area around Tylertown. The first was this antebellum period, when the New Orleans, Jackson, and Great Northern Railroad (later the Illinois Central Railroad) came through the western edge, but bypassing the more populated Magee's Creek (Conerly's) area.

By the late 1800's Conerly's, by popular demand became known as the town of Tyler or Tyler's Town because of a well-known blacksmith by the name of Tyler. It was not until 1914 that Walthall County was formed from parts of Pike and Marion Counties with Tylertown as the county seat.

The second railroad period was in the early 1900's. As the longleaf pine lumber boom erupted in South Mississippi, Walthall County would be pierced by three railroads. Around 1905, the Fernwood and Gulf first came. Later the Fernwood, Columbia and Gulf started a feeder line for the Fernwood Lumber Company. It connected with the Illinois Central Railroad at Fernwood and extended through the county to a logging stop at Kokomo.



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The New Orleans and Great Northern (later the Gulf, Mobile and Ohio Railroad) soon followed, and it connected Tylertown with Bogalusa, Louisiana and New Orleans. The Liberty White Railroad, a log train established in 1911-12 was the last arrival from the north, from a circuitous route extending from Tylertown to South McComb and then Liberty.

These railroads were built primarily to handle traffic in lumber and naval stores, but they also provided passenger service and means to ship both people and agricultural products anywhere in the United States. The route these railroads chose through the area moved Tylertown from "old Tyler's Town" north of Dry Creek to a "New Tylertown" which is the present downtown.

The Fernwood Lumber company had a station, servicing a passenger service nicknamed "The Doodlebug." Its old building has now been remodeled to house a filling station and small restaurant.

None of the other buildings or warehouses exist today. The trains are gone and the tracks have been taken up.

In 1906, the New Orleans and Great northern Railroad reached Tylertown and constructed the present depot. By the 1970's all freight and passenger services ceased and the depot was closed. It was subsequently sold to a private owner, and has now been purchased by a member of the Walthall County Trust for the Preservation of History, Culture and the Arts (commonly called the "Historical Society.")

This depot is one of the few remaining properties that relate to the history of Tylertown. Its value to the city is of vital significance because of its association with a historical period of commerce, as well as its architectural integrity and central location.

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**Bibliography**

Conerly, Luke Ward. "Pike County, Mississippi, 1798 – 1876." 1909: pp. 125-136.

Lampton, Luke. "Walthall County Chronicles: From Conerly's to Tylertown: A brief history of Tylertown and Walthall County." 1997.

Applewhite, Fred L. When My World Was Young. March 1973: pp. 103 – 104.

The Tylertown Times. "The New Orleans and Great Northern." 25 Oct. 1907: p. 2.

The Tylertown Times. "Railroad Development was Vital to Tylertown." 9 March 1967.  
Reprinted 7 Oct. 1982. p. 16.

The Tylertown Times. "Map of NOGN Addition to Tylertown." 7 Oct. 1982. p. 40.

The Tylertown Times. "Veteran Porter Recalls Heyday of Railroads." 30 Dec. 1976.  
p. 13.

The Tylertown Times. "Flagstops located along F&G Railroad." 20 Oct. 1976. p. 12.

The Tylertown Times. From The Beginning . . . A Pictorial History. 1997: pp. 8-32.

Walthall County, Mississippi Chancery Clerk. Deed Book 0327: p. 341. Walthall  
County Courthouse, Tylertown, Mississippi.

Plat of Survey 1624. John W. Alford, Land Surveyor

Site Visit. 7 June 1999. Owner, Larry Bright and seven members of the Board of  
Directors, Walthall County Trust for the Preservation of History, Culture and the  
Arts.

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**GEOGRAPHICAL DATA**

**Verbal Boundary Description**

The Tylertown Depot is located on a parcel of land located in Section 25, Township 2 North, Range 11 East of the St. Helena Meridian, on Lot 9, Square H. Conerly and Ball Addition to the Town of Tylertown, Mississippi.

**Boundary Justification**

The nominated property includes the entire parcel historically associated with the New Orleans and Great Northern Railroad Depot, also known as the GM&O Railroad Depot, or the Tylertown Depot in Tylertown, Walthall County, Mississippi.

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**Photographs**

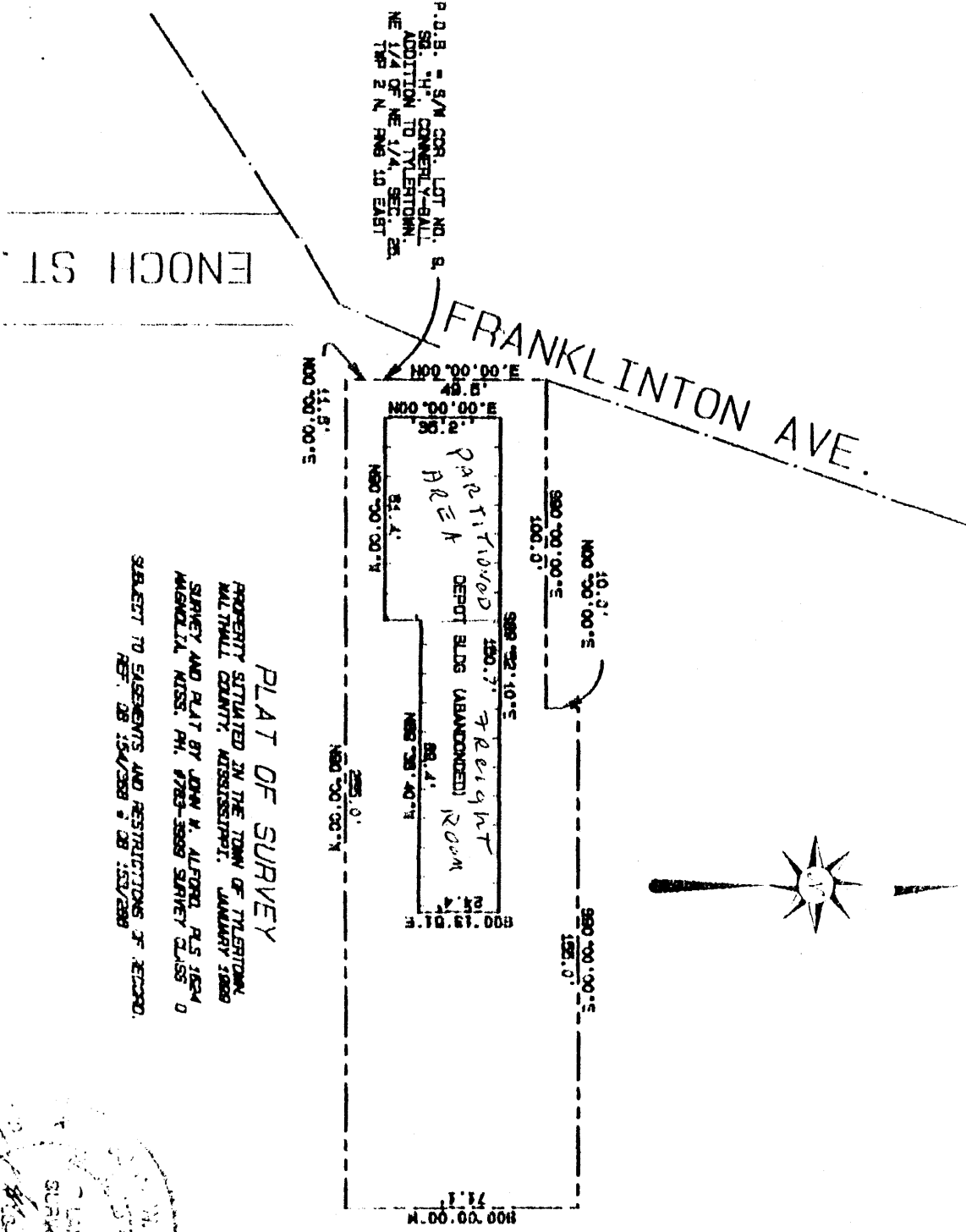
The following information is the same for all photographs:

1.      New Orleans & Great Northern Railroad Depot
2.      Tylertown, Walthall County, Mississippi
3.      Larry Bright
4.      May & June, 1999
5.      Mississippi Department of Archives & History

Photo 1 of 10	Façade (west), view to east
Photo 2 of 10	North side, view to south
Photo 3 of 10	South Side, front area
Photo 4 of 10	South side, freight area
Photo 5 of 10	North side, freight area
Photo 6 of 10	Back (view to north)
Photo 7 of 10	Interior, view of brick walls
Photo 8 of 10	Interior, view of brick walls
Photo 9 of 10	Interior, windows in front area
Photo 10 of 10	Interior, decorative tin insert in ceiling of front area

THE NEW ORLEANS AND GREAT NORTHERN RAILROAD DEPOT  
 TYLERTOWN, WALTHALL COUNTY, MISSISSIPPI.

PLAN



P.O.B. - S/W COR. LOT NO. 8  
 SE. 1/4 CORNER - S.W.  
 ADDITION TO TYLERTOWN.  
 NE 1/4 OF NE 1/4, SEC. 28,  
 T8S 2 N. R8E 10 EAST

ENOCH ST.



**PLAT OF SURVEY**

PROPERTY SITUATED IN THE TOWN OF TYLERTOWN,  
 WALTHALL COUNTY, MISSISSIPPI. JANUARY 1888  
 SURVEY AND PLAT BY JOHN W. ALFORD, P.L.S. 1824  
 MEMPHIS, MISS. PH. 8783-3889 SURVEY CLASS 0  
 SUBJECT TO EASEMENTS AND RESTRICTIONS OF RECORD.  
 REF. DE 154/288 & DE 155/288

