NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018 188

United States Department of the Interior
National Park Service

RECEIVED 2280
JAN 30 1996
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

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 "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name New Orleans Great Northern Railroad Passenger Depot

other names/site number Gulf, Mobile & Northern Passenger Depot; Gulf, Mobile & Ohio Passenger Depot

2. Location

street & number 618 Pearl Street N/A☐ not for publication

city or town Jackson N/A☒ vicinity

state Mississippi code MS county Hinds code 49 zip code 39201

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'Pool January 23, 1996
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

Edson H. Beall 3/1/96

Entered in the National Register

New Orleans Great Northern Railroad Passenger Depot
Name of Property

Hinds County, Mississippi
County and State

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	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

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/rail-related

Current Functions
(Enter categories from instructions)

Government/government office

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Railroad Vernacular

Materials
(Enter categories from instructions)

foundation concrete
walls brick
roof asphalt
other

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

OMB Approval No. 1024-0018
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NAT REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

The former New Orleans Great Northern Passenger Depot, now more commonly referred to as the "old G M & O Depot", is located to the southwest of the Old State Capitol on land that was once part of the Capitol Green. Situated directly behind the offices of the Mississippi Department of Archives and History, the building now houses the offices of the Department's Historic Preservation Division. The depot is positioned on the west side of the former G M & O railroad line on the north side of Pearl Street.

Built in 1927, the depot is a rectangular, two-story, brick building, the longer axis of which lies parallel to the railroad line, in a roughly north-south orientation. The second story is centered over the first story, which extends further to the north and south. Both the upper story and the extended ends of the first story have hipped roofs. The first story roof continues as a pent roof along both the east and west sides of the building below the second-story windows, so that wide continuous eaves extend completely around the building. Originally these eaves were supported by diagonal braces that were removed when the building was partially remodeled with Art Moderne touches in 1939. The walls are clad in a rough-faced, dark-red brick with dark gray mortar, and rest upon a concrete watertable. The building is clad in red, asphalt shingles, similar in form and color to the originals.

The fenestration of the building is irregular. The windows and doors are unevenly spaced on each of the longer walls, though the placement of the windows is roughly symmetrical between the east and west elevations. As originally designed, the building was divided into bays by the now-removed braces. There were seven bays, slightly unequal in size, along the east and west sides. On the east side, which faced the tracks, the first bay (reading from the south) and the seventh bay were open porches. The second and fourth bays each held two windows separated by a single-leaf door; the third bay, two windows; the fifth bay, a double-leaf loading door and a single-leaf door; and the sixth bay, one double-leaf door. On the second story, above the third, fourth, and fifth bays, each bay had two windows, positioned directly over those below, but irregularly spaced. The west side was similar, but without the doors in the second and fourth bays of the first floor. On the south end, within the porch, were two sets of paired windows, one on each side of a single-leaf door. Within the porch on the north end were two sets of paired windows but no door. On the upper story at each end were three small windows of unequal size. All of the windows are still in place. The windows have one-over-one, double-hung, wooden sash and concrete sills. The double-leaf loading doors originally had nine glass lights over two wood panels on each leaf, but in 1939 those on the east side were replaced with doors of a different design. The single-leaf doors originally all had a large glass pane over two wood panels, but in the 1939 remodeling the doors in the second and fourth bays of the east wall and the door in the south porch were replaced with new doors having a larger, single light. Each door is surmounted by a transom. In 1939 the transom over the south porch door was replaced with glass blocks. The corners of the end porches were originally supported by square brick piers at both ends, but in 1939 those on the south end were replaced with smooth, round columns. The removal of the braces, the changing of the doors and south transom, and the replacement of the south end piers was supposedly intended to give the building a more modern "streamlined" appearance suggestive of the new streamlined passenger trains that were operating by that time.

Originally, an open canopy supported by metal posts extended northward from the building alongside the tracks, sheltering the boarding area, but it was removed after the building was abandoned by the railroad. The concrete walks, however, remain in place.

7 - Description

The interior plan of the first story originally consisted of four major rooms arranged in a row, with several smaller spaces between them. The first room on the south, opening to the south porch, was the "white waiting room". It once had a pressed-metal ceiling, which was removed in 1939. Beyond it to the north was the "colored waiting room", which retains its pressed-metal ceiling. Between these two rooms were a restroom and a small ticket office. In the 1939 remodeling a curved wall was added around the ticket office. The large rooms further north were the baggage and express freight rooms, both of which had pressed-metal ceilings, though the ceiling in the baggage room was too deteriorated to retain and has been removed. Between these two rooms, but opening only to the outside, was a small vestibule from which a stairway led to the second story. The upper story consisted of a center corridor, which was largely illuminated by borrowed natural light passing through obscure glass panels on either side of each door. Offices flanking the corridor retain the original configuration with only minor changes.

The depot was vacant for approximately twelve years in the 1970s and early 1980s, during which time it suffered from neglect, deterioration, and vandalism. In 1984 it underwent a substantial rehabilitation to convert it to offices for the Historic Preservation Division of the Mississippi Department of Archives and History. Color schemes replicating the 1939 appearance of the depot were documented and restored on both the exterior and interior. However, several changes were made to the building to make it more suitable for use as offices. The most visible changes were the glassing-in of the south porch to provide room for a reception area, and the enclosure of the north porch, initially for storage but later for additional office space. These enclosures were constructed in such a manner that they can be removed without damaging any of the original materials. All of the exterior doors were too deteriorated for reuse, and, therefore, replaced with replications of those that were in use after 1939. On the interior, several walls were added to create more usable office spaces. These walls were constructed in a manner that provided a differentiation in surface texture from the original walls. Where walls were inserted into the former baggage room and the former "colored waiting room", the upper part of these walls was finished with clear glass to allow the original room to be perceived as a single space. The only other significant change was the opening of doorways between rooms that had originally not interconnected, to allow for internal movement through the building. All of these changes were sensitively made and do not compromise the integrity of the building, which looks today much as it did while it was in active use as a railroad depot.

8 - Statement of Significance

The former New Orleans Great Northern Railroad Depot in Jackson is locally significant under Criterion A in the area of transportation, representing the expansion of Jackson as a rail transportation center in the late 1920s. Its period of significance extends from 1927, when it was built, to 1945 (fifty years prior to the current date). This depot and the depot in Monticello (built circa 1906) are the last surviving depots on the old N O G N route in Mississippi.

The New Orleans Great Northern Railroad (N O G N), nicknamed "the Ozone Route," was incorporated in 1905 for the purpose of running a railroad line between Slidell, Louisiana (with access to New Orleans), and Jackson, Mississippi. Construction began in 1905 and was completed in 1909. In December 1929 the N O G N was acquired by the Gulf, Mobile, and Northern Railroad (G M & N), which subsequently consolidated with the Mobile and Ohio

Railroad in 1940 to form the Gulf, Mobile, and Ohio Railroad (G M & O). In 1972 the G M & O merged with the Illinois Central Railroad, which currently owns what is left of the former N O G N route. Most of the former N O G N trackage extending south of Jackson for about 45 miles has been abandoned and taken up, but some trackage in Jackson is still in occasional use.

Jackson had been a railroad center since the late 1850s, when two of Mississippi's antebellum railroad lines intersected at the capital city. By 1900 Jackson was served by the Illinois Central (offering north-south connections to New Orleans, Memphis, and Chicago), the Yazoo and Mississippi Valley (linking Jackson to Memphis and the Mississippi Delta), and the Alabama and Vicksburg (providing east-west service through Vicksburg and Meridian). On 4 July 1900 the Gulf and Ship Island Railroad opened its main line from Jackson to the new seaport city of Gulfport. In 1909 the New Orleans Great Northern Railroad completed its main line connecting Jackson to New Orleans. For nearly twenty years Jackson was the northern terminus of the N O G N. During that period passenger service was provided from Jackson's Union Station, which was the center for passenger operations for all of the railroads that served the city. By 1926 all the rail lines serving Jackson except for the N O G N had come under the control of the Illinois Central. In 1925 a new line, the Jackson and Eastern, which approached the city from the northeast, was under construction when it was purchased by the Gulf, Mobile, and Northern (G M & N), which was seeking access to the Jackson market. By 1927 the Jackson and Eastern had been completed between Union, Mississippi (where it joined the G M & N main line) and Jackson, where it connected with the N O G N. This linkage enabled the GM&N to compete with the Illinois Central for Jackson and New Orleans traffic. To accommodate this new traffic, the N O G N, in cooperation with the G M & N, constructed a new depot on Pearl Street behind the Old State Capital. (It is interesting that at the same time that the N O G N/G M & N depot was being built, the Illinois Central was elevating its tracks through Jackson and building a new Union Station several blocks away.)

In the late 1920s passenger service on the N O G N was being provided between Jackson and New Orleans using a gasoline-powered motor coach nicknamed a "doodlebug." (The G M & O Historical Society News, Issue 17, 1994, includes two photographs of gasoline coaches stopped alongside the Jackson depot.) The G M & N began operating passenger service to this depot shortly after it was completed. After the acquisition of the N O G N by the G M & N in 1929, the depot in Jackson was served by express passenger service linking New Orleans, Jackson, and St. Louis, with service also to Mobile, Alabama. The G M & N also continued to operate the "doodlebugs" between Jackson and New Orleans for several years. In 1935 the G M & N began operating "The Rebel," the first streamlined, high-speed diesel passenger train in the South and the second in the United States. One of the lines served by "The Rebel" was the line from St. Louis through Jackson to New Orleans. (The line to Mobile also ran a branch of "The Rebel.") In 1939 the G M & N Depot in Jackson was remodeled in a manner intended to suggest the streamlined design of the train. After the G M & N merged with the M & O to form the G M & O in 1940, the G M & O continued to operate "The Rebel" through Jackson.

Rail passenger service was provided through this depot until 1954, when the G M & O ceased passenger operations along this route. The building was acquired by the Illinois Central Railroad when it absorbed the G M & O in 1972. Unneeded and unwanted, it was left vacant and allowed to deteriorate. In 1982 the State of Mississippi purchased the building. It was rehabilitated and opened in 1984 as offices for the Historic Preservation Division of the Mississippi Department of Archives and History.

New Orleans Great Northern Railroad Passenger Depot
Name of Property

Hinds County, Mississippi
County and State

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.)

- [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.
- [ ] **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

1927-1946

Significant Dates

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

Bibilography
(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:

- [X] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Name of repository:

New Orleans Great Northern Railroad Passenger Depot
Name of Property

Hinds County, Mississippi
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	15	765620	3576820
2			
3			
4			

☐ 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 & Richard Cawthon/Architectural Historians

organization Mississippi Dept. of Archives & History date November 12, 1995

street & number P.O. Box 571 telephone (601) 359-6940

city or town Jackson state MS 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.

9 - Bibliography

Coppock, Paul R. "When the Rebel Trains Ruled the Rails of Dixie." Commercial Appeal [Memphis, Tennessee], September 3, 1978.

Illinois Central Railroad Company. Environmental and Historical Report for the proposed abandonment of trackage between Elton and Jackson, Hinds County, Mississippi, 1994.

Mississippi Department of Archives and History. Historic Preservation Division. Historic Resources Inventory files.

Mississippi Department of Archives and History. Historic Preservation Division. Topical working file: Railroads.

Saillard, Louis R. "Doodlebugs on the Ozone Route." G M & O Historical Society News, Issue 17, 1994.

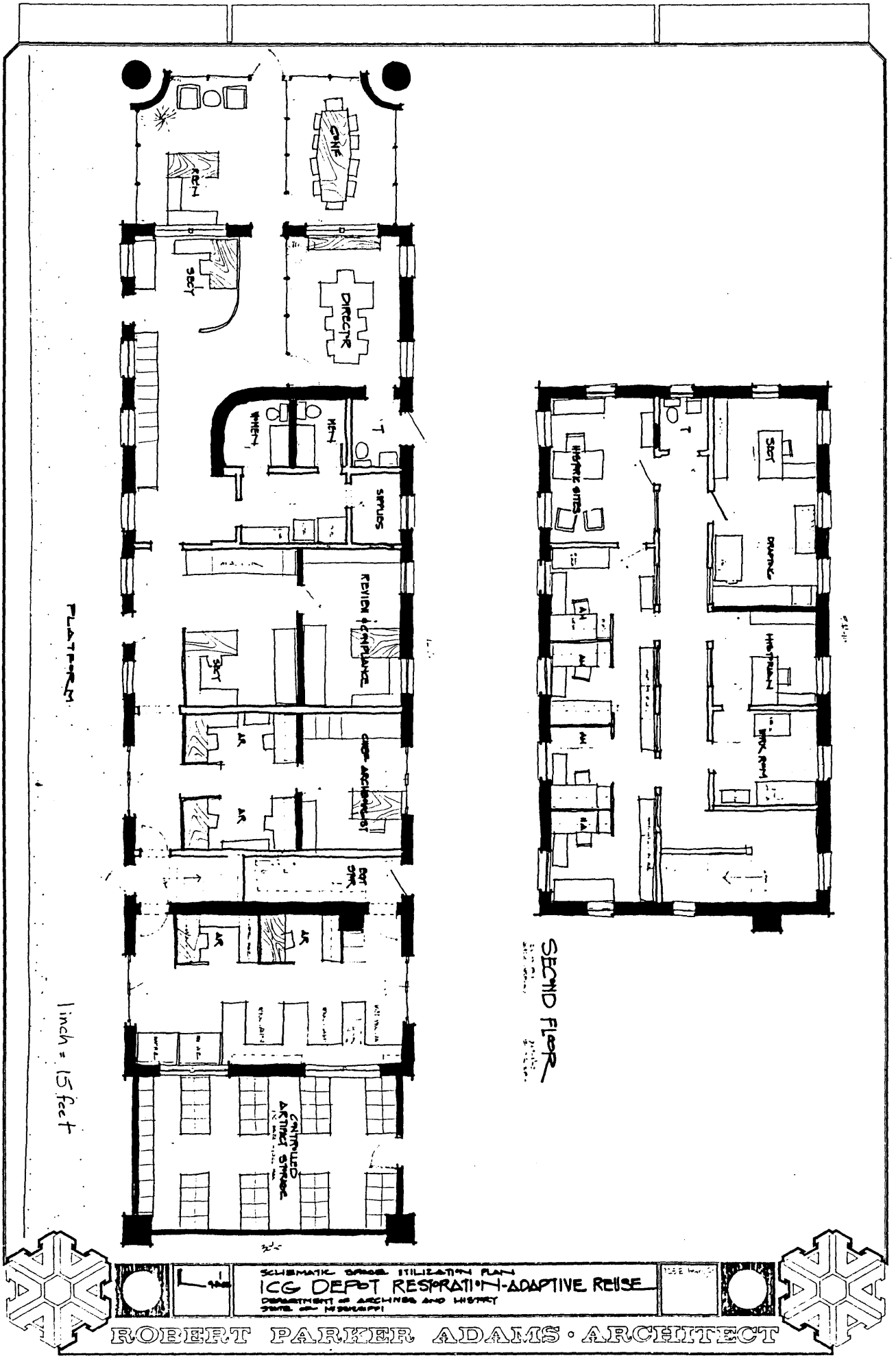
10 - GEOGRAPHICAL DATA

Verbal Boundary Description

The boundary of the nominated property consists of a rectangle, the center of which is at the center of the roof ridge of the main roof of the depot. From the center of the roof ridge, measure 22.5' east and west and 75' north and south to attain a rectangle of land having easterly and westerly sides which are 150' and northerly and southerly sides which are 45' and are parallel or perpendicular to the ridge of the roof. The depot is located on part of the South Capitol Green on H. C. Daniel's 1875 map of the City of Jackson, Hinds County, Mississippi.

Boundary Justification

The nominated property includes the historical New Orleans Great Northern Railroad Passenger Depot and its immediate setting.


CHIEF
DIRECTOR
SUPPLIES
REVIEW & COMPLIANCE
CHIEF ARCHITECT
CONTROLLED ACTIVITY STORAGE
PLATFORM
1 inch = 15 feet
HISTORIC SITES
DRAFTING
HISTORIAN
SECOND FLOOR
SCHEMATIC SPACE UTILIZATION PLAN
ICG DEPOT RESTORATION-ADAPTIVE REUSE
DEPARTMENT OF ARCHIVES AND HISTORY
STATE OF MISSISSIPPI
ROBERT PARKER ADAMS · ARCHITECT

JACKS

New Orleans Great Northern Passenger Depot - Jackson

Hinds County, Mississippi

Richard Cauthon

November 1995

Mississippi Department of Archives and History

Southern and eastern elevations, looking northwest

#1 of 3

New Orleans Great Northern Passenger Depot

Jackson, Hinds County, Mississippi

Richard Crawthon

November 1995

Mississippi Department of Archives and History

Interior stairwell, pressed metal ceiling

#2 of 3

New Orleans Great Northern Passenger Depot
Jackson, Hinds County, Mississippi
Richard Cawthon
November 1995
Mississippi Department of Archives and History
Southern and western elevations, looking northeast
#3 of 3