

UNITED STATES DEPARTMENT OF THE INTERIOR  
 NATIONAL PARK SERVICE
10-11  
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**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

Louisville and Nashville Railroad Depot at Ocean Springs

AND/OR COMMON

The Whistle Shop

**2 LOCATION**

STREET &amp; NUMBER

1000 Washington Ave.

NOT FOR PUBLICATION

CITY, TOWN

Ocean Springs

CONGRESSIONAL DISTRICT

Fifth

STATE

Mississippi

VICINITY OF

CODE  
28COUNTY  
JacksonCODE  
59**3 CLASSIFICATION**

## CATEGORY

 DISTRICT  
 BUILDING(S)  
 STRUCTURE  
 SITE  
 OBJECT

## OWNERSHIP

 PUBLIC  
 PRIVATE  
 BOTH  
**PUBLIC ACQUISITION**  
 IN PROCESS  
 BEING CONSIDERED

## STATUS

 OCCUPIED  
 UNOCCUPIED  
 WORK IN PROGRESS  
**ACCESSIBLE**  
 YES: RESTRICTED  
 YES: UNRESTRICTED  
 NO

## PRESENT USE

 AGRICULTURE  
 COMMERCIAL  
 EDUCATIONAL  
 ENTERTAINMENT  
 GOVERNMENT  
 INDUSTRIAL  
 MILITARY  
 MUSEUM  
 PARK  
 PRIVATE RESIDENCE  
 RELIGIOUS  
 SCIENTIFIC  
 TRANSPORTATION  
 OTHER:
**4 OWNER OF PROPERTY**

NAME

Ocean Springs Chamber of Commerce

STREET &amp; NUMBER

P. O. Box 187

CITY, TOWN

Ocean Springs

STATE

Mississippi

VICINITY OF

**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC.

Office of the Chancery Clerk

STREET &amp; NUMBER

Jackson County Courthouse

CITY, TOWN

Pascagoula

STATE

Mississippi

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

Statewide Survey of Historic Sites

DATE

August, 1978

 FEDERAL  STATE  COUNTY  LOCAL
DEPOSITORY FOR  
SURVEY RECORDS

Mississippi Department of Archives and History

CITY, TOWN

Jackson

STATE

Mississippi

# 7 DESCRIPTION

## CONDITION

EXCELLENT       DETERIORATED  
 GOOD             RUINS  
 FAIR              UNEXPOSED

## CHECK ONE

UNALTERED  
 ALTERED

## CHECK ONE

ORIGINAL SITE  
 MOVED      DATE \_\_\_\_\_

### DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Louisville and Nashville Railroad depot at Ocean Springs is a one-story 8x2-bay clapboard structure constructed on a cruciform plan. The slate roof is hipped and accented by wave-like finials and three gable roofed dormers, each dormer containing a semi-circular louvered opening. Wide overhanging eaves are supported by brackets and the roofline is pierced by a central chimney. The wall surface is clad with horizontal beaded board in the frieze and lower portion of the wall with clapboard between. Windows are paired and divided by fluted pilasters. Double-leaf doors leading to the passenger section contain a paneled lower portion with a vertical glass panel in the upper portion. Sliding doors leading to the freight area are constructed of vertical beaded board.

The interior is largely intact, retaining vertical beaded board walls and horizontal board wainscoting. The main ticket window including original grill and shelf supported on sunburst brackets is still in place. A similar window serving what was originally the Colored Waiting Room has been altered.



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 checked="" 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 1907 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Built in 1907, the Louisville and Nashville Railroad depot in Ocean Springs, Mississippi, was the focal point of the town's social and economic activity, playing a vital role in the prominence of the town as a resort community and commercial producer of citrus fruit, pecans, shrimp and oysters. The only remaining building of a former railroad complex which included a roundhouse, pumphouse, park and bandstand, the Ocean Springs depot is an important example of a typical small-town station constructed by the L & N Railroad in the early 1900s. Architecturally, the Ocean Springs depot along with an almost identical station down the line in Pascagoula are valuable examples of twentieth century picturesque eclecticism.

Although rail connection between New Orleans and Mobile was established in 1870, the line did not begin to prosper until 1880 when it was leased and later purchased by the Louisville and Nashville Railroad. By the turn of the century expanded tourist trade and industry necessitated a new depot although freight and passenger service did not reach its peak until some years later.

Superceding the steamboat in the 1880s, travel by rail became the most popular mode of transportation for tourists. Regular coast trains leaving for New Orleans at 6 a. m. and returning to Ocean Springs by supper time made the town a suburb of New Orleans. A "Sportsman's Special" arrived in New Orleans in time for the horse races and left after the theater time. In the summer an excursion train every Sunday and Wednesday brought tourists to Ocean Springs for swimming, boating and fishing.

Fast rail transport also made possible the export of pecans and nursery stock and the import of perishable produce. By the turn of the century the opening of an ice house enabled raw oysters and shrimp to be exported as well. By 1915 the export of citrus fruit was also a booming Ocean Springs industry. Part of the depot was a freight warehouse for less-than-carload lots. A small yard and a cattle loading ramp were located at the north side and there was also a special ramp and platform for unloading automobiles.

Since the depot also housed the Western Union office, the building was a hub of social activity, personal as well as commercial messages coming to town over the wires. With the advent of the telephone, the automobile and an overland route to New Orleans however, the depot lost much of its importance as a social center. Tourists preferred driving to riding the train.

Ocean Springs' industries also began to diminish. The citrus fruit industry suffered from a killing freeze in 1917. After health regulations and the need for special equipment put the oyster processing factories out of business. The pecan industry managed to continue through the 1920s but finally faded in the 1930s. Finally by 1965 all



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# NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 8, 10 PAGE 1

## 8 - STATEMENT OF SIGNIFICANCE

passenger train stops at Ocean Springs were discontinued and the depot was declared surplus. Fortunately a new use as a gift shop and office of the Chamber of Commerce has insured a continued life for the building.

## 10 - GEOGRAPHICAL DATA

COMMENCING on the centerline of the Louisville & Nashville Railroad Company's main track opposite mile post 723; thence East (assumed basis of bearings) along said centerline a distance of 347.50 feet; thence South a distance of 19.90 feet to the POINT OF BEGINNING; thence South along the East right-of-way line of Washington Street 115.10 feet; thence East a distance of 335.05 feet; thence North a distance of 115.10 feet to a point 19.90 feet South of said centerline; thence West parallel to said centerline 335.05 feet to the POINT OF BEGINNING: containing 38,564 square feet or approximately 0.88 acres.



# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Heffren, William R. "The Second Time Around." L & N Magazine, April, 1967.

Schmidt, L. E. Ocean Springs: French Beachhead. Pascagoula, Miss.: Lewis Printing, 1972.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .88 acres

QUADRANGLE NAME Ocean Springs, Miss.

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 16 3245210 33660310  
ZONE EASTING NORTHING

B           
ZONE EASTING NORTHING

C         

D         

E         

F         

G         

H         

## VERBAL BOUNDARY DESCRIPTION

A parcel of land located in Section 19, Township 7 South, Range 8 West, City of Ocean Springs, Jackson County, Mississippi, more particulary descibed as follows:

## 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

Adele Cramer

ORGANIZATION

DATE

9/19/79

STREET & NUMBER

808 North Street

TELEPHONE

(601) 353-2238

CITY OR TOWN

Jackson

STATE

Mississippi

# 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

*Ellen B. Hilliard*

TITLE

State Historic Preservation Officer

DATE

October 16, 1979

FOR NPS USE ONLY

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

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION



LOUISVILLE & NASHVILLE RAILROAD DEPOT  
Ocean Springs, Jackson County, Mississippi

UTM REFERENCES:  
A 16/324520/3366030





LOUISVILLE & NASHVILLE RAILROAD DEPOT

Ocean Springs, Jackson County, Mississippi

Adele Cramer

July, 1979

Mississippi Department of Archives and History

Depot looking SE.

Photo No. 1 of 3





LOUISVILLE & NASHVILLE RAILROAD DEPOT

Ocean Springs, Jackson County, Mississippi

Adele Cramer

July, 1979

Mississippi Department of Archives and History

North elevation looking SE.

Photo No. 2 of 3





CHOP-STICKS  
2 for 15¢

FOR ANY OCCASION  
"SPIKE IT"

25¢

5 MAY 2

LOUISVILLE & NASHVILLE RAILROAD DEPOT

Ocean Springs, Jackson County, Mississippi

Adele Cramer

July, 1979

Mississippi Department of Archives and History

Ticket window of former main waiting room.

Photo No. 3 of 3