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DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Louisville and Nashville Railroad Depot in Pascagoula is a small, one-story, rectangular frame structure set on a brick foundation ventilated with iron grates. Topped by three sections of hipped roof accented with dormers, gables, and wide, bracketed eaves, the building, exclusive of a tenfoot overhang, generally measures 144' x 19'. An off-center forty-foot section projects two feet on the north and south elevations and includes a further three-foot gabled projection along the north elevation, or trackside facade, providing a prominent entrance to what was originally the agent's office. Divided by one single and three double door openings on the facade, and by three door openings on the opposite elevation, the exterior walls are sheathed in three horizontal sections, beaded vertical boards covering the upper and lower portions and clapboards sheathing the central seven-foot section corresponding to the uniform height of all window openings.

The slate roof is crowned at the ridge by two interior brick chimneys and four louvered dormers created in pairs by two ridges, each resting per-S pendicularly on one end of the main roof ridge. The slope of the hipped roof m is broken at both ends and along the facade by a total of three louvered gables 'n the more prominent facade example featuring ornamentation in the form of rectangular boards applied to the surface in a geometric pattern. The peaks of all gables and dormers are ornamented with wave-like finials, evidently of cast metal, whose shape is repeated in reverse by the ogee pendants which terminate S the triangular framed wooden brackets supporting the eaves. All windows in the building are of the sash type with large single panes, and all doorways ᅍ are topped by single-pane transoms.

The interior of the building is divided into four simple chambers with C thirteen-foot ceilings, the largest being the easternmost "General Waiting n Room," as it is labeled on a 1918 drawing, which measures 18' x 56', not in-cluding the spaces enclosed for bathroom facilities. The remaining three rooms measure 24', 32'6", and 27'6" in length, moving west through the build Ο ing, and were originally used, respectively, as "Agent's Office", "Colored Waiting Room", and "Baggage Room". The main ticketing window, various coun-Z ters, and some waiting room and railroad office furniture remain in the $\boldsymbol{\mathcal{S}}$ building, all spaces except the general waiting room having been converted to office use with the minimum amount of alteration.

While original drawings of the 1904 structure are not available, plans for alterations to the Pascagoula passenger station made by L & N engineers in 1918 indicate that the original appearance of the building was not substantially changed. The General Waiting Room was enlarged by the addition of 29 of space at the east end of the building, but the appropriate end gable and dormers were moved rather than replaced, as were the old corner brackets, framing timbers, and whatever doors and windows could be utilized. Other changes recorded in the plans were relatively minor, and included the enlargement of the Agent's Office, reflooring an old baggage room and incorporating it into an enlarged Colored Waiting Room with new bathrooms, and building a new chimney in the new wall between the office and Colored Waiting Room. Several door openings were closed and new ones cut according to the new interior spaces created, but the old doors continued to be used in the new openings.

PERIOD (Check One or More as	Appropriate)		
Pre-Columbian	16th Century	18th Century	🗶 20th Century
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The Louisville and Nashville Railroad Depot, constructed in 1904 in Pascagoula, Mississippi, is a small railroad station typical of many similar examples throughout the country, but with them unique as part of a functional architectural form that was developed nationwide in response to a need created by the unprecendented phenomenon of the railroad. The Pascagoula Depot has particular importance in the history of that city's growth and development as a coastal resort area and thriving industrial and port community. The modern history of the communities along Mississippi's Gulf. Coast is largely the history of the transportation facilities which have joined them to one another and to the port cities of New Orleans and Mobile. From the earliest days of settlement, the natural benefits of the Mississippi Coast have been recognized, both in terms of climactic and commercial advantages, but commercial and population growth could not begin in earnest until the railroad made it possible. Once the coastal railroad route was established, the stations built along the line became the focal points of burgeoning communities, serving as landmarks in the literal as well as the figurative sense of the word.

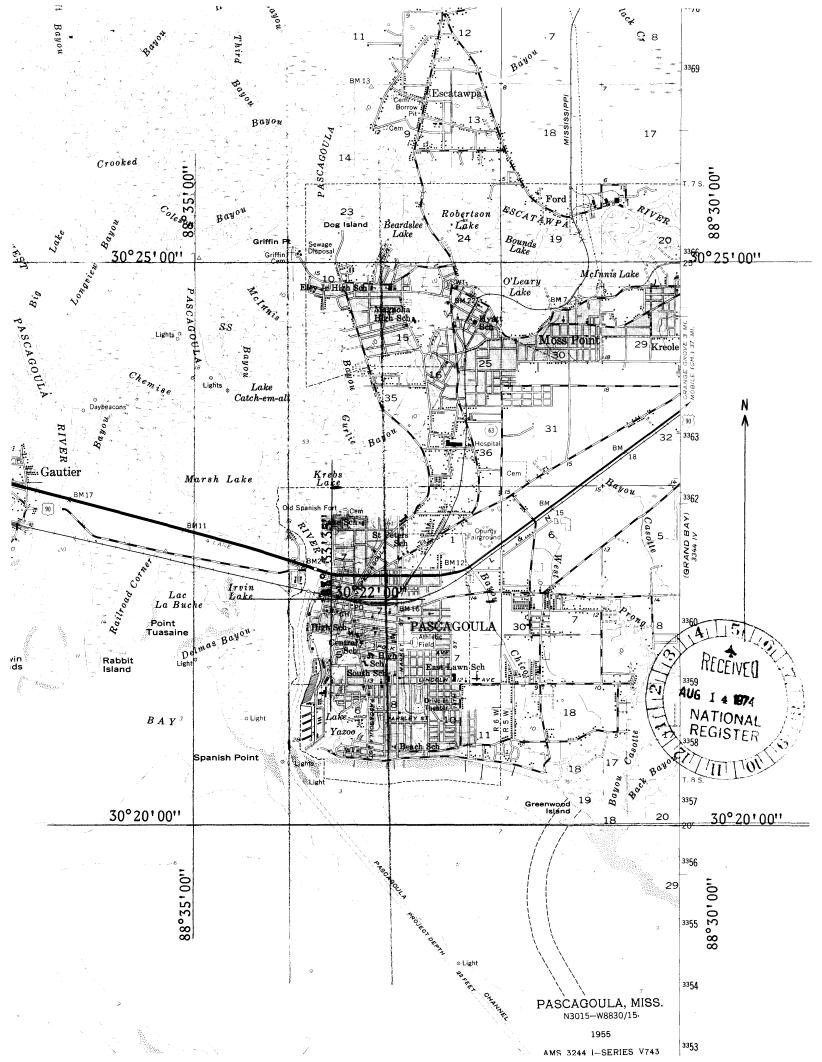
It was the New Orleans, Mobile, and Chattanooga Railroad Company, later known as the New Orleans, Mobile, and Texas Railroad Company, that finally realized the long-popular dream of an overland coastal link between the two major port cities. And, it was recognition of the current and potential popularity of the Mississippi Coast communities that induced the railroad company to build its new route along the coast rather than along an inland route which would have offered fewer obstacles to successful completion (Castner, p.3). Construction of the new railroad was begun on October 29, 1869, and on November 21, 1870, the first railroad service between New Orleans and Mobile was made available to coastal traffic. In 1880, the Kentucky-based Louisville and Nashville Railroad Company leased the Gulf Coast route as part of a large-scale program of southern expansion, and on October 5, 1881, the L & N purchased the coastal railroad outright (DB 5, p. 299).

The peculiar necessities connected with building a railroad through the swamps and marshes of the Gulf Coast led the NOM&C to establish, as one of Pascagoula's first industries, a creosote treating plant that was the first of its kind in this country (Castner, pp. 4-5). The innovative plant built for this purpose in the early 1870's brought Pascagoula and the NOM&C Railroad national recognition, and the establishment was evidently still considered a major asset when it was specifically mentioned in the otherwise generally worded deed transferring all coastal railroad properties to the

(Continued)

9. MAJOR BIBLIOGRAPHICAL REFERENCES	• •
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Mississippi Department of Archives and History	August 9, 1974 –
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89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been	4
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Form 10-301 (July 1968)

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE NATIONAL REGISTER OF HISTORIC PLACES

PROPERTY MAP FORM

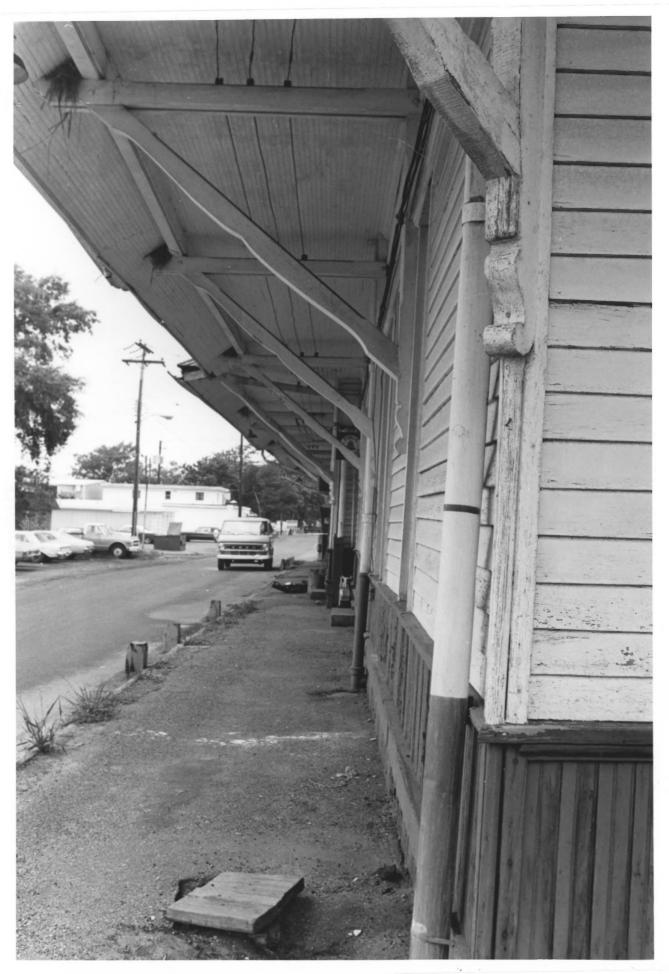
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Exterior detail: looking	west from southeast corner	RECEIVED	
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General view of trackside elevation: looking southwest from north of tracks.

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