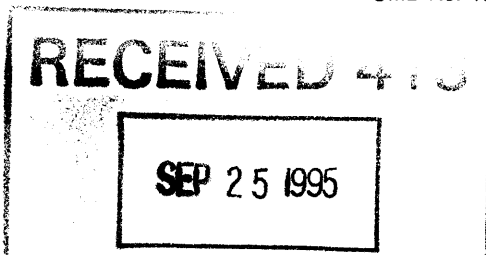


United States Department of the Interior
National Park Service

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 in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, mark "NATIONAL PARK SERVICE". 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 and Northeastern Railroad Depot

other names/site number Laurel Passenger Depot

2. Location

street & number Maple Street not for publication

city or town Laurel a vicinity

state Mississippi code MS county Jones code 67 zip code 39440

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 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 commenting 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:)

Edson H. Beall Signature of the Keeper 10/31/95 Date of Action

Entered in the
National Register

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)

Transportation/rail-related

Work in Progress

7. Description

Architectural Classification

(Enter categories from instructions)

Craftsman

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.)

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

1913-1945

Significant Dates

1913

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:

Name of Property

County and State

10. Geographical Data

Acreage of Property 2.3 acres

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid for Zone 16, Easting 298340, Northing 35081010

UTM grid for 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 June 22, 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 City of Laurel

street & number P.O. Box 647 telephone 601/428-6401

city or town Laurel state MS zip code 39441

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places...

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions...

RECEIVED 413

SEP 25 1995

INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

The New Orleans and Northeastern Railroad
Depot
Laurel Passenger Depot

Section number 7 Page 1

Facing west toward the railroad tracks and the downtown area of Laurel, Mississippi, the New Orleans and Northeastern Railroad Depot, or Laurel Passenger Depot, is located on a plot of land situated between Maple and Front Streets, running north and south, and Central and Church Streets, running east and west. Built in 1913, the building is a one-story, rectangular, brick Craftsman style depot capped by a multi-hipped roof sheathed in asphalt shingles, with two shed dormers on the western slope of the roof. The overhanging eaves are finished with tongue and groove beaded board and milled knee braces.

The western (main) facade is divided into fourteen bays by the curved brackets. Windows are filled with paired, two-over-one, double-hung sash in the first, third, fifth, tenth, thirteenth and fourteenth bays. A double-width doorway topped by a six-light transom occupies the ninth bay, but the doors themselves have been replaced with aluminum doors. Painted plywood covers the original freight doorways in the second and sixth bays. In the eleventh bay, a historical single-leaf, single-light door is surmounted by a multi-light transom and flanked by plywood panels. The eighth bay contains a pair of asterisk-pattern square windows. The observation window, which occupies the eleventh bay, is a bay window consisting of three windows which are filled with two-over-one, double-hung sash. Rectangular, concrete lintels and sills surround each of these openings, as well as the other openings on all facades.

The northern elevation consists of three asterisk-pattern, mullioned, square windows, like those on the western elevation. The southern elevation has two, two-over-one, double-hung, windows, identical to those on the facade

The window and door placement on the eastern elevation is similar to the western facade. A rectangular addition, extending from the third to the seventh bay, contains paired, nine-light sash which are arranged with two rows of three, square lights-over-three, vertical lights in the third, fifth, and seventh bays. The addition is further characterized by widely-spaced rounded modillions on the overhanging eaves.

The interior of the depot is divided into five major areas. The rooms are divided, from north to south, into a large freight storage area, a baggage room,

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National Park Service

National Register of Historic Places Continuation Sheet

The New Orleans and Northeastern Railroad
Depot
Laurel Passenger Depot

Section number 7 Page 2

an agent's office, and two waiting rooms. The waiting rooms and agent's office have original stone floors, and the original, interior ticket window remains. The walls have been covered with modern, wood-veneer paneling.

The New Orleans and Northeastern Railroad Depot retains a great degree of architectural integrity. The only major modification to the depot was the removal of the platform shelter on the western elevation, which ran parallel to the main facade along the railroad track. All other modifications, such as the infill around doors and aluminum doors, have been minor and have not greatly affected the integrity of the structure. The City of Laurel 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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National Park Service**National Register of Historic Places**
Continuation Sheet The New Orleans and Northeastern Railroad
Depot
Laurel Passenger DepotSection number 8 Page 3

The New Orleans and Northeastern Railroad Depot in Laurel is locally significant under Criterion A in the area of transportation, representing the importance of rail transportation to the early history and development of Laurel. Its period of significance extends from 1913, when it was built, to 1945, fifty years prior to the current date. It is still used, in part, for rail passenger service, as a station on the Amtrak line between New Orleans and Washington, D.C.

The New Orleans and Northeastern Railroad began construction of its line between New Orleans, Louisiana, and Meridian, Mississippi, in 1881 and completed the line in 1884. It was a component of a rail network called the "Queen and Crescent System" originally organized in 1881 and purchased by the Southern Railway in 1895. The New Orleans and Northeastern continued to operate as a subsidiary of the Southern Railway until after World War II, with yards and offices in Meridian.¹

Laurel was founded in 1882 on the New Orleans and Northeastern Railroad line as a mill village clustered around the Kamper lumber mill, which began operation in 1882. Initially incorporated in 1886, Laurel was reincorporated in 1892 following the acquisition of the Kamper mill by the Eastman-Gardiner Company in 1891. Following the construction of a new lumber mill in 1893, the town prospered and grew rapidly, receiving the status of City in 1901. Two other railroads—the Gulf and Ship Island Railroad and the Mobile, Jackson, and Kansas City Railroad (which would eventually become part of the Gulf, Mobile, and Northern)—had reached Laurel by 1902, making the city a railroad junction and further stimulating growth. The Lindsey Wagon Company began operations in Laurel in 1901. A second lumber mill opened in 1906, a third in 1911, and a fourth in 1914. By 1913, when the present New Orleans and Northeastern was built, the city was booming, with several fine churches and several new schools having recently been completed or under construction, a streetcar system, and an elegant new office building for the Eastman, Gardiner and Company under construction. This prosperity was directly linked to the railroad, which afforded access to markets for Laurel's industries.²

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet The New Orleans and Northeastern Railroad
Depot
Laurel Passenger Depot

Section number 8 Page 4

The New Orleans and Northeastern Depot is the last surviving building in Laurel associated with its railroads during the early twentieth century. On September 14, 1994, the City of Laurel was given ownership of the depot by the Alabama Great Southern Railroad (which had absorbed the New Orleans and Northeastern in 1969). The City plans to restore the building for use as a community meeting facility as well as continuing its use as an Amtrak station.

¹J. Parker Lamb, "Meridian, the Once and Future Crossroads," in *Ties: The Southern Railway Historical Association Magazine* (September-October 1994), pp.5-8.

²Walter Watkins, "The Laurel Story: The First Chapters," (1957) in *100 Years: The Laurel Story* (Laurel, Miss.: n.p., 1982), pp.5-34.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The New Orleans and Northeastern Railroad
Depot
Laurel Passenger Depot

Section number 9 Page 5

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

Lamb, J. Parker. "Meridian, the Once and Future Crossroads." *Ties: The
Southern Railway Historical Association Magazine* 5 (1994): pp.5-8.

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

Site visit, May 26, 1995 by Michelle Weaver, Architectural Historian,
Mississippi Department of Archives and History, Jackson.

Watkins, Walter. "The Laurel Story: The First Chapters." *100 Years: The
Laurel Story* (Laurel, Miss., 1982), pp.5-34.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

The New Orleans and Northeastern Railroad
Depot

Laurel Passenger Depot

Section number 10 Page 6

Verbal Boundary Description

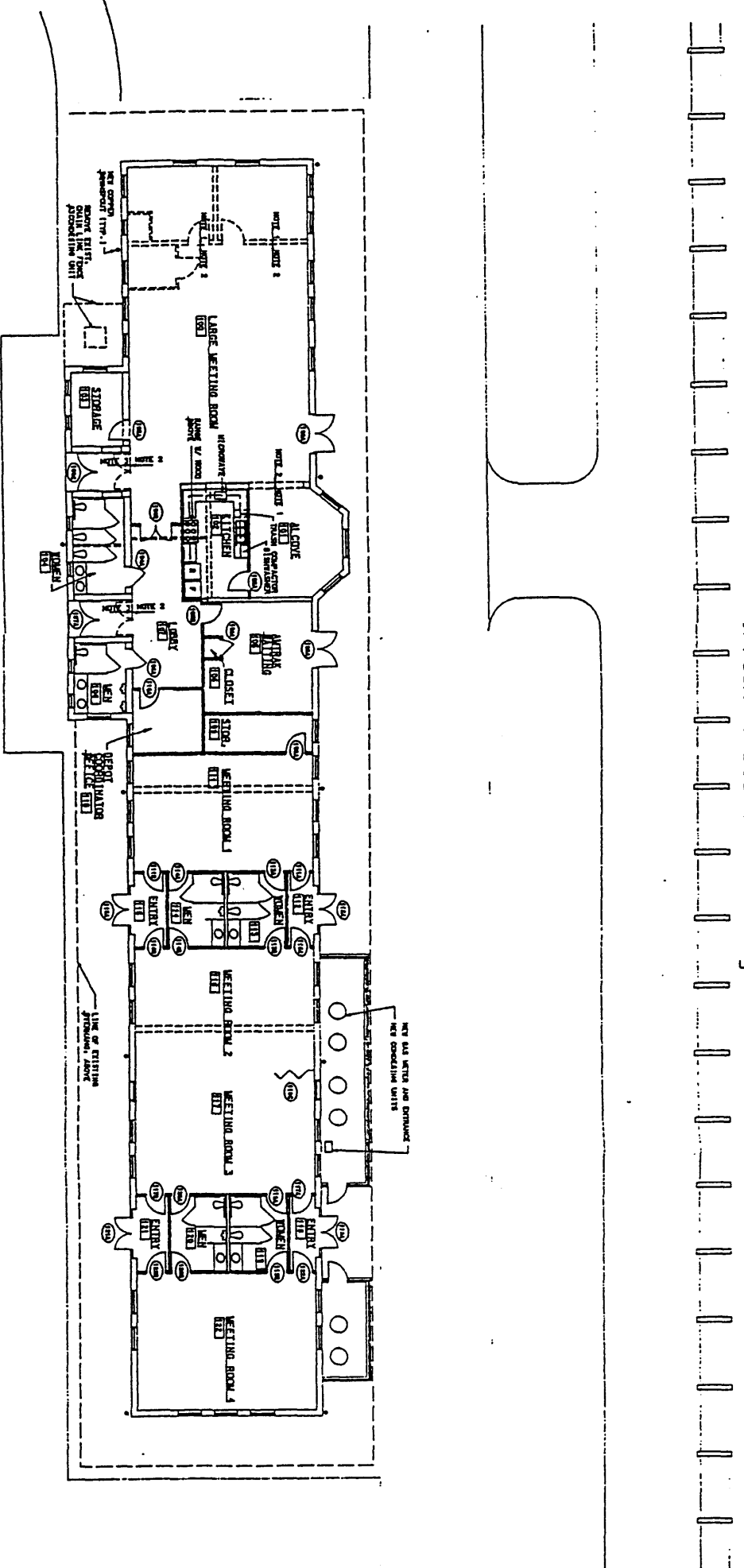
All that piece or parcel of land situate, lying and being in the Northwest Quarter of Section 5, Township 8 North, Range 11 West, Jones County, Mississippi, and being more particularly described as follows:

To find the Point of Beginning, commence at the intersection of the original centerline of The Alabama Great Southern Railroad Company's main track, as it runs between New Orleans, Louisiana, and Meridian, Mississippi, and the northerly boundary of Central Avenue, said point being located at Railroad Valuation Station 2984+08, more or less, and also being 2708 feet, more or less, southwestwardly of Railroad Milepost 56; then go South $60^{\circ}52'02''$ East along said northerly boundary of Central Avenue, a distance of 54.16 feet to a point, said point being 54.00 feet southeastwardly from, as measured normal to, said original centerline of main track, and also being the TRUE POINT OF BEGINNING for the herein described parcel of land; thence, North $33^{\circ}34'5''$ East, at all points being 54.00 feet southeastwardly from, as measured normal, to said original centerline of main track, a distance of 890.18 feet to a point on the southerly boundary of Church Street; thence, South $67^{\circ}18'02''$ East along said southerly boundary of Church Street, a distance of 113.03 feet to a point on the westerly boundary of Maple Street; thence, South $33^{\circ}34'58''$ West along said westerly boundary of Maple Street, being along said Railroad's easterly property line, a distance of 902.88 feet to a point on aforesaid northerly boundary of Central Avenue; then North $60^{\circ}52'02''$ West along said northerly boundary of Central Avenue, a distance of 111.34 feet to the POINT OF BEGINNING. Said piece or parcel of land containing 2.28 acres, more or less, and being substantially as shown on Drawing RB-93-0085, dated October, 6, 1993, last revised October 15, 1993.

Boundary Justification

The nominated property includes the entire parcel historically associated with the New Orleans and Northeastern Railroad Passenger Depot in Laurel, Mississippi.

Norfolk & Southern Railway



FIRST FLOOR PLAN

SCALE: 1/4" = 1'-0"

MECHANICAL NOTES:
- SEE MECHANICAL PLAN FOR MECH. UNITS

ELECTRICAL NOTES:
- SEE ELECTRICAL PLAN FOR LIGHTING
- SEE ELECTRICAL PLAN FOR POWER

- GENERAL NOTES:**
1. ALL WORK TO BE ACCORDING TO THE CITY OF LAUREL, MISSISSIPPI.
 2. EXISTING ROOMS TO BE MAINTAINED.
 3. INSTALL NEW 115V/20A BREAKERS.
 4. REMOVE EXISTING ACCOUSTICAL TILE AND 1/2" GYPSUM BOARD IN ROOMS 101, 102, 103, 104, 105, 106, 107, 108 AND 109.
 5. REMOVE EXISTING SCHEDULE IN ROOM 101.
 6. REMOVE EXISTING PARTITION WALLS IN ROOMS 101, 102, 103, 104, 105, 106, 107, 108 AND 109.
 7. REMOVE ALL EXISTING PARTITION WALLS AND REWORK PARTIAL WALLS.
 8. REMOVE ALL EXISTING PARTITION WALLS AND REWORK PARTIAL WALLS TO ACCORD WITH CITY OF LAUREL, MISSISSIPPI.

- WALL LEGEND:**
- 1/2" GYPSUM BOARD PARTITION WALL TO BE MAINTAINED.
 - EXISTING WALL TO BE MAINTAINED.
 - EXISTING PARTITION WALL TO BE MAINTAINED.

RENDERING OF EXISTING TRAILER DEPOT FOR
THE CITY OF LAUREL
 LAUREL, MISSISSIPPI

DATE	BY	REVISION
01/11/20	SM	1
01/11/20	SM	2



The New Orleans and Northeastern Railroad Depot (on
the Laurel Passenger Depot)

Laurel, Jones County, Mississippi

Michelle Weaver

MAY 26, 1995

Mississippi Department of Archives and History

Western facade and southern elevation, looking northeast

#1 of 3



Amtrak

Laurel, MS

WAITING ROOM



The New Orleans and Northeastern Railroad Depot (or the LAurel Passenger Depot)

LAurel, Jones County, Mississippi

Michelle Weaver

MAY 26, 1995

Mississippi Department of Archives and History

Western facade, observation bay window detail, looking southeast

2 of 3



The New Orleans and North eastern Railroad Depot (or the Laurel Passenger Depot)

Laurel, Jones County, Mississippi

Michelle Weaver

MAY 26, 1995

Mississippi Department of Archives and History

Eastern and southern elevation, looking north west

3 of 3