

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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.

1. Name of Property

Historic name: Tri-State Motor Coach Station

Other names/site number: _____

Name of related multiple property listing: _____

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 1511 Walnut Street

City or town: Vicksburg State: MS County: Warren

Not For Publication:

Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

___national ___statewide Xlocal

Applicable National Register Criteria:

XA ___B XC ___D

| | |
|---------------------------------------------------------------------|----------------|
| <u>Kathy Blount Director</u> | <u>1-24-19</u> |
| Signature of certifying official/Title: | Date |
| _____ State or Federal agency/bureau or Tribal Government | |

| | |
|-----------------------------------------------------------------------------------------|----------------------|
| In my opinion, the property ___ meets ___ does not meet the National Register criteria. | |
| _____ Signature of commenting official: | _____ Date |
| _____ Title : | |
| _____ State or Federal agency/bureau or Tribal Government | |

Tri-State Motor Coach Station
Name of Property

Warren, Mississippi
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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

| Contributing | Noncontributing | |
|-------------------|-------------------|------------|
| <u>1</u> | <u>0</u> | buildings |
| <u> </u> | <u> </u> | sites |
| <u> </u> | <u> </u> | structures |
| <u> </u> | <u> </u> | objects |
| <u>1</u> | <u>0</u> | Total |

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/road-related

Current Functions

(Enter categories from instructions.)

DOMESTIC/multiple dwelling

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7. Description

Architectural Classification

(Enter categories from instructions.)

Modern Movement: Moderne

Materials: (enter categories from instructions.)

Principal exterior materials of the property: stucco, wood, aluminum, glass blocks

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Tri-State Motor Coach is located in downtown Vicksburg, Mississippi. The building located on Walnut Street is a one-story stucco bus station, facing west towards the Yazoo River. The building has a flat roof featuring a stepped parapet with a raised eight-sided section toward the front that translates to an octagonal rotunda on the interior. The facade is slightly concave, with angled sections. A molded aluminum awning with a flat roof mimics the shape of the facade. There are three symmetrical bays: double-leaf aluminum full-light doors flanked by fixed light windows in plain openings. Designed in the Moderne style, the bus station retains its integrity of location, materials, and design.

Narrative Description

The Tri-State Motor Coach Station is a one-story stucco bus station, facing west, with a flat roof featuring a stepped parapet with a raised eight-sided section toward the front that translates to an octagonal rotunda on the interior. The facade is slightly concave, with angled sections. A molded aluminum awning with a flat roof mimics the shape of the facade. There are three symmetrical bays: double-leaf aluminum full-light doors at the center flanked by fixed light

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windows in plain openings. There are four bays on the south elevation: four eight-light metal casement windows. There are two bays on the north elevation: a large horizontal bay filled with glass blocks and an eight-light casement window. The rear elevation has a center recessed section with double-leaf, full-light aluminum doors flanked by narrow windows. To the left of the recess are two fixed-light windows in plain openings. To the right of the recess are a freight door and another eight-light casement window. A flat-roofed canopy supported with metal poles extends across the rear elevation that provided protection for passengers to enter the buses.

The interior was originally designed with a hall that extended from the front door to the back door. The door on the left (north) provided access to a beauty salon that occupied the majority of the north side until 1970. Upon entering the building from the front door, a set of double doors on the right led to the “colored” waiting area. Tickets were purchased in window cut into the south wall of the hallway. Toward the rear of the building was the door which led into the “white waiting area.” There is a bathroom within this space on the east wall and then another bathroom on the east wall with an entrance from the hallway. Buses loaded from the rear of the building. The most striking feature of the hall is the rotunda which is framed with a heavy crown molding. The rotunda also has a slightly stepped wood ceiling. Square plastered piers stand in place of the original south wall and support the ceiling on the south side of the waiting room. The walls and ceilings are plaster and the floor has been recently tiled. The bathrooms retain their tiled floors and walls.

The Tri-State Station was designed in the Moderne style, one of the popular styles of the day for commercial buildings, especially those that were transportation or automobile-related. Characteristics of the style that are exhibited in the Tri-State design are glass block walls, curved canopies, smooth wall finishes, casement windows, and the emphasis on horizontal lines. In addition, aluminum, chrome and stainless steel were used for doors, windows, and canopies. The Tri-State Motor Coach Station retains its integrity of design, materials, massing and location.

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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.)

- 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 old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1941

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder Un known

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Tri-State Motor Coach Station is eligible for listing in the National Register of Historic Places under Criterion A for Transportation and Criterion C- Architecture. The building is locally significant as an outstanding example of the Moderne style and as the first building constructed as a bus station in Vicksburg. The station retains its integrity of design and materials, both on the exterior and interior.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

History of Vicksburg, Mississippi

Vicksburg, Mississippi, the county seat of Warren County, is located in the central part of the state on the Mississippi River, which forms the boundary between Mississippi and Louisiana. Reverend Newit Vick, a Methodist minister, arrived in the county in 1812 with his family, having purchased a tract of land from the Federal government. He began laying out the town of Vicksburg, but died of yellow fever in 1819, leaving the job of completing the task to his son-in-law, John Lane. On January 29, 1825, Vicksburg was incorporated under the name of the President and Selectmen of the Town of Vicksburg, with an estimated population of 180.

Vicksburg thrived in the following years because of its location on the Mississippi River and by 1835, its population had grown to 2,500. The increase in population encouraged officials to begin laying railroad track from Vicksburg to Jackson. Horse drawn railroad cars were using part of the track by 1836 and the railroad line, the Clinton and Vicksburg or Southern Railroad of Mississippi, was completed by 1842. Vicksburg's economy by the start of the Civil War was the most complex and diverse of any city in the state and was second in total manufactured products. Clark's Vicksburg Directory, 1860, noted that the population of Vicksburg was approximately 4,500.

Heralded as the "Gibraltar of the Confederacy," Vicksburg's location commanding a high bluff on the Mississippi River made her the key to control of the Mississippi which was used to transport food, supplies, and soldiers. Union forces laid siege to Vicksburg on May 18, 1863 and continued to bombard the city until Confederate forces surrendered on July 4, 1863.

Reconstruction was a trying period for the city, as it was for the entire South. Despite the fact that civic progress was slow, Vicksburg was the largest city in the state by 1870, an honor it would hold until the 1910 census when it fell to third place behind Jackson and Meridian. The period from 1880 to 1910 saw tremendous growth in part because it was the heyday of the steamboat. The period also saw the completion of railroad construction connecting Vicksburg with points north, south, east, and west. With the completion of the Yazoo and Mississippi Valley Railroad in 1884, plantation trade along the river began to shift from New Orleans to Vicksburg. Not only were supplies bought in Vicksburg, but cotton from river points began to

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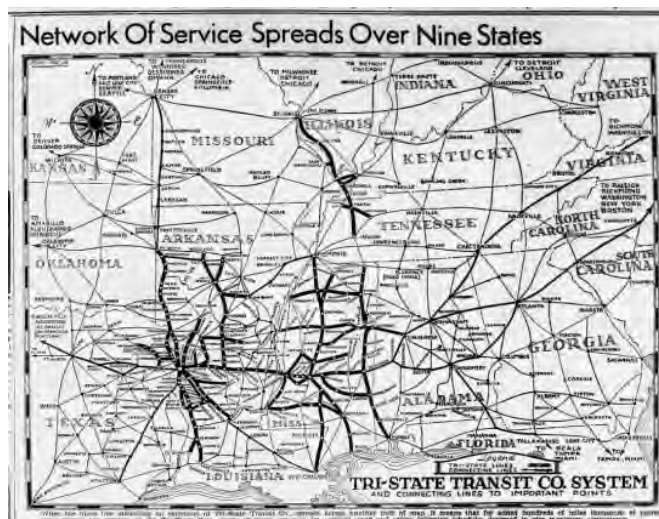
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move in large volume to Vicksburg.¹ The establishment of a comprehensive local streetcar system in the late nineteenth and early twentieth century allowed residential development in suburbs to the north and south of town. In 1890, In and About Vicksburg stated that “since the construction of the Louisville, New Orleans and Texas Railway, the growth and development of the city has been phenomenally great. A steady advance in real estate has set in and being based on no fictitious ‘boom’ but on the laws of supply and demand, shows no sign of cessation.”² The railroad industry grew, and by 1903 twenty-two passenger trains, plus freight trains, pulled into or out of Vicksburg each day. Adding to the boom period at the turn-of-the-century was the restoration of a harbor at Vicksburg in 1903 with the completion of the Yazoo Diversion Canal. This project, undertaken by the United States Army Corps of Engineers, became necessary when the Mississippi River cut itself off from Vicksburg in 1876.

In the decades following 1910, Vicksburg began to lose its place of importance in the state. The era of the steamboat was over and Jackson had secured its place as the commercial center of the state. Vicksburg’s population decreased from 20,814 in 1910 to 18,072 in 1920. However, Vicksburg continued to improve its infrastructure and construct public buildings. A bond issue approved by a vote of the Vicksburg citizens made \$620,000 available for the construction of Central Fire Station, two schools, forty blocks of paving, a concrete river landing, and the paving of roadways within the city cemetery. Vicksburg’s largest apartment building constructed at the time, the Aeolian, was built in 1923 for \$375,000. This was clearly a sign that investors believed that Vicksburg would continue to grow. The population increased to 22,943 in 1930; as a result, a large and Beaux-Arts building housing a U.S. Post Office and Federal Court House was built on Crawford Street in 1935. By 1940 the Vicksburg population was 24,460, a new Warren County Courthouse was constructed on Cherry Street that year.

Criterion A- Transportation

The Tri-State Motor Coach Station is locally significant in the area of Transportation because it is the first, and until 2004, the only building constructed as a bus depot in Vicksburg, Mississippi. It was constructed in 1941 by the Tri-State Transit Company of Louisiana. Tri-State Coaches began in 1922 in Shreveport, Louisiana, operating three routes from Shreveport to Mansfield, LA, Marshall, TX and Oil City, LA. Two years later the company expanded to Monroe, LA, forming one of the longest bus operations in the South. By 1940, the company operated over 4,300 highway miles in nine states



Tri-State bus routes in 1940. *Clarion-Ledger*, Jackson, MS, November 14, 1940, pg. 26.

¹ *Vicksburg Evening Post*. “Centennial Siege Edition, 1863-1963,” 1963.

² Gibraltar Publishing Company. In and About Vicksburg. Vicksburg: Gibraltar Publishing Company, 1890.

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Including Mississippi. The total annual mileage was over nine million and the company carried over three million passengers a year.

In 1940, forty percent of the Tri-State operations were in Mississippi with Jackson as the hub city. As a part of its expanded operations, Tri-State built a new terminal in Shreveport, LA and one in Jackson, MS in 1940.³ They also announced that there was a station under construction in Tallulah, LA, and that they would be building a station in Vicksburg and remodeling a building in Memphis.⁴

Prior to the construction of the new station on Walnut Street, the company used a building that was a half block north, at 800 South Street. Tri-State shared the new building with Delta Transportation Company, headquartered in Greenville, and Cox Motor Coaches, a Vicksburg company.⁵ At the same time, their competitors, Dixie Greyhound, operated out of a repurposed building three doors to the north, on the corner of Walnut Street. The Tri-State Station was used as a bus station until 2004, when Greyhound, who then operated out of the station, built a new one in a more accessible location near Halls Ferry Road and Interstate 20. The old station was rehabilitated into a coffee shop and is now being transformed into apartments.

Criterion C- Architecture

The Tri-State Motor Coach Station is locally significant in the area of Architecture as a good example of the Moderne style and one of only a handful of buildings constructed in the style in Vicksburg and Warren County.

The bust station was designed in the Moderne style which was employed in the United States from about 1930 to 1950. It represented the last phase of the Art Deco style. Whereas Art Deco was concerned with surface ornament, color and abstractions of natural forms applied as decoration on buildings, Moderne was essentially a machine aesthetic focused on mass projection, functional efficiency, and a more abstract approach. Designers of ships, airplanes, and automobiles began to favor simpler, aerodynamic lines and forms. These smooth surfaces, curved corners on horizontal lines allowed air streams to move smoothly over and around these moving machines. Within a few years, roadside diners, motels, movie theaters, shopping centers and air and bus terminals all borrowed forms from these streamline industrial designs. In addition, prominent expositions during the 1930s, such as the Chicago World's Fair of 1933-34, Dallas Centennial Exhibition of 1936, New York World's Fair of 1939-40, and the San Francisco Exposition of 1939 popularized the style.

Characteristics of the style that the Tri-State Station exhibits are a horizontal emphasis, glass block walls, curved canopies, smooth wall finishes, and the use of modern industrial materials

³ "History of Tri-State Coaches Gripping Tale of Steady Expansion," *Clarion-Ledger* (Jackson, Mississippi), 14 November 1940, pg 19.

⁴ "New Station to Represent \$110,000 Outlay." *The Times* (Shreveport, Louisiana), 3 February 1940, pg.12.

⁵ "New Bus Line Opens in City." *The Delta* (Greenville, Mississippi) *Democrat-Times*, 26 February 1939, pg 9.

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such as aluminum, chrome and stainless steel for doors, windows and casement windows. The Tri-State Motor Coach Station retains its integrity of design, materials, massing and location.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

“New Bus Line Opens in City.” *The Delta* (Greenville, Mississippi) *Democrat-Times*, 26 February 1939, pg 9.

“History of Tri-State Coaches Gripping Tale of Steady Expansion,” *Clarion-Ledger* (Jackson, Mississippi), 14 November 1940, pg 19.

“New Station to Represent \$110,000 Outlay.” *The Times* (Shreveport, Louisiana), 3 February 1940, pg.12.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Vicksburg Foundation for Historic Preservation

Historic Resources Survey Number (if assigned):

149-VKS-4278

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10. Geographical Data

Acreeage of Property 1/2 acre

Latitude/Longitude Coordinates

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 32.347400 Longitude: -90.881193

Verbal Boundary Description (Describe the boundaries of the property.)

The property is part lot 6, part lot 9, and lot 10, Plat Book 1-0, page 154 Pincardia.
Parcel number 094P 19 217005009400. Deed book 1358, page 413.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries follow property lines of the parcel of land upon which the nominated resource is located.

11. Form Prepared By

name/title: Nancy H. Bell
organization: Vicksburg Foundation for Historic Preservation
street & number: 1107 Washington Street
city or town: Vicksburg state: MS zip code: 39183
e-mail vburfoundation@aol.com
telephone: 601-636-5010
date: May 30, 2018

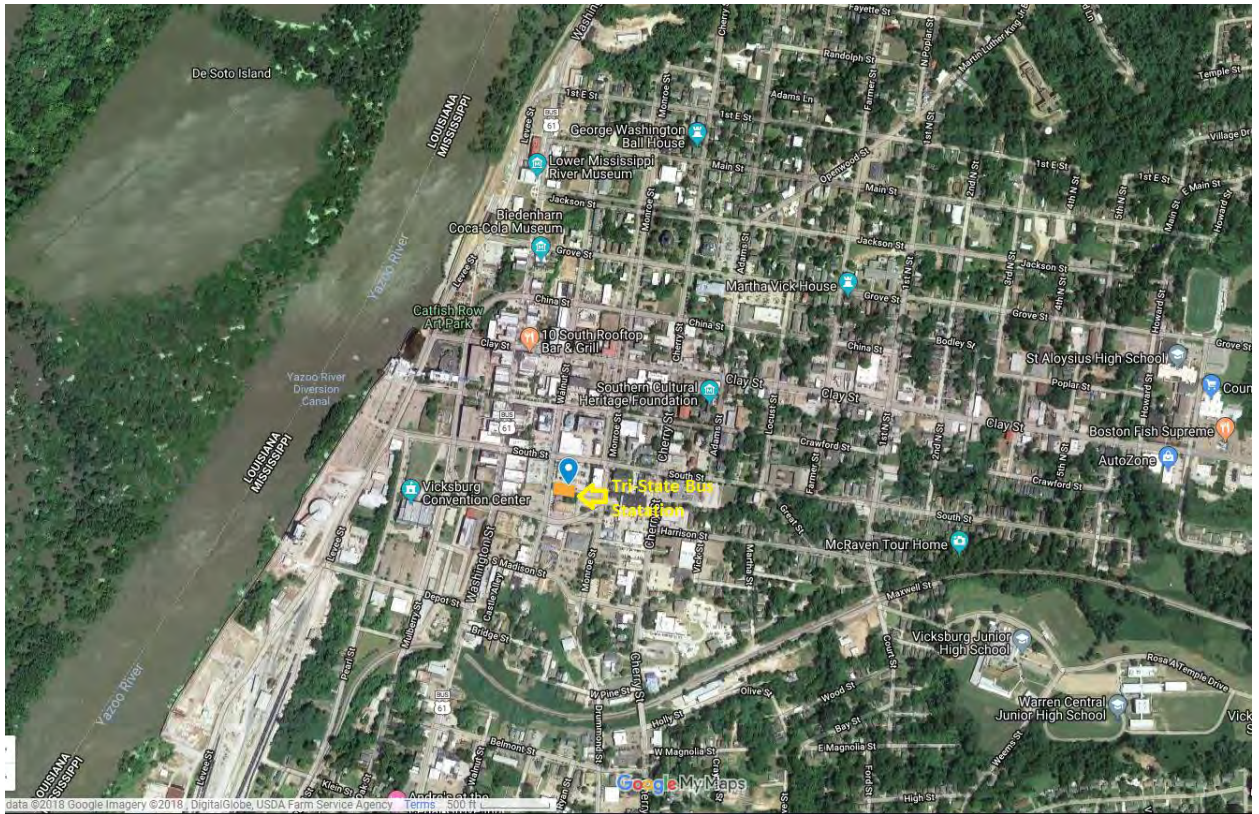
Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

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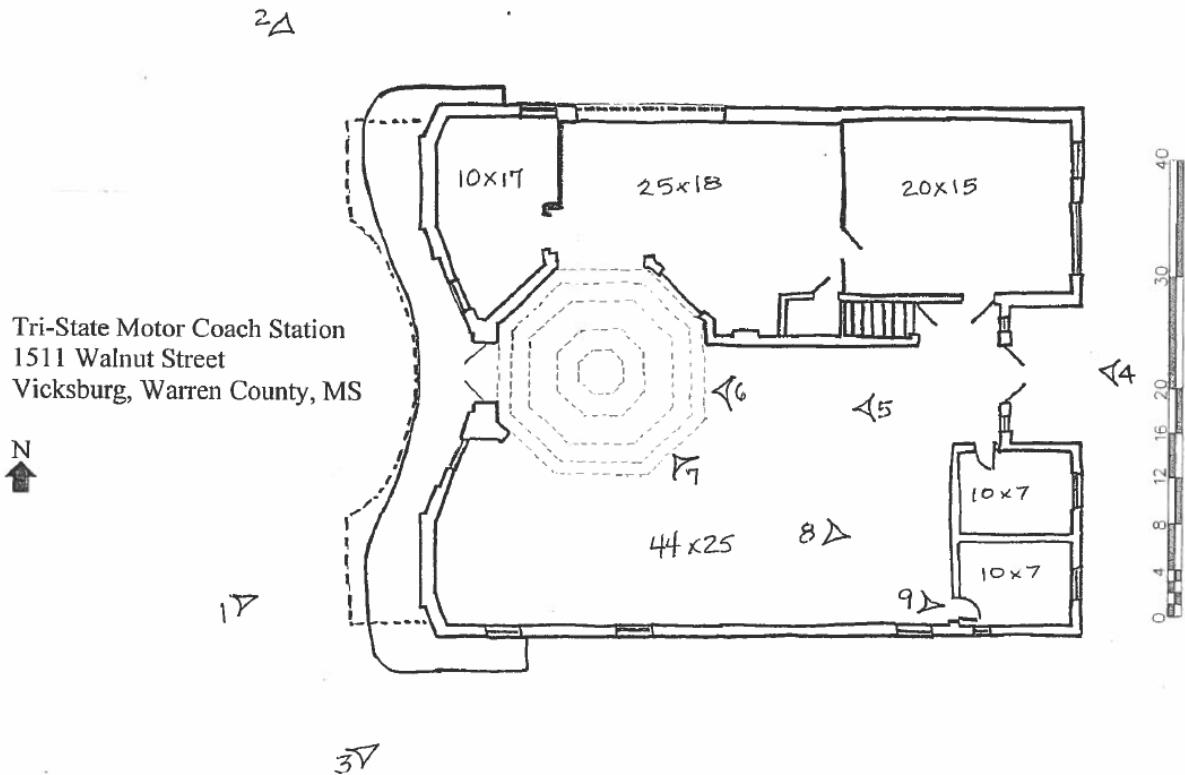
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- **Floor plan** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

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- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Tri-State Motor Coach Station
City or Vicinity: Vicksburg
County: Warren State: MS
Photographer: Nancy H. Bell
Date Photographed: April 2018

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Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 9 front (west) elevation, view to northeast
- 2 of 9 side (north) elevation, view to southeast
- 3 of 9 side (south) elevation, view to northeast
- 4 of 9 rear (east) elevation, view to west
- 5 of 9 waiting room, view to west
- 6 of 9 ceiling of waiting room, view to west
- 7 of 9 rotunda
- 8 of 9 waiting room, view to bathroom (east)
- 9 of 9 bathroom floor

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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.



MS Warren County
Tri-State Motor Coach Station
0001



MS Warren County
Tri-State Motor Coach Station
0002



MS Warren County
Tri-State Motor Coach Station

0003



MS Warren County
Tri-State Motor Coach Station
0004



THE
LIVING
ROOM

MS Warren County
Tri-State Motor Coach Station
0005



MS Warren County
Tri-State Motor Coach Station
0006



US Warren County
Tri-State Motor Coach Station
0007



MS Warren County
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US Warren County
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