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NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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INTERAGENCY RESOURCES DIVISION
NATIONAL PARK SERVICE

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 Quitman Depot

other names/site number N/A

2. Location

street & number On the east side of the RR tracks near the junction of Main Street & Railroad Ave. N/A ☐ not for publication

city or town Quitman N/A ☐ vicinity

state Mississippi code MS county Clarke code 023 zip code 39355

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 April 14, 1994
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:)

for Edson H. Beall
Signature of the Keeper

Entered in the National Register
Date of Action
5/20/94

Quitman Depot
Name of Property

Clarke County, MS
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- [X] private
- [ ] public-local
- [ ] public-State
- [ ] public-Federal

Category of Property
(Check only one box)

- [X] 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.)

Historic Resources in Clarke county, Ms

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: rail-related

Current Functions
(Enter categories from instructions)

vacant/not in use

7. Description

Architectural Classification
(Enter categories from instructions)

Other: Railroad Vernacular

Materials
(Enter categories from instructions)

foundation unknown
walls Wood
Asbestos
roof Asphalt
other N/A

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

PLEASE SEE 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.)

- [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.
- [X] **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)

Architecture
Transportation

Period of Significance

c. 1910-1931

Significant Dates

c. 1910

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:

Quitman Depot
Name of Property

Clarke County, MS
County and State

10. Geographical Data

Acreage of Property less than 1 acre

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

	Zone	Easting	Northing
1	16	336625	3545960
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 Susan M. Enzweiler/Private Consultant

organization N/A date 15 August 1993

street & number 448 Julia St., Apt. 308 telephone (504) 523-0558

city or town New Orleans state LA zip code 70130

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.) (see also Section 11, Page 1)

name L'Genia Mitts/President, Historic Clarke County, Inc.

street & number Box 83 telephone (601) 659-9695

city or town Enterprise state MS zip code 39330

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.

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The Quitman depot, circa 1910, lies on the western edge of the town's small commercial district alongside the old Mobile and Ohio railroad track. It is an archetypal railroad station for a small American town. The typical railroad station was a one story, frame building with at least one passenger waiting room, a freight section and an agent's office. The office was centrally located and usually had a projecting bay on the track-side elevation so that the agent could follow the comings and goings of the trains. A depot building was characterized by its agent's bay and its wide, overhanging roof which sheltered both passengers and railroad workers (Harwood 1985:129).

The railroad station at Quitman is an excellent example of this form. The horizontality of the frame depot is emphasized by its long, low, rectangular shape and its wide, overhanging, hip roof accented by struts. The horizontality is somewhat relieved by a projecting bay on each long elevation. On the west (railroad track) elevation is an integral box bay featuring a paired 2/2 double hung sash window. This served as the agent's bay. On the east (town) elevation is a larger box bay with a hip roof. In the south ell created by this bay is a small integral bay. The narrow south elevation is dominated by an integral porte-cochere displaying Doric columns mounted on brick piers. Located in the porte-cochere area is a six cross panel door and three 6/6 double hung sash windows. The north elevation of the depot has a clipped gable. A platform or loading dock spans the north elevation and continues down the eastern elevation to the projecting bay and also down the west elevation, stopping just short of the box bay. The platform approximately delineates on the building's exterior the freight room located on the interior. In the platform area are five cargo doors and two single-leaf entrances.

The depot is a one story, ten by four bay building resting on piers. It features a variety of window styles with the most common being 6/6 double hung sash. Its exterior wall treatment consists of a board-and-batten "wainscoting" above which the exterior walls are clad in asbestos shingles.

On the interior, the Quitman depot features cross panel doors and beaded board walls and ceilings. The walls display beaded board wainscoting with a chair rail and also beaded board above the wainscoting.

The only Sanborn map for Quitman that dates from the period of significance shows that two spur tracks ran along the depot's east side in 1930. They have since been removed. The building retains its 1930 configuration as depicted by the map. A couple hundred feet to the south of the depot and on the east side of the spur track was a one story freight shed which is no longer extant (Sanborn Fire Insurance Map 1930).

The depot in Quitman is located on the east side of the railroad track, just west of the junction of Main Street and Railroad Avenue. A large parking lot separates it from Railroad Avenue. There are no plantings or any landscaping around the depot.

The Quitman railroad station, located on the old Mobile and Ohio line in the central business district, is eligible for the National Register under Criterion A for transportation and under Criterion C for architecture. Built c. 1910, the Quitman depot symbolizes the importance of transportation facilities to industrial growth in Clarke County. The depot is an archetype of the station that was built in small towns all across the United States from the late 1830s to the 1930s. It is the only extant example of a combination passenger/freight depot in Clarke County and retains a high degree of architectural integrity.

In 1900, the Mississippi Lumber Company established a sawmill and mill village in Quitman which was located on the Mobile and Ohio Railroad, an important carrier of lumber from the Piney Woods region. Long Bell Lumber Company purchased this facility in 1917 and operated it until 1931 when the mill was shut down. The Quitman railroad station was constructed c. 1910 during a great period of prosperity for the community that was based on the lumber industry. It illustrates the significance of the railroad network to Quitman's industrial development and prosperity during the period c. 1910 to 1931. For more information please refer to the Multiple Property Submission Cover Document, pp. E-6, E-13, E-20 to E-24 and F-14 (Hickman 1962:158, 179 & Primm, 18 Dec. 1980:B-1).

By the late 1830s a definite form had evolved for railroad stations that would dominate their design for the next one hundred years. It comprised a one story, frame building with a projecting bay on the track-side elevation and a wide, overhanging roof. The purpose of the overhanging roof was to protect passengers and railroad workers from the weather. The station's floor plan generally consisted of one or two passenger waiting rooms, at least one freight room and the centrally located agent's office. The projecting bay on the track-side elevation was the agent's bay and enabled him to see the train movements. This was probably the most accepted form for Clarke County's railroad stations (Harwood 1985:129).

The Sanborn Fire Insurance Maps illustrate the depots that were located in Shubuta, Enterprise (the New Orleans & Northeastern station) and Quitman. No documentation was uncovered for the M & O depots in Enterprise and Stonewall. By 1895 Shubuta had a freight depot and a passenger depot. Each was a one story, frame building with an overhanging roof. The passenger depot is no longer extant. The deteriorating freight depot has lost a great deal of architectural

integrity and has been moved from its original site. The New Orleans & Northeastern station in Enterprise was first recorded on the 1906 Sanborn map, although it must have existed earlier. It was a typical one story building crowned with an overhanging roof that combined the passenger and the freight activities. The railroad station at Quitman, though modest, was Clarke County's most sophisticated example of a depot, judging from the available documentation. It followed the railroad station archetype but also incorporated a porte-cochere under its overhanging roof (Sanborn Fire Insurance Maps 1895 & 1906).

The Quitman depot is structurally sound and retains a high degree of architectural integrity. Efforts are underway by Historic Clarke County, Inc. to preserve the building for use as a county museum and community center. There is strong, countywide support for this endeavor.

BIBLIOGRAPHY

Harwood, Herbert H., Jr. "Railroad Stations." In Built in the U. S. A.: American Buildings from Airports to Zoos, pp. 128-133. Edited by Diane Maddex. Washington, D. C.: The Preservation Press (National Trust for Historic Preservation), 1985.

Hickman, Nollie. Mississippi Harvest: Lumbering in the Longleaf Pine Belt 1840-1915. Oxford: The University of Mississippi, 1962.

Primm, Rosalie. "Sherman Missed Ride Through Quitman." The Clarke County Tribune, 18 December 1980.

Sanborn Fire Maps: 1895, 1906, 1930.

VERBAL BOUNDARY DESCRIPTION: The boundary of the nominated property consists of a rectangle, the center of which is located at the center of the roof ridge. Measuring forty feet to the north and to the south from the center of the roof ridge and fifteen feet to the east and to the west from the center of the roof ridge, the resulting rectangle of land has sides that are eighty feet long and thirty feet wide and that run parellel or perpendicular to the ridge of the roof. This property is located in the SE 1/4, Section 2, T 2 N, R 15 E.

BOUNDARY JUSTIFICATION: The depot is located on a large parcel of land that is owned by the railroad company. There is nothing else of any historical or architectural significance located on this parcel. As of the summer of 1993, the depot itself is owned by Historic Clarke County, Inc. The boundaries were drawn to include the architecturally significant depot and exclude other buildings and structures in the area.

PROPERTY OWNERS:

Quitman Depot: L'Genia Mitts
President
Historic Clarke County, Inc.
Box 83
Enterprise, MS 39330
Phone (601) 659-9695

Parcel of Land: Southrail Corp.
111 E. Capitol St.
Jackson, MS 39201
Phone-unknown

1. Quitman Depot
2. Quitman, Clarke Co.,
3. Susan M. Enzweiler
4. April 15, 1993
5. MS. Dept. of Archives + History, H.P. Division
6. View to NE
7. Photo 1 of 1