NPS Form 10-900
United States Department of the Interior
National Park Service

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DEC 04 2015
Nat. Register of Historic Places
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: Durant Illinois Central Railroad Depot

Other names/site number:

Name of related multiple property listing:

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

NA

2. Location

Street & number: 436 East Mulberry Street

City or town: Durant State: MS County: Holmes

Not For Publication: ☐ Vicinity: ☐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 _X_local

Applicable National Register Criteria:

_X_A ___B ___C ___D

Katen Blount Director 12-1-15

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**

Durant Illinois Central Railroad Depot
Name of Property

Holmes County, Mississippi
County and State

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

1-19-2016
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	X
Public – State	☐
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	X
District	☐
Site	☐
Structure	☐
Object	☐

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
2		buildings
		sites
		structures
		objects
2		Total

Number of contributing resources previously listed in the National Register NA

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions.)
WORK IN PROGRESS

7. Description

Architectural Classification
(Enter categories from instructions.)
LATE 19th AND EARLY 20th CENTURY REVIVALS/Spanish Revival

Materials: (enter categories from instructions.)
Principal exterior materials of the property: Brick, Concrete

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 Durant Illinois Central Railroad Depot, on Highway 12 in the central business district of Durant, Mississippi, was constructed in 1909 to replace a two-story frame building that burned. The depot consists of a passenger building on the north end and warehouse building on the south end connected by a breezeway. The main line track runs along the east side of the depot, which was the center of an active rail yard with a maintenance shop, roundhouse and a complex of loading sheds for the agricultural produce that was shipped in abundance from this depot during the busy years of the railroad. The 1960s saw the removal of the machine shop and round house east of the main line, but the station was in active use by the CN Railway until the depot was purchased by the City of Durant in 2009.

Narrative Description

The City of Durant is located in eastern Holmes County in central Mississippi. The depot is located one block east of Highway 51 on Highway 12, where Mulberry Street crosses the railroad tracks of the former Illinois Central Railroad (ICRR) Main Line. The rail line is now the inactive portion of Grenada Railway, which is the property of North Central Mississippi Regional Rail Authority. West Depot Street parallels the railroad with a row of commercial buildings facing the depot. To the north is a parking lot and Freedom Park, once called the Railroad Park.

The Durant Illinois Central Railroad (ICRR) Depot, owned by the City of Durant, MS, is composed of two one-story rectangular-shaped masonry buildings. A north building contained the public spaces and offices for railroad employees. The south building housed the main warehouse plus an express company compartment and crew quarters. The existing buildings were planned by ICRR architect Frank Davis Chase and the plans were approved by the Mississippi Railroad Commission in December, 1908, with construction to be started within 60 days. Both buildings are constructed of exterior brick load bearing walls, interior wood partition walls, and wood trusses supporting the original clay tile roof.

North Building

The north building faces Mulberry Street, which is Highway 12 East. The roof is a gable to hip clad in Spanish barrel tile with overhanging eaves on the east, west and south elevations. The north elevation features a shaped parapet with cast-stone cap. A brick chimney, slightly offset to the east of the centerline, pierces the roof. The walls are load-bearing brick masonry with a cast-stone watertable. A sign board identifies the depot as "Durant." A three part bay projects to the north with a gabled parapet with cast-stone capstone and cast-stone cornice. A single leaf door with a fifteen light transom is centered and flanked by double-hung wood frame Craftsman-style windows with a multi-light sash over a single pane. Similar windows are seen on the bay sides and throughout the North Building. With the exception of freight doors, most of the other doors and windows in the north building are the same.

The east elevation faces the main line tracks. The cast-stone watertable extends along this elevation. A projecting bay with a shaped parapet with cast-stone cap is slightly offset to the north. The bay has windows on the north and south faces that allowed depot employees to see the tracks. A large window in the east face of the bay is flanked by windows as described above. A door in the bay opens to the south allowing train crews to enter the station office. To the north of this bay paired windows flank a single-leaf door with fifteen-light transom. To the south there is a window, a door, paired windows and a door. A large wood freight door is near the south end of the building. A gable-roof breezeway connects to the south building.

The cast-stone watertable extends along the west elevation. This elevation features many openings. At the north end sets of paired windows flank a single leaf door. Toward the south, paired windows, smaller than the others, with cast-stone sills and a similar single window flank a door. Continuing to the south are a paired window, a door, a single window, a door and a wooden freight door with a transom.

The north building has a partial basement. Entry is through an exterior concrete bulkhead accessed on the west elevation.

The north building has five interior rooms. The north door opens into a waiting room that probably originally served white customers. The floors are wood planks. Walls are plastered above a bead-board wainscot and a heavy baseboard. The ceiling is plaster with wood crown molding. Ticket windows are set in the southeast corner of the room. Restrooms, probably a later addition are set to the west. A door in the east wall, with original trim, opens to the trackside. An interior door opens to the railroad office to the south.

The railroad agent's office is south of the waiting room. The floor is concrete. The ceiling and walls are plaster with a beard-board wainscot.

A second waiting room is located to the south of the waiting room with the remains of a ticket window opening into the agent's office. This space probably served African-American patrons during segregation. It later became an employee workroom.

The telegraph office is to the south. A compartment off the telegraph room has a concrete floor suitable for coal heater or oil-burning furnace.

A two-room office suite served the railroad baggage clerk with a separate restroom and storage space. The large concrete-floored baggage room is the last room in the north building, next to the center walkway, extending the width of the building, with a large freight door on each side. The baggage shelf on the north wall of this compartment is built like a theater stage at the height of the station baggage wagons.

South Building

The south building is one-story with a hipped roof clad in Spanish clay tile and broad eaves. A covered breezeway connects it to the north building. It has load bearing brick walls and cast-stone water-table on all elevations. The building was used as freight depot and warehouse and the fenestration reflects that use. The west elevation has eight small nine-light windows with cast-stone sills set high in the wall for light and ventilation. The windows are set in pairs separated by large sliding wood freight doors. The north door is set at grade and has a multi-light transom. Two doors open off a raised dock. A third door has been infilled with brick. A single-leaf pedestrian door, without a transom, is located near the south end of the building.

On the east elevation, there are eight windows, as described above. There are sliding wood freight doors. The doors are set above grade and appear to have opened to a dock, which is no longer in place.

The south elevation has a small window offset to the west. A second window to the east is boarded. A large brick patch suggests a door or window was set in this elevation. A signboard identifies the depot as "Durant."

The south building consists of four interior compartments: the express agent's office, the express company storage area, the main warehouse space, and a set of four small crew quarter rooms with a short central hallway. The express office is a narrow section with a pedestrian door on the track side, a chimney on the north wall, and storage closets on the west. Windows across the south wall of this office offer a full view of the baggage storage compartment. The express office and storage room both have concrete floors. A freight door is centered in both the east wall facing the main line track and the west wall.

The main warehouse space is above grade with a loading door on the east and a loading door and platform on the west. The warehouse, floored in heavy wood timbers, has a small office space at its northeast corner. This space is open with exposed rafters. A heavy-timbered wall on the south side separates this compartment from the crew quarters on the south end of the building.

The crew quarters section is divided into four small compartments, one of which serves as restroom. A narrow center hallway leads between the two regular-sized doors, one at trackside and one on the west near the steps of the loading platform. This section is floored with concrete.

The Durant Illinois Central Depot is the last remaining structure from the Durant rail yard. The building retains a high degree of integrity. The exterior of the building is largely unchanged, with a few infilled doors and windows. The historic freight doors are in place. Most of the exterior windows are original, although some have been renovated. Original interior materials, including floors, walls, ceilings, and doors remain in the building. Although some interior spaces have been slightly altered as the business needs of the railroad changed, the original floor plan is apparent.

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.
- [ ] 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

Areas of Significance
(Enter categories from instructions.)
TRANSPORTATION

Period of Significance
1909 - 1965

Significant Dates

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Frank Davis Chase, architect and civil engineer of Chicago, employed by Illinois Central Railroad, Chicago, Illinois.

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 Durant Illinois Central Railroad Depot in Durant, Holmes County, Mississippi, is eligible for listing on the National Register of Historic Places for local significance under Criterion A for association with Transportation. The depot, constructed in 1909, served as a passenger and freight depot that connected Durant and the surrounding areas with the rest of the state and beyond.

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

From the coming of the railroad to Holmes County in 1858, through years of high traffic and prosperity in the first twenty years of the 20th century, and even in later years of economic changes in modes of transportation, the Durant Illinois Central Depot operated as a primary force in the commercial and cultural activities of the county and surrounding region. The depot, built in 1909, served passenger trains that carried Durant's citizens beyond the community and brought visitors from outside. It established Durant as a center of commerce with freight trains carrying produce from local farms and industries to far points on the ICRR railroad network and connections with other lines. Rail maps from 1930 and other years show both a multitude of connections in Mississippi and a wide array of destinations linked by IC track. The Illinois Central Railroad encouraged new businesses and industries in Durant, such as timber and dairy production, and helped local owners to find customers across the state and nation. Before the creation of the Interstate Highway System, passenger trains provided affordable accommodations for the traveling public and facilitated a wide variety of cultural events such as church meetings, business conventions, family reunions, and traveling theater shows. A history of each compartment in the Durant Illinois Central Depot would tell a vivid story of travelers and shippers, changing as the county moved from dependence on agriculture to new horizons in forestry, truck crops, dairy production, the introduction of new manufacturing enterprises, and varying levels of prosperity due to changes in population and trade.

The Mississippi Legislature established Holmes County in 1833 and designated the new settlement in Lexington as the county seat. The older, more established towns were not central enough for county government. Early settlers occupied agricultural communities along the Big Black River on the east side of the county and in the plains in the south and in the western delta lands. When the Mississippi Central Railroad was formed in 1852, Holmes County planters and farmers were eager to take advantage of this new transportation opportunity. Families who had lived near Botters Store and Castalian Springs Health Spa had only a small distance to move to be on the new railroad.

The Town of Durant was established in 1858 by these settlers who moved east to the line being surveyed by the engineers of the Mississippi Central Railroad (MCRR). Early residents Thomas and Minerva Lockhart entertained the engineers in their home near the survey line, and were helpful in deciding the town name to be placed on the railroad maps. The surveyors suggested that the town be named Lockhart, but it was acknowledged that another town in eastern Mississippi already used that name. So Mrs. Lockhart suggested the name of Durant to honor a pioneering French trader who had become a Choctaw chieftain with a home and family nearby.

Mrs. Lockhart's son-in-law, John A. Cason, an attorney and major landholder, gave the land for the depot property. Mr. Cason donated five and a half acres to the original railroad, the Mississippi Central. The deed was signed in April, 1858, and filed in May, 1858, just in time to meet the advancing construction crews who were working north from Canton. The line was completed to Goodman in June, 1858, to Durant in December, 1858, then to West and Vaiden in 1859, and connected with construction teams working from the north at Grenada in January, 1860.[1]

The first Durant Depot was a modest frame structure built by agent Madison Weems, who also operated a general store alongside the depot offices. Five years of war left Durant without a depot in 1865 and a discouraging horizon of burned engines, ruined bridges and mangled track. Absalom Madden West, brother of Minerva West Lockhart, agreed to lead the Mississippi Central Railroad in a rebuilding program. Unfortunately, the costs were greater than expected and bondholders were asked to wait while interest payments were reduced or suspended. A. M. West and the MCRR board found a solution in 1868 when Henry S. McComb and Thomas Scott of Pennsylvania offered to lease the railroad and finance improvements and an extension to connect with the Illinois Central Railroad in Cairo, Illinois.

New tracks, financed by the Illinois Central, extended north from Jackson, Tennessee to the Cairo Ferry on the Ohio River. McComb undertook the management of the MCRR and its sister line, the New Orleans, Jackson, and Great Northern, but monetary reverses dictated new ownership and both lines were first leased to and then sold to the Illinois Central Railroad after McComb's financial collapse in 1877. Heirs of the McComb family sold the Mississippi & Tennessee Railroad line, which ran from Memphis to Grenada to the Illinois Central Railroad in 1885 and 1886, and thereafter the ICRR and Central Mississippi benefited from a growing network of main lines connecting with branch lines, such as the Aberdeen Run eastward from Durant.[2]

The Illinois Central Railroad in 1886 reported total revenues of over $12.5 million, with about $4 million of this generated on the southern lines, including the Main Line south of Memphis that ran through Durant. In 1887 the southern ICRR lines reported an increase in earnings of $265

[1] Sharron D. Cauthen. *Durant Pioneer Families*. (Madison, MS: China Lamp Publishing, 2006), p. 33-36; Sharron D. Cauthen, *Mississippi Railroad Heritage*. (Madison, MS: China Lamp Publishing, 2001), p. 94-112.
[2] Carlton J. Corliss. *Main Line of Mid-America: The Story of the Illinois Central*. (New York: Creative Age Press, 1950), p. 184-190.

thousand, more than enough to cover the capital expenditures on southern lines of $113 thousand.[3]

In a letter from ICRR President Stuyvesant Fish to graduates at University of Mississippi in 1901, Mr. Fish stated that railroad mileage in Mississippi more than doubled in the years between 1880 and 1890, from 1,127 to 2,471. Some of this increase was related to railroad operations in Durant, including the track from Kosciusko to Aberdeen, an extension of the line east from Durant, and the branch line from Durant to Tchula.[4]

Events outside Durant served to create increased trail traffic through the community. The ICRR created a Great Lakes to Gulf of Mexico continuous line that directly connected Durant's rail patrons with to Chicago and New Orleans. A railroad bridge across the Ohio River in Cairo, Illinois replaced the train ferry. The opening of the Panama Canal increased trade and traffic on the southern lines of the ICRR, which passed through Durant. In 1906 James T. Harahan, who had lived in the South, was elected President of the line. He directed extensive improvements of the port facilities in New Orleans. President Harahan, owner of a large farm in the Yazoo Delta, hired agriculture agents to promote business along the Mississippi rails. In 1906 J. W. Humphries, a conductor on the Yazoo and Mississippi Valley RR, started a dairy business in Durant, one of the first dairies established in the state. He began two cows, which he multiplied rapidly into a hundred-head herd of purebred Jerseys by 1914.[5] Humphries shipped products on the ICRR out of Durant.

In the first decade of the 20th century, rail traffic was on the rise over the whole ICRR line, including Mississippi. New brick depots were built to replace many of the older frame structures. In 1909, the Mississippi Railroad Commission reported over 50 depots constructed or expanded on the ICRR.[6]

Durant became an important stop on the ICRR Main Line. The 1886 Sanborn Fire Insurance map shows a one-story frame passenger-freight depot on the site of the current depot. Separate freight and cotton platforms were set to the south. The construction date for this depot is unknown. By the time the Sanborn Company issued a new map in 1892, a larger passenger-freight depot was in place. Additionally, tracks connected with a turntable and machine shops to the east of the depot. By 1902, a two-story depot was shown and the ICRR had established a round house and additional shops. The freight platforms and sheds had also been expanded.[7]

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[3] *Commercial and Financial Chronicle*. (New York: William B. Dana & Co., 1890), p. 382-384.
[4] Cauthen, *Mississippi Railroad Heritage*, p. 78-82.
[5] Corliss, p. 415
[6] *20th Biennial Report of the Railroad Commission of the State of Mississippi for the Two Years Ending June 30, 1909*. State of Mississippi, 1910.
[7] Sanborn Map Company. Durant, Holmes County, Mississippi, 1896, 1892, 1902. http://sanborn.umi.com.

A report in the December 8, 1908 *Durant News* announced the ICRR's plan to replace "their depot which was recently destroyed by fire with a handsome brick structure."[8] Frank Davis Chase of Chicago, the Illinois Central Railroad architect, prepared the design for the new Durant ICRR Depot in 1908, and IC submitted the plans for approval by the Mississippi Railroad Commission in December, 1908. The commission approved the plans on December 8, 1908 and ordered that work "shall begin within sixty days from this date."[9]

Chase was an architect for Western Electric and the ICRR before opening an independent practice in Chicago in 1913. Chase designed the ICRR depot in Brookhaven, Mississippi in 1907 (NR, 1980) and the Yazoo & Mississippi Valley Passenger Depot in Natchez, Mississippi in 1915 (NR, 1979).

The Durant ICRR Depot became a center of transport for north-south freight and passengers, as well as for increasing shipments of coal and timber from Alabama and east Mississippi counties. Before World War II, the condition of roads in central Mississippi made rail journeys a necessity. In Durant so many families had wage earners on the railroad payroll that a train ticket or an employee pass was first choice even for short trips. Elementary school students in West or Sallis or Pickens would take a train to Durant for a school contest or spelling bee during the day and then take an evening train to get home before dark. It was a railroad heyday and rail passenger way of life. Theater groups and church meeting attendees joined the crowds of arrivals and departures at the Durant Depot. It was a favorite daytime entertainment to sit on Depot Street and watch the colorful passenger parade.[10]

The importance of rail transportation to the growing economy in Durant and Holmes County is illustrated by the establishment of new industries that relied on the railroad to ship their products. Governor Hugh White introduced a statewide initiative to increase economic development by recruiting new companies to build plants in Mississippi through a joint venture by the state and local communities. White's "Balance Agriculture With Industry" (BAWI) program introduced in 1936 allowed local governments to issue bonds to finance land acquisition and plant construction. Real Silk Hosiery Mill in Durant was one of the first plants approved under the BAWI program with bonds issued in 1937. The new plant brought 200 new jobs to the community.[11]

Travelers on the short train from Durant to Tchula called it the Doodlebug. Mississippi writers have identified a number of short day trains across the state that were called by this name. If a Durant family wanted to have Sunday dinner with Aunt Minnie in Tchula, they hopped on the Doodlebug at 7:35 a.m., and arrived at 8:55 in time for a church service before the meal.

The movement of passengers and freight through the Durant IC Depot from its construction in 1909 until it closed in 2009 had a tremendous impact on life in Durant. Durant and Holmes

[8] "Illinois Central Preparing Plans for Brick Station to Replace One Recently Destroyed-A Handsome Structure." *Durant News*, December 8, 1908.
[9] *20th Biennial Report*, p. 75.
[10] Cauthen, *Durant Pioneer Families*, p. 289-292.
[11] Cauthen, *Durant Pioneer Families*, p. 70.

County men serving in World War I and World II departed and returned through the depot. It was provided shining steel pathway for farm families leaving Holmes County to find employment and security in urban centers.

The decline in through traffic and local runs was gradual over a number of years. According to the to the December 1940 IC Time Tables eight passenger trains heading north to Chicago and Memphis and south to New Orleans ran through Durant. The Durant to Aberdeen schedule was printed. In the IC Centennial Year of 1951, there were six passenger trains with arrival and departures in Durant. Freight service on the Aberdeen and Tchula lines was still active. As motive power and tonnage increased for freight trains, many of them were transferred to the Delta lines to take advantage of minimal grades on flat Delta land. In 1981 the ICRR abandoned the line from Durant to Kosciusko due to the fact that traffic on that line had been greatly reduced. AmTrak passenger trains were moved to the Delta Route in September 1995. In 2009 CN Railway sold the central line, Memphis to Canton, to Grenada Railway. The new owners used the Grenada Depot as their local center of operations. In 2011 the segment between Grenada and Canton was put out of service. In 2015 Grenada Railway ownership was purchased by North Central Mississippi Regional Rail Authority and leased for a term of 15 years to Illinois Company Railroad, a subsidiary of Iowa Pacific Holdings according to an article on the Surface Transportation Board web site.

The improvements to highways in the post-World War II era contributed to the decline of both passenger and freight trains. More and more families owned automobiles and no longer depended on the railroad for their travel needs. Trucks replaced the train for local and long distance freight hauling. As rail traffic declined, the need for depots decreased and many have been demolished. The Durant ICRR Depot is the sole remaining resource in the community that illustrates over a hundred years of railroading.

The Durant Illinois Central Depot is one of two depots that remain in Holmes County. The depot in West, north of Durant, was originally the Pickens depot. It was moved to Vaughn in Yazoo County to serve as the Casey Jones Museum, and was moved to West in 2004. Along the ICRR main line between West and Memphis, only two depots remain. The Winona Illinois Central Depot, constructed in 1872 (NR, 1994), is an Italianate depot. The Grenada Illinois Central Depot, constructed in 1928 (NR, 1987), is a two-story brick building with a hip roof. The only depot along the main ICRR line between Durant and Jackson is the Canton depot. Constructed in 1892 (NR, 1989), is a one-story brick building with gable-on-hip roof. Two smaller end blocks, connected to the existing depot by a breezeway, were added in 1926.

9. Major Bibliographical References

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

1909 Report of Mississippi Railroad Commission, State of Mississippi, 1909.

Building of Mid-America, Illinois Central Railroad, 1951.

Cauthen, Sharron D., *Durant Pioneer Families.* Madison, MS: China Lamp Publishing, 2006.

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Commercial and Financial Chronicle. New York: William B. Dana & Co., 1890.

Corliss, Carlton J., *Main Line of Mid-America: The Story of the Illinois Central.* New York, Creative Age Press, 1950.

Lester, Connie, "Economic Development in the 1930's: Balance Agriculture with Industry," *Mississippi History Now*, Mississippi Historical Society, online, accessed Aug. 13, 2015.

Stover, John F., *American Railroads.* Chicago, Illinois: University of Chicago Press, 1997.

Surface Transportation Board Decision, official web site, retrieved August 13, 2015, http://www.stb.dot.gov/decisions/readingroom.nsf/fc695db5bc7ebe2c852572b80040c45f/536442a7bdc614c985257e7d004e6227?OpenDocument.

Whistle in the Night, The Story of Illinois Central. Chicago, Illinois: Illinois Central Railroad, 1949

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:

__X__ State Historic Preservation Office
____ Other State agency
____ Federal agency
__X__ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): 051-DUR-0006-ML_____

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10. Geographical Data

Acreage of Property _.28 acres_

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 33.073723 Longitude: -90.853229
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

See Continuation Sheet

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: Easting: Northing:

2. Zone: Easting: Northing:

3. Zone: Easting: Northing:

Zone: Easting : Northing:

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

COMMENCE at a 1 ½" iron pipe marking the Northwest Corner of Lot 159 in the City of Durant, Mississippi and run thence South 62 degrees 33 minutes 50 seconds East for a distance of 50.09 feet; thence run North 27 degrees 25 minutes 16 seconds East along the Eastern right-of-way of West Depot Street for a distance of 495.03 feet; thence run South 62 degrees 13 minutes 33 seconds East for a distance of 125.40 feet to an iron pin; thence run North 27 degrees 26 minutes 10 seconds East for a distance of 82.35 feet to the Point of Beginning; thence run North 62 degrees 39 minutes 35 seconds West for a distance of 46.97 feet to an iron pin; thence run North 27 degrees 25 minutes 47 seconds East for a distance of 116.60 feet to an iron pin; thence run South 62 degrees 39 minutes 35 seconds East for a distance of 6.00 feet; thence run North 27 degrees 25 minutes 47 seconds East for a distance of 165.87 feet to the Southern right-of-way of Mulberry Street; thence run along said road right-of-way South 62 degrees 33 minutes 50 seconds East for a distance of 41.00 feet; thence run South 27 degrees 28 minutes 10 seconds West for a distance of 38.15 feet; thence run South 62 degrees 39 minutes 35 seconds East for a distance of 1.48 feet; thence run South 27 degrees 20 minutes 25 seconds West for a distance of 27.70 feet; thence run North 62 degrees 39 minutes 35 seconds West for a distance of 1.52 feet; thence run South 27 degrees 26 minutes 10 seconds West for a distance of 216.55 feet to the Point of Beginning and containing 0.28 acres, more or less, and being situated in the East ½ of the NE ¼, Section 14, Township 14 North, Range 4 East, City of Durant, Holmes County, Mississippi, and being that same land and improvements located thereon described and shown as Tract A on Exhibit "A", referenced and incorporated within the Quitclaim Deed from Illinois Central Railroad Co., to the City of Durant, Mississippi, dated February 12, 2009 and recorded in Deed Book 2009 at page 375 of the land records of Holmes County, Mississippi.

Boundary Justification (Explain why the boundaries were selected.)

Boundaries of Durant Illinois Central Railroad Depot were determined by the deed to the property, registered at the time of transfer of Depot to City of Durant in 2009.

11. Form Prepared By

name/title: Sharron Daniel Cauthen , Chairman

organization: Durant Historic Preservation Commission

street & number: 136 Savannah Bend

city or town: Madison state: MS zip code: 39110
e-mail ceemrs@aol.com
telephone: 601-853-9169
date: Sept. 1, 2015

Additional text by William M. Gatlin, MDAH Architectural Historian

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.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **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: Durant Illinois Central Railroad Depot

City or Vicinity: Durant

County: Holmes State: Mississippi

Photographer: Barry White, MDAH

Date Photographed: September 2, 2015

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

1 of 16. North Building, exterior. Camera facing south.
2 of 16. North and South Building, exterior. Camera facing southwest.
3 of 16. North Building., exterior. Camera facing west.
4 of 16. South and North Building, exterior, camera facing northwest
5 of 16. South Building, exterior. Camera facing north.
6 of 16. South and North Building, exterior. Camera facing northeast.
7 of 16. South Building, freight door, camera facing east.
8 of 16. North and South Building, exterior. Camera facing southeast.
9 of 16. North Building, interior, waiting room. Camera facing south.
10 of 16. North Building, interior, waiting room. Camera facing southeast
11 of 16. North Building, interior, waiting room. Camera facing north.
12 of 16. North Building, interior, station agent's office. Camera facing east.
13 of 16. North Building, interior, station agent's office,. Camera facing south.
14 of 16. North Building, interior, second waiting room. Camera facing east.
15 of 17 North Building, interior, baggage room. Camera facing west.
16 of 17. South Building, interior, express office. Camera facing northwest.
17 of 17. South Building, interior, freight warehouse. Camera facing south.

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.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

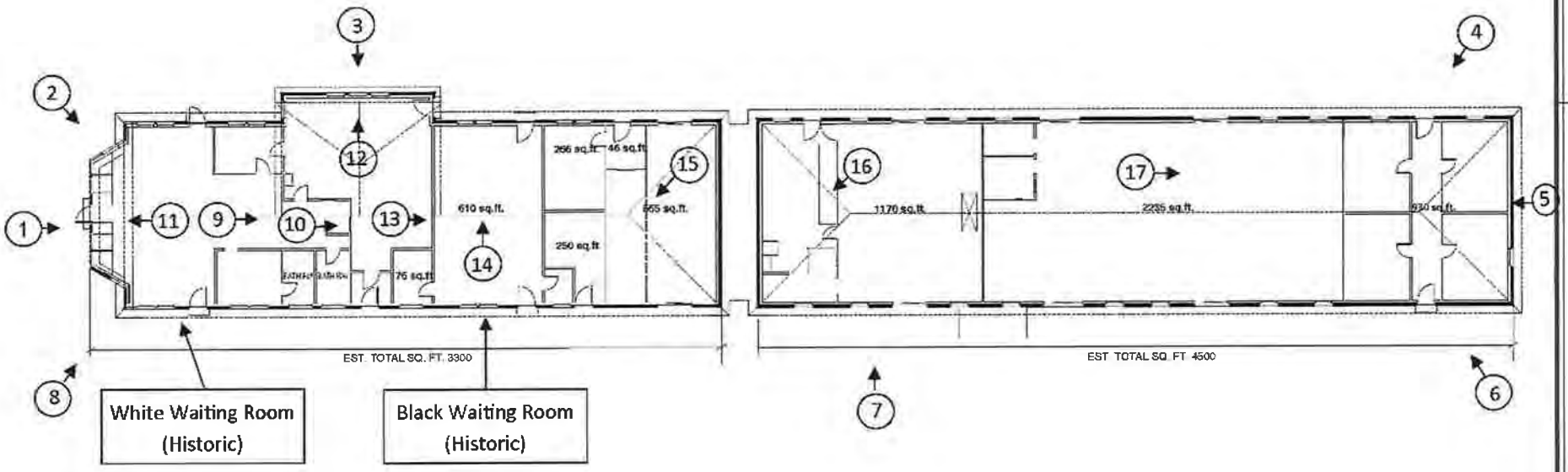
Durant Illinois Central Railroad Depot
Name of Property
Holmes County, Mississippi
County and State
Name of multiple listing (if applicable)

Section number 10 Page 1

EXISTING BUILDING:

North Building	+/- 3300 sq.ft.
South Building	+/-4500 sq.ft.

(#) → Photograph Number and Direction



GRAPHIC SCALE

1/1 EXISTING FLOOR PLAN
SCALE: 1/8" = 1'-0"

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DURANT DEPOT
PRELIMINARY EXISTING FACILITIES REPORT
DURANT, MISSISSIPPI

DATE 11/20/12

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