

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received
date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic M & O Railroad Depot (Mobile & Ohio)

and/or common Illinois Central Gulf Railroad Depot

2. Location

street & number 1701 Walnut Street

not for publication

city, town Murphysboro

vicinity of

state Illinois

code 012

county Jackson

code 077

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Land Trust No. D78-1, c/o City National Bank, Gary T. Miller, Trustee

street & number 1301 Walnut Street

city, town Murphysboro

vicinity of

state Illinois 62966

5. Location of Legal Description

courthouse, registry of deeds, etc. Jackson County Courthouse

street & number Walnut Street

city, town Murphysboro

state Illinois 62966

6. Representation in Existing Surveys

IL Hist. Landmarks Survey
title Inventory of Historic Landmarks

has this property been determined eligible? yes no

date 1973

federal state county local

depository for survey records Illinois Department of Conservation, Division of Historic Sites

city, town Springfield,

state Illinois 62706

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Site

The depot property occupies .17 acres bounded by Walnut Street on the north, 17th Street on the east, Spruce Street on the south and the Illinois Central Gulf Railroad tracks on the west. The building faces westward toward the railroad tracks. A concrete platform wraps around the north, west and south sides of the building. The east side of the building is flush with 17th Street.

A one-story Railway Express building is located approximately fifty feet south of the depot. The east side of the structure is set flush with 17th Street.

The area between the depot and the Express building is paved with an oil-and-chip surface.

Depot Exterior

The depot is a two-story structure. The plan form of the main building is rectangular with bays projecting from the west and south sides. The building measures 77'-7" overall length and 22'-0" overall width. The gable roof of the main portion of the building is intersected by the gable roof of the projecting west bay. The gable roof of the south bay is parallel to and tucked under the raking cornice of the main building roof structure. The eave height of the building is 26'-0", while that of the south bay is 25'-6".

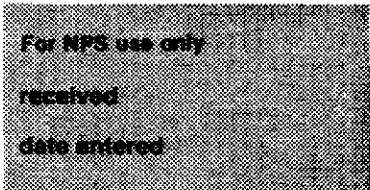
Walls of the depot are of solid brick masonry construction with a 3'-6" high rock face stone base continuous around the building. The red, smooth-faced brick is laid in running bond coursing. The rock-faced, sandstone base is laid in random coursed bond and is capped by an 8" thick rock-faced sandstone watertable.

Window and door opening heads are segmental, brick arches. Window lugsills are rock-faced sandstone slabs, with the exception of the upper story windows of the south bay. These sills are of smooth faced limestone.

The present windows are double-hung wood units with two types of sash patterns. Most of the sashes are divided into four light and three light patterns. The earliest known photograph (ca. 1918-1925) of the building indicates that the upper sashes consisted of multiple, square paned glass around a large center pane, while lower sashes consisted of four equal panes. The exact date of modifications to the windows is unknown, but would be after approximately 1918-1925.

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Description (continued)

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Doors are of wood panel construction with three panel configurations. The doors to the waiting rooms and stairway have a single light over three recessed wood panels, and a single light over two recessed wood panels. The door to the baggage room is a solid wood, five panel door with herringbone and vertical boarding panels. This door appears to have been originally located at the entrance to the stairway.

A hip-roofed canopy extends around the north and west sides of the depot. The canopy roof is constructed of solid wood board decking on exposed rafters. The roof is supported at the building by a ledger board attached to the brick masonry, and at the perimeter by 8" diameter steel posts. Rafter tails at the north and south ends of the canopy are extended and profile cut. A fascia board closes the ends of extended rafters along the west side. Paint scars and wood nailers let into the brickwork indicate that at one time the canopy extended around the south side of the building. The date of removal of this portion of the canopy is unknown.

Depot Interior

The first story of the depot is subdivided into four main rooms, with hallway and restrooms. Three rooms in the main portion of the building served as agent operator's office, and racially segregated waiting rooms; the fourth room located in the south bay served as the baggage room (Manwarring, 1984).

The second story of the depot is subdivided into four main rooms. These rooms served as offices for the chief dispatcher, dispatcher and superintendent; the fourth room located in the south bay served as office space for the train master. An ell-shaped, enclosed stairway between the main building and the south bay provides direct access from the west platform to the second story offices.

The interior of the building is quite plain. Beaded wood wainscoting and panelling, and profile wood casings with bull's eye corner blocks at doors and windows lent a simple ornamental treatment to the offices and waiting rooms. Portions of the wainscoting and window trim have been removed over the years. However much of the trim remains intact.

Railway Express Building

The Railway Express building located immediately to the south of the depot is a one-story structure of brick masonry construction. The rectangular structure measures 22'-0" overall length and 19'-0" overall width. The hipped roof eaves are 9'-6" above grade. Brickwork is a running bond pattern.

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Opposing doorways, 5'-0" in width are located at the east and west sides of the building. Heads of the doorways are segmental brick arches. Both doorways as well as windows on the north and south sides have been previously boarded up.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input checked="" type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1888-1977 (in operation) **Builder/Architect** Philip N. Frew (probable)

Statement of Significance (in one paragraph)

Plans for the construction of the M & O Railroad Depot, located in the heart of Murphysboro, Illinois, began in 1886. At this time, the Cairo & St. Louis Railroad leased its property to the M & O Railroad Company on the stipulation that the road be constructed of standard gauge track.

It is probable that Philip N. Frew, a local contractor and builder, served as architect for the project. Frew was an employee of the M & O Railroad in 1886, and superintended the building of the machine shops and roundhouse in Murphysboro. Frew also designed several landmark structures in the town, including the Logan Hotel and the Sallie Logan home. Each of these structures share similar architectural features; of the three structures, only the depot exists.

Construction of the depot progressed rapidly in 1888. The foundation stones for the building were procured from a steep cut made through sandstone during the construction of the railroad bed outside of Alto Pass, located 14 miles south of Murphysboro. Bricks for the structure were manufactured in Murphysboro, and the brick work was completed by local laborers in December 1888 (Holiday Herald 1888).

Adjacent to the Depot were some of the M & O Railroad's largest repair shops, which employed more than 500 people in the early 1900's. The construction of these shops, in combination with the establishment of standard gauge track along the line, was a boon to Murphysboro. The merchantile and entertainment center of the town grew up around the depot and shops. The area adjacent to the depot, on 17th Street, was known as The Levee and included hotels, restaurants and saloons, catering to the railroad passengers and employees of the M & O shops.

Murphysboro boomed and the depot was the center of activity. The depot served as an important shipping point for the large fruit and produce industry of Southern Illinois. Refrigerated cars were cleaned and fitted with ice in Murphysboro for shipment of perishables to St. Louis, Chicago, and points south on the M & O line.

See continuation sheet...

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Significance

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Trains leaving Murphysboro's depot provided transportation throughout the local area as well as to larger metropolitan areas. According to Barbara Burr Hubbs (Interview 1984), who has done considerable primary research on Southern Illinois and specifically, Jackson County history, a fashionable thing to do in Murphysboro at the turn of the century was for young couples to take the train to St. Louis, be married in the city, and stay overnight for their honeymoon. Upon their return to the depot, male friends of the groom would provide a chivaree. The groom was expected to take the group for drinks on The Levee, in order to quiet them down and remove them from the depot. The trains were much in demand, and the depot was busy with passengers leaving for surrounding communities to visit, conduct business, or to purchase milk, eggs, and produce from local farmers. Mrs. Hubbs recounts that trains were even available to take people on visits to area cemeteries.

Prosperity flourished around the M & O shops. However, on March 18, 1925, a devastating tornado hit Murphysboro. The roundhouse and shops were destroyed, but the depot sustained minimal damage. Soon after, the M & O Railroad Company moved their shops to Jackson, Tennessee.

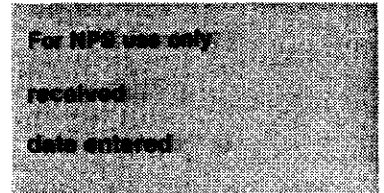
Although the shops were lost, the depot remained a busy place. The dispatcher's office in the Murphysboro depot served as control center for a huge area of railroad traffic. Trains from East St. Louis to Okolona, Mississippi, were dispatched from this office. In 1938, the Gulf Transport Company established bus service from the depot, and for many years two northbound and two southbound buses left daily from the depot as well as two northbound and two southbound trains. In 1958, passenger service on the railroad was discontinued.

In the 1940's, the M & O Railroad became the Gulf, Mobile & Ohio Railroad. The G, M & O merged with the Illinois Central, in 1967, to form the Illinois Central Gulf Railroad. Although several other railroad lines served the area and established depots in Murphysboro, including the Missouri Pacific, the G, M & O line was the only mainline track linking Murphysboro to St. Louis and south to Mobile Alabama. In addition, the G, M & O was the only line that offered full passenger service from its depot. In December, 1977, the depot was closed, after over 90 years of continuous use.

Ronald S. Manwarring (Interview 1984), a member of the National Board of Directors of the G, M & O Historical Society states that the Murphysboro depot is the largest between St. Louis and Cairo, Illinois. It is distinguished stylistically from all of the other depots along the line by its two-story structure, the form of the

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Significance

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building, and the local sandstone and brick from which it was constructed. The closest two-story depot, similar to the Murphysboro depot on the southern end of the G, M & O line, is in Jackson, Tennessee.

Of the 22 depots between St. Louis and Cairo along the G, M & O mainline, 15 have been destroyed. Only one depot, in Sparta, Illinois, remains in operation between these points.

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Significance

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Of the 22 depots between St. Louis and Cairo along the G, M & O mainline, 15 have been destroyed. Only one depot, in Sparta, Illinois, remains in operation between these points.

The M & O Railroad Depot meets the National Register of Historic Places criteria for significance by possessing:

1. integrity of location -- the structure is located on its original site
2. design -- an effective blending of native sandstone and brick with simple but pleasant structural massing create a clean architectural statement
3. setting -- along the railroad tracks in the central business district
4. materials -- native sandstone, smooth red brick
5. workmanship -- well executed details in dressing and laying of stonework, construction of structural brick arches representative of skilled craftsmanship
6. feeling -- the history and romance of railroading are immediately evident in the building and site
7. association -- historic role as center of economic and social life of Murphysboro (36 CFR Part 60)

The building is architecturally unique among the extant depots along the old M & O line and throughout southern Illinois making the Depot regionally significant.

The building is locally significant as a tangible reminder of Murphysboro's economic and social history at the turn of the century, a boom period during which the Mobile and Ohio Railroad employed over 500 people, and the depot was a focal point of the community's activities.

Devastating fires have destroyed numerous buildings of historic and architectural significance in Murphysboro's downtown during the past two decades (see attached article). The M & O Depot is one of the decreasing number of resources remaining from the turn of the century. The depot's significance is increased indirectly by the diminishing stock of historically and architecturally significant buildings in downtown Murphysboro.

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Major Bibliographic References

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1

Fishback, Woodson W.

1982

A History of Murphysboro, Illinois, 1843-1982. Quail Ridge Press, Brandon, Mississippi.

Biographical Publishing Company

1894

Portrait and Biographical Record of Randolph, Jackson, Perry, and Monroe Counties; containing biographical sketches of prominent representative citizens of the county... Biographical Publishing Company.

Microfilm

The Holiday Herald (Murphysboro), December 16, 1888. (Microfilm Collection, Jackson County Historical Society, Murphysboro, Illinois).

The Daily Independent (Murphysboro), December 1917 - March 1943. (Microfilm collection, Morris Library, Southern Illinois University, Carbondale, Illinois).

Interviews

April 5, 1984

April 19, 1984

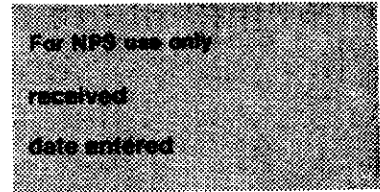
Ronald S. Manwarring (National Board of Directors, G, M & O Historical Society), Murphysboro, Illinois

June 7, 1984

Barbara Burr Hubbs (Researcher and published author in Southern Illinois history), Jackson County Historical Society, Murphysboro, Illinois.

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Geographical Data

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Part of Southwest Quarter of the Southwest Quarter of Section 4, Township 9 South, Range 2 West of the 3rd P.M., Murphysboro, Jackson County, Illinois described as follows:

Beginning at the intersection of the South line of 60 foot wide Walnut Street with the West line of Seventeenth Street; thence southerly along said West line, being Illinois Central Gulf Railroad Company's easterly right-of-way line, 292 feet to the North line of 60 foot wide Spruce Street; thence westerly along said North line 21 feet to a line that lies parallel to and 25 feet normally distant easterly from the centerline of the Illinois Central Gulf Railroad Company's Sparta District main track; thence northerly along said parallel line 87 feet; thence westerly at a right angle to the last described course, 13 feet to a line that lies parallel to and 12 feet normally distant easterly from the centerline of said main track; thence northerly along the last said parallel line 205 feet to said South line of Walnut Street; thence easterly along said South line 33 feet to the Point of Beginning

9. Major Bibliographical References

(See Continuation Sheet.)

10. Geographical Data

Acreage of nominated property .17 acres
Quadrangle name Murphysboro, IL 1968/1978

Quadrangle scale 1:24,000

UTM References

A

1	6	2	9	3	7	0	0	4	1	8	2	0	1	0
Zone			Easting				Northing							

B

Zone			Easting				Northing							

C

Zone			Easting				Northing							

D

Zone			Easting				Northing							

E

Zone			Easting				Northing							

F

Zone			Easting				Northing							

G

Zone			Easting				Northing							

H

Zone			Easting				Northing							

Verbal boundary description and justification

(See continuation sheet.)

List all states and counties for properties overlapping state or county boundaries

state _____ code _____ county _____ code _____

state _____ code _____ county _____ code _____

11. Form Prepared By

name/title Jo Anne Nast, Project Historian

organization White & Borgognoni Architects, P.C.

date July 12, 1984

street & number 125-127 North Washington St.

telephone (618) 529-3691

city or town Carbondale

state Illinois 62901

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature [Signature]

title Drafter

date 9/25/84

For NPS use only

I hereby certify that this property is included in the National Register

date _____

Keeper of the National Register

Attest:

date _____

Chief of Registration



United States Department of the Interior -

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

IN REPLY REFER TO:

NOV 23 1984

The Director of the National Park Service is pleased to inform you that the following properties have been entered in the National Register of Historic Places beginning November 11, 1984 and ending November 17, 1984. For further information call (202) 343-9552.

STATE, County, Vicinity, Property, Address, (Date Listed)

- ARKANSAS, Mississippi County, Chickasawba Mound (3M55), (11/16/84)
ARKANSAS, Pulaski County, Little Rock, Williamson House (Thompson, Charles L., Design Collection TR), 325 Fairfax St. (11/15/84)
- COLORADO, Grand County, Estes Park vicinity, Trail Ridge Road, Rocky Mountain National Park (also in Larimer County) (11/14/84)
- HAWAII, Honolulu County, Honolulu, Hocking, Alfred, House, 1302 Nehoa St. (11/15/84)
HAWAII, Honolulu County, Honolulu, Oakley, George D., House, 2110 Kakela Pl. (11/15/84)
HAWAII, Honolulu County, Kailua vicinity, Kukuipilau Heiau, Kalaniana'ole Hwy (11/16/84)
HAWAII, Kauai County, Hanalei vicinity, Haena Archeological Complex, Kuhio Hwy (11/16/84)
HAWAII, Kauai County, Hanalei vicinity, Na Pali Coast Archeological District, Na Pali Coast (11/16/84)
HAWAII, Kauai County, Waimea, Kikiaola, Waimea Rd. (11/16/84)
- ILLINOIS, Cook County, Chicago, Cook County Criminal Court Building, 54 W. Hubbard St. (11/13/84)
ILLINOIS, Cook County, Chicago, Emmel Building, 1357 N. Wells St. (11/13/84)
ILLINOIS, Cook County, Chicago, Lake-Side Terrace Apartments, 7425-7427 South Shore Dr. (11/13/84)
ILLINOIS, Cook County, Chicago, Peoples Gas Building, 122 S. Michigan Ave. (11/13/84)
ILLINOIS, Cook County, Chicago, Yondorf Block and Hall, 758 W. North Ave. (11/13/84)
ILLINOIS, Ford County, Paxton, Paxton Water Tower and Pump House, 145 S. Market St. (11/13/84)
ILLINOIS, Hancock County, Niota vicinity, Cambre House and Farm, SW of Niota (11/13/84)
ILLINOIS, Jackson County, Murphysboro, Mobile and Ohio Railroad Depot, 1701 Walnut St. (11/13/84)
ILLINOIS, Lee County, Dixon, Brookner, Christopher, House, 222 N. Dixon Ave. (11/13/84)
ILLINOIS, Rock Island County, Rock Island, Fort Armstrong Hotel, 3rd Ave. and 19th St. (11/13/84)
ILLINOIS, Sangamon County, Springfield, Camp Lincoln Commissary Building, 1301 N. MacArthur Blvd. (11/13/84)
ILLINOIS, Sangamon County, Springfield, Hickox Apartments, 4th and Cook Sts. (11/13/84)
ILLINOIS, Will County, Plainfield, Standard Oil Gasoline Station, 600 W. Lockport St. (11/13/84)
- INDIANA, Allen County, Fort Wayne, West End Historic District, Roughly bounded by Main, Webster, Jefferson, Broadway, Jones, and St. Mary's River (11/15/84)
INDIANA, Marion County, Indianapolis, Indianapolis Chair Manufacturing Company, 330 W. New York St. (11/15/84)