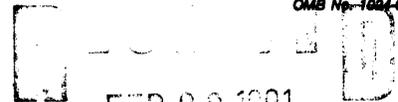


United States Department of the Interior
National Park Service



FEB 22 1991

National Register of Historic Places
Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Texas and Pacific Railroad Depot
other names/site number _____

2. Location

street & number West Main and Oak Streets N/A not for publication
city, town Bunkie N/A vicinity
state Louisiana code LA county Avoyelles code 009 zip code 71322

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.
Leslie Tassin February 19, 1991
Signature of certifying official Leslie Tassin, LA SHPO, Dept of Culture,
Recreation and Tourism Date
State or Federal agency and bureau _____

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Signature of commenting or other official _____ Date _____
State or Federal agency and bureau _____

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Entered in the National Register
 See continuation sheet. 3/22/91
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) _____
Michelle Beyer _____
Signature of the Keeper Date of Action

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)

no style

Materials (enter categories from instructions)

foundation brickwalls brick

roof asphaltother concretestucco

Describe present and historic physical appearance.

The Texas and Pacific Passenger Depot (1911) is a two story brick building located adjacent to the central railroad corridor in the heart of downtown Bunkie. The term "no style" seems to be the most appropriate. Although the building has undergone some losses and alterations, it is still clearly recognizable as a depot and hence retains its National Register eligibility.

The ground floor consists of three rooms set in a line. These include a ticket office and separate waiting rooms for white and black passengers. There is also a small area cordoned off which was evidently used for luggage. A corner staircase ascends to the partial second story which appears to have contained offices.

The exterior features a pronounced horizontality with low hipped roofs and broad spreading eaves. In addition, windows are accented by horizontal concrete bands at the head, sill and transom levels. The entire building rests on a heavy stuccoed dado. A noteworthy exterior feature is a polygonal bay window set oriel style in the center of the second story on the side facing the tracks. This feature does not appear in a 1915 photograph of the depot, but it must have been installed shortly after that time. The interior features plaster walls and molded beam ceilings. The surface of the ceilings is sheathed in narrow gauge beaded board. (The walls and ceilings are presently covered with paneling and dropped acoustical tile. Some of the ceiling tiles have been taken down to reveal the original ceiling and wall surfaces.)

In addition to the interior modifications mentioned above, the building has undergone the following changes:

1. The second story roof originally had a pair of small non-functional dormers facing front and rear. These have been lost.
2. The entire first story was encompassed originally by a wooden fixed awning supported by metal columns with simple bracketed tops. About twenty years ago, this feature was lost.
3. The depot has also lost its original ornamental rafter tails.

The most noticeable of these alterations is the loss of the canopy; however, the depot retains its basic configuration, most of its detailing, and its track-side location. It is still obviously a railroad depot and would be easily recognizable to someone from the historic period.

 See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G N/A

Areas of Significance (enter categories from instructions) <u>transportation</u>	Period of Significance <u>1911-1940</u>	Significant Dates <u>1911-1940</u>
_____	_____	_____
_____	_____	_____
_____	Cultural Affiliation <u>N/A</u>	_____
_____	_____	_____
_____	_____	_____
Significant Person <u>N/A</u>	Architect/Builder <u>unknown</u>	_____
_____	_____	_____

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Texas and Pacific Railroad Depot is locally significant in the area of transportation as the only extant resource associated with the very important historical force of railroading in the town of Bunkie. Although the present depot does not date from the time the railroad arrived and founded the town, it does represent railroading as a crucial force in the town's development from its construction in 1911 through 1940. (The railroad continued in this role up to and past the fifty year cutoff for significance.)

Bunkie literally came into being because of the Texas and Pacific Railroad, which arrived there in 1882. Being on a main line railroad made it possible for Bunkie to flourish during the previously mentioned 1911-1940 period of significance as a cotton shipping point. Because of the rich alluvial soil in the area, agriculture has always been the mainstay of the economy, with cotton and sugar cane being the chief money crops. During the period of significance local farmers relied upon the railroad to transport thousands upon thousands of bales of cotton to market. Bunkie's location on the railroad also enabled it to attract various cotton related industries such as compresses and cotton seed oil companies. The dependence of these industries on the railroad is graphically illustrated on Sanborn maps (1923 and 1931) showing their location next to the tracks.

While the nominated depot is not Bunkie's freight depot (shown on Sanborn maps but no longer extant), it is still a graphic reminder of the force which was the foundation of Bunkie's economy during the period of significance (1911-1940). As noted elsewhere, it is the only cultural resource left to represent railroading.

See continuation sheet

9. Major Bibliographical References

Sanborn Insurance Maps, Bunkie, 1909, 1923, 1931.

Various old photos of depot.

Saucier, Corinne L. History of Avoyelles Parish, Louisiana. New Orleans: Pelican Publishing Co., 1943.

- Previous documentation on file (NPS): N/A
- 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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property less than one acre

UTM References

A

1	5
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5	7	7	8	8	0
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3	4	2	4	7	2	0
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 Zone Easting Northing

C

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B

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 Zone Easting Northing

D

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See continuation sheet

Verbal Boundary Description

Please refer to continuation sheet for legal property description.

See continuation sheet

Boundary Justification

Boundary lines follow property lines of the parcel of land upon which the depot stands.

See continuation sheet

11. Form Prepared By

name/title National Register staff
 organization Division of Historic Preservation date November 1990
 street & number P. O. Box 44247 telephone (504) 342-8160
 city or town Baton Rouge state Louisiana zip code 70804

Owner: City of Bunkie
P. O. Box 630
Bunkie, LA 71322

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Texas and Pacific Railroad Depot, Avoyelles Parish, LA
Section number 10 Page 1

Legal Property Description:

Commencing at the intersection of the northerly right of way line of Oak Street and the easterly right of way line of West Main Street, thence, northwardly along the common right of way line of carrier's property and West Main Street, said line being parallel to and 110 feet westerly from, when measured normally, the centerline of carrier's main line track, 40 feet to the point of beginning; thence, continuing northwardly, along said common right of way line, 115 feet to a point; thence, eastwardly, at right angles to the last described course, 35 feet to a point; thence, northwardly, at right angles to the last described course, 15 feet to a point; thence, eastwardly, at right angles to the last described course, 40 feet to a point; said point being 35 feet westerly from, when measured normally, the centerline of said main track; thence, southwardly, at right angles to the last described course, along a line which is parallel to and 35 feet westerly from, when measured normally, the centerline of said main track, 130 feet to a point; thence, westwardly, at right angles to the last described course, 75 feet to the point of beginning; containing 9,225 square feet, more or less.

(Note: The carrier referred to above is Missouri Pacific Railroad.)