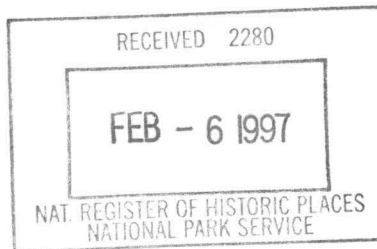


United States Department of the Interior  
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

=====

1. Name of Property

=====

Historic Name: Jonesboro, Lake City & Eastern Railroad Depot

Other Name/Site Number: MS 0108

=====

2. Location

=====

Street & Number: NW Corner of S. Dewey & Baltimore Streets

Not for Publication: N/A

City/Town: Manila

Vicinity: N/A

State: AR County: Mississippi

Code: AR 093

Zip Code: 72442

=====

3. Classification

=====

Ownership of Property: Public-local

Category of Property: Building

Number of Resources within Property:

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

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: "Historic Railroad Depots of Arkansas, 1870 - 1940"

Jonesboro, Lake City and Eastern RR Depot  
Name of Property

Mississippi Co., Arkansas  
County and State

=====  
**4. State/Federal Agency Certification**  
=====

As the designated authority under the National Historic Preservation Act of 1986, 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. \_\_\_\_\_ See continuation sheet.

Carlynn L. Slater  
Signature of certifying official

1-7-97  
Date

Arkansas Historic Preservation Program  
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

\_\_\_\_\_ 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): \_\_\_\_\_

Edson R. Beall 3/8/97

Bob  
Signature of Keeper of Action  
Date

Jonesboro, Lake City and Eastern RR Depot  
Name of Property

Mississippi Co., Arkansas  
County and State

=====

## 6. Function or Use

=====

Historic: Transportation Sub: Rail-related  
\_\_\_\_\_  
Current : Social Sub: Civic  
\_\_\_\_\_  
\_\_\_\_\_

=====

## 7. Description

=====

Architectural Classification:

Other: Plain Traditional  
\_\_\_\_\_  
\_\_\_\_\_

Materials: foundation Wood, Concrete roof Asphalt  
walls Wood other \_\_\_\_\_  
\_\_\_\_\_

Describe present and historic physical appearance:

### Summary

The railroad depot in Manila was constructed circa 1910 by the Jonesboro, Lake City and Eastern Railroad Company. The white-painted, single-story frame structure rests upon an unknown foundation (probably piers) that is concealed by horizontal wood boards. An asphalt-shingled gable roof with wide projecting eaves covers the basically rectangular plan, which is broken by a three-sided telegrapher's bay. The board-and-batten walls are fenestrated by four-over-four, double hung, wood windows that were commonly used during that time period. The depot is now owned by the City of Manila, which acquired the structure from the St. Louis & San Francisco Railroad Company.

### Elaboration

The Jonesboro, Lake City and Eastern Railroad Depot in Manila was constructed in the Plain Traditional style circa 1910 by the railroad company, which had been organized to engage in the operation of a railroad. It was incorporated in 1901 and remained in operation until it was purchased by the St. Louis San Francisco Railway Company in 1929. The white, single-story, frame structure rests upon an unknown foundation (probably piers) that is concealed by horizontal wood boards. An asphalt-shingled, gable roof with wide projecting

eaves covers the basically rectangular plan, which is broken by a three-sided telegrapher's bay. The board-and-batten walls are fenestrated by four-over-four, double-hung, wood windows that were commonly used during that time period. A brick chimney originally protruded through the ridge.

The eastern elevation is lighted by one four-over-four, double-hung, wood window and a single-pane, diamond-shaped, skylight over the window in the center of the elevation. There is also a sign with "Manila" painted on the eastern elevation. The opposite end, or western elevation, is accessed via a single freight door positioned at the southern end of the elevation. There is wood loading platform outside the freight door.

The northern elevation contains the telegrapher's bay, which is fenestrated by two four-over-four, double-hung wood windows and two much narrower one-over-one windows on the short projecting walls. To the east of the telegrapher's bay is a four-over-four wood window and a four-panel wood door with transom that was used by passengers. An ADA ramp has been added to this door. A similar door minus the transom and ramp is located west of the telegrapher's bay and was used by employees of the railroad company and by people claiming packages sent to Manila on the railroad. There is also a large wood freight door on the western end of the elevation.

The southern elevation originally contained two four-over-four, double-hung windows on the eastern end of the elevation and a central wood freight door. Within the past twenty years, the freight door was enclosed with matching board-and-batten and a small one-over-one wood window added. An identical window was also installed near the western end of the elevation. Approximately twenty feet south of the southern elevation lay two steel tracks that were used for switching freight cars and leaving them to be unloaded. Across Baltimore Avenue to the east, the original tracks still lay. The tracks opposite the depot have been removed.

The interior of the depot has been altered by the application of OSB wood panels over the interior walls and vinyl flooring over the wood floor. In addition, a modern acoustical tile ceiling has been installed.



Jonesboro, Lake City and Eastern RR Depot  
Name of Property

Mississippi Co., Arkansas  
County and State

=====  
**8. Statement of Significance**  
=====

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

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): N/A

Areas of Significance: Transportation  
Architecture  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period(s) of Significance: c. 1910 - 1940

Significant Dates: c. 1910

Significant Person(s): N/A  
\_\_\_\_\_

Cultural Affiliation: N/A

Architect/Builder: Unknown  
\_\_\_\_\_  
\_\_\_\_\_

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

**Summary**

The Jonesboro, Lake City and Eastern Railroad Depot is being nominated to the National Register under Criteria A and C with local significance as an amendment to the "Historic Railroad Depots of Arkansas" multiple property nomination. Under Criterion A, the depot is important for its association with the early railroad transportation era of Manila's development. The depot is similarly significant under Criterion C as the best example of a traditional board-and-batten railroad depot in northern Mississippi County.

**Elaboration**

The site of present-day Manila was settled by Ed Smith in 1852. He located there to take over management of a lumber mill. Virgin timber comprising of red oak, cypress, gum and walnut attracted many workers to Manila.

Both the first post office and community was named Cinda, after the daughter

of Sam Bunch who was the first postmaster in 1898. At the conclusion of the Spanish-American War, the community was renamed Manila in honor of Admiral Dewey's famous victory. In addition, the citizens named their streets after Dewey and two U.S. battleships in the engagement, Baltimore and Olympia.

The railroad came to Manila in 1901 when investors from Jonesboro recognized the need for transportation to and from Big Lake Island. They formed the Jonesboro, Lake City and Eastern Railroad Company (JLC&E) and constructed track beds, tracks, trestles and bridges across the St. Francis River at Lake City and stopped at Manila and Big Lake. As soon thereafter as possible, they built a bridge across Big Lake and pushed the tracks to Blytheville and to Barfield on the Mississippi River.

Chicago Mill & Lumber Company, which owned and operated a large mill in Blytheville, built narrow gauge lines all over Big Land Island and Buffalo Island on which logs were loaded, carried to Manila, taken to the Manila stave mill, reloaded on regular gauge tracks of the JLC&E to be carried to the Blytheville mill of Chicago Mill & Lumber Company.

R.E.L. Wilson purchased control of the JLC&E railroad in 1914. Wilson connected this railroad with a branch coming from the Frisco lines at Wilson, Arkansas near Dell, Arkansas. Traffic by rail doubled by way of Manila to Jonesboro and on to Kansas City and St. Louis. The name Jonesboro Lake City and Eastern remained until it was purchased by the Frisco in 1929.

Although the JLC&E railroad primarily served the various lumber companies organized in Blytheville, Leachville and Manila, the railroad was also utilized for food transportation as Manila was the fish processing center for nearby Big Lake. For awhile, forty tons of fish together with large quantities of ducks and turtles were shipped daily from the Manila Depot.

There were four passenger trains that visited Manila daily, two from Jonesboro and two from Blytheville. Long lines of freight cars carried lumber and logs from Manila daily.

Competition between railroads and trucks and buses came with construction of highways in and out of Manila in 1924. A road improvement district was formed, and a concrete road was built from Leachville to Manila in 1924. With improved roads came automobiles, buses and truck lines which encroached upon rail traffic.

The saw mills and lumber mills closed when the trees had been cleared. Cultivable lands upon which cotton and other crops grew replaced the timber business. Railroads carried these products to out-of state markets; however, passenger service was terminated. Soon afterwards, freight transportation also ceased and the railroad era ended in Manila. Today, only the depot and the siding tracks remain.

The Jonesboro, Lake City and Eastern Railroad Depot in Manila is being nominated as an amendment to the "Historic Railroad Depots of Arkansas" multiple property nomination. Under Criterion A, the depot is important for

Jonesboro, Lake City and Eastern RR Depot  
Name of Property

Mississippi Co., Arkansas  
County and State

its association with the small, entrepreneurial railroad line that provided greater accessibility to the larger markets for the local timber companies and farmers of Mississippi County. Under Criterion C, the depot is significant as an intact, board-and-batten, passenger and freight depot constructed in a simple, vernacular aesthetic that was commonly used by shortline railroads in Arkansas in the early twentieth century.

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### 9. Major Bibliographical References

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See "Historic Railroad Depots of Arkansas, 1870 - 1940" multiple property documentation form, Sections E - H.

Bennett, Joanne, and Phillips, Zora. "The Manila Depot," (local history of depot submitted to AHPP for determination of eligibility).

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:

- ☒ State historic preservation office
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository: \_\_\_\_\_

=====

### 10. Geographical Data

=====

Acreage of Property: Less than one

UTM References: Zone Easting Northing      Zone Easting Northing

A	<u>15</u>	<u>755800</u>	<u>3974010</u>	B	___	___	___
C	___	___	___	D	___	___	___

Jonesboro, Lake City and Eastern RR Depot  
Name of Property

Mississippi Co., Arkansas  
County and State

Verbal Boundary Description:

A parcel of land lying, being and situated in the Northwest Quarter of the Southeast Quarter (NW 1/4 SE 1/4), Section 31, Township 15 North, Range 9 East, Mississippi County, Arkansas, at Manila, Arkansas, more particularly described as follows: Said strip or parcel of land being 100 feet in width, that is 50 feet on each side of the center line of abandoned main track as same was formerly located and constructed extending in a easterly line from the east line of Boston Avenue to the west line of Baltimore Avenue, said property being located between the south line of North Dewey Street and the north line of South Dewey Street, containing 60,000 square feet.

Boundary Justification:

This boundary includes all of the property historically associated with this resource that retains its integrity.

=====  
**11. Form Prepared By**  
=====

Name/Title: Oscar Fendler, Attorney at Law (edited by AHPP staff)

Organization: N/A Date: 01-03-97

Street & Number: 104 N. Sixth St., P.O. Box 548 Telephone: (501) 763-6891

City or Town: Blytheville State: AR ZIP: 72316

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Jonesboro, Lake City & Eastern Railroad Depot  
NAME:

MULTIPLE Historic Railroad Depots of Arkansas MPS  
NAME:

STATE & COUNTY: MISSISSIPPI, Marshall

DATE RECEIVED: 2/06/97 DATE OF PENDING LIST: 2/20/97  
DATE OF 16TH DAY: 3/08/97 DATE OF 45TH DAY: 3/23/97  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 97000206

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 3/8/97 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the  
National Register

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N





MANILA



NO LEFT TURN



Jonesboro, Lake City, and Eastern RR Depot  
Mississippi Co., Ark.

Photo by O. Fendler

June 1996

Negative on file at AHPP

View from the northeast







Jonesboro, Lake City & Eastern RR Depot  
Mississippi Co., Ark.

Photo by O. Fendler

June 1996

Negative on file at AHPP

View from the east







Jonesboro, Lake City & Eastern RR Depot  
Mississippi Co., Ark.

Photo by O. Fendler

June 1996

Negative on file at AHPP

View from the west







Jonesboro, Lake City & Eastern RR Depot  
Mississippi Co., Ark.

Photo by O. Fender

June 1996

Negative on file at AHPP

View from the south







Jonesboro, Lake City & Eastern RR Depot

Mississippi Co., Arkansas

Photo by O. Fendler

June 1996

Negative on file at AHPP

View from the north







Jonesboro, Lake City & Eastern RR Depot  
Mississippi Co., Ark.

Photo by O. Fendler

June 1996

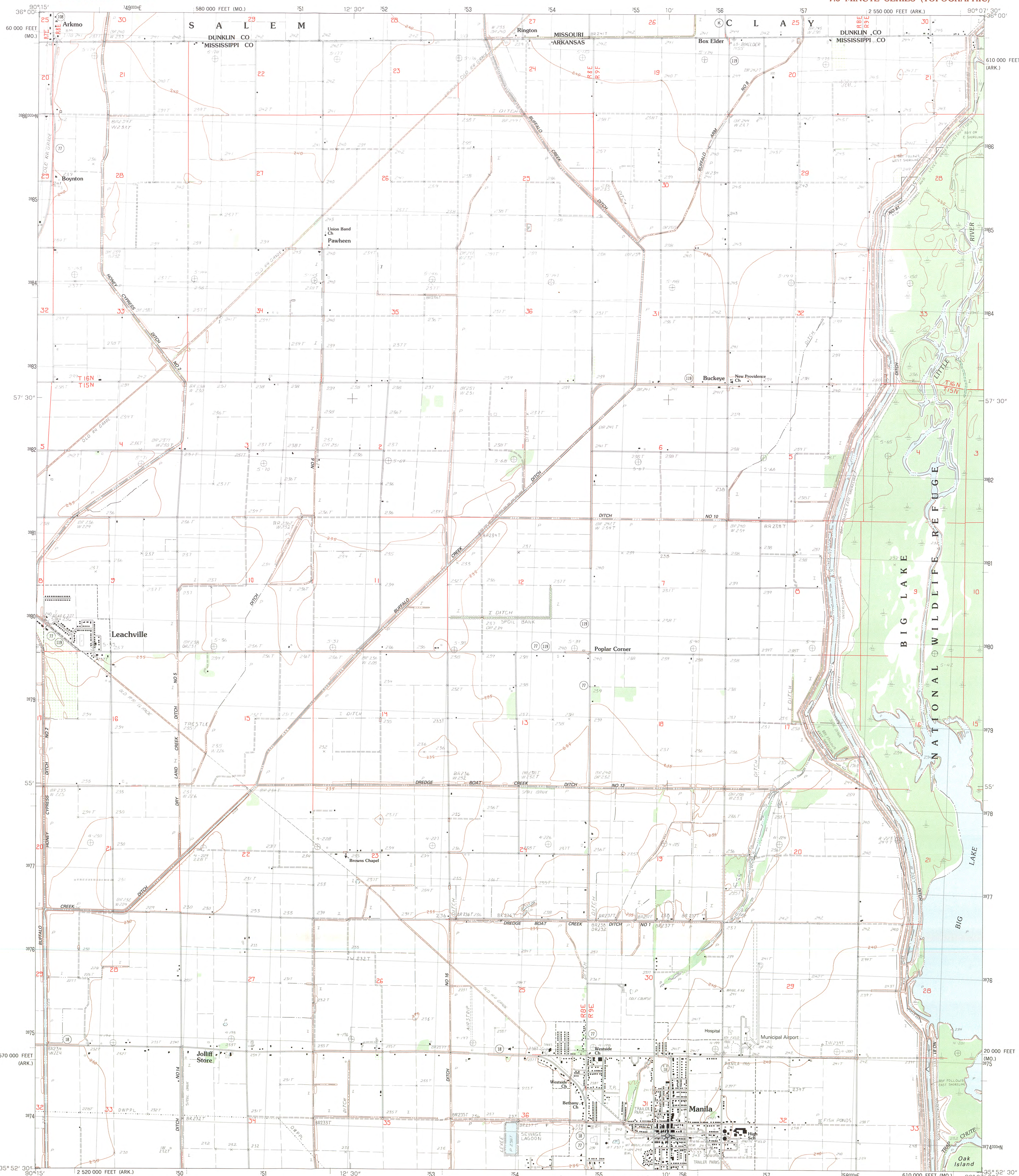
Negative on file at ANPP

View of interior from the east



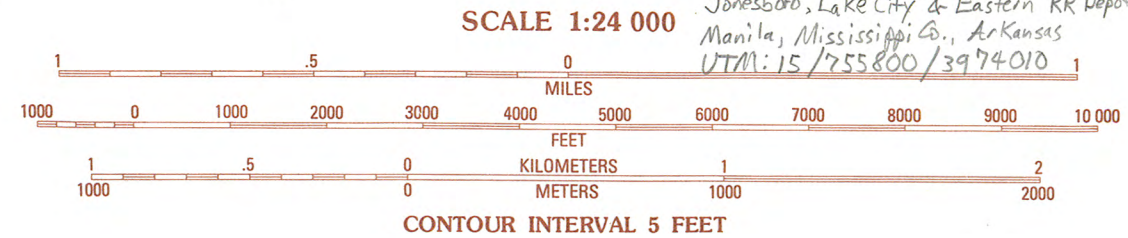
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

MANILA NORTH QUADRANGLE  
ARKANSAS-MISSOURI  
7.5 MINUTE SERIES (TOPOGRAPHIC)



PRODUCED BY THE UNITED STATES GEOLOGICAL SURVEY  
CONTROL BY USGS AND NOS/NOAA  
COMPILED FROM AERIAL PHOTOGRAPHS TAKEN  
FIELD CHECKED 1979. MAP EDITED 1983  
PROJECTION LAMBERT CONFORMAL CONIC  
GRID 100-METER UNIVERSAL TRANSVERSE MERCATOR  
ZONE 15  
10,000-FOOT STATE GRID TICKS  
UTM GRID DECLINATION 1983 MAGNETIC NORTH DECLINATION 139° EAST  
VERTICAL DATUM 1929 NATIONAL GEODETIC VERTICAL DATUM OF 1929  
HORIZONTAL DATUM 1927 NORTH AMERICAN DATUM  
To place on the predicted North American Datum of 1983  
move the projection lines as shown by dashed corner ticks  
(5 meters south and 9 meters east)  
There may be private inholdings within the boundaries of any  
Federal and State reservations shown on this map

PROVISIONAL MAP  
Produced from original  
manuscript drawings. Infor-  
mation shown as of date of  
field check.



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204  
AND DIVISION OF GEOLOGY AND LAND SURVEY  
MISSOURI DEPARTMENT OF NATURAL RESOURCES, ROLLA, MISSOURI 65401



1	2	3	1	Cardwell
4	5	6	2	Arbyrd
7	8	9	3	Hornersville
			4	Leachville
			5	Half Moon
			6	Caraway
			7	Manila South
			8	Dell

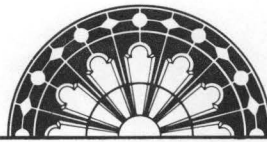
ADJOINING 7.5' QUADRANGLE NAMES

ROAD LEGEND  
Improved Road  
Unimproved Road  
Trail  
Interstate Route  
U. S. Route  
State Route

MANILA NORTH, ARK.-MO.  
PROVISIONAL EDITION 1983

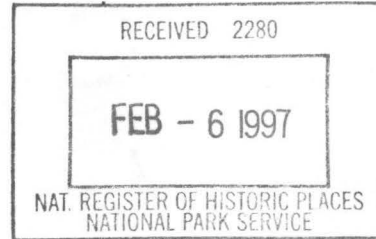
35090-H2-TF-024





ARKANSAS  
HISTORIC  
PRESERVATION  
PROGRAM

January 6, 1997



Carol D. Shull  
Chief of Registration  
United State Department of the Interior  
National Register of Historic Places  
National Park Service  
800 North Capitol Street, Suite 250  
Washington, D.C. 20002

RE: Jonesboro, Lake City & Eastern Railroad Depot  
Mississippi County

Dear Carol:

We are enclosing for your review the nomination of the above referenced property. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

Thank you for your consideration in this matter.

Sincerely,

Cathy Buford Slater  
State Historic Preservation Officer

CBS:rm

Enclosures

