

United States Department of the Interior
National Park Service

DEC 19 1988

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 Kansas City Southern Depot
other names/site number _____

2. Location

street & number Polk Street, near corner of Crosby St. N/A not for publication
city, town Mansfield N/A vicinity
state Louisiana code LA county DeSoto code 031 zip code 71052

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</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 12/15/88
Signature of certifying official Leslie Tassin, State Historic Preservation Date
Officer, dept. of Culture, Recreation & Tourism
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. Alvina Byers 1/19/89
 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:) _____
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)

SOCIAL/civic

7. Description

Architectural Classification

(enter categories from instructions)

No style

Materials (enter categories from instructions)

foundation concretewalls brick

roof asphaltother

Describe present and historic physical appearance.

The Kansas City Southern Depot (1927) is a linear single story brick building set along a railroad siding east of downtown Mansfield. Although the depot fits best under the category "no style," it does feature hesitant touches of the Arts and Crafts influence. Despite some alterations, the building retains its National Register eligibility.

The plan consists of a ticket office with a white waiting room on one side and a colored waiting room on the other. Beyond the white waiting room is a passenger loggia with columns and concrete benches. It was originally open, but is now enclosed from the inside with wood. Beyond the colored waiting room is a large freight depot with an elevated floor. The roof line is continuous, but each floor plan element is marked by its own roof line feature. For example, the ticket office is marked by a projecting gabled mass front and rear, and the loggia is marked by a spreading double pitched hip roof. The waiting rooms feature broad, overhanging eaves with decorative projecting brackets. Other details include 1) copious use of round arched openings, 2) sets of double sash windows, 3) rough "tapestry" brick, and 4) decorative tiles. There is also a cast cement cartouche set in the central archway of the ticket window.

Interior features include 1) heavy plank doors with chamfered panels, 2) doorways with transoms, 3) brick wainscoting, and 4) wood chair rails. There is also a pair of interior ticket windows articulated in the form of a brick arch set between pilasters.

Alterations:

(1) The original tile roof surface has been replaced with asphalt. (2) As noted previously, the openings of the loggia have been enclosed from the inside with wood. (3) The interior ticket windows have been covered with plywood. (4) The freight depot interior has been subdivided for offices. (5) The end gables have been sheathed in fiberboard.

Assessment of Integrity:

These changes have been comparatively minor. The building is still very obviously a railroad depot, and hence still conveys its historic function and significance. It also possesses integrity of location, which is particularly important for historic depots.

 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)

transportation

Period of Significance

1927 - 1938

Significant Dates

1927 - 1938

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Unknown

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

The Kansas City Southern 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 Mansfield. Although the present depot is not an original one and hence is not associated directly with the coming of railroads to Mansfield, it does represent railroading as a crucial historical force in the town's economy from its construction in 1927 through 1938. (The year 1938 is being used because of the required 50 year cutoff for significance.)

While towns across the state felt fortunate to have one railroad, Mansfield had two main lines and one local line. The first to arrive was the east-west Texas and Pacific in 1884. The railroad was unable to obtain a right-of-way through town, so the tracks were laid some three miles to the south. A freight connection with Mansfield came via a tap line built by the Mansfield Railway and Transportation Company. Then in 1896 the north-south Kansas City Southern came through town. There were four depots -- one for Texas and Pacific, one for the Mansfield Railway and Transportation Railroad, and two for Kansas City Southern. The present KCS depot is the only one to have survived.

Built in 1927 to replace an earlier frame depot, the present station represents the importance of railroads to the town's economy from its construction through 1938. Mansfield's railroad network made it possible for the town to flourish as an industrial/manufacturing center. Although the lumber boom had peaked by the late 1920s, the manufacture of lumber and timber products remained the parish's principal industry. The large Frost Lumber Company, located in Mansfield adjacent to the railroad, owned 30,000 acres in the parish in 1938 and shipped its products nationwide. The several building complex is shown on a 1928 Sanborn map (last year available), along with a much smaller Star Lumber Company. Various other important manufacturing concerns dependent upon the railroad are documented in the 1928 Sanborn map and other primary sources

See continuation sheet

9. Major Bibliographical References

Sanborn Insurance Company Maps, 1921, 1928.

DeSoto Plume: A Digest of DeSoto Parish History. Vols I & II, DeSoto Historical Society, 1980 & 1984. These two volumes contain an article on the Mansfield Railway & Transportation Company and one on the KCS depot. The latter documents the date of construction using early 1927 issues of the Mansfield Enterprise.

Vertical files for DeSoto Parish & Mansfield, Louisiana Collection, Middleton Library, LSU. These files contain useful primary source materials from the 1930s in reference to the DeSoto Parish/Mansfield economy, principally articles from periodicals.

See continuation sheet

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 # _____

Primary location of additional data:

State historic preservation office

Other State agency

Federal agency

Local government

University

Other

Specify repository: _____

10. Geographical Data

Acres of property less than one acre

UTM References

A 15 434700 3544400
Zone Easting Northing

B
Zone Easting Northing

C

D

See continuation sheet

Verbal Boundary Description Please refer to enclosed sketch map.

See continuation sheet

Boundary Justification Boundary lines were drawn to discretely encompass the significant resource and recognize its immediate historic setting along the railroad tracks.

See continuation sheet

11. Form Prepared By

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organization Division of Historic Preservation

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date October 1988

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

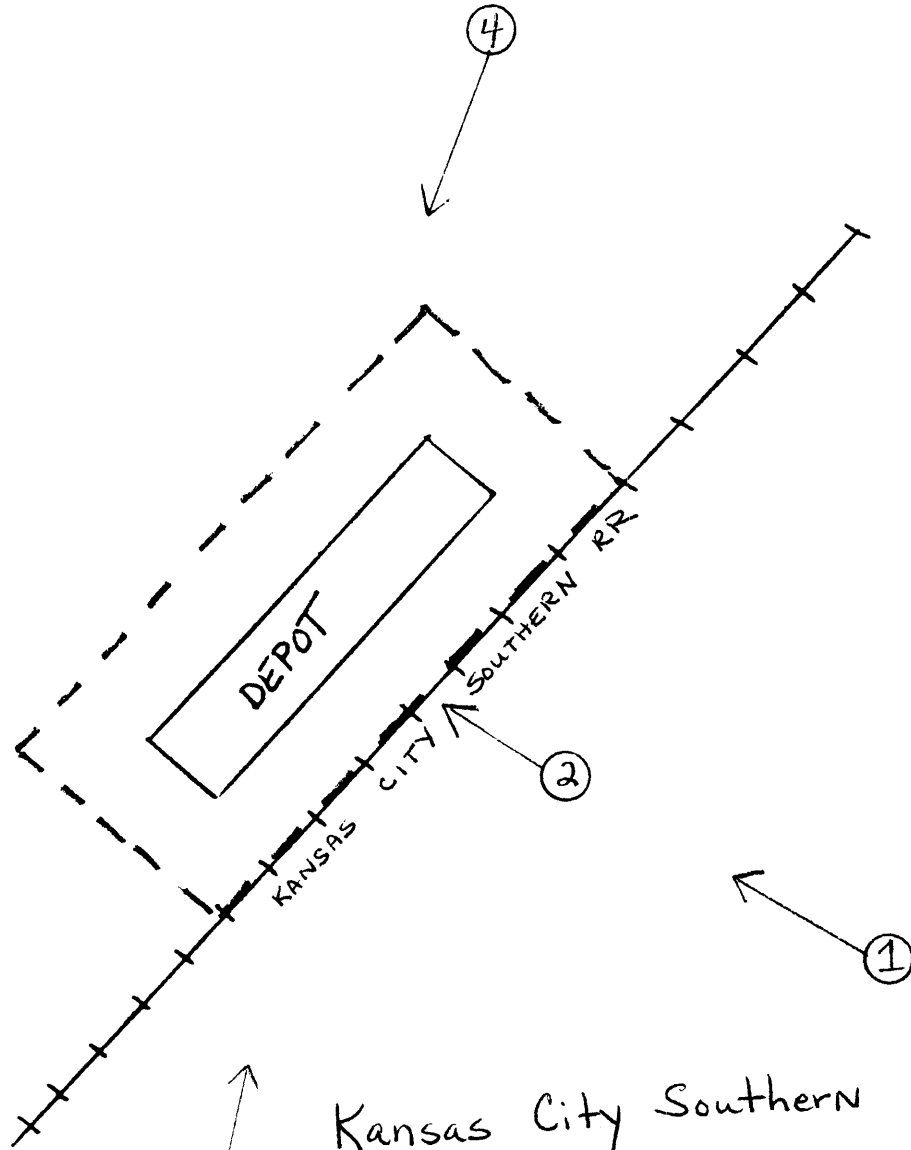
**National Register of Historic Places
Continuation Sheet**

Kansas City Southern Railroad Depot, DeSoto Parish, LA

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from the late 1920s and the 1930s. They include the DeSoto Foundry and Machine Company, Ltd., a large several building complex that shipped nationwide; Nabors Trailer Company, a large firm that manufactured truck trailers and bodies; the DeSoto Cotton Oil Company, which occupied a seven building complex; and five oil company warehouse/storage tank facilities, including Standard Oil. Of course, all of the foregoing facilities were located adjacent to a railroad and would not have been in Mansfield were it not for the town's railroad network.

As the only extant resource directly associated with railroading, the KCS depot is of immense significance in the town's history. It directly represents the force that made possible Mansfield's continuing prosperity as a center of industrial/manufacturing activity. It is also noteworthy that this small town once boasted four depots, and now has only one.



Kansas City Southern Depot
 Mansfield
 DeSoto Parish, LA

--- BOUNDARY

1" = 50'

