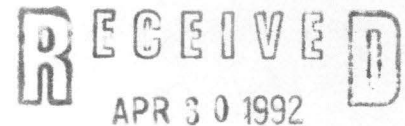


United States Department of the Interior  
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

1. Name of Property

historic name: Missouri-Pacific Depot

other name/site number: JO0021

2. Location

street & number: West of College Street, between Cherry and Main Streets

not for publication: N/A

city/town: Clarksville

vicinity: N/A

state: AR county: Johnson code: AR 071 zip code: 72830

3. Classification

Ownership of Property: Private

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

=====

#### 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.

Charles A. Byrd  
Signature of certifying official

7-24-92  
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): \_\_\_\_\_

~~Entered in the~~  
~~National Register~~

Charles A. Byrd 6/11/92

\_\_\_\_\_  
Signature of Keeper

\_\_\_\_\_  
Date  
of Action

=====

#### 6. Function or Use

=====

Historic: TRANSPORTATION

Sub: Rail-related

Current: COMMERCE/TRADE

Sub: Organizational

=====

## 7. Description

=====

Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS

\_\_\_\_\_

\_\_\_\_\_

Other Description: Mediterranean

Materials: foundation CONCRETE roof ASPHALT  
walls BRICK other WOOD BRACKETS  
CONCRETE LINTELS

Describe present and historic physical appearance. X See continuation sheet.

=====

## 8. Statement of Significance

=====

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

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): N/A

Areas of Significance: TRANSPORTATION  
ARCHITECTURE  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period(s) of Significance: 1910-1940 \_\_\_\_\_

Significant Dates: 1910 \_\_\_\_\_

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

Cultural Affiliation: N/A \_\_\_\_\_

Architect/Builder: Missouri-Pacific Railroad  
\_\_\_\_\_  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.  
X See continuation sheet.

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

## **National Register of Historic Places Continuation Sheet**

Section number 7 Page 1

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### **Summary**

The Missouri-Pacific Depot in Clarksville is a single-story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was popular for this building type during the first quarter of the twentieth century. Constructed circa 1910, the Clarksville depot was originally covered by a ceramic tile roof, the primary feature which gave the depot a Mediterranean flavor. Although composition shingles now cover the hipped roof, the original Italianate brackets under the wide projecting eaves remain as does the unique parapeted cross gable over the three-sided telegrapher's bay. The depot is currently owned by the Clarksville Chamber of Commerce.

### **Elaboration**

The Missouri-Pacific Depot in Clarksville is a single-story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was popular for this building type during the first quarter of the twentieth century. Constructed circa 1910, the Clarksville depot was originally covered by a ceramic tile roof, the primary feature which gave the depot a Mediterranean flavor. Although composition shingles now cover the hipped roof, the original Italianate brackets under the wide projecting eaves remain as does the unique parapeted cross gable over the three-sided telegrapher's bay. Two brick chimneys rise through the ridge line and are placed symmetrically behind the projecting telegrapher's bay. A continuous, cast concrete foundation supports the entire structure.

The eastern elevation is lighted with an assortment of one-over-one wood sash, one-over-one wood sash with transom, and tri-partite windows. A single-leaf entrance near the center of the elevation is flanked by half-sidelights, and an open porch finishes both the northern and southern ends of the elevation, as it does the western elevation opposite. This elevation is dominated by the central telegrapher's bay, which is lighted by a central, tri-partite window on the front and a single window on each of its sides. A single-leaf entrance accesses the wall surface to either side of this bay, and an assortment of windows finishes the elevation.

The wall of the southern elevation -- beneath the porch roof -- is blank; the northern elevation is punctuated by a central, single-leaf entrance flanked by two single windows.

Significant exterior details include the Italianate brackets that ornament the broad, spreading cornice, the formed stone sills and lintels, and the parapeted roof dormer with its central window

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

# **National Register of Historic Places Continuation Sheet**

Section number 7 Page 2

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that rises above the telegrapher's bay on the western elevation.

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 1

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**Significance**

Criteria A and C, local significance

Clarksville was selected as the site of the Johnson County seat as early as 1836, the year Arkansas achieved statehood; however, it was not incorporated until 1848. The hills around Clarksville, and indeed, throughout much of southern Johnson County, had been mined for coal for some time, with the fuel being loaded onto steamboats and shipped via the Arkansas River. By the early twentieth century, the region could also boast a substantial peach crop, which only added to the attractiveness of the area and to its prosperity.

The first railroad line through the region was the Little Rock-Fort Smith Railroad, which first laid tracks through Clarksville in 1871. However, severe financial troubles stopped the work until 1873, when the railroad magnate Jay Gould added this line to his growing empire and completed the line. The dramatically increased access to broader markets brought by the railroad combined with the town's proximity to the Arkansas River, another major transportation route, to bring substantial prosperity to the city that it enjoyed well into the twentieth century.

The Missouri-Pacific Railroad constructed this depot in 1910 as part of its plans to expand its passenger and freight railroad system throughout the nation. This passenger and freight railroad depot is associated with the Railroad Growth and Development in Arkansas, 1870-1940 historic context as a structure financed and erected under the auspices of one of the larger early twentieth-century railroads in the state. As such, it is eligible under Criterion A by virtue of those associations; however, as it is also a remarkably intact local example of the Mediterranean style of architecture that this railroad in particular favored for its depots during this period, it is also eligible under Criterion C.

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## 9. Major Bibliographical References

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See *Historic Railroad Depots of Arkansas, 1870-1940* Multiple Property Documentation Form, Section H.

\_\_\_ See continuation sheet.

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:

- X 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>457480</u>	<u>3925260</u>	B	___	___	___
C	___	___	___	D	___	___	___

\_\_\_ See continuation sheet.

Verbal Boundary Description: \_\_\_ See continuation sheet.

Beginning at a point on the eastern edge of the Union Pacific Railroad tracks located approximately 50 feet south of their intersection with the southern edge of Cherry Street, proceed easterly along a roughly perpendicular line running parallel with the depot's northern elevation for a distance of approximately 150 feet to its intersection with a perpendicular line running parallel with the depot's eastern elevation; thence proceed southerly along said line for a distance of approximately 200 feet to its intersection with a perpendicular line running parallel with the depot's southern elevation; thence proceed westerly along said line for a distance of approximately 150 feet to its intersection with a perpendicular line running along the eastern edge of the Union Pacific Railroad tracks; thence proceed northerly along said line for a distance of approximately 200 feet to the point of beginning.

Boundary Justification: \_\_\_ See continuation sheet.

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

=====

**11. Form Prepared By**

=====

Name/Title: Patrick Zollner, National Register Historian

Organization: Arkansas Historic Preservation Program Date: April 17, 1992

Street & Number: 225 E. Markham, Suite 300 Telephone: (501) 324-9346

City or Town: Little Rock State: AR ZIP: 72201



IN REPLY REFER TO:

# United States Department of the Interior

## NATIONAL PARK SERVICE

P.O. BOX 37127

WASHINGTON, D.C. 20013-7127



Historic Railroad Depots of Arkansas MPS  
ARKANSAS

Date Listed

COVER Substantive Review

	Date Listed
92000612 Blytheville, Leachville and Arkansas Southern Railroad Depot--Leachville	6/11/92
92000608 Cotton Belt Railroad Depot--Fordyce	6/11/92
92000607 DeQueen and Eastern Railroad Depot--Dierks	6/11/92
92000617 Kansas City, Fort Scott and Memphis Railroad Depot	6/11/92
92000606 Kansas City--Southern Depot--Decatur	6/11/92
92000614 Louisiana and Northwest Railroad Depot--Magnolia	6/11/92
92000601 Missouri and North Arkansas Depot--Bellefonte	6/11/92
92000613 Missouri and North Arkansas Depot--Leslie	6/11/92
92000597 Missouri--Pacific Depot--Altus	6/11/92
92000600 Missouri--Pacific Depot--Atkins	6/11/92
92000604 Missouri--Pacific Depot--Clarksville	6/11/92
92000619 Missouri--Pacific Depot--Newport	6/11/92
92000598 Missouri--Pacific Depot--Ozark	6/11/92
92000620 Missouri--Pacific Depot--Russellville	6/11/92
92000622 Missouri--Pacific Depot--Walnut Ridge	6/11/92
92000623 Missouri--Pacific Depot--Wynne	6/11/92
92000599 Missouri--Pacific Railroad Depot--Arkadelphia	6/11/92
92000602 Missouri--Pacific Railroad Depot--Benton	6/11/92
92000605 Missouri--Pacific Railroad Depot--Camden	6/11/92
92000609 Missouri--Pacific Railroad Depot--Gurdon	6/11/92
92000610 Missouri--Pacific Railroad Depot--Hope	6/11/92
92000611 Missouri--Pacific Railroad Depot--Hot Springs	6/11/92
92000615 Missouri--Pacific Railroad Depot--Malvern	6/11/92
92000616 Missouri--Pacific Railroad Depot--McGehee	6/11/92
92000618 Missouri--Pacific Railroad Depot--Nashville	6/11/92
92000621 Rock Island Depot--Weldon	6/11/92
92000603 Rock Island Railroad Depot--Booneville	6/11/92
94000192 Memphis, Paris and Gulf Railroad Depot	3/17/94

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Missouri--Pacific Depot--Clarksville

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Johnson

DATE RECEIVED: 4/30/92

DATE OF PENDING LIST: 5/14/92

DATE OF 16TH DAY: 5/30/92

DATE OF 45TH DAY: 6/14/92

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000604

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: ☒ NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/4/92 DATE

Entered in the  
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA \_\_\_\_\_  
REVIEWER \_\_\_\_\_  
DISCIPLINE \_\_\_\_\_  
DATE \_\_\_\_\_

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

CLASSIFICATION

\_\_\_count \_\_\_resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

\_\_\_historic \_\_\_current

DESCRIPTION

\_\_\_architectural classification  
\_\_\_materials  
\_\_\_descriptive text

SIGNIFICANCE

Period Areas of Significance--Check and justify below

Specific dates Builder/Architect  
Statement of Significance (in one paragraph)

\_\_\_summary paragraph  
\_\_\_completeness  
\_\_\_clarity  
\_\_\_applicable criteria  
\_\_\_justification of areas checked  
\_\_\_relating significance to the resource  
\_\_\_context  
\_\_\_relationship of integrity to significance  
\_\_\_justification of exception  
\_\_\_other

BIBLIOGRAPHY

GEOGRAPHICAL DATA

\_\_\_acreage \_\_\_verbal boundary description  
\_\_\_UTMs \_\_\_boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

\_\_\_sketch maps \_\_\_USGS maps \_\_\_photographs \_\_\_presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

\_\_\_\_\_ Phone \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_



MISSOURI-PACIFIC DEPOT (VO ØØ21)

CLARKSVILLE, ARKANSAS

BARBARA LINDSEY-ALLEN

OCTOBER, 1990

NEGATIVE ON FILE AT AHPP

VIEW FROM NORTHEAST



MISSOURI-PACIFIC DEPOT (✓ 0 0 0 21)

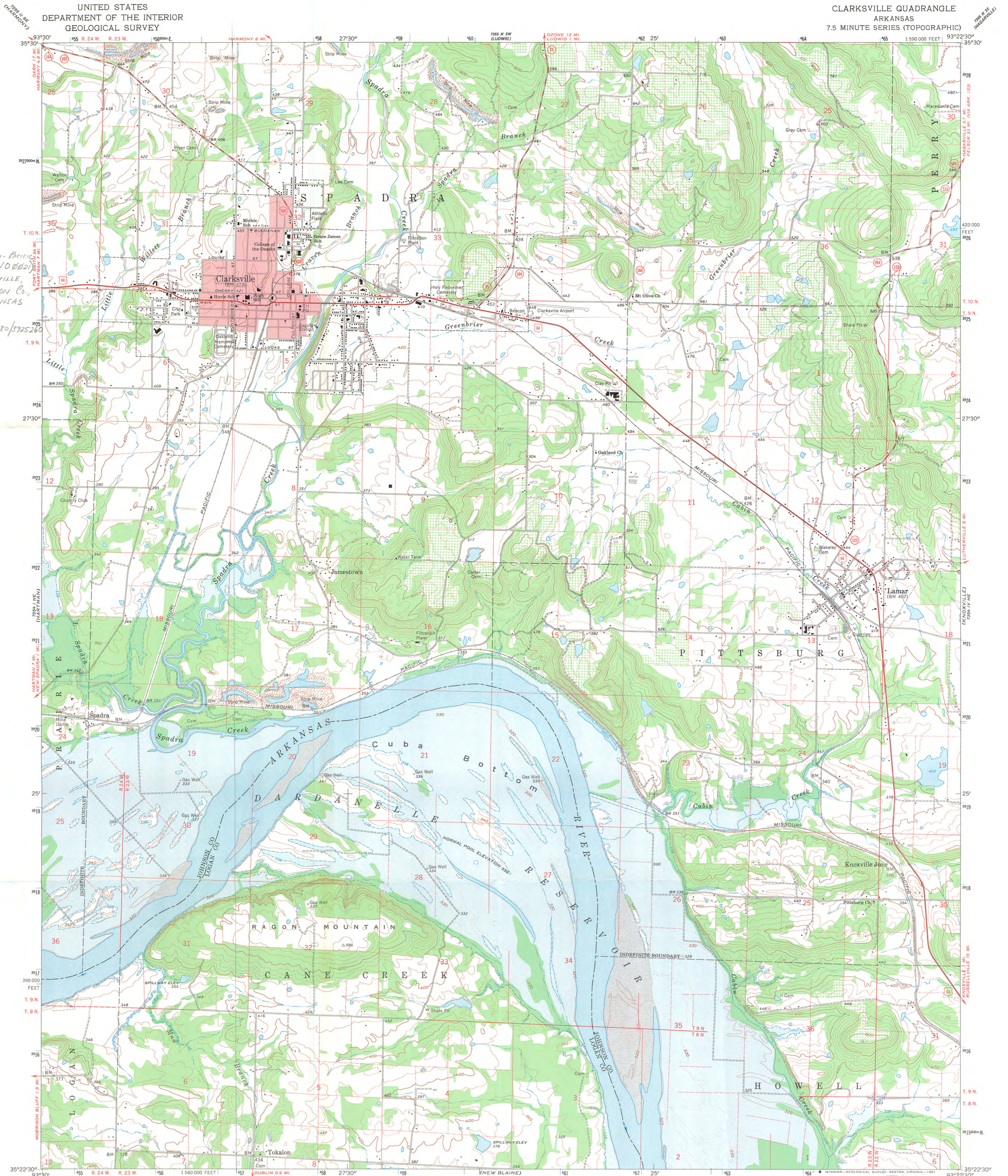
CLARKSVILLE, ARKANSAS

BARBARA LINDSEY-ALLEN

OCTOBER, 1990

NEGATIVE ON FILE AT ANPD

VIEW FROM WEST



Mapped, edited, and published by the Geological Survey  
Control by USGS, USC&GS, and USCE  
Topography by photogrammetric methods from aerial photographs taken 1958. Field checked 1962  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Arkansas coordinate system, north zone  
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue  
Red tint indicates area in which only landmark buildings are shown  
Blue hatching indicates area to be submerged by Dardanelle Reservoir at elevation 338  
To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 16 meters east as shown by dashed corner ticks

UTM GRID AND 1962 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24,000  
1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET  
1 1 1 KILOMETER

CONTOUR INTERVAL 20 FEET  
DOTTED LINES REPRESENT 10-FOOT CONTOURS  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

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  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt = - - - - -  
U. S. Route ——— State Route ———

CLARKSVILLE, ARK.  
N 3522.5—W 9322.5/7.5  
1962  
AMS 7354 IV NW—SERIES Y884