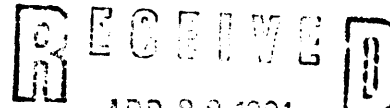


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United States Department of the Interior
National Park Service



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 18). 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 Central Railroad Station

other names/site number _____

2. Location

street & number 1025 Marshall Street N/A not for publication
city, town Shreveport N/A vicinity
state Louisiana code LA county Caddo code 017 zip code 71101

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>2</u>	<u>0</u>
	buildings
	sites
	structures
	objects
<u>2</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

April 18, 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.
- 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

William J. Zyur

5/28/91

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)

COMMERCE/Trade - restaurant

7. Description

Architectural Classification

(enter categories from instructions)

Italian Renaissance

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation concrete

walls brick

roof tile

other

Describe present and historic physical appearance.

The Central Railroad Station (c. 1910) stands on the southern edge of downtown Shreveport. A two-story brick building with accompanying three story central tower, it combines elements of the Spanish Mission and Italian Renaissance styles. Although the structure has endured some alteration, it retains its National Register eligibility.

Elements of the Spanish Mission style incorporated into the station's design include: 1) a central entrance pavilion with a large elliptical arch surmounted by a stepped and curved parapet, and 2) dormers with the same stepped and curved parapet motif. Features reflective of the Italian Renaissance style include: 1) the building's horizontal massing, 2) a spreading hipped red tile roof with an oversized modillion cornice made of copper, 3) a square tower with its own large modillion cornice and hipped roof, and 4) a roundel decorating the parapet above the entrance pavilion. Other interesting architectural features associated with the structure include a cast concrete tablet displaying the station's name, a mosaic tile floor with a Greek key motif, and a fixed awning on three sides. This awning is suspended from above by chains attached to the building's exterior front and side walls. In the rear it is supported by struts connected to columns. Both front and rear awnings feature non-structural decorative wooden brackets.

The station's first floor houses separate waiting rooms for white and black passengers, ticket offices, and restrooms on each end of the building. Its second floor is reached via a stairway rising from an exterior door. This floor holds office spaces along each side of a long center hallway which opens into a large room on the building's north end. The third floor tower room has floor-to-ceiling shelves for record storage. The attic, also used for storage, can be entered from this space.

The Central Railroad Station has undergone the following changes since its construction:

1. the loss of a wooden platform which once paralleled the railroad track beyond the rear southeastern corner of the building,
2. the installation of pipe-like metal brackets and columns to provide extra support for the awning along the terminal's facade,

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Central Railroad Station, Shreveport, Caddo Parish, LA

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3. the installation of an inappropriately styled mantel on an interior waiting room wall which has no fireplace,
 4. the construction of an additional office on the first floor and a change in window and door placement within one of the ticket offices,
 5. the installation of dropped ceilings throughout the first floor, and
 6. the loss of a one story loggia which was attached to the terminal's southern elevation, and the filling with brick of all the openings on the southern elevation. (The one story loggia had been enclosed and a second story added. Then this wing was demolished.)

Although the loss of the loggia is regrettable, the portion of the Central Railroad Station which actually housed the terminal and original office facilities remains intact. In addition, it still stands near the railroad tracks which brought passengers and commerce to the city. All other changes to the building are minor, and the terminal retains its original massing, floorplan, and important decorative features. For all of these reasons, as well as for its importance as a rare survivor from the period of Shreveport's railroad era, the Central Railroad Station is a strong candidate for National Register listing.

Contributing Element

A small freight depot located adjacent to the northern side of the Central Railroad Station is being listed as a contributing element to this nomination. It was built at the same time as the terminal. The two buildings are connected by an extension of the fixed awning attached to the main building. The smaller building repeats the brick construction and red tile Italian Renaissance roof found on the station but otherwise is stylistically plain. Its floorplan consists of two equal sized rooms above a basement.

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
c.1910-1941

Significant Dates
c.1910-1941

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 Central Railroad Station is locally significant in the area of transportation because it is one of only two buildings left which directly represent Shreveport's history as an important railroad center.

From its founding in 1835 Shreveport became a natural crossroads of commerce due to its location on the Red River, a major trade artery. However, by the turn of the century the Iron Horse had supplanted the steamboat, and Shreveport soon emerged as a major regional railroad hub. In short, it had moved from a river town to a railroad town.

There were no less than six railroad lines converging upon Shreveport, radiating from the city like the spokes of a wagon wheel. These transportation facilities enabled the city to become a regional shipping center as well as a major passenger hub. Perhaps Shreveport's railroad history is most graphically illustrated in Sanborn Insurance Company maps for the 1890s-1935 period. Even the casual observer would notice that Shreveport was first and foremost a railroad landscape. A huge Union Depot served as the central passenger terminal, but each line, and branch thereof, had its own freight depots and round houses. Occasionally, the lines had separate office buildings and passenger depots as well. For example, the 1935 map shows Union Depot, eight freight depots, numerous round houses, and two railroad office buildings. In addition, by about 1940, the Texas and Pacific had built its own passenger depot. Other important components of the railroad town landscape were the railroad hotels and warehouses located near the tracks.

The Central Railroad Station was built by the Louisiana and Arkansas Railroad shortly after its arrival in Shreveport in 1910. Originally, the building served as both passenger terminal and headquarters office. Later, the Louisiana and Arkansas was acquired by the Kansas City Southern, which used the facility as its office. The building continued to serve the railroad industry well into the modern era. However, the fifty year cutoff is being used as the end of the period of significance for this nomination.

See continuation sheet

9. Major Bibliographical References

McLure, Lilla and Howe, J., ed. History of Shreveport and Shreveport Builders. Vol. I. Shreveport, LA: J. Ed Howe, publisher, 1937.
Sanborn Insurance Company Maps, Shreveport, 1909, 1935.
Thomson, Bailey, ed. Historic Shreveport: A Guide. Shreveport, LA: Shreveport Publishing Co., 1980.
Historic photographs of Central Station. LSU-Shreveport Archives.

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 @ 1.25 acres

UTM References

A

1	5	4	3	0	0	0	0	3	5	9	6	8	9	0
Zone		Easting				Northing								

C

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

B

Zone		Easting				Northing								

D

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

See continuation sheet

Verbal Boundary Description

Please see continuation sheet for legal property description.

See continuation sheet

Boundary Justification

Boundary lines follow property lines of the parcel of land occupied by the railroad station.

See continuation sheet

11. Form Prepared By

name/title National Register Staff
organization Division of Historic Preservation date February 1991
street & number P. O. Box 44247 telephone (504) 342-8160
city or town Baton Rouge state Louisiana zip code 70804

Owner: Mr. Joseph Giglio
317 Highland Avenue
Shreveport, LA 71101

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While the Shreveport landscape was once replete with a plethora of rail-related buildings, as previously described, relatively little remains today. Only the c. 1940 Texas & Pacific Depot and the c. 1910 Central Railroad Station remain to represent resources directly connected with railroading. Indirectly related resources such as railroad hotels and warehouses are also rare. (One railroad hotel survives and almost a half dozen of the city's once numerous railroad warehouses.) Because there is so little left of these once abundant resources, and because railroading was such a pivotal force in Shreveport's history, the Central Railroad Station is a prime National Register candidate.

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Central Railroad Station, Shreveport, Caddo Parish, LA

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10. Legal Property Description:

Beginning on the Northwesterly line of First Street, 100 feet Northeasterly of the most Southerly corner of Lot 1, run N 42°30' West 70 feet, North 47°30' East 14.68 feet, North 42°30' West 94.63 feet, South 37°34'26" West 26.4 feet, South 42°30' East 23.97 feet, South 47°30' West 83 feet to the Northeasterly right of way of Marshall Street, thence Northwesterly along same 382.91 feet to a point which is 36 feet measured perpendicular from centerline of most Southerly main track of K.C.S. Railway, run thence Southeasterly parallel to and 36 feet from said centerline 336.25 feet, run thence South 37°25'30" West 46.8 feet, thence south 75°22'35" East 72.18 feet, thence South 56°04'55" East 187.08 feet, to Northeasterly projection of Northwesterly line of said First Street, thence S. 47°30' West 107.18 feet to beginning, being in Block 1, J. N. HOWELL's SUBN. and in SILVER LAKE (18-13) less right of way for Franklin Street and less the I-20 right-of-way described in Conveyance Book 1842, page 53, of the records of Shreveport, Caddo Parish, Louisiana.