

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

For NPS use only

**National Register of Historic Places
Inventory—Nomination Form**

received FEB 4 1986
date entered MAR 6 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Missouri Pacific Depot

and or common Earle Depot

2. Location

street & number

___ not for publication

city, town Earle

___ vicinity of

state Arkansas

code 05

county Crittenden

code 035

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input checked="" type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Texgas Corporation

street & number P.O. Box 297

city, town Earle

___ vicinity of

state Arkansas

5. Location of Legal Description

courthouse, registry of deeds, etc. Crittenden County Courthouse

street & number courtsquare

city, town Marion

state Arkansas

6. Representation in Existing Surveys

title Crittenden County Survey

has this property been determined eligible? N/A yes ___ no

date 1976

___ federal ___ state county ___ local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock

state Arkansas

7. Description

Condition

excellent

good

fair

deteriorated

ruins

unexposed

Check one

unaltered

altered

Check one

original site

moved date _____

Describe the present and original (if known) physical appearance

SUMMARY

The Earle depot is similar to several other through combination terminal stations constructed by the Missouri Pacific and its parent companies across Arkansas. A substantial, brick, rectangular structure surmounted by a hipped roof sheathed in composition shingles, it features wide overhanging eaves with molded cornices and decorative L-shaped brackets. A 1940's photograph of this building reveals that it was originally covered with clay roof tiles. The north, east, and west elevations of the Earle depot are banded by a brick course which reaches from the depot foundation about two and one-half feet up its sides. The upper portions of these elevations are stuccoed, while a brick header band divides brick from stucco.

ELABORATION

The facade of the Earle depot, which faces south, fronts on and is parallel to the railroad tracks. A central telegrapher's bay commands the facade and projects almost to the edge of the station's eaves, permitting the operator a clear view of the tracks. The bay is sheltered under a hipped dormer. A brick arch rests over three windows in the north face of the bay. Two narrow, two-over-one double-hung windows flank the larger, three-over-one double-hung central window. All three sills rest above the brick header course and are surmounted by transoms which repeat the curve of their brick arch. A door with transom provides access into the western wall of the bay. On the western end of the facade, facilities for freight service were originally installed. A wide, sliding freight door with eight stationary panes opens onto the tracks almost level with the railroad grade. East of the freight door, well above the header band, a small, one-over-one window is located. Between this window and telegrapher's bay, three more windows with sills set above the header course are evenly arrayed. The central window is double cased and flanked by one-over-one double-hung windows, although the sash is missing from the window nearest the bay. On the eastern end of the facade, an open passenger platform, supported by two square brick columns on a poured concrete slab, provided a boarding area for travelers. Centrally located between the platform and bay, a door with transom connects the former passenger rooms of the station with the platform. This door is bounded by two more one-over-one double-hung windows with transoms. A poured concrete apron projects from the facade even with the eaves, providing a walkway between the tracks and the station. A smaller concrete projection in front of the central bay window may have secured a signal lamp and a mail crane, common features of most stations. The length of the entire facade is nearly level with the grade of the railroad, which was raised to permit drainage of the bed as it crossed the east Arkansas lowlands.

The western elevation contains a single-wide freight door, identical to the freight door on the south facade. A wooden bumper, fastened below the door, prevented damage to the building as wagons or other vehicles received freight or unloaded it for rail transport.

Dominated by the passenger platform and its columns, the eastern elevation also contains a single door and transom.

A brick chimney with concrete cap pierces the northern slope of the roof, offset from center and below the ridge. Two small dormers with louvered gables are symmetrically placed on either side of the chimney. On the northern, or rear, elevation, a projecting bay repeats the projection of the telegrapher's bay, although there is no similar dormer. Since the construction of the facade conformed to the elevated track, the opposite, or northern, elevation is approximately four to five feet above ground level. The

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National Park Service**

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date entered

Continuation sheet

Item number 7

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straight brick course on the other three elevations is not repeated on the rear, which is almost entirely stucco. On the lower half-story, two small doorways which frame the bay provide entrance to a ground-level basement. The door to the west of the bay is recessed under a concrete stairway faced with brick, and which leads to a concrete platform on the upper story. A concrete stairway also provides access to the passenger platform on the eastern end of this elevation. The steps and platforms of both stairways are repeated in a brick pattern against the stucco, a concession to the brick course common to the other elevations. At the eastern end of the north elevation, the step pattern is continued in concrete edged with brick, which also simulates a column on the building's edge and joins the brick course which characterizes the other three elevations.

The lower half-story of the north elevation's bay contains two small windows of unequal size. A small casement or stationary window is located on the eastern half of the bay, while the window on the western side is one-over-one double-hung. The two windows on the upper story of the bay are the predominant one-over-one double-hung windows with transoms. Between the bay and the passenger platform, three identical windows are evenly spaced. On the western end of this elevation, next to the bay, a door and transom rests on the platform reached by one of the two concrete stairways. Immediately to the east of the door are three more of the familiar one-over-one double-hung windows and transoms and, finally, two small one-over-one double-hung windows are set between the large windows and the edge of the elevation.

In 1969, the Missouri Pacific sold the depot to a local businessman who, in turn, sold it to Texas. The interior of the eastern portion of the station, which served the railroad as passenger facilities, was extensively remodeled, but the freight rooms in the western part retained their original hardwood mouldings and wainscoting and plaster over lathe walls. In 1976, the terminal was abandoned.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1922

Builder/Architect

Statement of Significance (in one paragraph)

SUMMARY

Architecturally, the Earle depot survives as a virtually unaltered example of the most common of the most conspicuous railroad structures, a through combination station. Although railroads constructed over one hundred types of structures along their tracks and at their terminals, the depot was the most familiar and important to the people and towns that the railroads served. As an Arkansas depot, the Earle station also represents the essential impact of railroads on the state by their encouragement of industries, enhancement of agriculture, and inducement to settlement. In Earle, and in many other Arkansas towns, the depot was the social and economic center of the town which developed around it and the conduit which sustained it.

ELABORATION

Early travelers in eastern Arkansas discovered a vast expanse of lands, scoured by an errant Mississippi River in prehistoric times, which was poorly drained and suffered from frequent inundations and overflows. The lowlands of Crittenden County comprised part of what its inhabitants called "the morass" and later journalists labeled the "windlands". Although the agricultural value of its rich soils was quickly recognized, the shallow, swampy lakes, such as Alligator Lake and Blackfish Bayou, deterred settlement, and the county remained sparsely populated into the late nineteenth century.

From 1870 to 1901, a number of major railroad companies, urged by land grants and untouched natural resources, invaded Arkansas. In 1887-88, Jay Gould, frustrated in his efforts to purchase the Memphis and Little Rock Railroad, constructed a branch line of his own St. Louis, Iron Mountain and Southern Railway, later reorganized as the Missouri Pacific, from Bald Knob, Arkansas to Memphis, Tennessee. In 1886, when she learned of the impending construction of the Iron Mountain branch through Crittenden County, Mrs. Josiah Earle, widow of a Confederate cavalry major, built a small frame shack along the proposed route to entice the railroad to establish a depot. When her offer was accepted, she donated the land for the site which became the core of the town named for her and her husband.

During the early years of the Iron Mountain in Earle - it was finally renamed Earle in 1944 - a frame depot continued to serve the town's and the county's growing and diverse economies. As the timber resources of the Great Lakes region were depleted, lumber interests closely followed the railroads to the untouched reserves of the South. Connected to the main railroad by tram, or "dummy", lines, the Crittenden, Tyronza, and Crown Lumber companies and others shipped logs and rough lumber over the line which centered at the depot at Earle. By the 1920's, most of the cut-over lands, originally patented as swamp or overflowed land, were reclaimed by a network of levees and drainage ditches and cultivated in cotton, which replaced timber as the major freight of the railroads.

In July 1922, the present depot at Earle was completed. The substantial, one and one-

9. Major Bibliographical References

see Continuation Sheet

10. Geographical Data

Acreeage of nominated property less than one

Quadrangle name Earle

Quadrangle scale 1:24000

UTM References

A 15 730460 39056170
Zone Easting Northing

B
Zone Easting Northing

C

D

E

F

G

H

Verbal boundary description and justification

The northern boundary of the Missouri Pacific Depot property begins at the intersection of Main and Commerce Streets. It extends west along Main Street for 350 feet and then turns south for 75 feet where it intersects with the Missouri Pacific railroad tracks.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

11. Form Prepared By

name/title Gladys Wright; edited by Steve Mitchell, AHPP staff

organization _____ date _____

street & number 709 Fifth Street telephone _____

city or town Earle state Arkansas

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature [Signature]

title Arkansas State Historic Preservation Officer date 1-31-86

For NPS use only

I hereby certify that this property is included in the National Register

[Signature] Entered in the National Register date 3/6/86
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

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National Park Service**

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date entered

Continuation sheet

Item number 8

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half story, brick building reflected the Missouri Pacific's favorable assessment of the Crittenden County town's continued importance as a rail station. A through, or side, combination station, the depot also represented the most common type of terminal structure. Located alongside a through line, which carried traffic in both directions, the depot also accommodated both passengers and "less-than-carload", or "l.c.l.", freight. Larger shipments were loaded from gins and mills along spurs or sidings and consigned to their destination by depot employees. For most residents, however, the passenger service provided by the small station was its most important function and, during the height of passenger traffic, over a dozen trains stopped daily at the Earle depot.

From its construction the Earle depot served as the center of transportation and communication for the town and the surrounding area. Business and industrial establishments lined the railroad and radiated from the central structure of the depot. Expansion of the town, the arrangement of the streets, and the more subtle patterns of settlement and residence were also defined by the endless lines of rails. After World War II, alternate forms of transportation forced the decline of the railroads and, in 1959, passenger service on the Missouri Pacific ended. In 1969, the railroad sold its depot and the former station town became only a whistling post on the Missouri Pacific route.

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Verbal boundary description (continued):

The boundary turns east and follows the railroad tracks until they intersect with Commerce Street. The property line then follows Commerce Street north to the intersection of Main and Commerce.

86000383

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Missouri Pacific Depot
Crittenden County
ARKANSAS

Working No. FEB / 4 1986

Fed. Reg. Date: 2/3/86

Date Due: 3/6/86 - 3/21/86

Entered in the
National Register

Action: ACCEPT 3/6/86

RETURN

REJECT

Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria _____
 Reviewer _____
 Discipline _____
 Date _____
 _____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
 _____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition

- excellent
- good
- fair
- deteriorated
- ruins
- unexposed

Check one

- unaltered
- altered

Check one

- original site
- moved date _____

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. 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

Missouri Pacific Depot
Crittenden County
ARKANSAS

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____
Quadrangle name _____
UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Missouri-Pacific Depot
Earle

Crittenden County

Fall 1976

Negatives on file at AHPP

Viewed from southwest



Missouri-Pacific Depot
Earle

Crittenden County

Fall 1976

Negatives on file at AHPP

Viewed from southeast



Missouri-Pacific Depot

Earle

Crittenden County

Fall 1976

Negatives on file at AHPP

Viewed from northeast



Missouri-Pacific Depot

Earle

Crittenden County

Fall 1976

Negatives on file at AHPP

Detail of south bay



Missouri-Pacific Depot

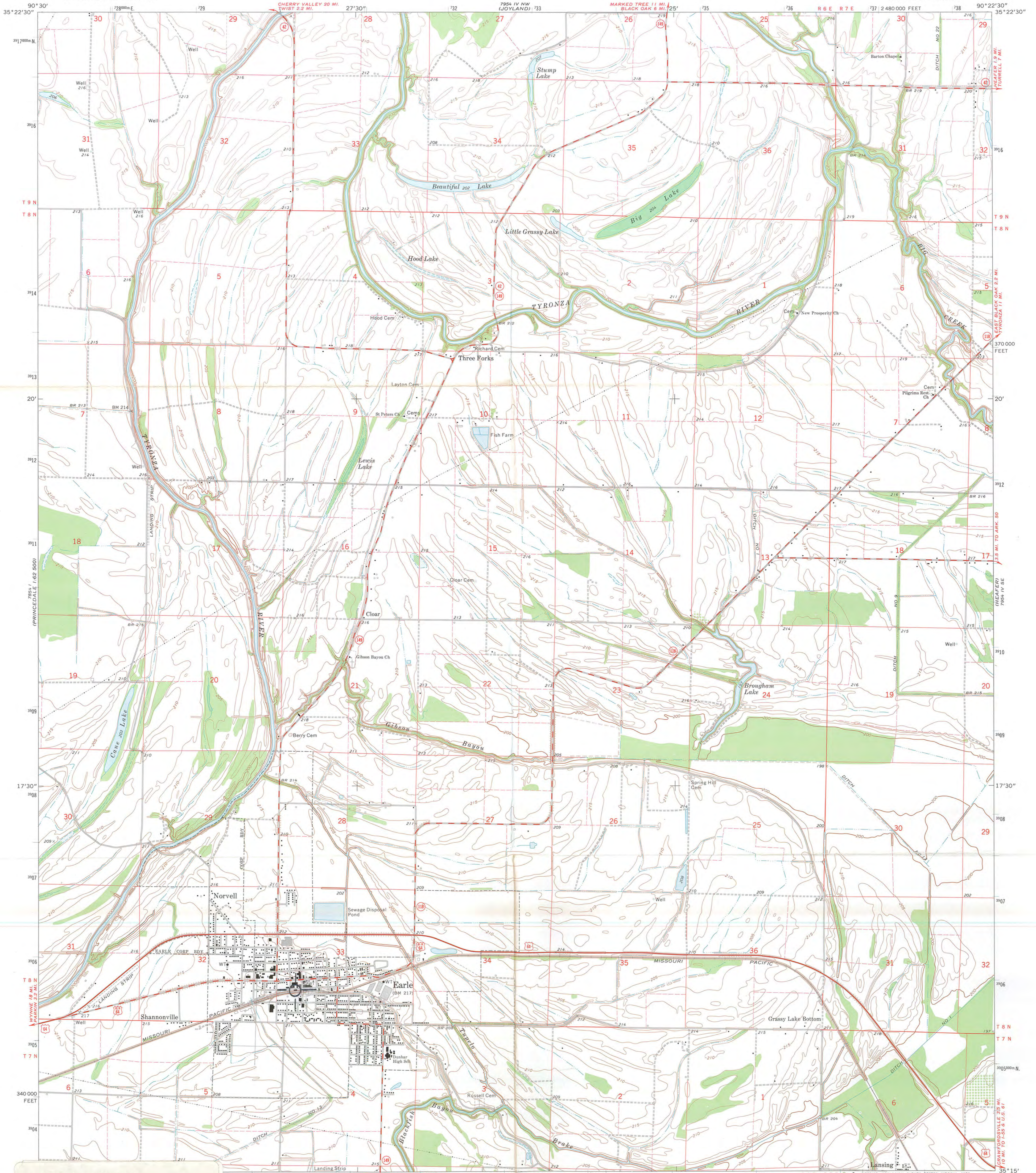
Earle

Crittenden County

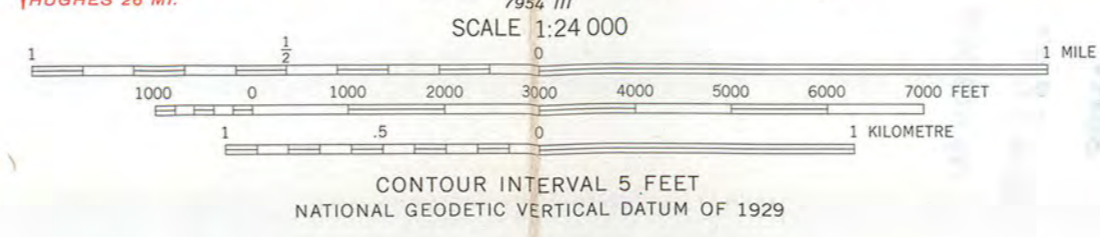
Fall 1976

Negatives on file at AHPP

Viewed from northwest



Missouri Pacific Depot
Earle, Crittenden County
Quadrangle Name: Earle
Scale: 1:24000
UTM Reference
15 730460 3905670

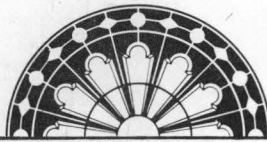


ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	Slate Route

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

EARLE, ARK.
SW/4 EARLE 15' QUADRANGLE
N 3515—W 022.5/7.5
1974
AMS 7954 IV SW—SERIES V884



FEB 4 1986

ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

January 30, 1986

Carol D. Shull
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
1100 "L" Street, N. W.
Washington, D. C. 20240

Re: Missouri Pacific Depot
Earle - Crittenden County

Dear Carol:

We are enclosing for your review the nomination for the Missouri Pacific Depot. 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,

Wilson Stiles
State Historic Preservation Officer

WS/JW/do

Enclosure/s

