

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

FOR NPS USE ONLY

DEC 13 1977

RECEIVED

JUN 7 1978

DATE ENTERED

NOV 17 1978

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC Missouri Pacific Depot

AND/OR COMMON  
Prescott Railroad Station**2 LOCATION**

STREET &amp; NUMBER 300 West First Street North

CITY, TOWN Prescott

\* NOT FOR PUBLICATION  
CONGRESSIONAL DISTRICT  
Fourth

STATE Arkansas

VICINITY OF  
CODE  
05COUNTY  
NevadaCODE  
099 ✓**3 CLASSIFICATION**

## CATEGORY

☒ DISTRICT  
☒ BUILDING(S)  
☐ STRUCTURE  
☐ SITE  
☐ OBJECT

## OWNERSHIP

☒ PUBLIC  
☐ PRIVATE  
☐ BOTH  
PUBLIC ACQUISITION  
☐ IN PROCESS  
☐ BEING CONSIDERED

## STATUS

☒ OCCUPIED  
☐ UNOCCUPIED  
☐ WORK IN PROGRESS  
ACCESSIBLE  
☒ YES: RESTRICTED  
☐ YES: UNRESTRICTED  
☐ NO

## PRESENT USE

☐ AGRICULTURE  
☒ COMMERCIAL  
☐ EDUCATIONAL  
☐ ENTERTAINMENT  
☐ GOVERNMENT  
☐ INDUSTRIAL  
☐ MILITARY  
☒ MUSEUM  
☐ PARK  
☐ PRIVATE RESIDENCE  
☐ RELIGIOUS  
☐ SCIENTIFIC  
☐ TRANSPORTATION  
☐ OTHER:**4 OWNER OF PROPERTY**

NAME City of Prescott (Land is leased)

STREET & NUMBER  
118 East ElmCITY, TOWN  
Prescott

VICINITY OF

STATE  
Arkansas**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE,  
REGISTRY OF DEEDS, ETC. see Deed Circuit Clerk Office Nevada County CourthouseSTREET & NUMBER  
200 East Second Street SouthCITY, TOWN  
PrescottSTATE  
Arkansas**6 REPRESENTATION IN EXISTING SURVEYS**TITLE  
None

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 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

The Prescott Railroad Depot is a one and a half story building faced entirely in dark red brick. It is situated at 300 West First Street South in Prescott, Arkansas.

The building is divided into two main sections. The southwest end of the building is reserved for use by the Missouri Pacific Railroad for storage. There is an open breezeway separating the two sections. The opposite end is now being occupied by the Prescott-Nevada County Chamber of Commerce. The section which was occupied by the ticket and business office is used by the Chamber of Commerce. The waiting room is being converted into a museum. There are two restrooms that have recently been renovated.

There are brick walkways all around the building and parking areas at each end of the building. The area between the walkways and parking areas have been landscaped.

The building is rectangular with a breezeway that cuts the building into two sections. There is an apse at the south end of the building. The building is one and a half stories with no basement. The exterior is dark red brick set in a stretcher bond pattern. The wall design is recessed panels. The roof is bellcast hip with tile roofing. There are three single unit chimneys. Two are on the rear slope, offset right, and one is straddle ridge in the center of the building. There is a hipped dormer in the center at the SE end of the building. The roof trim is of wood and the eaves are projecting with the rafters exposed.

The windows are flat with moulded trim and the surround material is wooden. The sills are lugsill type. The windows have two lights. There are four doors to the building. The transom panels are flush light. The doors have nine lights with one moulded rail raised panel at the bottom. There is an open porch with wood supports at the south end of the building.

The site of the train station is 441' x 60' and the depot is 24'x188'.



# 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 checked="" 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 checked="" 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 checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

A classic example of early twentieth century railroad architecture, the Prescott Railroad Depot was the center of travel to and from this typical southern town until the automobile became the primary mode of transportation in the mid 1940's and early 1950's.

Nevada County Arkansas was carved from parts of Hempstead, Ouachita, and Columbia Counties by the Arkansas Legislature in 1871. At that time, the early settlement of Mt. Moriah was selected as the county seat. However, within a year the settlement of Rosston was selected to serve as the county seat because of its central location.

At this time, the construction of the St. Louis, Iron Mountain and Southern Railroad greatly changed the development of Nevada County. Originally planned by Secretary of War Jefferson Davis in the mid 1850's as the Cairo and Fulton Railroad, construction started across Arkansas in 1868. By the summer of 1873, the new railroad had reached Nevada County. Because steam locomotives needed to take on water, settlements along the new railroad were located approximately eight miles apart. In August, 1873, Prescott was surveyed as part of the construction of Iron Mountain Railroad. The founding of Prescott stimulated the rapid movement of political, economic, and social institutions to northwest Nevada County from Rosston. That same year the county seat of Nevada County permanently moved from Rosston to Prescott.

Soon after the railroad came to Prescott a depot was erected in the middle of the new town's Main Street. By 1910, the original station proved to be inadequate for the growing town of Prescott. The need for a new terminal was expressed by most citizens of Prescott. As early as 1884, the Nevada County Picayune had described the waiting room as

a standing reproach to the railroad authorities. It is only 8x12 feet and both white and black have to crowd together. It is not fit for a first class kennel for a pack of hounds.

The Prescott and Northwestern Railroad also needed a new station since its present one was located over a mile from the Iron Mountain Depot. This thriving short line had been started in 1890 and had contributed greatly to the development of the region northwest of Prescott to Highland in southern Pike County. In fact, the 1911 peach crop from the region around Highland reached a record of 300 cars. Although peaches made up the largest single crop carried by the "Elberta Route," the railroad worked to diversify agriculture along its route through a fruit and truck growers association. Passenger service along the Prescott and Northwestern helped travelers move to and from the Iron Mountain

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Nevada County Circuit Court Records  
Nevada County Picayune  
Prescott Daily News

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2.56 2200 1 / 2200 11-17

UTM REFERENCES

A 463-960  
1 5 4 6 4 0 0 0 3 7 3 9 3 8 0  
ZONE EASTING NORTHING  
C

B  
ZONE EASTING NORTHING  
D

VERBAL BOUNDARY DESCRIPTION

From the intersecting southwesterly line of Vino Street produced southeastwardly, measuring southwestwardly, along Carrier's northwesterly right of way line, 185 feet, for the point of beginning; thence continue southwestwardly, along last described course, 60 feet; thence northeastwardly, parallel with Carrier's said northwesterly right of wayline, 441 feet; thence northwestwardly, 60 feet more or less, to point of beginning, containing 24,460 square feet, more or less.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

## 11 FORM PREPARED BY

NAME / TITLE

Nancy Russell, Secretary

November 28, 1977

ORGANIZATION

Nevada County Historical Society

DATE

STREET & NUMBER

300 West First Street South

TELEPHONE

CITY OR TOWN

Prescott

STATE

Arkansas 71857

## 12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

June Barkley  
SHPO

TITLE

DATE

5-16-78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

Charles B. Smith  
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

11-17-78

ATTEST:

Marcella Shuford  
KEEPER OF THE NATIONAL REGISTER

KEEPER OF THE NATIONAL REGISTER

DATE

11-17-78



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

JUN 7 1978

DATE ENTERED

NOV 17 1978

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 1

on business and pleasure. The late morning passenger train from the Prescott depot was scheduled to wait for an hour and a half on weekdays and two and a half hours on Sundays for the Iron Mountain Number 5 to reach Prescott if it was late.

The need for a new depot in Prescott reached a head on January 31, 1910, when the general superintendent of the Iron Mountain announced that an agreement had been reached between the Iron Mountain and the Prescott and Northwestern to share a new Union Station planned for Prescott. However, this statement started a twenty-two month controversy over the location of the new terminal. Finally, after legal and legislative action, the Arkansas Railroad Commission decided on November 11, 1911 to locate the new depot between Pine and Vine streets and open Main Street in Prescott.

On June 10, 1912, after the Iron Mountain Number 6 ran in the afternoon, the new station was officially occupied. At 8:59 pm the first train stopped at the station, and on the next morning the first Prescott and Northwestern passenger train departed from its new home at 9:15. The people of Prescott were very proud of their new station and the ease it made the transfers between the Iron Mountain and the expanding Prescott and Northwestern Railroad. The statement made by the editor of the Prescott Daily Newson May 21, 1912, reflected the excitement of the citizens of Prescott as their new depot neared completion.

The new building is a very attractive, substantial and modern one and is located near the junction of the Iron Mountain and the Prescott and Northwestern Railroad. The Iron Mountain will use the main line for their trains and the Prescott and Northwestern has a track between the main line and the building.

The Prescott and Northwestern would continue to run passenger service from the station until November 1945, and the Missouri Pacific (Iron Mountain) would sell tickets until 1967. The depot, opened in the summer of 1912 would continue, while a terminal for transportation and now as a landmark, to serve as a reminder to the citizens of Prescott that without the railroad their town would never have had a chance to become a reality.

Property

Missouri Pacific Depot

State

Ark.

Working Number

6.7.78.3331

78000614

## TECHNICAL

Photos

7

Maps

1

Accept?   
 Easting

read when 1

read to state 1 sheet

## CONTROL

PL

6.8.78

locally significant depot eligible for ~~assoc~~ historical association with RR and architectural significance

## HISTORIAN

Accept  
W.R. Luce  
11.10.78.

## ARCHITECTURAL HISTORIAN

Accept -

~~Minimal~~ ~~justification~~minimal justification for architecture -  
probably strong enough for total significance.Accept  
Braham  
8.22.78

## ARCHEOLOGIST

## OTHER

Locally significant, early 20<sup>th</sup> century  
train depot

Accept

## HAER

Inventory X

Review 8/17/78

Donald C. Jackson

## REVIEW UNIT CHIEF

Although architectural value could be better summarized,  
historical association by virtue of early community  
need and use OK. Good structure, with more integrity than many.

Sheffy for

11-17-78

Accept

## BRANCH CHIEF

## KEEPER

National Register Write-up

Federal Register Entry

2-6-79

Send-back

Re-submit

Entered

NOV 17 1978

INT:2106-74





1. Missouri Pacific Depot
2. Prescott, Arkansas
3. Mike Shinn
4. January, 1978
5. Arkansas Historic Preservation Program
6. south and east elevations; viewed from  
the southeast
7. # 1

NOV 17 1978

JUN 7 1978





1. Missouri Pacific Depot
2. Prescott, Arkansas
3. Mike Shinn
4. January, 1978
5. Arkansas Historic Preservation Program
6. south elevation; viewed from the south
7. # 2

NOV 17 1978

JUN 7 1978





1. Missouri Pacific Depot
2. Prescott, Arkansas
3. Mike Shinn
4. January, 1978
5. Arkansas Historic Preservation Program
6. detail of south elevation
7. # 3

NOV 17 1978

JUN 7 1978





1. Missouri Pacific Depot
2. Prescott, Arkansas
3. Mike Shinn
4. January, 1978
5. Arkansas Historic Preservation Program
6. north elevation; viewed from the northeast
7. # 4

NOV 17 1978

JUN 7 1978





1. Missouri Pacific Depot
2. Prescott, Arkansas
3. Mike Shinn
4. January, 1978
5. Arkansas Historic Preservation Program
6. east elevation; viewed from the east
7. # 5

NOV 17 1978

JUN 7 1978



1. Missouri Pacific Depot
2. Prescott, Arkansas
3. Mike Shinn
4. January, 1978
5. Arkansas Historic Preservation Program
6. building details
7. # 6

NOV 17 1978

JUN 7 1978



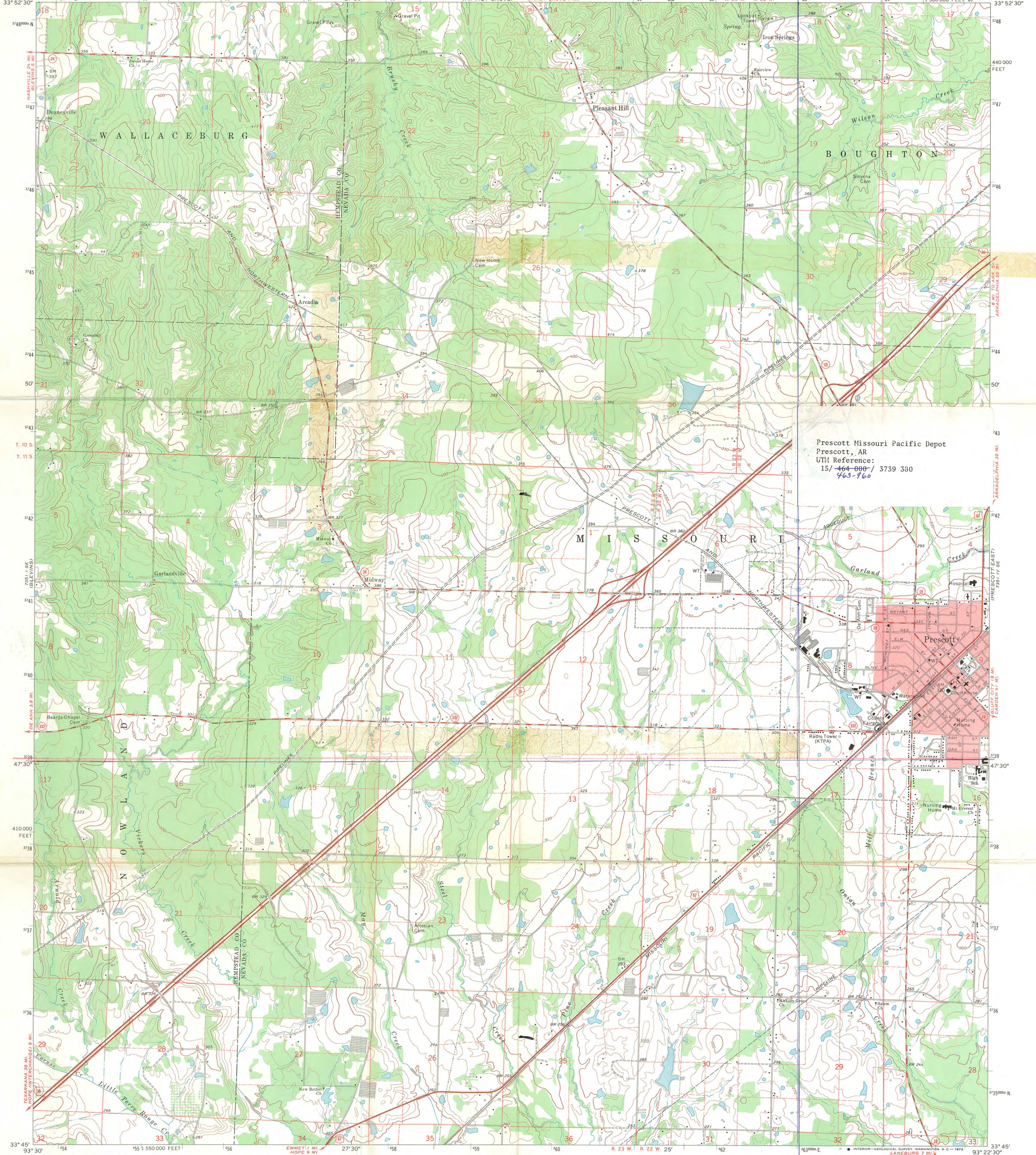


1. Missouri Pacific Depot
2. Prescott, Arkansas
3. Mike Shinn
4. January, 1978
5. Arkansas Historic Preservation Program
6. building details
7. # 7

NOV 17 1978

JUN 7 1978









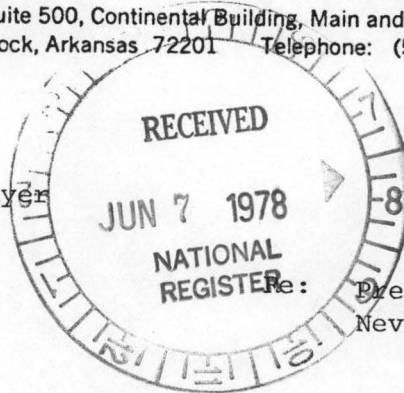
## ARKANSAS HISTORIC PRESERVATION PROGRAM

Suite 500, Continental Building, Main and Markham  
Little Rock, Arkansas 72201 Telephone: (501) 371-2763



February 6, 1978

The Honorable R. C. McBrayer  
Mayor of Prescott  
118 East Elm  
Prescott, AR 71857



FEB 10 1978

Prescott Railroad Depot  
Nevada County

Dear Mayor McBrayer:

The staff of the Arkansas Historic Preservation Program is preparing a National Register nomination for the above captioned property which will be presented to the Arkansas State Review Committee at their March 14 meeting. If approved the nomination will be submitted to the National Register office in Washington for final consideration.

The National Register of Historic Places is a listing of historic sites, buildings, objects and districts from all across the country that are worthy of preservation. Entry in the National Register is an honor which places no obligation on a private owner. It does, however, provide protection through comment by the Advisory Council on Historic Preservation from federally financed, assisted or licensed projects that might affect a National Register property.

On October 4, 1976, the President signed a Tax Reform Act of which Section 2124 refers to tax incentives for historic properties. Enclosed you will find an information sheet on that tax act.

If you have any questions concerning the program or this property's nomination please contact Sandra Taylor of our staff.

Enclosed are two copies of this letter. Please complete the form below, sign and return the original to our office. The copy is for your files. We would appreciate receiving any comments you might have concerning the nomination of this property. If we do not hear from you within 30 days your approval will be assumed.

Sincerely,

*Barbara Woodard*

Barbara Woodard, Deputy Director  
Arkansas Historic Preservation Program

I approve of the nomination of the above property  
to the National Register of Historic Places.

Yes

No

Comments:

*2-8-78*

Date

*R C McBrayer Mayor*

Signature

## LEASE

THIS AGREEMENT, executed in duplicate

November 19

19 69, Witnesseth:

The undersigned Carrier hereby lets, and the undersigned Lessee ( A Municipal Corporation

), to be addressed at Prescott, Arkansas 71857 (show whether an individual, co-partners or

corporation and state where incorporated)

hereby leases, on solely the herein expressed terms and conditions, for the term to begin with March 18

1970, and unless sooner concluded as herein provided to end with March 17, 1971, and

conditioned to continue after said term subject to termination as herein provided, the following described property, herein called Premises

and located substantially where shown enclosed in wide blue on Exhibit "A" attached hereto as part hereof, situate in

Prescott

Nevada County

Arkansas

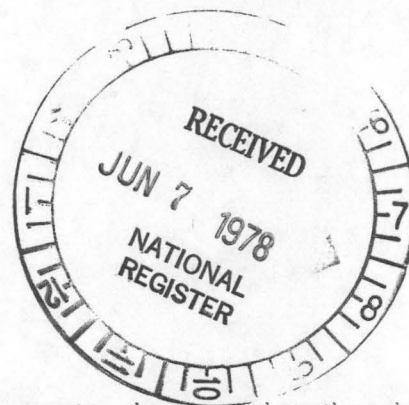
(place)

(county or parish)

(state)

, to-wit:

From the intersecting southwesterly line of Vine Street produced southeastwardly, measure southwestwardly, along Carrier's northwesterly right of way line, 185 feet, for the point of beginning; thence continue southwestwardly, along last described course, 441 feet; thence southeastwardly, at right angles from last described course, 60 feet; thence north eastwardly, parallel with Carrier's said northwesterly right of way line, 441 feet; thence northwestwardly, 60 feet, more or less, to the point of beginning, containing 24,460 square feet, more or less;



subject and subordinate, however, to the right in Carrier, its lessees and licensees, to maintain, operate and renew, on, beneath or above surface of Premises any telephone, telegraph, power and signal lines and poles, tracks, roadways, pipe lines, and facilities of like character, as now located; the Lessee hereby releasing Carrier, its lessees and licensees, from all loss or damage which Lessee may sustain by reason thereof. Any of Carrier's adjacent right of way lands occupied by any unloading platform attached or appurtenant to Lessee's improvements located on Premises hereinabove described shall be included in the term Premises as used in Paragraphs 3 and 4 hereof.

1. Premises shall be used solely as site for Lessee's proposed City Hall

(proposed or existing)

Lessee's occupancy of Premises by existing or proposed structures and buildings shall be limited to solely the following; provided, however, Lessee may place additional structures and buildings on Premises upon written approval of Carrier:

One existing 24' x 188' brick building on concrete foundation.

1(a) Lessee, at Lessee's sole cost and responsibility, shall erect and maintain during term hereof, a chain link fence along the southeasterly boundary of premises, to prevent encroachment of vehicles and pedestrians on Carrier's tracks; said chain link fence to be constructed in a manner having the approval of Carrier's General Manager, or his authorized representative.

2. Lessee shall pay, and Carrier shall accept, in equal annual installments, each in advance, rental computed at rate of six per centum per annum on Premises' fair value (\$ 2,000.00

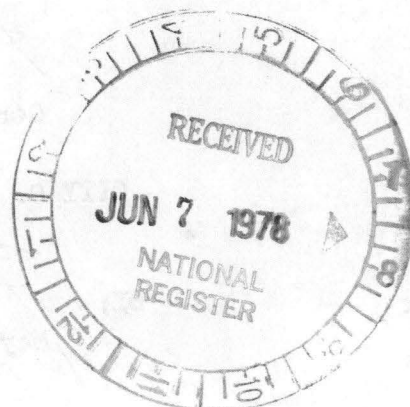
on first day of term hereof), as increased from time to time by addition on each anniversary of said day of assessments (not general taxes) paid by Carrier on Premises during last preceding year. Fair value of Premises may be redetermined by Carrier at the end of each five year period this lease may be in effect, and rental shall be based on such redetermined fair value as increased from time to time thereafter as in this Section 2 provided. Lessee shall pay all taxes on Lessee's improvements, and all charges, levied or assessed against Premises during term hereof, for water and electricity used on Premises and all assessments for street sprinkling, sweeping and oiling. Notwithstanding advance payment of rental, term hereof may be concluded by Carrier on the notice specified in Section 5 hereof, and any unearned rental will be refunded.

3. Lessee shall not, unless expressly authorized in Paragraph 1 hereof, (a) use Premises for storage or handling of petroleum or its products, or (b) store or handle on Premises any other commodities of an explosive, dangerous, or flammable nature. In the event Lessee is authorized to store or handle any of the foregoing, the lighting of Premises shall be by electricity, at the cost of Lessee, and Lessee, at Lessee's cost, shall comply with all Federal, State or Municipal orders, regulations and ordinances, and with all regulations and recommendations from time to time prescribed or published by any public authority having jurisdiction, by the National Board of Fire Underwriters or any bureau or board exercising similar functions, or by the Carrier, relating to the loading, unloading, storage and handling thereof and the installation, maintenance or use of any electric lighting equipment or appliances, or of any safeguard or safety device, and of any loading or unloading apparatus and any pipe line provided by Lessee on Carrier's adjacent lands, with the consent of Carrier's Superintendent, for use in loading or unloading any of said commodities into or from any tank car. In the event Lessee stores or handles any of said commodities howsoever on Premises, Lessee agrees to indemnify and save harmless Carrier, its employees and agents and to assume all risk, responsibility and liability for (i) death of, or injury to, any persons (including, but not limited to, employees, agents, officers, patrons and licensees of the parties hereto) and (ii) loss, damage or injury to any property (including property of Carrier or property in its custody or possession); together in all cases with all liability for any expenses, attorneys' fees and costs incurred or sustained by Carrier, arising from or in any manner or degree attributable to the existence of or storage of any of said commodities on Premises regardless of any negligence of Carrier.









---

# TELEPHONE REPORT

---

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

---

PROJECT: *missouri Pacific depot*

---

TO/FROM: *Sandra*

DATE: *11-17*

---

ADDRESS:

PHONE:

---

STAFF MEMBER: *Sherfy*

DIVISION:

---

REPORT:

- less than 1 acre
  - read UTM's to them
  - ~~they~~ will check dates
-

ENTRIES IN THE NATIONAL REGISTER

STATE    ARKANSAS

Date Entered            NOV 17 1978

Name

Location

Terminal Hotel

Little Rock  
Pulaski County

Missouri Pacific Depot

Prescott  
Nevada County

Also Notified

Honorable Dale Bumpers  
Honorable Kaneaster Hodges, Jr.  
Honorable James G. Tucker, Jr.  
Honorable Ray Thornton

State Historic Preservation Officer  
Ms. Anne Bartley  
Acting Director  
Arkansas Historic Preservation Program  
Suite 500, Continental Building  
Markham and Main Streets  
Little Rock, Arkansas 72201



# NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Missouri Pacific Depot  
 ② OTHER NAMES: Prescott Railroad Station  
 ③ date of entry: NOV 17 1978  
 ④ county code: 99

⑤ LOCATION street & number: 300 W. 1st St. North  
 city / town: Prescott  
 vicinity of:  
 state: AR  
 county: Nevada  
 ⑥ NPS REGION: SW

⑦ OWNER ☐ PRIVATE ☐ STATE ☒ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name):  
 ⑧ ADMINISTRATOR:

⑨ EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL  
 ⑩ FUNDED? ☐ YES ☐ NO  
 ⑪ CONGRESS DISTRICT: 4th  
 ⑫ SOURCE of NOMINATION ☒ STATE ☐ FEDERAL  
 if state who prepared form?

⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? ☐ YES, NAME ☐ NO  
 ⑭ WITHIN NATIONAL HISTORIC LANDMARK? ☐ YES, NAME ☐ NO  
 ⑮ ACREAGE  
☐ LOCAL ☐ PRIVATE ORGANIZATION

⑯ CONDITION  
☐ excellent  
☐ good  
☐ fair  
☐ deteriorated  
☐ ruins  
☐ unexposed  
☐ unexcavated  
☐ altered  
☐ unaltered  
☐ reconstructed  
☐ excavated  
☐ original site  
☐ moved  
☐ unknown  
 ⑰ features:  
 INTERIOR ☐ SUBSTANTIALLY INTACT-1  
☐ NOT INTACT-0  
☐ UNKNOWN-4  
☐ NOT APPLICABLE-7  
 EXTERIOR ☐ SUBSTANTIALLY INTACT-2  
☐ NOT INTACT-0  
☐ UNKNOWN-5  
☐ NOT APPLICABLE-8  
 ENVIRON ☐ SUBSTANTIALLY INTACT-3  
☐ NOT INTACT-0  
☐ UNKNOWN-6  
☐ NOT APPLICABLE-9

⑱ ACCESS ☐ YES-Restricted ☐ YES-Unrestricted ☐ No Access ☐ Unknown  
 ⑲ ADAPTIVE USE ☐ YES ☐ NO  
 ⑳ SAVED? ☐ YES  
 IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☐ no

㉑ AREAS OF SIGNIFICANCE:  
☐ ARCHEOLOGY-prehistoric-2  
☐ ARCHEOLOGY-historic-1  
☐ AGRICULTURE-3  
☐ ARCHITECTURE-4  
☐ ART-5  
☐ COMMERCE-6  
☐ COMMUNICATIONS-7  
☐ CONSERVATION-8  
☐ ECONOMICS-9  
☐ EDUCATION-10  
☐ ENGINEERING-11  
☐ ENTERTAINMENT-26  
☐ EXPLORATION-12  
☐ HEALTH-27  
☐ INDUSTRY-13  
☐ INVENTION-14  
☐ LANDSCAPE ARCH.-15  
☐ LAW-16  
☐ LITERATURE-17  
☐ MILITARY-18  
☐ MUSIC-19  
☐ PHILOSOPHY-20  
☐ POLITICS/GOVT.-21  
☐ RELIGION-22  
☐ SCIENCE-23  
☐ SOCIAL/HUMANITARIAN-24  
☐ SOCIAL/CULTURAL-30  
☐ TRANSPORTATION-25  
☐ RECREATION-28  
☐ SETTLEMENT-29  
☐ URBAN PLANNING-31  
☐ OTHER (SPECIFY)  
 ㉒ CLAIMS: explain  
 'first' ☐  
 'oldest' ☐  
 'only' ☐

㉓ functions  
 WHEN HISTORICALLY SIGNIFICANT:  
 CURRENTLY:  
 ㉔ dates of initial construction:  
 major alterations:  
 historic events:  
 ㉕ ETHNIC GROUP ASSOCIATION

㉖ architectural style(s):  
 ㉗ architect:  
 ㉘ master builder:  
 ㉙ engineer:

㉚ landscape architect / garden designer:  
 ㉛ interior decorator:  
 ㉜ artist:  
 ㉝ artisan:  
 ㉞ builder/contractor:

㉟ NAMES give role & date  
 PERSONAL:  
 EVENTS:  
 INSTITUTIONAL:

㊱ NATIONAL REGISTER WRITE-UP