Form No. 10-300 (Rev. 10-74)

CITY, TOWN

UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

FOR NPS USE ONLY

JUN 7 1978

STATE

RECEIVED

# NATIONAL REGISTER OF HISTORIC PLACES

NVENTORY NOMINA		DATE ENTERED	NOV 1 7 1978
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NAME		sand des Faranties	
HISTORIC Missouri Pacif	ic Depot		
AND/OR COMMON Prescott Railr	A A A A A A A A A A A A A A A A A A A	Trang rang.	0.506
LOCATION	odd bodoloii		
	st Street North		
CITY, TOWN Prescott	VICINITY OF	CONGRESSIONAL FOURTH	
STATE Arkansas	CODE 05	COUNTY Nevada	CODE 099
CLASSIFICATION		na el mad . Lo du	eas chá cóirí
CATEGORY  DISTRICT  BUILDING(S)  STRUCTURE  SITE  OBJECT  OWNERSHIP  PUBLIC  PRIVATE  BOTH  PUBLIC ACQU  IN PROCESS  BEING CONSIDERS	YES: RESTRICTE	AGRICULTU X_COMMERCI GRESSEDUCATION LEENTERTAIN EDGOVERNME	ALPARK  NALPRIVATE RESIDENC  MENTRELIGIOUS  ENTSCIENTIFIC
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STREET & NUMBER 118 East Elm			
CITY. TOWN Prescott	VICINITY OF	STATE Arka	nsas
CTDEET 9. NUMBER		ce Nevada County Co	ourthouse
CITY. TOWN Prescott		Arkuns	as
REPRESENTATION IN TITLE None	EXISTING SURV	EYS	
DATE	FEC	DERALSTATECOUNTY	LOCAL
DEPOSITORY FOR SURVEY RECORDS			

### CONDITION

\_\_EXCELLENT \_\_DETERIORATED

\_\_GOOD \_\_\_RUINS
X\_\_FAIR \_\_\_UNEXPOSED

### CHECK ONE

X\_UNALTERED \_\_ALTERED

### CHECK ONE

X\_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 Rail-road 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 transon 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'.

### PERIOD

### AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

PREHISTORIC	_ARCHEOLOGY-PREHISTORIC	COMMUNITY PLANNING	_LANDSCAPE ARCHITECTURE	RELIGION
1400-1499	_ARCHEOLOGY-HISTORIC	CONSERVATION	LAW	SCIENCE
1500-1599	X AGRICULTURE	ECONOMICS	LITERATURE	SCULPTURE
1600-1699	<b>∠</b> ARCHITECTURE	EDUCATION	MILITARY	SOCIAL/HUMANITARIAN
1700-1799	-ART	ENGINEERING	MUSIC	THEATER
1800-1899	COMMERCE	EXPLORATION/SETTLEMENT	PHILOSOPHY	TRANSPORTATION
X_1900-	COMMUNICATIONS	X_INDUSTRY	POLITICS/GOVERNMENT	_OTHER (SPECIFY)
		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. Iouis, 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

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LIST ALL STATES AT	ND COUNTIES FOR PROPERTIES OVERL	APPING STATE OR COUNTY BOUNDARIES
STATE	CODE COUNTÝ	CODE
STATE	CODE COUNTY	CODE
NAME/TITLE Nancy Russell,		November 28, 1977
NAME/TITLE Nancy Russell, ORGANIZATION	Secretary	November 28, 1977 DATE
NAME/TITLE Nancy Russell, ORGANIZATION Nevada County I	Secretary Historical Society	
NAME/TITLE Nancy Russell, ORGANIZATION Nevada County I STREET & NUMBER 300 West First	Secretary Historical Society	DATE TELEPHONE
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## UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

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

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DATE ENTERED

NOV 1 7 1978

CONTINUATION SHEET

ITEM NUMBER

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 G	Pacific Depot	1
	g Number 6. 7. 78. 3331	78000614
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National Register Write-up Federal Register Entry	Send-back Re-submit	Entered



- 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 NOV 17 1978

7. # 1



- 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 1 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

NOV 1 7 1978

7. # 3



- 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



- 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 1 7 1978



Missouri Pacific Depot

Prescott, Arkansas

3. Mike Shinn

January, 1978 Arkansas Historic Preservation Program

building details

# 6

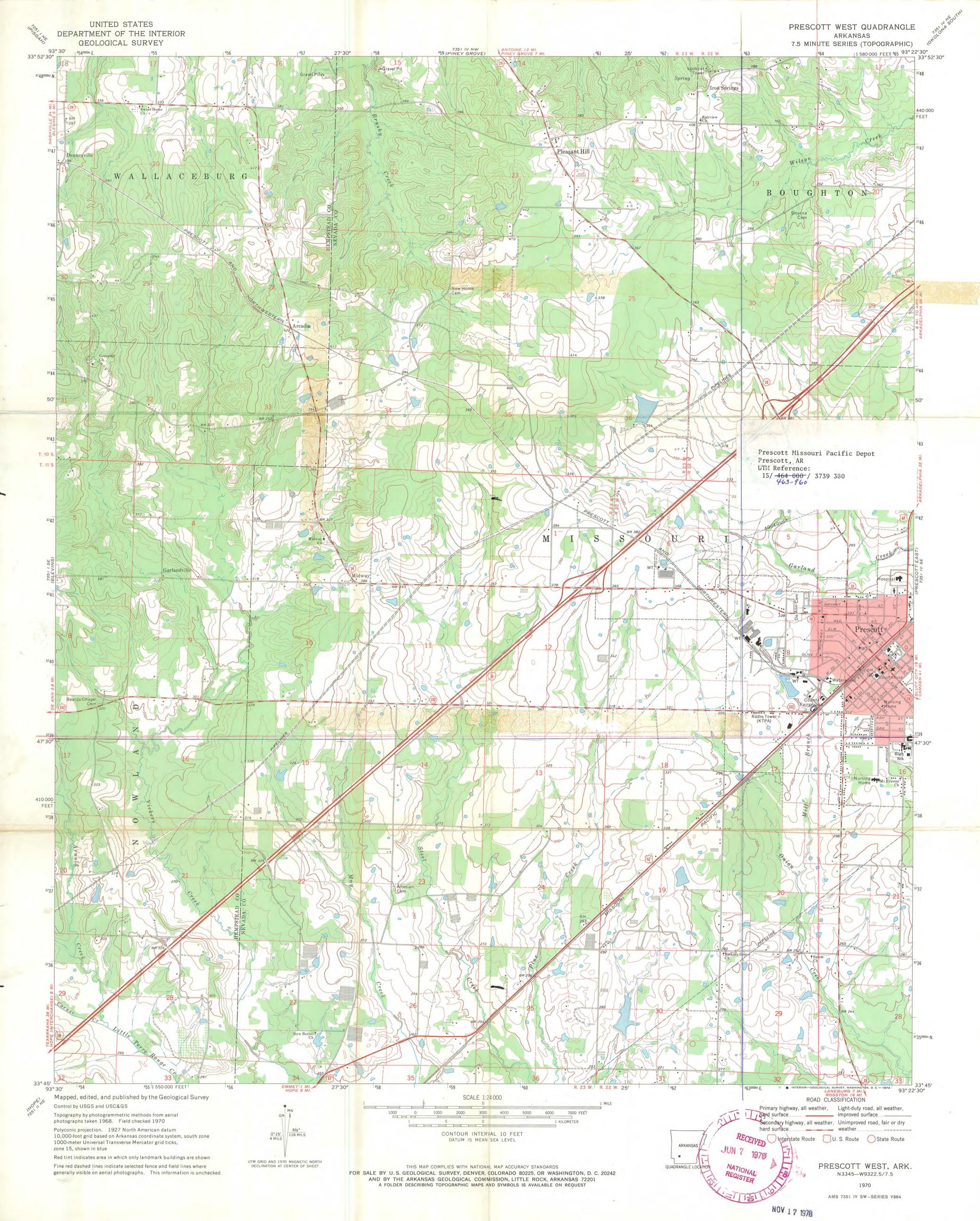
NOV 1 7 1978



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

7 # 7

NOV 1 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 JUN 7 1978

NATIONAL REGISTER:

FEB 1 0 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,

Bouloura Woodal

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:

2-1-78 Re may Brayer may

### LEASE

THIS AGREEMENT, executed in duplicate

November 19

19 69, Witnesseth:

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

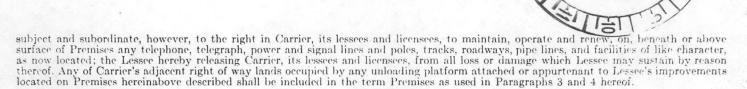
), to be addressed at Prescott, Arkansas 71877

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
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 Novada (county or parish)

Prescott
(county or parish)

(state)

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;



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 (\$2,000,000) 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 or lers, 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 mad 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 employes and agents and to assume all risk, responsibility and liability for (i) death of, or injury to, any persons (including, but not limited to, employes, 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.

Lessee agrees:

(a) to keep Premises and all buildings and structures thereon in a condition satisfactory to Carrier, and to refrain from the committing

of any unlawful act on or in respect of Premises;

(b) to refrain from erecting, placing or maintaining any structure or obstruction above the top of rails, or at a distance less than eight and one-half feet from the center line, of any track located on or adjacent to Premises (except, loading platform of car floor height may be constructed with a horizontal clearance which is not prohibited under clearance regulations established by competent public authority and which shall have the approval of Carrier's Chief Engineer), and to indemnify and hold harmless the Carrier against any sums which Carrier may be required to pay in the way of damages, fines, penalties, costs, attorneys' fees and other expenses by reason of Lessee's failure to observe the provisions of this Sub-paragraph (b) regardless of any negligence of Carrier, or of Carrier's agents, servants or employes;

(c) to waive all right to question the validity of this lease or any of the terms or provisions hereof, or the right or power of the Carrier to execute and enforce the same, and to waive all right to claim damages in the event the Lessee shall be ejected from or required to surrender

possession of the Premises by reason of the failure of title of Carrier or for other cause;

(d) to promptly remove any lien filed on any premises or improvements of Carrier on account of any work done, labor performed or materials furnished for or on account of Lessee and, failing so to do, Carrier may pay the amount of such lien or discharge the same by deposit, and the amount so paid or deposited shall be deemed additional rent hereunder and payable with interest from the date of such

payment or deposit:

(e) to assume all risks of loss, injury or damage of any kind or nature to any building or other structure or appurtenances thereto, belonging to Lessee, or to others, which may be now or hereafter placed on Premises, and all risks of loss, injuries or damages of any kind or nature to the contents of such buildings or structures or to any goods, merchandise, chattles, or any other property now or that may hereafter be upon Premises whether belonging to Lessee or to others, when such less, injury or damage results from fire or flood, whether the same be caused by the negligence of Carrier, its agents, servants or employes, or otherwise, and to protect, indemnify and save harmless the Carrier from all claims or demands or suits or actions growing out of any such loss, injury or damage;
(f) to save and keep harmless the Carrier from all claims growing out of any default of Lessee hereunder; and

(g) to indemnify and hold harmless Carrier against all claims, demands, suits or actions arising out of injury to or death of any person, or loss of or damage to any property, while on or about Premises, when such injury, death, loss or damage results from any act or omission of Lessee's agents, servants or employes; and except as may be otherwise provided in this agreement, if any claim or liability due to some other cause than fire or flood shall result from the joint or concurring negligence of both parties hereto it shall be borne by

them equally.

5. This lease shall be deemed terminated by (a) Lessee failing for ten days to cure any default after written notice thereof, (b) Lessee's non-user of Premises for any six consecutive months or (c) Carrier, at any time while this lease \* shall be in effect, or Lessee, subsequent to aforesaid fixed term, serving at least 1 12 days to the any time while this lease \* notice of Carrier shall be deemed served when posted on Premises or when deposited in U. S. Mail addressed to Lessee at the above address. Carrier is hereby granted a prior and superior lien on Lessee's buildings, improvements, machinery, equipment, trade fixtures and appurtenances thereto (for convenience hereinafter referred to as Lessee's Property), located on Premises, whether exempt or not from sale or execution and attachment, to secure the satisfaction of all of Lessee's liabilities under this lease; said lien to be without impairment of but execution and attachment, to secure the satisfaction of all of Lessee's habilities under this lease; said hen to be without impairment of our in addition to any right which Carrier may have under existing laws. Lessee, in a workmanlike manner, shall remove, on or before conclusion howsoever of this lease, the Lessee's Property (which term, irrespective of ownership, shall include foundations and footings and any property used by Lessee, except property of Carrier) and restore Premises, including the backfilling of any basement or excavation appurtenant to any of Lessee's Property, and leave Premises in a clean, safe, good, tenantable and orderly condition, provided the Lessee, prior to commencing such removal, shall have satisfied all of Lessee's liabilities to the Carrier under this lease. If Lessee shall fail to so remove Lessee's Property and so restore Premises, title to Lessee's Property shall be forfeited to Carrier unless Carrier shall within six months following conclusion of this lease notify Lessee in writing of Carrier's election to remove Lessee's Property and restore Premises, in which event Lessee shall reimburse Carrier the cost of such removal and restoration less the value of any salvage actually recovered from Lessee's Property. This lease is subject to such orders and regulations of each and every department or bureau of any State, Federal or Municipal government as may be applicable from time to time. If Premises be in Illinois, term hereof may be terminated at any time by the Illinois Commerce Commission in accordance with the provisions of General Order 165 of said Commission or of any amendment thereto. This lease and all of its provisions shall inure to or bind each party's heirs, legal representatives, successors and assigns; provided: none of Premises shall be sublet, and no right of Lessee shall be transferred or assigned, either voluntarily or involuntarily, except by express agreement acceptable to Carrier. In the event of condemnation or other taking of the Premises or any part thereof, or interference with or impairment of access, for public use, Carrier shall be entitled to the entire award or payment, except that Lessee may prove and collect from the condemning authority the value of non-removable fixtures and improvements installed or made to the Premises by Lessee, but only to the extent that such claim or collection does not reduce the amount to which Carrier would otherwise be entitled. Carrier or Lessee may waive any default at any time of the other without affecting, lease notify Lessee in writing of Carrier's election to remove Lessee's Property and restore Premises, in which event Lessee shall reimburse amount to which Carrier would otherwise be entitled. Carrier or Lessee may waive any default at any time of the other without affecting, or impairing any right arising from, any subsequent default.

6. As an additional consideration, Lessee agrees to provide freight room and platform space on Premises for Carrier's handling of less than carload (LCL) freight, at no expense to Carrier, except that Carrier shall maintain, at its expense, ordinary wear and tear excepted, that portion of the freight room and platform designated for Carrier's use. Carrier shall indemnify and save harmless Lessee from any injury to or death of persons, or loss of or damage to any property, resulting from or arising out of the Carrier's aforesaid use of Premises, unless such injury, death, loss or damage be caused by the negligence of Lessee or its employees.

MISSOURI PACIFIC RAILROAD COMPANY

FFIX SEAL)

General Manager

CITY OF PRESCOTT, ARKANSAS



# TELEPHONE REPORT

Office of Archeology and Historic Preser	RVATION
PROJECT: missouri Parific dep	to
TO/FROM: Sondia	DATE: 11-17
Address:	Phone:
STAFF MEMBER: Sleefy	DIVISION:
REPORT:	
- less than lave - read VTM's to then	
- they will shed 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

				Te le	- Demokrati
NAME as it appears on federal register Missouri Pacific Depot	r: 20°	Prescott Railro	oad Station		10V 1 7 1978 (4) county co
(5) LOCATION street & number	city / town	vicinity of		county .	6)NPS REGION:
300 W. 1st St. North	Prescott	annang or	AR Nevada		SW
OWNER PRIVATE STATE MUNICIPAL COUNTY OM				ADMINISTRATO	
BEXISTING SURVEYS CHARS CHAR CHILD FUNDE	ED? THE THE TOOMGRESS DIST	RICT 4th SOURCE		STATE FEDERAL	
	WITHIN MATIENAL BISTORIE LI		GRO ACREAGE		te who prepared form?
WITHIN HATIONAL REGISTER HISTORIC DISTRICT?	SHO SYES, MANE	INDMARK E	Ditto	LOCA	AL PRIVATE ORGANIZATION
©CONDITION □ deteriorated □ alte		(7) features:SUBST		STANTIALLY INTACT	
	ltered Dmoved	E		INTACT-O	2□NOT INTACT + O
	onstructed Dunknown	# D UNK	02	KNOWN-5	S UNKNOWN -6
	avated		E	APPLICABLE-8	NOT APPLICABLE - 9
BACCESS YES-Restricted YES-Unrestrict	474747	ADAPTIVE USE TYES THE			HISTORIC DISTRICT? yes
CARRAGOR CIGNIFICATION	_			CLAIMS:	
DARGUERI SAN DE	NGINEERING-11 LANDSCAPE ARCH.			'first'	explain
	ENTERTAINMENT-26 LAW-16	RELIGION - 22	SETTLEMENT-29		
	EXPLORATION -12  LITERATURE - 17	SCIENCE- 23	☐ URBAN PLANNING-31	'oldest'	
	HEALTH-27  MILITARY-18	SOCIAL/HUMANITARIAN-	24 OTHER (SPECIFY)		
	INDUSTRY-13 MUSIC-19	SOCIAL / CULTURAL - 30		'only'	
□ ART-5 □ EDUCATION-10 □ I	INVENTION - 14 PHILOSOPHY - 20	☐ TRANSPORTATION - 25			
functions	6	dates of initial construction:			ETHNIC GROUP
WHEN HISTORICALLY SIGNIFICANT:		major alterations:			ASSOCIATION
CURRENTLY:		historic events:			
architectural style(s):	@architect	: 6	master builder:	6	engineer:
9		0		0	
andscape architect/garden designer:	interior decorator:	artist:	33 artisan:	builder	/contractor:
9	9	9	9	9	
NAMES give role & date  PERSONAL:  EVENTS:  INSTITUTIONAL:				•	
MATIONAL REGISTER WRITE-UP					
-					