

United States Department of the Interior  
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property

historic name: Missouri-Pacific Railroad Depot

other name/site number: CL0761

2. Location

street & number: Northwest of the intersection of North First Street and  
East Walnut Street

not for publication: N/A

city/town: Gurdon

vicinity: N/A

state: AR county: Clark code: AR 019 zip code: 71743

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing
<u>1</u>	<u>      </u> buildings
<u>      </u>	<u>      </u> sites
<u>      </u>	<u>      </u> structures
<u>      </u>	<u>      </u> objects
<u>1</u>	<u>0</u> Total

Number of contributing resources previously listed in the National  
Register: N/A

Name of related multiple property listing: Historic Railroad Depots of  
Arkansas, 1870-1940

=====

#### 4. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination \_\_\_\_\_ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets \_\_\_\_\_ does not meet the National Register Criteria. \_\_\_\_\_ See continuation sheet.

Cathryn H. Byrd  
Signature of certifying official

7-24-92  
Date

Arkansas Historic Preservation Program  
State or Federal agency and bureau

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria. \_\_\_\_\_ See continuation sheet.

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

=====

#### 5. National Park Service Certification

=====

I, hereby certify that this property is:

- ☒ entered in the National Register  
\_\_\_\_\_ See continuation sheet.  
☐ determined eligible for the  
National Register  
\_\_\_\_\_ See continuation sheet.  
☐ determined not eligible for the  
National Register  
☐ removed from the National Register  
\_\_\_\_\_ other (explain): \_\_\_\_\_

Entered in the  
National Register

Deborah Byrd 6/11/92

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

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

=====

#### 6. Function or Use

=====

Historic: TRANSPORTATION

Sub: Rail-related

Current: TRANSPORTATION

Sub: Rail-related

=====

## 7. Description

=====

Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS

\_\_\_\_\_

\_\_\_\_\_

Other Description: Mediterranean

Materials: foundation CONCRETE roof ASPHALT  
walls BRICK other Wood brackets  
STUCCO

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

=====

## 8. Statement of Significance

=====

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

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): N/A

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

Period(s) of Significance: 1917-1940 \_\_\_\_\_

Significant Dates: 1917 \_\_\_\_\_

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

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

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

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

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

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 1

---

**Summary**

The Missouri-Pacific Railroad Depot in Gurdon is a single story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was the architectural idiom of choice for several of the railroad lines that traversed Arkansas during the early twentieth century, but especially for the Missouri-Pacific Railroad. Its plan is fundamentally rectangular, with an open porch at its southern end and a telegrapher's bay projecting from its western elevation. Its hipped, asphalt shingle roof and brick walls are supported upon a continuous, cast concrete foundation.

**Elaboration**

The Missouri-Pacific Railroad Depot in Gurdon is a single story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was the architectural idiom of choice for several of the railroad lines that traversed Arkansas during the early twentieth century, but especially for the Missouri-Pacific Railroad. Its plan is fundamentally rectangular, with an open porch at its southern end and a telegrapher's bay projecting from its western elevation. Its two brick chimneys are both placed within the structure: one rising through the southern slope of the building, just to the east of center, and the other rising through the ridge of the roof and just inside the wall of the freight area to the east of the open passageway. Its hipped, asphalt shingle roof and brick walls are supported upon a continuous, cast concrete foundation.

The front or southern elevation consists of the open porch to the west, the central, passenger section, and the freight section to the east, divided from the passenger section by an open passageway. The porch is supported upon four large, simple brick columns. Two single-leaf passenger entrances in the passenger section are placed within an assortment of single, paired and tri-partite wood one-over-one wood sash windows, each with its own transom. A large, rolling freight door accesses the freight section at the eastern end. The northern elevation is virtually identical to the elevation opposite, the only exception being the projecting telegrapher's bay, with its window on the eastern face and a single-leaf entry on the western face. Another single-leaf door accesses the eastern freight room from inside the open passageway just inside this elevation.

The western elevation is composed of the open porch with the wall of the passenger section beneath. This wall is lighted with two symmetrically-placed one-over-one wood sash windows,



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

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 2

---

each with a horizontal transom. The eastern elevation is lighted with two symmetrically-placed one-over-one wood sash windows.

Significant exterior details include the quoins around the stucco panels surrounding the windows; the decorative Italianate brackets that ornament the cornice throughout; and the brick parapeted, Spanish dormer, coped with concrete, that adorns the northern roofline directly above the telegrapher's bay.

The Missouri-Pacific Railroad Depot in Gurdon remains in use as a depot and office facility and is in very good condition.

**United States Department of the Interior  
National Park Service****National Register of Historic Places  
Continuation Sheet**Section number 8 Page 1

---

**Significance**

Criteria A and C, local significance

The construction of the railroads played an instrumental part in the birth and growth of a lumbering industry in what had earlier been unreachable stands of timber, and hence in the growth of Gurdon also. The community now known as Gurdon started as a construction camp on the Cairo and Fulton Railroad (later the St. Louis, Iron Mountain and Southern, and then the Missouri-Pacific), first completed in 1873. Soon thereafter the Iron Mountain Railway constructed a branch southeast to Camden leaving the main line from Gurdon, which only increased the activity and regional centrality of the town; by 1906 the Gurdon-Fort Smith Railroad connected Gurdon with the virgin forests of Montgomery County and the lumbering operations which were cutting throughout the Ouachita Forest.

This coincidental accessibility via modern transportation and rapid expansion of surrounding lumbering operations made Gurdon particularly attractive as a mill site and so allowed it to participate in the rapid expansion of the lumbering industry in the South which saw it take over the lead from the Great Lakes region in lumber production by 1899. The forests around Gurdon, and especially to the northwest, contained huge stands of yellow pine, a species particularly well-suited to a rapidly growing and building nation. A large segment of Clark County participated to some degree in the local expansion brought on by the lumbering industry, but Gurdon by far took the lead: in 1888, the mills in Gurdon (and especially the Gurdon Lumber Company) exceeded the number of shipments of cut lumber shipped by the other milling towns in Clark County combined (4,178 carloads vs. the combined total of 3,346 carloads from Arkadelphia, Smithton, Bierne, Whelen and Curtis).

This industrial development naturally led to the commercial growth of the town as well. By 1888 Gurdon could boast of a population of approximately one thousand, most of which were employed at the mills. Gurdon supported six general stores, groceries, meat markets, barber shops, mechanics' shops, two hotels, a livery stable, a weekly newspaper, post office, churches, etc. Four physicians also found sufficient work to remain. By the turn of the century Gurdon's other industries included cotton gins, a brick company, and an ice plant which supplied the Missouri-Pacific railroad as Gurdon was a re-icing stop; it also claimed a bank and several other "similar conveniences."

The Missouri-Pacific Railroad Depot in Gurdon was constructed c. 1917 after the Missouri-Pacific Railroad acquired the old St. Louis, Iron Mountain and Southern line that ran between Missouri and Texas as part of its ambitious campaign to expand its network of rail lines all over the country, and to establish the railroad's corporate identity through the exclusive use of the

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
Continuation Sheet**

Section number 8 Page 2

---

Italianate/Mediterranean style of architecture for its passenger and freight depots.

This passenger and freight railroad depot is associated with the Railroad Growth and Development in Arkansas, 1870-1940 historic context as a structure financed and erected under the auspices of one of the larger early twentieth-century railroads in the state. As such, it is eligible under Criterion A by virtue of those associations; however, with its red clay tile roof, Italianate cornice brackets and Baroque quoin moldings, the Missouri-Pacific Railroad Depot in Gurdon is eligible not only under Criterion A, but also under Criterion C for its being such a good example of the Mediterranean style.

=====

## 9. Major Bibliographical References

=====

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

\_\_\_ See continuation sheet.

Previous documentation on file (NPS):

- \_ preliminary determination of individual listing (36 CFR 67) has been requested.
- \_ previously listed in the National Register
- \_ previously determined eligible by the National Register
- \_ designated a National Historic Landmark
- \_ recorded by Historic American Buildings Survey # \_\_\_\_\_
- \_ recorded by Historic American Engineering Record # \_\_\_\_\_

Primary Location of Additional Data:

- X State historic preservation office
- \_ Other state agency
- \_ Federal agency
- \_ Local government
- \_ University
- \_ Other -- Specify Repository: \_\_\_\_\_

=====

## 10. Geographical Data

=====

Acreage of Property: Less than one

UTM References: Zone Easting Northing      Zone Easting Northing

A	<u>15</u>	<u>485960</u>	<u>3753160</u>	B	___	_____	_____
C	___	_____	_____	D	___	_____	_____

\_\_\_ See continuation sheet.

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

Beginning at a point formed by the intersection of a line running along the northwestern edge of North First Street with a perpendicular line running parallel with the depot's northeastern elevation and located approximately 50 feet to the northeast thereof, proceed northwesterly along said line for a distance of approximately 100 feet to its intersection with a line running along the southeastern edge of the Missouri-Pacific Railroad tracks; thence proceed southwesterly along said line for a distance of approximately 200 feet to its intersection with a line running parallel with the depot's southwestern elevation; thence proceed southeasterly along said line for a distance of approximately 100 feet to its intersection with the northwestern edge of North First Street; thence proceed northeasterly along said line for a distance of approximately 200 feet to the point of beginning.

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

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

=====

**11. Form Prepared By**

=====

Name/Title: Kenneth Story, National Register Coordinator

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

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

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





# United States Department of the Interior

## NATIONAL PARK SERVICE

P.O. BOX 37127  
WASHINGTON, D.C. 20013-7127



IN REPLY REFER TO:

Historic Railroad Depots of Arkansas MPS  
ARKANSAS

Date Listed

COVER Substantive Review

6/11/92

92000612 Blytheville, Leachville and Arkansas Southern Railroad Depot--Leachville

6/11/92

92000608 Cotton Belt Railroad Depot--Fordyce

6/11/92

92000607 DeQueen and Eastern Railroad Depot--Dierks

6/11/92

92000617 Kansas City, Fort Scott and Memphis Railroad Depot

6/11/92

92000606 Kansas City--Southern Depot--Decatur

6/11/92

92000614 Louisiana and Northwest Railroad Depot--Magnolia

6/11/92

92000601 Missouri and North Arkansas Depot--Bellefonte

6/11/92

92000613 Missouri and North Arkansas Depot--Leslie

6/11/92

92000597 Missouri--Pacific Depot--Altus

6/11/92

92000600 Missouri--Pacific Depot--Atkins

6/11/92

92000604 Missouri--Pacific Depot--Clarksville

6/11/92

92000619 Missouri--Pacific Depot--Newport

6/11/92

92000598 Missouri--Pacific Depot--Ozark

6/11/92

92000620 Missouri--Pacific Depot--Russellville

6/11/92

92000622 Missouri--Pacific Depot--Walnut Ridge

6/11/92

92000623 Missouri--Pacific Depot--Wynne

6/11/92

92000599 Missouri--Pacific Railroad Depot--Arkadelphia

6/11/92

92000602 Missouri--Pacific Railroad Depot--Benton

6/11/92

92000605 Missouri--Pacific Railroad Depot--Camden

6/11/92

92000609 Missouri--Pacific Railroad Depot--Curdon

6/11/92

92000610 Missouri--Pacific Railroad Depot--Hope

6/11/92

92000611 Missouri--Pacific Railroad Depot--Hot Springs

6/11/92

92000615 Missouri--Pacific Railroad Depot--Malvern

6/11/92

92000616 Missouri--Pacific Railroad Depot--McGehee

6/11/92

92000618 Missouri--Pacific Railroad Depot--Nashville

6/11/92

92000621 Rock Island Depot--Weldon

6/11/92

92000603 Rock Island Railroad Depot--Booneville

6/11/92

94000192 Memphis, Paris and Gulf Railroad Depot

3/17/94



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Missouri--Pacific Railroad Depot--Gurdon

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Clark

DATE RECEIVED: 4/30/92 DATE OF PENDING LIST: 5/15/92  
DATE OF 16TH DAY: 5/30/92 DATE OF 45TH DAY: 6/14/92  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000609

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/11/92 DATE

ABSTRACT/SUMMARY COMMENTS:

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

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

Entered in the  
National Register

CLASSIFICATION

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

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

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

DESCRIPTION

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

SIGNIFICANCE

Period Areas of Significance--Check and justify below

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

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

BIBLIOGRAPHY

GEOGRAPHICAL DATA

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

ACCOMPANYING DOCUMENTATION/PRESENTATION

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

OTHER COMMENTS

Questions concerning this nomination may be directed to

Phone

Signed Date



MISSOURI-PACIFIC RAILROAD DEPOT (CL Ø 761)

GURDON, CLARK Co., ARKANSAS

JOE DE ROSE

MARCH, 1990

NEGATIVE ON FILE AT AHPP

VIEW FROM WEST





MISSOURI-PACIFIC RAILROAD DEPOT (CL Ø 761)

GURDON, CLARK Co., ARKANSAS

JOE DE ROSE

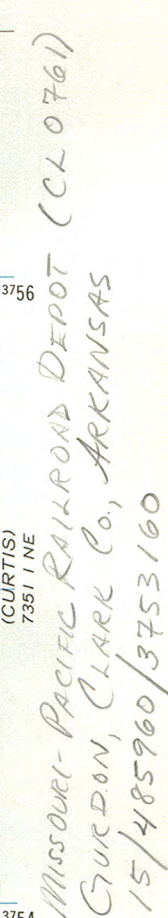
MARCH, 1990

NEGATIVE ON FILE AT ANPP

VIEW FROM SOUTH



GURDON QUADRANGLE  
ARKANSAS—CLARK CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)



UTM GRID AND 1970 MAGNETIC NORTH  
DECLINATION AT CENTER OF SHEET



ARKANSAS

QUADRANGLE LOCATION

GURDON, ARK.  
N3352.5—W9307.5/7.5  
1970  
AMS 7351 I NW—SERIES V88