

NATIONAL REGISTER OF HISTORIC PLACES NOMINATION

NPS Form 10-900

USDI/NPS NRHP Registration Form (Rev. 8-86)

OMB No. 1024-0018

Kansas City Southern Railway Depot, Many, Sabine Parish, LA

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United States Department of the Interior, National Park Service

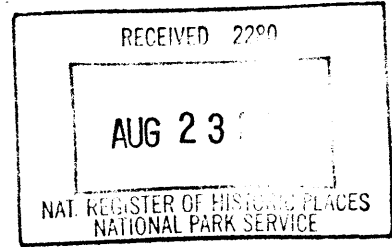
National Register of Historic Places Registration Form

1. NAME OF PROPERTY

1140

Historic Name: Kansas City Southern Railway Depot

Other Name/Site Number:



2. LOCATION

Street & Number: 750 West Georgia Avenue

Not for publication: NA

City/Town: Many

Vicinity: NA

State: Louisiana Code: LA County: Sabine

Code: 085 Zip Code: 71449

3. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, 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.

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

Nationally: Statewide: Locally: X

Gerri Hobdy (handwritten signature)

Signature of Certifying Official/Title Gerri Hobdy, LA SHPO Dept. of Culture, Recreation and Tourism

August 17, 2000

Date

State or Federal Agency and Bureau

In my opinion, the property meets does not meet the National Register criteria.

Signature of Commenting or Other Official/Title

Date

State or Federal Agency and Bureau

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4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

- Entered in the National Register
Determined eligible for the National Register
Determined not eligible for the National Register
Removed from the National Register
Other (explain):

Edson H. Beall
Signature of Keeper

Date of Action

5. CLASSIFICATION

Ownership of Property
Private: X
Public-Local:
Public-State:
Public-Federal:

Category of Property
Building(s): X
District:
Site:
Structure:
Object:

Number of Resources within Property
Contributing
1
Noncontributing
2 buildings
sites
structures
objects
1 Total

Number of Contributing Resources Previously Listed in the National Register: 0

Name of Related Multiple Property Listing: NA

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**6. FUNCTION OR USE**

Historic: Transportation Sub: rail-related

Current: Social Sub: civic

**7. DESCRIPTION**

Architectural Classification: Spanish Colonial/Mission Revival

Materials:

Foundation: Concrete

Walls: Brick

Roof: Asphalt, Other: tar and gravel

Other:

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### Describe Present and Historic Physical Appearance.

The Kansas City Southern Railway Depot is a one-story brick building located beside the railroad track on the outskirts of the southwest portion of Many, the seat of Sabine Parish. A restrained example of the Spanish Colonial/Mission Revival style, it was completed in 1929. Despite a few interior alterations, the building easily retains its historic integrity and its National Register eligibility.

The depot has two facades -- one facing the railroad track and the other facing the street. The building is articulated in three sections -- a central passenger section with a long, low freight section at one end and a covered yet open waiting area at the other. The pitched roof passenger terminal has wide overhanging eaves and features (on both facades) a central pavilion which projects several feet from the main wall plane. The track-side pavilion projects further than its street-side counterpart. The freight section is rectangular and has a flat roof. The covered waiting area features poured concrete benches and a low roof which is pitched at its edges and flat in the center.

The depot achieves its Spanish character from decorative elements accenting its roofline. Crowning each projecting pavilion is a large curving parapet culminating in an arch. To each side is a pilaster-like element with a curving top. This decorative treatment is repeated at the top of piers which protrude above the roofline to mark the corners of various sections of the building. An arched window on the building's track-side, arched interior door openings, and two ticket windows (also arched) reinforce the building's Mission Revival character.

Other features of interest found on the building include 1) a watertable composed of bricks laid in a soldier course, 2) brick window sills supported by small brick corbels, 3) two belt courses, one of which is composed of patterned brick, 4) diamond shaped decorative tile inserts within the large parapet walls and the corner piers, 5) corbelled chimney tops, 6) very large shaped brackets which support the overhanging roof, and 7) boxed beamed ceilings in some rooms.

The depot's floorplan is basically one room deep. Like any depot from the period, it contains a ticket office (located in the projecting pavilion) flanked by separate waiting rooms for white and black passengers. (A short hallway parallels the ticket office to connect the two waiting areas; restrooms are located off this hall.) Three rectangular windows and a single door connect the ticket office to the hall, while the above-mentioned arched ticket windows connect the office to the waiting rooms. The covered outdoor waiting room is attached to the exterior wall of the black waiting area. The corresponding space beside the white waiting room is subdivided into storage areas and connects to the freight terminal. The latter contains two rooms. The one adjacent to the passenger section is the smaller of the two. The other is much larger and is raised several feet above the floor level of the rest of the building.

As further explained in Part 8, the depot now serves the Sabine Council on Aging. As a result of its adaptive reuse, the building received the following alterations in the early 1970s:

1. the subdivision of the former white waiting area to create an office and lobby; the subdivision of the large freight room to create an office, a restroom, and a large dining hall (a tile ceiling was installed in this area); the subdivision of the area connecting the white waiting room to the small freight room to create a closet and hall; the conversion of the small freight room into a kitchen; and the construction of stairs connecting the small and large freight rooms.

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2. the replacement of all but two of the building's historic doors, the placement of screen doors over the remaining historic doors, the replacement of some window panes, the closing of some transoms and other windows with wooden inserts, and the installation of air conditioning units in those spaces.
3. the placement of wooden inserts in the interior's arched openings (until this time there were no actual doors and no surrounds were needed) and the modernization of the restrooms.
4. the construction of a concrete ramp connecting to the large freight room/dining hall, the attachment of a small storage shed made of corrugated plastic to one wall of the depot's track side, and the installation on the facade of a wooden sign indicating the building's current use.

Although this list of changes might at first seem lengthy, in actuality they have had only a minor impact on the building's historic character. In addition, most of the interior changes (including the partitioning of some spaces) could easily be reversed. There is absolutely no doubt that a passenger or railroad employee from the historic period would recognize the Many depot today. As the only surviving resource associated with the very important railroad industry in Many, the Kansas City Southern Railway Depot is a strong candidate for National Register listing.

### Non-Contributing Elements

Two small metal buildings stand near one side of the outdoor waiting area. These are used by the Council on Aging to store files and equipment.

**NOTE:** The depot location as printed on the U.S.G.S. topographical map is incorrect. The actual location has been depicted by Division of Historic Preservation Staff.

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8. STATEMENT OF SIGNIFICANCE

Applicable National Register Criteria: A X B C D

Criteria Considerations (Exceptions): NA A B C D E F G

Areas of Significance: Transportation

Period(s) of Significance: 1929-1950

Significant Dates: 1929

Significant Person(s): NA

Cultural Affiliation: NA

Architect/Builder: Unknown

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## **State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.**

The Kansas City Southern Railway Depot is locally significant in the area of transportation as the only extant resource associated with the very important historical force of railroading in the Sabine Parish town of Many. Although the present depot is not the original one and hence is not associated with the arrival of the railroad, it does represent railroading as a crucial historical force in the town's economy from its completion in 1929 through 1950. (The year 1950 is being used because of the required 50 year cutoff for significance.)

Named for the commander at nearby Fort Jesup, Many was founded in 1844, one year after the creation of Sabine Parish. However, settlers had been in the area since 1830, when William Mains moved his family to the region from Mississippi. Although the nearby fort was a more important settlement, the Many site was chosen as the parish seat because of its central location. In December of 1844 a plat showing a courthouse square and eight streets was drawn and lots were placed up for sale. Although churches, businesses, homes, and a lodge hall were constructed, the small community (population 147 in 1880) did not have its own municipal government until 1878. However, this government was inactive between 1884 and 1898. It was the arrival of the Kansas City Southern Railway in 1896 that led to the rejuvenation of the town. The railroad brought increased prosperity by making possible the shipping of agricultural produce and the establishment of lumber mills nearby. The trains also brought previously unheard-of luxuries like daily mail delivery and access to modern news, goods and services. By 1901 the town occupied a square mile of territory.

The present depot represents the importance of the Kansas City Southern Railway to Many's economy from its completion in 1929 through 1950. Sources indicate that the community received passenger and freight service throughout this period. The freight service made it possible for the small town to continue flourishing as a center of lumber production. Although the lumber boom had peaked statewide by the 1930s, it remained Sabine Parish's principal industry into the post World War II period. Sanborn Fire Insurance Maps indicate that Many had operating lumber mills in 1929 and 1938. In fact, timber and pulpwood would remain major contributors to the area's economy well past the Register's fifty year cutoff. Additionally, the 1938 map records at least four other businesses – a significant number for a small town – whose need for railroad freight transportation had caused them to locate near the depot along the main line. The Kelly-Weber Company, Inc. handled produce, groceries, and feed. The other three businesses were associated with the oil industry and included the Sinclair Refining Company, the D. M. Norris Texaco Oil and Gasoline Company, and the Arkansas Fuel Oil Company. Oil would also serve as an important economic component well beyond 1950.

Because the Kansas City Southern Railway made possible the local lumber boom and the establishment of other important businesses which fueled Many's economy, the railroad is obviously of considerable significance in the town's history. The depot is the only remaining resource directly associated with the railroad and represents railroading as a critical factor in the town's economy from its 1929 completion through 1950. The railroad continued to be preeminent in freight transportation into the 1950s.

**NOTE:** The railroad discontinued passenger service to Many in the late 1960s and filed for permission to discontinue freight service in 1971. In 1972 the Kansas City Southern donated the Many depot to the Sabine Council on Aging. This organization continues to use the building as its headquarters.

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## 9. MAJOR BIBLIOGRAPHICAL REFERENCES

*An Economic Survey of Sabine Parish.* College of Commerce, LSU, 1949.

Belisle, John G. *History of Sabine Parish, Louisiana: From the First Explorers and Settlers to the Present.* Sabine Banner Press, 1912.

Gremillion, J. B. "Sabine Parish." Typescript, c. 1962. Copy in State Library of Louisiana, Baton Rouge.

*Sabine Index*, March 4, July 22, 1927; April 2, 1930.

Sanborn Fire Insurance Maps for Many, Louisiana, 1929, 1938.

Previous documentation on file (NPS): NA

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:

State Historic Preservation Office

Other State Agency

Federal Agency

Local Government

University

Other (Specify Repository):



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## **10. GEOGRAPHICAL DATA**

Acreeage of Property: Less than an acre

UTM References:     **Zone Easting Northing**  
                          15   454050   3492200

Verbal Boundary Description: Please see attached sketch map.

Boundary Justification:

Boundaries were chosen to convey the depot's setting and its relationship to the railroad tracks. On three sides they were cut close to the depot (extending twenty-five feet from the outer walls) in order to exclude extensive additional acreage owned by the railroad company. On the fourth side they were extended to include the railroad tracks

## **11. FORM PREPARED BY**

Name/Title: National Register staff

Address: Division of Historic Preservation, P. O. Box 44247, Baton Rouge, Louisiana 70804

Telephone: (225) 342-8160

Date: June 2000

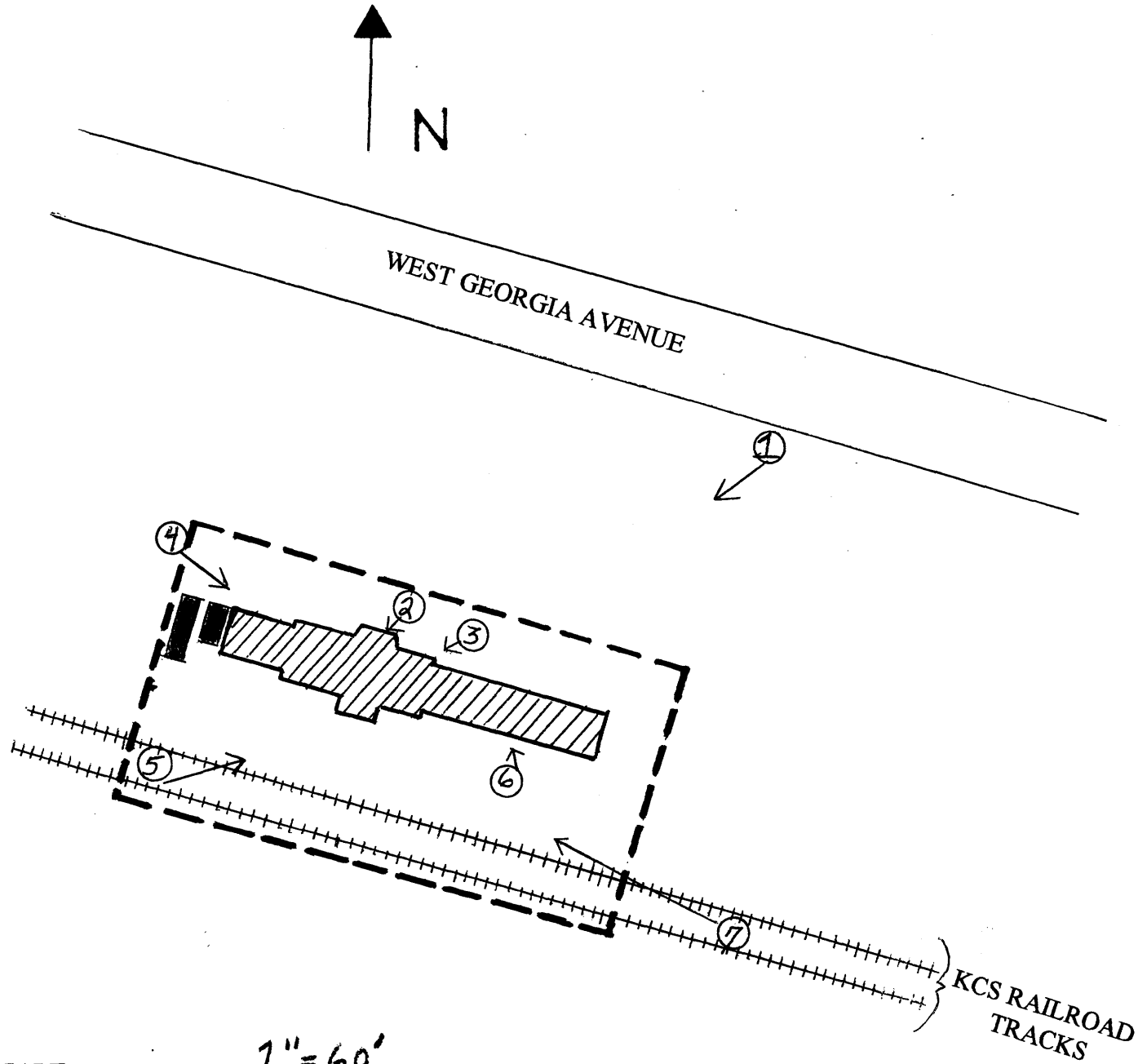
## **PROPERTY OWNERS**

Building: Sabine Council on Aging, Inc.  
Frankie H. McBryde, Director  
750 West Georgia Avenue  
Many, Louisiana 71449  
(318) 256-4140

Land: Kansas City Southern Railway Company  
Glen Ebeling, Assistant Vice President  
Real Estate/Industrial Development  
114 West Eleventh Street  
Kansas City, Missouri 64105-1804  
(816) 983-1224

# KANSAS CITY SOUTHERN RAILWAY DEPOT

Many, Sabine Parish, LA



SCALE:  $1'' = 60'$

BOUNDARY: 

CONTRIBUTING ELEMENT: 

NON-CONTRIBUTING ELEMENT: 