

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

JUN 6 1978

DATE ENTERED

OCT 19 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

Texarkana Union Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

State Line and Front St., #1 Union Plaza

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Texarkana

VICINITY OF

Fourth

STATE

CODE

COUNTY

CODE

Arkansas *4 Texas*

05

Miller

091 ✓

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

☐ DISTRICT☐ PUBLIC☐ OCCUPIED☐ AGRICULTURE☐ MUSEUM☒ BUILDING(S)☒ PRIVATE☒ UNOCCUPIED☐ COMMERCIAL☐ PARK☐ STRUCTURE☐ BOTH☐ WORK IN PROGRESS☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ SITE

PUBLIC ACQUISITION

ACCESSIBLE

☐ ENTERTAINMENT☐ RELIGIOUS☐ OBJECT☐ IN PROCESS☐ YES: RESTRICTED☐ GOVERNMENT☐ SCIENTIFIC☐ BEING CONSIDERED☒ YES: UNRESTRICTED☐ INDUSTRIAL☐ TRANSPORTATION☐ NO☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

NAME

Texarkana Union Station Trust (see continuation sheet

STREET & NUMBER

#4, page 1)

CITY, TOWN

STATE

VICINITY OF

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Miller County, Arkansas

STREET & NUMBER

Bowie County, Texas

CITY, TOWN

STATE

New Boston, Texas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

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

Union Station is a three story brick building of symmetrical plan. The building is based on the Renaissance style. The structure is divided into five bays with the central bay projecting forward and each side wing stepping progressively down and back. The first level is articulated by a stone story line.

The central bay is composed of three Roman arches (windows) encased by coupled pilasters on the outside and divided by single pilasters between arches. Supported by the pilasters is a plane stone frieze topped by a cornice of dentils and ogee mold. The frieze bears the inscription: "Union Station." Centered in the parapet is a clock. Planes in the facade of the structure recess slightly back to the corners. Windows, other than the arches, are one over one lights or have transoms above.

The interior is elaborately decorated with terra cotta work and with marble. Floors in public areas are terrazzo, while service areas have pigmented concrete or wood.

"The great wall of the waiting room, vaulting apparently into space is lit by many chandeliers of cast bronze. Smaller chandeliers on the lower ceilings contain 18 lamps each. The mezzanine corridor surrounding the well is furnished with eight small chandeliers.

Marble finishing adorns the waiting room, toilets and rest rooms in the central portion of the main floor." (1)

(1) Texarkana Daily News, May 12, 1930, Vol. 55 - No. 115.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" type="checkbox"/> COMMUNITY PLANNING <i>Per S. Tucker 10/6/78 J.F.T.</i>	<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	1928 -29-30	BUILDER/ARCHITECT	E.M. Tucker - Architect
STATEMENT OF SIGNIFICANCE		A.B. Butterworth - Contractor	

Construction of Texarkana Union Station was begun in 1928 and completed in 1930. It was designed by E.M. Tucker and construction supervised by A.B. Butterworth. The station represents the importance of the railroad to the city of Texarkana. The city developed and was planned around the railroad. Strategically located as a gateway to the southwest, Texarkana's past and future as strongly linked with the railway. Construction of Texarkana Union Station was a milestone in the progress of the city. Though diminished use has forced the station into semi-abandonment it still stands as the most significant visual anchor in the city.

The railroads are Texarkana's reason for being. As article by Griff Hubbard in the twin cities' centennial program in 1973 tells how it all started: The first railroad to realize the opportunities in Texarkana was the Texas and Pacific. On March 3, 1871 the Texas and Pacific Company was chartered by a special act of Congress. The charter was received by a group of men interested in building a transcontinental route through Texas. Stock in the new company was placed on sale April 15, 1871, and was favorably received. General Grenville Dodge was hired to survey Texas land so construction might begin before the new year. Essential right of way was surveyed first and before 1873 trackage was under construction between Texarkana and Dallas. Fall of 1873 found company engineers surveying townsites for a city located in two states. Choice lots sold for extremely high prices and Texarkana was a thriving community when the sound of hammering spikes reached its ears. The first train to arrive in Texarkana came in via Nash. Its arrival on December 29, 1873, was followed by a huge Texas and Pacific celebration two days later. At this time, the Cairo and Fulton Railroad was pushing its rails through Arkansas towards Texarkana's present-day State Line Avenue. Two months later completion of the Cairo and Fulton Bridge over the Red River marked the establishment of continuous service between Dallas, Texas and St. Louis, Missouri. This was a momentous day in the opening of the Southwest, and Texarkana became a natural gateway.

The second railroad to realize a future in Texarkana, the Missouri Pacific, proposed a line to run from St. Louis to the Pacific Ocean. The Iron Mountain Railroad was chartered in 1851 to build from St. Louis to Pilot Knob, Missouri. In 1853 the state of Arkansas chartered the Cairo and Fulton Railroad to build a line extending from Birds Point, Missouri to Fulton, Arkansas. The Iron Mountain Line was completed in 1858 but the Civil War delayed completion of the Cairo and Fulton until 1873. Both lines were consolidated in 1874. In the later 1870's Jay Gould welded the Pacific Railroad and consolidated the Iron Mountain-Cairo and Fulton into our system known as the Missouri-Pacific Mountain Route.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- (1.) Tackett, Boyd Jr., Attorney, Personal Interview, Texarkana, Arkansas
January 27, 1978
- (2.) Texarkana Centennial Historical Program, Texarkana, Arkansas, 1973
- (3.) Texarkana Daily News, May 12, 1930
- (4.) Texarkana Gazette, May 30, 1930

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than 1

QUADRANGLE NAME _____

UTM REFERENCES

A 15 492 080 3698140

ZONE EASTING

NORTHING

C

E

G

10/12/78
LEBOVICH
QUADRANGLE SCALE Conversation with S. Taylor Smith

B

ZONE EASTING

NORTHING

D

F

H

VERBAL BOUNDARY DESCRIPTION

see attached sheet

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

Frezil Miller and Sandra Taylor Smith, Historians

ORGANIZATION

Arkansas Historic Preservation Program

STREET & NUMBER

Suite 500, Continental Building, Main & Markham

CITY OR TOWN

Little Rock

DATE

2/24/78

TELEPHONE

501-371-2763

STATE

Arkansas 72201

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

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

Donna Barth

TITLE

SHPO

DATE

5-16-78

FOR NPS USE ONLY

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

DATE

10/19/78

ATTEST:

KEEPER OF THE NATIONAL REGISTER

CHIEF OF REGISTRATION

DATE

Oct 12, 1978

UNITED STATES DEPARTMENT OF THE INTERIOR
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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

ITEM NUMBER 8

PAGE 1

On May 21, 1881 the state of Arkansas gave permission for the Texas and St. Louis Railway to build a narrow gauge road from Texarkana, Texas to the Arkansas-Missouri border. Texarkana received the new railway in December 1882. Early in 1886, the railway's name was changed to the St. Louis, Arkansas and Texas Railroad. Competition from the standard gauge Missouri-Pacific-Iron Mountain Route was an increasing threat to the economy of the line. On October 18, 1886 the narrow gauge St. Louis, Arkansas and Texas Railway, was converted to standard gauge rail in only twenty some odd hours. Although standard gauge, the line still found itself losing the battle for survival and on January 12, 1891, the railroad was incorporated into the St. Louis Southwestern Railway (Cotton Belt Route). The line has served Texarkana under that name over eighty years.

The last railroad to induce Texarkana in its construction plans was the Kansas City Southern. It was constructed to satisfy the needs of industries already in production. The KCS planned an extension of their lines to Fort Smith, Arkansas. At this point a Texarkana citizen, Mr. W.L. Whitaker organized his own line, the Texarkana Northern in 1885. In 1889 Whitaker sold his line to the Kansas City, Nevada and Fort Smith Railroad; and by 1893 the company's railrage extended from Texarkana to Kansas City.

On May 17, 1928 construction was begun on Texarkana's Union Station by the Missouri-Pacific, Texas and Pacific, Cotton Belt and Kansas City Southern Railway lines, organized as the Union Station Trust. The land on which the station was constructed has historical significance. The wedge shaped area was originally part of the section donated by the United States Congress and President James Buchannon on July 1, 1859 to the Cairo and Fulton Railway. It was transferred in the form of a patent on governmental lands still retained in that area if the Louisiana Purchase out of which the territory, and later the State of Arkansas was erected.

Plans for the Texarkana Union Station was begun in 1920 when the inadequacy of the then existing railroad station became apparent. The \$1,700,000 Texarkana Union Station was officially dedicated on May 12, 1930 amid a gala celebration involving the entire city of Texarkana. The building contains 67,000 square feet and is a blend of decorative terra cotta and brickwork.

Completion of Texarkana Union Station marked a determining point in the future growth of the city. It's construction represented success of the city as a major transportation center in the southwest. The station has been endangered for several years, yet those citizens concerned with the heritage of their city have fought to prevent its destruction to the station. Within those plans, the city of Texarkana hopes to see Texarkana Union Station find a new life as office space, restaurants and business center in the Texarkana Judicial System. Although still owned by the Union Station Trust, a Texarkana attorney is negotiating for the puchase of the building and hopes to begin restoration of the structure which represents Texarkana's reason for being.

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CONTINUATION SHEET

ITEM NUMBER

PAGE

TRACT NO. 1

A tract of land in Bowie County, Texas, more particularly described as follows:

Beginning at the point of intersection of the south line of Front Street (80 feet wide) with the boundary line between the States of Texas and Arkansas; thence south, along said State line and making an interior angle of $63^{\circ} 14'$, a distance of 133.57 feet; thence south west, turning an angle to the right of $63^{\circ} 19'$, a distance of 327.77 feet; thence northwest, turning an angle to the right of $89^{\circ} 55'$, a distance of 100.92 feet to a point in the south line of Front Street; thence northeast, turning an angle to the right of $90^{\circ} 00'$ and along the south line of Front Street, a distance of 378.92 feet to the point of beginning, and containing 35,750 square feet, more or less.

TRACT NO. 2

A tract of land in Miller County, Arkansas, located in the south half of Section 30, Township 15 South, Range 28 West, more particularly described as follows:

Beginning at the point of intersection of the south line of Front Street (78 feet wide) with the boundary line between the States of Texas and Arkansas; thence northeast, making a northeast angle of $60^{\circ} 50' 30''$ with said State boundary line; a distance of 322.66 feet; thence southeast, turning an angle to the right of $89^{\circ} 53'$, a distance of 116.56 feet; thence southwest, turning an angle to the right of $92^{\circ} 35' 30''$, a distance of 379.15 feet to a point in said boundary line between the States of Texas and Arkansas; thence north, turning an angle to the right of $116^{\circ} 41'$ and along said State line, a distance of 114.72 feet to the point of beginning, and containing 38,235 square feet, more or less.

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CONTINUATION SHEET

ITEM NUMBER 4

PAGE 1

- (1) Missouri Pacific Railroad Company
St. Louis Southwestern Railway Company (Cotton Belt)
Kansas City Southern Trailway Company

These three = Texarkana Union Station Trust

Contact for Texarkana Union Station Trust

Local control - Trainmaster Bill Lurch ✓
L.J. Henderson
Vice President, Missouri Improvement Company
210 North 13th Street
St. Louis, Missouri 314-622-2635

Property

Ieparkane Union Station

State

A.K.

Working Number

6.6.78.3316

7 8000 611

TECHNICAL

Photos

Maps

4

1

none

CONTROL

OK- 6.7.78

#8 discussing importance of RR's for Texarkana up to construction of station. To waive 50 yr rule, would like to see a discussion of station's significance for areas checked. CALL

HISTORIAN

9-2-78

for Tom

1930 completion - The style + significance of the station ~~and the~~ as a reflection of the RR's importance to Texarkana demonstrate a justifiable exception to 50 rule. With acreage →

ARCHITECTURAL HISTORIAN

accept
Braham
8.21.78

ARCHEOLOGIST

OTHER

Structure was completed in 1930 and is not

50 years old - Whether its significance is

"exceptional" should be determined by NR staff

HAER

Inventory

X

Review

8/17/78

Defer

Donald C. Jackson

built 1928-1930

I do not

consider less than 50 years old

REVIEW UNIT CHIEF

significant as example of 20th C train terminal,
symbol of r.r. in town that developed because
of railroad.

accept
labored
10/12/78

BRANCH CHIEF

KEEPER

approved
10/19/78

National Register Write-up

Federal Register Entry

12/8/78

Send-back

Re-submit

Entered

OCT 19 1978

INT:2106-74

Sandra
~~She~~ Smith called back:

10/6 noon

They felt that it should
stand on arch. alone. Please
drop area of signif. for
"community planning" (#8)
Owner pressuring because investing
in redevelopment of bldg. as res-
taurant.

FRAZELLE MILLER

501-371-2763

~~She~~ wants to know what
is made. They are
getting pressure from
locals.

Bill—

10/6

If SHPO wants to delete "transportation"
& take on signif. for architecture only,
then I will defer to architectural historian.
However, as a historian I am concerned
about data ^{resources} in the context of time, &
I still find no justification for
exceptional significance in transpor-
tation history in last 48 years! Joe

Union Station
Tuesdays, Arkansas
March or
April

Miller Co.

Donna DeVall

501-371-2763

**INSERT
PHOTOS**



1. Texarkana Union Station
2. Texarkana, Arkansas
3. Sandra Taylor Smith
4. January, 1978
5. Arkansas Historic Preservation Program
6. north elevation; viewed from the north
7. #1

OCT 19 1978

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1. Texarkana Union Station
2. Texarkana, Arkansas
3. Sandra Taylor Smith
4. January, 1978
5. Arkansas Historic Preservation Program
6. side wings; viewed from the north
7. # 2

OCT 19 1978

JUN 6 1978



1. Texarkana Union Station
2. Texarkana, Arkansas
3. Sandra Taylor Smith
4. January, 1978
5. Arkansas Historic Preservation Program
6. north elevation; side wings on either
side of central bay
7. #3

OCT 19 1978

JUN 6 1978



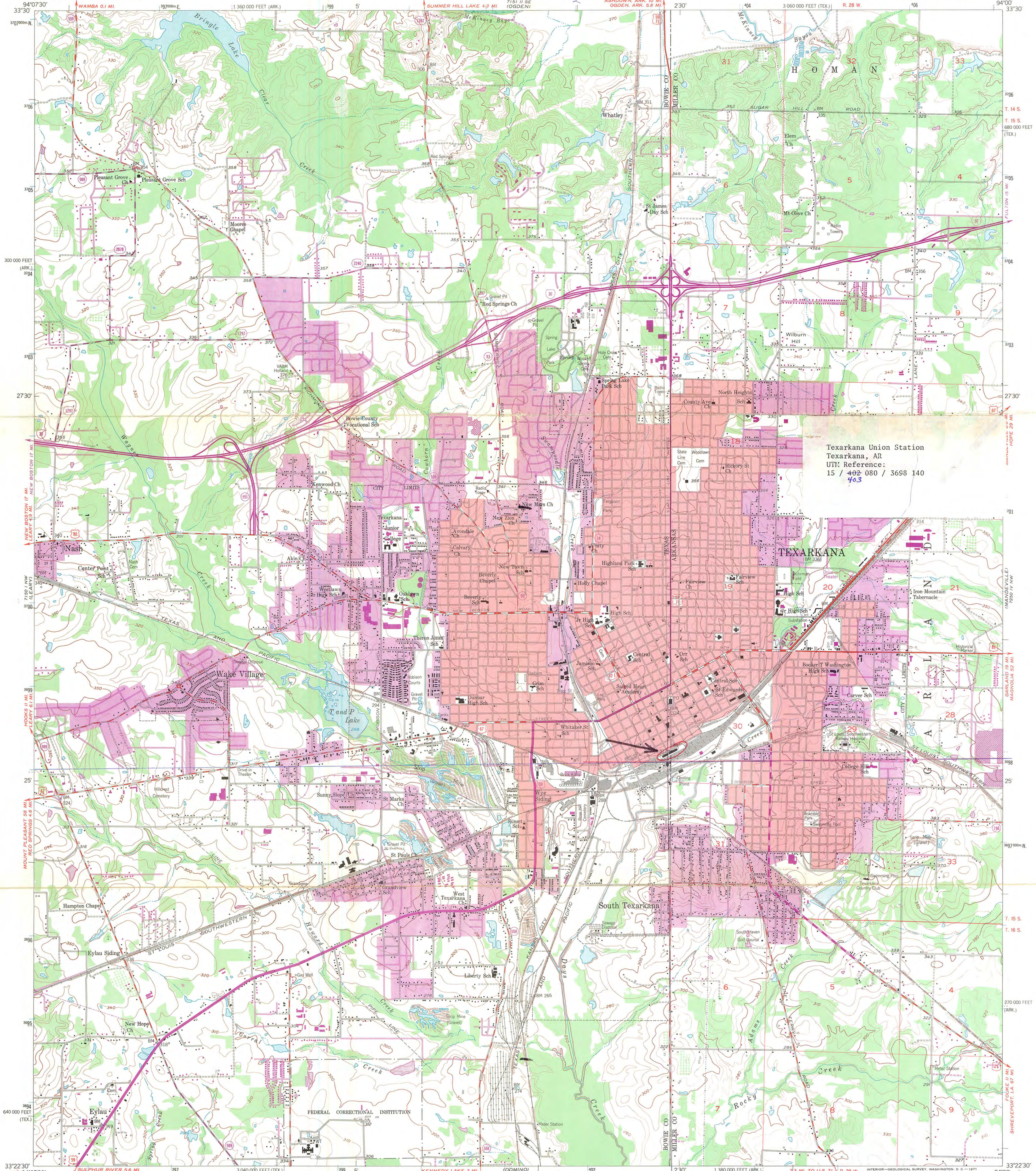
1. Texarkana Union Station
2. Texarkana, Arkansas
3. Sandra Taylor Smith
4. January, 1978
5. Arkansas Historic Preservation Program
6. Central bay on north elevation: viewed
from the northwest
7. #4

OCT 19 1978

JUN 6 1978

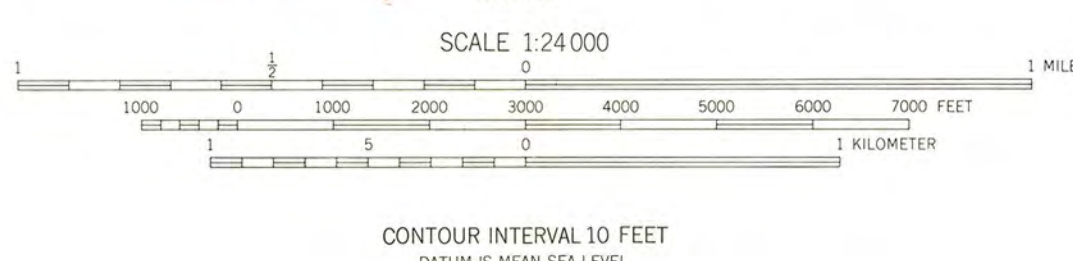
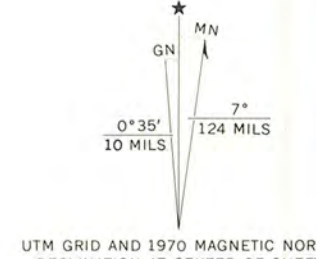
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

TEXARKANA QUADRANGLE
TEXAS-ARKANSAS
75 MINUTE SERIES (TOPOGRAPHIC)
NE 1/4 TEXARKANA 15 QUADRANGLE



Texarkana Union Station
Texarkana, AR
UTM Reference:
15 / 402 080 / 3698 140
403

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography from aerial photographs by photogrammetric methods
Aerial photographs taken 1953. Field check 1954
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system,
north central zone and Arkansas coordinate system, south zone
Red tint indicates areas in which only
landmark buildings are shown
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Revisions shown in purple compiled from aerial photographs
taken 1970. This information not field checked
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route ——— U.S. Route ——— State Route ———
TEXARKANA, TEX.-ARK.
NE 1/4 TEXARKANA 15 QUADRANGLE
N3322.5-W9400/7.5
1954
PHOTOREVISED 1970
AMS 7150 1 NE-SERIES V882

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20424
AND BY THE ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72201
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: *Texarkana Union Station*

TO/FROM: *Andrea Smith*

DATE: *9-2*

ADDRESS: *SHPO/Ark.*

PHONE: *501-371-2763*

STAFF MEMBER: *Joe Towner*

DIVISION: *NR*

REPORT: *Will call back.*

9-5 I called her. She will send continuation sheet to justify significance since 1930.

10-6 - I called Andrea. She has requested add'l historical info fr. locals but hasn't received. Said someone on staff here told Frazelle that we could take it on architecture alone. I will check it out.

ENTRIES IN THE NATIONAL REGISTER

STATE TEXAS

Date Entered OCT 19 1978

Name

Texarkana Union Station

Location

Bowie County
Listed in Texarkana, Miller County
Arkansas

Also Notified

Honorable Lloyd M. Bentsen
Honorable John G. Tower
Honorable Sam B. Hall, Jr.

State Historic Preservation Officer
Mr. Truett Latimer
Executive Director
Texas State Historical Commission
P.O. Box 12276, Capitol Station
Austin, Texas 78711

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: **Texarkana Union Station** ② OTHER NAMES: _____ ③ date of entry: **OCT 19 1978** ④ county code: **91 & 37**

⑤ LOCATION street & number **State Line and Front St.** city / town **Texarkana** vicinity of _____ state **AR/TX** county **Miller & Bowie** 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 _____ 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 _____ ⑯ LOCAL ☐ PRIVATE ORGANIZATION ☐

⑰ CONDITION ☐ deteriorated ☐ altered ☐ original site ☐ excellent ☐ ruins ☐ unaltered ☐ moved ☐ good ☐ unexposed ☐ reconstructed ☐ unknown ☐ fair ☐ unexcavated ☐ excavated ⑱ 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 ENVIRONS ☐ SUBSTANTIALLY INTACT-3 ☐ NOT INTACT-0 ☐ UNKNOWN-6 ☐ NOT APPLICABLE-9

⑲ ACCESS ☐ YES-Restricted ☐ YES-Unrestricted ☐ No Access ☐ Unknown ⑳ ADAPTIVE USE ☐ YES ☐ NO ㉑ SAVED? ☐ YES ☐ NO ㉒ IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☐ no

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

㉕ functions WHEN HISTORICALLY SIGNIFICANT: _____ CURRENTLY: _____ ㉖ dates of initial construction: _____ major alterations: _____ historic events: _____ ㉗ ETHNIC GROUP ASSOCIATION _____

㉘ architectural style(s): _____ ㉙ architect: _____ ㉚ master builder: _____ ㉛ engineer: _____

㉜ landscape architect / garden designer: _____ ㉝ interior decorator: _____ ㉞ artist: _____ ㉟ artisan: _____ ㊱ builder/contractor: _____

㊲ NAMES give role & date PERSONAL: _____ EVENTS: _____ INSTITUTIONAL: _____

㊳ NATIONAL REGISTER WRITE-UP _____