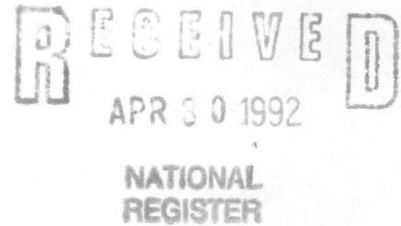


66

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: GA0016

2. Location

street & number: Intersection of Broadway and Market Street

not for publication: N/A

city/town: Hot Springs

vicinity: N/A

state: AR

county: Garland

code: AR 051

zip code: 71901

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing	
<u>1</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	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 A. Byrd _____ 7-27-92
Signature of certifying official 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

Delores Byrd _____ 6/11/92

Signature of Keeper Date
of Action

=====
6. Function or Use
=====

Historic: TRANSPORTATION Sub: Rail-related

Current: COMMERCE/TRADE Sub: Restaurant

=====

7. Description

=====

Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS
Italianate

Other Description: Mediterranean

Materials: foundation CONCRETE roof CERAMIC TILE
walls BRICK other Wood brackets

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 Hot Springs is a single story, brick masonry freight and passenger depot designed in a distinctly Italian interpretation of the Mediterranean style. Its band of large, compound arched windows extending around the eastern, northern and western elevations, hipped Italianate tower and elaborate, decorative Italianate brackets that ornament the cornices throughout are all reflective of this influence, and also of the relatively high-style quality of this particular depot design. The plan is roughly V-shaped, a response to the triangular shape of its particular lot at the intersection of Broadway and Valley Street. The red clay tile roof and brick walls are supported upon a continuous, concrete foundation.

Elaboration

The Missouri-Pacific Railroad Depot in Hot Springs is a single story, brick masonry freight and passenger depot designed in a distinctly Italian interpretation of the Mediterranean style. Its band of large, compound arched windows extending around the eastern, northern and western elevations, hipped Italianate tower and elaborate, decorative Italianate brackets that ornament the cornices throughout are all reflective of this influence, and also of the relatively high-style quality of this particular depot design. The plan is roughly V-shaped, a response to the triangular shape of its particular lot at the intersection of Broadway and Valley Street. A tall red brick chimney, formerly located on the western flank of the hipped roof of the section along Broadway, has since been removed. The red clay tile roof and brick walls are supported upon a continuous, concrete foundation.

Located as it is on a triangular lot, the building has two principal elevations, including the faceted corner where one elevation blends into the other. As this corner faces roughly north, the two adjoining elevations face east and west. The eastern elevation is ten bays in length, not counting the first of the three bays at the northern end that bend around to the western elevation. The southern five bays and the northern four are each filled with large, combination wood windows set into arched brick openings with concrete keystones. Each window is composed of a four-pane, semi-circular fixed window in the arch above two exterior sidelights of three fixed panes each and two central, three-pane casement windows. The entrance bay is framed by a pair of concrete pilasters that support a concrete balcony and balustrade. The entrance itself features a fanlight of the same form as the windows in the arches in the flanking windows. Two smaller concrete pilasters frame the single-leaf door that leads into the lobby area. The large tower above the entrance is square in plan and capped by a hipped roof. It is ornamented by two

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

arched openings set into an incised arch on each of its four faces.

The western elevation is similar to the eastern elevation in that it contains six bays that are filled with windows of identical configuration as those seen on the opposite elevation, and all the bays are separated by shallow brick pilasters. The fifth bay from the north is broader, as it contains a single-leaf entrance, and another larger bay further south has been filled with a large glass window. The southern end of the elevation is finished by a single window opening (now filled) followed by three separate, rolling cargo doors, each surmounted with a five-bay transom. A single gabled vent dormer adorns the roof directly above the first cargo door.

The northern elevation is composed solely of the three-faceted corner of the building that faces the intersection of Broadway and Market Streets. Each of the three faces of this corner is filled with the same compound window seen elsewhere on the building. The southern elevation is more complicated, as it is composed of the two ends of this V-shaped plan and the wall and roof that connects them; to further complicate matters, more recent (c. 1970) additions that were constructed as part of the conversion of this building into a restaurant have obscured from view all of the eastern end and the wall and roof that connected it to the western end. The principal visual obstruction is formed by the large railroad car that has been placed perpendicular to the roof line of the eastern section of the building. The western end is visible, however, and is lighted with three three-over-two wood sash windows.

Significant exterior details, in addition to the windows already noted, include the elaborate, Italianate cornice brackets that extend around all the principal elevations of the main structure, and around the cornice of the tower; the arched openings in the tower itself; and the elaborate capitals above the pair of entrance bay pilasters that support the concrete balcony and balustrade above.

The alterations to the Missouri-Pacific Railroad Depot in Hot Springs are limited to the removal of the original chimney from the western roof slope and the addition of the new construction on the southern or rear elevation of the building to accommodate the restaurant operations that have operated within the building since the early 1970's. Some alterations have taken place within for the same reason, though they are sympathetic to the original palette of such depots and have not included the removal of major structural members. The building is in very good condition.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 1**Significance**

Criteria A and C, local significance

The community that would become known as Hot Springs was established as early as 1820, though it was not until 1832 that the United States government declared the area a federal reservation. Ironically, this act had the effect of retarding investment within the valley of the hot springs due to the reluctance of potential investors to develop property of which they might be dispossessed. Therefore, small, wood construction bathhouses predominated until after the Civil War, when a number of forces combined to both make Hot Springs and its remarkable natural resources both more attractive and more accessible. Primary among these were the growing interest among the general populace in such waters for their therapeutic and medicinal value; the ability of certain talented entrepreneurs to develop and advertise their bathhouses in conjunction with the federal government; the appeal of gambling, for the pursuit of which the city could boast many attractive institutions; and the arrival of the "Diamond Jo" railroad line in 1875, named for "Diamond Jo" Reynolds, a successful Chicago businessman who deplored the rough coach roads that had heretofore provided the only means of access from the Cairo and Fulton (later Missouri-Pacific) railroad that ran through nearby Malvern.

It is difficult to overestimate the impact of this relatively early arrival of a railroad line to the growth and prosperity of what would become one of America's premier resort cities. The access and convenience afforded travelers by relatively dependable railroad transportation single-handedly transformed the remoteness and isolation of this young city's rugged, mountainous setting from obstacles into attractions. Both literally and figuratively, visitors came to "get away" from the hectic pace and dizzying growth of America's late-nineteenth century industrial and commercial centers, and Hot Springs offered the unique combination of comfortable accessibility, rustic surroundings and a myriad assortment of recreational opportunities. The city grew dramatically thereafter, and continued to experience a relatively high level of prosperity well into the second half of the twentieth century.

The Missouri-Pacific Railroad Depot in Hot Springs was constructed c. 1917 after the Missouri-Pacific Railroad had acquired the old St. Louis, Iron Mountain and Southern line that ran between Missouri and Texas as part of the 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 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

United States Department of the Interior
National Park Service

National Register of Historic Places

Continuation Sheet

Section number 8 Page 2

eligible under Criterion A by virtue of those associations; however, with its clearly Italian tower, red clay tile roof and arched windows, the Missouri-Pacific Railroad Depot in Hot Springs is eligible not only under Criterion A, but also under Criterion C for its being such a good example of the Italianate/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>495180</u>	<u>3818220</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 southern edge of Market Street with a perpendicular line running along the eastern edge of Broadway, proceed southerly along the latter line for a distance of approximately 200 feet to its intersection with a roughly perpendicular line running parallel with the depot's southern elevation; thence proceed easterly along said line for a distance of approximately 150 feet to its intersection with a perpendicular line running along the western edge of Valley Street; thence proceed northerly along said line for a distance of approximately 200 feet to its intersection with a roughly perpendicular line running along the southern edge of Market Street; thence proceed westerly along said line for a distance of approximately 100 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

COVER	Substantive Review	Date Listed
		<u>6/11/92</u>
92000612	Blytheville, Leachville and Arkansas Southern Railroad Depot--Leachville	<u>6/11/92</u>
92000608	Cotton Belt Railroad Depot--Fordyce	<u>6/11/92</u>
92000607	DeQueen and Eastern Railroad Depot--Dierks	<u>6/11/92</u>
92000617	Kansas City, Fort Scott and Memphis Railroad Depot	<u>6/11/92</u>
92000606	Kansas City--Southern Depot--Decatur	<u>6/11/92</u>
92000614	Louisiana and Northwest Railroad Depot--Magnolia	<u>6/11/92</u>
92000601	Missouri and North Arkansas Depot--Bellefonte	<u>6/11/92</u>
92000613	Missouri and North Arkansas Depot--Leslie	<u>6/11/92</u>
92000597	Missouri--Pacific Depot--Altus	<u>Ret.</u>
92000600	Missouri--Pacific Depot--Atkins	<u>6/11/92</u>
92000604	Missouri--Pacific Depot--Clarksville	<u>6/11/92</u>
92000619	Missouri--Pacific Depot--Newport	<u>6/11/92</u>
92000598	Missouri--Pacific Depot--Ozark	<u>6/11/92</u>
92000620	Missouri--Pacific Depot--Russellville	<u>6/11/92</u>
92000622	Missouri--Pacific Depot--Walnut Ridge	<u>6/11/92</u>
92000623	Missouri--Pacific Depot--Wynne	<u>6/11/92</u>
92000599	Missouri--Pacific Railroad Depot--Arkadelphia	<u>6/11/92</u>
92000602	Missouri--Pacific Railroad Depot--Benton	<u>6/11/92</u>
92000605	Missouri--Pacific Railroad Depot--Camden	<u>6/11/92</u>
92000609	Missouri--Pacific Railroad Depot--Gurdon	<u>6/11/92</u>
92000610	Missouri--Pacific Railroad Depot--Hope	<u>6/11/92</u>
92000611	Missouri--Pacific Railroad Depot--Hot Springs	<u>6/11/92</u>
92000615	Missouri--Pacific Railroad Depot--Malvern	<u>6/11/92</u>
92000616	Missouri--Pacific Railroad Depot--McGehee	<u>6/11/92</u>
92000618	Missouri--Pacific Railroad Depot--Nashville	<u>6/11/92</u>
92000621	Rock Island Depot--Weldon	<u>6/11/92</u>
92000603	Rock Island Railroad Depot--Booneville	<u>6/11/92</u>
94000192	Memphis, Paris and Gulf Railroad Depot	<u>3/17/94</u>

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

CLASSIFICATION

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

count

STATE/FEDERAL AGENCY CLASSIFICATION

REQUESTED ACTION: NOMINATION

FUNCTION

PROPERTY NAME: Missouri--Pacific Railroad Depot--Hot Springs

Historic

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

DESCRIPTION

STATE & COUNTY: ARKANSAS, Garland

architectural classification

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:

descriptive text

SIGNIFICANCE

REFERENCE NUMBER: 92000611

Areas of Significance--Check and

NOMINATOR: STATE

Builder/Architect

REASONS FOR REVIEW:

Statement of significance (in one paragraph)

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: NATIONAL: N

summary paragraph

COMMENT WAIVER: N

justification of area checked

ACCEPT RETURN REJECT DATE 6/11/92

relating significance to the resource

Entered in the National Register

ABSTRACT/SUMMARY COMMENTS:

justification of exception

BIBLIOGRAPHY

GEOGRAPHICAL DATA

verbal boundary description
boundary justification
UTMs
acres

ACCOMPANYING DOCUMENTATION/PRESERVATION

sketch map USGS maps photographs

OTHER COMMENTS

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

Questions concerning this nomination may be referred to

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

signed

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 (GA ØØ16)

HOT SPRINGS, ARKANSAS

KEN STORY

AUGUST, 1991

NEGATIVE ON FILE AT AHPP

VIEW FROM NORTHWEST



SAWMILL
DEPOT

MISSOURI-PACIFIC RAILROAD DEPOT (GA 0016)

HOT SPRINGS, ARKANSAS

KEN STORY

AUGUST, 1991

NEGATIVE ON FILE AT AHPP

VIEW FROM SOUTHEAST



MISSOURI-PACIFIC RAILROAD DEPOT (GA ØØ16)

HOT SPRINGS, ARKANSAS

KEN STORY

AUGUST, 1991

NEGATIVE ON FILE AT AHPP

VIEW FROM NORTH



MISSOURI-PACIFIC RAILROAD DEPOT (GA ØØ16)

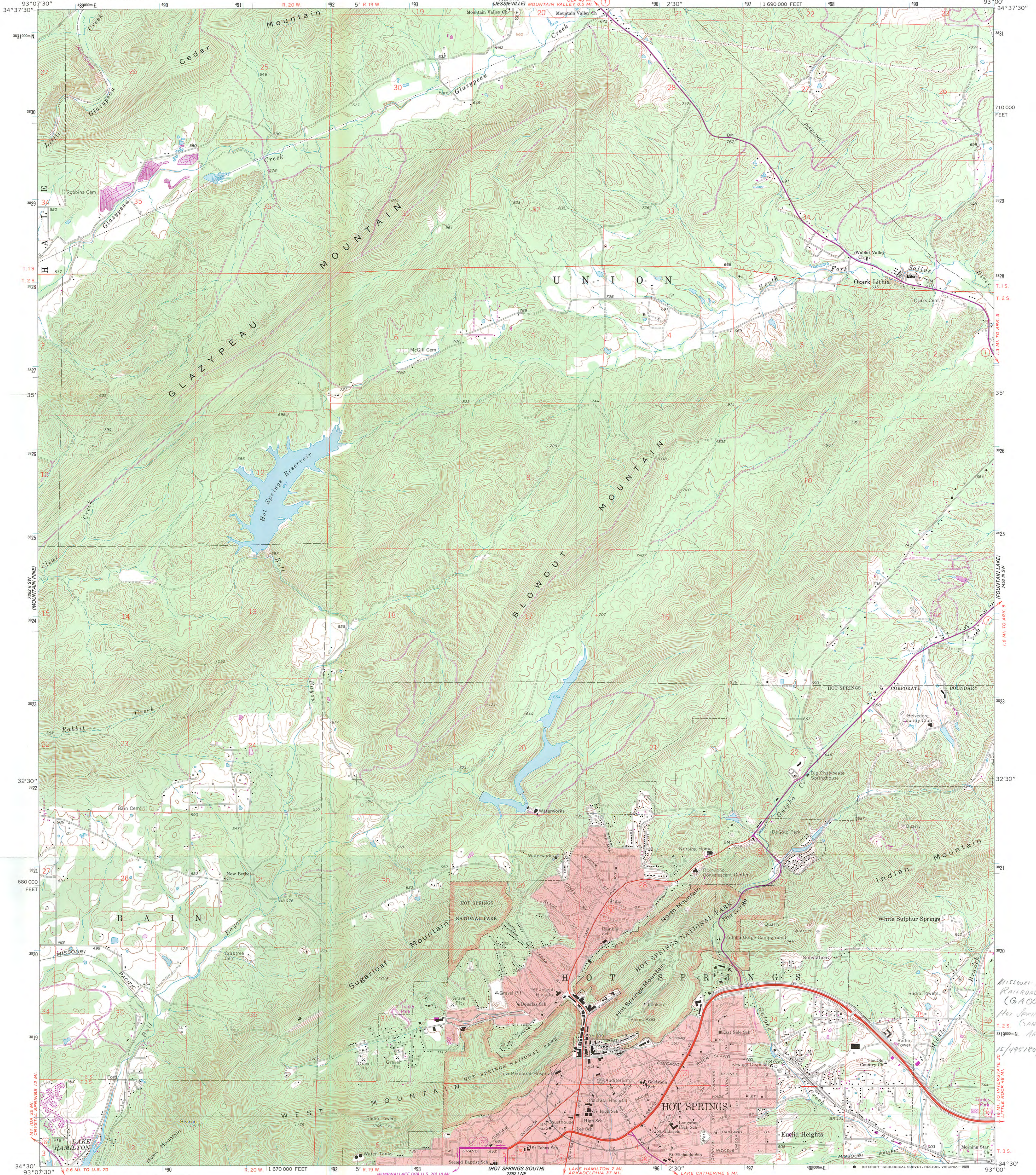
HOT SPRINGS, ARKANSAS

KEN STORY

AUGUST, 1991

NEGATIVE ON FILE AT AHPP

COLUMN DETAIL



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1965. Field checked 1966.
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Revisions shown in purple compiled from aerial photographs
taken 1976. This information not field checked

UTM GRID AND 1976 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET
To place on the predicted North American Datum 1983,
move the projection lines 8 meters south and
16 meters east as shown by dashed corner ticks

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SCALE 1:24 000
CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
U. S. Route ——— State Route ———

HOT SPRINGS NORTH, ARK.
34093-E1-TF-024
1966
PHOTOREVISED 1976
DMA 7353 II SE—SERIES V884

MISSOURI-PACIFIC
RAILROAD DEPOT
(G A 0016)
HOT SPRINGS,
T. 25. GARLAND Co.,
ARKANSAS
15495180 B81220