

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: HS0009

2. Location

street & number: First Street

not for publication: N/A

city/town: Malvern

vicinity: N/A

state: AR county: Hot Spring code: AR 059 zip code: 72104

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

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4. State/Federal Agency Certification

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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.

Charles A. Byrd
Signature of certifying official

4-24-92
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

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I, hereby certify that this property is:

Entered in the
National Register

- ☒ 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): _____

Alanna Byrd 6/11/92

Signature of Keeper

Date
of Action

=====

6. Function or Use

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Historic: TRANSPORTATION

Sub: Rail-related

Current: TRANSPORTATION

Sub: Rail-related

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7. Description

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Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS

Other Description: Mediterranean

Materials: foundation CONCRETE roof ASPHALT
walls BRICK other Wood brackets

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

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8. Statement of Significance

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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.

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National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Summary

The Missouri-Pacific Railroad Depot in Malvern is a one-and-one-half story, brick masonry freight and passenger 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 features separate passenger and freight buildings that are divided by an open breezeway yet united into a single structure by a continuous, hipped, asphalt shingle roof. The passenger section is rectangular in plan, as its western elevation is augmented with a telegrapher's bay. The roof and walls are supported throughout by a continuous, cast concrete foundation.

Elaboration

The Missouri-Pacific Railroad Depot in Malvern is a one-and-one-half story, brick masonry freight and passenger 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 features separate passenger and freight buildings that are divided by an open breezeway yet united into a single structure by a continuous, hipped, asphalt shingle roof. The passenger section is rectangular in plan, as its western elevation is augmented with a telegrapher's bay. A single brick chimney rises through the eastern slope of the roof, just to the north of the open passageway between the two sections of the depot. The roof and walls are supported throughout by a continuous, cast concrete foundation.

The eastern or front elevation is divided into the enclosed section to the north and the formerly-open porch area to the south. The porch has been enclosed with masonite and wood framing to shelter the area for passengers using the Amtrak service that still operates through this route. A single-leaf entry with a transom accesses the enclosed brick wall to the north, and two pair of one-over-one wood sash windows, each with its own transom, lead to another single-leaf entrance with a transom placed near the center of the facade. A large, tri-partite wood window lights the wall to the north, which is followed by another single-leaf entrance with a transom, another one-over-one wood sash window with a transom, and a smaller, one-over-one wood sash window. A large expanse of blank wall (which appears to have been filled-in at some point, possibly to replace the former location of a large freight door) leads to a large, rolling freight door and a horizontal, five-pane awning window that finishes the elevation.

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National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 2

The western elevation opposite is composed of the former porch at the southern end -- which on this elevation is open -- and the enclosed section to the north, with its projecting telegrapher's bay and flanking entrance stoops. The wall to the north of the open passageway is lighted with a pair of one-over-one wood sash windows that are followed by two pair of taller one-over-one wood sash windows, each of which is surmounted by its own transom. A single-leaf entrance with a transom accesses the wall next to the projecting telegrapher's bay and behind the low concrete stair platform with its curving stoop. The two sides of the telegrapher's bay are each lighted with a single, narrow one-over-one wood sash window with a transom, and the front is lighted with a tri-partite wood window consisting of a larger central one-over-one wood sash window being flanked by two narrower windows of identical sash configuration, and all of which have horizontal transom windows. The hipped wall dormer above shelters the segmental arch above the large window below and is decorated only with the concrete keystone and springers. Another single-leaf entrance -- identical to the one to the south of the telegrapher's bay -- accesses the wall to the north of the bay, and is also entered via a low concrete step platform set behind a curving brick stoop. A one-over-one wood sash window is placed to the north, next to a smaller one of identical sash configuration. A large expanse of blank wall extends to the north, and the elevation is finished by a large, rolling cargo door and an horizontal opening for an awning window (now boarded-over).

The southern elevation -- originally the open porch -- is now filled with masonry panels set into wood framing to provide shelter for waiting passengers. A single, central window lights this new construction. The northern elevation is accessed only via a large, rolling cargo door placed at the western end of the elevation, with a wooden platform and stairway extending out from it.

Significant exterior details include the Italianate wood cornice brackets that adorn both the main cornice and the cornice of the hipped dormer above the telegrapher's bay and the concrete water table that continues around the entire structure.

The Missouri-Pacific Railroad Depot in Malvern continues to be used by the Union-Pacific Railroad as a freight depot, and by Amtrak as a passenger shelter. It is in good condition.

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**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

Significance

Criteria A and C, local significance

The city of Malvern was little more than a small town until the arrival of the Cairo and Fulton Railroad in 1873 made it the transfer point for travelers going by coach to Hot Springs, twenty miles to the northwest; the arrival of the "Diamond Jo" Railroad to Hot Springs in 1875 only increased the traffic and activity in and around the town. Soon thereafter, the abundant local forests made Malvern a transportation center for the region's burgeoning timber industry, and several mills located nearby. By the turn of the century, Malvern also boasted one of the state's largest brick and tile manufacturing facilities, shipping an assortment of clay products by rail throughout the south and mid-west.

The Missouri-Pacific Railroad Depot in Malvern 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 Missouri-Pacific Railroad's 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 eligible under Criterion A by virtue of those associations; however, with its red clay tile roof, Italianate cornice brackets and arched telegrapher's bay window, the Missouri-Pacific Railroad Depot in Malvern is eligible not only under Criterion A, but also under Criterion C for its being such a good example of the Mediterranean style.

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9. Major Bibliographical References

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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: _____

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10. Geographical Data

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Acreage of Property: Less than one

UTM References: Zone Easting Northing Zone Easting Northing

A	<u>15</u>	<u>517140</u>	<u>3802520</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 to 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.

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11. Form Prepared By

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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



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

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



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--Gurdon

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--Malvern

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Hot Spring

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: 92000615

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: ☒ NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/14/92 DATE entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

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

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 (HS 0009)

MALVERN, ARKANSAS

KEN STORY

AUGUST, 1991

NEGATIVE ON FILE AT ANPP

VIEW FROM NORTH



MISSOURI-PACIFIC RAILROAD DEPOT (HS ØØØ9)

MALVERN, ARKANSAS

KEN STORY

AUGUST, 1991

NEGATIVE ON FILE AT AHPP

VIEW FROM SOUTH

