

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICEPH 0685801
FOR NPS USE ONLY

RECEIVED OCT 10 1978

DATE ENTERED DEC 4 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

Memphis, Paris, & Gulf Depot, Mineral Springs

AND/OR COMMON

G.N. & A. Depot, Mineral Springs

2 LOCATION

STREET & NUMBER

AR 27

CITY, TOWN

Mineral Springs

VICINITY OF

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Fourth

STATE

Arkansas

CODE

05

COUNTY

Howard

CODE

061

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☐ UNOCCUPIED☒ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☒ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:

4 OWNER OF PROPERTY

NAME

City of Mineral Springs

STREET & NUMBER

City Hall

CITY, TOWN

Mineral Springs

STATE

Arkansas 71851

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

County Clerk's Office

STREET & NUMBER

Howard County Courthouse

CITY, TOWN

Nashville

STATE

Arkansas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Arkansas Railroad Survey

DATE

1977

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Arkansas Historic Preservation Program

CITY, TOWN

Little Rock

STATE

Arkansas 72201

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

The Mineral Springs Depot is a rectangular, wood frame structure, sided in vertical board and batten on its lower half and weather board above. The roof is gabled and the foundation is brick. On the east elevation is a projecting bay which served as the telegrapher's station and a double wide loading door. On the west elevation is an entrance, loading platform and double wide door. Attic vents are arched frames with louvers. Windows are nine over one (9/1) lights.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<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 checked="" 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 1908 BUILDER/ARCHITECT Memphis, Paris & Gulf Railroad

STATEMENT OF SIGNIFICANCE

The Mineral Springs Depot is a simple, architecturally significant depot that is associated with one of Arkansas' more ambitious short-line railroads, and which represents the entire railroading history of Mineral Springs, Arkansas.

At the turn-of-the-century, the vast forest lands of southwest Arkansas were beginning to attract large-scale timber industries. In order for these timber concerns to effectively exploit the lumber supply of the region an efficient transportation system had to be developed. As a result, a number of short-line railroad operations sprang into being, often in conjunction with the lumber companies which would provide the railroads with their main source of income.

In 1906 a charter was granted for the construction of a 25-mile, standard-gauge railroad between Nashville, Arkansas in the north and Ashdown, Arkansas in the south. The name of the line was the Memphis, Paris, Gulf Railroad; a title stemming from ambitious but non-prophetic plans made by the line's investors a year earlier. In the same year the main patron of the railroad, the Nashville Lumber Company, was incorporated. In Ashdown the M. P. & G. connected with the Kansas City Southern Railroad.

The M. P. & G. opened for rail traffic in 1907, and a year later passenger freight depots in Nashville, Ashdown and Mineral Springs were constructed on its right-of-way. In addition to serving the lumber company, the line provided mail and passenger service, revived interest and investment in a limestone quarry south of Ashdown and promoted settlement in the communities adjacent to the line. In 1910 the line was expanded to include an eventual 112 miles of track and its name was changed to the Memphis, Dallas and Gulf Railroad. The M. D. and G. was commonly known as the "Mud, Dirt and Gravel" line. However, a drastic decline in stock value of the railroad, which occurred during the first World War, brought about the line's eventual foreclosure in 1922. The line was sold at a public auction in 1922 and the Graysonia, Nashville and Ashdown Railroad was born. Originally, the G. N. & A. operated 61 miles of the old M. D. & G.'s track. However, the clearance of the timberland in the area had removed the line's economic base and by 1926 it was operating only over 32 miles of track between Nashville and Ashdown. The G. N. & A. was saved in 1927 when it was purchased by the Ideal Cement Company, which operated a large quarry in the area.

In the early 1960's the line was threatened by U. S. Army Corps of Engineer's plans for Millwood Lake. Twenty miles of track and the Ideal Cement Quarry were doomed by the lake. However, the Corps built a 3½-mile levy which protects both the quarry and the railroad.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Item 9, Page 1 - Bibliography

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre.

QUADRANGLE NAME Mineral Springs North

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A									
ZONE	EASTING	NORTHING							
C									
E									
G									

B									
ZONE	EASTING	NORTHING							
D									
F									
H									

VERBAL BOUNDARY DESCRIPTION

West Longitude $93^{\circ} 54' 40''$

North Latitude $33^{\circ} 52' 32''$

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 Mike Shinn

ORGANIZATION

Arkansas Historic Preservation Program

STREET & NUMBER

Suite 500, Continental Bldg., Main & Markham Sts.

CITY OR TOWN

Little Rock

DATE

9/5/78

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 ☐

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

Anne Bartley
SHPO

9/29/78

TITLE

DATE

FOR NPS USE ONLY

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

KEEPER OF THE NATIONAL REGISTER

DATE 12-4-78

ATTEST:

CHIEF OF REGISTRATION

DATE 12-4-78

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED OCT 10 1978

DATE ENTERED

DEC 4 1978

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

The Mineral Springs Depot, built in 1908, was one of the first three depots built by the Memphis, Paris and Gulf Railroad. It was the first and has been the only depot in town. It has served the only rail-lines which have operated through Mineral Springs; the M., P. & G. and its descendants, the M., D. & G. and the G. N. & A. For years all passenger, mail and freight service in Mineral Springs was provided by its lone railway line. Furthermore, the railroad was a major inducement for settlement in Mineral Springs. However, the emergence of automotive traffic made the town less dependent and eventually independent of its early, single, rapid-transit connection with the outside world. The G. N. & A. depot in Mineral Springs is no longer operational, and the G. N. & A. line has turned the building over to the city, which with assistance of the local Jaycee's, is restoring the depot for use as a museum.

The building remains an architecturally-significant, frame depot. It is a rectangular structure sided in vertical board-and-batten on the lower half and weather board above. The roof is gabled and the foundation is brick. On the east elevation, facing the tracks is a projecting telegrapher's bay. Double-wide loading doors and a loading platform are located next to the entrance on the west elevation. The simple Mineral Springs Depot is among the few surviving frame depots in Arkansas, and it was rated by the Arkansas Historic Preservation Program, after a 1977 survey of all depots in Arkansas, as being the most significant of the state's surviving depots.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

OCT 10 1978

DATE ENTERED

DEC 4 1978

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

Bibliography

Articles of incorporation of Graysonia, Nashville & Ashdown Railroad Company,
October 25, 1922. Xeroxed copy of file with the Arkansas Historic Preservation
Program, Little Rock, Arkansas.

Hull, Clifton E. Shortline Railroads of Arkansas. Norman, Oklahoma: University of
Oklahoma Press, 1969.

Lang, Ed. Interview, August, 1978.

Property

State

Working Number

TECHNICAL

Photos

Maps

CONTROL

HISTORIAN

Note last statement in #8. If not as important as described there, it is correctly identified in total discussion as significant in representing a particular kind of industry (lumber) and representing a community's contact with transportation and the outside world. Well-presented in history.

ARCHITECTURAL HISTORIAN

The bldg. is architecturally significant because it is "among the few surviving frame depots in Ark." The depot is so very significant in the areas of commerce and transportation that it seems superfluous to justify it in the area architecture.

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

REVIEW UNIT CHIEF

as summarized above. Better presentation of value in form than usual.

Sheets for ↑
12-4-78
accept

BRANCH CHIEF

KEEPER

National Register Write-up

Federal Register Entry

Send-back _____

Re-submit _____

Entered

DEC 4 1978

INT:2106-74



EAST & NORTH elevation

M.P.&G. Depot
Mineral Springs, Arkansas
Dianna Kirk
1977
AHPP

DEC 4 1978

East and north elevations viewed from
the northeast
#1

OCT 10 1978



west + south elevation

M. P. & G. Depot
Mineral Springs, Arkansas
Dianna Kirk
1977

DEC 4 1978

AHPP

West and south elevations viewed from the
southwest

#2

OCT 10 1978



North elevation

M. P. & G. Depot
Mineral Springs, Arkansas
Dianna Kirk
1977

DEC 4 1978

AHPP

North elvation viewed from the north
#3

OCT 10 1978



east elevation

M.P. & G. Depot
Mineral Springs, Arkansas

Dianna Kirk

1977

AHPP

Detail of Telegrapher's bay, east elevation
#4

DEC 4 1978

OCT 10 1978

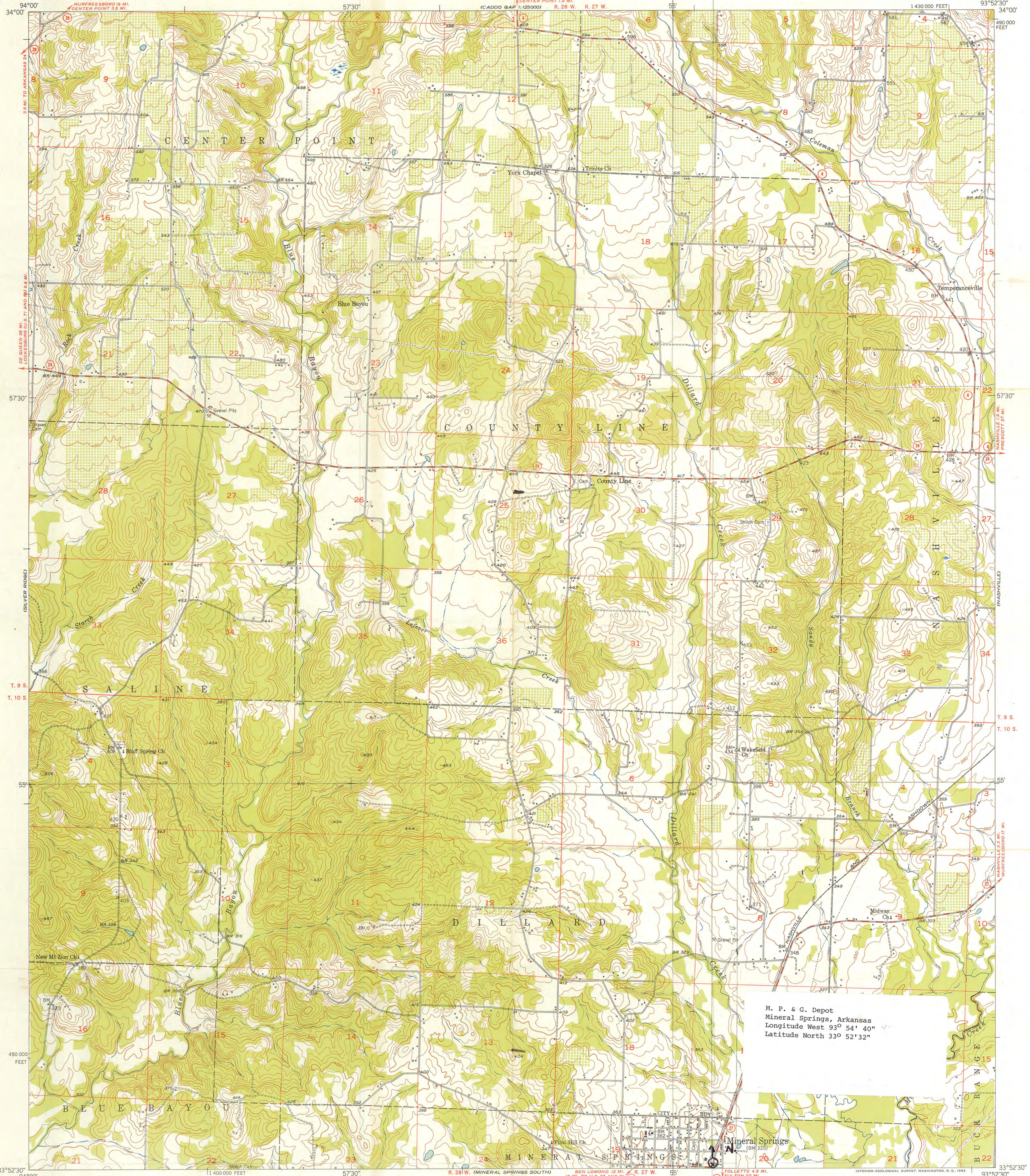


South + east elevation

M. P. & G.
Mineral Springs, Arkansas
Dianna Kirk
1977
AHPP
South and east elevations viewed from the
southeast
#5

DEC 4 1978

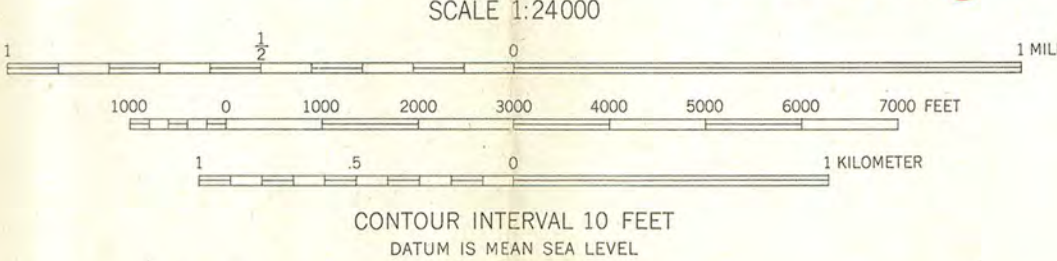
OCT 10 1978



M. P. & G. Depot
Mineral Springs, Arkansas
Longitude West 93° 54' 40"
Latitude North 33° 52' 32"

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Culture and drainage in part compiled from aerial photographs
taken 1949. Topography by plane-table methods 1951
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system,
south zone

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN
DECLINATION, 1951



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, FEDERAL CENTER, DENVER, COLORADO OR WASHINGTON 25, D. C.
AND BY THE ARKANSAS RESOURCES AND DEVELOPMENT COMMISSION, LITTLE ROCK, ARKANSAS
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION
Heavy-duty 4 LANE 16 LANE Light-duty
Medium-duty 4 LANE 16 LANE Unimproved dirt
U. S. Route State Route

MINERAL SPRINGS NORTH, ARK.
N3352.5-W9352.5/7.5
1951

ENTRIES IN THE NATIONAL REGISTER

STATE ARKANSAS

Date Entered DEC 4 1978

Name

Location

Bethell, Bedford Brown, House

Des Arc
Prairie County

Morris House

Bradford
White County

Memphis, Paris, & Gulf Depot

Mineral Springs
Howard County

Also Notified

Honorable Dale Bumpers
Honorable Kaneaster Hodges, Jr.
Honorable James G. Tucker, Jr.
Honorable Ray Thornton

State Historic Preservation Officer
Ms. Anne Bartley
Acting Director
Arkansas Historic Preservation Program
Suite 500, Continental Building
Markham and Main Streets
Little Rock, Arkansas 72201

NR Byers 12-22-78

NATIONAL REGISTER DATA SHEET

1 NAME as it appears on federal register: Graysonia, Nashville and Ashdown Depot			2 OTHER NAMES: Memphis, Paris, & Gulf Depot			3 date of entry: DEC 4 1978		4 county code: 061	
5 LOCATION street & number AR 27		city / town Mineral Springs		vicinity of AR		state Howard		county SW	
7 OWNER <input type="checkbox"/> PRIVATE <input type="checkbox"/> STATE <input checked="" type="checkbox"/> MUNICIPAL <input type="checkbox"/> COUNTY <input type="checkbox"/> MULTIPLE <input type="checkbox"/> FEDERAL (agency name)					8 ADMINISTRATOR:				
9 EXISTING SURVEYS <input type="checkbox"/> HABS <input type="checkbox"/> HAER <input type="checkbox"/> NHL 10 FUNDED? <input type="checkbox"/> YES <input type="checkbox"/> NO 11 CONGRESS. DISTRICT 4					12 SOURCE OF NOMINATION <input type="checkbox"/> STATE <input type="checkbox"/> FEDERAL if state who prepared form?				
13 WITHIN NATIONAL REGISTER HISTORIC DISTRICT? <input type="checkbox"/> YES, NAME <input type="checkbox"/> NO					14 WITHIN NATIONAL HISTORIC LANDMARK? <input type="checkbox"/> YES, NAME <input type="checkbox"/> NO				
15 ACREAGE					<input type="checkbox"/> LOCAL <input type="checkbox"/> PRIVATE ORGANIZATION				
16 CONDITION <input type="checkbox"/> excellent <input type="checkbox"/> deteriorated <input type="checkbox"/> ruins <input type="checkbox"/> altered <input type="checkbox"/> original site <input type="checkbox"/> good <input type="checkbox"/> unexposed <input type="checkbox"/> unaltered <input type="checkbox"/> moved <input type="checkbox"/> fair <input type="checkbox"/> unexcavated <input type="checkbox"/> reconstructed <input type="checkbox"/> unknown <input type="checkbox"/> excavated					17 features: INTERIOR <input type="checkbox"/> SUBSTANTIALLY INTACT-1 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-4 <input type="checkbox"/> NOT APPLICABLE-7 EXTERIOR <input type="checkbox"/> SUBSTANTIALLY INTACT-2 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-5 <input type="checkbox"/> NOT APPLICABLE-8 ENVIRONS <input type="checkbox"/> SUBSTANTIALLY INTACT-3 <input type="checkbox"/> NOT INTACT-0 <input type="checkbox"/> UNKNOWN-6 <input type="checkbox"/> NOT APPLICABLE-9				
18 ACCESS <input type="checkbox"/> YES-Restricted <input type="checkbox"/> YES-Unrestricted <input type="checkbox"/> No Access <input type="checkbox"/> Unknown					19 ADAPTIVE USE <input type="checkbox"/> YES <input type="checkbox"/> NO 20 SAVED? <input type="checkbox"/> YES				
21 AREAS OF SIGNIFICANCE: <input type="checkbox"/> ARCHEOLOGY-prehistoric-2 <input type="checkbox"/> COMMERCE-6 <input type="checkbox"/> ENGINEERING-11 <input type="checkbox"/> LANDSCAPE ARCH.-15 <input type="checkbox"/> POLITICS/GOVT.-21 <input type="checkbox"/> RECREATION-20 <input type="checkbox"/> ARCHEOLOGY-historic-1 <input type="checkbox"/> COMMUNICATIONS-7 <input type="checkbox"/> ENTERTAINMENT-26 <input type="checkbox"/> LAW-16 <input type="checkbox"/> RELIGION-22 <input type="checkbox"/> SETTLEMENT-29 <input type="checkbox"/> AGRICULTURE-3 <input type="checkbox"/> CONSERVATION-8 <input type="checkbox"/> EXPLORATION-12 <input type="checkbox"/> LITERATURE-17 <input type="checkbox"/> SCIENCE-23 <input type="checkbox"/> URBAN PLANNING-31 <input type="checkbox"/> ARCHITECTURE-4 <input type="checkbox"/> ECONOMICS-9 <input type="checkbox"/> HEALTH-27 <input type="checkbox"/> MILITARY-18 <input type="checkbox"/> SOCIAL/HUMANITARIAN-24 <input type="checkbox"/> OTHER (SPECIFY) <input type="checkbox"/> ART-5 <input type="checkbox"/> EDUCATION-10 <input type="checkbox"/> INDUSTRY-13 <input type="checkbox"/> MUSIC-19 <input type="checkbox"/> SOCIAL/CULTURAL-30 <input type="checkbox"/> TRANSPORTATION-25					22 CLAIMS: explain 'first' <input type="checkbox"/> 'oldest' <input type="checkbox"/> 'only' <input type="checkbox"/>				
23 functions WHEN HISTORICALLY SIGNIFICANT: CURRENTLY:					24 dates of initial construction: major alterations: historic events:				
25 ETHNIC GROUP ASSOCIATION					26 architectural style(s):				
27 architect:					28 master builder:				
29 engineer:					30 landscape architect / garden designer:				
31 interior decorator:					32 artist:				
33 artisan:					34 builder/contractor:				
35 NAMES give role & date PERSONAL: EVENTS: INSTITUTIONAL:									
36 NATIONAL REGISTER WRITE-UP									