

United States Department of the Interior
National Park Service

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NATIONAL
REGISTER

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: St. Joe Missouri and North Arkansas Railroad Depot

other name/site number: N/A

2. Location

street & number: Southern side of U. S. Route 65

not for publication: N/A

city/town: St. Joe

vicinity: N/A

state: AR county: Searcy code: AR 129 zip code: 72675

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.

Cathryn H. Slater
Signature of certifying official

8-11-93
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
_____ 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

Deland Byrum 9/16/93

for Signature of Keeper Date
of Action

=====

6. Function or Use

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Historic: TRANSPORTATION

Sub: Rail-related

Current: COMMERCE/TRADE

Sub: Specialty Store

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7. Description

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Architectural Classification:

Other

Other Description: Plain Traditional

Materials: foundation Wood/Concrete block roof Asphalt/Metal
walls Wood/Weatherboard other N/A

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: ARCHITECTURE
TRANSPORTATION

Period(s) of Significance: c. 1912-1943

Significant Dates: c. 1912

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Unknown

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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Summary

The St. Joe Missouri and North Arkansas (M & NA) Railroad Depot is a single story, wood frame depot designed in the simple, Plain Traditional style common for such simple, wood frame depots. Its gable-on-hip roof covers an essentially rectangular plan, augmented only by the typical telegrapher's bay on the northern elevation.

Elaboration

The St. Joe Missouri and North Arkansas (M & NA) Railroad Depot is a single story, wood frame depot designed in the simple, Plain Traditional style common for such simple, wood frame depots. Its gable-on-hip roof covers an essentially rectangular plan, augmented only by the typical telegrapher's bay on the northern elevation. Two red brick chimneys, now removed, formerly rose through the gable peak near the center of the building. Its wood and concrete block foundation and weatherboarded walls support a combination asphalt shingle and standing-seam metal roof.

The northern or trackside elevation is highlighted by the projecting telegrapher's bay placed toward its western end. The front of the telegrapher's bay is fenestrated with a bank of three two-over-two wood windows, while a single narrower window of identical sash configuration lights each of its side walls. Two single-leaf doors flank either side of the telegrapher's bay, and a single window completes the elevation to the west, while two more identical windows extend toward the east, followed by the former location of a large, rolling wooden freight door, now filled. The southern elevation opposite is simpler, as it features only a single-leaf entrance placed toward the western end and an intact rolling wooden freight door placed toward the east, with a four wood frame windows interspersed in between.

The eastern elevation is accessed via a central rolling wooden freight door with three-pane transom and a smaller, single-leaf door to the north. The western elevation retains the northernmost of its original two wood sash windows, though it is now covered with plywood. The southern original window has been removed to allow for a modern freight entrance.

The significant exterior details are limited to the broad, projecting eaves and the simple stick work trim that runs horizontally beneath and above the original windows.

The interior has been changed somewhat in its conversion from an active depot to a feed store; however, it retains a substantial amount of original door and window trim, and much of its

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National Park Service**

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Continuation Sheet**

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original beaded-board wall sheathing.

The St. Joe Missouri and North Arkansas Railroad Depot has suffered only the removal of its two original chimneys, the replacement of one of its western windows with a modern freight loading door, and the partial removal of some interior partitions; otherwise it is in good condition.

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Summary

Criteria A and C, local significance

The St. Joe Missouri and North Arkansas Railroad Depot is locally eligible under both Criteria A and C as one of the few remaining wood frame M & NA depots in the entire state, and as the only known example remaining on its original site in Searcy County.

Elaboration

The Searcy County community of St. Joe -- incorporated in 1902 as a direct consequence of the arrival of the fledgling St. Louis and North Arkansas Railroad -- can actually trace its origins as such to around 1870, the first documented instance of European settlement (local folklore claims a settlement date of 1860, but this cannot be documented). By 1871, St. Joe -- located on one of the principle overland routes through the Ozark Mountains to southwestern Missouri - - could boast of at least one store and a few other small businesses. Geologists visiting the area after the Civil War to search for both valuable minerals and natural springs soon discovered the rich zinc deposits surrounding St. Joe. Though some mining interests came to St. Joe hoping to find such precious metals as silver, it was the actual presence of significant zinc deposits that transformed St. Joe into one of the zinc mining centers in the Ozarks. Until 1902, however, this natural resource remained largely unexploited due to the lack of adequate transportation to ship the ore out of the mountains and to processing centers.

The arrival of the St. Louis and North Arkansas Railroad in 1902 (which by 1906 had emerged from the first of what would be many financial reorganizations as the Missouri and North Arkansas Railroad) and the completion of the line between Leslie to the south and Seligman, Missouri to the north in the following year signalled the beginning of two decades of relative prosperity for St. Joe. The railroad brought with it the means for the shipping of the zinc ore, and mining operations around St. Joe increased dramatically thereafter. The town center shifted approximately 1/2 mile to the east, to the intersection of an old wagon road with the new railroad line. A small commercial district grew along this roadway immediately to the north of the tracks and perpendicular thereto, providing a variety of services to the workers and train passengers that now passed through St. Joe on the railroad.

Unfortunately, due to the severe drop in ore prices that occurred in 1918, the zinc mining boom died a quick death soon thereafter. The mines in both St. Joe and Harrison had folded by 1919, and were not to reopen again. Indeed, the fortunes of most of these Ozark Mountain mining towns paralleled those of the Missouri and North Arkansas Railroad that served them: in spite of a spurt of optimistic growth early in the second decade of the twentieth century (during which

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the St. Joe depot was constructed), the Missouri and North Arkansas Railroad was in receivership by 1916, and continued to be plagued by financial problems until the final abandonment of the line in 1962.

It was during the brief period of new construction that the railroad hoped would inspire greater passenger and freight traffic that it built its new depot in St. Joe. Typical of most of the M & NA's depots, the St. Joe depot is a single-story building that is capped by a gable-on-hip roof; it is not elaborately ornamented, which was also typical of M & NA depots. The Missouri and North Arkansas Railroad Depot in St. Joe is eligible under Criterion A for its associations with this particular railroad line and its own colorful -- if not entirely successful -- history. It is also eligible under Criterion C as the best extant example of a railroad depot of wood frame construction. 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 most regionally-significant early twentieth-century railroads in the state.

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9. Major Bibliographical References

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See "Historic Railroad Depots of Arkansas, 1870-1940," Section H.

X 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:

- ☒ 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>517800</u>	<u>3987060</u>	B	<u>15</u>	_____	_____
C	<u>15</u>	_____	_____	D	<u>15</u>	_____	_____

___ See continuation sheet.

Verbal Boundary Description: ___ See continuation sheet.

Beginning at a point formed by the intersection of the southern edge of U. S. Highway 65 with a line running parallel with the building's eastern elevation and located 50 feet to the east thereof, proceed southerly along said line for a distance of approximately 200 feet to its intersection with a perpendicular line running parallel with the building's southern elevation; thence proceed westerly along said line for a distance of approximately 200 feet to its intersection with a perpendicular line running parallel with the building's western elevation; thence proceed northerly along said line for a distance of approximately 200 feet to its intersection with a perpendicular line running along the southern edge of U. S. Highway 65; thence proceed easterly 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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Continuation Sheet

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Bibliography

Fair, James R., Jr., *The North Arkansas Line*, (Berkeley, CA, 1969).

Handley, Lawrence R., "Settlement Across Northern Arkansas As Influenced By The Missouri and North Arkansas Railroad," *Arkansas Historical Quarterly*, Vol. 33, No. 4, Winter, 1974, pp. 273-292.

McInturff, Orville J., *Searcy County My Dear*, (Marshall, Arkansas, 1963).

"Rotomac," "Arkansas Rambles," *Arkansas Daily Gazette*, July 7, 1881, pg. 2, col. 3.

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11. Form Prepared By

=====

Name/Title: Kenneth Story, Architectural Historian

Organization: Arkansas Historic Preservation Program

Date: 08/11/93

Street & Number: 323 Center Street, Suite 1500 Telephone: (501) 324-9880

City or Town: Little Rock State: AR Zip: 72201

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: St. Joe Missouri and North Arkansas Railroad Depot

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Searcy

DATE RECEIVED: 8/20/93

DATE OF PENDING LIST: 8/31/93

DATE OF 16TH DAY: 9/16/93

DATE OF 45TH DAY: 10/04/93

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 93000988

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: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9/16/93 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 _____



ST. JOE MISSOURI & NORTH ARKANSAS RR DEPOT

ST. JOE, SEARCY CO., ARKANSAS

PHOTOGRAPHED BY P. ZOLLNER

JANUARY, 1993

NEGATIVE ON FILE AT AHPP

VIEW FROM SOUTHWEST



St. Joe Missouri & N. Arkansas RR Depot

St. Joe, Searcy Co., Arkansas

Photographed By P. Zollner

January, 1993

Negative on file at AHPP

View from North



ST. JOE MISSOURI + N. ARKANSAS RR DEPOT

ST. JOE, SEARCY CO., ARKANSAS

PHOTOGRAPHED BY P. ZOLLNER

JANUARY, 1993

NEGATIVE ON FILE AT ANPP

VIEW FROM SOUTHEAST



ST. JOE MISSOURI + N. ARKANSAS RR DEPOT

ST. JOE, SEARCY CO., ARKANSAS

PHOTOGRAPHED BY P. ZOLLNER

JANUARY, 1993

NEGATIVE ON FILE AT ANPP

VIEW FROM ~~SOUTHEAST~~ NORTHWEST



ST. JOE MISSOURI & N. ARKANSAS RR DEPOT

ST. JOE, SEARCY Co., ARKANSAS

PHOTOGRAPHED BY P. ZOLLNER

JANUARY, 1993

NEGATIVE ON FILE AT AHPP

VIEW FROM EAST



St. Joe Missouri + N. ARKANSAS RR DEPOT

St. Joe, SEARCY Co., ARKANSAS

PHOTOGRAPHED BY P. ZOLLNER

JANUARY, 1993

NEGATIVE ON FILE AT ANPP

FREIGHT DOOR DETAIL



St. Joe Missouri + N. Arkansas RR Depot

St. Joe, Searcy Co., Arkansas

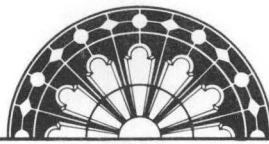
PHOTOGRAPHED BY P. ZOLLNER

JANUARY, 1993

NEGATIVE ON FILE AT AHPP

CORNICE DETAIL





ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

August 11, 1993

Carol D. Shull
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
800 North Capitol Street, Suite 250
Washington, DC 20002

RE: St. Joe Missouri and North Arkansas Railroad Depot
St. Joe, Searcy County

Dear Carol:

We are enclosing for your review the nomination of the above referenced property. The Arkansas Historic Preservation Program has complied with all applicable nominating procedures and notification requirements in the nomination process.

Thank you for your consideration in this matter.

Sincerely,

Cathy Buford Slater
State Historic Preservation Officer

CBS:kg

Enclosures

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