

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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INTERAGENCY RESOURCES DIV.
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Kansas City Southern Depot

other names/site number _____

2. Location

street & number 100 North West Front Street NA not for publication

city or town Vivian NA vicinity

state Louisiana code LA county Caddo code 017 zip code 71082

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Gerri Hobdy 12/12/94
Signature of certifying official/Title Gerri Hobdy, Date
LA SHPO, Dept of Culture, Recreation and Tourism
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

Edson H. Beall Signature of the Keeper Date of Action 1.20.95

Kansas City Southern Depot
Name of Property

Caddo Parish, LA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail related

Current Functions
(Enter categories from instructions)

RECREATION & CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions)

Bungalow/Craftsman

Materials
(Enter categories from instructions)

foundation concrete

walls brick

roof tile

other stucco

Narrative Description

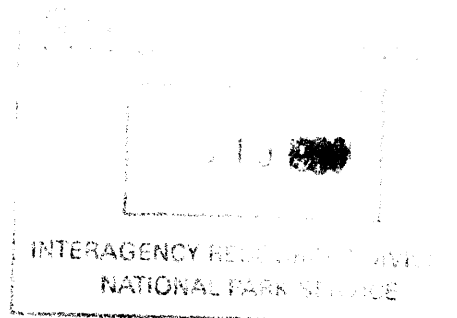
(Describe the historic and current condition of the property on one or more continuation sheets.)

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Kansas City Southern Depot, Caddo Parish, LA

Section number 7 Page 1



The Kansas City Southern Depot in Vivian is a one story brownish red brick building influenced by the Craftsman style. Built in 1921, the well-preserved passenger-freight station occupies a prominent site in the downtown.

The long, low depot consists of a styled main block and a more utilitarian looking freight section. The main block has separate white and black waiting rooms with a ticket office between. Beyond the smaller waiting room is a baggage room and then the freight section. The main block features a tile pitched roof with a jerkinhead gable and accompanying skirting roof at each end. Attached to the northern end is the long flat roofed freight section. At roughly the mid-point of the main block, on each side, is a gabled projection. The one on the track side marks the ticket office, while the one on the downtown side contains four small bathrooms (2 for each race). The bathrooms are accessed via a narrow corridor running alongside the office between the two waiting rooms.

The depot has an overall Craftsman character due to its overhanging eaves accented with prominent, decoratively cut brackets. The brackets are both numerous and large. Small brackets are found on the two jerkinhead gables and the freight section. The corners of the main block, its gabled projections and the corners of the freight section are accented with piers which protrude above the roofline in decorative tops. Although they are actually squared off at the top, a shaped design is created by contrasting white stucco. A decorative shape in white stucco is also found in the peaks of the two projecting gables. The freight section features a white stucco band above the fenestration, a white stucco water table, all of its original freight doors, and a wooden freight platform.

The interior of the depot retains the bulk of its original character. The two waiting rooms and the hallway feature a high brick wainscot. There is a ticket window with a ledge opening into each waiting room. A door and tall six over nine windows are located on the ticket office wall adjacent to the previously mentioned corridor. The freight section retains its original utilitarian character -- i.e., rough brick walls and exposed beams.

The KCS Depot in Vivian has experienced the following alterations since construction:

(1) Although the ceilings in the main block retain their original height, they have been covered with acoustical tiles.

(2) The ticket office and one of the waiting rooms have been sheathed in paneling. However, because it is painted, it is not immediately noticeable.

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(3) The baggage room has been partly sheathed in plywood paneling and a small portion has been partitioned off with plywood paneling.

(4) Barriers made of two by fours and wire mesh have been installed in the freight section to protect museum exhibits. (The depot houses a local history museum.)

(5) A latticework balustrade has been added to the freight platform.

Assessment of Integrity

All in all, the above alterations are relatively minor in nature and have had a minimal impact upon the building's overall historic appearance. The depot is virtually unaltered on the exterior and retains the bulk of its original interior character, including a floor plan characteristic of the era. The depot looks much as it did during the historic period when the railroad was the lifeblood of the local economy.

Kansas City Southern Depot
Name of Property

Caddo Parish, LA
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations N/A
(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): N/A

- 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 # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1921-1944

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Kansas City Southern Depot
Name of Property

Caddo Parish, LA
County and State

10. Geographical Data

Acreeage of Property less than an acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

1	5	4	0	7	8	2	0	3	6	3	7	3	0	0
Zone			Easting					Northing						

3

Zone			Easting					Northing						

2

Zone			Easting					Northing						

4

Zone			Easting					Northing						

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title National Register Staff

organization Division of Historic Preservation date November 1994

street & number P. O. Box 44247 telephone (504) 342-8160

city or town Baton Rouge state LA zip code 70804

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Town of Vivian

street & number 111 W. Alabama telephone (318) 375-3856

city or town Vivian state LA zip code 71082

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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**National Register of Historic Places
Continuation Sheet**

Kansas City Southern Depot, Caddo Parish, LA

Section number 8 Page 1

The Kansas City Southern Railroad Depot is locally significant in the area of transportation because it represents a very important force in the history of the town of Vivian. Although the present depot is not the original one and hence is not associated with the founding of Vivian by the railroad, it does represent railroading as a crucial force in the town's economy from its construction in 1921 through 1944, the fifty year cutoff. (The railroad continued to be the principal method of transporting goods into the post-World War II era.)

The town of Vivian literally came into being because of the railroad. The Kansas City, Pittsburg and Gulf Railroad (soon to become Kansas City Southern) was built through what would become Vivian in 1895. The townsite was laid out adjacent to the tracks by the Arkansas Townsite Company on land purchased from S. B. Posey. Tradition has it that the town was named for a railroad official's daughter. In 1898 Vivian received its charter as a village. In 1912, it was incorporated as a town, based on a 1910 census figure of 1,274. By 1920, the population had grown to about 2,000, and by 1938 to about 4,000.

Undoubtedly the most important factor in the growth of Vivian during this period was the famous Caddo Field oil boom. The first well was completed in 1906, and over the next forty or so years, the field played a major role in enabling Louisiana to rank among the nation's top oil producers. During this period, Louisiana ranked no lower than eighth in production and several times was third. Communities such as Oil City, Mooringsport and Vivian emerged as bustling oil boom towns filled with oil men and oil-related businesses.

The KCS railroad was of critical importance to the oil industry as a transportation artery for receiving and shipping. The relationship between the two is vividly portrayed in historic photos showing oil field supplies being unloaded from railroad cars and oil being shipped via railroad tank cars. In addition, the railroad was of obvious importance to the sustaining of any other economic activity in the town. For example, agriculture remained an important element in the economy, and the railroad brought the cotton crop to market. Some indication of the importance of the railroad to the economy can be seen in the 1938 Sanborn Fire Insurance Company map for Vivian, which shows a small warehouse district adjacent to the tracks just south of the depot. Businesses represented were a wholesale grocery warehouse (the Atlanta Wholesale Grocery Company), two oil and grease warehouses (the Magnolia Petroleum Company and the Vivian Oil and Gasoline Company), an auto warehouse and a hay and feed warehouse. Also located adjacent to the tracks was the Vivian Gin Company.

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Section number 8 Page 2

Because the railroad was critical to Vivian's economy, as described above, the depot is obviously of considerable significance in the town's history. It is the very symbol of the railroad and what it made possible. For the record, there are no other resources in Vivian directly associated with the railroad.

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Kansas City Southern Depot, Vivian, Caddo Parish, LA
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BIBLIOGRAPHY

Kansas City Southern Archives, Kansas City, Missouri.

Sanborn Insurance Maps, 1923, 1938.

Franks, Kenny A. and Lambert, Paul F. Early Louisiana and Arkansas Oil: A Photographic History, 1901-1946. College Station, Texas: Texas A&M University Press, 1982.

Historical Reflections on North Caddo. Vivian, Louisiana: Caddo Citizen, 1976.

LEGAL PROPERTY DESCRIPTION

A tract or parcel of land located in the Northeast Quarter (NE1/4) of Section 26, Township 22 North, Range 16 West, Vivian, Caddo Parish, Louisiana, being more particularly described as follows:

Beginning at a point on the north line of Arkansas Avenue which is 17 feet westerly from as measured at right angles to the center line of The Kansas City Southern Railway Company main line, said point is opposite established main line chainage station 27818+00.5; thence northerly 17 feet from and parallel to said K.C.S. main line center line for a distance of 460.5 feet to a point opposite established main line chainage station 27813+40; thence westerly at right angles to said K.C.S. main line center line a distance of 34 feet to a point; thence southwesterly along a straight line to a point which lies 52.5 feet westerly from the said K. C. S. main line center line opposite established main line chainage station 27814+50; thence southerly 52.5 feet from and parallel to the said K.C.S. main line center line for a distance of 350.5 feet to a point opposite K.C.S. established main line chainage station 27813.00.5, thence easterly 35.5 feet to the point of beginning, Containing 0.373 of an acre more or less.

BOUNDARY JUSTIFICATION

Boundaries follow property lines.