

PH0682764

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED AUG 23 1978

DATE ENTERED

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

Union Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

East Fourth Ave. and State Street

NOT FOR PUBLICATION

CITY, TOWN

Pine Bluff

CONGRESSIONAL DISTRICT

Fourth

STATE

Arkansas

VICINITY OF

CODE

05

COUNTY

Jefferson

CODE

069

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☐ MUSEUM☒ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☒ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☐ OTHER:**4 OWNER OF PROPERTY**

NAME

City of Pine Bluff

STREET & NUMBER

Civic Center, East 8th Ave.

CITY, TOWN

Pine Bluff

VICINITY OF

STATE

Arkansas

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE.

REGISTRY OF DEEDS, ETC.

Jefferson County Circuit Clerks Office

STREET & NUMBER

1800 East Harding Ave.

CITY, TOWN

Pine Bluff

STATE

Arkansas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

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 Union Station in Pine Bluff is a single story brick structure with hipped roof. On the south, facing the railroad is a shed porch running the length of the building. The roof structure is supported by iron columns and half trusses. A bay, centered on this elevation, extends out on the porch. Flooring is herringbone brick. Windows and doors are transomed and framed in brick arches with pronounced stone voussoirs. These arches spring from a stone impost line which encircles the building. A second band of stone belts the building at the sill line.

The interior of the structure is little altered. Floors are ceramic tile.

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 checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input 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 checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input 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 May 23, 1906 BUILDER/ARCHITECT E.H. Steininger of St. Louis, MO.

STATEMENT OF SIGNIFICANCE

The old Union Station at East Fourth Avenue and State Streets in Pine Bluff was the result of a running fight between the city and the railroads for a period of 26 years. It is also a part of the railroad history of southeast Arkansas. The first railroad into Pine Bluff was the Little Rock, Pine Bluff and New Orleans Railroad which reached the city in December, 1873¹. The L.R., P.B. and N.O. was consolidated with the Mississippi, Ouachita and Red River Railroad and renamed the Texas, Mississippi River and North-Western Railroad. In 1875 this line was sold to a group of New England capitalists and renamed the Little Rock, Mississippi River and Texas Railway.²

The first depot built by the railroad was a small frame building located in the vicinity of State and East Fourth Avenue. Due to financial difficulties the construction of line was stopped when it reached Pine Bluff although the original plans were to build it into Little Rock. The purpose was to offer service from Little Rock to a point on the Mississippi River (first, to Chicot Point and later to Arkansas City). Thus, the problems with low water on the Arkansas River which frequently interrupted steamboat traffic would be eliminated.

In December, 1879, Colonel Zeb Ward of Little Rock was given a contract to grade a road bed between Pine Bluff and Little Rock.³ A controversy arose in the community over the extension of the railroad west on Fourth Avenue to Little Rock. A number of property owners objected to the use of the street as a right-of-way

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Significance

CONTINUATION SHEET

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for the line. After wrangling for three months an ordinance was passed on March 23, 1880, granting the right-of-way and specifying that the railroad build an adequate depot on the northeast corner of South Common (now East Fourth Avenue) and Fugate (State) Street.⁴ Apparently the depot the L.R., M.R. and T. constructed was a cheap frame building which soon became an eyesore. The Cotton Belt Railroad had constructed a similiar building on the southeast corner of Alabama and East Third Avenue. The L. R., M.R. & T. was purchased by the Jay Gould interests and became a part of the St. Louis, Iron Mountain and Southern Railway Company.

As early as 1891 the Pine Bluff community leaders were interested in building a union depot for the Cotton Belt and Iron Mountain passenger trains. When W.B. Doddridge, Cotton Belt general manager, conferred with Superintendent Harry Flanders of the Iron Mountain in Pine Bluff in July, 1891, the Pine Bluff Commercial carried a headline reading, "Was it a Union Depot?"⁵ It was not.

In 1902 the Iron Mountain began serious negotiations for property on which to build a depot. The company wanted all of South Common for the depot, but this street (about 126 feet wide) had been deeded to the city with the stipulation it would be used for a city hall, a civic institution or park, or the land would revert back to the (James and Yell) heirs. If South Common was not available, the railroad was considering a plan to divert its tracks south of the old (Harding) Lake and build a depot at Main and Lake (Tenth Avenue). The arguments for this plan were (1) relieve traffic congestion in downtown area, (2) give the city an opportunity to lay a drainage sewer system before the land was filled in and (3) result

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in new buildings being constructed on vacant property in the old lake area.⁶

Apparently this plan was not pursued and it was two years before the depot subject was considered again.

"Hopes of Citizens for Last 25 Years - a New Iron Mountain Depot" was a headline in the Pine Bluff Weekly Graphic on July 14, 1904. Russell Harding, general manager of the railroad, had stopped in the city the previous Saturday morning and had met with a committee from the Board of Trade (predecessor of the Chamber of Commerce).⁷ Harding asked the city to donate South Common Street, between State and Alabama, as a site for a new passenger station. Mayor H. King White suggested that the new depot be a union station and offered to discuss the matter with the Cotton Belt Railroad.⁸

Apparently the railroad did not take any action on the matter and the condition of the old station worsened. A fire broke out at the depot March 26, 1905, and the Graphic said the fire department brought "condemnation and execration on itself by saving the old Valley depot." One of the problems was the railroad stored cotton on the platform designated for use by passengers in violation of its agreement with the city. Sparks from a passing train ignited the cotton. "This is the second time in the past few days that a blaze has broken out at the old 'shack'," the Graphic said.⁹

The Iron Mountain's lease on the depot property had expired in March, 1905, and Harding had requested the railroad's architect draw up plans and specifications for a depot building, but the company did not ask the city council for a new lease.

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Significance
CONTINUATION SHEET

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The council discussed the matter at several meetings in the spring of 1905 and finally voted on July 3, 1905, to sue the railroad.¹⁰ City Attorney W.F. Coleman filed suit against the Iron Mountain from the property and asking \$5,000 damages due to the company's failure to act in the matter.¹¹

The city's suit had its desired effect on the railroad when Superintendent W.T. Tyler informed the City Council he would be in Pine Bluff on July 11, 1905, to meet with the board. At the meeting the Council and Tyler went over the plans and specifications for a new depot.¹² Tyler met with the Council again on July 13, 1905, and the plans were "practically accepted," the Graphic said. The railroad asked for double tracks on Fourth Avenue and agreed to furnish stone to pave the street if the city would put it down. The Iron Mountain proposed to build a station 35 feet wide and 240 feet long using "stock" brick and Bedford sandstone trim. The building was to have a slate roof, concrete floor and steam heat. The exterior walls were to be of "No. 5 best St. Louis brick of the Hydraulic Brick Company's make." The company also proposed to build a freight depot facing Fourth Avenue between Texas and Georgia Streets, 40 feet by 212 feet, two stories high with upstairs offices for railway officials. Tyler said further the Cotton Belt had agreed to use the Station.¹³

On July 17, 1905, the City Council instructed the city attorney to draw a contract for the depot which specified the Iron Mountain was to receive a 50-year lease on South Common in exchange for building the new station.¹⁴ The depot ordinance was passed by the council on July 31, 1905.¹⁵

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CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 4

To protect the city's interest in the new station, the Council employed the architectural firm of Gibbs and Sanders of Little Rock as consultants on the plans for the new depot. ¹⁶ Gibbs attended the Council meeting of August 16, 1905, to discuss the plans, but said he had not received any plans or specifications from the railroad. Apparently the plans were received the next day as the Graphic reported on August 18, 1905, that Gibbs did not approve of the plans as they were drawn. He made several suggestions for revising them which were forwarded to the Iron Mountain. ¹⁷ At a conference in St. Louis on September 11, with the representatives of the City of Pine Bluff, the Iron Mountain and the Cotton Belt in attendance the Cotton Belt agreed to use the new depot. ¹⁸

The Iron Mountain delayed construction when the company asked a 30-day extension before beginning construction. The City Council, the Iron Mountain and the Cotton Belt signed an agreement to build the station on October 30, 1905. Architect Bibbs was asked by the Council to draw plans for a shed 239 feet long extend almost to Main Street to protect the passengers from the rain and sun. ¹⁹ E.H. Steininger, a railroad contractor of St. Louis, was awarded the contract to build the Union Station on November 30, 1905. ²⁰

Construction on the station moved slowly, but was something of a community attraction. The Weekly Graphic of January 31, 1906, said: "hundreds of spectators were attracted to the site of the new depot." By Saturday, January 27, 1906, the enameled brick wainscoting (on the interior of the building had been completed. The Graphic said "mottled" brick would be used for the construction of the remainder of the walls and that the building would be ready for occupancy in two months. ²¹

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Significance
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The features of the new station were described as: (1) a big car shed running from Main Street 540 feet east to protect passengers from sun and heat and (2) a feature ordered in to the contract by Mayor H. King White and the City Council consisting of a smoking room "set apart for gentlemen."²²

The Weekly Graphic quoted Mayor White as saying for forty years he had been forced to go outside of waiting rooms to smoke. The Graphic said further that the brick work was proceeding with the upper walls of lighter colored bricks than the lower walls. Foundations for the freight house was practically finished and paving of East Fourth Avenue "Progressing nicely." Spectators continued to "constantly throng the scene of operations."²³

The construction of the depot moved slowly during the spring of 1906 and Frank Thieleckle, Superintendent of construction for the Steininger firm, said the station would probably be ready on May 7.²⁴ Iron Mountain Passenger Agent Atwood finally received authorization from the railroad's headquarters to move into the station on May 23, 1906, and trains began stopping there the next day.²⁵ The Cotton Belt did not begin using the station for several weeks as the track connecting the two lines was incomplete.

The Union Depot reverted to Pine Bluff when the Missouri Pacific's franchise with the city expired July 31, 1955.²⁶ The railroad continued to use an office in the building for several years as headquarters for the division's freight agent. The Railway Express maintained its facility in the depot until the company went out of business.

In recent years the building has been used by government agencies and last year a farmers' market was opened under the old passenger shed. The city is now attempting

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Significance
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to develop plans which will assure the preservation of the structure for future generations.

FOOTNOTES

- 1 Pine Bluff Weekly Press, January 15, 1874, p.1.
- 2 Press, December 25, 1879, p. 1.
- 3 Press, December 18, 1879, p.1.
- 4 Pine Bluff City Council Minutes, March 23, 1880, pp. 181-182 .
- 5 Pine Bluff Weekly Commercial, July 19, 1891, p.3.
- 6 Weekly Commercial, April 12, 1902, p. 5.
- 7 Pine Bluff Weekly Graphic, July 16, 1904, p. 6.
- 8 Ibid.
- 9 Pine Bluff Daily Graphic, March 27, 1905, p. 1.
- 10 Graphic, July 6, 1905, p. 1.
- 11 Ibid.
- 12 Graphic, July 11, 1905, p.1.
- 13 Graphic, July 14, 1905, p. 1.
- 14 Graphic, July 18, 1905, p. 1.
- 15 Graphic, August 1, 1905, p. 1.
- 16 Graphic, August 8, 1905, p. 1.
- 17 Graphic, August 17, 1905, p. 1.
- 18 Graphic, September 13, 1905, p. 1.
- 19 Graphic, October 3, 1905, p. 1.
- 20 Graphic, November, 2, 1905, p. 1.
- 21 Graphic, December 1, 1905, p. 1.
- 22 Weekly Graphic, February 3, 1906, p. 1.
- 23 Ibid.
- 24 Graphic, April 28, 1906, p. 1.
- 25 Graphic, May 24, 1906, p. 1.
- 26 Commercial, August 13, 1955, p. 1.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See continuation sheet

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

UTM REFERENCES

A

1	5	5	9	1	9	4	4	3	7	8	7	4	8	0
ZONE				EASTING				NORTHING						

B

ZONE				EASTING				NORTHING						

C

ZONE				EASTING				NORTHING						

D

ZONE				EASTING				NORTHING						

VERBAL BOUNDARY DESCRIPTION

Northeast Corner East Fourth Avenue and State Street. Lots 3 & 4 Block 41,
Old Town Pine Bluff

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

Jim Leslie, Historian

ORGANIZATION

608 North 20th

DATE

STREET & NUMBER

Pine Bluff, Arkansas

TELEPHONE

CITY OR TOWN

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

TITLE

DATE

8-14-78

FOR NPS USE ONLY

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

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST:

DATE

KEEPER OF THE NATIONAL REGISTER

Property

Union Station

State

Ark.

Working Number

8.23.78.3923

TECHNICAL

Photos

Maps

4
1

CONTROL

OK-8.23.78

HISTORIAN

Problems: Description is minimal, #8 is a narrative that concentrates on history before this building. History initially stops in 1906 & significance is not summarized. 8-30-78

* This is the 3rd Pine Bluff property the State has

ARCHITECTURAL HISTORIAN

Most of the discussion of significance is irrelevant for the purposes of nomination -

accept
Bravum
8.24.78

ARCHEOLOGIST

encouraged us to take quickly because community is reluctant. All have been either marginal or badly presented. Call or send back.

New info received by phone 9-19 - very minimal. The building is listable - the qualities (tile work, brick work, associations with long use in a sizeable community) are implicit - but not explicit. We can argue if we want to cooperate with state perception of need.

OTHER

sheffy
10-10-78
can accept

HAER

Inventory

Review

REVIEW UNIT CHIEF

inadequate #8

spoke with Sandy 10/13/78

Return
Lobovich
10/13/78

BRANCH CHIEF

KEEPER

National Register Write-up

Send-back 10.20.78

Entered

Federal Register Entry

Re-submit 11.28.78

INT:2106-74

NAME OF PROPERTY Union Station STATE Arkansas

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below. PLEASE RETURN THIS FORM WHEN THE NOMINATION IS RESUBMITTED.

7 Description: _____

8 Statement of Significance: As written and as supplemented by phone, the
Statement of Significance is inadequate. The narrative concentrates on
the history of the rail lines prior to the station's construction and on
its construction. The statement does not discuss the historical associations
of the building after its completion; its role in the community, or any
architectural value. In short, the form should contain a summary of the (see below)

9 Bibliography: _____

10 Geographical Data -- Acreage: _____

UTM Reference(s): _____

Verbal Boundary Description: _____

12 Certification: _____

Photographic Coverage: _____

Map Coverage: _____

Other: qualities that make this particular building significant now.
(as per phone conversation with your staff)

Questions concerning this nomination may be directed to Marcella Sherfy
on the National Register staff, telephone 202-523-0412

Thank you for your attention to the above items.

Bill Bleasdale
Chief, Branch of Registration

Date: Oct 17, 1978

INT 12100-74

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NATIONAL PARK SERVICENATIONAL REGISTER OF HISTORIC PLACES
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☐ UNOCCUPIED
☐ WORK IN PROGRESS
ACCESSIBLE
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☒ YES: UNRESTRICTED
☐ NO

PRESENT USE

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☐ EDUCATIONAL
☐ ENTERTAINMENT
☒ GOVERNMENT
☐ INDUSTRIAL
☐ MILITARY
☐ MUSEUM
☐ PARK
☐ PRIVATE RESIDENCE
☐ RELIGIOUS
☐ SCIENTIFIC
☐ TRANSPORTATION
☐ OTHER:**4 OWNER OF PROPERTY**

NAME

City of Pine Bluff, Mayor Charles E. Moore

STREET & NUMBER

Civic Center, East 8th Ave.

CITY, TOWN

Pine Bluff

VICINITY OF

STATE

Arkansas

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.

Jefferson County Circuit Clerks Office

STREET & NUMBER

1800 East Harding Avenue

CITY, TOWN

Pine Bluff

STATE

Arkansas

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TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

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☒ GOOD
☐ FAIR

☐ DETERIORATED
☐ RUINS
☐ UNEXPOSED

CHECK ONE

☒ UNALTERED
☐ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

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The interior of the structure is little altered. Floors are ceramic tile.

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 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

May 23, 1906

BUILDER/ARCHITECT E.H. Steininger of St. Louis
Frank Gibb & Theo Sanders, Arch.

STATEMENT OF SIGNIFICANCE

Union Station, located in the historic southeastern Arkansas town of Pine Bluff, is an historically significant structure in its representation of the railroad's importance to the town. As a center of transportation, Union Station served as a hub for the movement of passengers in and out of Pine Bluff and Jefferson County. At the onset of the depot's use, Pine Bluff was a major center of cotton exchange in the mid-south. The railroad through Pine Bluff provided a major mode of transportation for businessmen, buyers and farmers.

Built in 1906, the construction of Union Depot reflects much of the history of rail transportation in southeast Arkansas. The rail line through Pine Bluff linked the southeastern section to rail centers in Arkansas and, most importantly, to outside centers of commerce such as Memphis.

Prior to the turn-of-the-century, the major mode of passenger transportation to and from Pine Bluff was steamboat travel via the Arkansas River. This method of travel had become totally inefficient by 1900 due to frequent low water. Thus, the construction of a passenger depot was instrumental in maintaining the city's economic stability through accessibility.

As early as 1891 Pine Bluff community leaders were interested in building a depot for passenger trains. In 1902 the Iron Mountain Railroad Company began serious negotiations for the property on which construction of a depot would best serve the community. The land the railroad wanted had been deeded to the city for use as a city hall or civic institution. After heated discussions between the railroad and city officials, the depot project was dropped for almost two years.

In 1904, negotiations between the city and the general manager of the railroad resulted in the city agreeing to lease the tract of land involved in the original discussion. In 1905 plans for the passenger depot were finished. Also at this time the railroad presented proposals to construct a two-storey freight depot at another location in the city to handle the immense traffic of cotton and agricultural products.

Designed by the architectural firm of Gibbs and Sanders of Little Rock, the depot was first used in May, 1906. Union Station is a horizontally massed structure typical of railroad depot construction in Arkansas at the turn-of-the-century.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Pine Bluff City Council Minutes, March 23, 1880.

Pine Bluff Daily Graphic, July 16, 1904, March 27, 1905, July 6, 1905, July 11, 1905.

Pine Bluff Weekly Commercial, July 19, 1891, April 12, 1902, August 13, 1955.

Pine Bluff Weekly Press, January 15, 1874, December 25, 1879, December 18, 1879.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY less than one acre

QUADRANGLE NAME Pine Bluff, Arkansas

QUADRANGLE SCALE 1:25000

UTM REFERENCES

A 15 591960 3787480
ZONE EASTING NORTHING

B
ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

see photo slip

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

Jim Leslie, Historian

ORGANIZATION

608 North 20th

DATE

STREET & NUMBER

Pine Bluff, Arkansas

TELEPHONE

CITY OR TOWN

STATE

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

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

Frank Bartley

originally signed

TITLE

DATE

8-14-78

FOR NPS USE ONLY

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

DATE

12/14/78

ATTEST:

KEEPER OF THE NATIONAL REGISTER

CHIEF OF REGISTRATION

DATE

12/13/78

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

OVER
FOR NPS USE ONLY

RECEIVED NOV 20 1978

DATE ENTERED

DEC 14 1978

CONTINUATION SHEET

ITEM NUMBER

8

PAGE

1

The horizontal massing, which is pronounced by the two stone belt lines, alludes to the beginning of the Modern Period of architecture in Arkansas.

The construction of Union Station marked the culmination of a twenty-year effort to combine the passenger service of the Cotton Belt and Missouri-Pacific lines into one building. From the time of its completion in 1906, the depot provided the only rail passenger service in Pine Bluff, Arkansas until such service was phased out in the late 1950's. During its period of use as a passenger depot, rail travel was the major mode of long distance transportation in the state. The importance communities placed on their transportation centers is mirrored in the scale and attention to detail found in passenger depots such as Union Station. By serving as Pine Bluff's only passenger depot for over fifty years, Union Station is a landmark in the railroad and transportation history of Pine Bluff.

Union Station reverted to the city of Pine Bluff when the railroad's franchise with the city for the land expired in 1955. For a while, the railroad continued to use an office in the building as headquarters for the freight agent. In recent years the building has been used by government agencies and in 1977 a farmer's market was begun under the old passenger shed. The city of Pine Bluff is now attempting to develop reuse plans for the depot which will once again enable the building to function as a viable part of the downtown business community in Pine Bluff.

Property

Union Station

2nd Control

State

Ark.

Working Number

8.23.78.3923

78000601

TECHNICAL

Photos

4

Maps

1

date? - OK. Sheffy

CONTROL

11.30.78

HISTORIAN

Sheffy

12-5-78

accept

Although new--wholly rewritten form--presents no great new information, it presents a clear and adequate summation of ~~properties~~- depot's value to community.

ALTHOUGH NOT NOMINATED FOR ARCHITECTURAL SIGNIFICANCE, THE STATION REFLECTS ITS ORIGINAL USE AND DESIGN INTENT.

ARCHITECTURAL HISTORIAN

V.B.D. IS NEEDED

I CONCUR w/ HISTORIAN ON ASSOCIATIVE VALUES.

CALL/ACCEPT

Hilt 12/0/78

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

Given original request - defer to Telbranch.

Sheffy 12-12-78

REVIEW UNIT CHIEF

This dept was essential to city's economics well being as focus of transportation system

Accept
bloovich

12/13/78

BRANCH CHIEF

KEEPER

National Register Write-up

Send-back _____

Entered DEC 14 1978

Federal Register Entry

2-6-79

Re-submit _____



1. Union Station
2. Pine Bluff, Arkansas
3. Walter Stevens
4. April, 1978
5. Arkansas Historic Preservation Program
6. viewed from the southwest
7. photo # 1

DEC 14 1978

AUG 23 1978



1. Union Station
2. Pine Bluff, Arkansas
3. Walter Stevens
4. April, 1978
5. Arkansas Historic Preservation Program
6. viewed from the northwest
7. photo # 2

DEC 14 1978

AUG 23 1978



DEC 14 1978

1. Union Station
2. Pine Bluff, Arkansas
3. Walter Stevens
4. April, 1978
5. Arkansas Historic Preservation Program
6. viewed from the northeast
7. photo # 3

AUG 23 1978



1. Union Station
2. Pine Bluff, Arkansas
3. Walter Stevens
4. April, 1978
5. Arkansas Historic Preservation Program
6. tile flooring on interior
7. photo # 4

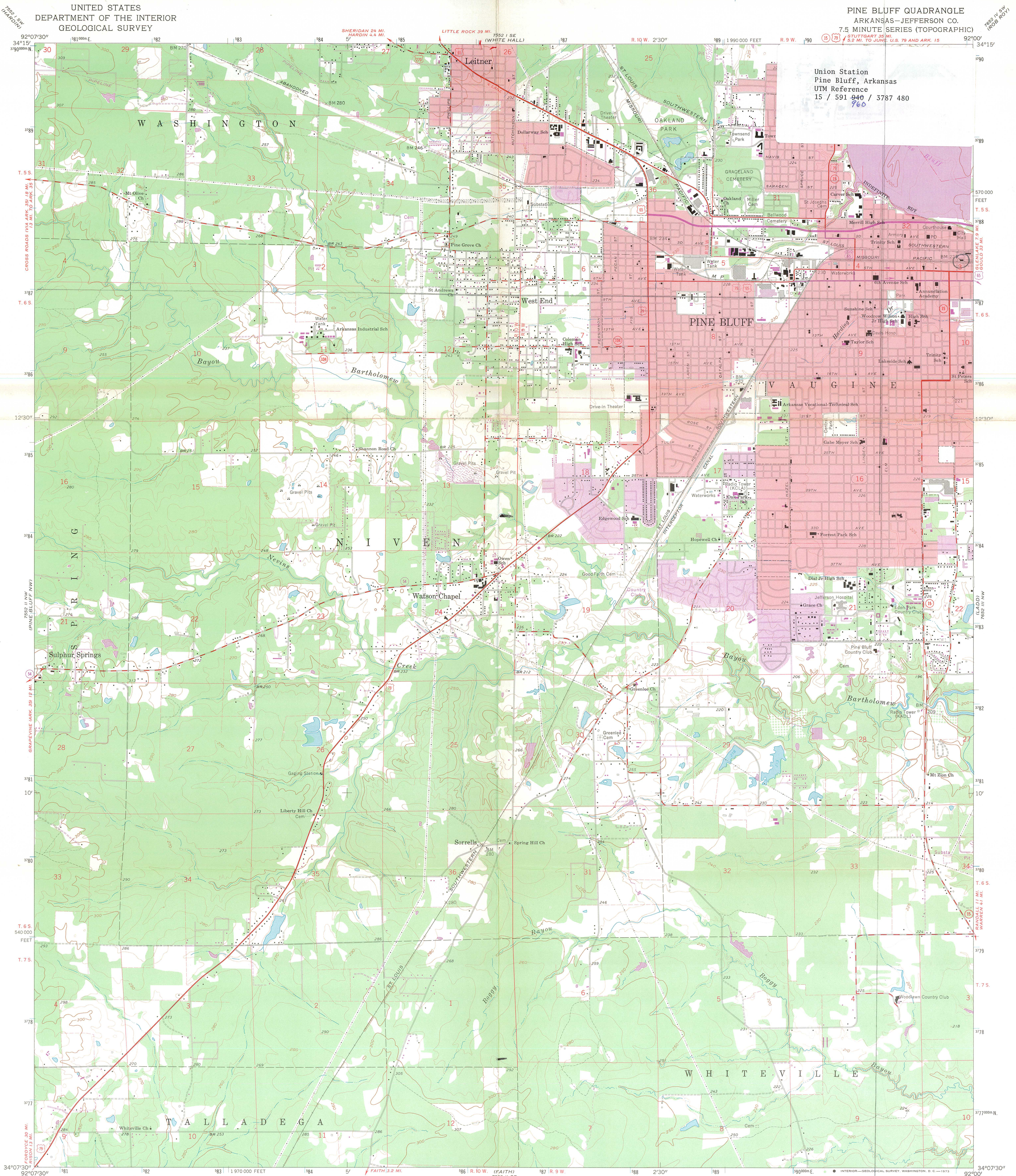
DEC 14 1978

AUG 23 1978

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

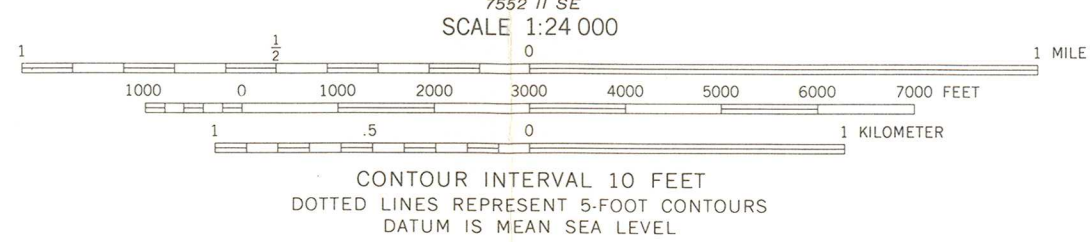
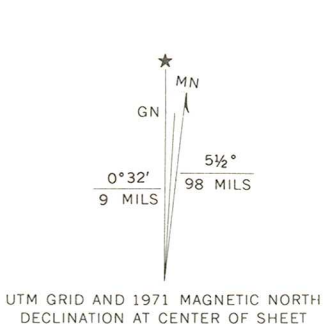
PINE BLUFF QUADRANGLE
ARKANSAS-JEFFERSON CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

Union Station
Pine Bluff, Arkansas
UTM Reference
15 / 591 940 / 3787 480



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Planimetry by photogrammetric methods from aerial photographs
taken 1961. Topography by planimetric surveys 1961-62
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 1971. This information not field checked
Purple tint indicates extension of urban areas



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D.C. 20242
AND BY THE ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72201
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy duty	Light duty
Medium duty	Unimproved dirt
State Route	

RECEIVED
AUG 23 1978
NATIONAL REGISTER

PINE BLUFF, ARK.
N 3407.5-W9200/7.5
1962
AMS 7552 II NE-SERIES V884



ARKANSAS HISTORIC PRESERVATION PROGRAM

Suite 500, Continental Building · Markham and Main · Little Rock, Arkansas 72201

May 18, 1978

City of Pine Bluff
c/o Mayor Charles Moore
Civic Center
200 East 8th Avenue
Pine Bluff, AR 71601

Phone: (501) 371-2763



MAY 19 1978

Re: Union Station, Jefferson County

Dear Mayor Moore:

The staff of the Arkansas Historic Preservation Program is preparing a National Register nomination for the above captioned property which will be presented to the Arkansas State Review Committee at their June meeting. If approved, the nomination will be submitted to the National Register office in Washington for final consideration.

The National Register of Historic Places is a listing of historic sites, buildings, objects and districts from all across the country that are worthy of preservation. Entry in the National Register is an honor which places an obligation on a private owner. It does, however, provide protection through comment by the Advisory Council on Historic Preservation from federally financed, assisted or licensed projects that might affect a National Register property.

On October 4, 1976, the President signed a Tax Reform Act of which Section 2124 refers to tax incentives for historic properties. Enclosed you will find an information sheet on that tax act.

If you have any questions concerning the program or this property's nomination, please contact Sandra Taylor Smith of our staff.

Enclosed are two copies of this letter. Please complete the form below, sign and return the original to our office. The copy is for your files. We would appreciate receiving any comments you might have concerning the nomination of this property. If we do not hear from you within 30 days your approval will be assumed.

Sincerely,

Barbara Woodard

Barbara Woodard, Deputy Director
Arkansas Historic Preservation Program

I approve of the nomination of the above property to the National Register of Historic Places. ✓ Yes No

Comments:

5-19-78

Date

Charles E. Moore

Signature

Waiver

CITY OF PINE BLUFF, ARKANSAS

OFFICE OF THE MAYOR

CHARLES E. "CHUCK" MOORE
Mayor

August 24, 1978

Dr. William Murtagh
Keeper of the Register
National Register Division
Heritage, Conservation & Recreation Service
Office of Archeology & Historic Preservation
Washington, D.C. 20240

Attention: Bill Lebovich

Dear Dr. Murtagh,

On behalf of the City of Pine Bluff, Arkansas, I wish to waive the 30-day comment period for the nomination of the Train Depot in our City.

I request this waiver with full understanding of the Tax Reform Act of 1976 and its implications concerning this project.

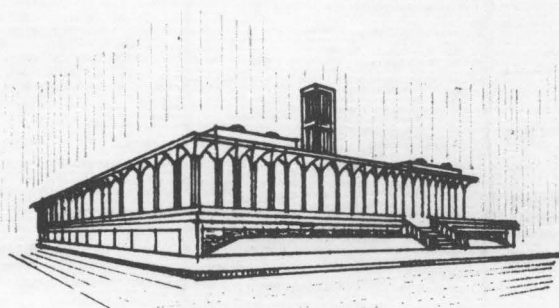
Thank you for your prompt consideration.

Sincerely,

Charles E. Moore
Charles E. Moore
Mayor

CEM:mc

cc/ Arkansas Historic Preservation
Joint Task Force For Union Depot--Mrs. John C. Simmons



INITIALS *SL*

INITIALS *SL*

INITIALS *SL*

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Union Station - Pine Bluff

TO/FROM: ~~John~~ Sandra Smith
Mike Smith

DATE: 8-30-78

ADDRESS:

PHONE:

STAFF MEMBER:

Sheffy

DIVISION:

REPORT: Mike talked to me - may have Sandra
call when she is back

- Told him we needed summation of actual
significance. & brief (1 party) narrative of
building's history after 1906.
—

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Union Station

TO/FROM: Mike Shin

DATE: 9-19-78

ADDRESS:

PHONE:

STAFF MEMBER: Sheffy

DIVISION:

REPORT:

Rec'd over phone to me the information gather from form prepared.

"After 20 years of effort, passenger service for Pine Bluff offered by the Missouri Pacific as the center RR was connected for the first time in Union Depot. Since then, the Depot has been the only outlet for passenger service for Pine Bluff."

Mike's additional comments -

- Pine Bluff has of 60,000
 - the consolidation seriously difficult hard to come by - so important.
-

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Union Station

TO/FROM: Mike Shin

DATE: 10-10

ADDRESS:

PHONE:

STAFF MEMBER: Sherry

DIVISION:

REPORT:

- I had understood we were still to get material in writing - but wanted to doublecheck
 - He said no - should process it only on phone material.
-

RECEIVED

NOV 20 1978

NATIONAL
REGISTER

Bill:

HERE IS A REVISED VERSION
OF Union Station IN

Pine Bluff. Please put
this ON IMMEDIATE attention
AS I AM BEING PRESSURED
AND I THINK Pine Bluff
is going to contact their
CONGRESSMAN to get in
it ON the REGISTER. IF
it is NOT yet what you
feel is ADEQUATE send it
BACK AND I'll try to
get it together.

Honestly this is ALL there
is to say ABOUT the Building.

Thank you Bill

Sandy

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: *Union Station*

TO/FROM: *Sandra Smith*

DATE: *12 - 11*
12 - 12

ADDRESS:

PHONE:

STAFF MEMBER:

Sheffy

DIVISION:

REPORT:

Need VBD

→ *lots 3 + 4 , Block 41*

old town Pine Bluff

(this does not include RR right-of-way)

ENTRIES IN THE NATIONAL REGISTER

STATE ARKANSAS

Date Entered DEC 14 1978

Name

Location

Union Station

Pine Bluff
Jefferson County

Also Notified

Honorable Dale Bumpers
Honorable David Pryor
Honorable Beryl F. Anthony, Jr.

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

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Union Station
 ② OTHER NAMES:
 ③ date of entry: DEC 14 1978
 ④ county code: 069

⑤ LOCATION street & number: E. 4th Ave. and State St.
 city / town: Pine Bluff
 vicinity of:
 state: AR
 county: Jefferson
 ⑥ NPS REGION: SW

⑦ OWNER ☐ PRIVATE ☐ STATE ☒ MUNICIPAL ☐ COUNTY ☐ MULTIPLE ☐ FEDERAL (agency name):
 ⑧ ADMINISTRATOR:

⑨ EXISTING SURVEYS ☐ HABS ☐ HAER ☐ NHL
 ⑩ FUNDED? ☐ YES ☐ NO
 ⑪ CONGRESS. DISTRICT: 4
 ⑫ SOURCE of NOMINATION ☐ STATE ☐ FEDERAL
 if state who prepared form?

⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT?
☐ YES, NAME: ☐ NO
 ⑭ WITHIN NATIONAL HISTORIC LANDMARK?
☐ YES, NAME: ☐ NO
 ⑮ ACREAGE
☐ LOCAL ☐ PRIVATE ORGANIZATION

⑯ CONDITION
☐ excellent ☐ deteriorated ☐ altered ☐ original site
☐ good ☐ ruins ☐ unaltered ☐ moved
☐ fair ☐ unexposed ☐ reconstructed ☐ unknown
☐ unexcavated ☐ excavated
 ⑰ features:
 INTERIOR ☐ SUBSTANTIALLY INTACT-1 ☐ NOT INTACT-0 ☐ UNKNOWN-4 ☐ NOT APPLICABLE-7
 EXTERIOR ☐ SUBSTANTIALLY INTACT-2 ☐ NOT INTACT-0 ☐ UNKNOWN-5 ☐ NOT APPLICABLE-8
 ENVIRONS ☐ SUBSTANTIALLY INTACT-3 ☐ NOT INTACT-0 ☐ UNKNOWN-6 ☐ NOT APPLICABLE-9

⑱ ACCESS ☐ YES - Restricted ☐ YES - Unrestricted ☐ No Access ☐ Unknown
 ⑲ ADAPTIVE USE ☐ YES ☐ NO
 ⑳ SAVED? ☐ YES
 ㉑ IS PROPERTY A HISTORIC DISTRICT? ☐ yes ☐ no

㉒ AREAS OF SIGNIFICANCE:
☐ ARCHEOLOGY - prehistoric-2 ☐ COMMERCE-6 ☐ ENGINEERING-11 ☐ LANDSCAPE ARCH.-15 ☐ POLITICS / GOVT.-21 ☐ RECREATION-28
☐ ARCHEOLOGY - historic-1 ☐ COMMUNICATIONS-7 ☐ ENTERTAINMENT-26 ☐ LAW-16 ☐ RELIGION-22 ☐ SETTLEMENT-29
☐ AGRICULTURE-3 ☐ CONSERVATION-8 ☐ EXPLORATION-12 ☐ LITERATURE-17 ☐ SCIENCE-23 ☐ URBAN PLANNING-31
☐ ARCHITECTURE-4 ☐ ECONOMICS-9 ☐ HEALTH-27 ☐ MILITARY-18 ☐ SOCIAL / HUMANITARIAN-24 ☐ OTHER (SPECIFY)
☐ ART-5 ☐ EDUCATION-10 ☐ INDUSTRY-13 ☐ MUSIC-19 ☐ SOCIAL / CULTURAL-30
☐ INVENTION-14 ☐ PHILOSOPHY-20 ☐ TRANSPORTATION-25
 ㉓ CLAIMS: explain
 'first' ☐
 'oldest' ☐
 'only' ☐

㉔ functions
 WHEN HISTORICALLY SIGNIFICANT:
 CURRENTLY:
 ㉕ dates of initial construction:
 major alterations:
 historic events:
 ㉖ ETHNIC GROUP ASSOCIATION

㉗ architectural style(s):
 ㉘ architect:
 ㉙ master builder:
 ㉚ engineer:

㉛ landscape architect / garden designer:
 ㉜ interior decorator:
 ㉝ artist:
 ㉞ artisan:
 ㉟ builder / contractor:

㊱ NAMES give role & date
 PERSONAL:
 EVENTS:
 INSTITUTIONAL:

㊲ NATIONAL REGISTER WRITE-UP