

United States Department of the Interior
National Park Service

606
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NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

NATIONAL
REGISTER

1. Name of Property

historic name: Kansas City-Southern Depot

other name/site number: BE3036

2. Location

street & number: State Highway 59

not for publication: N/A

city/town: Decatur

vicinity: N/A

state: AR county: Benton

code: AR 007

zip code: 72722

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 A. Boyd
Signature of certifying official

4-27-92
Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. _____ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

=====

5. National Park Service Certification

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I, hereby certify that this property is:

- ☒ entered in the National Register
_____ 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): _____

Patrick Andrews

6/11/92

Signature of Keeper

Date
of Action

=====

6. Function or Use

=====

Historic: TRANSPORTATION

Sub: Rail-related

Current: COMMERCE/TRADE

Sub: Office building

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7. Description

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Architectural Classification:

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS
Craftsman

Other Description: Plain Traditional

Materials: foundation CONCRETE roof ASPHALT
walls CONCRETE other WOOD BRACKETS
WOOD SHINGLES

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

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8. Statement of Significance

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Certifying official has considered the significance of this property in relation to other properties: Locally.

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): N/A

Areas of Significance: TRANSPORTATION
ARCHITECTURE

Period(s) of Significance: 1920-1940 _____

Significant Dates: 1920 _____

Significant Person(s): N/A

Cultural Affiliation: N/A _____

Architect/Builder: Kansas City-Southern Railroad

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.
X See continuation sheet.

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

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Summary

The Kansas City-Southern Depot in Decatur is a single-story, concrete block freight and passenger railroad depot constructed circa 1920 in the Plain Traditional style. The composition-shingled hipped roof features two eyebrow dormers, projecting eaves with Craftsman brackets underneath, and a cross gable with decorative fishscale wood shingles over the three-sided telegrapher's bay. No original windows remain. The depot is currently owned by Peterson Industries.

Elaboration

The Kansas City-Southern Depot in Decatur is a single-story, concrete block freight and passenger railroad depot constructed circa 1920 in the Plain Traditional style. The composition-shingled hipped roof features two eyebrow dormers, projecting eaves with Craftsman brackets underneath, and a cross gable with decorative fishscale wood shingles over the three-sided telegrapher's bay. A single brick chimney rises through the ridge to the north of center. A continuous, cast concrete foundation supports the entire structure.

The eastern elevation is lighted by five one-over-one windows to the north of a sliding wood freight door. The western elevation opposite is accessed via a sliding wood freight door at its southern end, a single-leaf entry placed just to the north, and another single-leaf entry at the northern end of the elevation. The telegrapher's bay is lighted with a single window on each of its sides and two windows in the front. This bay is flanked to either side by a single window.

The southern elevation is blank except for a single, central horizontal window placed beneath the broad cornice. The northern elevation is lighted with two symmetrically-placed windows.

Significant exterior details include the wood knee braces that ornament the cornice around the entire building and the diagonal cross-timbering on the freight doors.

Though no original windows remain, the one-over-one aluminum replacement windows are of the same sash configuration as would have been found on a depot of this age, and they are a dark brown, anodized aluminum type that is chromatically-compatible with the building's historic appearance.

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**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

Significance

Criteria A and C, local significance

The Kansas City-Southern Railroad was the realization of the dream of Arthur E. Stilwell, a native of Rochester, New York. Stilwell envisioned a railroad that would be "straight as the crow flies" to connect Kansas City to the Gulf of Mexico. Farmers, ranchers, lumber and coal men were being exploited by the rates charged to ship goods by way of the east, ignoring the ports to the south, in order to get them to waters for European markets. With "his" railroad Stilwell could ship faster, cheaper and preserve the perishables that were often spoiled along the normal shipping channels. At the age of thirty Stilwell organized the Kansas City Suburban Belt Railroad and in 1889 started the Kansas City, Pittsburgh & Gulf (later named Kansas City Southern), stretching 789 miles to the sea, ending at his namesake, the city of Port Arthur, Texas.

The tracks had been laid to Siloam Springs, Arkansas, only 228 miles from Kansas City, when, in 1893, an economic depression hit. Most other railroads went into the hands of receivers, as did many well established businesses, but not Stilwell. When he needed more money to operate, one of his "hunches" came to him and in February 1894 he left for Amsterdam, Holland, to try and raise the capital from Dutch and German investors.

He had never been to that country before and knew only one person, the wealthy coffee merchant he had met aboard the 5,000-ton steamer in 1885. After two unsuccessful weeks of trying to sell his securities, he spent a couple of days in his hotel rooms thinking, and remembered the Dutchman. He did not remember his name, only that he was a coffee merchant. He left the next morning for the coffee exchange board, where he obtained a list of brokers from the doorman, and on the list he recognized De Goeijen. De Goeijen was summoned to meet the American and recognized him at once. He was overjoyed to see his old acquaintance, and they left together for a most rewarding luncheon.

Arthur Stilwell set upon one of his best selling jobs and overwhelmed the Dutchman. He convinced him to sell his coffee holdings and go to work for him and his American friends as the agent for the Missouri, Kansas and Texas Trust Company at a salary of \$5,000 a year, more than twice his present salary. De Goeijen accepted, and Arthur stayed in Holland to teach the Dutchman to sell the securities. The Regalement Van Het Arkansas Construction Company syndicate was formed and became the vehicle for their operations in Holland.

Stilwell returned to Philadelphia and went to the offices of Drexel and Company asking them to draw a \$500,000 draft on the Bank of Amsterdam. They laughed. He could not seem to

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National Register of Historic Places Continuation Sheet

Section number 8 Page 2

convince them that in the middle of an international depression he had raised \$3,000,000 to build a railroad through Western Arkansas and Northwestern Louisiana. Finally they were convinced and Stilwell left for Kansas City.

Robert Gillham (for whom the town of Gillham is named) was named Chief Engineer of the KCP&G and the construction company. Gillham had introduced the Cable Car to Kansas City and was Chief Engineer of the Metropolitan Street Railway. Gillham rode on horseback south of Siloam Springs to the Arkansas River, surveying the route. The Arkansas bridge site was selected and men put to work. However, the rugged Ozark topography proved too difficult, and Gillham decided to shift the main line west into Indian Territory, reaching Fort Smith by a branch line. Crossing the virgin territory in the midst of the depression began to cause financial troubles for Stilwell and his investors.

A central division point was needed for the railway, and the town of Gentry in Benton county was chosen. Named for Richard Gentry, a chief engineer and large investor. The town was laid out and formed by the Arkansas Townsite Company, a Stilwell firm. George M. Craig became the agent for Gentry, and the town was advertised as a future division point on the KCP&G. The town did not boom, and it was decided to move across the state line into Indian Territory, where the first town was formed and named for Stilwell.

Stilwell, Indian Territory, located 30 miles south and west of Siloam Springs, first appeared on the map in 1895. The brick roundhouse was built and contained eight stalls, a 65-foot turntable, a coal chute with a trestle approach, a water tank, depot and fine track yard. Many railroad employees were stationed there. The KCP&G also formed the towns of Howe and Spiro.

Many still did not consider Stilwell a successful developer - until he crossed back into Arkansas, where he became known for his "egoistic" habit of naming towns for himself, friends, and investors. Stilwell's success as a developer partly stemmed from his far-sightedness and salesmanship concerning these new towns. He always went or sent someone ahead of the tracks to write publicity, form parks, recreation sites and tourist attractions so that by the time "his" railroad reached a destination point he would have people to fill up the town.

Stilwell's dream was ultimately fulfilled, as by the arrival of the twentieth century the Kansas City-Southern Railroad had become the principal transportation route for both passengers and freight between the agricultural heartland of America and the Gulf of Mexico.

Though the early history of Decatur is difficult to establish (due to the lack of surviving primary

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 3

sources), it is known that the first post office was established in 1883, when a John Cotton was made the postmaster. It seems likely that the town as such remained small, with only a few stores and blacksmith shops, until 1893, when the Kansas City, Pittsburg and Gulf Railroad (later the Kansas City-Southern Railroad). As was almost always the case, the arrival of the railroad caused a dramatic spurt of growth, resulting in the construction of several hotels, a sawmill, two churches and a large shipping yard by 1903. The Bank of Decatur opened by 1906, and by 1915 had grown prosperous enough to garner a Dun rating. By then its primary commercial enterprise was the processing and shipping of locally-grown apples.

This increased prosperity required the construction of a new, formed concrete block railroad depot by 1920, when this structure was built. This passenger and freight railroad depot is associated with the Railroad Growth and Development in Arkansas, 1870-1940 historic context as a structure financed and erected under the auspices of one of the larger late nineteenth- and early twentieth-century railroads in the state. As such, it is eligible under Criterion A by virtue of those associations; however, it is also significant by virtue of its status as the best and most intact example in Decatur of a Craftsman-influenced design featuring this type of construction, where the edges of the concrete blocks were beveled to resemble rusticated stone. Therefore, it is also eligible under Criterion C.

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9. Major Bibliographical References

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See *Historic Railroad Depots of Arkansas, 1870-1940* Multiple Property Documentation Form, Section H.

___ See continuation sheet.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- ☒ State historic preservation office
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository: _____

=====

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>368890</u>	<u>4021920</u>	B	___	___	___
C	___	___	___	D	___	___	___

___ See continuation sheet.

Verbal Boundary Description: ___ See continuation sheet.

Beginning at a point formed by the intersection of the western edge of State Highway 59 with the southern edge of West North Street, proceed westerly along the latter edge for a distance of approximately 200 feet to its intersection with the eastern edge of the Kansas City-Southern Railroad tracks; thence proceed southerly along said edge for a distance of approximately 250 feet to its intersection with a line running parallel with the depot's southern elevation; thence proceed easterly along said line for a distance of approximately 125 feet to its intersection with the western edge of State Highway 59; thence proceed northerly along said line for a distance of approximately 225 feet to the point of beginning.

Boundary Justification: ___ See continuation sheet.

This boundary includes all the property historically-associated with this resource that retains its integrity.

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11. Form Prepared By

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Name/Title: Patrick Zollner, National Register Historian

Organization: Arkansas Historic Preservation Program Date: April 17, 1992

Street & Number: 225 E. Markham, Suite 300 Telephone: (501) 324-9346

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



IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE

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



Historic Railroad Depots of Arkansas MPS ARKANSAS

COVER	Substantive Review	Date Listed
		<u>6/11/92</u>
92000612	Blytheville, Leachville and Arkansas Southern Railroad Depot--Leachville	<u>6/11/92</u>
92000608	Cotton Belt Railroad Depot--Fordyce	<u>6/11/92</u>
92000607	DeQueen and Eastern Railroad Depot--Dierks	<u>6/11/92</u>
92000617	Kansas City, Fort Scott and Memphis Railroad Depot	<u>6/11/92</u>
92000606	Kansas City--Southern Depot--Decatur	<u>6/11/92</u>
92000614	Louisiana and Northwest Railroad Depot--Magnolia	<u>6/11/92</u>
92000601	Missouri and North Arkansas Depot--Bellefonte	<u>6/11/92</u>
92000613	Missouri and North Arkansas Depot--Leslie	<u>6/11/92</u>
92000597	Missouri--Pacific Depot--Altus	<u>Ret.</u>
92000600	Missouri--Pacific Depot--Atkins	<u>6/11/92</u>
92000604	Missouri--Pacific Depot--Clarksville	<u>6/11/92</u>
92000619	Missouri--Pacific Depot--Newport	<u>6/11/92</u>
92000598	Missouri--Pacific Depot--Ozark	<u>6/11/92</u>
92000620	Missouri--Pacific Depot--Russellville	<u>6/11/92</u>
92000622	Missouri--Pacific Depot--Walnut Ridge	<u>6/11/92</u>
92000623	Missouri--Pacific Depot--Wynne	<u>6/11/92</u>
92000599	Missouri--Pacific Railroad Depot--Arkadelphia	<u>6/11/92</u>
92000602	Missouri--Pacific Railroad Depot--Benton	<u>6/11/92</u>
92000605	Missouri--Pacific Railroad Depot--Camden	<u>6/11/92</u>
92000609	Missouri--Pacific Railroad Depot--Curdon	<u>6/11/92</u>
92000610	Missouri--Pacific Railroad Depot--Hope	<u>6/11/92</u>
92000611	Missouri--Pacific Railroad Depot--Hot Springs	<u>6/11/92</u>
92000615	Missouri--Pacific Railroad Depot--Malvern	<u>6/11/92</u>
92000616	Missouri--Pacific Railroad Depot--McGehee	<u>6/11/92</u>
92000618	Missouri--Pacific Railroad Depot--Nashville	<u>6/11/92</u>
92000621	Rock Island Depot--Weldon	<u>6/11/92</u>
92000603	Rock Island Railroad Depot--Booneville	<u>6/11/92</u>
94000192	Memphis, Paris and Gulf Railroad Depot	<u>3/17/94</u>

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Kansas City--Southern Depot--Decatur
NAME:

MULTIPLE Historic Railroad Depots of Arkansas MPS
NAME:

STATE & COUNTY: ARKANSAS, Benton

DATE RECEIVED: 4/30/92

DATE OF PENDING LIST: 5/15/92

DATE OF 16TH DAY: 5/30/92

DATE OF 45TH DAY: 6/14/92

DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000606

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: Y SLR DRAFT: ~~N~~ NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/11/92 DATE

ABSTRACT/SUMMARY COMMENTS:

*Historically & architecturally significant within the
context of the MPS*

RECOM./CRITERIA accept A&C
REVIEWER Patrick Andrews
DISCIPLINE Historian
DATE 6/11/92

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 _____



KANSAS CITY-SOUTHERN DEPOT (BE 3036)

DECATUR, BENTON CO., ARKANSAS

J. DE ROSE

AUGUST, 1990

NEGATIVE ON FILE AT ANPP

VIEW FROM NORTHEAST



KANSAS CITY - SOUTHERN DEPOT (BE3036)

DECATUR, BENTON CO., ARKANSAS

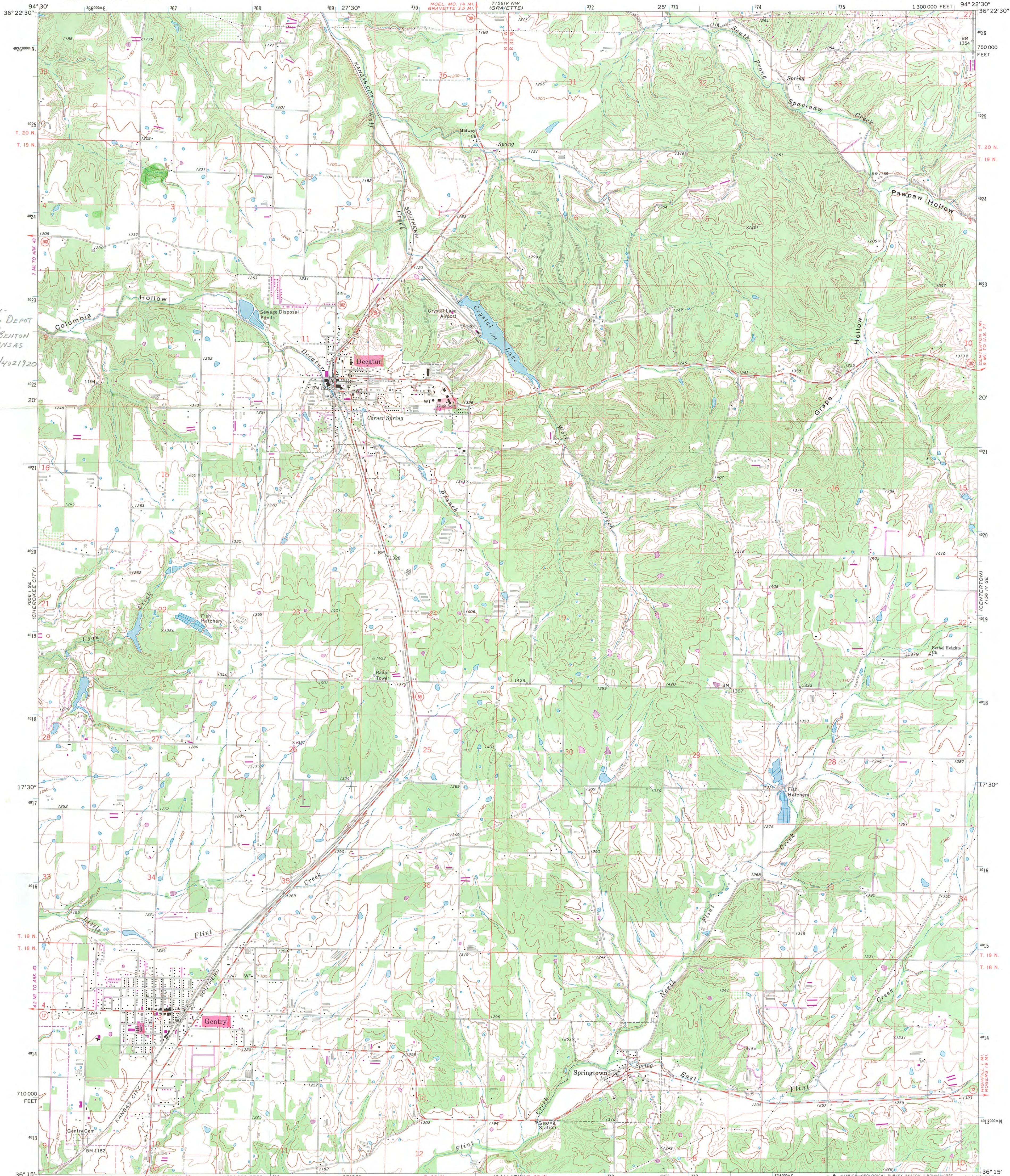
V. DE ROSE

AUGUST, 1990

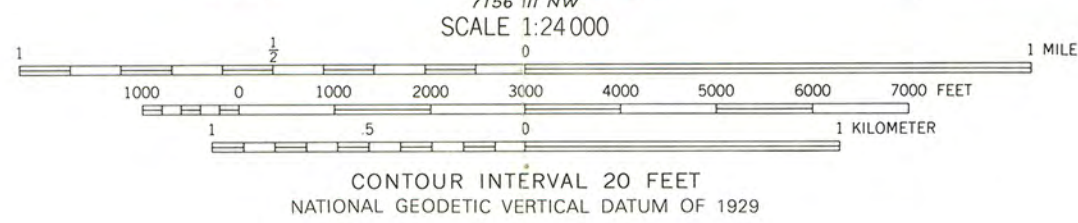
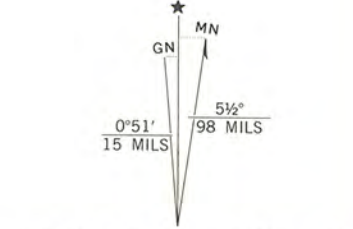
NEGATIVE ON FILE AT AHPP

VIEW FROM SOUTHWEST

KANSAS CITY—
SOUTHERN DEPOT
(BE 3036)
DECATUR, BENTON
CO., ARKANSAS
15/368890/4021920



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1968. Field checked 1971
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
To place on the predicted North American Datum 1983
move the projection lines 5 meters south and
18 meters east as shown by dashed corner ticks
Revisions shown in purple compiled from aerial photographs taken 1980
and other sources. This information not field checked. Map edited 1982



ROAD CLASSIFICATION	
Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route

GENTRY, ARK.
N3615—W9422.5/7.5
1971
PHOTOREVISED 1982
DMA 7156 IV SW—SERIES V884