

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination Form

For NPS use only

received **DEC 11 1987**
date enteredSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections**1. Name**

historic Rock Island Depot

and/or common Hazen Depot

2. Location

street & number Highway 70

N/A not for publication

city, town Hazen

N/A vicinity of

state Arkansas

code 05

county Prairie

code 117

3. Classification**Category**☐ district
☒ building(s)
☐ structure
☐ site
☐ object**Ownership**☒ public
☐ private
☐ both**Public Acquisition**☐ in process
☒ N/A being considered**Status**☐ occupied
☒ unoccupied
☒ work in progress**Accessible**☒ yes: restricted
☐ yes: unrestricted
☐ no**Present Use**☐ agriculture
☐ commercial
☐ educational
☐ entertainment
☐ government
☐ industrial
☐ military☐ museum
☐ park
☐ private residence
☐ religious
☐ scientific
☐ transportation
☒ other: vacant**4. Owner of Property**

name City of Hazen

street & number c/o Mayor Cecil Gammill, City Hall, P.O. Box M

city, town Hazen

N/A vicinity of

state Arkansas

5. Location of Legal Description

courthouse, registry of deeds, etc. Prairie County Courthouse

street & number N/A

city, town Des Arc

state AR 72040

6. Representation in Existing Surveys

title Arkansas Railroad Depots

has this property been determined eligible? ☐ yes ☒ no

date 1975

☐ federal ☒ state ☐ county ☐ local

depository for survey records Arkansas Historic Preservation Program

city, town Little Rock

state Arkansas

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

Summary

The Rock Island Depot in Hazen, Prarie County, Arkansas, is similar to several other through-combination terminal stations constructed by the Rock Island Line in Arkansas. A rectangular brick structure sheltered by a gable roof sheathed in clay tile, it features wide overhanging eaves with decorative brackets. The north, south, and west elevations of the Hazen depot are banded by a brick course which reaches from the foundation to a concrete header four feet above the foundation. Above the header these elevations are stuccoed.

A freight storage area once stood at the east end of the building. This portion of the building was so badly deteriorated that it posed a safety hazard, and had to be removed. When the freight storage area was demolished, a formerly interior wall was left as the east elevation. This elevation lacks the brick course of the others, but it has been stuccoed to match the other walls and to protect the wall itself.

Elaboration

The main facade of the Hazen depot faces south to the railroad tracks and is parallel with the tracks. The facade is dominated by a central telegrapher's bay projecting almost to the edge of the station's eaves, which allowed the operator a clear view of the tracks. This bay projects upward through the main roof of the building and culminates in a gabled dormer. The south face of the bay contains a tripartite window arrangement, consisting of two narrow, four-over-one double-hung windows flanking a larger, eight-over-one double-hung central window. All three windows share a continuous sill which rests about midway between the depot foundation and the concrete header. The east and west faces of the bay each contain a tall, narrow, four-over-one double-hung window.

The gabled portion of the telegrapher's bay repeats the tripartite pattern of the first level, with two, two-over-one casement windows flanking a central, four-over-four stationary window. A molded cornice runs the width of the bay above these windows. Above this cornice, the gabled dormer wall is treated with decorative vertical timbering, which culminates in decorative molded rafters supporting the roof. A sign bearing the "Hazen" legend is located in this portion of the dormer.

On the western end of the south elevation, a tripartite window/door arrangement gives access to the white waiting room. Flanking the door are two eight-over-one double-hung windows, with sills about one foot below the concrete header. The areas below these doors are covered with wooden panels. The area above the door has a stationary transom with a vertically-divided four-light arrangement. The door itself has a stationary, one-light window; its sill is even with those of the flanking windows.

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National Park Service**

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Continuation sheet

Item number 7

Page 2

The east end of the south elevation contains a door giving access to the conductor's room on one end, and access to the "colored" waiting room at the other, far east end. The door to the conductor's room has a large one-light stationary window, with a three-light stationary transom above. The door to the black waiting area, east of the conductor's room, features a large, one-light stationary window, with flanking four-over-one double-hung windows. A stationary transom with a vertically divided four-light arrangement is located above the door.

The east elevation contains no windows, as it was once an interior wall separating the black waiting room from the freight storage wing. Only the upper portion of the wall, in the gable, has any original decorative elements. This portion of the wall has vertical timbering and molded rafters similar to those in the south dormer.

The north elevation has a central projecting bay similar to the telegrapher's bay on the south side. The major difference in the north bay is that it is uninterrupted through two stories, rather than projecting through the main roof. The upper story windows and decorative elements are identical to those of the south dormer. On the first level, the east and west faces of the bay each contain a tall, narrow, four-over-one double-hung window. The north face of the bay features a pair of centered, eight-over-one double-hung windows. All of these windows have sills resting on the concrete header.

The east end of the north elevation features a tripartite window, with one large eight-over-one double-hung window flanked by narrow, four-over-one double-hung windows.

The west end of the north elevation has another tripartite window, this one with a large, eight-over-one double-hung window flanked by slightly narrower eight-over-one double-hung windows. Both of the tripartite window assemblies on the north elevation have continuous sills located approximately one foot below the concrete header.

The west elevation features a centered tripartite window group, with a large, eight-over-one double-hung window flanked by narrow, four-over-one double-hung windows. This group of windows shares a continuous sill, located about one foot below the concrete header. Located about two feet above these windows is another, smaller, tripartite window group, consisting of two, two-over-two casement windows flanking a wider, four-over-four stationary window. Directly above these windows, a molded cornice with decorative brackets runs the width of the side. The gable decoration above this cornice is identical to that of the south dormer.

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date entered

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The interior of the building has eight rooms: two waiting rooms, four restrooms, the combination ticket/telegrapher's office, and the conductor's room. The white waiting room in the west end of the building has a half-vaulted ceiling. Both waiting rooms have wainscoting. The restrooms, two for whites and two for blacks, occupy the north center bay of the building. Each restroom contains a window of obscured glass. The ticket/telegrapher's office occupies the south center bay. There are three interior windows in the ticket/telegrapher's office, each with obscured glass. Access to the attic is located in this office. Directly adjacent to the ticket office, with access from the south exterior, is the conductor's room. The black waiting area occupies the eastern end of the building. It contains an internal brick chimney, north of center and flush with the east exterior wall. A hall and door separate the white and black waiting rooms and restrooms.

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 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 1915–1920 **Builder/Architect** unknown

Statement of Significance (in one paragraph)

Summary

The Rock Island Depot in Hazen, constructed in 1915, is an historic resource which is significant for its representation of the importance of the railroad to the growth and development of this small town on the Arkansas prairie.

Elaboration

The city of Hazen, located in Prairie County about fifty miles east of Little Rock, originated as a stop on the line of the first railroad in Arkansas, the Memphis and Little Rock. Beginning operation in 1853, this line was an important factor in troop and supply movements during the Civil War, and communities such as Lonoke, Carlisle, and Hazen grew up around fueling stations. Increased competition among rail lines in the late nineteenth century proved unfortunate, however, for the Memphis and Little Rock. The company had never been a financial success, due chiefly to frequent flooding which interfered with traffic over the eastern forty miles, and in 1900 the line was purchased by the Rock Island, Chicago, and Pacific ("Rock Island") Railroad. Rock Island also acquired and constructed other lines in Arkansas, becoming one of the major railroad companies in the state. Hazen remained a fueling stop on the Rock Island line between Memphis and Little Rock, but the community did not begin to grow and prosper until the introduction of rice farming to the prairie regions of Arkansas.

Incidental planting of rice in the prairie area had been going on since the later years of the nineteenth century, but in 1904 William H. Fuller of Lonoke showed the farmers of the region that it could be a moneymaking enterprise, producing the first profitable crop. From then until after the First World War the foundation of the agricultural activity, now a mainstay of the Arkansas economy, was laid. Population grew rapidly and was encouraged by publicity campaigns of the Rock Island Railroad. These efforts were aimed chiefly at settlers in Illinois and Iowa who had recently migrated from Germany. Thousands of these people were drawn to Arkansas, starting such communities as Stuttgart in Arkansas County and moving into already-settled areas in Lonoke and Prairie Counties. The city of Hazen's position as a railroad stop proved to be advantageous during these growth years, and it became a primary nexus of transportation for the area, especially during the boom years from 1905 to 1920.

9. Major Bibliographical References

See Continuation Sheet

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Hazen, Ark.

Quadrangle scale 1:24000

UTM References

A

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6	3	0	0	0	5
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3	8	4	9	4	3	5
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Zone Easting Northing

B

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Zone Easting Northing

C

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D

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H

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Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Jennifer Polk & Tonia Jones

organization AHPP Staff

date November, 1987

street & number 225 E. Markham

telephone 501-371-2763

city or town Little Rock

state 72201

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

William H. Hall

title Acting State Historic Preservation Officer

date 12.07.87

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the
National Register

date 12-22-87

Melvin S. Bugar
Keeper of the National Register

Attest:

date

Chief of Registration

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

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received

date entered

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Item number 8

Page 2

The expansion of agriculture on the prairie led to a decided increase in the rail traffic through Hazen. An article in a 1913 issue of the White River Journal entitled "Crop Movement Heavy" declared, "shipments from Hazen have increased so rapidly that the Rock Island and Cotton Belt Railroads are having difficulty in supplying a sufficient number of cars." The depot building at that time, a holdover from the Memphis and Little Rock which had been constructed shortly after the Civil War, was shared by the two railroads and soon proved to be inadequate for their transportation needs. Rock Island sponsored construction of a new facility, which was completed sometime in 1915. Both shipments of crops and immigration into and through Hazen continued until 1920, when a sharp drop in the price of rice brought an end to the boom.

The Hazen Depot's design follows that of other Rock Island structures of the era: Craftsman/Mission with half-timbering and clay-tile roof. Although the freight area was removed earlier this year due to severe deterioration, the public area of the building, which represents the railroad's part in bringing immigrants to Prairie County, stands virtually unaltered.

The tracks have been pulled up and no trains come through Hazen today, and the town survives as a community of merchants and farmers. The rice industry has flourished on the Arkansas Prairie since after World War II, but the railroads have not. Rock Island has donated the depot to the city, and volunteers are now working to rehabilitate the structure for use as a tourist information center.

The Rock Island Depot in Hazen is being nominated under Criterion A for its importance as a physical reminder of the days when the railroad represented a significant facet of the community's growth.

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Page 1

Arkansas Democrat Magazine, October 5, 1941

Arkansas Gazette, September 3, 1906

Freeman, Felton D. "Immigration to Arkansas," Arkansas Historical Quarterly,
Volume 7, 1948.

"Raising Rice in Arkansas," The Southwest Trail (published by the Rock Island
Railroad), July, 1915.

Wood, Stephen E. "The Development of Arkansas Railroads," Arkansas
Historical Quarterly, Volume 7, 1948.

White River Journal, February 27, 1913.

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National Park Service**

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Item number 10

Page 1

From the intersection of North Front and Livermoore Streets in Hazen, Arkansas, proceed east along North Front Street 140 feet to the northwest corner of the property and the point of beginning. Thence proceed south 75 feet, thence proceed east 165 feet, thence proceed north 75 feet to North Front Street, and thence proceed west 165 feet along North Front Street to the point of beginning. This encloses the nominated property.

87002285

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Rock Island Depot
Prairie County
ARKANSAS

DEC 11 1987

Working No. _____

Fed. Reg. Date: 2/7/89

Date Due: Approved Comm. Panel 2/25/88

Action: ☒ ACCEPT 12-22-87

☐ RETURN

☐ REJECT

Federal Agency: _____

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Entered in the

National Register

Substantive Review: ☐ sample ☐ request ☐ appeal ☐ NR decision

Reviewer's comments:

Recom./Criteria _____

Reviewer _____

Discipline _____

Date _____

_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	
	<input type="checkbox"/> unaltered	
	<input type="checkbox"/> altered	

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. 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

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature _____

title _____

date _____

13. Other

- ☐ Maps
☐ Photographs
☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



ROCK ISLAND DEPOT
HAZEN, PRAIRIE CO.

PHOTOGRAPHED BY M. MADDEN

AUGUST 1987

NEGATIVES ON FILE AT AHPP

VIEW FROM SOUTH



ROCK ISLAND DEPOT

HAZEN, PRAIRIE CO.

PHOTOGRAPHED BY M. MADDEN

AUGUST 1987

NEGATIVES ON FILE AT AHPP

VIEW FROM SOUTHWEST



ROCK ISLAND DEPOT
HAZEN, PRAIRIE CO.

PHOTOGRAPHED BY M. MADDEN
AUGUST 1987
NEGATIVES ON FILE AT AHPP

VIEW FROM NORTHEAST



Rock Island Depot
HAZEN, PRAIRIE CO.

PHOTOGRAPHED BY M. MADDEN

AUGUST 1987

NEGATIVES ON FILE AT AHPP

EXTERIOR DETAIL - SOUTH ELEVATION



ROCK ISLAND DEPOT
HAZEN, PRAIRIE CO.

PHOTOGRAPHED BY M. MADDEN

AUGUST 1987

NEGATIVES ON FILE AT AHPP

INTERIOR DETAIL



ROCK ISLAND DEPOT

HAZEN, PRAIRIE CO.

PHOTOGRAPHED BY M. MADDEN

AUGUST 1987

NEGATIVES ON FILE AT AHPP

INTERIOR DETAIL



ROCK ISLAND DEPOT
HAZEN, PRAIRIE CO.

PHOTOGRAPHED BY M. MADDEN

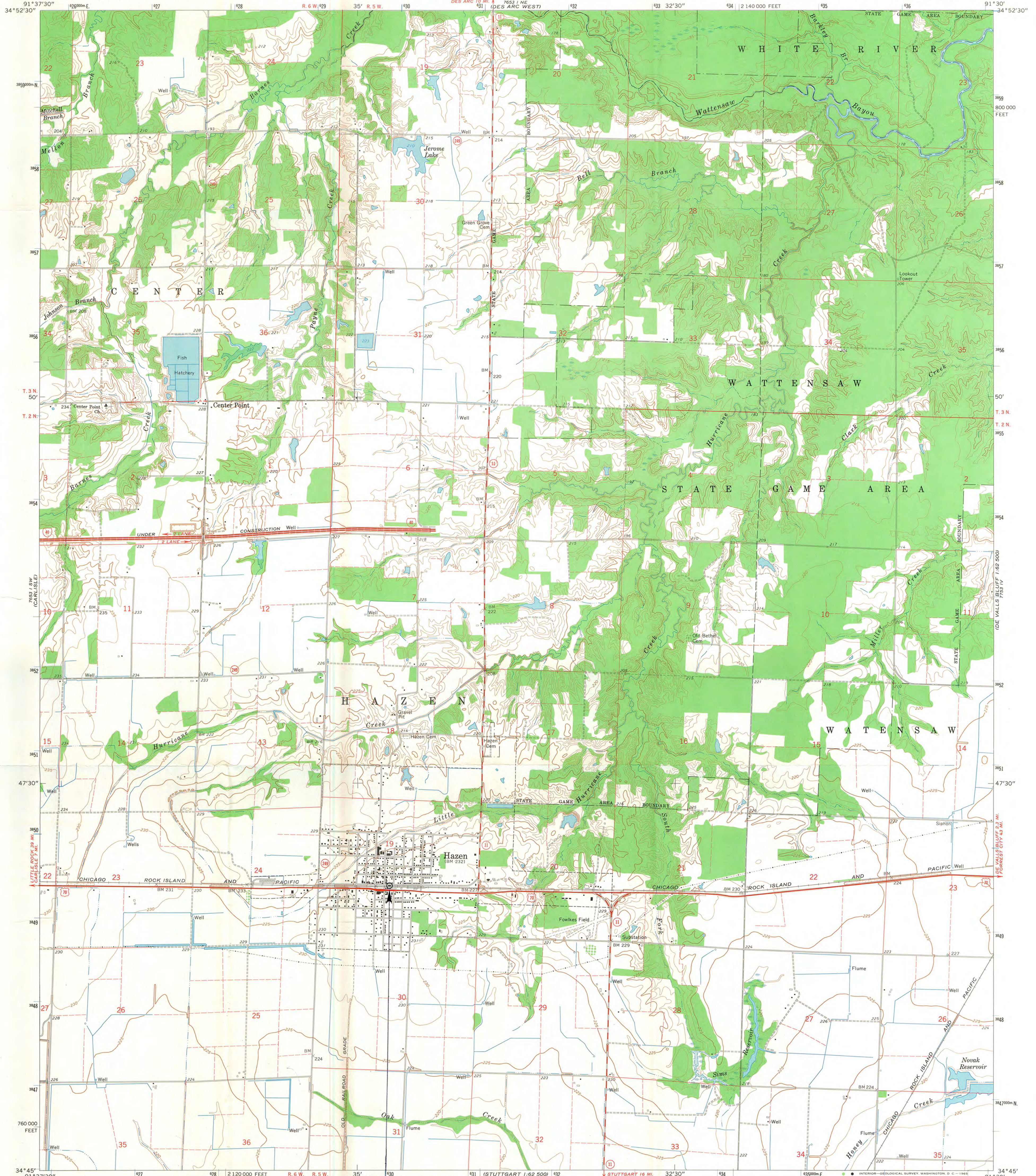
AUGUST 1987

NEGATIVES on file at AHPP

INTERIOR DETAIL

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

HAZEN QUADRANGLE
ARKANSAS—PRAIRIE CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
SE/4 HAZEN 15' QUADRANGLE



Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial
photographs taken 1963. Field checked 1964
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
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked

Rock Island Depot
Hazen, Prairie Co.
UTM Ref:
15 665040 3845 2775
Brinkley, Arkansas Quadrangle
1:24000
UTM GRID AND 1964 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

Rock Island Depot

SCALE 1:24 000

CONTOUR INTERVAL 5 FEET
DATUM IS MEAN SEA LEVEL

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



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route U.S. Route State Route

HAZEN, ARK.
SE/4 HAZEN 15' QUADRANGLE
N3445—W9130/7.5

1964

AMS 7653 1 SE—SERIES V884

MEMORANDUM
OF CALL

Waiver letter

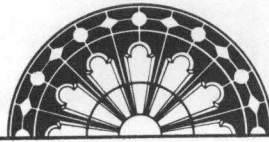
from owners

expected

or OK from

Amy

RECEIVED BY _____
DATE _____
TIME _____
STANDARD FORM 63 (Rev. 5-81)
Prescribed by GSA
FPMR (41 CFR) 101-11.6
U.S. GPO: 1986-187-546/40013



ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

December 7, 1987

Carol D. Shull
Chief of Registration
United States Department of the Interior
National Register of Historic Places
National Park Service
1100 "L" Street, N.W.
Washington, D.C. 20240

RE: Rock Island Depot
Hazen, Prairie County

Dear Carol:

We are enclosing for your review the nomination for the Rock Island Depot. 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,

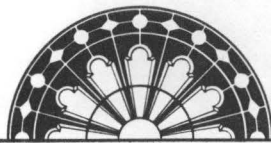
Bill Hall
Acting State Historic Preservation Officer

BH/TJ/bjm

Enclosures



DEC 11 1987



ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

December 7, 1987

Mr. Jerry Rogers
Keeper of the National Register
National Park Service
P. O. Box 37127
Washington, D.C. 20013-7127

RE: Rock Island Depot
Hazen, Prairie County

Dear Mr. Rogers:

In order to assist in the preservation of the above-referenced property, please waive the 15-day commenting period after notice is published in the Federal Register.

It is very important that this property be listed as soon as possible, and you will be receiving a concurring request from the owner of the building.

We appreciate your consideration in this matter.

Sincerely,

Bill Hall
Acting State Historic Preservation Officer

BH/TJ/bjm



City of Hazen

P. O. Box M
Hazen, AR 72064
Phone 255 - 4521

Cecil Gammill

Mayor

Joe Rieke

Treasurer - Recorder

Gary Rogers

Municipal Judge

December 10, 1987

DEC 18 1987

Aldermen

James Hickey

Conley House

Tommy Isbell

Larry Larkan

Raymond Prine

Danny Rieke

Mr. Jerry Rogers
Keeper of the National Register
National Park Service
P. O. Box 37127
Washington, D.C. 20013-7127

RE: Rock Island Depot
Hazen, Prairie County

Dear Mr. Rogers:

T. A. Cowan

Comptroller

Chris Screenshot

Collector

Larry Booth

Utility Manager

In order to assist in the preservation of the above-referenced property, please waive the 15-day commenting period after notice is published in the Federal Register.

It is very important that this property be listed as soon as possible, and you will be receiving a concurring request from the Arkansas Historic Preservation Program.

We appreciate your consideration in this matter.

Sincerely,

Cecil Gammill
Cecil Gammill
Mayor of Hazen

City of Hazen

P. O. Box M
Hazen, AR 72064
Phone 255 - 4521

December 15, 1987

Cecil Gammill

Mayor

Joe Rieke

Treasurer - Recorder

Gary Rogers

Municipal Judge

Aldermen

James Hickey

Conley House

Tommy Isbell

Larry Larkan

Raymond Prine

Danny Rieke

Ms. Carol Shull
National Park Service
1100 L. Street Northwest
Washington, D. C. 20004

RE: Rock Island Depot - Hazen, Prairie County, AR

Dear Ms. Shull:

In order to assist in the preservation of the above referenced property, please waive the 15-day commenting period after notice is published in the Federal Register.

It is very important that this property be listed as soon as possible, and you will be receiving a concurring request from the Arkansas Historic Preservation Program.

We appreciate your consideration in this matter.

Sincerely,

Cecil Gammill

Cecil Gammill
Mayor

T. A. Cowan

Comptroller

Chris Screeton

Collector

Larry Booth

Utility Manager

DEC 17 1987