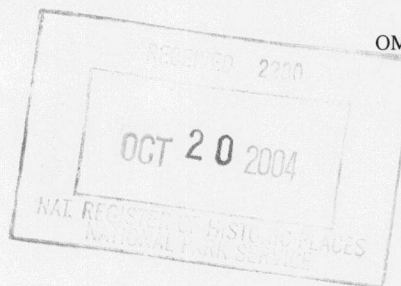


1280

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



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 Missouri Pacific Railroad Depot

other names/site number Site #IZ0134

2. Location

street & number Old Highway 9

☐ not for publication

city or town Sylamore

☐ vicinity

state Arkansas code AR county Izard code 065 zip code 72556

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 for 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.)

Cathy Martha  
Signature of certifying official/Title

10/18/04  
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 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:) \_\_\_\_\_

for Signature of the Keeper

Date of Action

Daniel J. Vivian

12/1/04

Missouri Pacific Railroad Depot  
Name of Property

Izard County, Arkansas  
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 count.)

Contributing

Noncontributing

1

buildings

sites

structures

objects

1

Total

**Name of related multiple property listing**

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

Historic Railroad Depots of Arkansas, 1870-1940

**Number of Contributing resources previously listed  
in the National Register**

## 6. Function or Use

**Historic Functions**

(Enter categories from instructions)

TRANSPORTATION/rail-related/train depot

**Current Functions**

(Enter categories from instructions)

VACANT/NOT IN USE

## 7. Description

**Architectural Classification**

(Enter categories from instructions)

OTHER/Plain Traditional

**Materials**

(Enter categories from instructions)

foundation CONCRETE

walls WOOD

ASBESTOS

roof ASBESTOS

other

**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

Section number 7 Page 1

### SUMMARY

The Missouri Pacific Depot is located in the small community of Sylamore on the banks of the White River on the southwestern edge of Izard County. The rectangular building, which was built c.1902, rests on concrete block piers. It is sheathed in weatherboard siding on the bottom third of its façades, and asbestos shingles on the top two-thirds, which was installed c.1940. The hipped-roof is covered with diamond-shaped asbestos shingles. The building presently sits about 150 feet from the railroad line, and was moved to its current location c.1975.

### ELABORATION

The Missouri Pacific Depot is located in Sylamore, Arkansas, a small town on the banks of the White River in southwestern Izard County. The building is essentially rectangular in plan with a telegrapher's bay on the south side facing the railroad line. The building currently rests on a concrete block pier foundation that was built when the depot was moved to its current location approximately 150 feet from the railroad line c.1975.

The wood frame building is sheathed in weatherboard on the bottom third of its façades, and with asbestos siding on the top two-thirds of the façades. The asbestos was installed c.1940 when the Missouri Pacific remodeled all of its depots on the Batesville, Arkansas, to Branson, Missouri, line. The depot is crowned with a hipped roof covered in diamond-shaped asbestos shingles.

### East Elevation

The southern portion of the east façade is devoid of fenestration while the northern portion of the façade has a pair of wood-framed, double-hung, two-over-two windows. To the right of the pair of windows is a single wood-framed, double-hung, two-over-two window. The windows provide light into the passenger and ticketing areas.

### South Elevation

The south elevation of the building is dominated by the large sliding door that provides access to the baggage area. The door is comprised of vertical wood planks with a large "X" on the top two-thirds that is separated from the bottom third by a large horizontal board. A circular sign displaying the logo for the Missouri Pacific Lines hangs above the doorway.

### West Elevation

The southern half of the west elevation is also dominated by a large sliding door that provides access to the baggage area. Like the door on the south elevation, it is comprised of vertical wood planks with a large "X" on the top two-thirds that is separated from the bottom third by a large horizontal board.

The northern portion of the depot consists of the passenger area. It is dominated by the telegrapher's bay, which has a pair of wood-framed, double-hung, two-over-two window on the west side. A single wood-framed, double-hung, one-over-one window exists on the north and south sides of the bay. A single wood-



United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 7 Page 2

framed, double-hung, two-over-two window is located just to the right of the telegrapher's bay, and a doorway is located just to the left of the bay.

### North Elevation

The north elevation of the building is fenestrated by two wood-framed, double-hung, two-over-two windows.

### Integrity

Overall, the Missouri Pacific Railroad Depot at Sylamore has good integrity. Although the siding was changed to asbestos, it was done c.1940, and now contributes to the historic appearance and significance of the building. The depot still retains its original form and windows along with the original door openings.

The biggest factor compromising the depot's integrity was the move to its current location c.1975. The current location on the north side of town is approximately 850 feet northeast of the depot's original location on the railroad line. However, the current setting still reflects the setting of a small community that would have originally surrounded the building. In addition, the current location retains to a certain degree the integral relationship of the building and the railroad line. The current location is approximately 150 feet east of the location of the railroad line and in sight of the line, which is still actively used. Even though the depot has been moved away from the railroad line, the railroad was of utmost importance in the founding of Sylamore. Sylamore specifically developed as a logging camp to take advantage of the railroad line as the town of Allison, on the west side of the river, expanded to the east bank. The Missouri Pacific Depot is the last building in Sylamore directly related to the railroad, which was central to the community's development.

Railroad depots are a very specialized building type that exhibit distinctive features, such as telegrapher's bays with many windows and large doors providing access to the baggage area. Even though the Missouri Pacific Railroad Depot has been moved further away from the railroad line than it was historically, the presence of these features on the building, along with the Missouri Pacific Lines sign, make it easily identifiable as a depot. As a result, it is still easily able to convey its associations with the development of rail travel in Izard County.



**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**

(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** birthplace or grave of a historical figure of outstanding importance.
- ☐ **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.

**Levels of Significance** (local, state, national)

Local

**Areas of Significance** (Enter categories from instructions)

Transportation

**Period of Significance**

c.1902-1954

**Significant Dates**

c.1902-1954

**Significant Person** (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder****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):**

- ☐ 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

Name of repository:

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 1

### SUMMARY

The Missouri Pacific Railroad Depot is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the role of railroad transportation in Arkansas. The depot is associated with the growth of rail travel in Arkansas, specifically in Izard County, in the early twentieth century. Since the depot has been moved from its original location, it is also being nominated under **Criteria Consideration B**. The Missouri Pacific Railroad Depot is being submitted to the National Register of Historic Places under the multiple-property listing "Historic Railroad Depots of Arkansas, 1870-1940" in conjunction with the historic context "Railroad Growth and Development in Arkansas, 1870-1940."

### ELABORATION

Permanent settlement in Izard County began in 1815 with the arrival of Jehoida Jeffery from southern Illinois. He settled with his family in an area known as Pine Bayou, approximately five miles up the White River from Sylamore, and his farmstead was the first permanent settlement between Batesville and the Missouri state line. As more people settled in the area, the settlement changed its name from Pine Bayou to Mount Olive, the name that it retains today.<sup>1</sup>

Izard County was formed on October 27, 1825, as the result of a bill introduced to the Territorial Legislature by Jeffery, who served as a representative from 1824-1829. Land was added to the county in 1827 and again in 1828, but some of the area was removed after 1831, which gave the county its present boundaries.<sup>2</sup>

The history of Sylamore is strongly linked to the community of Allison, just across the river in Stone County. Allison began as a trading post in the area that was already in business when the first settlers arrived in southern Izard County. Since Allison was frequented by trappers and fur traders in the area, it developed a rough reputation, and became known as a place where disputes were sometimes settled the way they were in the old west, either through gunfights or fist fights.<sup>3</sup>

As Allison grew, it spread to the east bank of the White River where a logging camp was established in order to take advantage of the railroad line. Due to the rugged terrain in the area, the river and then the railroad were central in linking the area to other parts of the state. The railroad was also central in bringing about the development of communities, such as Sylamore, which existed because of the railroad line's presence in the

<sup>1</sup> Randy Jeffery. "Jeffery Cemetery, Mount Olive, Izard County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1999.

<sup>2</sup> *A Reminiscent History of the Ozark Region*. Chicago: Goodspeed Brothers, Publishers, 1894, p. 37.

<sup>3</sup> Larry Stovall. "Sylamore in Izard County has history reminiscent of western novel," *Arkansas Democrat-Gazette*, 2 November 2003, p. 7S.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 2

area. As time passed, even though the two communities were linked by a ferry, they slowly became two separate entities.<sup>4</sup> The separation of the two communities, even though Sylamore never incorporated, was finalized with the establishment of a post office in East Sylamore in 1905. The name was changed to Sylamore in 1930.<sup>5</sup>

Ironically, the name of the community was taken from Sylamore Creek, which is located on the Stone County side of the river. The creek was named for a horse thief that terrorized the area for some time. Although he did elude local authorities for some time, he was eventually shot and killed in the creek near Allison that took his name.<sup>6</sup>

The railroad line through Sylamore was constructed by the Missouri Pacific Railway, which came into existence in 1872 out of a reorganization of the Pacific Railroad Company. (The Pacific Railroad Company broke ground on their first line in St. Louis on July 4, 1851.) In 1879, the railroad came under New York financier Jay Gould's control and he developed a system extending through Colorado, Nebraska, Arkansas, Texas, and Louisiana. The Missouri Pacific Railway merged with the St. Louis, Iron Mountain & Southern in 1917 to become the Missouri Pacific Railroad. By the early 1980s, the Missouri Pacific had just less than 11,500 miles of track in eleven states, before it merged with the Union Pacific and Western Pacific Railroad companies on December 22, 1982.<sup>7</sup>

The surveying for a line through the Sylamore area began c.1887 when Jay Gould had a survey party look for a route from the Bald Knob/Batesville area to Carthage, Missouri. Although the exact route looked at is not known, a proposed line is shown, in the 1892 Iron Mountain timetable, from Cushman's (near Batesville) to Carthage generally on the south side of the White River.<sup>8</sup> On February 8, 1901, the White River Railway was incorporated with the purpose of building a rail line from the St. Louis, Iron Mountain & Southern line about two miles west of Batesville to the Marion/Boone County line via Independence, Izard, Baxter, and Marion counties. After more surveying of the proposed route, construction began on May 27, 1901, by starting to clear the right-of-way up the White River from White River Junction.<sup>9</sup>

Considering the mountainous terrain that the railroad line was being built through, construction proceeded fairly rapidly. By October 1901 more than ten miles of the line had all of its grading, trestles, and masonry

<sup>4</sup> Ibid.

<sup>5</sup> Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988, p. 70.

<sup>6</sup> Stovall, p. 7S.

<sup>7</sup> "About Missouri Pacific: A Brief Overview," from [www.mo-pac.com/about.html](http://www.mo-pac.com/about.html).

<sup>8</sup> Walter M. Adams. *The White River Railway*. Branson, MO: The Ozark Mountaineer, 1991, p. 11.

<sup>9</sup> Ibid, p. 13, 15.



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National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 3

work finished, and the other aspects of the construction were also moving rapidly.<sup>10</sup> Passenger service on the line was established between Batesville and Penter's Bluff (near Guion), a distance of twenty miles, on May 26, 1902, and extended a further 25 miles to Mount Olive on November 14, 1902.<sup>11</sup> This would have included service to Sylamore. The entire White River line would not be finished until December 29, 1905.<sup>12</sup>

Given the fact that passenger service was established through Sylamore on November 14, 1902, it is likely that the building was built in early 1902. Photographs of other depots along the line between Batesville and Carthage indicate that apparently standard designs were not used. Rather, each depot was different, and probably developed to meet the specific needs of the community and the railroad at a particular location. It is known that Sylamore was one of the more important stops on the line given the fact that it had a station agent/telegraph operator.<sup>13</sup> E. B. Watts was the station agent at Sylamore in early 1925 and served in the position for many years.<sup>14</sup>

Although the depots along the White River line, including Sylamore, were of different designs, the railroad remodeled the exteriors c.1940 so that they would have a more uniform appearance. The original wood siding on the buildings was replaced with a combination of weatherboard and asbestos siding, which the Sylamore depot retains.

By the late 1950s, especially after the introduction of diesel power on the line, passenger service demand steadily declined. In March 1959, the Missouri Pacific announced that it was going to suspend passenger service on the line effective May 11<sup>th</sup>. However, the ensuing protest, which had been spearheaded by Mountain Home lawyer Thomas B. Tinnon, caused the railroad to put its plans on hold. The following year, the Missouri Pacific again applied to the Interstate Commerce Commission to suspend passenger service on the line, claiming an annual loss of \$175,000 to run the trains, and permission was granted. As a result, the last passenger train ran on the line on March 21, 1960.<sup>15</sup> However, the line through Sylamore remains an active freight line today.

Although passengers stopped using the depot in 1960, it remained at its original location next to the tracks until c.1975. At that time, a family from Memphis began the process of moving the building with the intention of using it for a deer camp. However, for unknown reasons, the building was only moved to its current location, which was not intended as its final destination. It was purchased by the current owners c.1980.<sup>16</sup>

<sup>10</sup> Ibid, p. 17.

<sup>11</sup> Ibid, p. 21, 24.

<sup>12</sup> Ibid, p. 59.

<sup>13</sup> Ibid, p. 60.

<sup>14</sup> Ibid, p. 169.

<sup>15</sup> Ibid, p. 155.

<sup>16</sup> Maxine Hankowitz. Telephone conversation with the author. 5 March 2004.

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Today, the Missouri Pacific Depot in Sylamore is the only remaining depot in Izard County associated with the White River line of the Missouri Pacific. Most of the other buildings associated with the line have been demolished. In addition, it is the only remaining building in Sylamore that illustrates the railroad's central role in the community's development. Sylamore was specifically established as Allison grew to the east bank of the White River where a logging camp was established in order to take advantage of the railroad line. As such, the Sylamore depot illustrates Arkansas's rich railroad history along with the history of Sylamore's development as a result of the railroad. Additionally, it shows the importance of the railroad in the life of even the smallest community.

### STATEMENT OF SIGNIFICANCE

The Missouri Pacific Railroad Depot is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the role of railroad transportation in Arkansas. The Depot is associated with the growth of rail travel in Arkansas, specifically in Izard County, in the early twentieth-century. Since the Depot has been moved from its original location, it is also being nominated under **Criteria Consideration B**. The Missouri Pacific Railroad Depot is being submitted to the National Register of Historic Places under the multiple property listing "Historic Railroad Depots of Arkansas, 1870-1940" in conjunction with the historic context "Railroad Growth and Development in Arkansas, 1870-1940."

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 9 Page 1

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### BIBLIOGRAPHY

"About Missouri Pacific: A Brief Overview," from [www.mo-pac.com/about.html](http://www.mo-pac.com/about.html).

Adams, Walter M. *The White River Railway*. Branson, MO: The Ozark Mountaineer, 1991.

Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

Maxine Hankowitz. Telephone conversation with the author. 5 March 2004.

Jeffery, Randy. "Jeffery Cemetery, Mount Olive, Izard County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1999.

*A Reminiscent History of the Ozark Region*. Chicago: Goodspeed Brothers, Publishers, 1894.

Stovall, Larry. "Sylamore in Izard County has history reminiscent of western novel," *Arkansas Democrat-Gazette*, 2 November 2003.



Missouri Pacific Depot  
Name of Property

Izard County, Arkansas  
County and State

## 10. Geographical Data

Acreage of Property Less than one.

### UTM References

(Place additional UTM references on a continuation sheet.)

1 15 580562 3978347  
Zone Easting Northing  
2

3  
Zone Easting Northing  
4  
☐ 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 Ralph S. Wilcox, National Register & Survey Coordinator  
organization Arkansas Historic Preservation Program date March 18, 2004  
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787  
city or town Little Rock state AR zip code 72201

## 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 Maxine Hankowitz  
street & number 3228 Highway 376 South telephone  
city or town Camden state AR zip code 71701

**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 listing. 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 20303.

Missouri Pacific Railroad Depot  
Name of Property

Izard County, Arkansas  
County and State

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section number 10 Page 1

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### VERBAL BOUNDARY DESCRIPTION

From the sharp curve in Old Highway 9, proceed southerly 60 feet along the west side of the road and then proceed westerly 40 feet to the point of beginning. From the point of beginning, proceed westerly 85 feet, then proceed northerly 125 feet, then proceed easterly 85 feet, then proceed southerly 85 feet to the point of beginning.

### BOUNDARY JUSTIFICATION

The boundary contains the land that is currently associated with the Missouri Pacific Railroad Depot.

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Missouri Pacific Railroad Depot

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Izard

DATE RECEIVED: 8/11/04 DATE OF PENDING LIST: 9/08/04  
DATE OF 16TH DAY: 9/23/04 DATE OF 45TH DAY: 9/24/04  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001036

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: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

\_\_\_ ACCEPT \_\_\_ RETURN \_\_\_ REJECT \_\_\_ DATE

ABSTRACT/SUMMARY COMMENTS:

*Return. Please see attached  
Comments.*

RECOM./CRITERIA

REVIEWER Daniel Vivian

DISCIPLINE Historian

TELEPHONE (252) 354-2252

DATE 9/24/04

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



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

**National Register of Historic Places  
Evaluation/Return Sheet**

Property Name: Missouri Pacific Railroad Depot  
Izard County, Arkansas

Reference Number: 04001036

**Reason for Return:**

This nomination is being returned because of questions concerning the integrity of the property. As the nomination explains, the Missouri Pacific Depot was moved to its current location ca. 1975 and is no longer adjacent to a rail line. Buildings that have been moved since the end of their period of their significance are generally not eligible for listing in the National Register. Moving a property destroys the relationship between the property, its setting, and its surroundings. Because the Missouri Pacific Depot achieved significance for its role in railroad transportation, the loss of its original setting and, in particular, the integral relationship it had to the adjacent railroad line, undermines its integrity. Based on the information provided in the nomination, it is unclear if the property is able to convey its historic significance in its current location.

In rare circumstances, moved properties may be eligible for listing in the National Register. For a moved property to meet Criterion A, the nomination must demonstrate that it is the sole surviving property most closely associated with a historic event. In the case of the Missouri Pacific Depot, if it is the sole surviving resource associated with the arrival of the railroad in Sylamore and Izard County, and if historical sources indicate that this event was significant in the history of the local area, then it is possible that the depot could convey significance, even in its current location. To demonstrate that the depot meets this threshold, the nomination must show that it is the sole surviving resource associated with this event and that the railroad was

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: RESUBMISSION

PROPERTY Missouri Pacific Railroad Depot  
NAME:

MULTIPLE Historic Railroad Depots of Arkansas MPS  
NAME:

STATE & COUNTY: ARKANSAS, Izard

DATE RECEIVED: 10/20/04 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 12/03/04  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 04001036

DETAILED EVALUATION:

  L  ACCEPT       RETURN       REJECT                     DATE

ABSTRACT/SUMMARY COMMENTS:

The Missouri Pacific Railroad Depot is locally significant under Criterion A for its significance in the transportation history of Izard County. The railroad line through Sylamore was built between 1901 and 1905 by the White River Railway, a subsidiary of the Missouri Pacific Railway. The depot in Sylamore was most likely erected in 1902. The railroad discontinued passenger service to Sylamore in 1960, but the line remains in active use for freight service. About 1975, the depot was moved to its current location, about 850 feet from its original site and roughly 150 feet from the rail line. No significant alterations have been made to the building; it possesses the characteristic features of a railroad depot. Although no longer in its original location, the building meets Criterion Consideration B as the sole remaining property associated with the arrival of the railroad in Sylamore, a critical event in the community's development. The depot retains integrity from its period of significance and conveys the significance of railroad transportation in Izard County.

RECOM./CRITERIA   A    
REVIEWER Daniel Vivian DISCIPLINE Historian  
TELEPHONE (202) 354-2252 DATE 12/1/04

DOCUMENTATION see attached comments Y/N see attached SLR Y/N







MISSOURI PACIFIC DEPOT  
IZARD COUNTY, AR

ZAC COTHREN

JANUARY 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR  
NORTH AND EAST FACADES, LOOKING SOUTHWEST



MISSOURI PACIFIC DEPOT

IZARD COUNTY, AR

ZAC COTHREN

JANUARY 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR  
SOUTH FACADE, LOOKING NORTH







MISSOURI PACIFIC DEPOT

IZARD COUNTY, AR

ZAC COTHREN

JANUARY. 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

NORTH AND WEST FACADES, LOOKING SOUTHEAST





MISSOURI PACIFIC DEPOT

IZARD COUNTY, AR

ZAC COTHREN

JANUARY 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR  
WEST FACADE, LOOKING EAST





MISSOURI PACIFIC DEPOT

IZARD COUNTY, AR

ZAC COTHREN

JANUARY 2004

ARKANSAS HISTORIC PRESERVATION PROGRAM, LITTLE ROCK, AR

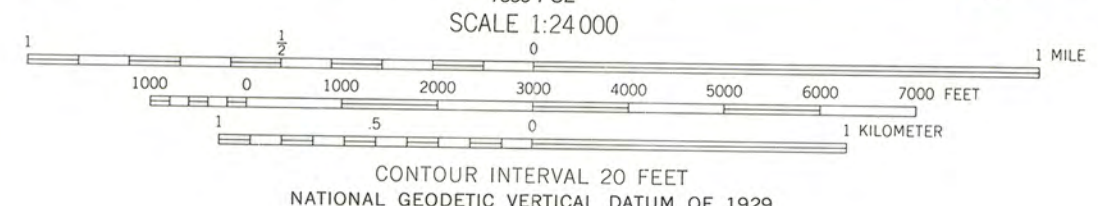
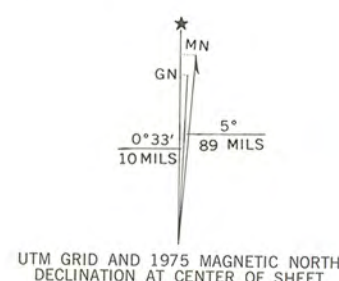
EAST FACADE, LOOKING WEST



MISSOURI PACIFIC DEPOT  
SYLAMORE, IZARD  
COUNTY, AR  
UTM:  
15/530562/3973347



Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial  
photographs taken 1959. Field checked 1964  
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  
Revisions shown in purple compiled from aerial photographs  
taken 1975. This information not field checked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST



ROAD CLASSIFICATION  
Medium-duty ——— Light-duty ———  
Unimproved dirt =====  
State Route ○

SYLAMORE, ARK.  
N3552.5—W9200/7.5  
1964  
PHOTO REVISSED 1975  
AMS 7555.1 NE—SERIES V884





# The Department of Arkansas Heritage

Mike Huckabee, Governor  
Cathie Matthews, Director

Arkansas Arts Council

Arkansas Natural Heritage  
Commission

Historic Arkansas Museum

Delta Cultural Center

Old State House Museum



## Arkansas Historic Preservation Program

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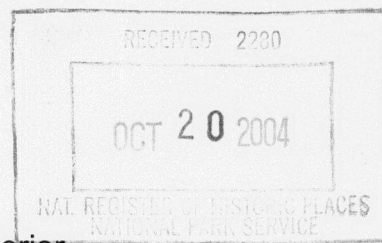
info@arkansaspreservation.org

website:

www.arkansaspreservation.org

October 18, 2004

Carol D. Shull  
Chief of Registration  
United States Department of the Interior  
National Register of Historic Places  
National Park Service  
8th Floor  
1201 Eye Street, NW  
Washington, DC 20005



RE: Missouri Pacific Depot – Sylamore, Izard County, Arkansas

Dear Carol:

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

If you need further information, please call Ralph S. Wilcox of my staff at (501) 324-9787. Thank you for your cooperation in this matter.

Sincerely,

Cathie Matthews  
State Historic Preservation Officer

CM:rsw

Enclosure

An Equal Opportunity Employer

