

United States Department of the Interior
National Park Service

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National Register of Historic Places Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Carlisle Rock Island Depot
other names/site number _____

2. Location

street & number Main Street & Court Avenue ☐ not for publication N/A
city, town Carlisle ☐ vicinity N/A
state Arkansas code AR county Lonoke code 085 zip code 72024

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u> </u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u> </u>	<u> </u> structures
	<input type="checkbox"/> object	<u> </u>	<u> </u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Cathryn A. Byrd 5-4-90
Signature of certifying official 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

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:) _____

Alcorn Byrd 6/14/90
Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION/ Rail-Related/ Depot

Current Functions (enter categories from instructions)

COMMERCE/ TRADE/ Office Building

7. Description

Architectural Classification

(enter categories from instructions)

LATE 19th & 20th CENTURY REVIVALS/

Tudor Revival

Materials (enter categories from instructions)

foundation Concrete

walls Brick

Stucco

roof Asphalt shingle

other

Describe present and historic physical appearance.

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National Park Service****National Register of Historic Places
Continuation Sheet**Section number 7 Page 1

Summary

The Carlisle Rock Island Depot is a one-and-one-half story, brick and stucco building designed in the half-timbered Tudor Revival style popular with the Rock Island Railroad in the 1920's. Its intersecting gable roof covers a fundamentally rectangular plan consisting of a large waiting room for whites toward the western end, a combination ticket window and telegrapher's bay in the center and the black waiting room at the eastern end. A hipped roof, single story cargo room is attached to the eastern elevation and a hipped roof, single story waiting area is attached to the western elevation.

Elaboration

The Carlisle Rock Island Depot is a one-and-one-half story, brick and stucco railroad passenger depot designed in the half-timbered Tudor Revival style popular with the Rock Island Railroad in the 1920's. Its intersecting gable roof covers a fundamentally rectangular plan consisting of two waiting rooms - one each for blacks and whites - flanking the central intersecting 'transept' which formerly sheltered a combination telegrapher's bay and ticket window to the south and a luggage room to the north. Both the cargo room to the east and the open passenger waiting area to the west are covered with hipped roofs. A single interior brick chimney projects from the roofline just to the east of the intersection of the gable roof. The roof is covered with composition shingles, the walls are sheathed with brick and stucco and the entire structure is supported by a continuous cast concrete foundation.

The northern and southern elevations are seven bays in length. Both elevations consist of four bays to the west and two bays to the east, divided by the projecting gable roof bay. The wall to the west of the projecting bay on the northern elevation is fenestrated by three six-over-one wood sash windows and a single-leaf entrance with a six-pane transom; the wall to the east is lighted with two identical windows in the main section and two fixed six-pane wood windows flanking a central cargo door in the single story cargo room. The wall to the west of the projecting bay on the southern elevation is accessed by two single-leaf doors with six-pane transoms flanking two six-over-one wood sash windows; the wall to the east is punctuated by a single-leaf entry and one six-over-one wood sash windows. Two fixed six-pane wood windows flank a large, central cargo door. The projecting bay on the northern elevation is lighted on the upper story by a group of three fixed vertical pane windows, the outermost of which are of three panes and the central of four panes. The lower story is fenestrated with four small, symmetrically-placed, four-over-one wood sash windows. The projecting bay on the southern elevation features windows on the upper story which are identical to those on the bay opposite, and a group of three windows on the lower story, the outermost of which are six-over-one wood sash while the central window is a ten-over-one wood sash window.

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The eastern and western elevations are also similar, the only difference being that the eastern elevation features a garage door in the large opening and the western elevation is open, as it retains its original waiting benches beneath the roof and its single-leaf entrance into the depot. The gable ends on all four elevations are stuccoed and half-timbered and the cornices throughout are decorated with jig-sawn exposed rafters. Also, the windows throughout are placed so that they are indented into the stone and brick water table.

The interior retains its original floor plan and such original elements as the brick dado, panelled wood doors and the ticket window. The cargo doors in the cargo room survive also, complete with their original hardware.

The only alterations of note are the placement of the garage door entrance on the eastern elevation and the resurfacing of some of the interior rooms during the adaptation of the depot into its current use as an insurance agency.

8. Statement of Significance

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

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

ARCHITECTURE

COMMERCE

Period of Significance

c. 1920

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Rock Island Railroad

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet

9. Major Bibliographical References

☒ 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

Acreage of property Less than one

UTM References

A

1	5
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6	1	4	7	3	0
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3	8	4	9	4	6	0
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Zone Easting Northing

C

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--	--	--	--	--	--	--

B

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--	--	--	--	--	--

--	--	--	--	--	--	--

Zone Easting Northing

D

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☐ See continuation sheet

Verbal Boundary Description

☒ See continuation sheet

Boundary Justification

This boundary includes all the property historically associated with this resource.

☐ See continuation sheet

11. Form Prepared By

name/title Kenneth Story, Architectural Historian

organization Arkansas Historic Preservation Program date May 4, 1990

street & number 225 E Markham, Suite 300 telephone (501) 371-2763

city or town Little Rock state Arkansas zip code 72201

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Summary

Criteria A and C, local significance

The Carlisle Rock Island Depot, constructed c. 1920, is locally significant both for its status as an outstanding example of the Tudor Revival architectural style, which became popular during the 1920's in Arkansas for various types of building, and for its associations both with the company that built it, the Rock Island Railroad, which provided the only direct passenger and cargo service between Little Rock, Arkansas and Memphis, Tennessee after 1899, and with the growth and development of the rice farming town of Carlisle.

Elaboration

The town of Carlisle was founded on August 1, 1872, when Samuel McCormick and his wife, L. J. McCormick, made and entered into a bill of assurance wherein as co-owners they laid off into lots and blocks the northwest quarter of Section 22, Township 2 North, Range 7 West of the 5th principal meridian, and made a plat of the survey. The plat and bill of assurance were then recorded in the Recorder's Office of Prairie County in the state of Arkansas, to be known as the town of Carlisle (one local legend maintains that Mr. McCormick named the town after Carlisle, Pennsylvania, of which he had reputedly been a resident, though another holds that the town was named for a friend who had been a senator in another state). Carlisle became an incorporated community on August 28, 1878.

The fledgling Memphis and Little Rock Railroad had laid track between DeVall's Bluff and Huntersville (now North Little Rock) as early as 1862, passing through the area which would later become the town of Carlisle. The Civil War delayed any non-military use of the track for three years and it was not until 1871 that the railroads leading in and out of the Little Rock area began to grow to any appreciable degree. By then, Huntersville had become the terminus of three separate railroads: the Memphis and Little Rock, the Cairo and Fulton (running southwest from Cairo, Illinois to Fulton, Arkansas) and the Little Rock and Fort Smith. By this time, the rail line between Little Rock and Memphis was clearly beginning to take on a more active and permanent cast.

The lasting impact of the railroads on this corridor through eastern Arkansas only became more evident in 1899, when the Memphis and Little Rock Railroad, which had experienced chronic financial and construction setbacks, was purchased by the Choctaw and Memphis Railroad, which by 1904 had become known as the Chicago, Rock Island and Pacific Railroad (commonly known as the Rock Island Railroad). The financial solvency of the Rock Island Railroad allowed it to embark on a campaign of gradual progress and studied expansion throughout the first several decades of the twentieth century, resulting in such new endeavors as the addition of a line from Little Rock to the Louisiana border that accessed the newly-discovered oil reserves and rich agricultural and forest land of south central Arkansas.

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The success of the Rock Island Railroad also resulted in improvements and expansion for their passenger and freight depots. The second decade of the twentieth century had seen the erection of handsome brick depots by the Rock Island in the prosperous and growing communities of Argenta and Lonoke; however, communities such as Carlisle, which had yet to experience their peak period of prosperity, continued to be serviced by simpler, wood frame depots.

By 1920, the situation had changed dramatically, largely due to the success of the local rice industry. Incidental planting of rice in the prairie region around Carlisle had begun in the late nineteenth century, but in 1904 William H. Fuller of Lonoke produced the first profitable crop and thus demonstrated to the local farmers that rice farming could be a viable economic endeavor. From then until the First World War the foundation of this agricultural activity - now a mainstay of the Arkansas economy - was laid. Population grew rapidly and new settlement was encouraged by publicity campaigns of the Rock Island Railroad. These efforts succeeded in bringing thousands of immigrants from Illinois and Iowa who had previously emigrated from Germany and who, in addition to settling in existing towns as Carlisle, would found such nearby communities as Slovak and Stuttgart.

The situation was similar in Hazen, approximately 10 miles to the east, which also served as a major debarkation point for new settlers who came to partake of the prosperity offered by the success of rice farming. Thus it is not surprising that both Carlisle and Hazen received new, more architecturally impressive depots to declare the permanence of these communities and shelter the new arrivals. Like the Hazen Depot (NR-listed 12/22/87), the Carlisle Depot is significant both because of its direct connections with the growth and prosperity of the city of Carlisle during the seminal period of the rice industry in eastern Arkansas and because of its status as the best example in the city of Carlisle of the Tudor Revival style. However, its architectural significance is further enhanced by its iconography and the national associations that its Tudor Revival style held for the Germanic and Eastern European immigrants which the railroad so deliberately attempted to court. We may never know whether or not the railroad's designers were successful; yet it is clear that their intent was for these people to consider the Carlisle Depot as a symbol of home, familiar and welcoming, which told them that this place to which they had come was not so strange and unfriendly.

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Bibliography

Adams, Walter, *North Little Rock, The Unique City*, (Little Rock, 1986).

Centennial Celebration, City of Carlisle, 1878-1978, (1978).

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

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Verbal Boundary Description

A parcel of land in the Northwest Quarter of Section 22, Township 2 North, Range 7 West of the Fifth Principal Meridian in the City of Carlisle, Lonoke County, Arkansas, described as follows: beginning at the intersection of the East line of Court Avenue and a line parallel with and 100 feet northerly of the centerline of the main track of the Chicago, Rock Island and Pacific Railroad Company; thence Easterly along said parallel line a distance of 175 feet; thence southerly perpendicular to said centerline of the main track a distance of 80 feet; thence westerly parallel with and 20 feet northerly of said centerline of the main track a distance of 177 feet, to said east line of Court Avenue a distance of 81 feet, to the point of beginning, comprising in all less than one acre.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Carlisle Rock Island Depot
NAME:

MULTIPLE
NAME:

STATE & COUNTY: ARKANSAS, Lonoke

DATE RECEIVED: 5/14/90 DATE OF PENDING LIST: 5/29/90
DATE OF 16TH DAY: 6/14/90 DATE OF 45TH DAY: 6/28/90
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 90000905

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: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 6/14/90 DATE

Entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

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

Signed _____ Phone _____

Signed _____ Date _____



CARLISLE-ROCK ISLAND DEPOT
CARLISLE, ARKANSAS *located*
PHOTOGRAPHED BY D. BAKER
APRIL, 1989
NEGATIVES ON FILE AT AHCP
VIEW FROM SOUTHWEST



CARLISLE - ROCK ISLAND DEPOT

CARLISLE, ARKANSAS *honolulu*

PHOTOGRAPHED BY D. BAKER

APRIL, 1989

NEGATIVES ON FILE AT AHPP

VIEW FROM NORTH



CARLISLE - ROCK ISLAND DEPOT
CARLISLE, ARKANSAS *Lonoke*

PHOTOGRAPHED BY D. BAKER

APRIL, 1989

NEGATIVES ON FILE AT AHPP

VIEW FROM WEST; BENCH DETAIL



CARLISLE - ROCK ISLAND DEPOT

CARLISLE, ARKANSAS *honakee*

PHOTOGRAPHED BY D. BAKER

APRIL, 1989

NEGATIVES ON FILE AT AHPP

VIEW FROM SOUTH



CARLISLE - ROCK ISLAND DEPOT
CARLISLE, ARKANSAS Honolulu
PHOTOGRAPHED BY D. BAKER
APRIL, 1989
NEGATIVES ON FILE AT AHPP
INTERIOR WINDOW



CARLISLE - ROCK ISLAND DEPOT
CARLISLE, ARKANSAS *Lonoke*

PHOTOGRAPHED BY D. BAKER

APRIL, 1989

NEGATIVES ON FILE AT AHPP

VIEW FROM EAST



CARLISLE-ROCK ISLAND DEPOT

CARLISLE, ARKANSAS *house*

PHOTOGRAPHED BY D. BAKER

APRIL, 1989

NEGATIVES ON FILE AT AHPP

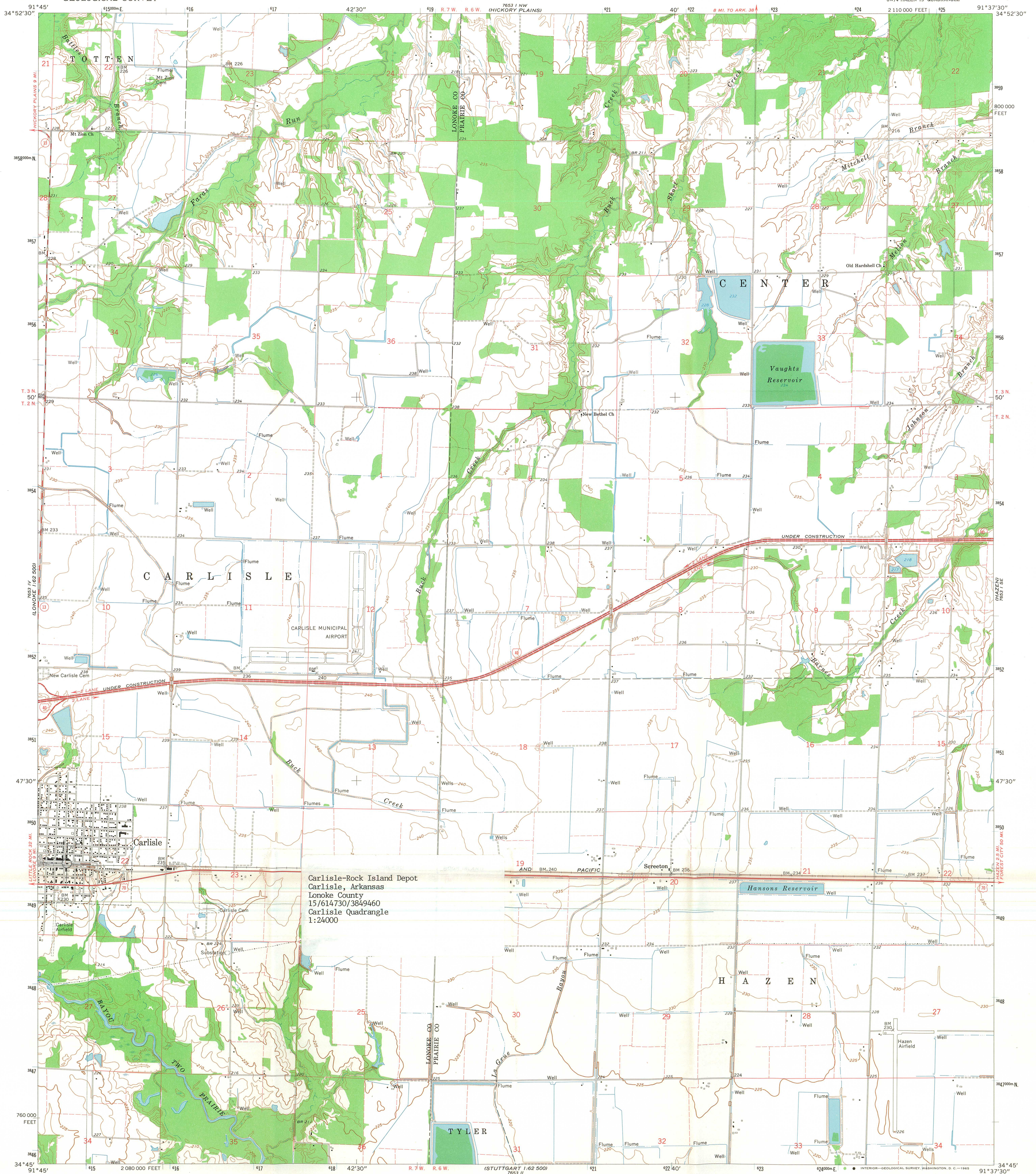
VIEW FROM SOUTHEAST



CARLISLE - ROCK ISLAND DEPOT
CARLISLE, ARKANSAS *Konkiew*
PHOTOGRAPHED BY D. BAKER
APRIL, 1989
NEGATIVES ON FILE AT AHPP
VIEW FROM NORTHWEST

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

CARLISLE QUADRANGLE
ARKANSAS
7.5 MINUTE SERIES (TOPOGRAPHIC)
SW/4 HAZEN 15' QUADRANGLE



Carlisle-Rock Island Depot
Carlisle, Arkansas
Lonoke County
15/614730/3849460
Carlisle Quadrangle
1:24000

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

UTM GRID AND 1964 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

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

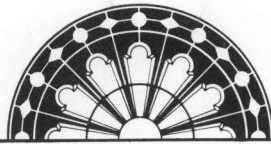


ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route U. S. Route State Route

CARLISLE, ARK.
SW/4 HAZEN 15' QUADRANGLE
N3445—W9137.5/7.5

1964

AMS 7653 1 SW—SERIES V884



ARKANSAS
HISTORIC
PRESERVATION
PROGRAM

RECEIVED
MAY 14 1990

NATIONAL
REGISTER

May 4, 1990

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

RE: Carlisle Rock Island Depot - Carlisle, Arkansas

Dear Carol:

We are enclosing for your review the nomination of the above referenced property. 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,

Cathy Buford
State Historic Preservation Officer

CB:dg

Enclosures

