

599

United States Department of the Interior  
National Park Service

RECEIVED  
APR 30 1992

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

NATIONAL  
REGISTER

1. Name of Property

historic name: Missouri-Pacific Railroad Depot

other name/site number: CL0193

2. Location

street & number: South Fifth Street

not for publication: N/A

city/town: Arkadelphia

vicinity: N/A

state: AR county: Clark code: AR 019 zip code: 71923

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. Byrd  
Signature of certifying official

4-24-92  
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

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#### 5. National Park Service Certification

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I, hereby certify that this property is:

entered in the  
National Register

☒ 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): \_\_\_\_\_

A. Lorena Byrd

6/11/92

\_\_\_\_\_  
Signature of Keeper

\_\_\_\_\_  
Date  
of Action

=====

#### 6. Function or Use

=====

Historic: TRANSPORTATION

Sub: Rail-related

Current: TRANSPORTATION

Sub: Rail-related

=====

## 7. Description

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Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS

\_\_\_\_\_

\_\_\_\_\_

Other Description: Mediterranean

Materials: foundation CONCRETE roof CERAMIC TILE  
walls BRICK other Wood brackets

\_\_\_\_\_

\_\_\_\_\_

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: 1917-1940

Significant Dates: 1917

Significant Person(s): N/A

\_\_\_\_\_

Cultural Affiliation: N/A

Architect/Builder: Missouri-Pacific Railroad

\_\_\_\_\_

\_\_\_\_\_

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

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National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number 7 Page 1

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**Summary**

The Missouri-Pacific Railroad Depot in Arkadelphia is a single story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was the architectural idiom of choice for several of the railroad lines that traversed Arkansas during the early twentieth century, but especially for the Missouri-Pacific Railroad. Its plan is fundamentally rectangular, with an open porch at its western end and a telegrapher's bay projecting from its southern elevation. Its hipped, red clay tile roof and brick walls are supported upon a continuous, cast concrete foundation.

**Elaboration**

The Missouri-Pacific Railroad Depot in Arkadelphia is a single story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was the architectural idiom of choice for several of the railroad lines that traversed Arkansas during the early twentieth century, but especially for the Missouri-Pacific Railroad. Its plan is fundamentally rectangular, with an open porch at its western end and a telegrapher's bay projecting from its southern elevation. Its hipped, red clay tile roof and brick walls are supported upon a continuous, cast concrete foundation.

The northern or front elevation is composed of the open porch area to the west and the enclosed passenger and freight depot to the east. The open porch is supported upon a total of four sets of supports. The two at the exterior corners are composed of three solid wood posts set upon low brick, "L"-shaped piers, while the two between the end of the porch and the solid wall are composed of two solid wood posts set upon low brick rectangular piers. All four supports also feature large, spreading knee braces that extend to the cornice of the porch roof above. The wall to the east is divided into a total of twenty-two bays, the first two of which are tall, one-over-one wood sash windows, and the next three of which are shorter, square wood windows. Two more taller wood sash windows, a single-leaf entry, and five more windows of identical size extend to the east. A smaller window is followed by a taller window, which is placed next to another single-leaf entry. A smaller window next lights the wall to the east, which leads to two large rolling cargo doors. Three smaller wood windows finish the elevation.

The southern or track elevation features the same porch at the western end as seen on the opposite elevation. The wall of the enclosed depot structure to the east is composed of five distinct bays, consisting of the projecting telegrapher's bay flanked by two wall bays on each



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National Park Service**

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side that are stepped-back. The wall bay to the west, next to the open porch, is lighted by three symmetrically-placed one-over-one windows. The next wall bay toward the east is accessed via a central, single-leaf door that is flanked on each side by two symmetrically-placed windows. The front or southern side of the telegrapher's bay is lighted with three symmetrically-placed one-over-one wood sash windows; the eastern face is lighted with a single window of identical sash configuration, and the western face is accessed via a single-leaf door. The wall to the east of the telegrapher's bay is accessed via both a central, single-leaf door and a larger, rolling door at the eastern end of the bay. Two tall, one-over-one wood sash windows are placed to the west of the central door, and another between the central door and the rolling door. The wall to the east is accessed via a large rolling door and a single-leaf entrance, and three smaller, square windows of six panes each complete the elevation.

The western end is composed of the large porch sheltering the wall of the building, which is itself lighted with a pair of one-over-one wood sash windows. The eastern end consists only of a large, off-center rolling door that opens out onto a concrete loading dock.

Significant exterior details include the large, decorative knee braces that ornament the cornice throughout the building, and the porch supports; the flaring concrete lintels and keystones above most of the windows and doors; the elaborate wood columns-on-piers that support the porch roof; and the exposed rafters that continue around the entire cornice.

The Missouri-Pacific Railroad Depot in Arkadelphia is itself unoccupied, though the building has been stabilized by the railroad and the surrounding site is used by Amtrak passengers as a shelter. It is in good condition.

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National Park ServiceNational Register of Historic Places  
Continuation SheetSection number 8 Page 1

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## Significance

Criteria A and C, local significance

The location that would later become the city of Arkadelphia was first settled for its abundant local salt deposits. Formally founded in 1839, Arkadelphia became the county seat four years later and by the mid-nineteenth century had developed into an important river port on the Ouachita River, connecting the area to the lower Mississippi River, New Orleans, and the world beyond. Its status as a major regional commercial and transportation center was heightened by the arrival of the Cairo and Fulton Railroad in 1873, thereby rendering the city one of the principal transportation hubs in southwestern Arkansas. The growth and prosperity of Arkadelphia combined with its accessibility to encourage two colleges to locate there by 1890: Ouachita College (now Ouachita Baptist University) and Henderson-Brown College (later Henderson State Teachers' College, now Henderson State University), thus rendering Arkadelphia an educational center as well. Arkadelphia continued to grow into the early twentieth century, and remains an educational, cultural and transportation center for the region today.

The Missouri-Pacific Railroad Depot in Arkadelphia was constructed c. 1917 after it acquired the old St. Louis, Iron Mountain and Southern line that ran between Missouri and Texas as part of the Missouri-Pacific Railroad's ambitious campaign to expand their network of rail lines all over the country, and to establish the railroad's corporate identity through the exclusive use of the Italianate/Mediterranean style of architecture for its passenger and freight depots.

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 early twentieth-century railroads in the state. As such, it is eligible under Criterion A by virtue of those associations; however, with its red clay tile roof, Italianate cornice brackets and Classical lintels, the Missouri-Pacific Railroad Depot in Arkadelphia is eligible not only under Criterion A, but also under Criterion C for its being such a good example of this style.

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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:

- X State historic preservation office
- \_ Other state agency
- \_ Federal agency
- \_ Local government
- \_ University
- \_ Other -- Specify Repository: \_\_\_\_\_

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## 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>517140</u>	<u>3802520</u>	B	___	___	___
C	___	___	___	D	___	___	___

\_\_\_ See continuation sheet.

Verbal Boundary Description: \_\_\_ See continuation sheet.

Beginning at a point formed by the intersection of a line running along the southeastern edge of South Fifth Street with a perpendicular line running parallel with the depot's northeastern elevation and located approximately 50 feet to the northeast thereof, proceed southeasterly along said line for a distance of approximately 100 feet to its intersection with a line running along the northwestern edge of the Missouri-Pacific Railroad tracks; thence proceed southwesterly along said line for a distance of approximately 200 feet to its intersection with a line running parallel with the depot's southwestern elevation; thence proceed northwesterly along said line for a distance of approximately 100 feet to its intersection with the southeastern edge of South Fifth Street; thence proceed northeasterly along said line for a distance of approximately 200 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: Kenneth Story, National Register Coordinator

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

Date Listed

COVER Substantive Review

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>6/11/92</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--Gurdon	<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 NAME: Missouri--Pacific Railroad Depot--Arkadelphia

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Clark

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: 92000599

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: ☒ NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN

☐ REJECT 6/11/92 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

Phone

Signed

Date



MISSOURI-PACIFIC RAILROAD DEPOT (CL 193)

ARCADELPNIA, ARKANSAS

BARBARA LINDSEY-ALLEN

SEPTEMBER, 1990

NEGATIVE ON FILE AT AHPP

VIEW FROM SOUTHWEST







MISSOURI-PACIFIC RAILROAD DEPOT (CL #193)

ARKADELONIA, ARKANSAS

BARBARA LINDSEY-ALLEN

SEPTEMBER, 1990

NEGATIVE ON FILE AT ANPP

VIEW FROM NORTHWEST

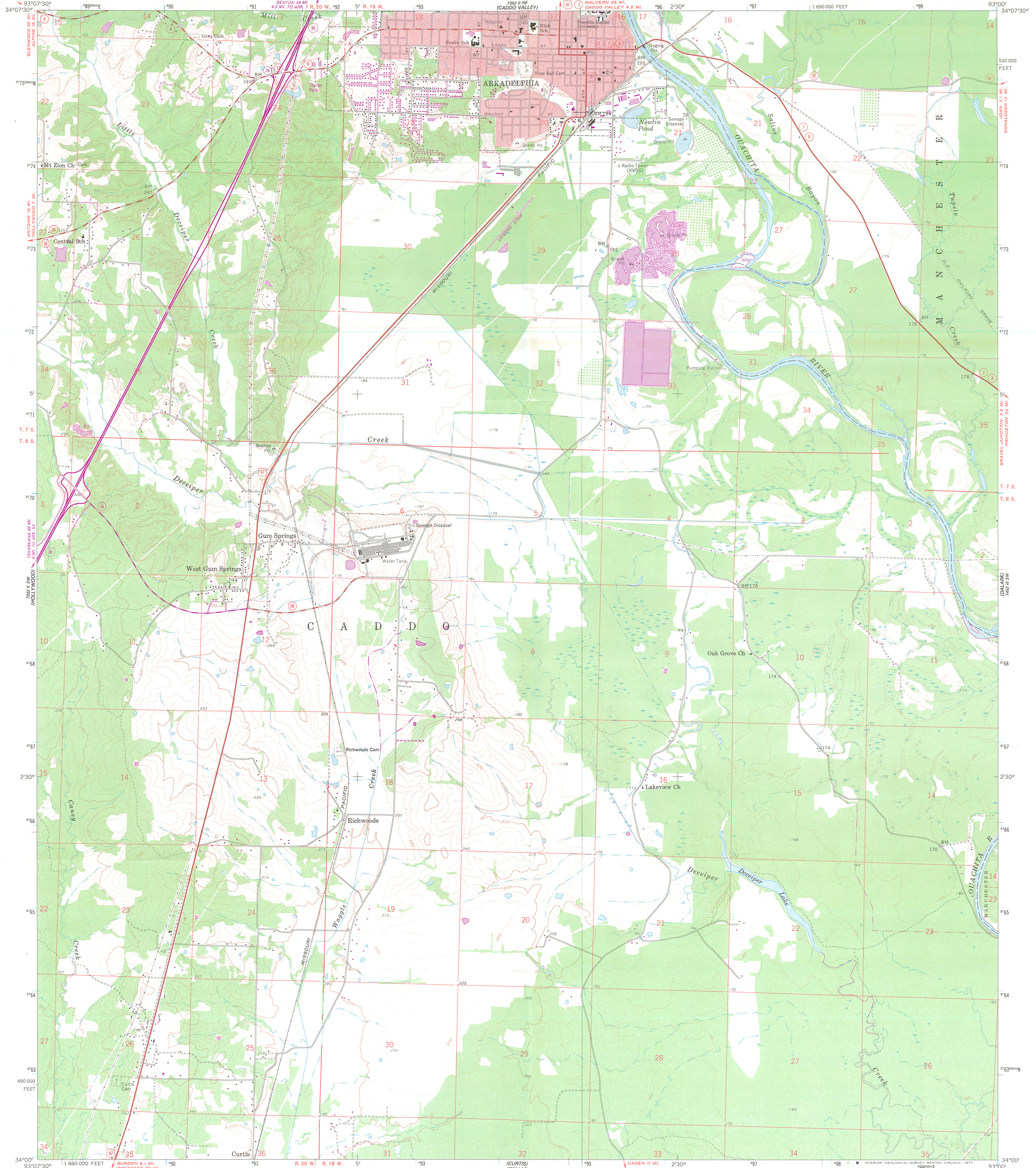


MISSOURI-PACIFIC RAILROAD DEPOT (CLO 193)  
ARKADELPHIA, CLARK CO., ARKANSAS  
15/495130/374600

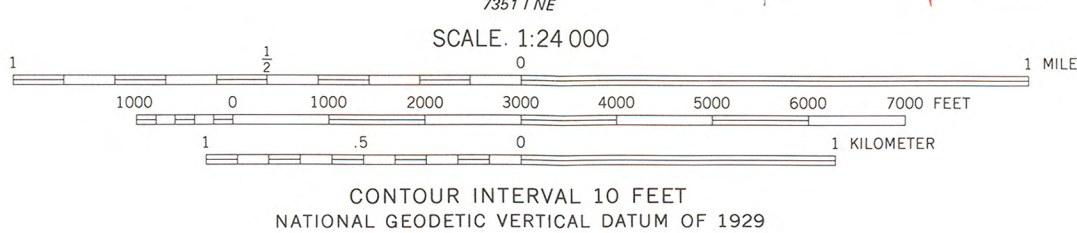
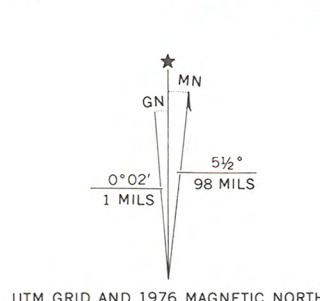
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

STATE OF ARKANSAS  
GEOLOGICAL AND CONSERVATION COMMISSION  
LITTLE ROCK

ARKADELPHIA QUADRANGLE  
ARKANSAS-CLARK CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)



Maped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography from aerial photographs by photogrammetric methods  
Aerial photographs taken 1958. Field check 1959  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Arkansas coordinate system, south zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 15, shown in blue  
Red tint indicates areas in which only  
landmark buildings are shown  
Dashed land lines indicate approximate locations  
Revisions shown in purple compiled from aerial photographs  
taken 1976. 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  
Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
U. S. Route ——— State Route ———  
Interstate Route ———

ARKADELPHIA, ARK.  
N 3400-W 9300/7.5  
1959  
PHOTOREVISED 1976  
AMS 7352 II SE-SERIES V884