

605

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Missouri-Pacific Railroad Depot

other name/site number: OU0011

2. Location

street & number: Southwest Corner of Main and First Streets

not for publication: N/A

city/town: Camden

vicinity: N/A

state: AR county: Ouachita code: AR 103 zip code: 71701

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

=====

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): _____

Entered in the
National Register
Shelene Byrd 6/11/92

Signature of Keeper

Date
of Action

=====

6. Function or Use

=====

Historic: TRANSPORTATION

Sub: Rail-related

Current: VACANT/NOT IN USE

Sub: N/A

=====

7. Description

=====

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

Summary

The Missouri-Pacific Railroad Depot in Camden 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 eastern end and a telegrapher's bay projecting from its northern 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 Camden 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 eastern end and a telegrapher's bay projecting from its northern elevation. A single, brick chimney rises through the southern slope of the hipped roof, just to the east of center. Its red clay tile roof and brick walls are supported upon a continuous, cast concrete foundation.

The southern or front elevation is composed of a continuous brick wall and an open porch at the eastern end. The porch roof rests upon a total of four supports: two wood posts atop attached brick piers abutting the eastern wall of the depot, and two "L"-shaped brick piers at the eastern corners upon each of which three square wood posts rise to the roof. The wall to the west is lighted with a pair of one-over-one wood sash windows placed relatively high in the wall, followed by a single-leaf entrance that is flanked by two lower one-over-one wood sash windows. Two more windows of identical sash configuration continue to the west, followed by another single-leaf entrance also flanked by two windows. A smaller window, placed higher in the wall, leads to the two large rolling freight doors in that finish the western end of the elevation.

The northern elevation opposite is virtually identical, the only exceptions being the projecting telegrapher's bay and the set-back in the wall surface that occurs in the transition between the passenger section and the freight section. The western side of the telegrapher's bay is accessed via a central, single-leaf entrance with a transom; the eastern bay is lighted by a single, one-

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Continuation Sheet**

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over-one wood sash window. Otherwise, the door and window openings are of the same placement and dimensions as those opposite.

The eastern elevation, beneath the porch roof, is lighted by two symmetrically-placed one-over-one wood sash windows with transoms. The western elevation is accessed via a large, central, rolling freight door with a single, narrow one-over-one wood sash window placed to the north. A loading dock projects just below the door.

Significant exterior details include the Italianate wood brackets that adorn the porch supports and the broad, spreading cornice around all four elevations; the concrete sills and lintels employed for most of the wall openings; and the exposed rafters that also run along the roofline of all four elevations.

Though now closed-up and unoccupied, the Missouri-Pacific Railroad Depot in Camden is relatively well-maintained and in good condition.

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National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

Significance

Criteria A and C, local significance

A Frenchman named Fabre was the first recorded European to settle the location that would become Camden (originally Ecore Fabre, or Fabre's Bluff). More permanent settlement occurred just before 1820, when more settlers came up the Ouachita River and landed here, just before the falls that rendered further travel more difficult. The community became the county seat in 1843, and was renamed Camden the following year by General Thomas Woodward for his hometown in Alabama.

Camden's advantageous location on the Ouachita River, a major transportation route into the region, was only enhanced by the gradual introduction of such industries as a woolen mill in 1860. Camden continued to function as a major river port after the Civil War, and became a regional transportation hub soon after 1873, when the Iron Mountain Railway constructed a branch from its main Missouri to Texas line to the northeast, leaving from Gurdon and running southeast to Camden. Thereafter, other railroad lines -- specifically, the Chicago, Rock Island and Pacific and the St. Louis Southwestern (Cotton Belt) -- also ran lines into and through Camden, further establishing it as the principal railroad hub in south-central Arkansas. Such other industries as the Camden Furniture Company and the Camark Pottery Plant also flourished in Camden, giving it a strong industrial and manufacturing base to add to its earlier status as a transportation center, and the city continued to prosper up until the World War II.

The Missouri-Pacific Railroad Depot in Camden was constructed c. 1917 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 Italianate cornice brackets, and formed-stone lintels, sills and watertable, the Missouri-Pacific Railroad Depot in Camden is eligible not only under Criterion A, but also under Criterion C for its being such a good example of the Mediterranean 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: _____

=====

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>515970</u>	<u>3715660</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 northern edge of Railroad Street with a perpendicular line running parallel with the depot's eastern elevation and located approximately 50 feet to the east thereof, proceed northerly along said line for a distance of approximately 75 feet to its intersection with a line running along the southern edge of the Missouri-Pacific Railroad tracks; thence proceed northwesterly along said line for a distance of approximately 150 feet to its intersection with a line running parallel with the depot's western elevation; thence proceed southerly along said line for a distance of approximately 75 feet to its intersection with the northern edge of Railroad Street; thence proceed easterly along said line for a distance of approximately 150 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

COVER Substantive Review

Date Listed

92000612	Blytheville, Leachville and Arkansas Southern Railroad Depot--Leachville	<u>6/11/92</u>
92000608	Cotton Belt Railroad Depot--Fordyce	<u>6/11/92</u>
92000607	DeQueen and Eastern Railroad Depot--Dierks	<u>6/11/92</u>
92000617	Kansas City, Fort Scott and Memphis Railroad Depot	<u>6/11/92</u>
92000606	Kansas City--Southern Depot--Decatur	<u>6/11/92</u>
92000614	Louisiana and Northwest Railroad Depot--Magnolia	<u>6/11/92</u>
92000601	Missouri and North Arkansas Depot--Bellefonte	<u>6/11/92</u>
92000613	Missouri and North Arkansas Depot--Leslie	<u>6/11/92</u>
92000597	Missouri--Pacific Depot--Altus	<u>Ret.</u>
92000600	Missouri--Pacific Depot--Atkins	<u>6/11/92</u>
92000604	Missouri--Pacific Depot--Clarksville	<u>6/11/92</u>
92000619	Missouri--Pacific Depot--Newport	<u>6/11/92</u>
92000598	Missouri--Pacific Depot--Ozark	<u>6/11/92</u>
92000620	Missouri--Pacific Depot--Russellville	<u>6/11/92</u>
92000622	Missouri--Pacific Depot--Walnut Ridge	<u>6/11/92</u>
92000623	Missouri--Pacific Depot--Wynne	<u>6/11/92</u>
92000599	Missouri--Pacific Railroad Depot--Arkadelphia	<u>6/11/92</u>
92000602	Missouri--Pacific Railroad Depot--Benton	<u>6/11/92</u>
92000605	Missouri--Pacific Railroad Depot--Camden	<u>6/11/92</u>
92000609	Missouri--Pacific Railroad Depot--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--Camden

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Ouachita

DATE RECEIVED: 4/30/92 DATE OF PENDING LIST: 5/14/92
DATE OF 16TH DAY: 5/30/92 DATE OF 45TH DAY: 6/14/92
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 92000605

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 (OU ØØ11)

CAMDEN, OUACHITA Co., ARKANSAS

BARBARA LINDSEY-ALLEN

NOVEMBER, 1990

NEGATIVE ON FILE AT AHPP

VIEW FROM SOUTHEAST



MISSOURI-PACIFIC RAILROAD DEPOT (OU ØØ 11)

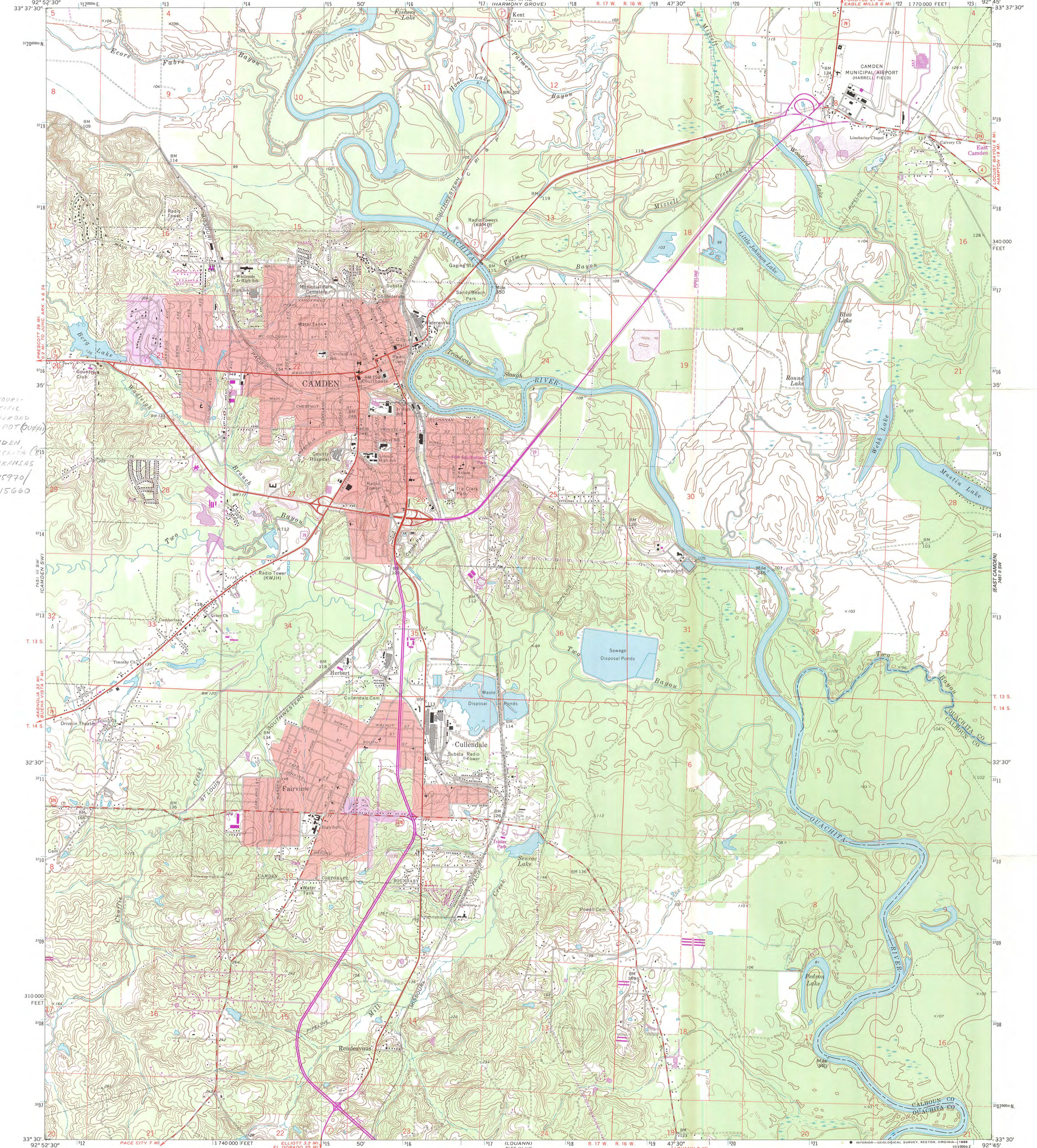
CAMDEN, OUACHITA CO., ARKANSAS

BARBARA LINDSEY-ALLEN

NOVEMBER, 1990

NEGATIVE ON FILE AT AHPP

VIEW FROM NORTHWEST



MISSOURI-PACIFIC
RAILROAD
DEPOT (UPH)

CAMDEN,
OUACHITA
ARKANSAS
15/515970/
3715660

Mapped, edited, and published by the Geological Survey in cooperation with Arkansas Geological Commission

Control by USGS and USC&GS

Planimetry by photogrammetric methods from aerial photographs taken 1940. Topography by planetable surveys 1949-50. Revised from aerial photographs taken 1970. Field checked 1971.

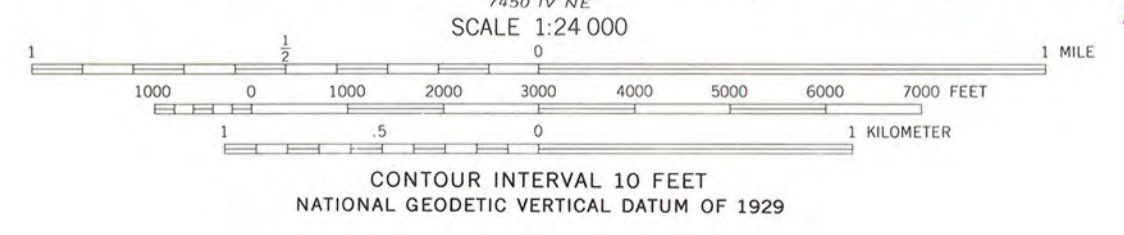
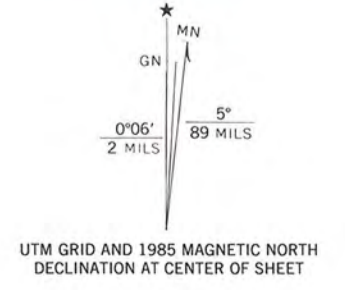
Polyconic projection. 1927 North American datum 10,000-foot grid based on Arkansas coordinate system, south zone 1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue.

Red tint indicates areas in which only landmark buildings are shown.

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked.

To place on the predicted North American Datum 1983, move the projection lines 10 meters south and 15 meters east as shown by dashed corner ticks.

Purple tint indicates extension of urban areas.



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

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

Revisions shown in purple compiled from aerial photographs taken 1984 and other sources. This information not field checked. Map edited 1985.

CAMDEN, ARK.

33092-E7-TF-024

1971
PHOTOREVISED 1985
DMA 7451 III SE-SERIES V884