

617

United States Department of the Interior
National Park Service

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APR 30 1992

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

NATIONAL
REGISTER

1. Name of Property

historic name: Kansas City, Fort Scott and Memphis Railroad Depot

other name/site number: FU0027

2. Location

street & number: Southeast of the Burlington Northern Railroad Tracks, on
the paved Mammoth Spring State Park access road

not for publication: N/A

city/town: Mammoth Spring

vicinity: N/A

state: AR county: Fulton code: AR 049 zip code: 72554

3. Classification

Ownership of Property: Public-State

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
=====

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 L. Byrd _____ 7-24-92
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): _____

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

Signature of Keeper Date of Action

=====
6. Function or Use
=====

Historic: TRANSPORTATION Sub: Rail-related

Current: RECREATION AND CULTURE Sub: Museum

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7. Description

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Architectural Classification:

Queen Anne

Other Description: N/A

Materials: foundation BRICK roof ASPHALT
walls BRICK other Shingled dormers

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance

=====

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: 1885-1940

Significant Dates: 1885

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Kansas City, Fort Scott and Memphis 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 Kansas City, Fort Scott and Memphis Railroad Depot in Mammoth Spring is a story-and-a-half brick masonry freight and passenger depot designed in the Queen Anne style that was dominant in 1885 when it was constructed. The depot plan is divided into three units, the largest of which is basically rectangular with a three-sided telegrapher's bay. The composition-shingled hipped roof is punctured by three gabled dormers and two differently configured three-sided, turret-like dormers, which most strongly reflect the Queen Anne influence, on the eastern and western elevations. A gable-roofed open breezeway connects the main passenger depot with the smaller square freight depot which is covered by a composition-shingled pyramidal roof. The breezeway is supported by square columns with unusual capitals that portray fish chasing a frog. The Kansas City, Fort Scott and Memphis Railroad Depot is now operated as a museum by the Arkansas Department of Parks and Tourism.

Elaboration

The Kansas City, Fort Scott and Memphis Railroad Depot in Mammoth Spring is a story-and-a-half brick masonry freight and passenger depot designed in the Queen Anne style that was dominant in 1885 when it was constructed. The depot plan is divided into three units, the largest of which is basically rectangular with a three-sided telegrapher's bay. The composition-shingled hipped roof is punctured by three gabled dormers and two differently configured three-sided, turret-like dormers, which most strongly reflect the Queen Anne influence, on the eastern and western elevations. A gable-roofed open breezeway connects the main passenger depot with the smaller square freight depot which is covered by a composition-shingled pyramidal roof. The breezeway is supported by square columns with unusual capitals that portray fish chasing a frog. Two brick chimneys rise through the roof ridge of the passenger section: one near the center of the section and the other near the western end. A continuous brick foundation supports the entire structure.

The southern elevation is divided into the freight section to the west, the open passageway next to the east, and the passenger section at the eastern end. The freight section is punctuated only by a central freight door. The open passageway is supported on a total of eight wood box columns, each of which supports a decorative capital that carries the roof plate. The wall of the passenger section is accessed via a central single-leaf entry and lighted by single and paired nine-over-one windows. The attic above features a central, broad hipped dormer containing four windows that is flanked by two single, gable roof dormers that contain a single light each set

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**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2

below a wooden, arched overhang. The northern elevation opposite is accessed via three single-leaf, wood panelled doors and lighted by single and paired nine-over-one wood sash windows set into both the wall and the three-sided telegrapher's bay. The attic above is vented by a large, three-sided hipped dormer placed directly above the telegrapher's bay and lighted by a gable roof dormer identical to the one seen on the opposite elevation. The passageway and freight section extend to the west, and are identical in appearance to that of the opposite elevation.

The eastern elevation is lighted by a pair of central, nine-over-one wood sash windows; the western elevation is lighted by a pair of single-pane windows, also placed centrally. The walls of the passenger and freight sections within the passageway are each lighted with central windows.

Several exterior details are worthy of note. Specifically, the hipped and gable roof dormers on the passenger section, with their variety of ornament; the panelled wood doors that access the passenger section; the simple, decorative exposed rafters that ornament the cornice; and most of all, the capitals atop the passageway columns that are decorated with an elaborate fish and frog motif.

The building is in good condition.

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

Significance

Criteria A and C, local significance

Mammoth Spring, Arkansas was named for the underground spring which surfaces at this location, forming the sole source for the Spring River (measuring 180 feet in diameter, the spring discharges a constant volume of 45,000 cubic feet per minute, regardless of season; it is considered to be the largest such spring in the United States). The earliest settlement in the area was located across the state line in Missouri, but the entire community largely relocated after the railroad came through in 1883.

With the arrival of the Kansas City, Fort Scott and Memphis Railroad (a relatively small railroad that just dipped into Arkansas from Missouri to the north, and which later became part of the St. Louis and San Francisco, now called the Burlington Northern), the only railroad that traversed Fulton County, the Arkansas community of Mammoth Spring became one of the largest resort communities in this section of the Ozarks. By 1908, its tourist industry supported three large hotels, several boarding houses, an opera house, a mill near the mouth of the spring which produced 500 barrels of flour per day, a cotton gin, several churches, two local newspapers and several successful businesses.

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 smaller, regional late nineteenth-century railroads in the state. The Kansas City, Fort Scott and Memphis Railroad Depot is eligible under Criterion A for its associations with both the railroad that built it and the dramatic effect of that railroad on the growth of Mammoth Spring as a late nineteenth- and early twentieth-century recreational and resort community. It is also eligible locally under Criterion C as the best surviving example of a Queen Anne Revival style design in both Mammoth Spring and Fulton County.

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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

=====

Acreeage of Property: Less than one

UTM References: Zone Easting Northing Zone Easting Northing

| | | | | | | | |
|---|-----------|---------------|----------------|---|-----|-------|-------|
| A | <u>15</u> | <u>631510</u> | <u>4039750</u> | B | ___ | _____ | _____ |
| C | ___ | _____ | _____ | D | ___ | _____ | _____ |

___ See continuation sheet.

Verbal Boundary Description: ___ See continuation sheet.

Beginning at a point formed by the intersection of the northwestern edge of the Mammoth Spring State Park access road with a perpendicular line running parallel to the northeastern elevation of the depot and located approximately 50 feet to the northeast thereof, proceed northwesterly along said line for a distance of approximately 100 feet to its intersection with a roughly perpendicular line running along the southeastern edge of the Burlington Northern Railroad line; thence proceed southwesterly along said edge for a distance of approximately 300 feet to its intersection with a perpendicular line running parallel with the depot's southwestern elevation; thence proceed southeasterly along said line for a distance of approximately 100 feet to its intersection with a perpendicular line running along the northwestern edge of the Mammoth Spring State Park access road; thence proceed northeasterly along said line for a distance of approximately 300 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
=====

Name/Title: Patrick Zollner, National Register Historian

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



United States Department of the Interior



NATIONAL PARK SERVICE
P.O. BOX 37127
WASHINGTON, D.C. 20013-7127

IN REPLY REFER TO:

Historic Railroad Depots of Arkansas MPS ARKANSAS

| COVER | Substantive Review | Date Listed |
|----------|--|----------------|
| | | <u>6/11/92</u> |
| 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: Kansas City, Fort Scott and Memphis Railroad Depot

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Fulton

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: 92000617

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 _____



KANSAS CITY, FORT SCOTT + MEMPHIS RAILROAD DEPOT (FUP027)
MAMMOTH SPRING, FULTON CO., ARKANSAS

BARBARA LINDSEY-ALLEN

SEPTEMBER, 1990

NEGATIVE ON FILE AT AHPP

VIEW FROM EAST



KANSAS CITY, FORT SCOTT + MEMPHIS RAILROAD DEPOT (FU 0027)

MAMMOTH SPRING, FULTON Co., ARKANSAS

BARBARA LINDSEY-ALLEN

SEPTEMBER, 1990

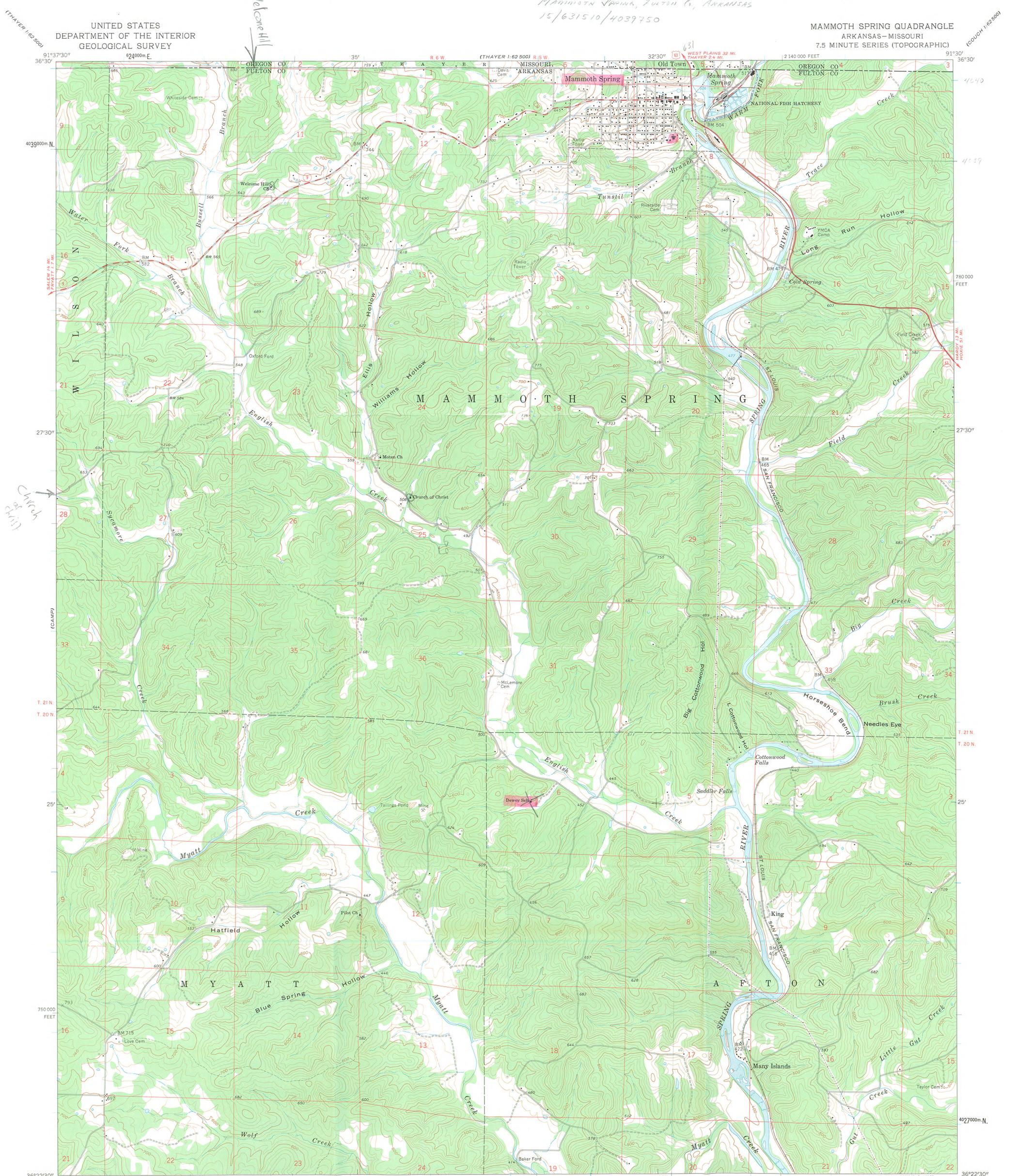
NEGATIVE ON FILE AT AHPP

VIEW FROM SOUTHWEST

KANSAS CITY, FORT SCOTT & MEMPHIS RAILROAD DEPOT (F0022)
MAMMOTH SPRING, FULTON CO., ARKANSAS
15/631510/4039750

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

MAMMOTH SPRING QUADRANGLE
ARKANSAS—MISSOURI
7.5 MINUTE SERIES (TOPOGRAPHIC)

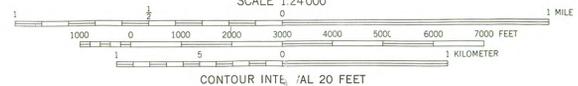


WELCOME HILL
CHURCH of CHRIST
(CAMP)
T. 21 N.
T. 20 N.
25'
750 000 FEET
36°22'30"
91°37'30"

COUCH 1:62,500
41.40
41.39
780 000 FEET
T. 21 N.
T. 20 N.
25'
4027000m.N.
36°22'30"
91°37'30"

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 1962
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

TRUE NORTH
MAGNETIC NORTH
APPROXIMATE MEAN
DECLINATION, 1962



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO OR WASHINGTON 25, D.C.
THE ARKANSAS GEOLOGICAL AND CONSERVATION COMMISSION, LITTLE ROCK, ARKANSAS,
AND BY THE MISSOURI GEOLOGICAL SURVEY, ROLLA, MISSOURI
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 ———

MAMMOTH SPRING, ARK.—MO.
N 3622.5—W 91307.5
1962