

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Missouri-Pacific Depot

other name/site number: JA0040

2. Location

street & number: Northwest of intersection of Walnut and Front Streets

not for publication: N/A

city/town: Newport

vicinity: N/A

state: AR county: Jackson

code: AR 067

zip code: 72112

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

4-27-92
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

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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): _____

Helene Byrd 6/11/92
National Register

Signature of Keeper Date
of Action

=====

6. Function or Use

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Historic: TRANSPORTATION

Sub: Rail-related

Current: TRANSPORTATION

Sub: Rail-related

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7. Description

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Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS

Other Description: Mediterranean

Materials: foundation CONCRETE roof ASPHALT
walls BRICK other BRICK QUOINS
STUCCO

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: 1904-1940 _____

Significant Dates: 1904 _____

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 Depot in Newport is a single-story, brick and stucco masonry passenger and freight railroad depot constructed in 1904. The depot was originally constructed in the Mediterranean style that was popular for this building type during the first quarter of the twentieth century; however, the slate that covered the dual-pitched hip roof has since been replaced with composition shingles, an alteration that diminished its Mediterranean appearance. Remaining Mediterranean features include Italianate brackets and quoin-like brickwork around the windows. A three-sided telegrapher's bay extends above the roofline forming a wall dormer and is covered by a hipped roof. The depot is currently owned by Union Pacific.

Elaboration

The Missouri-Pacific Depot in Newport is a single-story, brick and stucco masonry passenger and freight railroad depot constructed in 1904. The depot was originally constructed in the Mediterranean style that was popular for this building type during the first quarter of the twentieth century; however, the slate that covered the dual-pitched hip roof has since been replaced with composition shingles, an alteration that diminished its Mediterranean appearance. Remaining Mediterranean features include Italianate brackets and quoin-like brickwork around the windows. A three-sided telegrapher's bay extends above the roofline forming a wall dormer and is covered by a hipped roof. A single, tall brick chimney rises through the southern slope of the roof, near the western end of the building. A continuous, cast concrete foundation supports the structure.

The continuous southern wall facade is accessed via four original single-leaf door openings (two of which are now boarded-up) and lighted with a total of twelve one-over-one wood sash windows interspersed among the entrances (some of which are now boarded-up). A single, gabled roof vent is placed just to the west of center. The northern elevation is dominated by the large, projecting telegrapher's bay with its hipped roof. To the east, four single-leaf entrances and a large freight door access the wall, while four windows light the rooms behind. To the west, four single-leaf entrances flank a central, freight door. The telegrapher's bay is lighted with three symmetrically-placed windows on the front and a single-leaf door on each of the sides.

The eastern and western elevations are each lighted with two symmetrically-placed windows.

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**National Register of Historic Places
Continuation Sheet**

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Exterior details are limited to the brick quoining around the doorways, the concrete water table and brick dado, the Italianate brackets that adorn the cornice around the entire structure, and the broad, spreading eaves that they ornament.

The building is currently used by the Union Pacific Railroad as offices and is in good condition.

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Continuation SheetSection number 8 Page 1

Significance

Criteria A and C, local significance

Newport was little more than a small town until the arrival of the Cairo and Fulton Railroad (later the St. Louis, Iron Mountain and Southern, then the Missouri-Pacific) in 1873. Jacksonport, located approximately five miles to the northwest, had been the county seat by virtue of its location on the White River, which had heretofore been the principal transportation route through the region. With the arrival of the railroad, however, and its decision to lay its tracks on a more direct route between Missouri and Little Rock, the significance of Jacksonport soon waned and Newport became the natural choice for the county seat. Newport, though not situated directly on the White River, was close enough to be accessible to it while also being a regional railroad hub; this status only increased with the construction of a branch line to Batesville in 1882 that connected with the main line just two miles north of Newport, in Diaz.

By the first decade of the twentieth century, the city of Newport had grown sufficiently to require the construction of a new railroad depot on what had now become the Missouri-Pacific Railroad line. The current building was constructed thereafter, and served this community as a passenger and freight depot throughout the period up until and through the Second World War.

The Missouri-Pacific Railroad constructed this depot in 1904 as part of its plans to expand its passenger and freight railroad system throughout the nation. 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, as it is also a relatively intact local example of the Mediterranean style of architecture that this railroad in particular favored for its depots during this period, it is also eligible under Criterion C.

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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:

- ☒ 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>655500</u>	<u>3941450</u>	B	___	___	___
C	___	___	___	D	___	___	___

___ See continuation sheet.

Verbal Boundary Description: ___ See continuation sheet.

Beginning at a point formed by the intersection of the northwest edge of Front Street with a perpendicular line running parallel with 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 Union Pacific Railroad tracks; thence proceed southwesterly along said line 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 100 feet to its intersection with a perpendicular line running along the northwestern edge of Front Street; 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

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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



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

	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>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--Curdon	<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 Depot--Newport

MULTIPLE NAME: Historic Railroad Depots of Arkansas MPS

STATE & COUNTY: ARKANSAS, Jackson

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: 92000619

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 6/14/92 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 DEPOT (VA 0040)

NEWPORT, ARKANSAS, JACKSON Co.

BARBARA LINDSEY-ALLEN

SEPTEMBER, 1990

NEGATIVE ON FILE AT AHPP

VIEW FROM NORTHWEST



MISSOURI-PACIFIC DEPOT (VA ØØ4Ø)

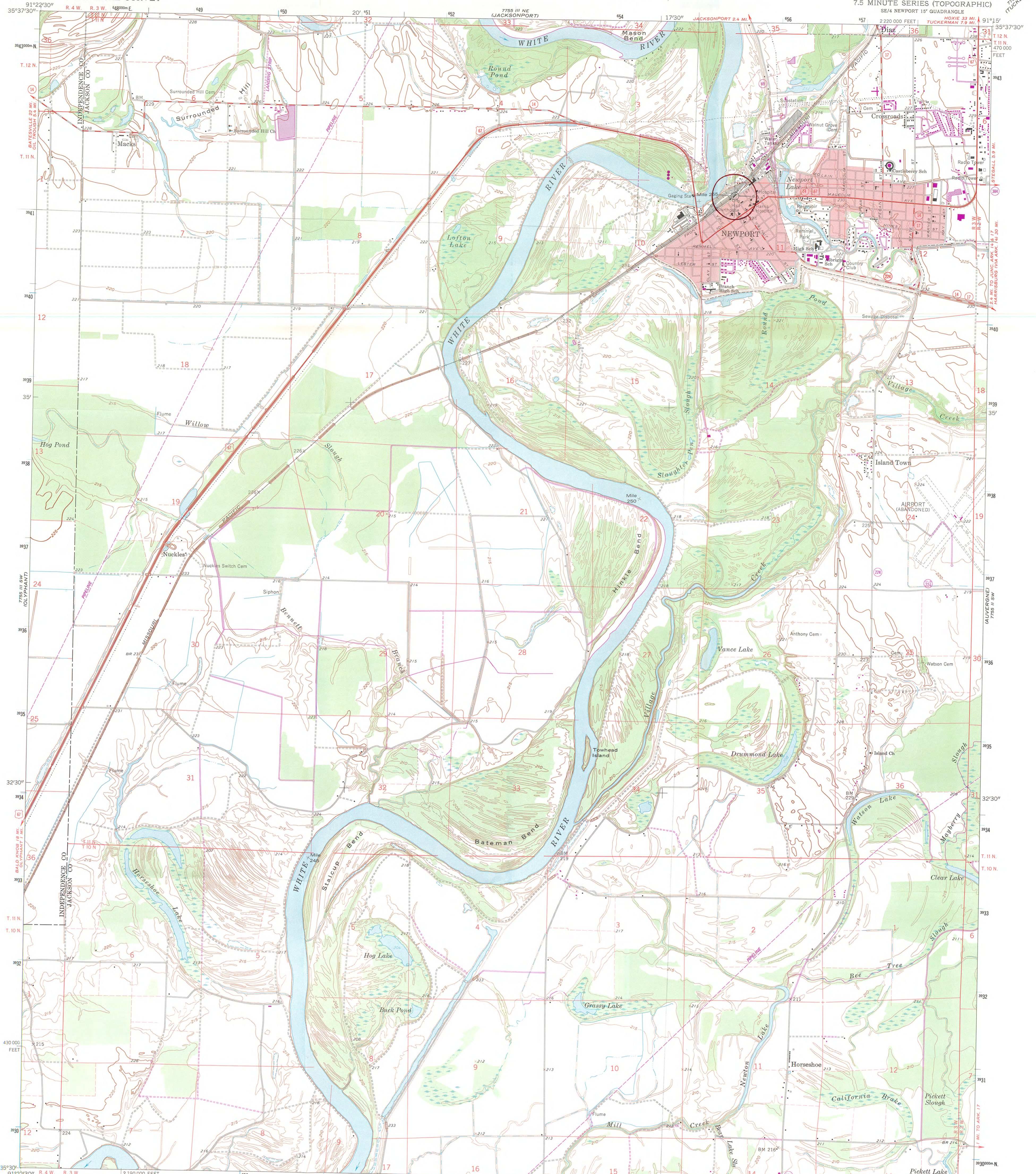
NEWPORT, JACKSON Co., ARKANSAS

BARBARA LINDSEY-ALLEN

SEPTEMBER, 1990

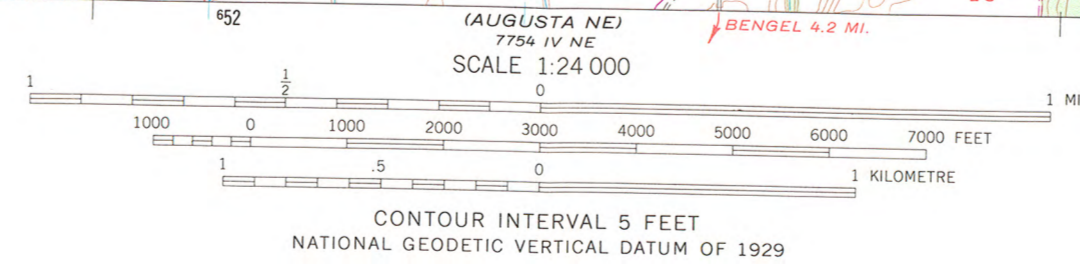
NEGATIVE ON FILE AT AHPD

VIEW FROM SOUTHWEST



Mapped, edited, and published by the Geological Survey
Control by USGS, USC&GS, and USCE
Planimetry by photogrammetric methods from aerial photographs
taken 1961. Topography by planimetric surveys 1961-62
Polyconic projection. 1927 North American datum
10,000-foot grid based on Arkansas coordinate system, north zone
1000-metre Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates areas in which only landmark buildings are shown
All wells shown are irrigation wells
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 6 meters south and
12 meters east as shown by dashed corner ticks

UTM GRID AND 1981 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET
Revisions shown in purple compiled from aerial
photographs taken 1980. Map edited 1981
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 Road Light-duty
Medium-duty Unimproved dirt
U.S. Route State Route

NEWPORT, ARK.
SE/4 NEWPORT 15' QUADRANGLE
N 3530-W 9115/7.5
1962
PHOTO REVISION 1981
DMA 7755 III SE-SERIES V884