

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

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**1. Name of Property**

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historic name: Missouri-Pacific Depot

other name/site number: LW0037

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**2. Location**

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street & number: South West 1st Street

not for publication: N/A

city/town: Walnut Ridge

vicinity: N/A

state: AR county: Lawrence code: AR 075 zip code: 72476

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**3. Classification**

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Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing	
<u>1</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	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. Boyd \_\_\_\_\_ 4-24-92  
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

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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 \_\_\_\_\_  
\_\_\_\_\_ 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): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper Date  
of Action

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**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 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: 1909-1940

Significant Dates: 1909

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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**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>684020</u>	<u>3993160</u>	B	___	_____	_____
C	___	_____	_____	D	___	_____	_____

\_\_\_ See continuation sheet.

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

Beginning at a point on the southeastern edge of South West 1st Street located approximately 200 feet southwest of its intersection with State Highway 91, proceed southeasterly along a perpendicular line running parallel with the depot's northeastern elevation for a distance of approximately 100 feet to its intersection with a perpendicular line running along the northwestern edge of the associated railroad tracks; thence proceed southwesterly along said line for a distance of approximately 200 feet to its intersection with a perpendicular 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 a perpendicular line running along the southeastern edge of South West 1st 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: 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

## National Register of Historic Places Continuation Sheet

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### Summary

The Missouri-Pacific Depot in Walnut Ridge is a single-story, brick masonry freight and passenger depot designed in the Mediterranean style that was popular in 1909 when this depot was constructed. The original ceramic tile, gable-on-hip roof has since been replaced with asphalt shingles, consequently diminishing the Mediterranean character of the depot. The plan is rectangular with the exception of the three-sided telegrapher's bay on the track side. The telegrapher's bay is covered by a cross gable with decorative stucco and half-timbering. The depot is currently owned by the Union Pacific Railroad Company.

### Elaboration

The Missouri-Pacific Depot in Walnut Ridge is a single-story, brick masonry freight and passenger depot designed in the Mediterranean style that was popular in 1909 when this depot was constructed. The original ceramic tile, gable-on-hip roof has since been replaced with asphalt shingles, consequently diminishing the Mediterranean character of the depot. The plan is rectangular with the exception of the three-sided telegrapher's bay on the track side. The telegrapher's bay is covered by a cross gable with decorative stucco and half-timbering. A continuous, cast concrete foundation supports the entire structure.

The northern elevation is lighted with six two-over-two wood sash windows and a freight door at the eastern end. A gable dormer above the center pair of windows is filled with stucco and half-timbering. The southern elevation opposite is anchored by a projecting telegrapher's bay -- the pediment of which is also filled with stucco and half-timbering -- and fenestrated with five two-over-two wood sash windows, including two in the telegrapher's bay itself. Two single-leaf entrances flank the telegrapher's bay, and a large freight door completes the eastern end.

The eastern and western elevations are both fenestrated with symmetrically-placed wood windows; the western elevation with two-over-two wood sash windows, the eastern elevation with two-pane fixed windows.

The building originally featured more detail, primarily through the two now-removed brick chimneys and the clay tile roof; however, their removal constitutes the only changes of note to the building.

The building is in good condition.

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## National Register of Historic Places Continuation Sheet

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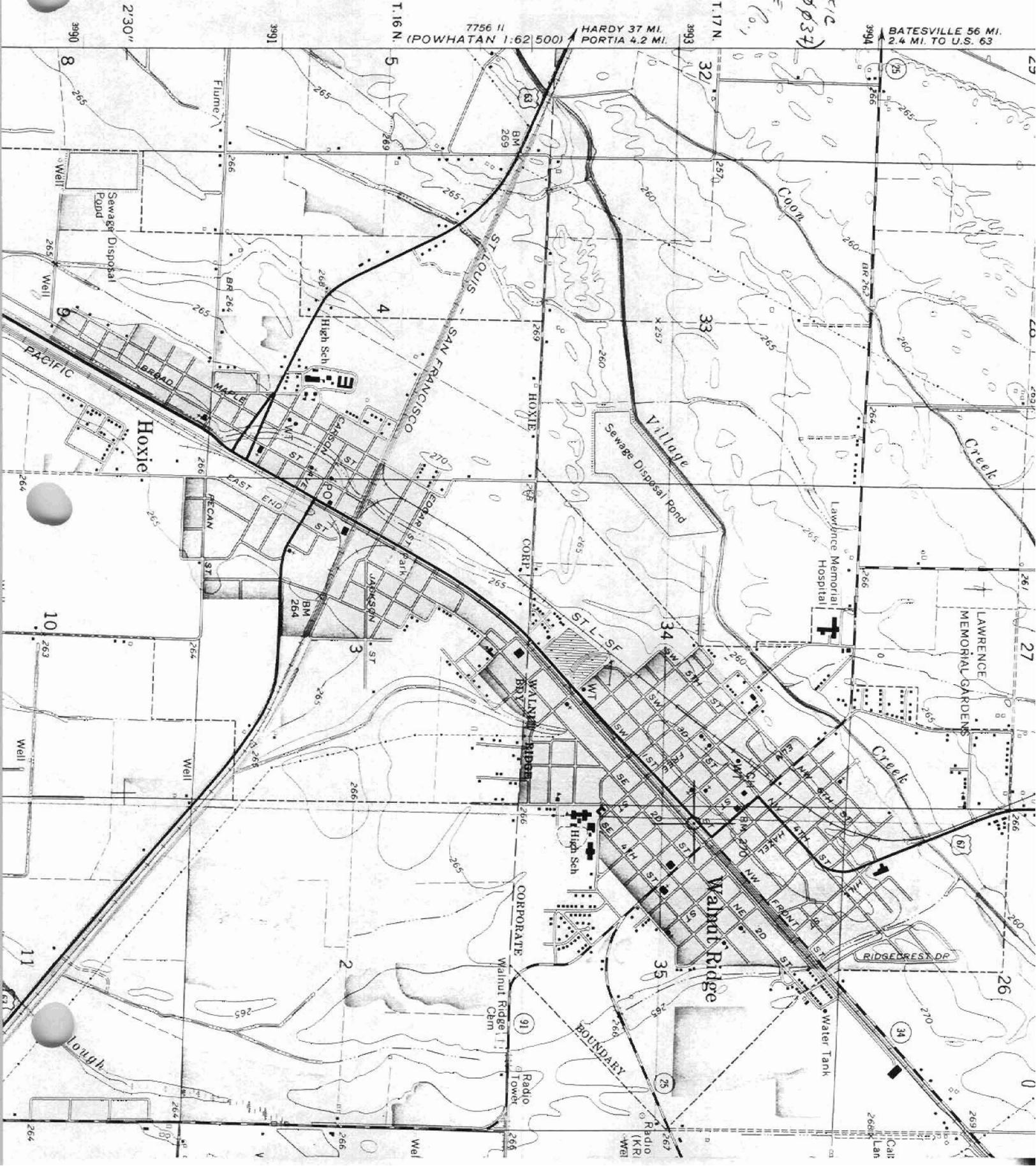
### Significance

Criteria A and C, local significance

Walnut Ridge, like its neighbor city Hoxie (located just one-and-one-half miles to the southwest), owes its existence to the construction of the original Cairo and Fulton Railroad in 1871 (completed 1873). The city plan of Walnut Ridge reflects this influence, with its principal commercial thoroughfares largely paralleling the railroad tracks. The railroads (the St. Louis and San Francisco, a.k.a. Frisco, enters Hoxie from the southeast, then turns northeast to Walnut Ridge, and then turns northwest again) provided the traffic and commerce that kept Walnut Ridge alive throughout the early twentieth century, during the heyday of the railroads as America's principal means passenger and commercial transportation.

The Missouri-Pacific Railroad Depot in Walnut Ridge was constructed circa 1909 as part of the Missouri-Pacific Railroad's ambitious campaign to expand their network of rail lines all over the country. 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. With its broad, spreading cornice and formed-stone lintels, sills and watertable, the Missouri-Pacific Railroad Depot in Walnut Ridge is a good adaptation of this style for a smaller depot structure.

MISSOURI - PACIFIC  
 DEPOT (WUPPST)  
 WALNUT RIDGE  
 LAWRENCE CO.,  
 ARKANSAS  
 T. 17 N.  
 15/684020/  
 3993160



BATESVILLE 56 MI.  
 2.4 MI. TO U.S. 63

7756 II  
 (POWHATAN 1:62 500)

HARDY 37 MI.  
 PORTIA 4.2 MI.

T. 16 N.

T. 17 N.

2'30"

3991

3993

3994

3990

