

31-09-1195-73
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICENR 12-4-78
RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Memphis, Paris, & Gulf Depot, Mineral Springs

AND/OR COMMON

G.N. & A. Depot, Mineral Springs

2 LOCATION

STREET & NUMBER

CITY, TOWN

Mineral Springs

VICINITY OF

STATE

Arkansas

CODE

05

NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

Fourth

COUNTY

Howard

CODE

061

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☒ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☐ UNOCCUPIED☒ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☒ MUSEUM☐ PARK☐ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☐ TRANSPORTATION☐ OTHER:

4 OWNER OF PROPERTY

NAME

City of Mineral Springs

STREET & NUMBER

City Hall

CITY, TOWN

Mineral Springs

STATE

Arkansas 71851

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

County Clerk's Office

STREET & NUMBER

Howard County Courthouse

CITY, TOWN

Nashville

STATE

Arkansas

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Arkansas Railroad Survey

DATE

1977

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Arkansas Historic Preservation Program

CITY, TOWN

Little Rock

STATE

Arkansas 72201

7 DESCRIPTION

CONDITION

__EXCELLENT__

XGOOD

__FAIR

__DETERIORATED

__RUINS

__UNEXPOSED

CHECK ONE

XUNALTERED

__ALTERED

CHECK ONE

XORIGINAL SITE

__MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Mineral Springs Depot is a rectangular, wood frame structure, sided in vertical board and batten on its lower half and weather board above. The roof is gabled and the foundation is brick. On the east elevation is a projecting bay which served as the telegrapher's station and a double wide loading door. On the west elevation is an entrance, loading platform and double wide door. Attic vents are arched frames with louvers. Windows are nine over one (9/1) lights.

8 SIGNIFICANCE

PE

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1908 BUILDER/ARCHITECT Memphis, Paris & Gulf Railroad

STATEMENT OF SIGNIFICANCE

The Mineral Springs Depot is a simple, architecturally significant depot that is associated with one of Arkansas' more ambitious short-line railroads, and which represents the entire railroading history of Mineral Springs, Arkansas.

At the turn-of-the-century, the vast forest lands of southwest Arkansas were beginning to attract large-scale timber industries. In order for these timber concerns to effectively exploit the lumber supply of the region an efficient transportation system had to be developed. As a result, a number of short-line railroad operations sprang into being, often in conjunction with the lumber companies which would provide the railroads with their main source of income.

In 1906 a charter was granted for the construction of a 25-mile, standard-gauge railroad between Nashville, Arkansas in the north and Ashdown, Arkansas in the south. The name of the line was the Memphis, Paris, Gulf Railroad; a title stemming from ambitious but non-prophetic plans made by the line's investors a year earlier. In the same year the main patron of the railroad, the Nashville Lumber Company, was incorporated. In Ashdown the M. P. & G. connected with the Kansas City Southern Railroad.

The M. P. & G. opened for rail traffic in 1907, and a year later passenger freight depots in Nashville, Ashdown and Mineral Springs were constructed on its right-of-way. In addition to serving the lumber company, the line provided mail and passenger service, revived interest and investment in a limestone quarry south of Ashdown and promoted settlement in the communities adjacent to the line. In 1910 the line was expanded to include an eventual 112 miles of track and its name was changed to the Memphis, Dallas and Gulf Railroad. The M. D. and G. was commonly known as the "Mud, Dirt and Gravel" line. However, a drastic decline in stock value of the railroad, which occurred during the first World War, brought about the line's eventual foreclosure in 1922. The line was sold at a public auction in 1922 and the Graysonia, Nashville and Ashdown Railroad was born. Originally, the G. N. & A. operated 61 miles of the old M. D. & G.'s track. However, the clearance of the timberland in the area had removed the line's economic base and by 1926 it was operating only over 32 miles of track between Nashville and Ashdown. The G. N. & A. was saved in 1927 when it was purchased by the Ideal Cement Company, which operated a large quarry in the area.

In the early 1960's the line was threatened by U. S. Army Corps of Engineer's plans for Millwood Lake. Twenty miles of track and the Ideal Cement Quarry were doomed by the plan. However, the Corps built a 3½-mile levy which protects both the quarry and the rail-

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

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The Mineral Springs Depot, built in 1908, was one of the first three depots built by the Memphis, Paris and Gulf Railroad. It was the first and has been the only depot in town. It has served the only rail-lines which have operated through Mineral Springs; the M., P. & G. and its descendants, the M., D. & G. and the G. N. & A. For years all passenger, mail and freight service in Mineral Springs was provided by its lone railway line. Furthermore, the railroad was a major inducement for settlement in Mineral Springs. However, the emergence of automotive traffic made the town less dependent and eventually independent of its early, single, rapid-transit connection with the outside world. The G. N. & A. depot in Mineral Springs is no longer operational, and the G. N. & A. line has turned the building over to the city, which with assistance of the local Jaycee's, is restoring the depot for use as a museum.

The building remains an architecturally-significant, frame depot. It is a rectangular structure sided in vertical board-and-batten on the lower half and weather board above. The roof is gabled and the foundation is brick. On the east elevation, facing the tracks is a projecting telegrapher's bay. Double-wide loading doors and a loading platform are located next to the entrance on the west elevation. The simple Mineral Springs Depot is among the few surviving frame depots in Arkansas, and it was rated by the Arkansas Historic Preservation Program, after a 1977 survey of all depots in Arkansas, as being the most significant of the state's surviving depots.

3 MAJOR BIBLIOGRAPHICAL REFERENCES

See Item 9, Page 1 - Bibliography

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Less than 1 acre.

QUADRANGLE NAME Mineral Springs North QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A	ZONE	EASTING	NORTHING
C	ZONE	EASTING	NORTHING
E	ZONE	EASTING	NORTHING
G	ZONE	EASTING	NORTHING
B	ZONE	EASTING	NORTHING
D	ZONE	EASTING	NORTHING
F	ZONE	EASTING	NORTHING
H	ZONE	EASTING	NORTHING

VERBAL BOUNDARY DESCRIPTION

West Longitude 93° 54' 40" North Latitude 33° 52' 32"

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE CODE COUNTY CODE

STATE CODE COUNTY CODE

11 FORM PREPARED BY

NAME / TITLE

Frezli Miller and Mike Shin

ORGANIZATION

Arkansas Historic Preservation Program

DATE

9/5/78

TELEPHONE

501-371-2763

STREET & NUMBER

Suite 500, Continental Bldg., Main & Markham Sts.

CITY OR TOWN

Little Rock

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL STATE LOCAL ☒

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

DATE

TITLE

NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

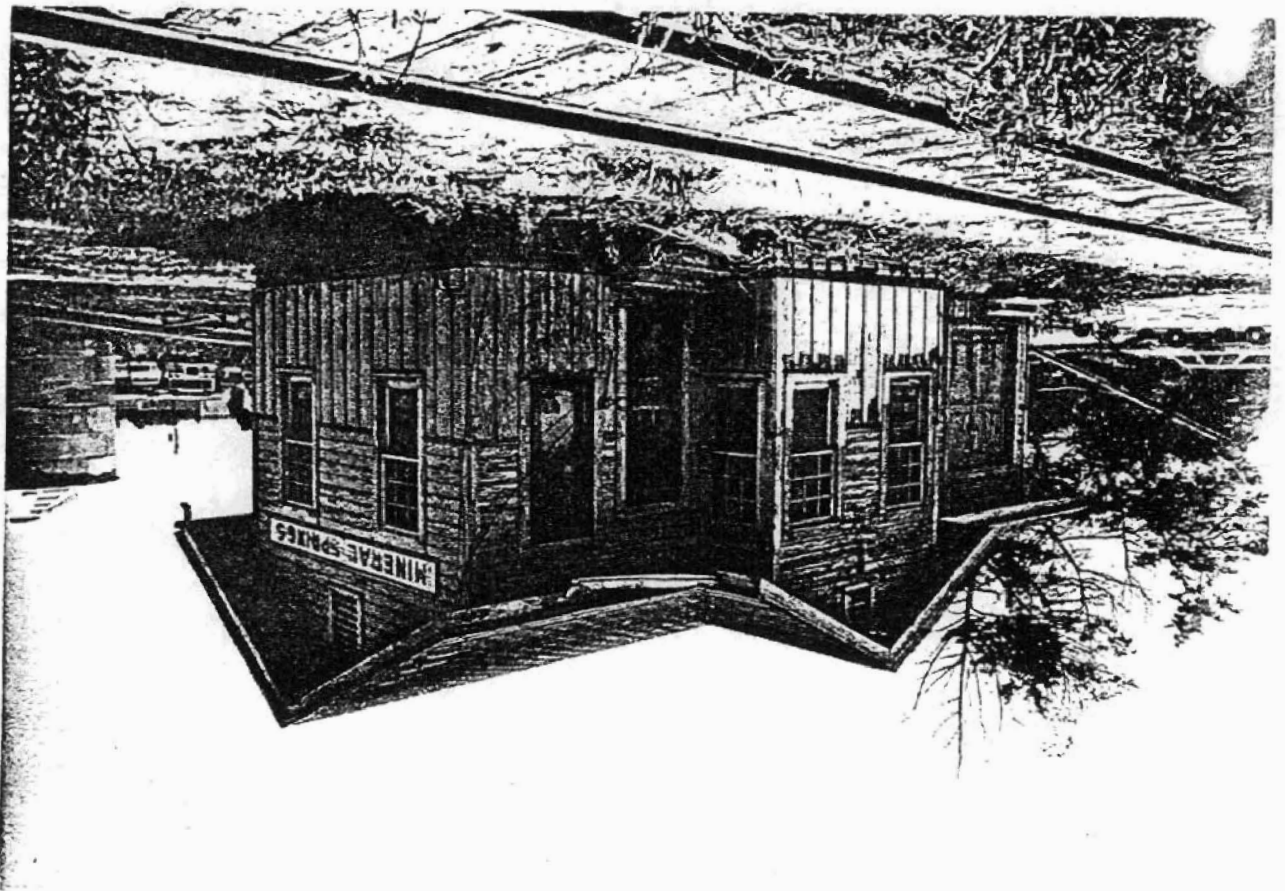
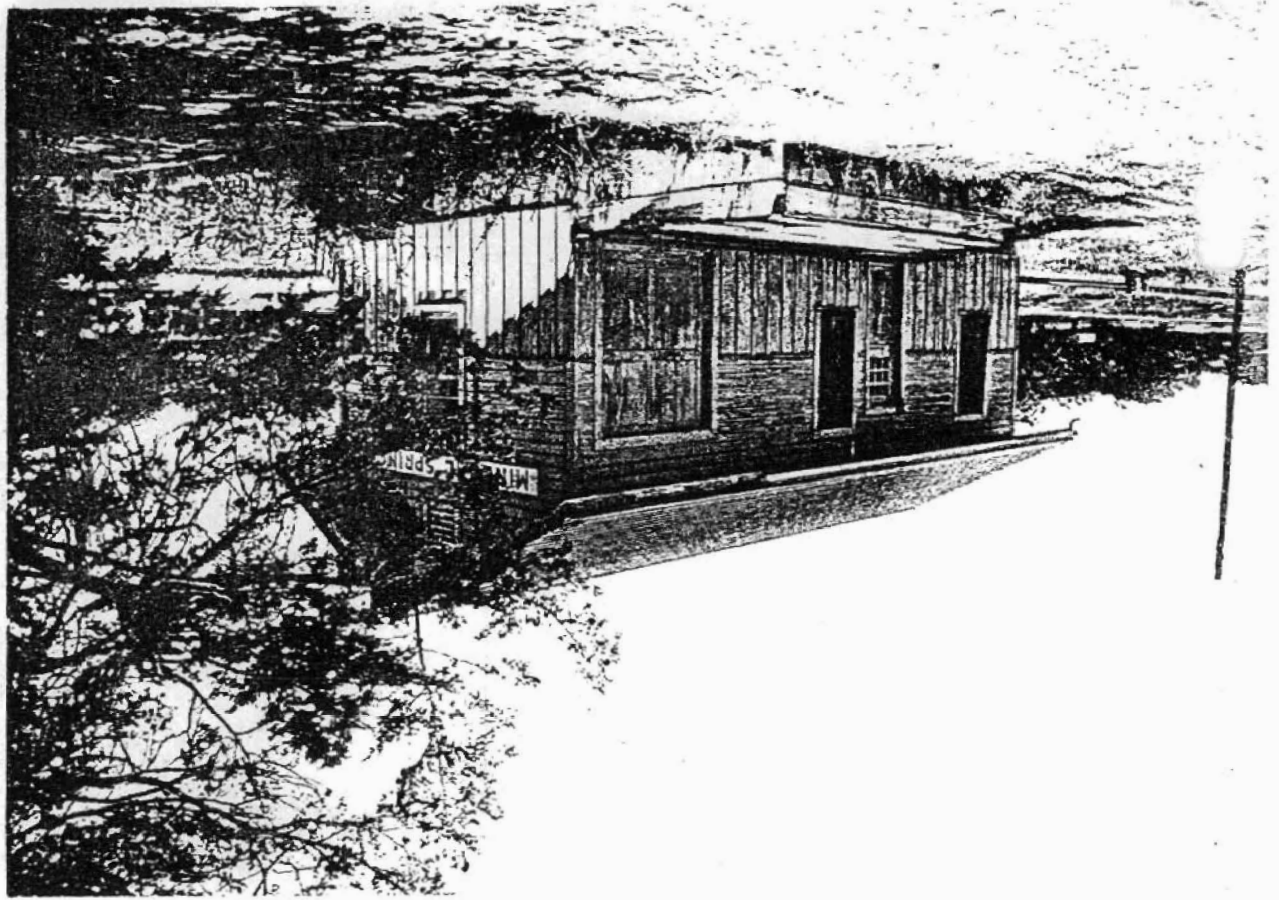
ITEM NUMBER 9 PAGE 1

Bibliography

Articles of incorporation of Graysonia, Nashville & Ashdown Railroad Company,
October 25, 1922. Xeroxed copy of file with the Arkansas Historic Preservation
Program, Little Rock, Arkansas.

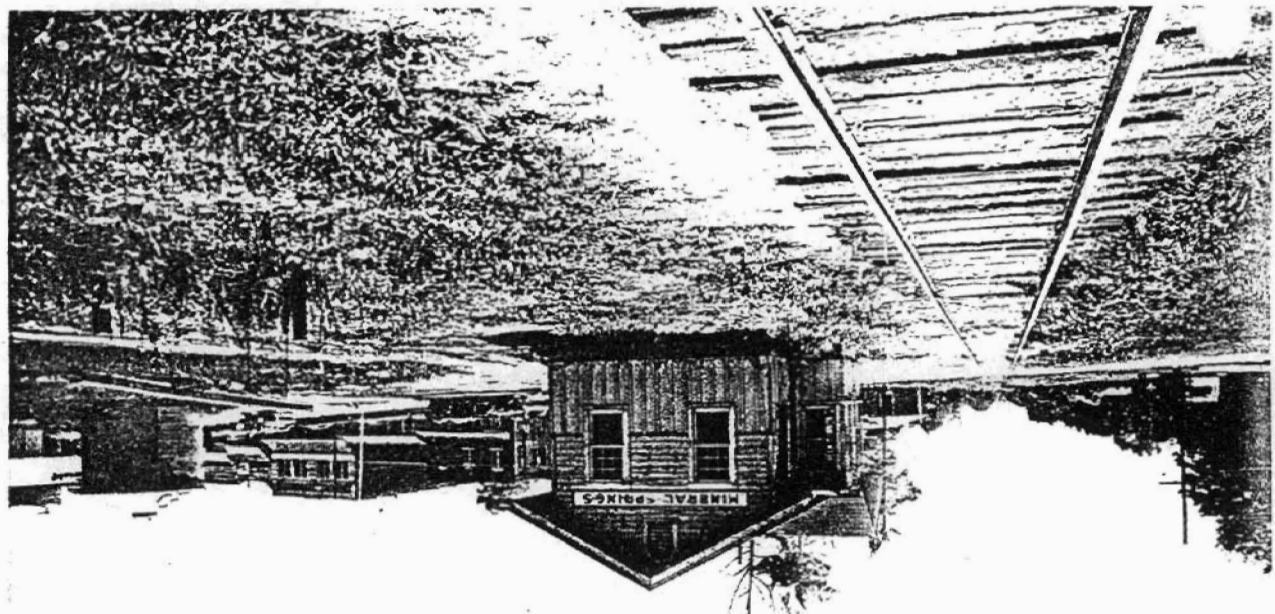
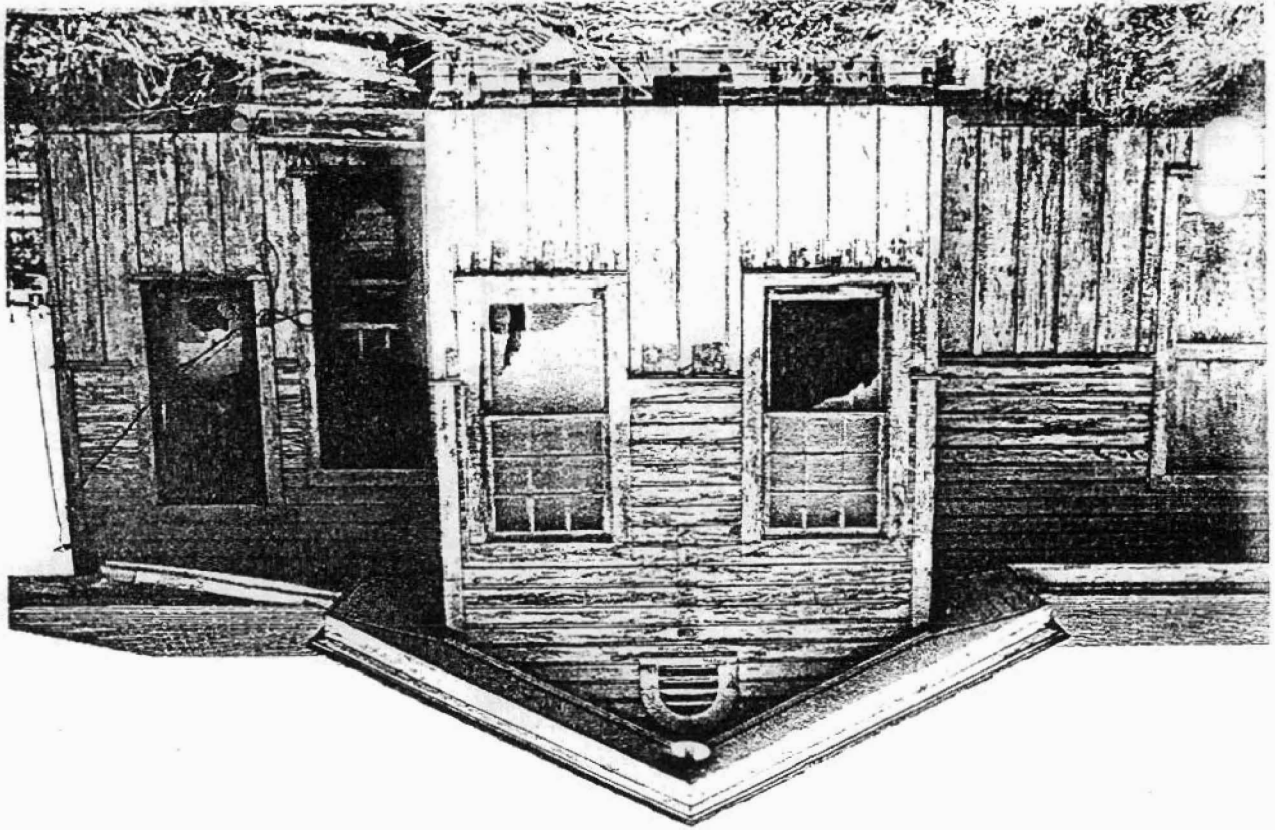
Hull, Clifton E. Shortline Railroads of Arkansas. Norman, Oklahoma: University of
Oklahoma Press, 1969.

Lang, Ed. Interview, August, 1978.



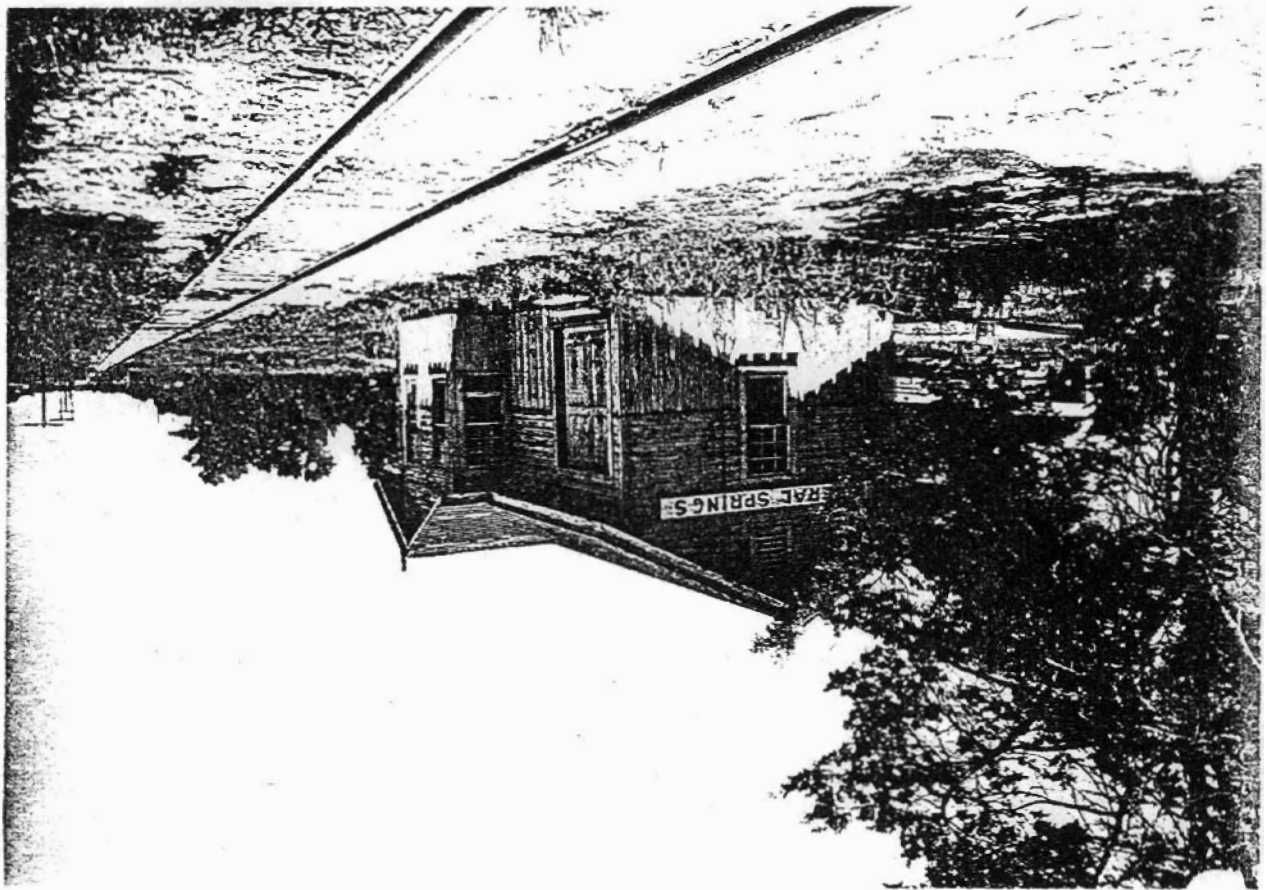
M. P. & G. Depot
Mineral Springs, Arkansas
Dianna Kirk
1977
AHPP
West and south elevations viewed from the
southwest
#2

M. P. & G. Depot
Mineral Springs, Arkansas
Dianna Kirk
1977
AHPP
East and north elevations viewed from
the northeast
#1

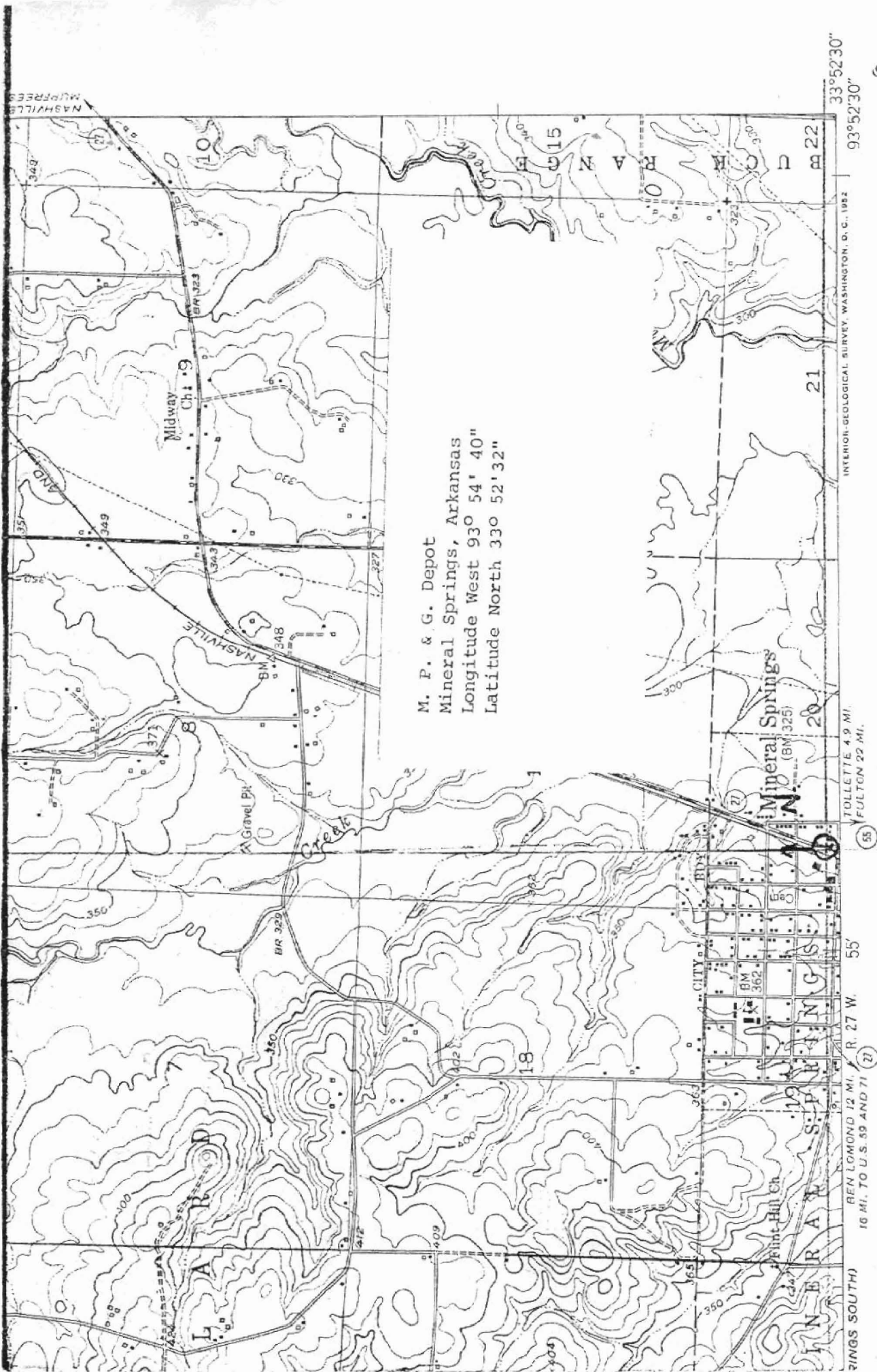


M. P. & G. Depot
Mineral Springs, Arkansas
Dianna Kirk
1977
AHPP
North elvation viewed from the north
#3

M.P.& G. Depot
Mineral Springs, Arkansas
Dianna Kirk
1977
AHPP
Detail of Telegrapher's bay, east elevation
#4



M. P. & G.
Mineral Springs, Arkansas
Dianna Kirk
1977
AHPP
South and east elevations viewed from the
southeast
#5



M. P. & G. Depot
 Mineral Springs, Arkansas
 Longitude West 93° 54' 40"
 Latitude North 33° 52' 32"

ROAD CLASSIFICATION

- Heavy-duty
- Medium-duty
- Light-duty
- Unimproved
- U. S. Route
- State Route

INTERIOR-GEOLOGICAL SURVEY, WASHINGTON, D. C. 1952

(COLUMBUS)

TOLLETTE 4.9 MI.
 FULTON 22 MI.

16 MI. TO U.S. 59 AND 71

1:24,000

1 MILE

0 4000 6000 7000 FEET

1 KILOMETER

