

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Missouri Pacific Railroad Depot

other names/site number Site #IZ0134

2. Location

street & number Old Highway 9 ☐ not for publication

city or town Sylamore ☐ vicinity

state Arkansas code AR county Izard code 065 zip code 72556

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ 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 for in 36 CFR Part 60. In my opinion, the property ☒ meets ☐
does not meet the National Register criteria. I recommend that this property be considered significant

☐ nationally ☐ statewide ☒ locally. (See continuation sheet for additional comments.)

Cathy Martha
Signature of certifying official/Title

10/18/04
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 for additional comments.)

Signature of certifying official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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 the Keeper

Date of Action

Missouri Pacific Railroad Depot

Name of Property

Izard County, Arkansas

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- ☒ private
☐ public-local
☐ public-State
☐ public-Federal

Category of Property

(Check only one box)

- ☒ building(s)
☐ district
☐ site
☐ structure
☐ object

Number of Resources within Property

(Do not include previously listed resources in count.)

Contributing

Noncontributing

1

buildings

sites

structures

objects

1

Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

Historic Railroad Depots of Arkansas, 1870-1940

Number of Contributing resources previously listed in the National Register

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail-related/train depot

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

OTHER/Plain Traditional

Materials

(Enter categories from instructions)

foundation CONCRETE

walls WOOD

ASBESTOS

roof ASBESTOS

other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance**Applicable National Register Criteria**

Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ **B** Property is associated with the lives of persons significant in our past.
- ☐ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ **D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ **A** owned by a religious institution or used for religious purposes.
- ☒ **B** removed from its original location.
- ☐ **C** birthplace or grave of a historical figure of outstanding importance.
- ☐ **D** a cemetery.
- ☐ **E** a reconstructed building, object, or structure.
- ☐ **F** a commemorative property
- ☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Levels of Significance (local, state, national)

Local

Areas of Significance (Enter categories from instructions)

Transportation

Period of Significance

c.1902-1954

Significant Dates

c.1902-1954

Significant Person (Complete if Criterion B is marked)**Cultural Affiliation** (Complete if Criterion D is marked)**Architect/Builder****Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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

Name of repository: _____

Missouri Pacific Depot

Name of Property

Izard County, Arkansas

County and State

10. Geographical Data

Acres of Property Less than one.

UTM References

(Place additional UTM references on a continuation sheet.)

1 15 580562 3978347
Zone Easting Northing
2 _____

3 _____
Zone Easting Northing
4 _____

☐ See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Ralph S. Wilcox, National Register & Survey Coordinator
organization Arkansas Historic Preservation Program date March 18, 2004
street & number 1500 Tower Building, 323 Center Street telephone (501) 324-9787
city or town Little Rock state AR zip code 72201

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items.)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Maxine Hankowitz
street & number 3228 Highway 376 South telephone _____
city or town Camden state AR zip code 71701

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listing. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*)

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Projects (1024-0018), Washington, DC 20303.

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SUMMARY

The Missouri Pacific Depot is located in the small community of Sylamore on the banks of the White River on the southwestern edge of Izard County. The rectangular building, which was built c.1902, rests on concrete block piers. It is sheathed in weatherboard siding on the bottom third of its façades, and asbestos shingles on the top two-thirds, which was installed c.1940. The hipped-roof is covered with diamond-shaped asbestos shingles. The building presently sits about 150 feet from the railroad line, and was moved to its current location c.1975.

ELABORATION

The Missouri Pacific Depot is located in Sylamore, Arkansas, a small town on the banks of the White River in southwestern Izard County. The building is essentially rectangular in plan with a telegrapher's bay on the south side facing the railroad line. The building currently rests on a concrete block pier foundation that was built when the depot was moved to its current location approximately 150 feet from the railroad line c.1975.

The wood frame building is sheathed in weatherboard on the bottom third of its façades, and with asbestos siding on the top two-thirds of the façades. The asbestos was installed c.1940 when the Missouri Pacific remodeled all of its depots on the Batesville, Arkansas, to Branson, Missouri, line. The depot is crowned with a hipped roof covered in diamond-shaped asbestos shingles.

East Elevation

The southern portion of the east façade is devoid of fenestration while the northern portion of the façade has a pair of wood-framed, double-hung, two-over-two windows. To the right of the pair of windows is a single wood-framed, double-hung, two-over-two window. The windows provide light into the passenger and ticketing areas.

South Elevation

The south elevation of the building is dominated by the large sliding door that provides access to the baggage area. The door is comprised of vertical wood planks with a large "X" on the top two-thirds that is separated from the bottom third by a large horizontal board. A circular sign displaying the logo for the Missouri Pacific Lines hangs above the doorway.

West Elevation

The southern half of the west elevation is also dominated by a large sliding door that provides access to the baggage area. Like the door on the south elevation, it is comprised of vertical wood planks with a large "X" on the top two-thirds that is separated from the bottom third by a large horizontal board.

The northern portion of the depot consists of the passenger area. It is dominated by the telegrapher's bay, which has a pair of wood-framed, double-hung, two-over-two window on the west side. A single wood-framed, double-hung, one-over-one window exists on the north and south sides of the bay. A single wood-

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framed, double-hung, two-over-two window is located just to the right of the telegrapher's bay, and a doorway is located just to the left of the bay.

North Elevation

The north elevation of the building is fenestrated by two wood-framed, double-hung, two-over-two windows.

Integrity

Overall, the Missouri Pacific Railroad Depot at Sylamore has good integrity. Although the siding was changed to asbestos, it was done c.1940, and now contributes to the historic appearance and significance of the building. The depot still retains its original form and windows along with the original door openings.

The biggest factor compromising the depot's integrity was the move to its current location c.1975. The current location on the north side of town is approximately 850 feet northeast of the depot's original location on the railroad line. However, the current setting still reflects the setting of a small community that would have originally surrounded the building. In addition, the current location retains to a certain degree the integral relationship of the building and the railroad line. The current location is approximately 150 feet east of the location of the railroad line and in sight of the line, which is still actively used. Even though the depot has been moved away from the railroad line, the railroad was of utmost importance in the founding of Sylamore. Sylamore specifically developed as a logging camp to take advantage of the railroad line as the town of Allison, on the west side of the river, expanded to the east bank. The Missouri Pacific Depot is the last building in Sylamore directly related to the railroad, which was central to the community's development.

Railroad depots are a very specialized building type that exhibit distinctive features, such as telegrapher's bays with many windows and large doors providing access to the baggage area. Even though the Missouri Pacific Railroad Depot has been moved further away from the railroad line than it was historically, the presence of these features on the building, along with the Missouri Pacific Lines sign, make it easily identifiable as a depot. As a result, it is still easily able to convey its associations with the development of rail travel in Izard County.

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SUMMARY

The Missouri Pacific Railroad Depot is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the role of railroad transportation in Arkansas. The depot is associated with the growth of rail travel in Arkansas, specifically in Izard County, in the early twentieth century. Since the depot has been moved from its original location, it is also being nominated under **Criteria Consideration B**. The Missouri Pacific Railroad Depot is being submitted to the National Register of Historic Places under the multiple-property listing "Historic Railroad Depots of Arkansas, 1870-1940" in conjunction with the historic context "Railroad Growth and Development in Arkansas, 1870-1940."

ELABORATION

Permanent settlement in Izard County began in 1815 with the arrival of Jehoida Jeffery from southern Illinois. He settled with his family in an area known as Pine Bayou, approximately five miles up the White River from Sylamore, and his farmstead was the first permanent settlement between Batesville and the Missouri state line. As more people settled in the area, the settlement changed its name from Pine Bayou to Mount Olive, the name that it retains today.¹

Izard County was formed on October 27, 1825, as the result of a bill introduced to the Territorial Legislature by Jeffery, who served as a representative from 1824-1829. Land was added to the county in 1827 and again in 1828, but some of the area was removed after 1831, which gave the county its present boundaries.²

The history of Sylamore is strongly linked to the community of Allison, just across the river in Stone County. Allison began as a trading post in the area that was already in business when the first settlers arrived in southern Izard County. Since Allison was frequented by trappers and fur traders in the area, it developed a rough reputation, and became known as a place where disputes were sometimes settled the way they were in the old west, either through gunfights or fist fights.³

As Allison grew, it spread to the east bank of the White River where a logging camp was established in order to take advantage of the railroad line. Due to the rugged terrain in the area, the river and then the railroad were central in linking the area to other parts of the state. The railroad was also central in bringing about the development of communities, such as Sylamore, which existed because of the railroad line's presence in the

Randy Jeffery. "Jeffery Cemetery, Mount Olive, Izard County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1999.

² *A Reminiscent History of the Ozark Region*. Chicago: Goodspeed Brothers, Publishers, 1894, p. 37.

³ Larry Stovall. "Sylamore in Izard County has history reminiscent of western novel," *Arkansas Democrat-Gazette*, 2 November 2003, p. 7S.

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area. As time passed, even though the two communities were linked by a ferry, they slowly became two separate entities.⁴ The separation of the two communities, even though Sylamore never incorporated, was finalized with the establishment of a post office in East Sylamore in 1905. The name was changed to Sylamore in 1930.⁵

Ironically, the name of the community was taken from Sylamore Creek, which is located on the Stone County side of the river. The creek was named for a horse thief that terrorized the area for some time. Although he did elude local authorities for some time, he was eventually shot and killed in the creek near Allison that took his name.⁶

The railroad line through Sylamore was constructed by the Missouri Pacific Railway, which came into existence in 1872 out of a reorganization of the Pacific Railroad Company. (The Pacific Railroad Company broke ground on their first line in St. Louis on July 4, 1851.) In 1879, the railroad came under New York financier Jay Gould's control and he developed a system extending through Colorado, Nebraska, Arkansas, Texas, and Louisiana. The Missouri Pacific Railway merged with the St. Louis, Iron Mountain & Southern in 1917 to become the Missouri Pacific Railroad. By the early 1980s, the Missouri Pacific had just less than 11,500 miles of track in eleven states, before it merged with the Union Pacific and Western Pacific Railroad companies on December 22, 1982.⁷

The surveying for a line through the Sylamore area began c.1887 when Jay Gould had a survey party look for a route from the Bald Knob/Batesville area to Carthage, Missouri. Although the exact route looked at is not known, a proposed line is shown, in the 1892 Iron Mountain timetable, from Cushman's (near Batesville) to Carthage generally on the south side of the White River.⁸ On February 8, 1901, the White River Railway was incorporated with the purpose of building a rail line from the St. Louis, Iron Mountain & Southern line about two miles west of Batesville to the Marion/Boone County line via Independence, Izard, Baxter, and Marion counties. After more surveying of the proposed route, construction began on May 27, 1901, by starting to clear the right-of-way up the White River from White River Junction.⁹

Considering the mountainous terrain that the railroad line was being built through, construction proceeded fairly rapidly. By October 1901 more than ten miles of the line had all of its grading, trestles, and masonry

⁴ Ibid.

⁵ Russell Pierce Baker. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988, p. 70.

⁶ Stovall, p. 7S.

⁷ "About Missouri Pacific: A Brief Overview," from www.mo-pac.com/about.html.

⁸ Walter M. Adams. *The White River Railway*. Branson, MO: The Ozark Mountaineer, 1991, p. 11.

⁹ Ibid, p. 13, 15.

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work finished, and the other aspects of the construction were also moving rapidly.¹⁰ Passenger service on the line was established between Batesville and Penter's Bluff (near Guion), a distance of twenty miles, on May 26, 1902, and extended a further 25 miles to Mount Olive on November 14, 1902.¹¹ This would have included service to Sylamore. The entire White River line would not be finished until December 29, 1905.¹²

Given the fact that passenger service was established through Sylamore on November 14, 1902, it is likely that the building was built in early 1902. Photographs of other depots along the line between Batesville and Carthage indicate that apparently standard designs were not used. Rather, each depot was different, and probably developed to meet the specific needs of the community and the railroad at a particular location. It is known that Sylamore was one of the more important stops on the line given the fact that it had a station agent/telegraph operator.¹³ E. B. Watts was the station agent at Sylamore in early 1925 and served in the position for many years.¹⁴

Although the depots along the White River line, including Sylamore, were of different designs, the railroad remodeled the exteriors c.1940 so that they would have a more uniform appearance. The original wood siding on the buildings was replaced with a combination of weatherboard and asbestos siding, which the Sylamore depot retains.

By the late 1950s, especially after the introduction of diesel power on the line, passenger service demand steadily declined. In March 1959, the Missouri Pacific announced that it was going to suspend passenger service on the line effective May 11th. However, the ensuing protest, which had been spearheaded by Mountain Home lawyer Thomas B. Tinnon, caused the railroad to put its plans on hold. The following year, the Missouri Pacific again applied to the Interstate Commerce Commission to suspend passenger service on the line, claiming an annual loss of \$175,000 to run the trains, and permission was granted. As a result, the last passenger train ran on the line on March 21, 1960.¹⁵ However, the line through Sylamore remains an active freight line today.

Although passengers stopped using the depot in 1960, it remained at its original location next to the tracks until c.1975. At that time, a family from Memphis began the process of moving the building with the intention of using it for a deer camp. However, for unknown reasons, the building was only moved to its current location, which was not intended as its final destination. It was purchased by the current owners c.1980.¹⁶

¹⁰ Ibid, p. 17.

¹¹ Ibid, p. 21, 24.

¹² Ibid, p. 59.

¹³ Ibid, p. 60.

¹⁴ Ibid, p. 169.

¹⁵ Ibid, p. 155.

¹⁶ Maxine Hankowitz. Telephone conversation with the author. 5 March 2004.

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Today, the Missouri Pacific Depot in Sylamore is the only remaining depot in Izard County associated with the White River line of the Missouri Pacific. Most of the other buildings associated with the line have been demolished. In addition, it is the only remaining building in Sylamore that illustrates the railroad's central role in the community's development. Sylamore was specifically established as Allison grew to the east bank of the White River where a logging camp was established in order to take advantage of the railroad line. As such, the Sylamore depot illustrates Arkansas's rich railroad history along with the history of Sylamore's development as a result of the railroad. Additionally, it shows the importance of the railroad in the life of even the smallest community.

STATEMENT OF SIGNIFICANCE

The Missouri Pacific Railroad Depot is being nominated to the National Register of Historic Places with **local significance** under **Criterion A** for its association with the role of railroad transportation in Arkansas. The Depot is associated with the growth of rail travel in Arkansas, specifically in Izard County, in the early twentieth-century. Since the Depot has been moved from its original location, it is also being nominated under **Criteria Consideration B**. The Missouri Pacific Railroad Depot is being submitted to the National Register of Historic Places under the multiple property listing "Historic Railroad Depots of Arkansas, 1870-1940" in conjunction with the historic context "Railroad Growth and Development in Arkansas, 1870-1940."

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BIBLIOGRAPHY

"About Missouri Pacific: A Brief Overview," from www.mo-pac.com/about.html.

Adams, Walter M. *The White River Railway*. Branson, MO: The Ozark Mountaineer, 1991.

Baker, Russell Pierce. *From Memdag to Norsk: A Historical Directory of Arkansas Post Offices, 1832-1971*. Hot Springs, AR: Arkansas Genealogical Society, 1988.

Maxine Hankowitz. Telephone conversation with the author. 5 March 2004.

Jeffery, Randy. "Jeffery Cemetery, Mount Olive, Izard County, Arkansas." National Register of Historic Places Registration Form. From the files of the Arkansas Historic Preservation Program, 1999.

A Reminiscent History of the Ozark Region. Chicago: Goodspeed Brothers, Publishers, 1894.

Stovall, Larry. "Sylamore in Izard County has history reminiscent of western novel," *Arkansas Democrat-Gazette*, 2 November 2003.

Missouri Pacific Railroad Depot

Name of Property

Izard County, Arkansas

County and State

United States Department of the Interior

National Park Service

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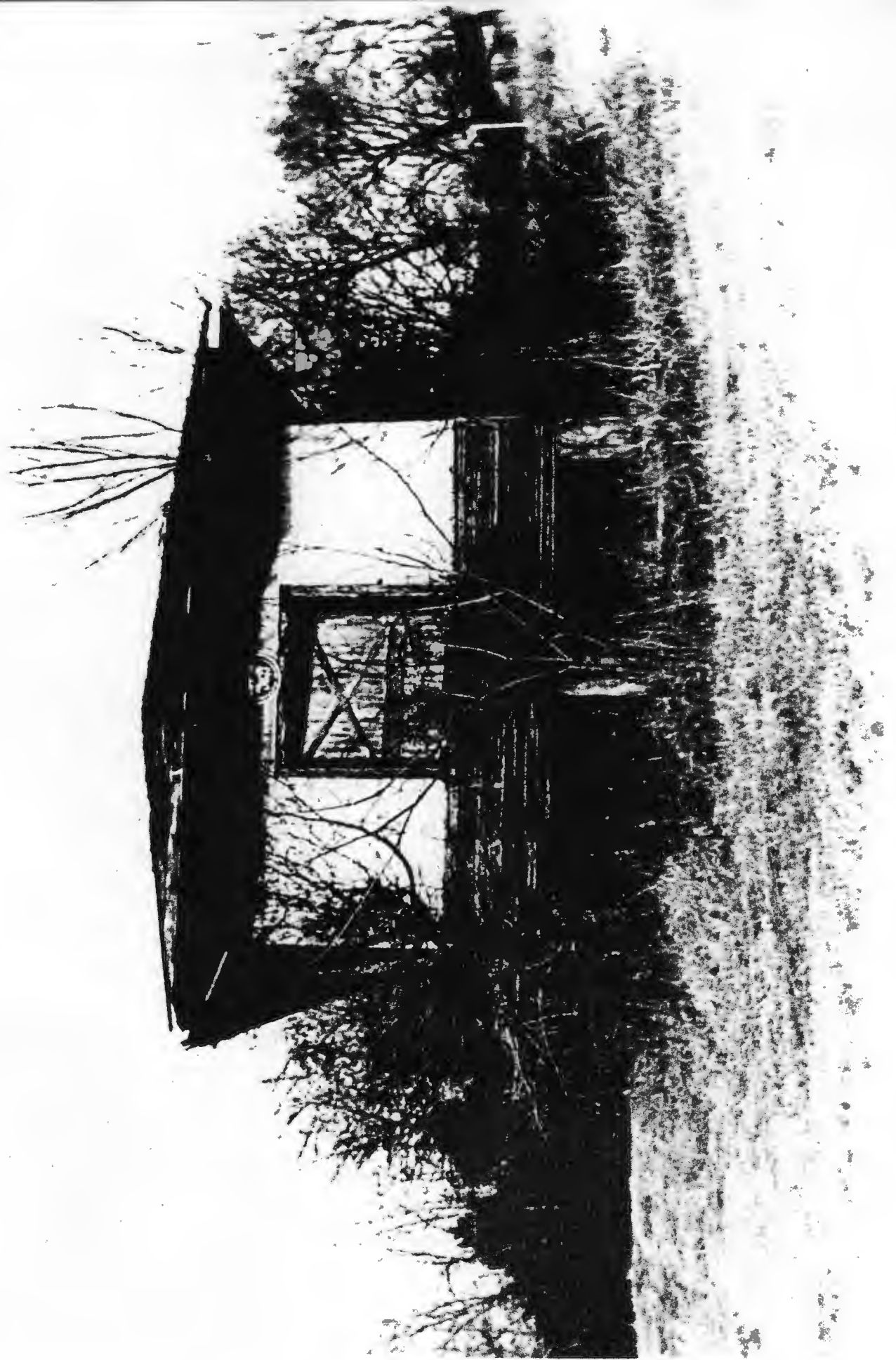
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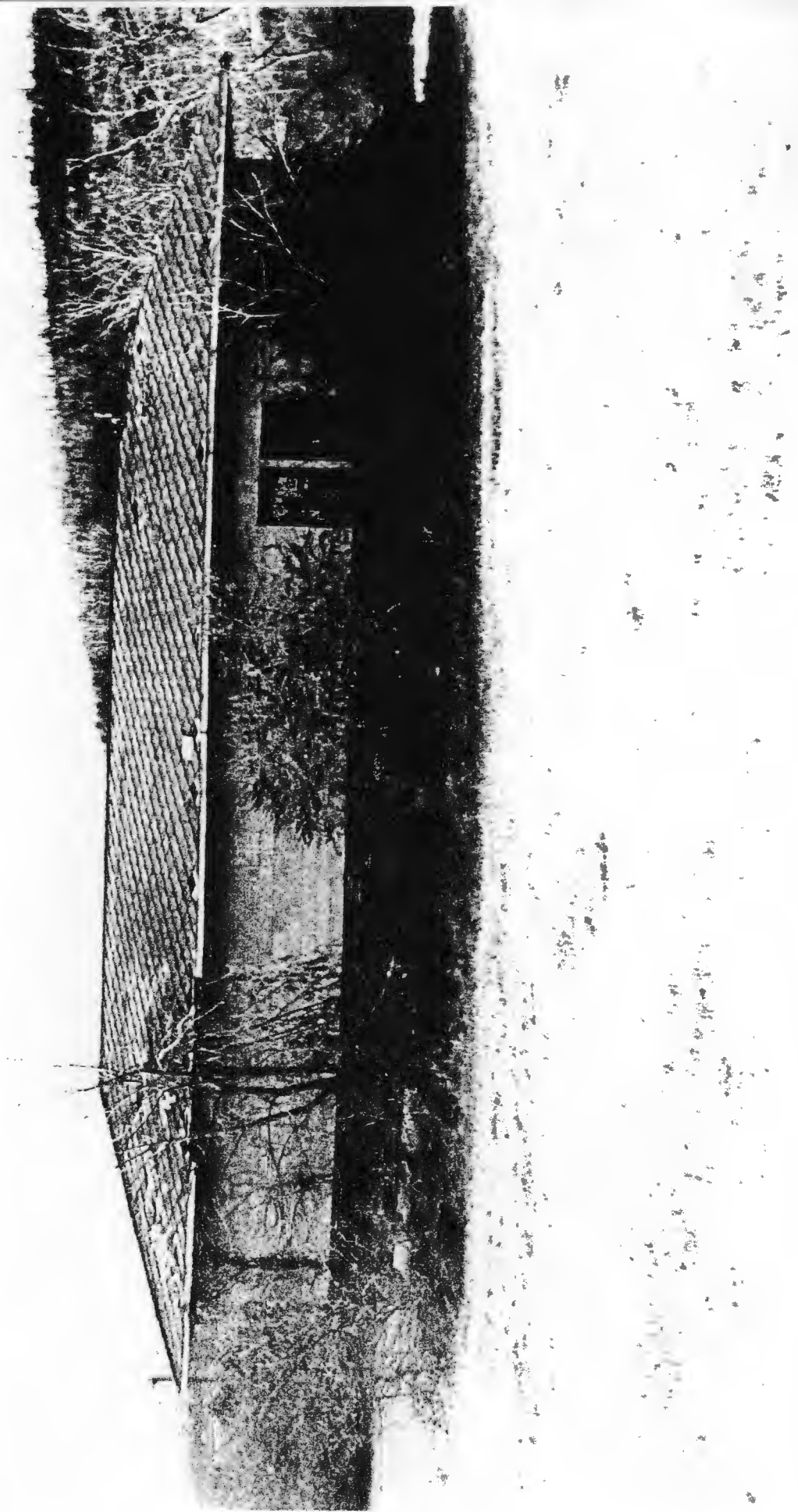
VERBAL BOUNDARY DESCRIPTION

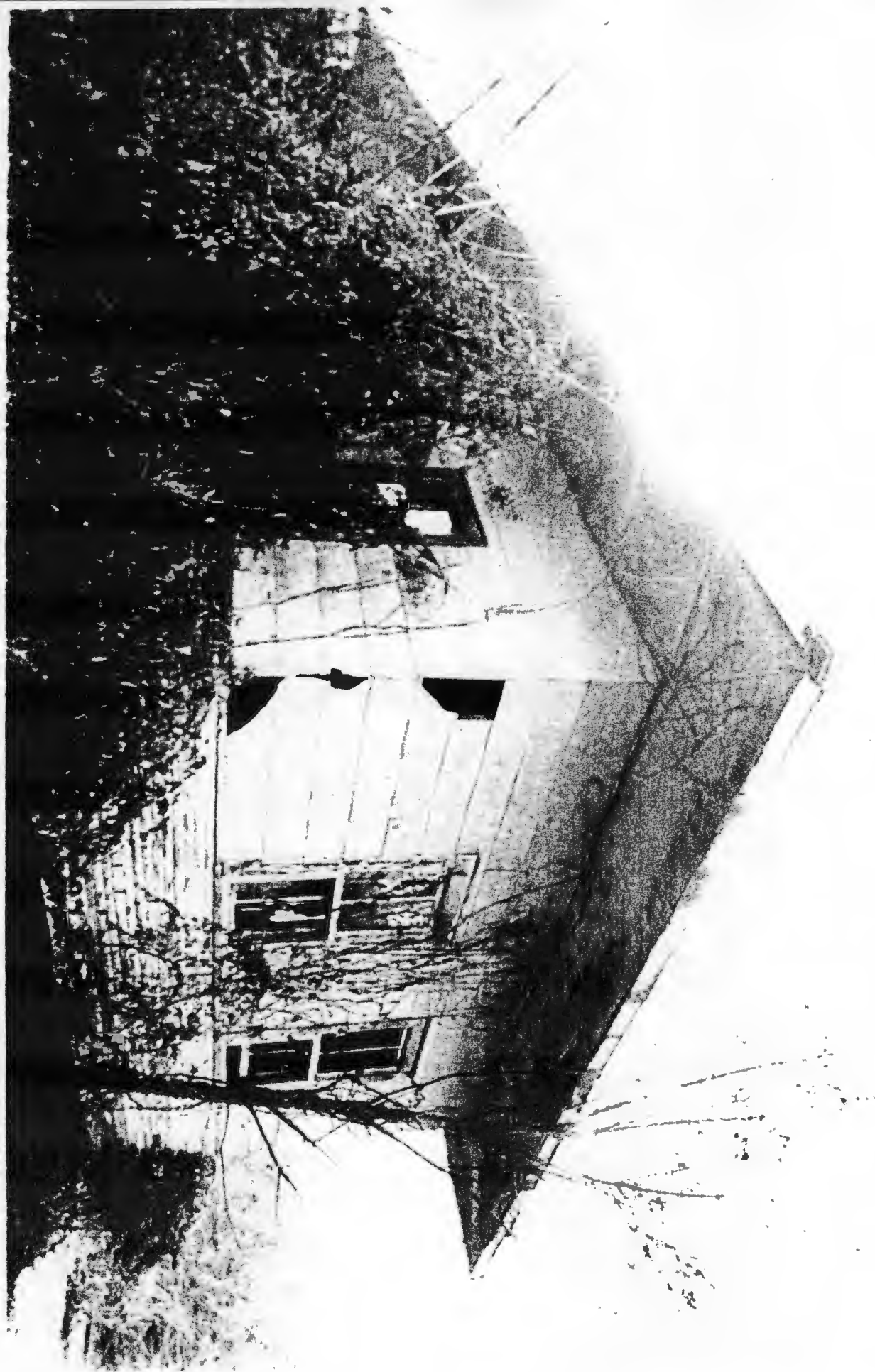
From the sharp curve in Old Highway 9, proceed southerly 60 feet along the west side of the road and then proceed westerly 40 feet to the point of beginning. From the point of beginning, proceed westerly 85 feet, then proceed northerly 125 feet, then proceed easterly 85 feet, then proceed southerly 85 feet to the point of beginning.

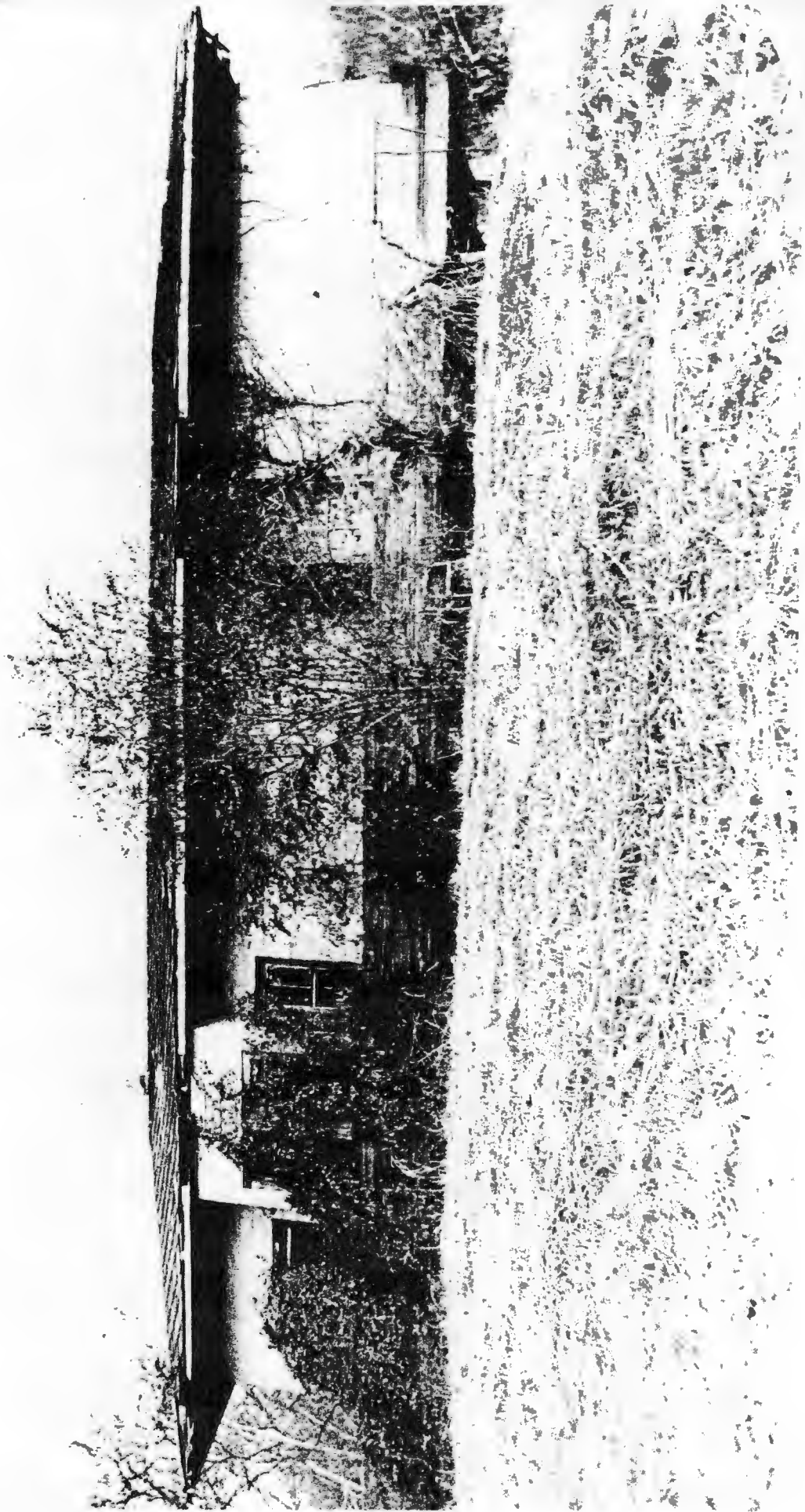
BOUNDARY JUSTIFICATION

The boundary contains the land that is currently associated with the Missouri Pacific Railroad Depot.

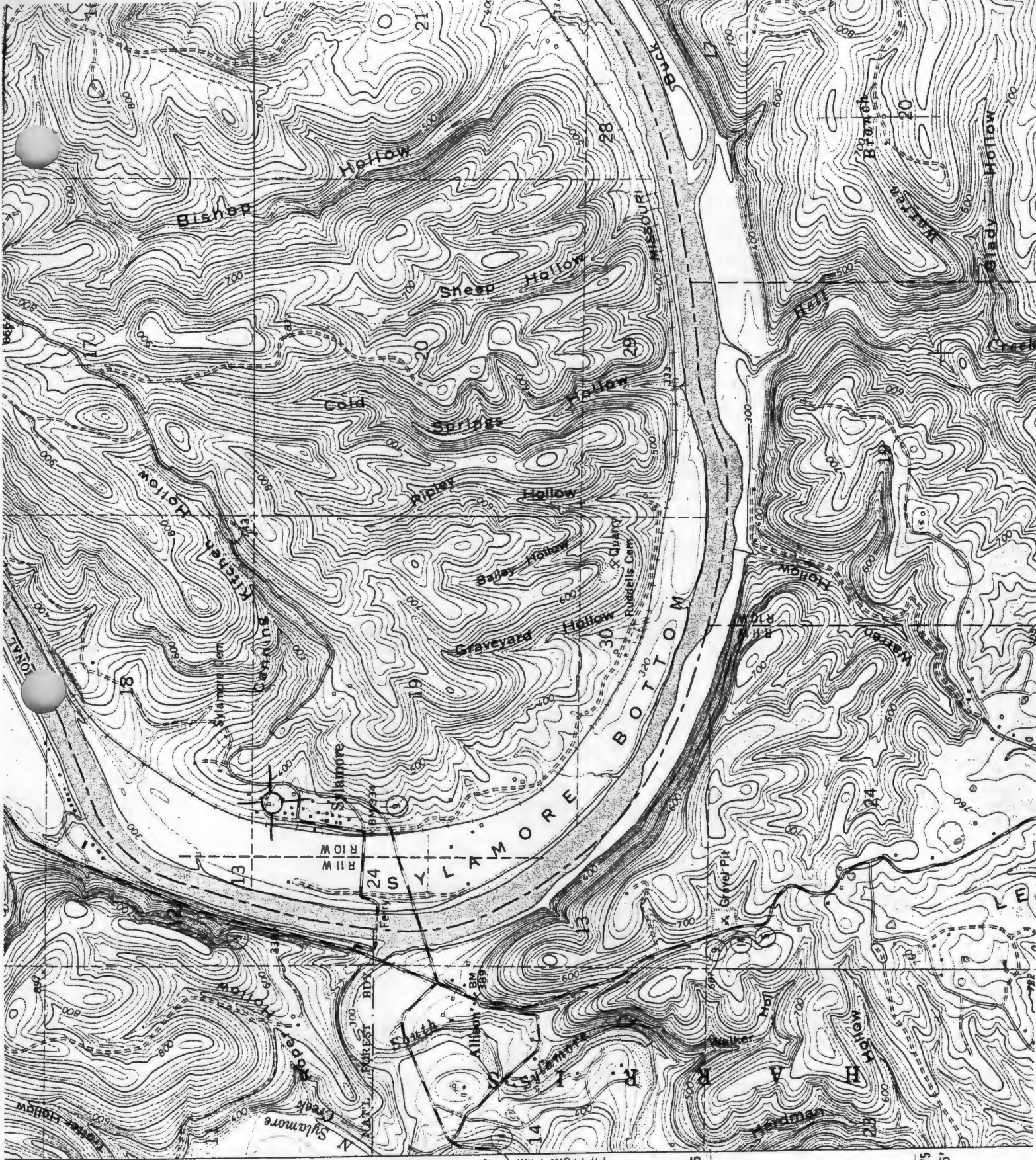












MISSOURI PACIFIC DEPOT
SYLAMORE, IZARD
COUNTY, AR
UTM:
15/580562/3978347

HARRIET 30 MI.
FIFTYSIX 7 MI.
7555 I NW
(FIFTYSIX)

3975
55'

3976

3977

3978

3979