

NR LISTED

JUN 28 1996

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

AHPP

1. Name of Property

Historic Name: Glenwood Iron Mountain Railroad Depot

Other Name/Site Number: PI 0015

2. Location

Street & Number: W. of Int. of Union Pacific RR & U.S. Hwy. 70

Not for Publication: N/A

City/Town: Glenwood

Vicinity: N/A

State: AR County: Pike

Code: AR 109

Zip Code: 71943

3. Classification

Ownership of Property: Public - local

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"

Glenwood Iron Mountain RR Depot
Name of Property

Pike Co., Arkansas
County and State

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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.

Carthage A. Slatu
Signature of certifying official

5-16-96
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): _____

Signature of Keeper

Date
of Action

Glenwood Iron Mountain RR Depot
Name of Property

Pike Co., Arkansas
County and State

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6. Function or Use

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Historic: Transportation Sub: Rail-related

Current : Work In Progress Sub: _____

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7. Description

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Architectural Classification:

Other: Plain Traditional

Materials: foundation Concrete roof Asphalt
walls Weatherboard other _____

Describe present and historic physical appearance:

Summary

Constructed c. 1910 by the St. Louis, Iron Mountain & Southern Railroad, the Glenwood Depot is a single-story frame structure resting upon a modern continuous concrete-block foundation and covered by a composition-shingled, gable-on-hip roof. Originally, the depot contained a central two-story section that was covered by a hipped roof with a cupola. The Missouri Pacific Railroad removed the second story c. 1948. In 1969, the depot was moved to the southwest side of Arkansas Highway 8 about one mile south of U.S. Highway 70 in Glenwood for use as a hay and storage barn. The structure was moved back to Glenwood in November, 1995 to a site near its former location.

Elaboration

Constructed c. 1910 by the St. Louis, Iron Mountain & Southern Railroad, the Glenwood Depot is a single-story frame structure resting upon a modern continuous concrete-block foundation and covered by a gable-on-hip roof. Composition-shingles have replaced the original wood shingles. Both gable ends contain a rectangular louvered vent that is set behind an open Moorish arch with a lattice surround that is flush with the fascia trim of the gable. As in most depots from this era, the roof features extraordinarily wide

overhanging eaves that are finished underneath with tongue-and-groove, double-beaded boards. The frame walls are clad with wide weatherboard with little paint remaining and capped by a wide entablature with a simple architrave, frieze, and cornice. All of the various-sized windows are of the one-over-one, double-hung type, but have been boarded over on the exterior. The three wood freight doors are constructed with vertical planks.

The northeast elevation of the depot fronts the railroad (currently owned by Union Pacific), which extends northwest to southeast through Glenwood. This elevation contains the projecting telegrapher's bay, which is positioned near the southeastern end of the structure. A pair of windows are positioned in the center of the wide bay, while a single, much narrower window is utilized in both of the two projecting side walls. A single-leaf door with a boarded-over transom and a single standard-sized window are located to the south of the telegrapher's bay. The much longer wall to the northwest of bay is essentially symmetrical in composition with a central wood freight door flanked by two small windows which abut the entablature.

A single freight door defines the narrow northwest end elevation, which also displays a "Glenwood" depot sign that extends across the top of the door. On the opposite end, the southeast elevation contains a single-leaf entrance with transom, a standard-size window, and a "Glenwood" depot sign.

The long southwest elevation is fenestrated by two standard-size windows at the southeastern end, a single-leaf doorway with transom and a small window in the center section, and a freight door and two single-leaf doors to the northwest. Originally, only a small one-over-one window was found to the northwest of the freight door. The two entrances were installed in the 1940's in conjunction with the addition of two rest rooms.

The interior is virtually intact and features the original wood flooring and beaded board walls and ceilings in the passenger portion of the depot. The freight area is finished with very wide flush planking. Surprisingly, many of the original furnishings remain stored in the depot and will be used in the planned restoration.

Other than the addition of the two restrooms in the 1940's, the only other major alteration to the depot was the removal of the second-story section c. 1948. Constructed as living quarters for the station agent, this second-story room was positioned near the center of the depot and was covered by a hipped roof with a cupola. A c. 1910 photograph from the street side reveals two one-over-one windows as fenestration for this elevation.

In 1969, the Missouri Pacific Railroad decided to auction the depot and have it removed from the site. The successful bidder, Chester Cole, moved the depot to his farm on the southwest side of Arkansas Highway 8 about one mile south of U.S. Highway 70 in Glenwood for use as a hay and storage barn. In 1988, Cole sold the farm and deeded the depot to the City of Glenwood. The city, in conjunction with the Ouachita National Forest, moved the depot back into town in November, 1995. The new site is just west of the intersection of U.S. Highway 70 and the railroad line. This location is southeast of the

Glenwood Iron Mountain RR Depot
Name of Property

Pike Co., Arkansas
County and State

original site, which is now the busy intersection of Broadway and Arkansas Highway 8, and on the opposite side of the tracks as originally oriented.

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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: Local.

Applicable National Register Criteria: A

Criteria Considerations (Exceptions): B

Areas of Significance: Transportation

Period(s) of Significance: c. 1910 - 1940

Significant Dates: N/A

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above:

Summary

The Glenwood Depot is being nominated as an amendment to the multiple property listing, "Historic Railroad Depots of Arkansas, 1870 - 1940." Under Criterion A, this passenger and freight depot is eligible with local significance for its association with the historic context, "Railroad Growth and Development in Arkansas, 1870 - 1940" as a structure financed and erected under the auspices of the St. Louis, Iron Mountain & Southern Railroad.

Glenwood Iron Mountain RR Depot
Name of Property

Pike Co., Arkansas
County and State

Elaboration

Glenwood was platted c. 1907 with the arrival of the St. Louis, Iron Mountain & Southern Railroad and is one of the newer towns of Pike County. The A. L. Clark Lumber Company from Bonham, Texas, provided the major impetus for the town's formation by opening a lumber mill in 1906. Originally known as Holly, the name of the fledgling community and railroad station was changed to Glenwood in 1908 when the post office was established. The town was incorporated later that year. An early photograph, believed to have been taken c. 1910, reveals a bustling, dirt Main Street lined with commercial structures with the depot positioned in the middle of the road, the site which is now the intersection of Broadway (Main Street) and Arkansas Highway 8. Other large lumber mills soon located in Glenwood, and this industry accounted for an employment of approximately 1,000 men.

To capitalize on this market, a second railroad line was established in Glenwood. The Hot Springs, Glenwood & Western Railroad was incorporated in 1910 and construction was begun on a line east to Hot Springs through prime timber country. Within a year this line was acquired by the Memphis, Dallas & Gulf Railroad. During this period of growth, the population of Glenwood was estimated to have grown from three hundred to twelve hundred in six months. Although this figure was undoubtedly boosted by temporary workers, the official 1920 census reveals a population of 891, a figure which ranked Glenwood as the largest town in Pike County.

The nominated property served the Missouri Pacific Railroad, which acquired the St. Louis, Iron Mountain, & Southern Railroad in 1917, until 1969 when the railroad auctioned the depot in an effort to liquidate some of their old depots. After a period of over twenty years of being used for a hay and storage barn, the depot was returned to Glenwood in November, 1995. The depot is now located adjacent to the railroad on a compatible site southeast of the original location, which is now occupied by a busy intersection. The City of Glenwood is currently seeking grant funds to restore the depot for use as a local museum and a visitor's center. The visitor's center will be operated in conjunction with the Ouachita National Forest, which provided \$25,000 for the moving expenses and site preparation.

The Glenwood Depot is being nominated as an amendment to the multiple property listing, "Historic Railroad Depots of Arkansas, 1870 - 1940." Under Criterion A, this passenger and freight depot is eligible with local significance for its association with the historic context, "Railroad Growth and Development in Arkansas, 1870 - 1940" as a structure financed and erected under the auspices of the St. Louis, Iron Mountain & Southern Railroad. The Glenwood Depot meets the requirements of Criterion Consideration B (moved properties) by virtue of being the only extant railroad-related structure from the early railroad and timber boom era of Glenwood. Although the second story section of the depot has been removed, the depot retains the essential integrity required for listing.

Glenwood Iron Mountain RR Depot
Name of Property

Pike Co., Arkansas
County and State

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9. Major Bibliographical References

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

Information provided by Launa Morpew, February 1995.

Information provided by Bill Pollard, February 1995.

Pike County Heritage Club. *Early History of Pike County, Arkansas*. Pike County Heritage Club, 1978 (reprinted by Pike County Archives and History Society, 1989).

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>449770</u>	<u>3797730</u>	B	<u> </u>	<u> </u>	<u> </u>
C	<u> </u>	<u> </u>	<u> </u>	D	<u> </u>	<u> </u>	<u> </u>

Glenwood Iron Mountain RR Depot
Name of Property

Pike Co., Arkansas
County and State

Verbal Boundary Description:

Beginning at a point formed by the intersection of a line running parallel, yet five feet from, the southern edge of the Union Pacific Railroad tracks and a line formed by, yet ten feet from the southeastern elevation of the depot, proceed southwesterly along said line to its intersection with a line formed by, yet ten feet from, the southwestern elevation of the depot; thence proceed northwesterly along said line to its junction with a line formed by, yet ten feet from, the northwest elevation of the depot; thence proceed northeasterly along said line to its intersection with the aforementioned line parallel to the railroad line; thence proceed southeasterly along said line to the point of beginning.

Boundary Justification:

This boundary includes the historic depot and property currently and historically located adjacent to the former Iron Mountain Railroad line.

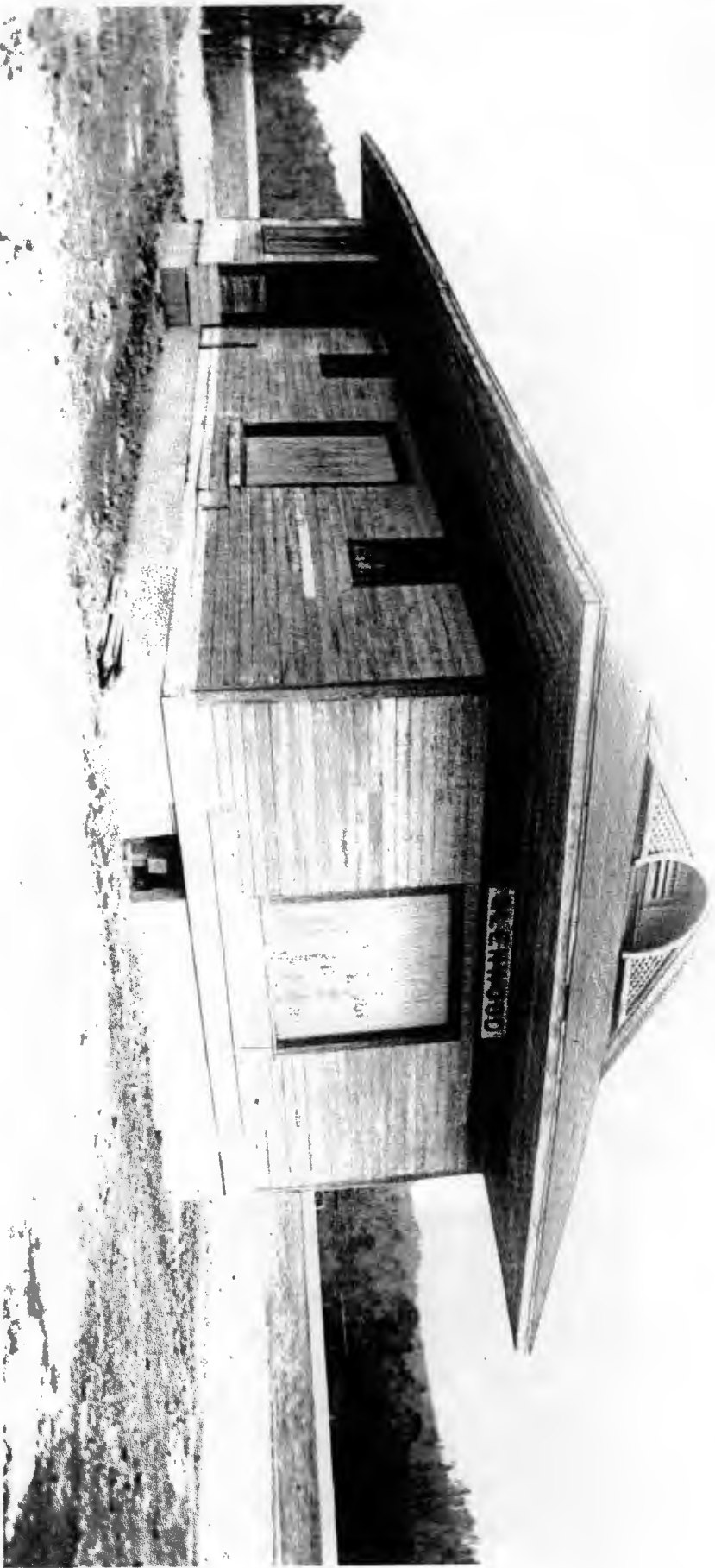
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11. Form Prepared By
=====

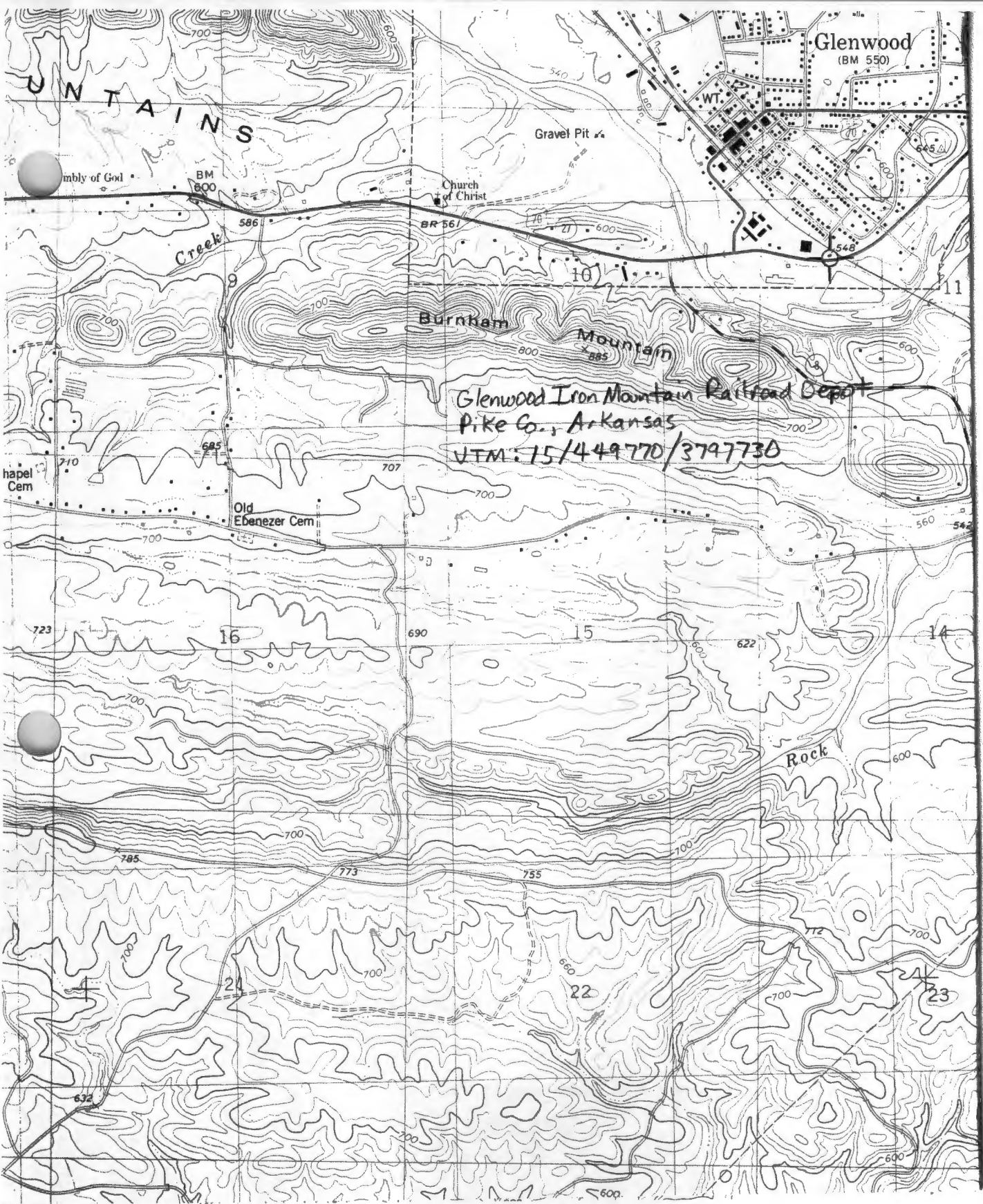
Name/Title: Patrick Zollner, Architectural Historian

Organization: Arkansas Historic Preservation Program Date: May 16, 1996

Street & Number: 1500 Tower Bldg., 323 Center St. Telephone: (501) 324-9880

City or Town: Little Rock State: AR ZIP: 72201





Glenwood Iron Mountain Railroad Depot
Pike Co., Arkansas
VTM: 15/449770/3797730