

NR listed 6/01/92

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Lick Skillet Railroad Work Station Historic District

other name/site number: N/A

2. Location

street & number: Intersection of East Cypress Street with New Orleans Avenue

not for publication: N/A

city/town: Brinkley

vicinity: N/A

state: AR county: Monroe code: AR 095 zip code: 72021

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing
<u>2</u>	<u> </u> buildings
<u>1</u>	<u> </u> sites
<u>1</u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u> </u>	<u>0</u> Total

Number of contributing resources previously listed in the National Register: 1

Name of related multiple property listing: N/A

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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

4-6-92
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): _____

Signature of Keeper

Date
of Action

=====

6. Function or Use

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Historic: DOMESTIC
TRANSPORTATION

Sub: Hotel
Rail-related

Current: DOMESTIC
VACANT/NOT IN USE

Sub: Hotel
N/A

=====

7. Description

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Architectural Classification:

Mission/Spanish Colonial Revival
Mediterranean Revival

Other Description: _____

Materials: foundation Concrete roof Ceramic tile
walls Brick other _____

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: Statewide.

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): N/A

Areas of Significance: TRANSPORTATION
ARCHITECTURE
COMMERCE

Period(s) of Significance: 1912-1942 _____

Significant Dates: 1912; 1915 _____

Significant Person(s): N/A _____

Cultural Affiliation: N/A _____

Architect/Builder: Chicago, Rock Island and 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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X 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: Approximately two

UTM References: Zone Easting Northing Zone Easting Northing

A	<u>15</u>	<u>665250</u>	<u>3861890</u>	B	_____	_____	_____
C	_____	_____	_____	D	_____	_____	_____

____ See continuation sheet.

Verbal Boundary Description: ____ See continuation sheet.

Beginning at a point formed by the intersection of a line running parallel with the western elevation of the Rusher Hotel and located approximately 50 feet to the west thereof with a perpendicular line running along the southern edge of the abandoned Rock Island railroad grade, proceed easterly along said line for a distance of approximately 400 feet to its intersection with a perpendicular line running along the western edge of the Cotton Belt railroad grade; thence proceed southerly along said line for a distance of approximately 200 feet to its intersection with a roughly perpendicular line running parallel with the southern elevation of the Rusher Hotel; thence proceed westerly along said line for a distance of approximately 400 feet to its intersection with a perpendicular line running parallel with the Rusher Hotel's western elevation; thence proceed northerly along said line for a distance of approximately 200 feet to the point of beginning.

Boundary Justification: ____ See continuation sheet.

This boundary includes all of the historic resources for which this district is considered significant and a representative amount of the historically-associated surrounding property.

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11. Form Prepared By

=====

Name/Title: Steve Mitchell, Historian/Kenneth Story, Architectural Historian

Organization: Arkansas Historic Preservation Program Date: April 3, 1992

Street & Number: 225 E. Markham, Suite 300 Telephone: (501) 324-9346

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

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Summary

The Lick Skillet Railroad Work Station Historic District is composed of a total of four contributing resources. There are two buildings: the Rusher Hotel (A), a three-story, load-bearing brick masonry hotel building (NR-Listed 07/18/86) and the Union Station (B), a one-and-one-half story, load-bearing brick masonry passenger and freight railroad depot building. The one structure is the concrete concourse (C) that runs along the northern elevation of the hotel and extends to the east, wrapping around the trackside elevation of the depot and turning toward the south. The one site is the small, designed park space (D) located between the two buildings and abutting the southern edge of the concourse. There are no non-contributing resources.

Elaboration

The Lick Skillet Railroad Work Station Historic District consists of one previously-listed resource, the Rusher Hotel, and three other contributing resources: the Union Station, the connecting concrete concourse, and the small park area located between the depot and the hotel. The Rusher Hotel (NR-listed 07/18/86) is a three-story, load-bearing brick masonry hotel building with a "U"-shaped plan that occupies the western end of the district, with its front elevation facing toward the Rock Island railroad tracks to the north. Designed in a restrained interpretation of the Mission/Spanish Colonial Revival style, it features a recessed central section of four window bays in length that is flanked by two projecting end bays, each of five window bays in length and fronted by a two-story, open porch. The eastern elevation also features a two-story porch, though the western elevation does not. The southern or rear elevation features the two ends of the "U" to either side, with the deeply-recessed central section in the center, augmented only by the brick kitchen attached to the eastern side of the western projection. The northern, eastern and western elevations are all capped with a raised, stepped brick parapet typical of buildings of this style. Virtually all of the original sash windows remain intact, and the building overall is in good condition, as it continues to function as a hotel.

The other contributing building is the Union Station, so-called due to its unique design that faces the intersecting, almost perpendicular railroad grades of two competing railroad lines: the Chicago, Rock Island and Pacific Railroad, and the Cotton Belt. A load-bearing, brick masonry building of one-and-one-half stories in height, the Union Station is designed in the Mediterranean Revival style and features such signature elements of the style as a red, ceramic tile roof, a raised, stepped brick parapet at the gable ends that is finished with concrete coping, and

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segmental arched windows with concrete keystones. The splayed plan forms a rough "V", with the two single-story freight sections each placed parallel to its respective railroad line and flanking the central, one-and-one-half story section set on a diagonal relative to the intersecting railroad tracks. The two flanking freight sections are each fenestrated with a large freight door on each of the side gable elevations and an assortment of smaller windows. Each of the gable ends of these freight areas is punctuated by a single, central Florentine window. The front of the central section (facing northeast) is punctuated by a total of three arched window openings (now covered with plywood to protect the sash behind) and two arched single-leaf entrances, all of which are placed around the projecting, shed roof telegrapher's bay that is placed asymmetrically toward the southeast. The rear elevation opposite is fenestrated with a total of six arched windows and one single-leaf entrance. The gable-end walls of this section above the connected single-story sections are slightly different, with the northwestern end featuring a single, central semi-circular window while the southeastern end opposite is lit with two six-over-one arched window openings flanking a central brick chimney.

The interior retains virtually all of its original detail. Of particular note are the panelled wood doors with transoms, the brick dado, molded plaster capitals at the upper corners of the tall openings between rooms, and the milled picture and corner moldings.

Windows have been covered with plywood to protect the original sash and to prevent vandalism, and the original paint on the interior walls has deteriorated badly, but the structure of the building is virtually unaltered, and in restorable condition.

The flat, undecorated concrete concourse (approximately twenty feet in width), located between the buildings and the railroad tracks, begins near the western end of the Rusher Hotel and extends to the east around the front of the Union Station and then turns to the south and extends across the trackside elevation of the Cotton Belt Freight Depot (not included in this nomination due to a current transition of ownership and the uncertain status thereof). The small park between the two buildings features a few remaining historic plantings and the concrete pads that almost certainly supported the waiting benches for passengers, though these have since been removed.

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Summary

Named for the railroad section camp originally on this site, the Lick Skillet Railroad Work Station Historic District Historic District, Brinkley, Monroe County, is significant under Criteria A and C, with state-wide significance. Under Criterion C, in the area of ARCHITECTURE, the district is significant as an intact segment of an early twentieth-century railroad corridor. The two contributing buildings in the district are examples of distinct and once common property types along the railroad corridors of Arkansas and other states. The two contributing buildings are virtually unaltered examples of two of the most conspicuous railroad-related buildings constructed in the state -- the depot and the railroad hotel.

Constructed three years after the Union Station by local businessman Gus Rusher, the Rusher Hotel remains one of the most intact examples in the state of a hotel constructed for the purpose of offering overnight accommodations, though it also served as a social, business and recreational center for travellers and businessmen. And although railroads erected over one hundred types of structures along their track and at their terminals, the depot was the most familiar and important to the people and the towns the railroads served. Constructed in 1912 by the Chicago, Rock Island and Pacific Railroad (CRI&P), or Rock Island, the Brinkley Union Station employed distinctive architectural features standard to that line's stations. Despite its use of standardized details and materials, however, the Brinkley Union Station is the only Arkansas Depot of its type: a junction union passenger station with skewed ground plan. Under Criterion A, in the areas of TRANSPORTATION and COMMERCE, the Lick Skillet Railroad Work Station Historic District represents the essential impact of railroads on Arkansas by the encouragement of industries, the enhancement of agriculture, and inducement to settlement. Business and industrial establishments lined the railroad and radiated from the central structure of the depot. Completed in 1914 and individually listed in the National Register (1986), the Rusher Hotel is an intact example of a commercial hotel intimately connected to the commerce generated by the railroads and dependant on the railroads for its existence. Expansion of the town, arrangement of the streets, and the more subtle patterns of settlement and residence were also defined by the path of the rails. In Brinkley, and in many other Arkansas towns, the railroad was the conduit which developed and sustained the community, and the railroad depot and the commercial hotels which developed around it were the social and economic centers of the town.

Elaboration

In 1854, construction began on Arkansas's first railroad. Chartered the year before, the

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Memphis and Little Rock Railroad battled both an erratic system of supply--the iron rails manufactured in France and its locomotives were transported by steamboat from New Orleans--and the uncertain, swampy terrain of eastern Arkansas. Despite these difficulties, crews of Irish laborers continued the work of grading and laying rails, often forced to string the track along the crests of levees and to chain or tie the rails to trees on the upstream side of the track. Much of the first division between Hopefield and Madison, completed by 1858, was elevated on pile trestle bridges. By 1862, the third division between DeVall's Bluff and Huntersville, later North Little Rock, was also in operation.

During the Civil War and for several years after, the second division between DeVall's Bluff and Madison remained barren, with passage between the competed sections provided by stage and steamboat relays. In 1870, work on the second division finally resumed and section camps, such as Lick Skillet, were established along the neglected route. By February 17, 1871, the line was completed between Lick Skillet and Memphis. On April 11, 1871, the Memphis and Little Rock was opened to through rail traffic and, the next year, Lick Skillet was incorporated as Brinkley, named in honor of railroad president R.C.Brinkley. In 1882, the through station of Brinkley became a junction town, as the Texas and St. Louis Railroad extended its Arkansas line from Bird's Point to Clarendon. Both main lines eventually underwent several reorganizations. In 1891, the Texas and St. Louis line became part of the St. Louis Southwestern, or cotton Belt, Railroad. The Memphis and Little Rock was eventually acquired by the Choctaw, Oklahoma and Gulf, which, on March 24, 1909, was leased to the Chicago, Rock Island and Pacific system for 999 years.¹

In 1910, Brinkley boasted that its railroads diverged in seven different directions. In addition to its trunk routes, Brinkley attracted a number of short and branch lines eager to exploit the area's resources of timber and rice and its potential for manufactures. Short line routes, such as the Brinkley and Marianna, Batesville and Brinkley, and Arkansas Midland, fed timber and agricultural products into major markets through the Cotton Belt and Rock Island systems. Through connections and trackage agreements, Brinkley also served the White River and Helena divisions of the St. Louis, Iron Mountain and Southern Railroad, later the Missouri Pacific. Finally, the Rock Island added the old Memphis and Little Rock to its revised and expanded Arkansas Division, which lured tourists from Memphis to the resorts at Hot Springs with its crack daily, "The Hot Springs Special." In 1910, Brinkley also served as the division point for

¹Stephen E. Wood, "The Development of Arkansas Railroads: Part I," Arkansas Historical Quarterly 7 (Summer 1948): 13-133; and idem, "The Development of Arkansas Railroads: Part II," Arkansas Historical Quarterly 7 (Autumn 1948): 173

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the Rock Island for its freight shipments from Little Rock to Hulbert and for its Newport branch. A Rock Island coal chute was also located in the town. An early resident, in his memoir of the town, recalled that, because of the proliferation of trains and traffic, "noise was an outstanding feature of life in Brinkley . . . bells clanged and whistles blew and freights banged through the town at all hours of the night."²

By 1911, Brinkley hosted ten Rock Island passenger trains, four Cotton Belt passenger trains, and two Arkansas Midland passenger and two mixed freight trains daily. An average of five hundred passengers a day passed through the Rock Island's T-shaped, frame union passenger depot located at the junction of the tracks of the Rock Island and Cotton Belt. The Missouri Pacific and the Cotton Belt paid an annual rental fee to the Rock Island for joint use of the Rock Island passenger depot. Railroads generally favored the "joint station" or "union depot" because it was cheaper to operate, while passenger and shippers favored the stations because of their convenience.³

For most communities, the railroad station "was the town's most prominent entrance . . ."⁴ The standardized station, or "class-depot"⁵ was the best known of all American depots and was utilized for country or small town stations by most rail lines. According to John F. Stover,

²Boyce House, "A Small Arkansas Town 50 Years Ago," Arkansas Historical Quarterly 18 (Autumn 1959): 291.

³H. Roger Grant and Charles W. Bohi, The Country Railroad Station in America, rev. ed. (Sioux Falls, SD: Center for Western Studies, Augustana College, 1988), p. 83; and "Annual Report of the Chicago, Rock Island and Pacific Railway Company to the Railroad Commission of the State of Arkansas for the Year Ending June 30, 1911," p. 69, in Railroad Commission Records, Arkansas History Commission, Box 54.

⁴David P. Handlin, The American Home: Architecture and Society, 1815-1915 (Boston: Little, Brown and Company, 1979), p. 101.

⁵Walter Berg, Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students (New York: John Wiley and Sons, 1893), p. 285; and H. Roger Grant and Donovan L. Hofsommer, "Katy' Depots of Oklahoma: A pictorial History," Chronicles of Oklahoma 52 (Fall 1974): 331-332.

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. . . the railroad station was the connecting link for commerce, communication, and travel with the outside world. Every passenger train dropped off and picked up mail, and the telegraph service of the Western Union was so important that stations of any size were often kept open continuously through the use of several shifts of telegraphers. Probably no single community agency or facility in urban America today provides the variety of important services associated with the railroad depot of yesterday.⁶

Relatively inexpensive and quickly constructed, standardized stations were usually designed by the railroad's engineering department. For example, the Rock Island utilized standardized station widely along its Central and Southern routes.⁷ However, John A. Droege complained, "on many roads much dependence is placed on standard designs for the smaller stations."⁸

By the use of standardized architectural details, plans, and paint schemes, railroads were also able to create a corporate symbol easily recognizable to the traveling public. According to Droege, "much leeway is obtainable by adopting the standard design in its essentials but in varying the exterior trimmings sufficiently to suit the needs or to overcome the danger of sameness in the various stations."⁹ As late as 1943, for example, the Rock Island specified that all trim and exterior woodwork on their brick stations would be painted bronze green and all interiors a combination of buff tan and brown tan.¹⁰

Size and construction of the depot varied according to the relative importance of the town

⁶John F. Stover, The Life and Decline of the American Railroad (New York: Oxford University Press, 1970), p. 198.

⁷Grant and Bohi, p. 107.

⁸John A. Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Company, 1916), p. 262.

⁹Droege, p. 262; and Charles W. Bohi and H. Roger Grant, "The Country Railroad Station as Corporate Logo," Pioneer America 11 (August 1979): 118.

¹⁰"The Chicago, Rock Island & Pacific Railway Company, Standard Practices Circular No. 15 (Revised April 1st, 1943), pp. 1-2, copy in the files of the Arkansas Historic Preservation Program, Little Rock, Arkansas.

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served, not necessarily according to the population. A small community with little passenger or freight traffic was served by a frame combination depot, while larger or more important railroad towns, such as Brinkley, which was a junction town, received a more substantial, standardized passenger depot, and occasionally, a freight house. According to Droege,

Very special care must always be taken to secure sufficiently comfortable and adequate facilities at junction points. The business using the stations as such places may be many times the traffic secured from the community immediately adjacent.¹¹

On July 7, 1911, the Arkansas Railroad Commission, in response to a petition by the citizens of Brinkley, ordered the Rock Island to construct a new, \$25,000 brick union station. Although passenger traffic on the Rock Island, Missouri Pacific, and Cotton Belt had outgrown the existing station, the new station would be essentially the same size as the station it replaced. In return for the city's agreement to allow the Rock Island to build "a small and less expensive station," the railroad promised to build umbrella sheds along the platform to shelter arriving and departing passengers. Because of the location of the union station at the junction of two tracks, trains had to stop short of the crossing or beyond it in order to keep the tracks clear at the junction. Passengers, therefore, were often forced to walk--often several block--through all weather to reach the depot.

By February 9, 1912, the Brinkley Argus noted the cost of the new station, which was "to be a modern one in every detail," had increased to \$35,000. A completion date of April 1 was also promised¹². By June 28, the platforms were unfilled, the electric lights were not installed, and the old station was still in place. Although the Brinkley Civic Improvement League, a local women's club, pressured the railroad to finish construction, it was expected to be two more months before the station could be opened.¹³

On September 16, 1912, the union station was finally opened. According to the Argus, the "elaborate" new depot was

¹¹Droege, p. 206.

¹²"New Union Station Being Pushed to Completion," Brinkley, Arkansas, Argus, February 9, 1912, p. 1.

¹³"To Open Brinkley Union Depot," Brinkley, Arkansas, Argus, June 28, 1912. p. 1.

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nicely furnished and is a building of which the town might well be proud. The waiting rooms are equipped with the newest and most modern furniture and a private waiting room for the ladies opens out from the white department. The building is . . . entirely fireproof, being modern in every sense of the word.¹⁴

A little over a week later, on September 25, the new station "in a good town on a great trunk line" hosted the "Roosevelt Special," a special train which carried Theodore Roosevelt on a campaign trip from Memphis to Little Rock. Before a crowd of about 500, Roosevelt "began a little speech in advocacy of the Progressive Party movement, but before he had hardly begun, the special had to pull out."¹⁵

The atypical ground plan of the Union Station was dictated by the depot's location at the junction of the tracks of the CRI&: and the St. Louis-Southwestern Railroad, or Cotton Belt.¹⁶ The depot also continued to function as a union station, its facilities leased by the CRI&P to the Cotton Belt and the Missouri Pacific. A separate Rock Island freight depot handled larger freight shipments. By 1912, the Cotton Belt had also completed a new frame freight depot south of the Union Station. However, the railroads deferred the construction of the promised umbrella sheds due to financial difficulties which they partly attributed to the cost of building the Union Station.

Brinkley's location as a rail junction also insured its importance as a commercial center. This importance was conveyed by the hotels which were a feature of the town from its establishment as a section camp. In the 1870's, a single story log house, which also served as a post office and store, provided lodging adequate for railroad laborers. With the abundance of rail lines, however, the influx of businessmen and travelers required more elaborate and expanded facilities. Both the Brinkley House and the Hoskin House, later renamed the Arlington Hotel, catered to the railroads' clientele. They were also similarly located, arranged on either side of the Rock Island's tracks near its junction with the Cotton Belt. On March 8, 1909, a cyclone virtually destroyed Brinkley and severely damaged the Arlington Hotel. Its owner, city alderman Gus Rusher, rebuilt the two story, forty room building and later also bought the Brinkley House. After the two story frame Brinkley House burned in 1914, Rusher laid plans to construct a larger, more modern building.

¹⁴Brinkley, Arkansas, Argus, September 20, 1912, p. 1.

¹⁵"Roosevelt Speaks in Brinkley," Brinkley, Arkansas, Argus, September 27, 1912, p. 2.

¹⁶For other stations with a skewed ground plan, see Grant ad Bohi, p. 83; and Berg, p. 294.

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In May 1914, construction of Rusher's new commercial hotel began on the site of the Brinkley House. At an initial estimated cost of \$35,000, the proposed three story, sixty room, brick and concrete building was lauded as "strictly modern [and] fireproof."¹⁷ Completed in January 1915, at a final cost of \$60,000, the Hotel Rusher was praised by newspapers as an "enduring monument" to its owner and "a credit to not only the city of Brinkley, but to the state at large." On January 28, the opening night banquet was attended by nearly three hundred business, social, and political leaders from the cities served by Brinkley's railroads, including Memphis, St. Louis, Little Rock, Helena, Pine Bluff and Hot Springs. The event was lauded as "without a doubt the largest social event ever in Brinkley."¹⁸

Completed in 1915, the Hotel Rusher was the most well furnished and elaborate of the commercial hotels which served during Brinkley's tenure as a railroad and manufacturing center. The inclusion of a sample room in its original plan indicated that a major portion of its clientele were the "drummers"--traveling men, or salesmen--who traveled from town to town by the railroad.¹⁹ Established at the junction point of three major railroads, the Rusher functioned as the social and recreational center for business men and travelers along all three lines and for the citizens of Brinkley and eastern Arkansas. The Hotel Rusher's size, location, and appointments represented the immeasurable importance of the railroads in the creation and continuance of most Arkansas towns, as well as their inseparable role in fostering commerce and industry.

As early as 1867, landscape architects and agricultural reformers urged the railroads to beautify their station grounds and right-of-ways. By 1915, Park and Cemetery and other periodicals also emphasized the use of station grounds as public parks, enjoyable to townspeople as well as travelers. Although usually a feature of stations in railroad suburbs, by 1925, the citizens of Brinkley had prevailed on their railroads to develop a park between the Union Station and the Rusher Hotel. However, one Brinkley resident noted that their accomplishment was not without

¹⁷Arkansas Democrat, "Arkansas on Wheels Edition," October 16, 1916.

¹⁸"Last Nights [sic] Big Banquet," Brinkley, Arkansas, Argus, January 29, 1915, p. 1.

¹⁹Lewis Atherton, Main Street on the Middle Border (Bloomington: Indiana University Press, 1954), p. 59.

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"a good deal of trouble."²⁰

Also by 1925, the three railroads which utilized the Union Station had not constructed the umbrella sheds which had been promised thirteen years earlier. On December 10, 1925, a petition was signed by twenty-seven Brinkley citizens, including Gus Rusher, was presented to the Arkansas Railroad Commission for "an order requiring the building of umbrella sheds along the platforms used by the railroads using the Union Station at Brinkley . . ."²¹ Hearings were held by the commission at Brinkley on February 18, 1926, and again on June 4, 1928. On March 19, 1926, following the first hearing, the commission ordered the three railroads to construct the sheds, an order reaffirmed June 15, 1928, after the second hearing. Finally, on March 7, 1929, the commission honored a petition by the Rock Island to vacate the earlier orders. Rather than require the construction of umbrella sheds along the tracks, the citizens of Brinkley agreed to permit the railroads to construct an eighteen feet wide concrete walkway from the Rusher Hotel to the Junction of the Rock Island and Cotton Belt tracks and from the junction to the Cotton Belt freight depot.²²

In 1916, four years after the Union Station was completed, 77% of intercity freight traffic and 98% of intercity commercial passenger traffic was transported by rail. In 1920, railroad mileage in Arkansas reached peak of 5,052 miles and afterward began to decline.²³ With its frontage on the Rock Island tracks and its location adjacent to the Rock Island's Union Passenger Depot, the Rusher was bound inseparably to the fate of the railroad in Brinkley. Following World War II, with the proliferation of automobiles, and the refinement of the much deferred highway system in Arkansas, passenger service on all rail lines declined and was eventually abandoned. The one prosperous Rock Island system was especially hard hit and finally declared bankruptcy.

²⁰John R. Stilgoe, Metropolitan Corridor: Railroads and the American Scene (New Haven: Yale University Press, 1983), pp. 229-239; Transcript, "William B. Folsom, et al. (Citizens of Brinkley vs. Chicago, Rock Island & Pacific Railway Company, Missouri Pacific Railroad Company and St. Louis-Southwestern Railway Company," Case No. 519, February 18, 1926, p. 45, copy in the possession of William A. Pollard, Conway, Arkansas (hereafter cited as "Folsom vs. Rock Island).

²¹Folsom vs. Rock Island," p. 1.

²²Order, "Folsom vs. Rock Island," March 7, 1929, n.p.

²³Stover, pp. 98 and 154.

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With the removal of the Rock Island rails, the Union Station and the Rusher faced a vacant grade and the flow of patrons from the Union Depot ended. In the 1960's, a local businessman acquired the hotel and renamed it the Malmar. A portion of its third floor was converted to apartments, and a pool hall, barbershop, liquor store, and bar were installed in the lobby and dining room. In 1981, Stanley and Dorcas Prince restored the again renamed Great Southern Hotel's first floor lobby, restaurant, and guest rooms. The Princes have also acquired the abandoned Union Station, which is awaiting reuse. The Southern Pacific Railroad still operates the Old Cotton Belt freight depot (not included).

The Lick Skillet Railroad Work Station Historic District is eligible under Criterion A through both its direct associations with the growth of an important railroad in Arkansas during the early years of the twentieth century and the role this complex played in the commercial life and vitality of an important eastern Arkansas railroad hub during the years 1912-1942, probably the period of greatest growth and prosperity in the city of Brinkley. This district is also eligible under Criterion C as an excellent and rare example of an intact historic complex of railroad-related resources, all of which were constructed to serve the substantial rail traffic that passed through Brinkley.

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"Annual Report of the Chicago, Rock Island and Pacific Railway Company to the Railroad Commission of the State of Arkansas for the Year Ending June 30, 1911: p. 69, in *Railroad Commission Records*, Arkansas History Commission, Box 54.

Arkansas Democrat, "Arkansas on Wheels Edition," October 16, 1916.

Atherton, Lewis, *Main Street on the Middle Border* (Bloomington: Indiana University Press, 1954), p. 59.

Berg, Walter, *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students*, (New York: John Wiley and Sons, 1893): p. 285.

Brinkley, Arkansas, Argus, September 20, 1912, p. 1.

The Chicago, Rock Island and Pacific Railway Company, Standard Practices Circular No. 15 (Revised April 1st, 1943), pp. 1-2.

Droege, John A., *Passenger Terminals and Trains* (New York: McGraw-Hill Book Company, 1916), p. 262.

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Grant, H. Roger, and Charles W. Bohi, *The Country Railroad Station in America*, rev. ed. (Sioux Falls, SD: Center for Western Studies, Augustana College, 1988): p. 83.

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United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 2

"Roosevelt Speaks in Brinkley," *Brinkley, Arkansas, Argus*, September 27, 1912, p. 2.

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Transcript, "William B. Folsom, et al. (Citizens of Brinkley) vs. Chicago, Rock Island and Pacific Railway Company, Missouri Pacific Railroad Company and St. Louis-Southwestern Railway Company, Case No. 519, February 18, 1926, p. 45, copy in possession of William A. Pollard, Conway, Arkansas.

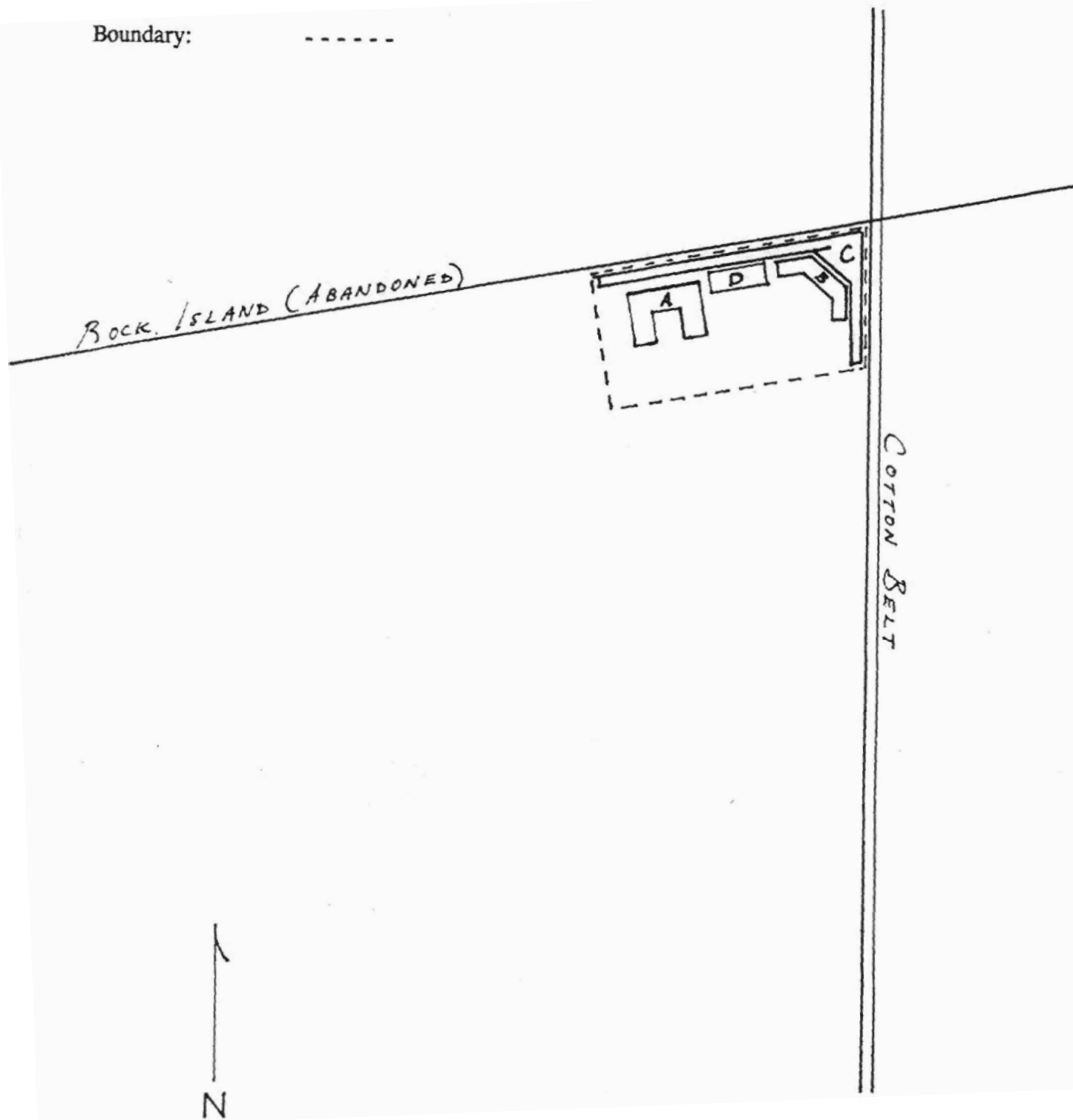
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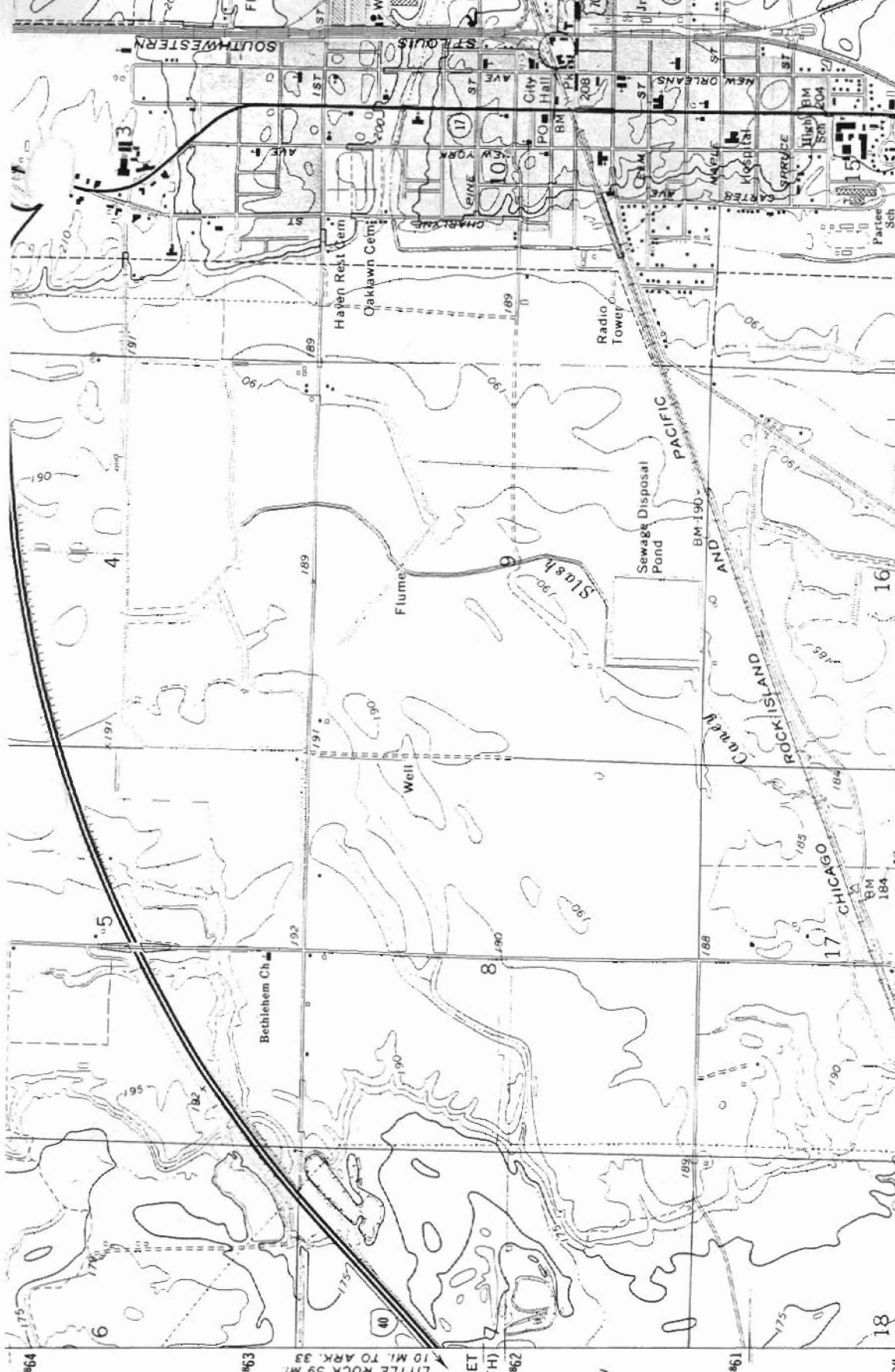
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Lick Skillet Railroad Work Station Historic District
Brinkley, Arkansas

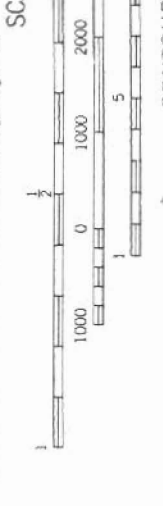
Approximate Scale: 1" = 200'

Boundary: - - - - -



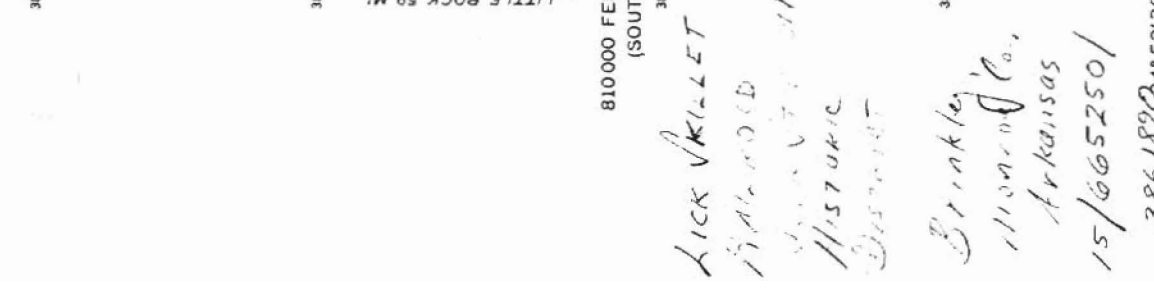


1 MI. TO JUNCTION U.S. 49 & 70
LITTLE ROCK (VIA U.S. 70) 66 MI.



CONTOUR
DATUM 1955

THIS MAP COMPLIES WITH
FOR SALE BY U.S. GEOLOGICAL SURVEY, DE
AND BY THE ARKANSAS GEOLOGICAL
A FOLDER DESCRIBING TOPOGRAPHIC



810000 FEET (SOUTH)

91° 15'

10 MI. TO ARK. 33

DE VALS BLUFF SE

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1970. Field checked 1971

Polyconic projection. 1927 North American datum

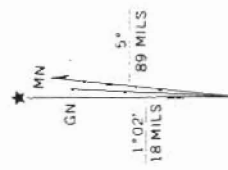
10,000-foot grids based on Arkansas coordinate system, south and north zones

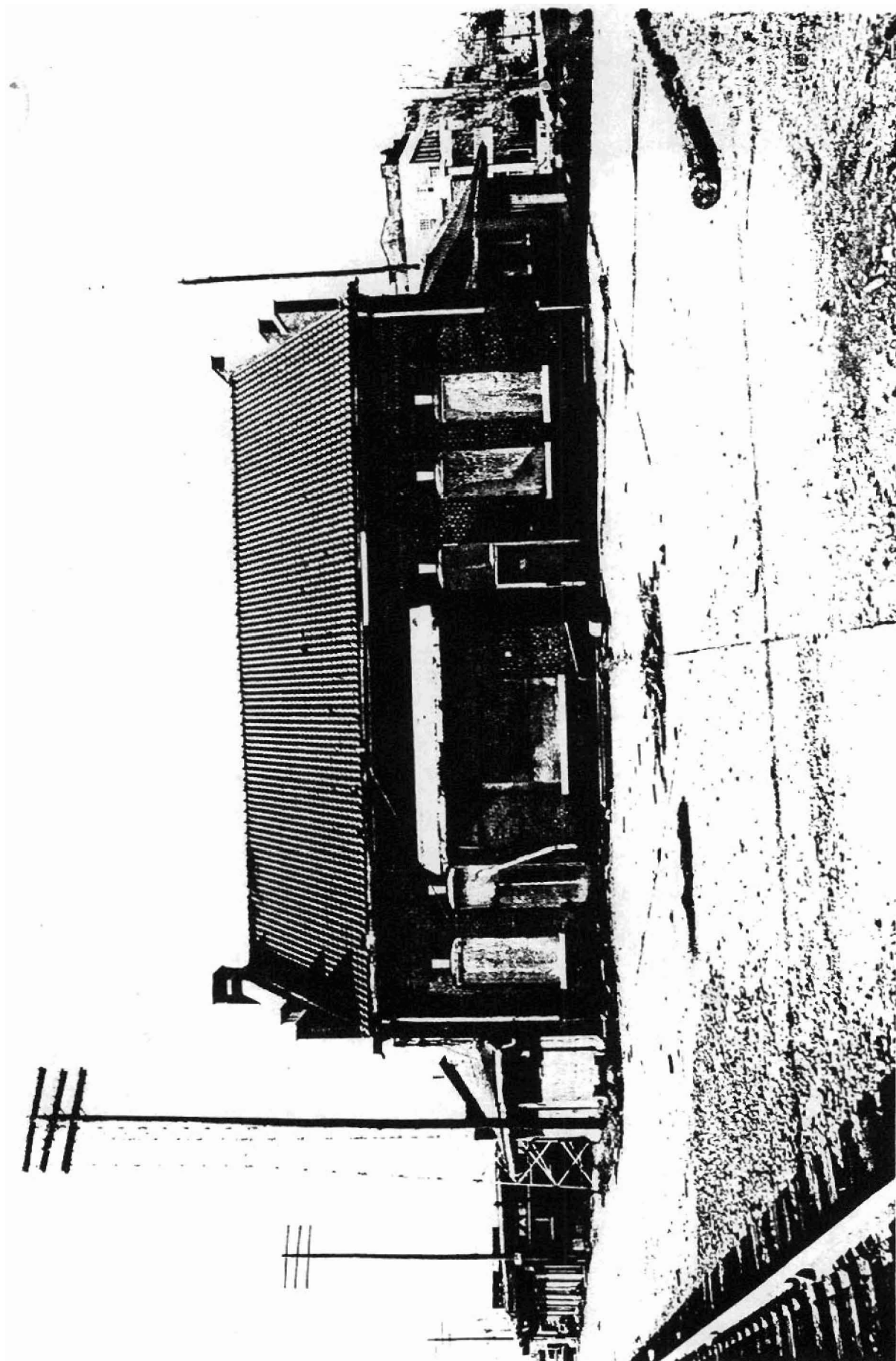
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue

Red tint indicates areas in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

UTM GRID AND 1971 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET



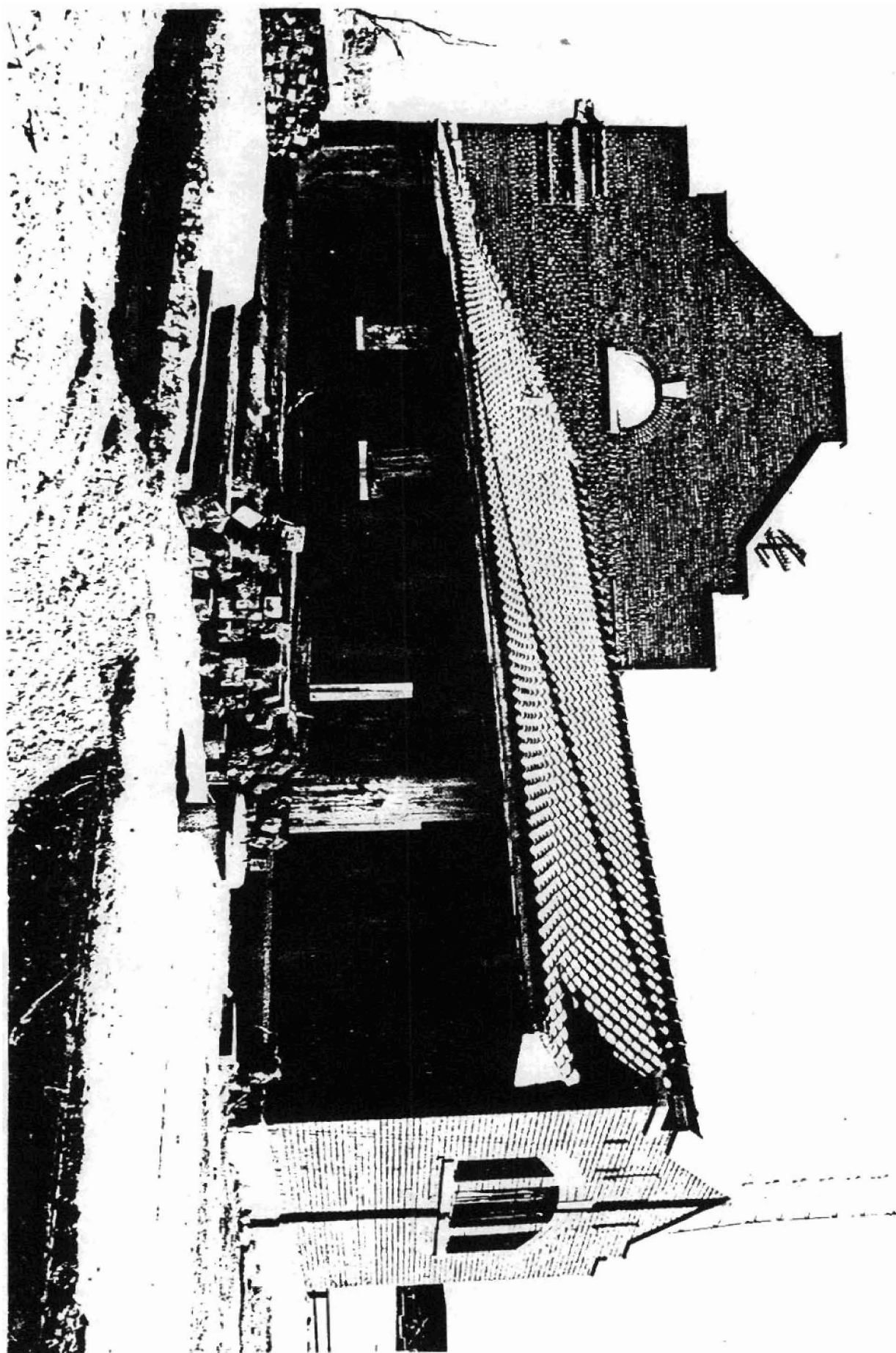


Brinkley Union Station, Rusher Hotel
RICK MILLER AIRPORT WORK STATION
~~Rock Island - Rusher~~ Historic District

Brinkley, Monroe County
Photographed by Steve Mitchell
April, 1988

Negatives on file at AHP

North elevation; OVERVIEW OF DISTRICT



Remains Union station, lumber yard

~~Rock Island lumber yard~~ Lick Street Railroad
Work Station Historic District

Building - 1900-1905

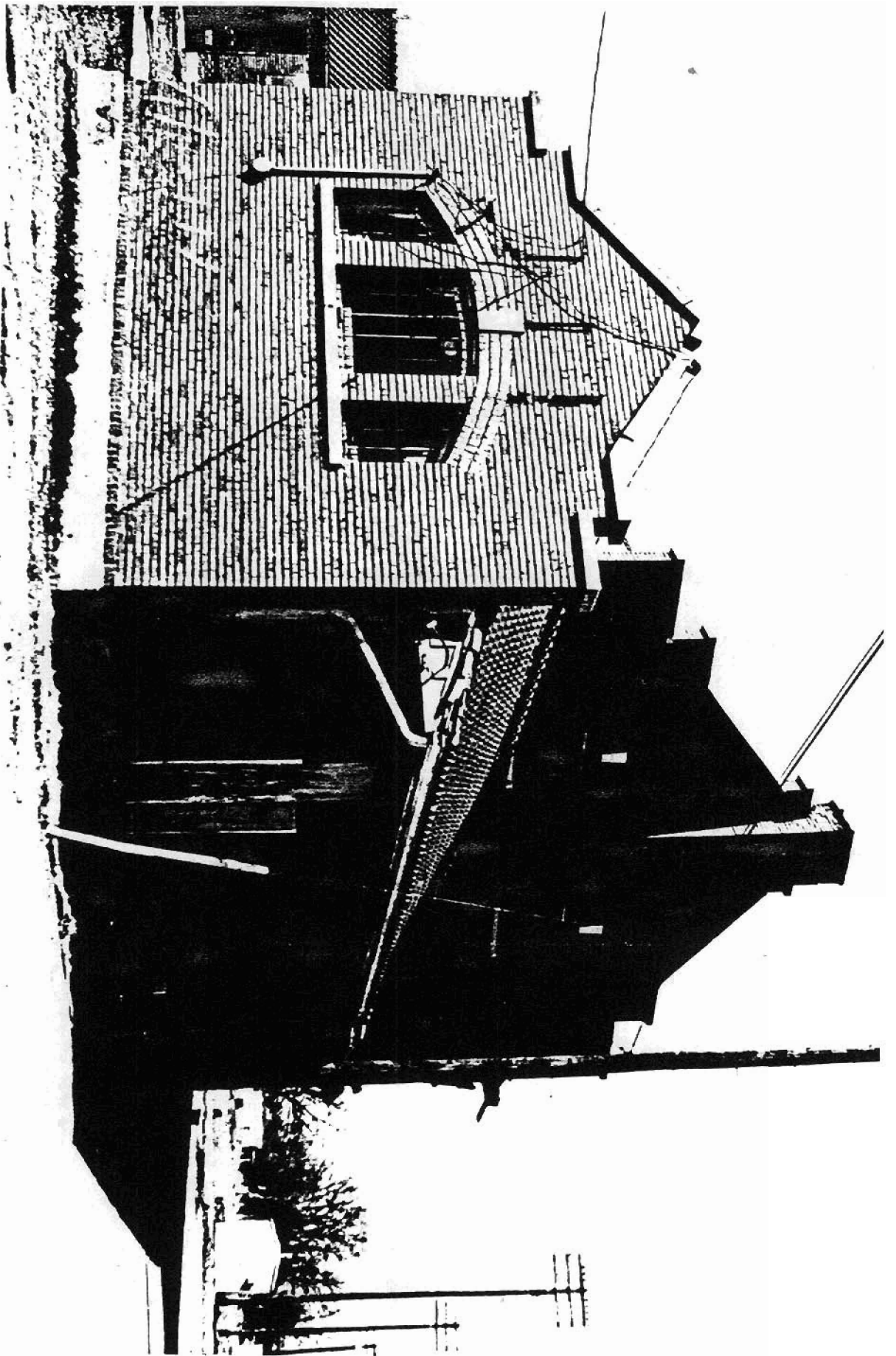
Photographed by Steve D. Howell

April 1971

Negatives on file at NHPP

View From North

(B)



Don't know

~~Photograph of the
site of the old
Molokai Island
1937
negatives, find at AHP~~

LICK SKISET ROUNDS
WORK STATION HISTORIC DISTRICT

VIEW FROM SOUTHEAST

(B)



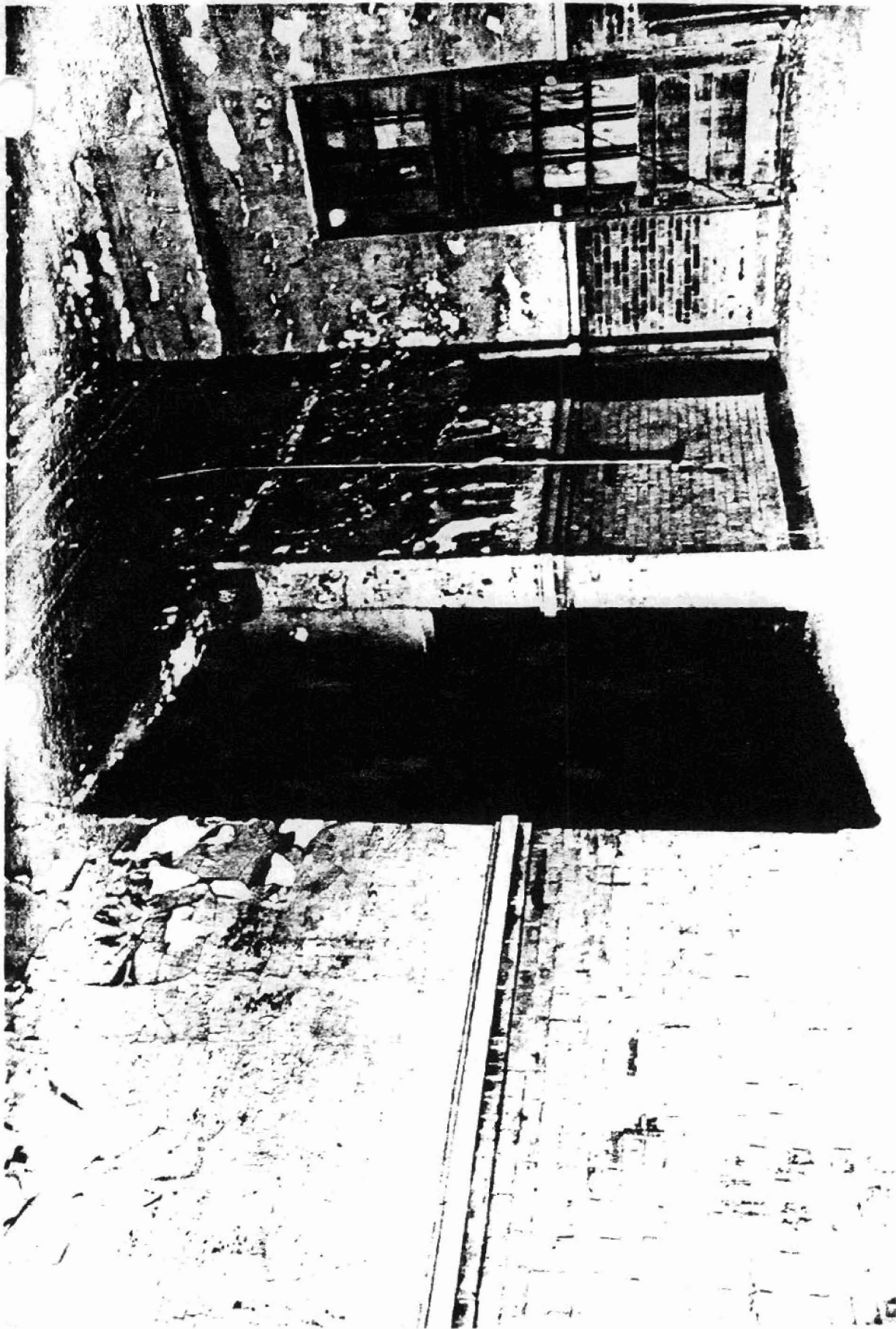
Brinkley Union Station
1100 W. 1st St.
Brinkley, Arkansas
~~Brinkley Union Station~~
~~Brinkley Union Station~~
Historic District

Brinkley, Monroe County
Photographed by Steve Mitchell
April 1988

Negatives on file at AHP

Inkerman detail, Telegrapher's office door

(B)



Brinkley Union Station
Brick Kiln Road
~~Brick Island - Foster~~
Historic District
Beauclercy, Monroe County
Photographed by Steve Mitchell
April 1988
Negatives on file at AHPP
Interior detail, white waiting Room
(B)