

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Missouri-Pacific Depot

other name/site number: PP0020

2. Location

street & number: North of the intersection of "C" Street and Denver Avenue

not for publication: N/A

city/town: Russellville

vicinity: N/A

state: AR county: Pope code: AR 115 zip code: 72801

3. Classification

Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

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

Number of contributing resources previously listed in the National Register: N/A

Name of related multiple property listing: Historic Railroad Depots of Arkansas, 1870-1940

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4. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _____ does not meet the National Register Criteria. _____ See continuation sheet.

Cathryn H. Byrd
Signature of certifying official

4-29-92
Date

Arkansas Historic Preservation Pro.
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. _____ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

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5. National Park Service Certification

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I, hereby certify that this property is:

- ____ entered in the National Register _____
____ See continuation sheet.
- ____ determined eligible for the _____
National Register _____
____ See continuation sheet.
- ____ determined not eligible for the _____
National Register _____
- ____ removed from the National Register _____
- ____ other (explain): _____

Signature of Keeper _____
Date of Action

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6. Function or Use

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Historic: TRANSPORTATION Sub: Rail-related

Current: TRANSPORTATION Sub: Rail-related

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7. Description

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Architectural Classification:

LATE 19TH AND 20TH CENTURY REVIVALS

Other Description: Mediterranean

Materials: foundation CONCRETE roof ASPHALT
walls BRICK other WOOD BRACKETS
STUCCO

Describe present and historic physical appearance. X See continuation sheet.

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8. Statement of Significance

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Certifying official has considered the significance of this property in relation to other properties: Locally.

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions): N/A

Areas of Significance: TRANSPORTATION
ARCHITECTURE

Period(s) of Significance: 1910-1940

Significant Dates: 1910

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: Missouri-Pacific Railroad

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

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9. Major Bibliographical References

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See *Historic Railroad Depots of Arkansas, 1870-1940* Multiple Property Documentation Form, Section H.

___ See continuation sheet.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

- 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>487700</u>	<u>3903940</u>	B	___	___	___
C	___	___	___	D	___	___	___

___ See continuation sheet.

Verbal Boundary Description: ___ See continuation sheet.

Beginning at a point formed by the intersection of the northern edge of "C" Street with a perpendicular line running parallel with the depot's eastern elevation and located approximately 50 feet to the east thereof, proceed northerly along said line for a distance of approximately 75 feet to its intersection with a roughly perpendicular line running along the southern edge of the Union Pacific Railroad grade; thence proceed westerly along said line for a distance of 300 feet to its intersection with a perpendicular line running parallel with the depot's western elevation; thence proceed southerly along said line for a distance of approximately 75 feet to its intersection with a roughly perpendicular line running along the northern edge of "C" Street; thence proceed easterly along said edge for a distance of approximately 300 feet to the point of beginning.

Boundary Justification: ___ See continuation sheet.

This boundary includes all the property historically-associated with this resource that retains its integrity.

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11. Form Prepared By
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Name/Title: Patrick Zollner, National Register Historian

Organization: Arkansas Historic Preservation Program Date: April 17, 1992

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

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

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

Summary

The Missouri-Pacific Depot in Russellville is a single-story, brick masonry passenger and freight depot designed in the Mediterranean style that was popular in 1910 when it was constructed. The hipped roof features wide eaves and two semi-circular louvered dormers. The original ceramic tiles which covered the roof have since been replaced with composition shingles. Remaining Mediterranean details include the Italianate brackets under the projecting eaves, brick quoins with stucco insets in between, and a belt course. The rectangular plan has an open breezeway between the passenger and freight sections with open porches supported by square brick columns at either end. The depot is currently owned by Union Pacific.

Elaboration

The Missouri-Pacific Depot in Russellville is a single-story, brick masonry passenger and freight depot designed in the Mediterranean style that was popular in 1910 when it was constructed. The hipped roof features wide eaves and two semi-circular louvered dormers. The original ceramic tiles which covered the roof have since been replaced with composition shingles. Remaining Mediterranean details include the Italianate brackets under the projecting eaves, brick quoins with stucco insets in between, and a belt course. Three brick chimneys rise through the ridge line, two above the passenger section to the east and one above the freight section to the west. The rectangular plan has an open breezeway between the passenger and freight sections with open porches supported by square brick columns at either end.

The southern elevation is accessed via a single loading door in the western, freight section of the structure and by a single-leaf entrance and another loading door in the eastern, passenger section. An assortment of single one-over-one wood sash windows and tri-partite windows with transoms lights the wall of the passenger section. The northern elevation opposite features two semi-circular roof vents above two single-leaf entrances spread across the elevation and several single and double windows, virtually all of which also have transom windows. The front of the projecting telegrapher's bay is lighted with a tri-partite window with transoms, while its western side is accessed via a single-leaf entrance and its northern side is lighted with a single window. The freight section to the west of the open passageway is accessed via a single, large loading door. Two open porches, recessed beneath the hipped roof, complete both the eastern and western ends of each elevation.

The eastern elevation, beneath the porch roof, is blank; the western elevation is lighted by two

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symmetrically-placed windows.

Noteworthy exterior details include the brick quoins and stucco panels that adorn the exterior walls; the Italianate brackets that adorn the cornice throughout; and the concrete watertable that rests atop the brick dado that surrounds the building. The building is largely unaltered and in good condition.

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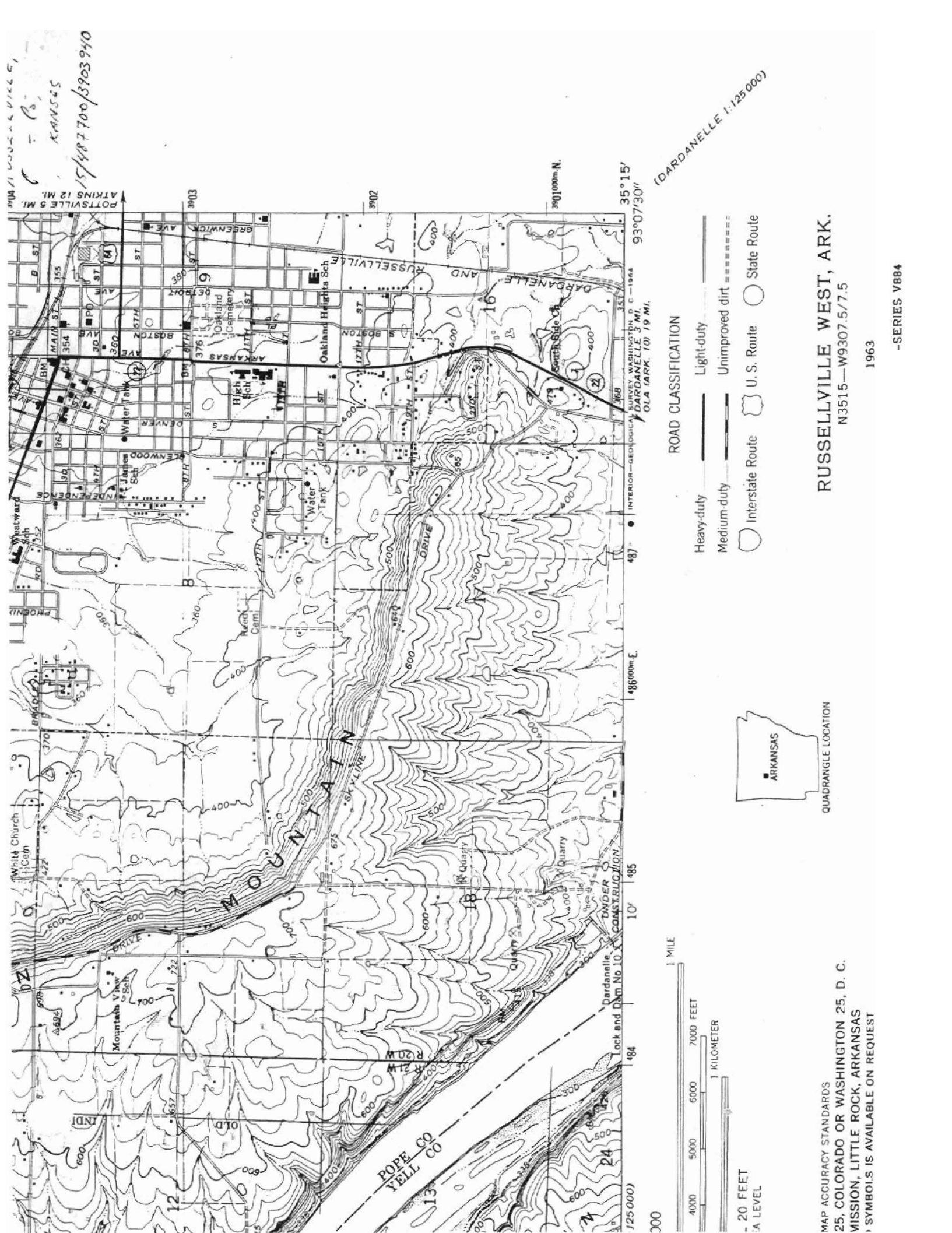
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Significance

Criteria A and C, local significance

Russellville was incorporated in 1870, just before the arrival of the Little Rock-Fort Smith Railroad in 1871 (completed 1873). Though coal mining and agriculture helped to support the town's economy, Russellville had from early on been a major commercial hub, located as it was on the Arkansas River and at the foot of the Ozark Mountain region to the north. As such it served as a trading center for farmers from further north to bring their produce to be sold to traders who would then ship it down the Arkansas River. As was the case with most of these Arkansas River ports located on its north bank, the arrival of the railroad only increased the amount of traffic, and so the regional importance of the community. Russellville was no exception, and by 1910 had grown to sufficient size as to require the construction of a new railroad depot.

The Missouri-Pacific Railroad constructed this depot in 1910 as part of its plans to expand its passenger and freight railroad system throughout the nation. This passenger and freight railroad depot is associated with the Railroad Growth and Development in Arkansas, 1870-1940 historic context as a structure financed and erected under the auspices of one of the larger early twentieth-century railroads in the state. As such, it is eligible under Criterion A by virtue of those associations; however, as it is also a remarkably intact local example of the Mediterranean style of architecture that this railroad in particular favored for its depots during this period, it is also eligible under Criterion C.

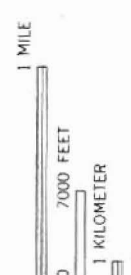


15/487700/3903940
 KANSAS
 POTTSVILLE 5 MI.
 ATKINS 12 MI.

DARDANELLE 1:125,000

ROAD CLASSIFICATION

- Heavy-duty —————
- Medium-duty —————
- Light-duty —————
- Unimproved dirt —————
- Interstate Route
- U.S. Route
- State Route



- 20 FEET
 SEA LEVEL

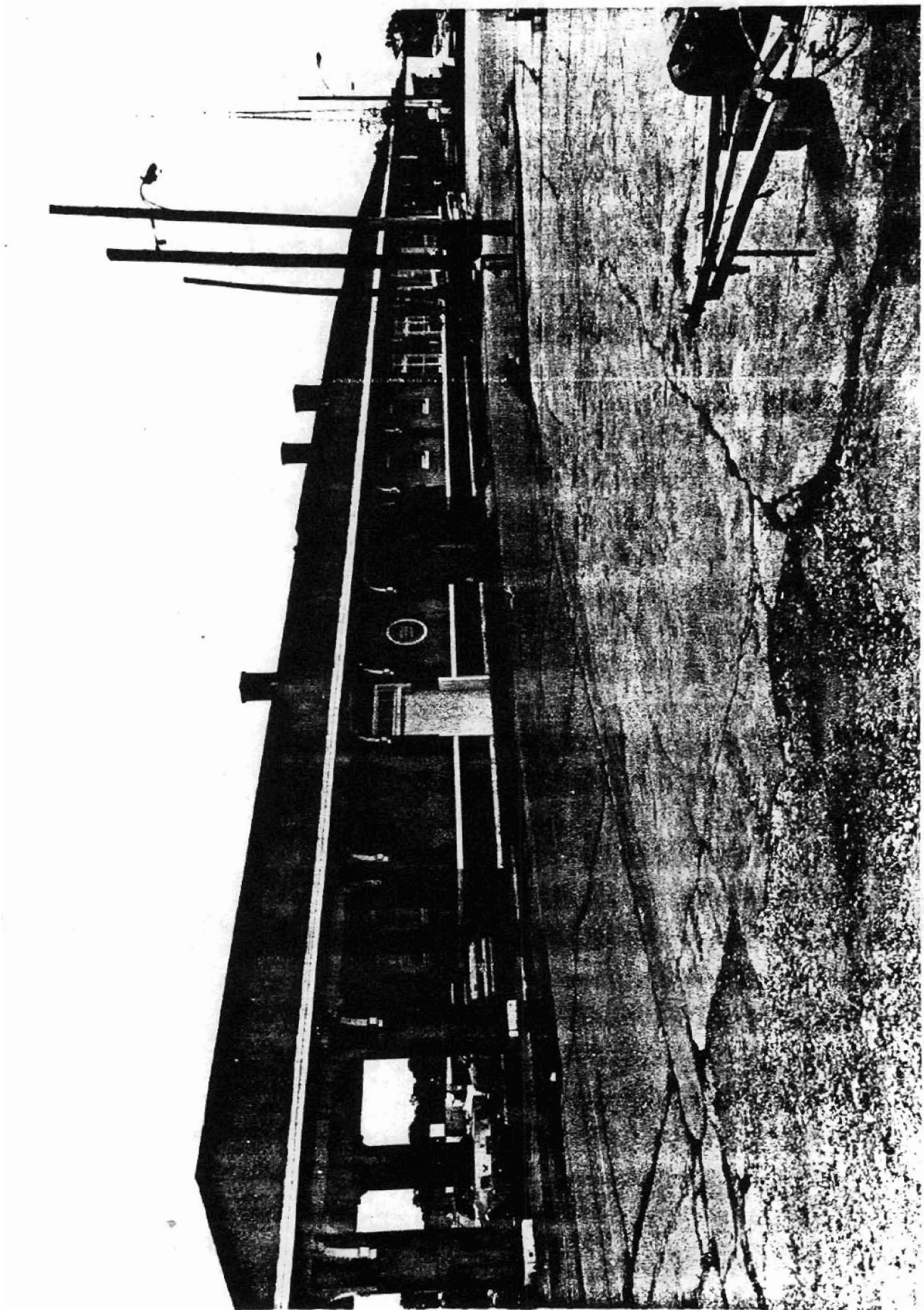
RUSSELLVILLE WEST, ARK.

N3515—W9307.5/7.5

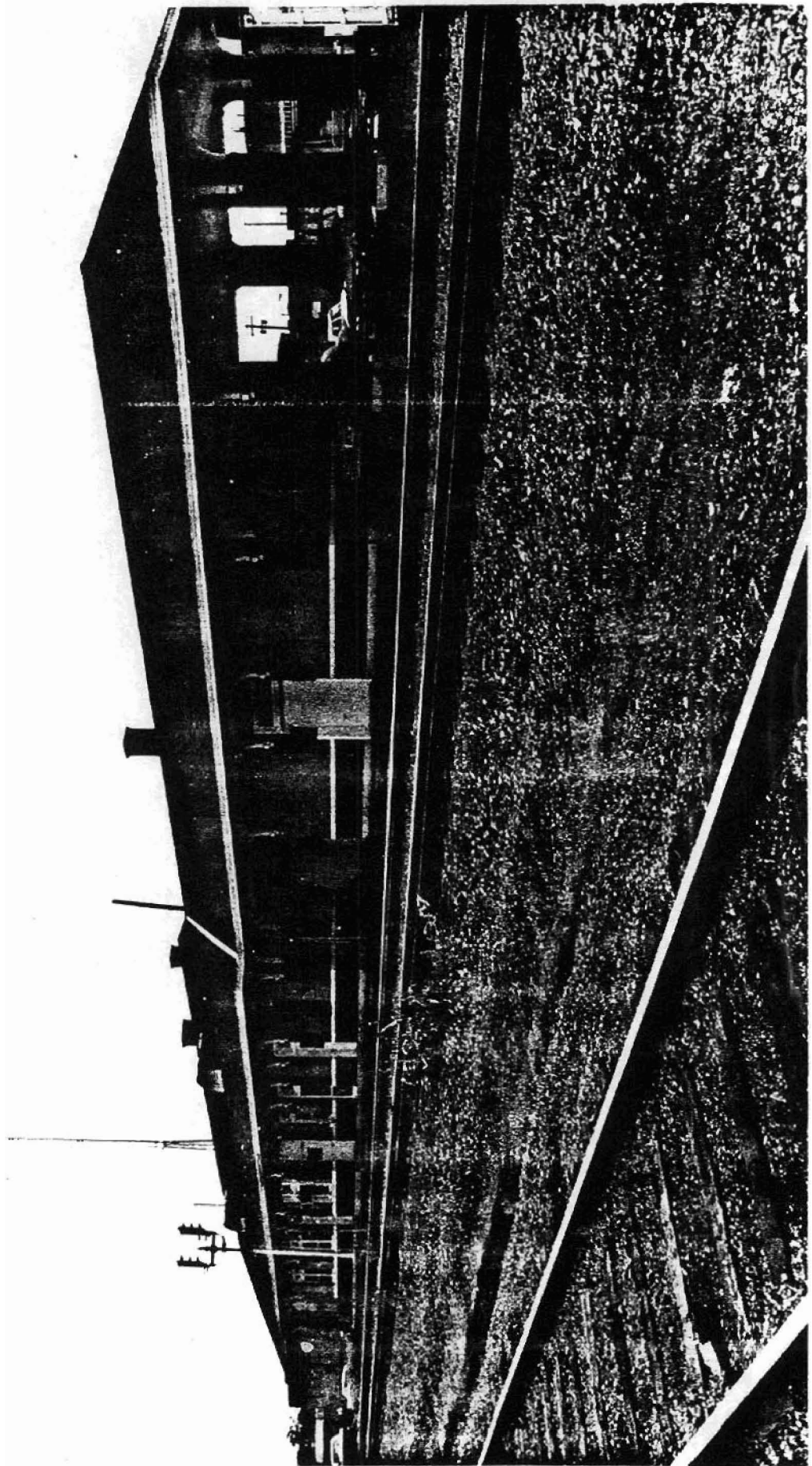
1963

-SERIES VB84

MAP ACCURACY STANDARDS
 25, COLORADO OR WASHINGTON 25, D. C.
 MISSION, LITTLE ROCK, ARKANSAS
 SYMBOLS IS AVAILABLE ON REQUEST



M. J. J. Prairie Depot (PP 082,
Fusillville, Pope Co., Arkansas
Barbara Lindsey Allen
October, 1990
Negative on file at APP
View from Vorn



MISSOURI - MARITIME DEPOT (RIPOR 70)
W. SUSSEXVILLE, POPE Co, ARKANSAS
BARBARA JOHNSON-ALLEN
OCTOBER, 1990
NEGATIVE ON FILE AT ANPP
VIEW FROM WEST