

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Frisco Depotother names/site number Fayetteville Depot

2. Location

street & number 550 West Dickson Street☐ not for publicationcity, town Fayetteville☐ vicinitystate Arkansascode 05county Washingtoncode 143zip code 72701

3. Classification

Ownership of Property

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

Category of Property

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

Number of Resources within Property

Contributing

1

Noncontributing

 buildings sites structures objects1 Total

Name of related multiple property listing:

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

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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 forth in 36 CFR Part 60.

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

Signature of certifying official

Cathryn H. Byrd
Arkansas Historic Preservation Program

Date

11-2-88

State or Federal agency and bureau

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

N/A

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

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 the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation: rail-related

Current Functions (enter categories from instructions)

Vacant/not in use

7. Description

Architectural Classification
(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation concrete

walls brick

stucco

roof ceramic tile

other

Describe present and historic physical appearance.

SUMMARY

The Frisco Line Station, built in 1897, and remodeled in 1925, is located on Fayetteville's Dickson Street. This area serves as a link between the University of Arkansas to the west and the central business district to the east, and as such was the center of traffic in the pre-automobile era. The building is simple in plan but unusual in style, as it is one of the only Mission Revival/Pueblo Revival-style buildings in the area.

ELABORATION

The Fayetteville Depot is a long, one-story rectangular building in the Mission Revival/Pueblo Revival style. In plan, there is a hierarchy of function along a north-south axis parallel with the railroad line. At the south end is a porte-cochere (covered porch), giving access to the passenger area. The north end of the building is the freight zone. The west side of the building lies along the actual railroad line and represents the embarkation zone.

The building is of stuccoed brick. Upper portions of the exterior are painted a neutral tan with a wainscot of exposed brick from the brick paving surface to a height of 3'6". Above the brick are simple, unadorned flat surfaces, with the exception of ornamental projecting roof beams, or "vigas", and a single row of soldiered brick above each of the double-hung, wood sash windows.

The roof over the passenger area is a red, Spanish-tiled gable roof with mission-style, finial-topped campanille gable ends. Roofs of the porte-cochere and freight areas are flat, surfaced with tar and gravel built-up roofing.

On the west facade, the conical-roofed ticket office "tower" of the original station has been replaced by a tiled roof dormer and facade which echoes the north and south gable ends.

The interior of the passenger area features the waiting room for whites at the south end, separated from the "colored" waiting area at the north end by the ticket office. A narrow hall runs along the east side of the ticket office and connects the two waiting areas. Auxillary rooms (offices, rest rooms) are located along the east side of the waiting rooms and corridor.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

The interior has 12'0" ceilings, with brick wainscoting to a height of 6'6" and plastered walls above. Ceilings are plastered and the floors are of wood. The interior of the white waiting area also features a massive oak newsstand.

8. Statement of Significance

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

☐ nationally ☐ statewide ☐ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Transportation

Architecture

Period of Significance

1925

Significant Dates

1925

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

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

SUMMARY

The Frisco Depot in Fayetteville is significant in the area of transportation because it represents the heyday of rail traffic in this university town. Architecturally, the depot is significant as a rare example in the state of a pure Mission/Spanish Colonial Revival Style building used in the context of quasi-official, corporate architecture. The depot was a focal point for the community, and it symbolizes the economic and cultural development of Northwest Arkansas during the 1920's.

ELABORATION

The first passenger train arrived at Fayetteville on July 4, 1882. Its arrival marked an end to geographical isolation of the Ozark region of Northwest Arkansas. The city of Fayetteville, the largest and most affluent population center in the region and location of the University of Arkansas since 1871, had outbid other towns for the railroad by raising \$8,000 for promotion and another \$2,500 for the construction of a depot. The first depot had burned in 1897, and the present structure was built soon after on the same site.

The depot was totally remodeled and enlarged in 1925, as a result of pressure on the Frisco Line from the Fayetteville City Council. At the height of its use, the station handled six passenger trains a day. The old station was considered inadequate, old-fashioned, and ugly by the day's standards. Construction of the new station paralleled an unprecedented program of expansion at the University of Arkansas at Fayetteville; it was needed to handle the influx of new students and increasing use of the facilities by the general population. A larger railroad depot serving Fayetteville was seen as needed by the local government to keep pace with the growth of both the city and the University.

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

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

The resulting expansion of the railroad depot was less than the City Council hoped for, however. A forty percent drop in passenger ticket sales in 1925, due to an increase in automobile travel, forced the Frisco line to cut back on the planned square footage of the expansion. After World War II, the advent of air travel and paved highways in Northwest Arkansas caused a drastic decline in railroad travel. The last passenger train left Fayetteville on September 18, 1965.

Architecturally, the Frisco depot's Spanish Colonial Revival design is unique for a Fayetteville commercial building. The style was one adopted by the railroad during the post World War I years as a vehicle for promoting travel to California, where Spanish Colonial Revival was enjoying great popularity and with which buildings of that general appearance were associated in the minds of the average American. Frisco used the style as an unofficial trademark for new depots during this period, so it was logically chosen for the remodelling of the Fayetteville facility in 1925.

The Fayetteville Depot, abandoned today, once served as an important metaphor of community, formed around the common interest of travel and transportation. Today, it serves as an important visual focal point along Dickson Street, one of Fayetteville's busiest thoroughfares. Dickson Street serves and has served as an axial link between the University and the central business district of the city. In the spring of 1987, the property catercornered to the depot was proposed as the site of the planned Fayetteville performing arts center, and the depot itself is the target for renovation by local business interests.

The Frisco Depot in Fayetteville is being nominated under Criterion A for its representation of the railroad as a significant facet of the city's transportation history. (Although rail traffic continued to be important through the World War II years, its major significance pre-dates that era.) The depot is also being nominated under Criterion C as an unaltered example of the Spanish Colonial Revival style.

9. Major Bibliographical References

Weitz, Karen, California's Mission Revival, Hermes and Ingalls, Inc., Los Angeles, 1984.

13 March 1925, "Fayetteville Democrat", 'Let's Take What Depots We Can Get', p.1.

25 May 1925, *ibid.*, 'Frisco Railroad to Resubmit Depot Plans', p.1.

27 May 1925, *ibid.*, 'Frisco Ready to Begin Work', p.1.

8 June 1925, *ibid.*, 'Frisco's Plans for Station Endorsed...', p.1.

26 August 1925, *ibid.*, 'Freight Station Contract Let...', p.1.

11 March 1925, *ibid.*, 'Frisco to Let Bids...', p.1.

9 June 1925, "Fayetteville Democrat", 'City Accepts Frisco Plan...', p.1.

2 September 1925, *ibid.*, 'New Passenger Station Plans...', p.1.

☒ See continuation sheet

Previous documentation on file (NPS): N/A

☐ 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: _____

10. Geographical Data

Acreage of property Less than 1

UTM References

A 15 395000 3991770
Zone Easting Northing

C _____

B _____
Zone Easting Northing

D _____

☐ See continuation sheet

Verbal Boundary Description Beginning at the intersection of the sidewalk on the northern side of Dickson Street with a perpendicular line bordering the western elevation of the building, proceed northerly along said line to intersection with perpendicular line bordering the northern elevation of the building, thence proceed easterly along

☒ See continuation sheet

Boundary Justification These boundaries include all of the property historically associated with this building's function as a local railroad transportation center.

☐ See continuation sheet

11. Form Prepared By

name/title Walter Unglaub, edited by Arkansas Historic Preservation Program Staff

organization Architectural Resource Consultants

date _____

street & number 122 West Meadow Street, #1

telephone (501) 443-6704

city or town Fayetteville

state Arkansas

zip code 72702

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 1

2 June 1926, *ibid.*, 'Waiting Room for new Station...', p.1.

1 November 1926, *ibid.*, 'Building Work Holding Up...', p.1.

Kirker, Harold Clark, California's Architectural Frontier: Style and Tradition in the Nineteenth Century, The Huntington Library, San Marino, 1960.

Gebhart, David, "The Spanish Colonial Revival in Southern California (1895 - 1930)", 'Journal of the Society of Architectural Historians', May 1967, pp.131-147.

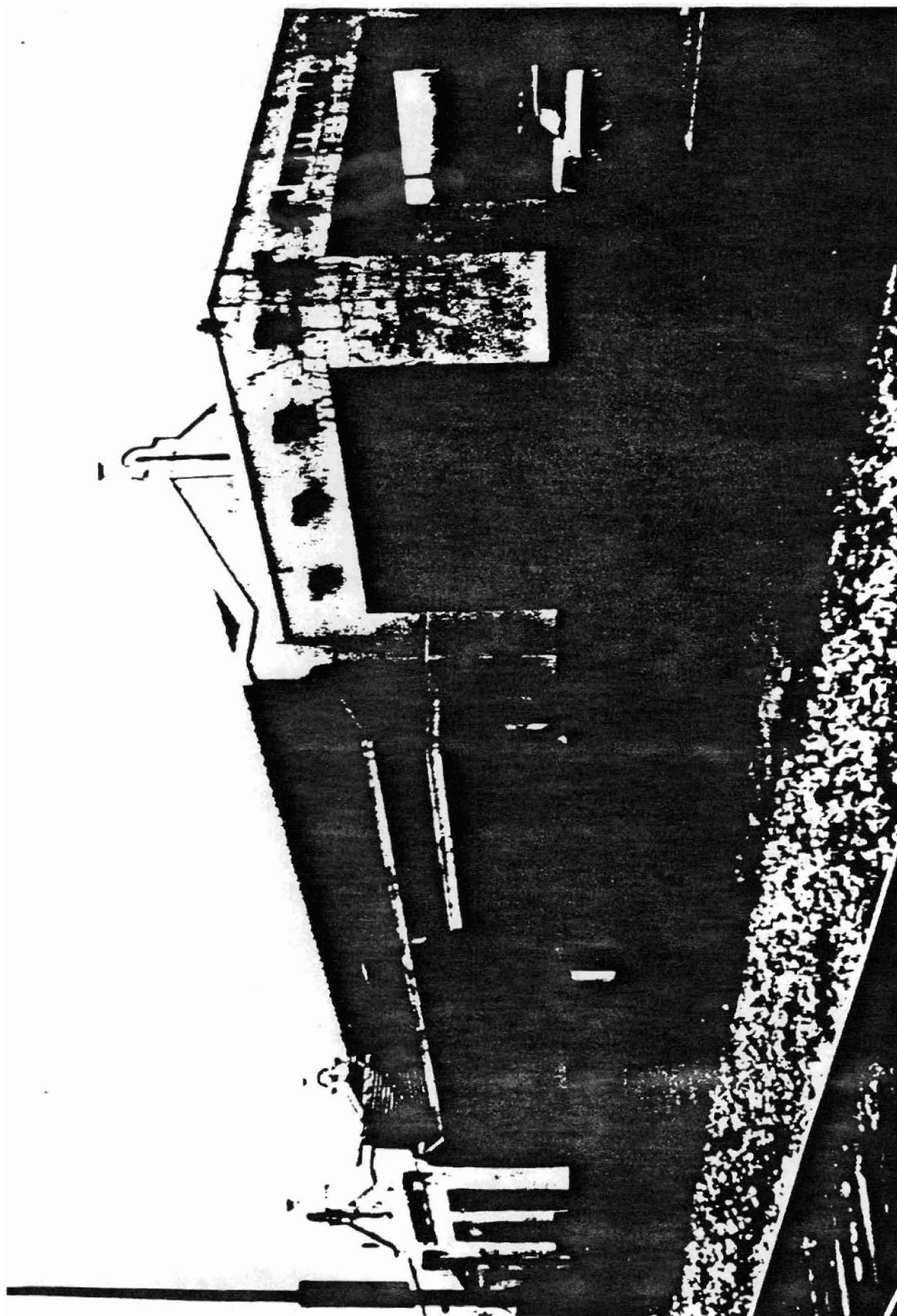
**United States Department of the Interior
National Park Service**

National Register of Historic Places Continuation Sheet

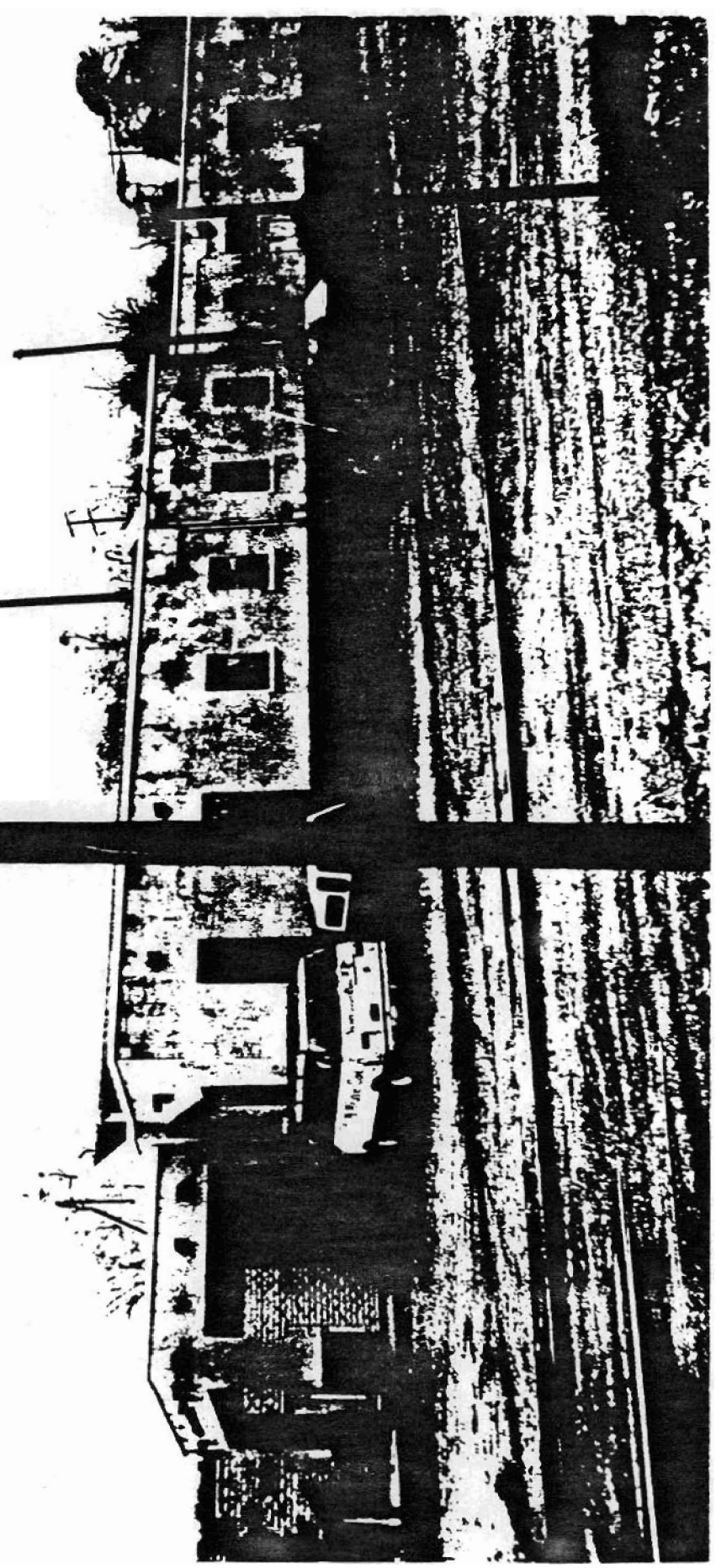
Section number 10 Page 1

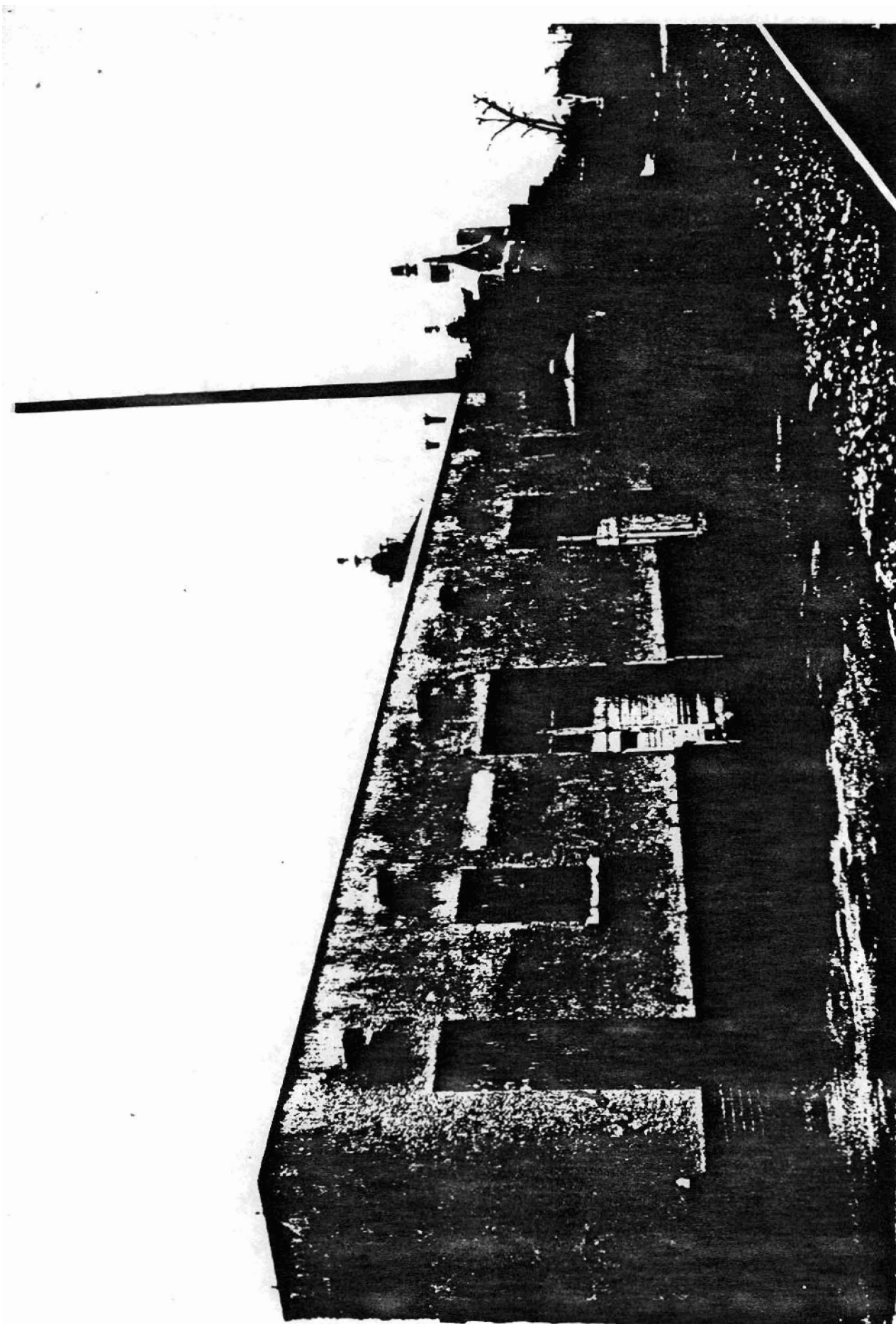
Verbal Boundary Description - Continued

the building to the intersection with a perpendicular line bordering the eastern elevation of the building, thence proceed southerly along said line to intersection with sidewalk on northern side of Dickson Street, thence proceed westerly to point of beginning.

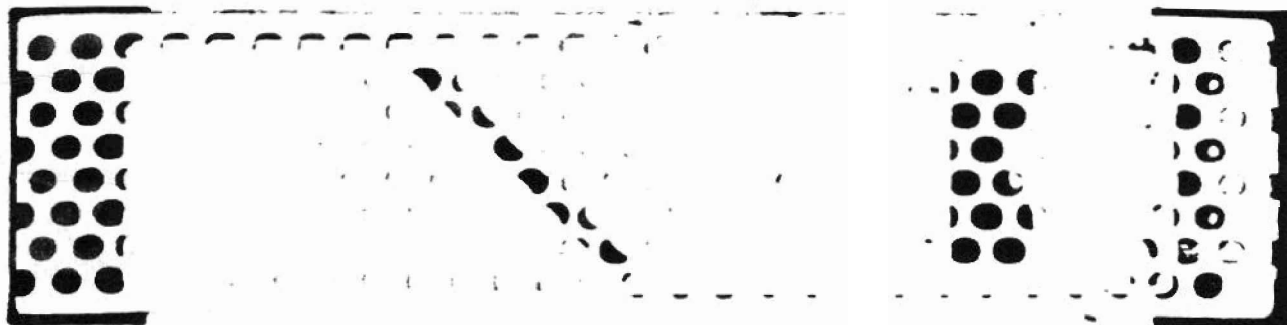
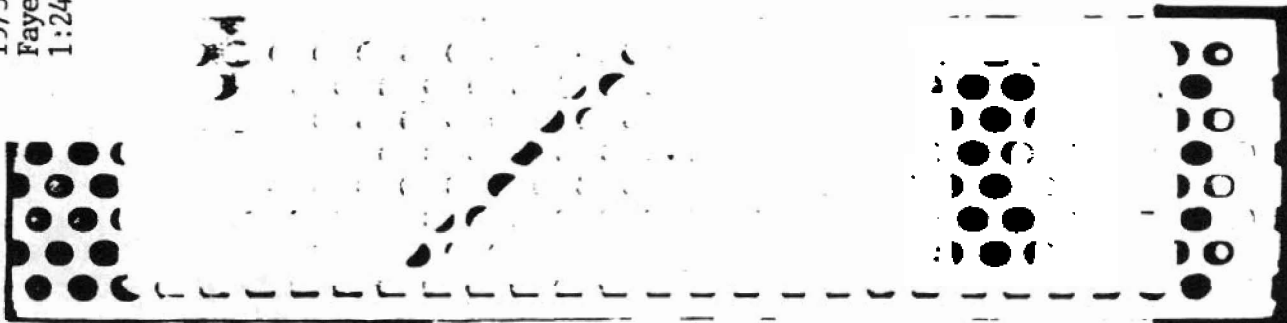


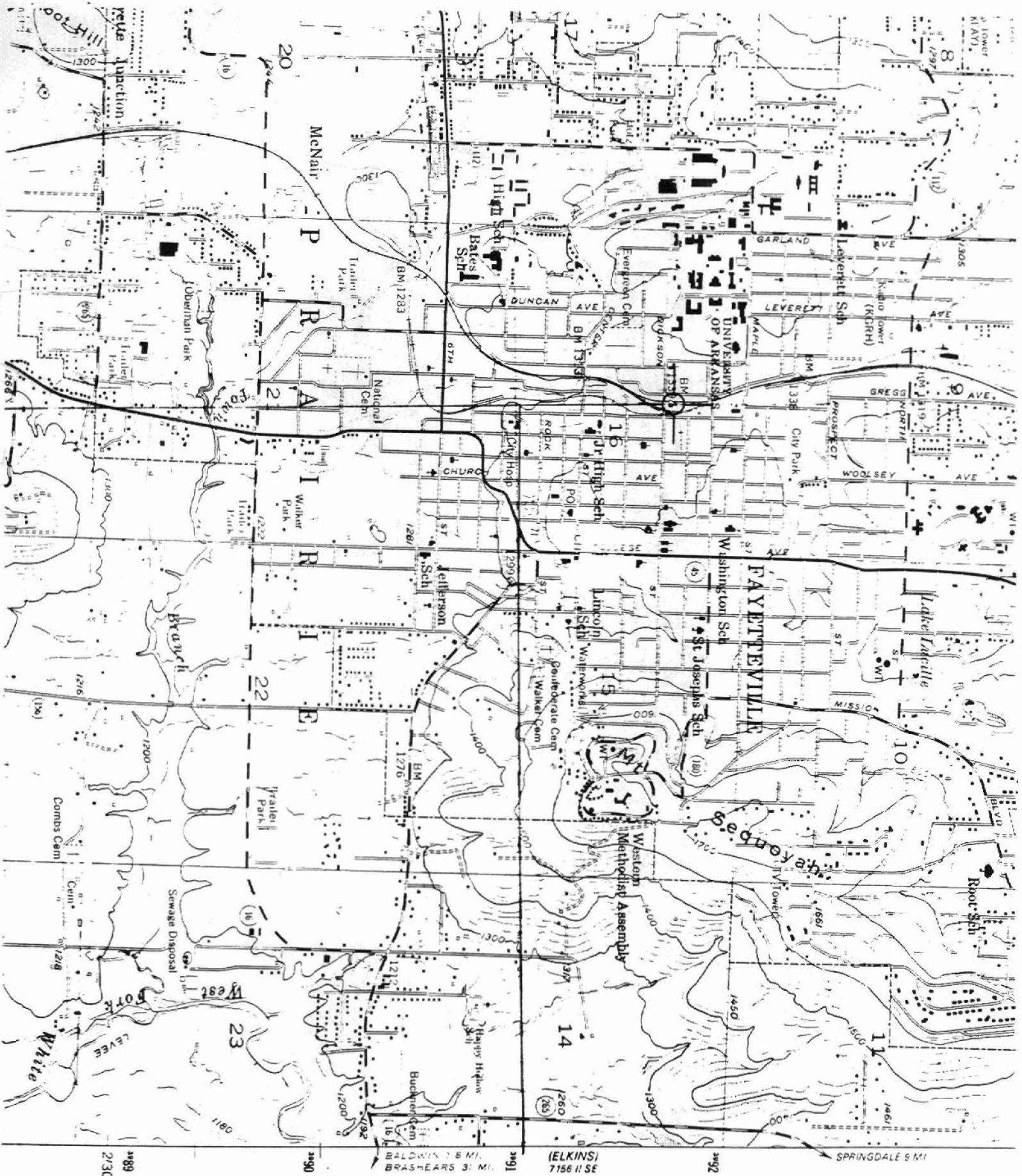
CROSSROAD





Frisco Depot
Fayetteville, Arkansas
Washington County
15/395000/3991770
Fayetteville Quadrangle
1:24000





3889 2'30" 3890 3891 3892

BALDWIN 7.6 MI.
BRAS-EARS 31 MI.

(ELKINS)
7156 II SE

SPRINGDALE 9 MI