

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Property

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historic name: Hot Springs Railroad Warehouse Historic District

other name/site number: N/A

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2. Location

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street & number: 401-439 Broadway

not for publication: N/A

city/town: Hot Springs

vicinity: N/A

state: AR county: Garland code: AR 051 zip code: 71902

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3. Classification

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Ownership of Property: Private

Category of Property: District

Number of Resources within Property:

Contributing	Noncontributing	
<u>3</u>	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
<u>3</u>	<u>0</u>	Total

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

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.

Anthony J. Sater _____ 3-28-96
Signature of certifying official Date

Arkansas Historic Preservation Program
State or Federal agency and bureau

In my opinion, the property X 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: COMMERCE/TRADE Sub: Warehouse

Current: COMMERCE/TRADE Sub: Warehouse
COMMERCE/TRADE Specialty Store

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7. Description
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Architectural Classification:

Other

Other Description: Early 20th Century Traditional Commercial

Materials: foundation BRICK roof ASPHALT
 walls BRICK other _____

Describe present and historic physical appearance. See continuation sheet.

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Summary

Located between the former location of the Missouri-Pacific Railroad tracks and Broadway, the Hot Springs Railroad Warehouse Historic District is composed of three single-story, brick masonry warehouse buildings, all of which were constructed in the early twentieth century. Typical of warehouse construction during this era they are stylistically simple and unadorned; however they remain largely intact and unaltered.

Elaboration

The Hot Springs Railroad Warehouse Historic District is composed of three single-story, brick masonry warehouse buildings, all of which were constructed in the early twentieth century. They are all located along Broadway, with their western elevations facing the street and their eastern elevations fronting the former location of the railroad tracks and sidings. Typical of warehouse construction during this era they are stylistically simple and unadorned; however they remain largely intact and unaltered. All three buildings are contributing; there are no non-contributing properties.

401 Broadway (Williams Bros. Feed Co.): A single-story, brick masonry office/warehouse building, 401 Broadway is composed of two distinct components: a gable roof office section to the north and a taller, flat-roofed warehouse section to the south. The entire building is of an extremely functional design with no discernible ornament. Its most significant design feature is the quality of the structural brick masonry wall construction. It was built c. 1900.

421 Broadway (Missouri-Pacific Freight Depot): A single-story, brick masonry warehouse building, 421 Broadway was built as a freight depot, and thus features a total of seven freight door openings on its western elevation and an almost continuous freight opening on its opposite elevation (now filled) that originally provided access to the rail line freight dock. The entire building is of an extremely functional design; the only discernible ornament is found in the remnants of the painted Missouri-Pacific sign on the raised southern parapet and just below the cornice on the western elevation. Its most significant design feature is the quality of the wood timber support structure on the interior that is all largely intact. It was built in 1915.

439 Broadway (Burton-Neuvies Wholesale Grocery): A single-story, brick masonry office/warehouse building, 439 Broadway was built as a combination store/warehouse building. It features a single large freight door opening on its western elevation and an another almost directly opposite on its eastern elevation. The entire building is of an extremely functional design with little discernible ornament. Its most significant design feature is the quality of the wood timber support structure on the interior, including the storage lofts that extend along the eastern and western walls above the freight openings. It was built c. 1920.

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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): N/A

Areas of Significance: COMMUNITY PLANNING
AND DEVELOPMENT

Period(s) of Significance: 1900-1920 _____

Significant Dates: 1900-1920 _____

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.
 See continuation sheet.

Summary Criterion A, statewide significance

Constructed by the second decade of the twentieth century, the three buildings that compose the Hot Springs Railroad Warehouse Historic District are locally significant as the last intact ensemble of functional warehouse buildings in Garland County. Once found in cities throughout the state, over time most of these buildings have been either demolished or so drastically altered that they are no longer recognizable. These three buildings survive virtually intact and continue to convey the period during which they were constructed; as such, they retain their historic associations with the railroad industry and its role in the growth of Hot Springs.

Elaboration

The community that would become known as Hot Springs was established as early as 1820, though it was not until 1832 that the United States government declared the area a federal reservation. Ironically, this act had the effect of retarding investment within the valley of the hot springs due to the reluctance of potential investors to develop property of which they might be dispossessed. Therefore, small, wood construction bathhouses predominated until after the Civil War, when a number of forces combined to both make Hot Springs and its remarkable natural resources both more attractive and more accessible. Primary among these were the growing interest among the general populace in such waters for their therapeutic and medicinal value; the ability of certain talented entrepreneurs to develop and advertise their bathhouses in conjunction with the federal government; the appeal of gambling, for the pursuit of which the city could boast many attractive institutions; and the arrival of the "Diamond Jo" railroad line in 1875, named for "Diamond Jo" Reynolds, a successful Chicago businessman who deplored the rough coach roads that had heretofore provided the only means of access from the Cairo and Fulton (later Missouri-Pacific) railroad that ran through nearby Malvern.

It is difficult to overestimate the impact of this relatively early arrival of a railroad line to the growth and prosperity of what would become one of America's premier resort cities. The access and convenience afforded travelers by relatively dependable railroad transportation single-handedly transformed the remoteness and isolation of this young city's rugged, mountainous setting from obstacles into attractions. Both literally and figuratively, visitors came to "get away" from the hectic pace and dizzying growth of America's late-nineteenth century industrial and commercial centers, and Hot Springs offered the unique combination of comfortable accessibility, rustic surroundings and a myriad assortment of recreational opportunities. The city grew dramatically thereafter, and continued to experience a relatively high level of prosperity well into the second half of the twentieth century.

The Hot Springs Railroad Warehouse Historic District includes three contributing warehouse buildings, all of which were constructed between 1900 and 1920, the heyday of the growth and expansion of the railroad industry in Hot Springs. By the middle of the second decade of the twentieth century the railroads were already well-established in Hot Springs; however, it was at this time that the Missouri-Pacific Railroad acquired the old St. Louis, Iron Mountain and Southern line that ran between Missouri and Texas as part of the its ambitious campaign to expand its network of rail lines all over the country. Though simple and functional in overall design, these three historic railroad warehouse buildings are all that remain of a type of construction that was commonplace then, but of which little has survived. Such buildings provided the link between local mercantile operations of all kinds and the transportation that carried the goods -- bought and sold -- that connected such communities to the world marketplace. This was particularly true in Hot Springs, where the explosive growth of the recreation industry and its dependent service industries generated an enormous demand for goods and services of all types. It was in such buildings that various goods were secured and stored on their way to or from Hot Springs. Though not architecturally significant, they remain historically significant by virtue of their direct association with this important period of Hot Springs history and the crucial role that the railroads played therein.

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9. Major Bibliographical References
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Information provided by Pat Brown, owner; November 8, 1995.

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:

- X 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

Table with 6 columns: UTM References, Zone Easting, Northing, Zone Easting, Northing. Rows A, B, C, D with numerical values and blank lines.

See continuation sheet.

Verbal Boundary Description: See continuation sheet.

Beginning at a point formed by the intersection of a line running parallel with the northern elevation of 401 Broadway and located approximately 20 feet to the north thereof with a perpendicular line running along the eastern edge of Broadway, proceed southerly along said line to its intersection with a perpendicular line running parallel with the southern elevation of 439 Broadway and located approximately 20 feet to the south thereof; thence proceed easterly along said line to its intersection with a perpendicular line running parallel with the building's eastern elevation and located approximately 20 feet to the east thereof; thence proceed northerly along said line to its intersection with a perpendicular line running parallel with the northern elevation of 401 Broadway and located approximately 20 feet to the north thereof; thence proceed westerly along said line to the point of beginning.

Boundary Justification: See continuation sheet.

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

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11. Form Prepared By

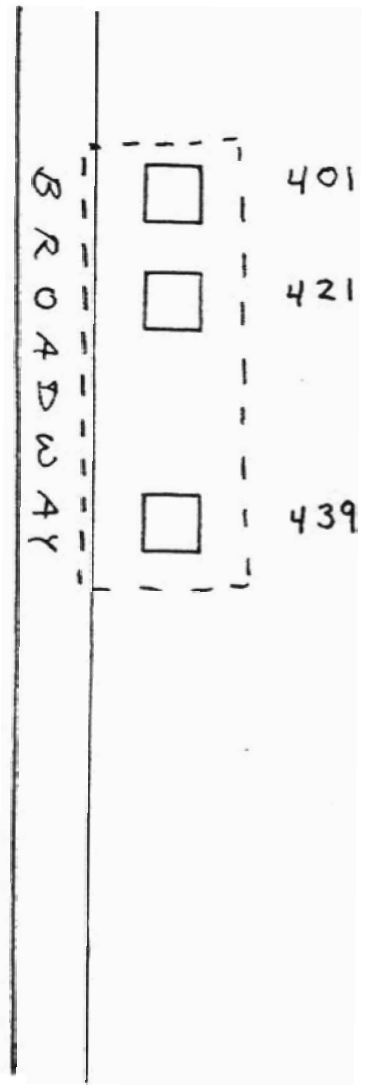
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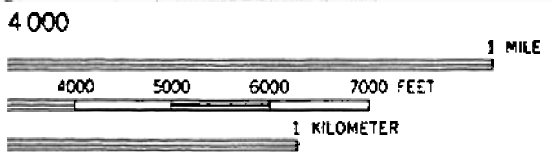
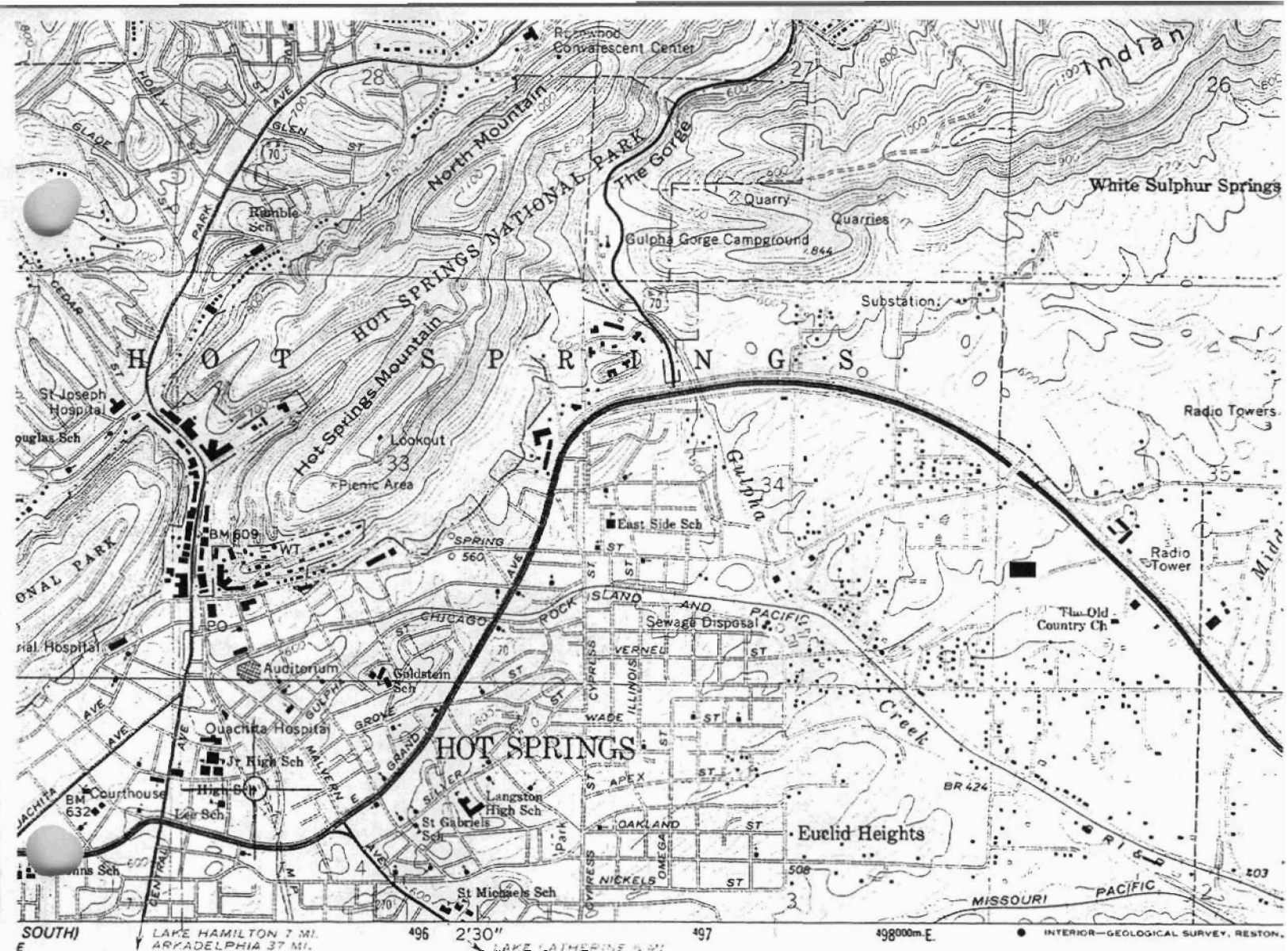
Name/Title: Ken Story, National Register/Survey Coordinator
Organization: Arkansas Historic Preservation Program Date: 03/19/96
Street & Number: 323 Center Street, Suite 1500 Telephone: (501) 324-9880
City or Town: Little Rock State: AR Zip: 72201

Hot Springs Railroad Warehouse Historic District
Hot Springs, Arkansas

Approximate Scale: 1" = 100'

Boundary: - - - - -





SCALE 20 FEET
GRAPHICAL DATUM OF 1929



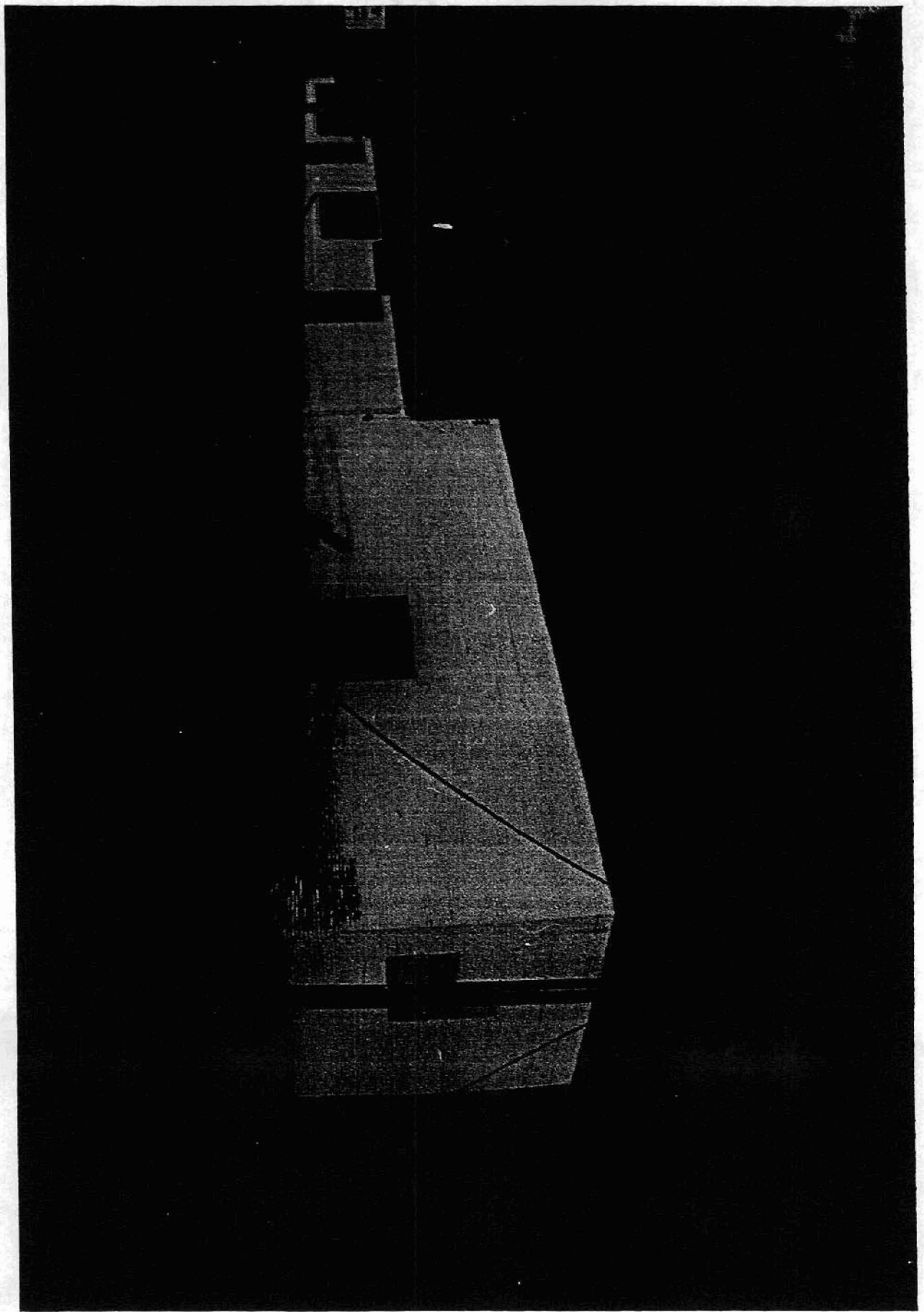
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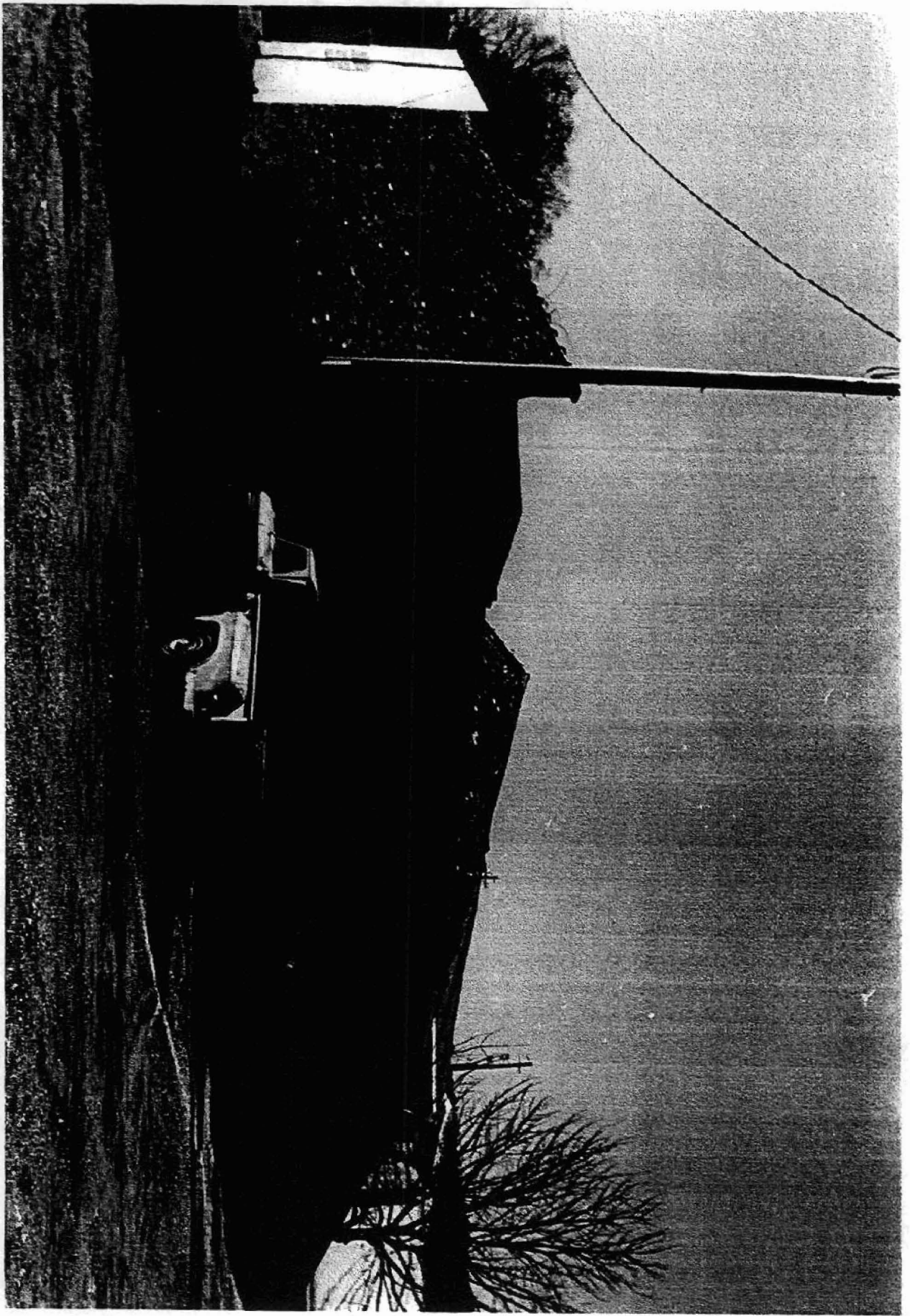
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Medium-duty		Unimproved
U. S. Route		

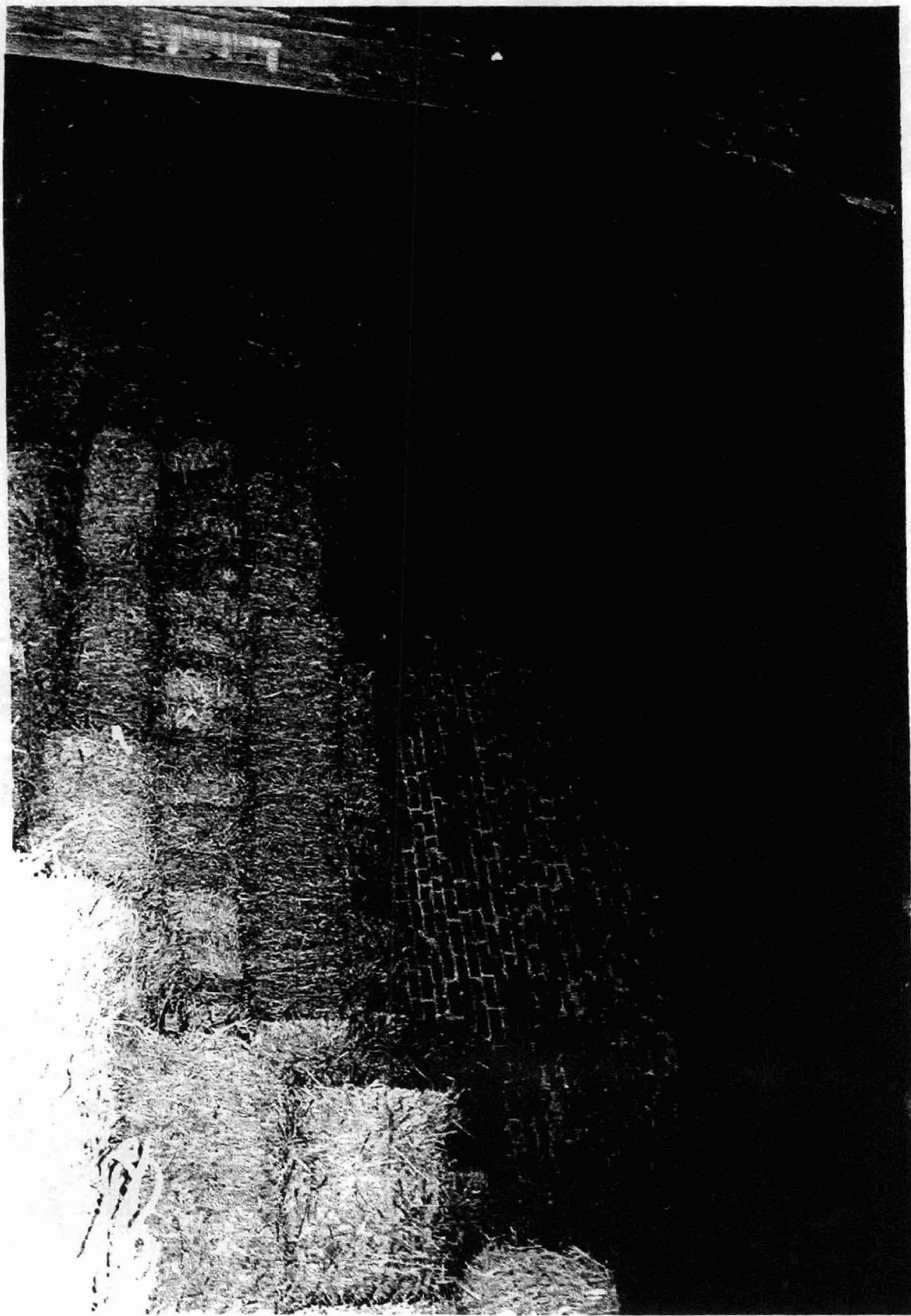
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34093-E1-1

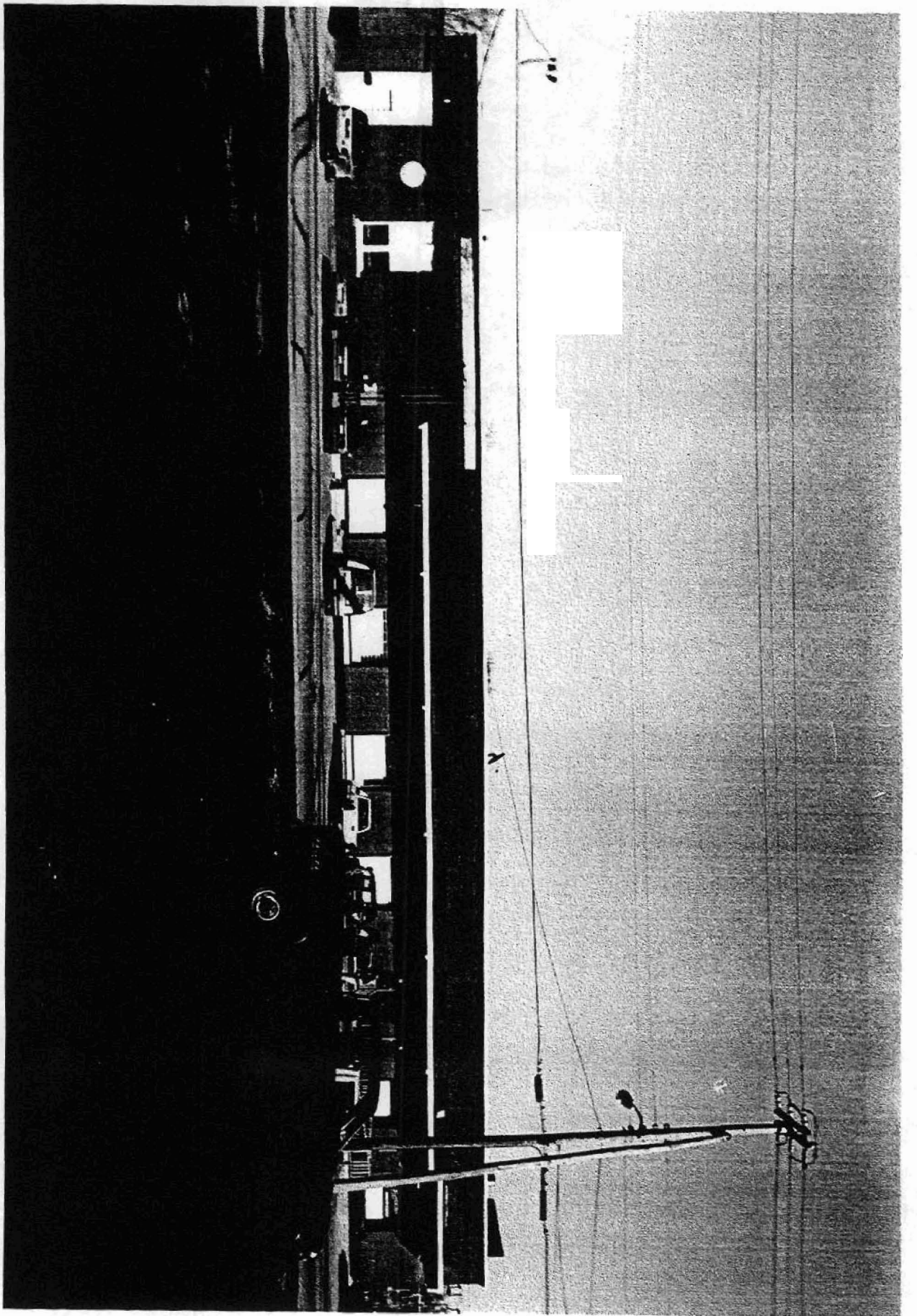
1966
PHOTOREVISION
DMA 7353 II SE-S

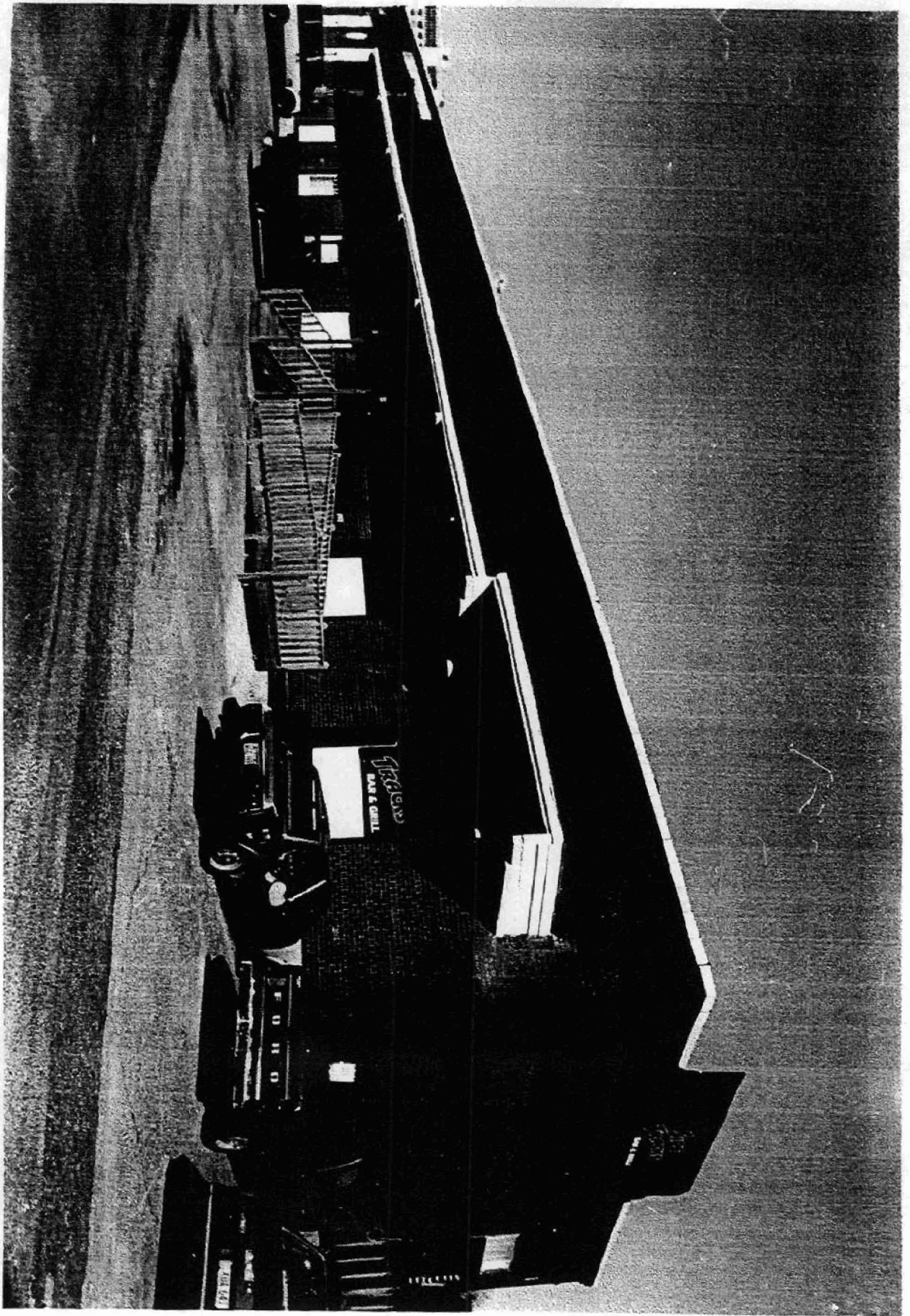
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COLORADO 80225, OR RESTON, VIRGINIA 22092
LITTLE ROCK, ARKANSAS 72204
SYMBOLS IS AVAILABLE ON REQUEST

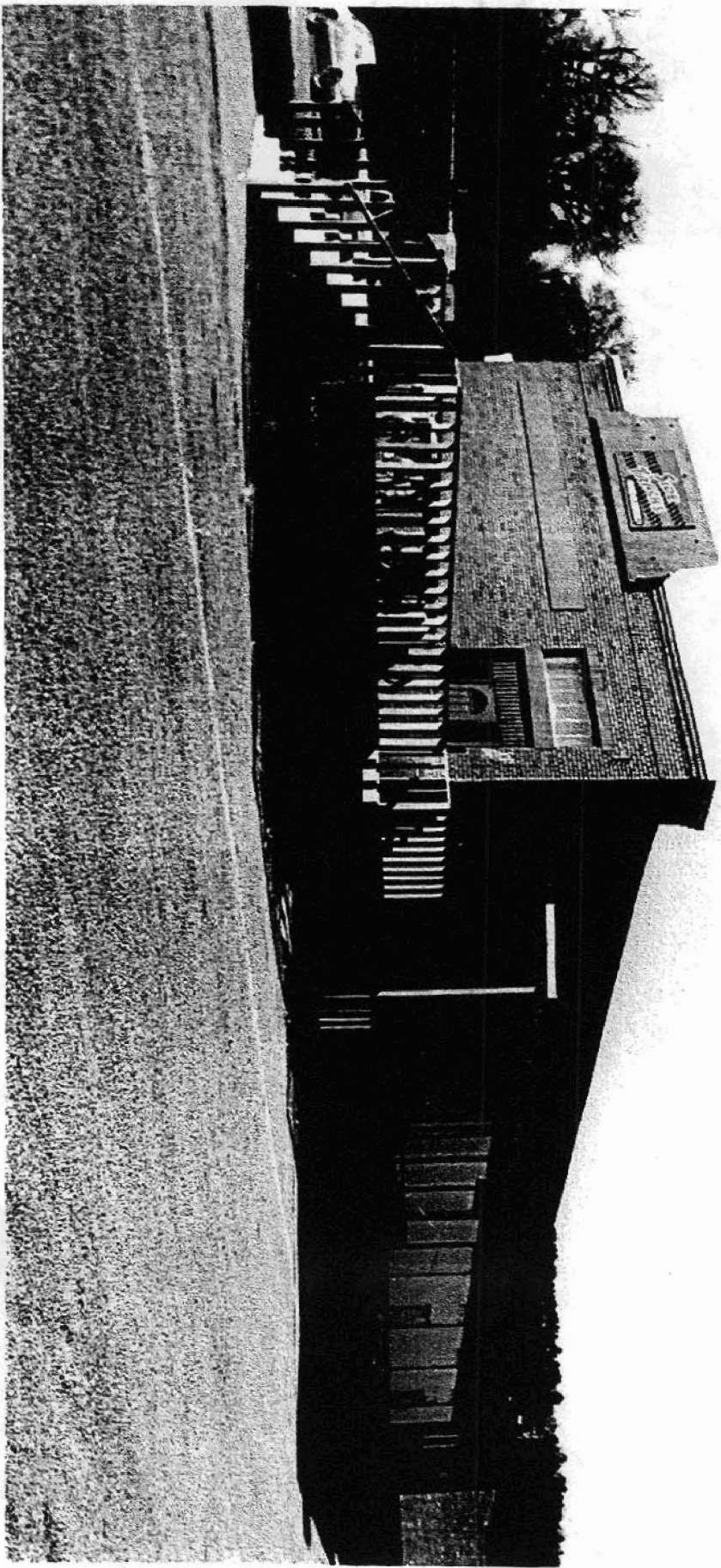


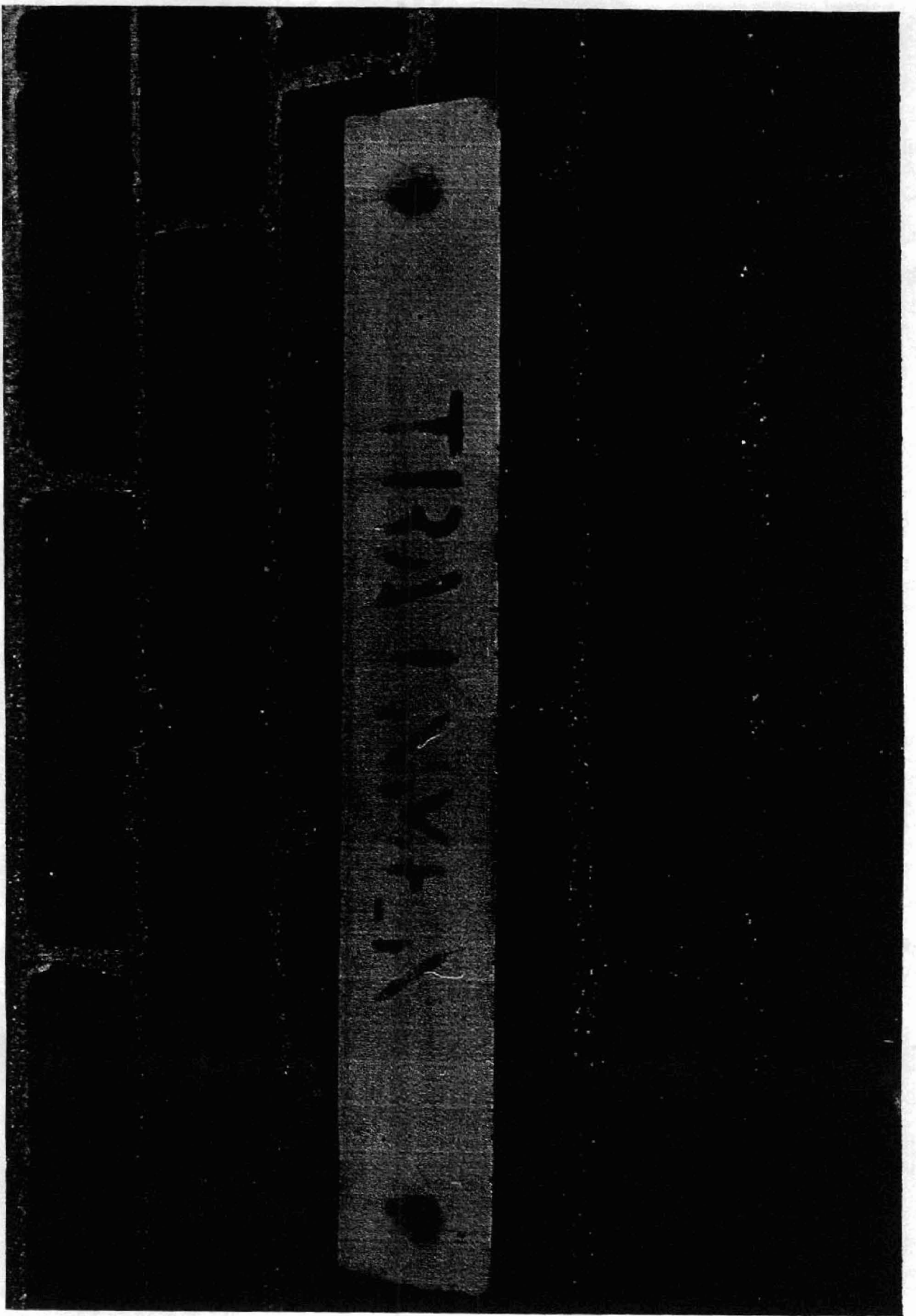












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