

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. Name of Property

historic name: Marianna Missouri-Pacific Depot

other name/site number: N/A

2. Location

street & number: Carolina Street South

not for publication: N/A

city/town: Marianna

vicinity: N/A

state: AR county: Lee code: AR 077 zip code: 72360

3. Classification

Ownership of Property: Private

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

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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

William H. Slater \_\_\_\_\_ 6-21-94  
Signature of certifying official 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

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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: EDUCATION Sub: School  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

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Architectural Classification:

Mediterranean  
Italianate

Other Description: N/A

Materials: foundation Concrete roof Ceramic tile  
walls Brick other Wood brackets

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: c. 1915-1940

Significant Dates: c. 1915

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.

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: Less than one

UTM References: Zone Easting Northing      Zone Easting Northing

A	<u>15</u>	<u>704920</u>	<u>3849690</u>	B	___	___	___
C	___	___	___	D	___	___	___

\_\_\_ See continuation sheet.

Verbal Boundary Description: \_\_\_ See continuation sheet.

Beginning at a point formed by the intersection of the southern edge of Carolina Street South with a line running parallel with the depot's northwestern elevation and located approximately 25 feet to the northwest thereof, proceed southwesterly along the latter line for a distance of approximately 200 feet to its intersection with a perpendicular line running parallel with the depot's southwestern elevation; thence proceed southeasterly along said line for a distance of approximately 200 feet to its intersection with a perpendicular line running parallel with the depot's southeastern elevation; thence proceed northeasterly along said line for a distance of approximately 200 feet to its intersection with a roughly perpendicular line running along the southern edge of Carolina Street South; thence proceed northwesterly along said line for a distance of approximately 200 feet to the point of beginning.

Boundary Justification: \_\_\_ See continuation sheet.

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

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**11. Form Prepared By**  
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Name/Title: Kenneth Story, Architectural Historian

Organization: Arkansas Historic Preservation Program Date: June 9, 1994

Street & Number: 323 Center Street, Suite 1500 Telephone: (501) 324-9880

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

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### Summary

The Missouri-Pacific Railroad Depot in Marianna is a single-story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was growing in popularity among the railroad lines that traversed Arkansas during the early twentieth century, but especially for the Missouri-Pacific Railroad. Its plan is cruciform, with the telegrapher's bay projecting from its southwestern elevation balanced by a projecting bay opposite. Open porches were originally located at its northwestern and southeastern ends, beneath the hipped roof. Its hipped, red clay tile roof and brick walls are supported upon a continuous, cast concrete foundation.

### Elaboration

The Missouri-Pacific Railroad Depot in Marianna is a single-story, brick masonry freight and passenger railroad depot designed in the Mediterranean style that was growing in popularity among the railroad lines that traversed Arkansas during the early twentieth century, but especially for the Missouri-Pacific Railroad. Its plan is cruciform, with the telegrapher's bay projecting from its southwestern elevation balanced by a projecting bay opposite. A single brick chimney rises through the northeastern slope of the hipped roof, next to the central ridge and between the projecting bays on the northeastern and southwestern elevations. Open porches were originally located at its northwestern and southeastern ends, beneath the hipped roof. Its hipped, red clay tile roof and brick walls are supported upon a continuous, cast concrete foundation.

The northeastern or front elevation is composed of a total of ten window or door bays, exclusive of the enclosed porches at either end. The elevation is visually-anchored by a central, projecting bay that is symmetrically-fenestrated with a pair of one-over-one wood windows with transoms. To the northwest the wall is punctuated with a single-leaf door and window combination, another single-leaf door, a pair of one-over-one windows and a single identical window. To the southeast a pair of one-over-one windows is followed by a single-leaf entrance, a single one-over-one window, an original door opening that has since been filled with brick, and a large wooden cargo door opening with its wooden door. The porches at either end have been enclosed with vertical metal panels that also contain modern metal windows and doors.

The southwestern or track elevation opposite is similar, as it too is anchored by the central telegrapher's bay. The telegrapher's bay is lit by a central grouping of three windows surmounted by transoms, all set into a large, shallow-arched opening. The southeastern side wall

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contains a single-leaf entrance while the northwestern side wall is lit by a single window. The wall to the southeast is lit by a pair of one-over-one wood windows, followed by a single-leaf entrance, a single window next to an original single-leaf door opening (now filled with brick), another single-leaf door, and a single window. The northwestern wall contains a pair of one-over-one wood sash windows, a single leaf entrance, another pair of windows; a window and single-leaf door combination completes the elevation. As seen on the opposite elevation, the end porches are filled with vertical metal panels that also feature modern metal windows and doors.

The southeastern and northwestern elevations are very similar, the only difference being that the southeastern elevation contains only a large central wooden cargo door while the northwestern elevation is fenestrated with two symmetrically-placed windows.

Significant exterior details include the large, Italianate brackets that adorn both the spreading cornice throughout the building and the brick porch piers at the southeastern and northwestern ends; the concrete lintels and sills at most of the window and door openings; and the decorative concrete keystones above the telegrapher's bay window.

The interior has been substantially refinished as part of its conversion into an office building; however, several of the original brick walls are visible, and virtually all are intact behind the modern wood paneling.

The Missouri-Pacific Depot in Marianna is currently occupied by the Eastern Arkansas Private Industry Council, which uses the building as a job skills training facility. The northwestern and southeastern porches have been enclosed to maximize office space within; and yet, the original brick piers supporting the hipped roof are both intact and visible on the exterior. It remains in good condition.

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## Significance

Criteria A and C, local significance

Marianna, the county seat of Lee County (the eastern edge of which abuts the western bank of Mississippi River), is centrally located therein and has historically been surrounded by some of the richest agricultural land in Arkansas's Delta region. Unlike many other county seats throughout the state that owe virtually their entire existence as a discernible community to the arrival of the railroad, Marianna was a fairly active and prosperous town before the first railroad's arrival in 1879 (the narrow-gauge Iron Mountain and Helena Railroad, running the twenty-seven miles between Marianna and Helena). Though the original townsite of Marianna was located on the western bank of the L'Anguille River approximately three miles north of the current site, the town was relocated in 1869 when new land was purchased along the nearest navigable section of the river, approximately ten miles north of its confluence with the St. Francis River (which then flows directly into the Mississippi River).

The new site allowed Marianna to become a regional agricultural shipping hub for the abundant cotton crop being produced by the surrounding farms. However the arrival of the Iron Mountain and Helena Railroad (which by 1881 had converted to standardized rails) -- later incorporated into the St. Louis, Iron Mountain and Southern Railroad system -- signalled the town's greatest spurt of growth. Marianna grew into an important regional commercial and transportation hub for agricultural products, complete with a substantial commercial downtown, a growing and impressive residential neighborhood, several churches, and two busy hotels. Marianna remained an active and prosperous county seat well into the twentieth century.

The Missouri-Pacific Railroad Depot in Marianna was constructed c. 1915 as part of the Missouri-Pacific Railroad's ambitious campaign to expand their network of rail lines all over the country, and to establish the railroad's corporate identity through the exclusive use of the Italianate/Mediterranean style of architecture for its passenger and freight depots. The construction of the Marianna depot coincides with the purchase of the earlier St. Louis, Iron Mountain and Southern Railroad by the Missouri-Pacific Railroad (MoPac) and the coincident construction campaign that saw the erection of new MoPac depots along the railroad's expanding network throughout the state.

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, with its Italianate cornice brackets, and formed-stone lintels, sills and watertable, the Missouri-Pacific Railroad Depot in



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Marianna is eligible not only under Criterion A, but also under Criterion C for its being such a good example of the Mediterranean style.

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### Bibliography

Dew, Lee A., and Louis Koeppel, "Narrow-Gauge Railroads in Arkansas," *Arkansas Historical Quarterly*, Vol. XXXI, No. 3, pp. 276-293.

Rives, Eugenia, "Marianna's First 100 Years," *Marianna Centennial, 1870-1970*, Crawford Printing Co., 1970.

Workers of the Writer's Program. *The WPA Guide to 1930's Arkansas*, with a new introduction by Elliot West. Lawrence, Kansas: University Press of Kansas, 1987 (original copyright 1941).



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