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United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

AHPP

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1. Name of Property

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Historic Name: Jonesboro, Lake City & Eastern Railroad Depot

Other Name/Site Number: MS 0108

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2. Location

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Street & Number: NW Corner of S. Dewey & Baltimore Streets

Not for Publication: N/A

City/Town: Manila

Vicinity: N/A

State: AR County: Mississippi Code: AR 093 Zip Code: 72442

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3. Classification

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Ownership of Property: Public-local

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"

Jonesboro, Lake City and Eastern RR Depot
Name of Property

Mississippi Co., Arkansas
County and State

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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.

Carlynn L. Slater

1-7-97
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

Jonesboro, Lake City and Eastern RR Depot
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6. Function or Use

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Historic: Transportation Sub: Rail-related

Current : Social Sub: Civic

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7. Description

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Architectural Classification:

Other: Plain Traditional

Materials: foundation Wood, Concrete roof Asphalt
walls Wood other _____

Describe present and historic physical appearance:

Summary

The railroad depot in Manila was constructed circa 1910 by the Jonesboro, Lake City and Eastern Railroad Company. The white-painted, single-story frame structure rests upon an unknown foundation (probably piers) that is concealed by horizontal wood boards. An asphalt-shingled gable roof with wide projecting eaves covers the basically rectangular plan, which is broken by a three-sided telegrapher's bay. The board-and-batten walls are fenestrated by four-over-four, double hung, wood windows that were commonly used during that time period. The depot is now owned by the City of Manila, which acquired the structure from the St. Louis & San Francisco Railroad Company.

Elaboration

The Jonesboro, Lake City and Eastern Railroad Depot in Manila was constructed in the Plain Traditional style circa 1910 by the railroad company, which had been organized to engage in the operation of a railroad. It was incorporated in 1901 and remained in operation until it was purchased by the St. Louis San Francisco Railway Company in 1929. The white, single-story, frame structure rests upon an unknown foundation (probably piers) that is concealed by horizontal wood boards. An asphalt-shingled, gable roof with wide projecting

eaves covers the basically rectangular plan, which is broken by a three-sided telegrapher's bay. The board-and-batten walls are fenestrated by four-over-four, double-hung, wood windows that were commonly used during that time period. A brick chimney originally protruded through the ridge.

The eastern elevation is lighted by one four-over-four, double-hung, wood window and a single-pane, diamond-shaped, skylight over the window in the center of the elevation. There is also a sign with "Manila" painted on the eastern elevation. The opposite end, or western elevation, is accessed via a single freight door positioned at the southern end of the elevation. There is wood loading platform outside the freight door.

The northern elevation contains the telegrapher's bay, which is fenestrated by two four-over-four, double-hung wood windows and two much narrower one-over-one windows on the short projecting walls. To the east of the telegrapher's bay is a four-over-four wood window and a four-panel wood door with transom that was used by passengers. An ADA ramp has been added to this door. A similar door minus the transom and ramp is located west of the telegrapher's bay and was used by employees of the railroad company and by people claiming packages sent to Manila on the railroad. There is also a large wood freight door on the western end of the elevation.

The southern elevation originally contained two four-over-four, double-hung windows on the eastern end of the elevation and a central wood freight door. Within the past twenty years, the freight door was enclosed with matching board-and-batten and a small one-over-one wood window added. An identical window was also installed near the western end of the elevation. Approximately twenty feet south of the southern elevation lay two steel tracks that were used for switching freight cars and leaving them to be unloaded. Across Baltimore Avenue to the east, the original tracks still lay. The tracks opposite the depot have been removed.

The interior of the depot has been altered by the application of OSB wood panels over the interior walls and vinyl flooring over the wood floor. In addition, a modern acoustical tile ceiling has been installed.

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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, C

Criteria Considerations (Exceptions): N/A

Areas of Significance: Transportation
Architecture

Period(s) of Significance: c. 1910 - 1940

Significant Dates: c. 1910

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:

Summary

The Jonesboro, Lake City and Eastern Railroad Depot is being nominated to the National Register under Criteria A and C with local significance as an amendment to the "Historic Railroad Depots of Arkansas" multiple property nomination. Under Criterion A, the depot is important for its association with the early railroad transportation era of Manila's development. The depot is similarly significant under Criterion C as the best example of a traditional board-and-batten railroad depot in northern Mississippi County.

Elaboration

The site of present-day Manila was settled by Ed Smith in 1852. He located there to take over management of a lumber mill. Virgin timber comprising of red oak, cypress, gum and walnut attracted many workers to Manila.

Both the first post office and community was named Cinda, after the daughter

of Sam Bunch who was the first postmaster in 1898. At the conclusion of the Spanish-American War, the community was renamed Manila in honor of Admiral Dewey's famous victory. In addition, the citizens named their streets after Dewey and two U.S. battleships in the engagement, Baltimore and Olympia.

The railroad came to Manila in 1901 when investors from Jonesboro recognized the need for transportation to and from Big Lake Island. They formed the Jonesboro, Lake City and Eastern Railroad Company (JLC&E) and constructed track beds, tracks, trestles and bridges across the St. Francis River at Lake City and stopped at Manila and Big Lake. As soon thereafter as possible, they built a bridge across Big Lake and pushed the tracks to Blytheville and to Barfield on the Mississippi River.

Chicago Mill & Lumber Company, which owned and operated a large mill in Blytheville, built narrow gauge lines all over Big Land Island and Buffalo Island on which logs were loaded, carried to Manila, taken to the Manila stave mill, reloaded on regular gauge tracks of the JLC&E to be carried to the Blytheville mill of Chicago Mill & Lumber Company.

R.E.L. Wilson purchased control of the JLC&E railroad in 1914. Wilson connected this railroad with a branch coming from the Frisco lines at Wilson, Arkansas near Dell, Arkansas. Traffic by rail doubled by way of Manila to Jonesboro and on to Kansas City and St. Louis. The name Jonesboro Lake City and Eastern remained until it was purchased by the Frisco in 1929.

Although the JLC&E railroad primarily served the various lumber companies organized in Blytheville, Leachville and Manila, the railroad was also utilized for food transportation as Manila was the fish processing center for nearby Big Lake. For awhile, forty tons of fish together with large quantities of ducks and turtles were shipped daily from the Manila Depot.

There were four passenger trains that visited Manila daily, two from Jonesboro and two from Blytheville. Long lines of freight cars carried lumber and logs from Manila daily.

Competition between railroads and trucks and buses came with construction of highways in and out of Manila in 1924. A road improvement district was formed, and a concrete road was built from Leachville to Manila in 1924. With improved roads came automobiles, buses and truck lines which encroached upon rail traffic.

The saw mills and lumber mills closed when the trees had been cleared. Cultivable lands upon which cotton and other crops grew replaced the timber business. Railroads carried these products to out-of state markets; however, passenger service was terminated. Soon afterwards, freight transportation also ceased and the railroad era ended in Manila. Today, only the depot and the siding tracks remain.

The Jonesboro, Lake City and Eastern Railroad Depot in Manila is being nominated as an amendment to the "Historic Railroad Depots of Arkansas" multiple property nomination. Under Criterion A, the depot is important for

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its association with the small, entrepreneurial railroad line that provided greater accessibility to the larger markets for the local timber companies and farmers of Mississippi County. Under Criterion C, the depot is significant as an intact, board-and-batten, passenger and freight depot constructed in a simple, vernacular aesthetic that was commonly used by shortline railroads in Arkansas in the early twentieth century.

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9. Major Bibliographical References
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See "Historic Railroad Depots of Arkansas, 1870 - 1940" multiple property documentation form, Sections E - H.

Bennett, Joanne, and Phillips, Zora. "The Manila Depot," (local history of depot submitted to AHPP for determination of eligibility).

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: Less than one

UTM References: Zone Easting Northing Zone Easting Northing

A 15 755800 3974010 B
C D

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Verbal Boundary Description:

A parcel of land lying, being and situated in the Northwest Quarter of the Southeast Quarter (NW 1/4 SE 1/4), Section 31, Township 15 North, Range 9 East, Mississippi County, Arkansas, at Manila, Arkansas, more particularly described as follows: Said strip or parcel of land being 100 feet in width, that is 50 feet on each side of the center line of abandoned main track as same was formerly located and constructed extending in a easterly line from the east line of Boston Avenue to the west line of Baltimore Avenue, said property being located between the south line of North Dewey Street and the north line of South Dewey Street, containing 60,000 square feet.

Boundary Justification:

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

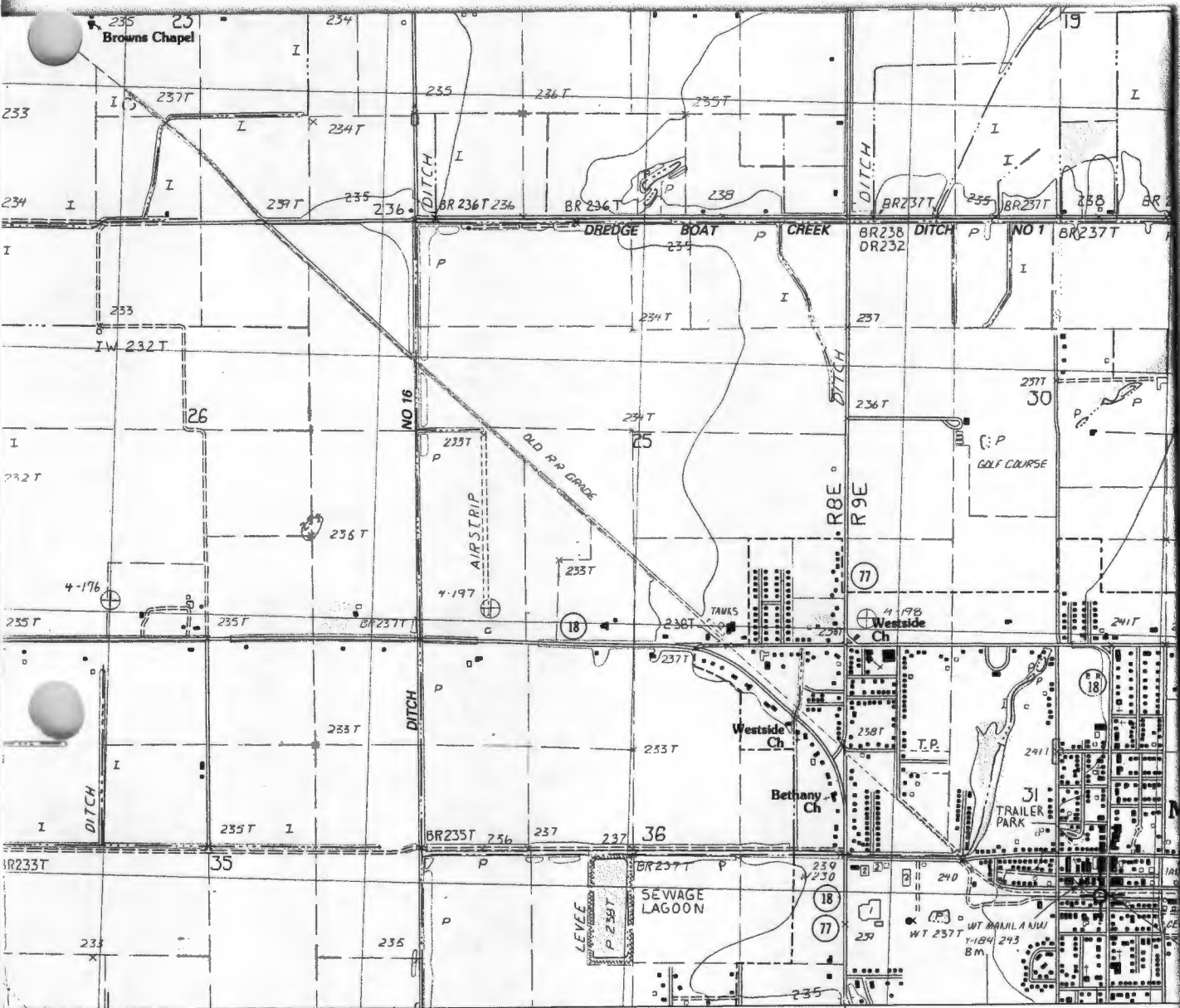
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11. Form Prepared By
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Name/Title: Oscar Fendler, Attorney at Law (edited by AHPP staff)

Organization: N/A Date: 01-03-97

Street & Number: 104 N. Sixth St., P.O. Box 548 Telephone: (501) 763-6891

City or Town: Blytheville State: AR ZIP: 72316



SCALE 1:24 000

Jonesboro, Lake City & Eastern RR Depot
 Manila, Mississippi Co., Arkansas
 UTM: 15 755 800 / 39 74 010



CONTOUR INTERVAL 5 FEET

To convert feet to meters multiply by .3048
 To convert meters to feet multiply by 3.2808

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
 FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
 AND ARKANSAS GEOLOGICAL COMMISSION, LITTLE ROCK, ARKANSAS 72204
 AND DIVISION OF GEOLOGY AND LAND SURVEY
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