

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: PP0001

2. Location

street & number: U.S. Highway 64

not for publication: N/A

city/town: Atkins

vicinity: N/A

state: AR

county: Pope

code: AR 115

zip code: 72823

3. Classification

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

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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 A Byrd
Signature of certifying official

7-29-92
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

=====
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 Keeper

Date
of Action

=====
6. Function or Use
=====

Historic: TRANSPORTATION

Sub: Rail-related

Current: GOVERNMENT

Sub: City Hall

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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>505890</u>	<u>3899660</u>	B	___	___	___
C	___	___	___	D	___	___	___

___ See continuation sheet.

Verbal Boundary Description: ___ See continuation sheet.

Beginning at a point formed by the intersection of a line running along the southern edge of U.S. Highway 64 with a perpendicular line running along the western edge of State Highway 105, proceed southerly along said line for a distance of approximately 100 feet to its intersection with a perpendicular line running along the northern edge of the Union Pacific Railroad tracks; thence proceed westerly along said line for a distance of approximately 300 feet to its intersection with a perpendicular line running parallel with the depot's western elevation; thence proceed northerly along said line for a distance of approximately 100 feet to its intersection with the southern edge of U.S. Highway 64; thence proceed easterly along said line 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

=====

Name/Title: Kenneth Story, National Register Coordinator

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

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Summary

The Missouri-Pacific Depot is a single story, brick masonry and stucco passenger and freight railroad depot designed in the Mediterranean style that the Missouri-Pacific Railroad in particular considered the preferred style for such depot construction during the first decades of the twentieth century. Its rectangular plan is relieved only by a projecting telegrapher's bay on the southern elevation. The continuous cast concrete foundation supports the brick and stucco walls, and the roof is sheathed with composition shingles.

Elaboration

The Missouri-Pacific Depot is a single story, brick masonry and stucco passenger and freight railroad depot designed in the Mediterranean style that the Missouri-Pacific Railroad in particular considered the preferred style for such depot construction during the first decades of the twentieth century. Its rectangular plan is relieved only by a projecting telegrapher's bay on the southern elevation. Two brick chimneys rise through the ridge to the east of the southern telegrapher's bay, and the other rises through the ridge near the western end of the building. The continuous cast concrete foundation supports the brick and stucco walls, and the roof is sheathed with composition shingles.

The northern or street elevation is twelve bays in length, with the open, recessed western porch completing the elevation. With the exception of the single-leaf entrance placed to the west of center, the entire wall is punctuated with one-over-one wood sash windows and taller windows of identical sash configuration that are also surmounted with transoms (some of these windows have been covered over to prevent vandalism, though the original sash probably remains behind). The single entrance is ornamented with a flush brick surround that contrasts with the otherwise stucco finish. The southern elevation opposite is also fenestrated with both one-over-one wood sash windows and taller identical windows with transoms, though it differs from the elevation opposite in that it is accessed via a total of three single-leaf entrances in the main wall and another in the eastern face of the telegrapher's bay. The telegrapher's bay is placed just to the east of center and is itself fenestrated with a single, central segmental arched opening that is filled with a tri-partite window, featuring three rectangular windows below three arched transom windows, all set within the brick lintel above and the concrete water table below, resting upon the brick dado. A single tall window lights its western face.

The western elevation is dominated by the hipped roof projecting out over the wall and resting

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upon the two massive brick columns. The wall beneath the porch roof is fenestrated with two separate one-over-one wood sash windows placed in the center of the wall. The eastern elevation originally contained a large, central freight door; however, this has been partially enclosed to form a single-leaf entrance. Otherwise it is blank.

The exterior details, though minimal, are typical of buildings designed in the Mediterranean style. The elaborate, large ornamental brackets that adorn the broad, spreading cornice throughout, the mixture of brick, concrete and stucco as exterior finish materials, and the overall horizontality of the composition are all features common to this style.

The interior, though currently functioning as the city hall for the city of Atkins, has retained most of its original door and window trim, and has also, in fact, kept most of its original floor plan.

The Missouri-Pacific Depot in Atkins has lost only its original ceramic tile roof; otherwise it is relatively quite intact and in good condition.

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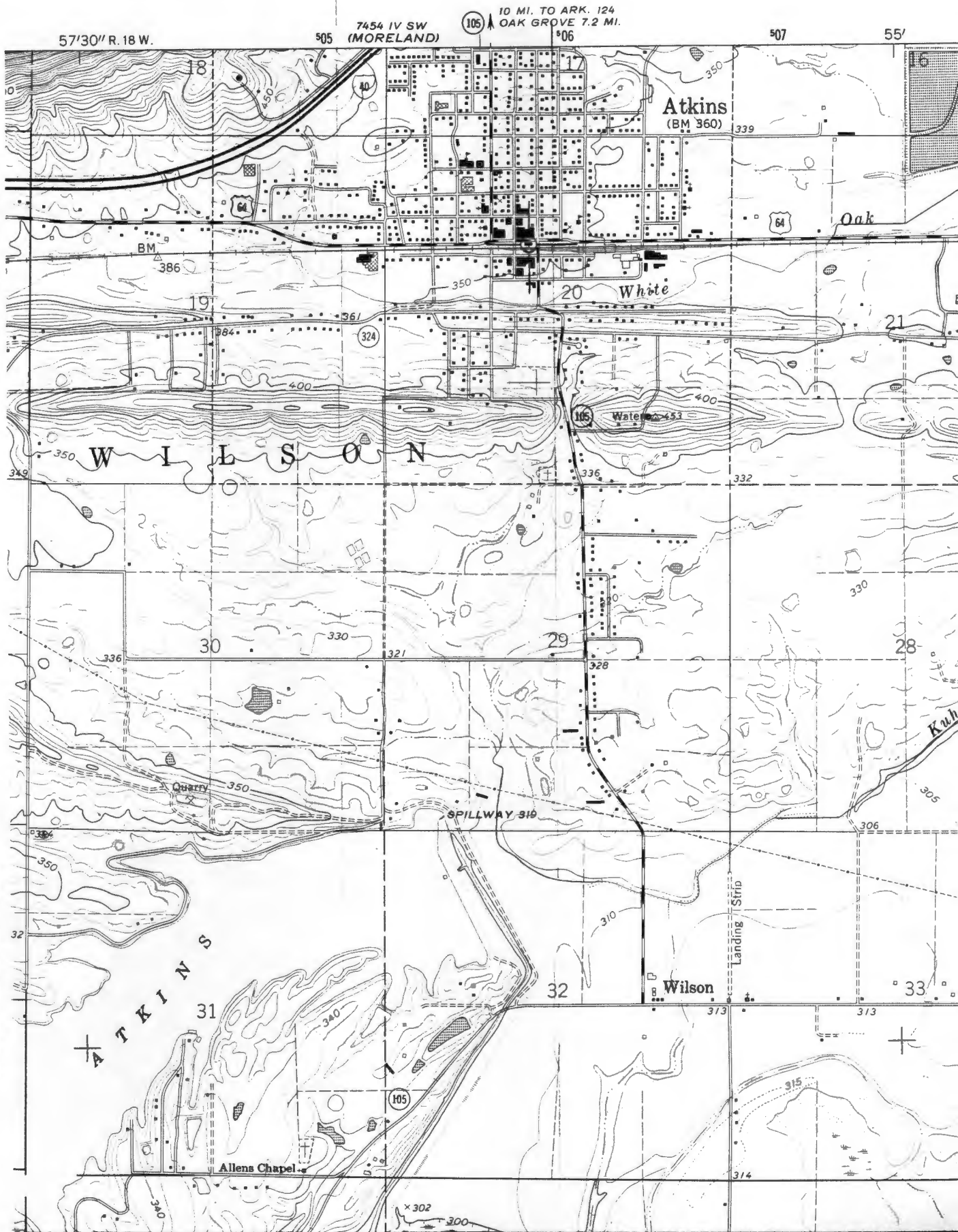
Significance

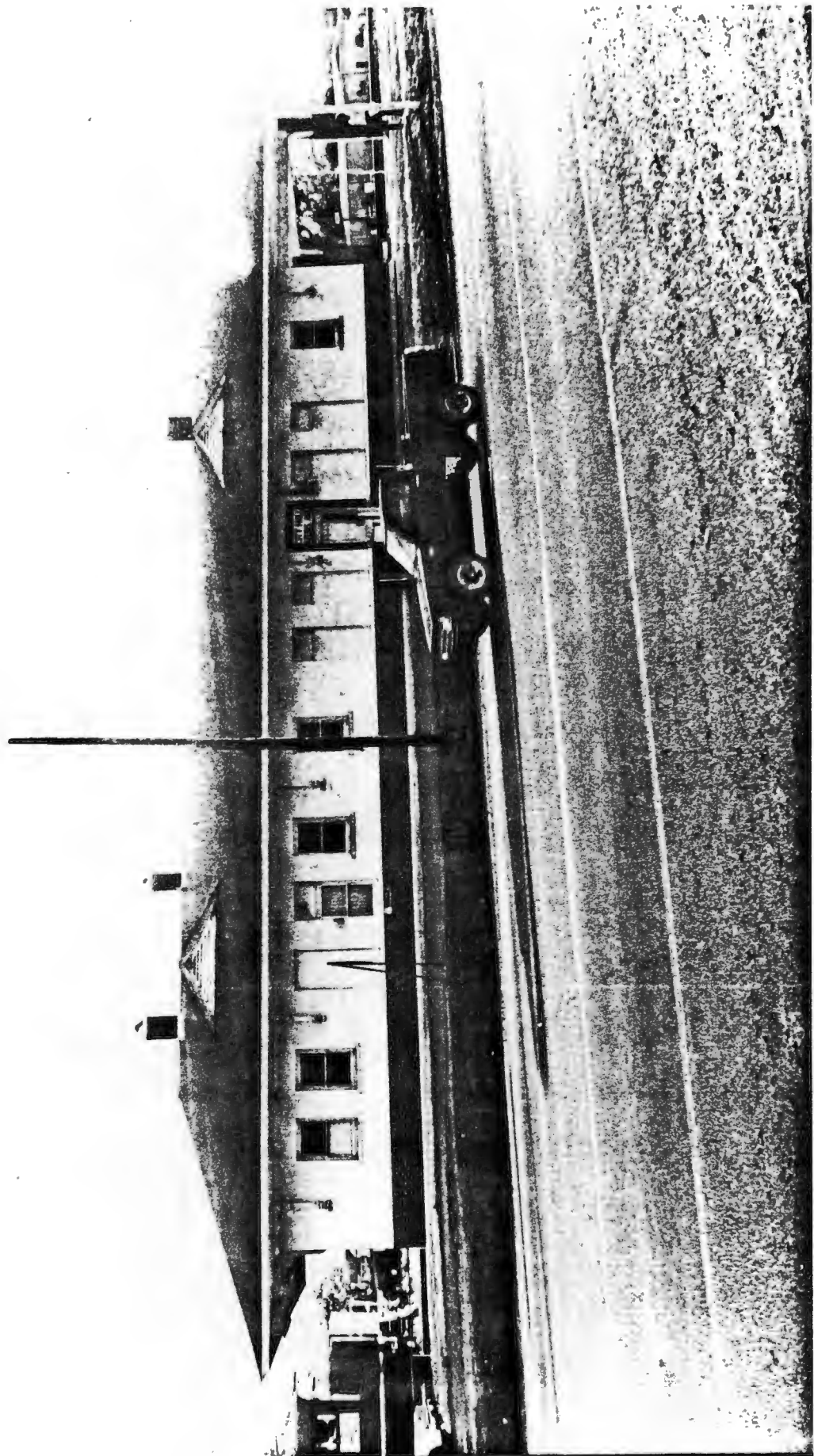
Criteria A and C, local significance

The city of Atkins was incorporated in 1876 as a direct result of the arrival of the Little Rock and Fort Smith Railroad, later taken over by the Missouri-Pacific. As was frequently the case after the railroad arrived in the vicinity of previously-established river towns but did not actually pass through the town itself, the local commercial and transportation hub shifted from Galla Rock (located approximately five miles to the south) to Atkins, and subsequently signalled the demise of Galla Rock as a steamboat landing and trading center. Atkins served as the new local transportation hub from the date of its incorporation until the dramatic expansion and improvement of the state highway system that took place after World War II, with agricultural produce and passengers being its primary source of traffic.

The Missouri-Pacific Railroad constructed this depot c. 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.

MISSOURI-PACIFIC DEPOT (PPØØØ1)
ATKINS, POPE Co., ARKANSAS
15/505890/3899660

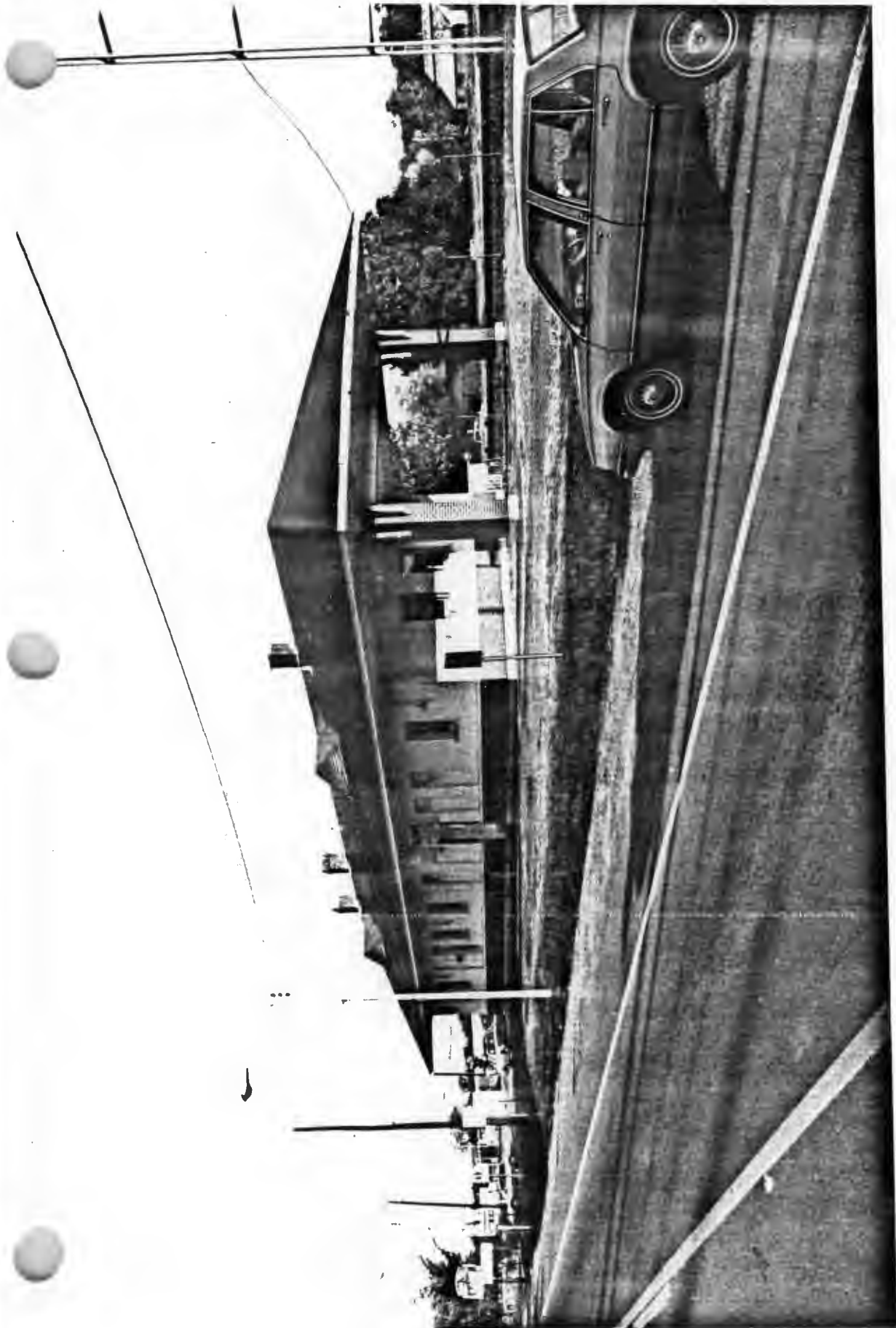




MISSION: Prairie Depot (PP 0001)
ATKINS, ARKANSAS (PONT Co.)
KEN STORY
OCTOBER, 1991
NEGATIVE ON FILE AT ANPP
VIEW FROM NORTH



MISSOURI - PACIFIC DEPOT (PP 0001)
P-11111, DUNE CO., ARKANSAS
BEN STORRY
OCTOBER, 1991
NEGATIVE ON FILE AT AHPP
VIEW FROM SOUTH



1991 - 1992 (1991)

LEWIS, BOLE G. THOMAS

PROCESSED BY A WOOD

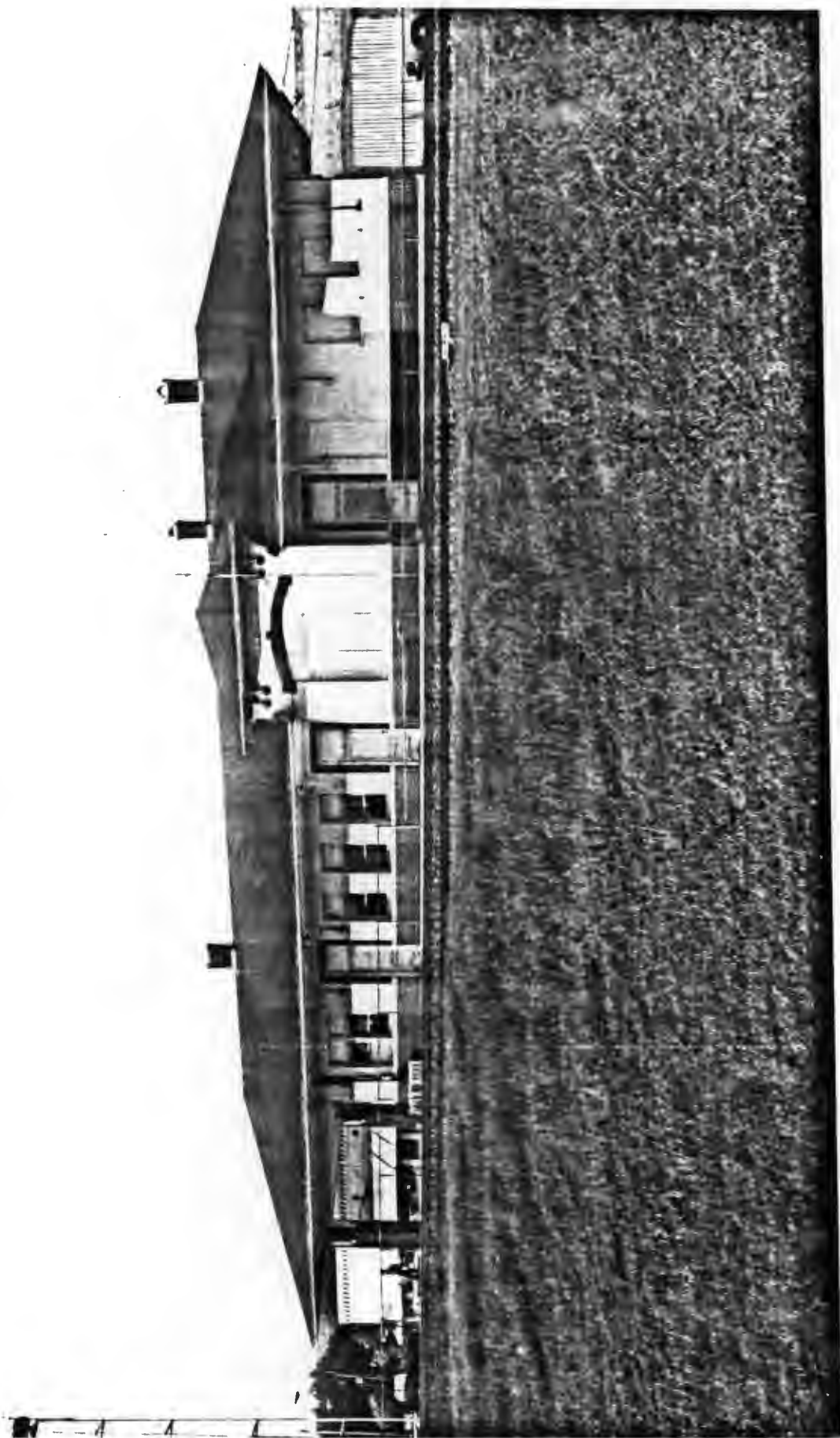
OCTOBER, 1991

NEARBY ON THE A-211P

VIEW FROM NORTHWEST



1. ROOM 101 (H. 1000)
ATKINS, BOB A., ATKINS
PHOTOGRAPHED BY K. VORP
OCTOBER, 1991
NEGATIVE ON THE APP
VIEW FROM WEST



RECEIVED THE DIRECTOR (100-1000)
RECORDS SECTION
DECEMBER 20 1964
RECEIVED ON FILE - 100-1000
VIEW FROM SOUTH

