

60-122-400-62

Listed in the N.R. 4-29-82

United States Department of the Interior  
Heritage Conservation and Recreation Service

For HCERS use only

National Register of Historic Places  
Inventory—Nomination Form

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

1. Name

historic Terminal Warehouse Building

and/or common Markham Tower East

2. Location

street & number 500 East Markham Street N/A not for publication

city, town Little Rock N/A vicinity of congressional district 2nd

state Arkansas code 05 county Pulaski code 119

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<input type="checkbox"/> Public Acquisition	<input type="checkbox"/> Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name ~~John D. Nichols, Bob Callendar, Terry Scutball, Clay Grieng, and Randy Warner.~~

street & number 500 East Markham Street

city, town Little Rock N/A vicinity of state Arkansas

5. Location of Legal Description

courthouse, registry of deeds, etc. Circuit Clerk's Office

street & number Pulaski County Courthouse

city, town Little Rock state Arkansas

6. Representation in Existing Surveys

title N/A has this property been determined eligible?  yes  no

state N/A  federal  state  county  local

depository for survey records

city, town state

## 7. Description

### Condition

excellent

good

fair

deteriorated

ruins

unexposed

### Check one

unaltered

altered

### Check one

original site

moved

date \_\_\_\_\_

### Describe the present and original (if known) physical appearance

The Terminal Warehouse Building (now known as the Markham Tower East) occupies more than one square block in the area of downtown Little Rock that was, from the turn of the century until the early 1900s, the city's warehouse and manufacturing center. Built in 1926 according to the design of architect Eugene Stern, the massive building is outstanding in a streetscape still characterized by commercial buildings of the early 1900s. It enjoys a physically and commercially auspicious siting parallel to the Arkansas River and adjacent to the tracks of old Missouri Pacific Railroad, a location that contributed greatly to the success of the warehousing industry in the 1920s and '30s. The substantial brick structure remains prominent on the riverscape by virtue of its sheer size and the architect's unusual application of a Venetian gothic design idiom.

The four story tall principal (south) elevation of the building faces East Markham Street, still a major Little Rock thoroughfare. The extremely broad facade is 15 bays wide with a uniquely designed 8 story tower rising from the center bay. Brick pilasters projecting slightly beyond the building wall and capped with horizontal bands of light colored glazed brick establish a distinct rhythm in the long facade and create a horizontal orientation for the building. The flat-roofed warehouse terminates in a parapet, undistinguished from the planes of the building's brick facade, capped with a band of glazed bricks, the same color as those that top the pilasters, that enriches the entire structure. On either side of the building's centrally placed entrance the first floor elevation is articulated as a series of storefronts, each fitted with metal awning and plate glass windows set back in the masonry wall above concrete lintels. Above, with the exception of the two end bays, each bay is composed of pairs of 16-light rectangular windows, typical to warehouse design, separated by a brick mullion of slightly narrower width than the definitive pilasters. A row of glazed bricks spans each bay unifying the vertical elements and three stone scuppers pierce the parapet wall at the top of each bay. The corner bays are accentuated and have an anchoring effect in the building composition. These end bays have only one window and as a result possess more brick veneer, making them look more massive, if not wider than, the other bays in the facade. Decorative shields and fleur-de-lis, appearing medieval in origin, enrich the parapets at the corners of the building.

Two distinctive features of the south elevation--its dominant central tower and its intricately detailed principal entrance--vest the building with a Venetian gothic esthetic which greatly relieves the bland regularity of the massive warehouse form. Each of the tower corners projects slightly beyond the wall plane, giving a buttressing effect, and is capped with a band of glazed brick decorated with diagonal lines forming a zig-zag pattern. Rows of brick pointed arches extend from corner to corner and these are also capped with decorative tiles. Even more distinctive are the bracketed balconies that appear on all four sides of the tower. Medallions enrich the upper course of the glazed bricks that comprise the overhanging balconies. Two tall narrow pointed-arched screened openings penetrate the tower walls behind the balconies. These arches, defined by voussoirs articulated in the alternating dark and light stone pattern associated with the architecture of medieval Italy, spring from a Romanesque style stone column. A square tile covered hip roof caps the tower, completing its striking campanile effect. At the base of the tower the building's entrance echoes the fluent detailing of its crowning feature. A round-arched doorway holding a single glass door flanked by plate glass sidelights and surmounted by a tympanum window offers access to the building. This slightly pointed arch that surrounds the entrance also displays a pattern of alternating voussoirs, but here relief panels depicting

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allegorical animals of medieval literature appear in every other voussoir including the keystone. Similar reliefs appear at either side of the entrance. The spring points of the entry way arch are defined with a capital-like element featuring carved stone in a Romanesque-inspired design. The lintel and surrounds of the door are embellished with bands of similar foliated designs, also characteristic of the Italian Gothic and the nineteenth-century revival styles that imitated it. Intersecting metal bands form cages in front of the tympanum window and the two small windows that flank the doorway.

Although the esthetically pleasing tower is of sufficient height to be visible from all four sides of the building, the side and rear elevations reveal accurately the truly utilitarian function for which the building was conceived. These secondary elevations are much like the principal elevation repeating its rhythm of pilasters and windows between accentuated corner bays. Both the east and west side elevations are 6 bays wide and have loading dock facilities. Their windows as well as those of the rear elevation are shorter and wider than those of the principal facade.

The rear (north) elevation of the building is the most overtly pragmatic with a wide loading facility covered with a flat awning-like roof supported on a row of iron piers fronting directly on the railroad tracks. This side of the building is five stories tall reflecting a change in grade of the site. The fourth bay from each corner of the rear elevation rises one story above the elevation height and is articulated as a tower bearing the same parapet decoration as the corner bays. No stone scuppers appear along the parapet wall on the rear of the building.

In 1945 a two-story addition was constructed to the east of the Terminal Warehouse. Although the addition does not exhibit the fine attention to design and detail outstanding in the execution of the significant 1926 section, it is set back substantially from the street. Thus, the newer construction does not intrude upon the esthetic nor impair the integrity of the original structure.

At present, the interior of the 180,000 square foot Terminal Warehouse building is devoted to an even division of office, commercial, and warehouse space. The interior articulation of the building is quite austere and utilitarian without a hint of the Venetian Gothic detail that characterizes the exterior. The commodious interior of the structure provides broad expanses of open floor area designed with high live load capacity to fulfill the functional aspects of warehouse design. The building's reinforced concrete structure is well suited to these design criteria. Interior Warehouse spaces are unfinished exposing the concrete structure. Elsewhere in the building the structure is faced with lath and plaster on both wall and ceilings.

## 8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)		

Specific dates 1926

Builder/Architect Eugene Stern

### Statement of Significance (in one paragraph)

Heralded as the largest building in Little Rock at the time of its construction, the Terminal Warehouse presents an unusually appealing example of warehouse architecture unique in Little Rock for its Venetian Gothic-inspired design. The East Markham Street site provides a rich historical backdrop for this architecturally significant structure. This riverfront area is the site of the original city of Little Rock but little remains to recall its early development from the site of the city's first residences to Little Rock's prime commercial center. A fire of 1876 destroyed most of Markham Street's original fabric and development of the city to the south and west drew commercial establishments away from the river. However, because of its proximity to the river and the railroad tracks, the East Markham area proved a natural location for warehousing and manufacturing activities and enjoyed a renaissance in the 1920s and '30s with the construction of several large office and warehouse buildings. It was during this period that developer Stonewall Jackson Beauchamp built the Terminal Warehouse with the John Deere Co., food brokers Johnson and Cooper, and the Terminal Van and Storage Co. among its first tenants. Today the Terminal Warehouse is one of only two warehouse buildings remaining from the 1920s growth period. The architect's choice of the Venetian Gothic esthetic, a style most closely associated with the Victorian era, for its design is in itself unusual at this late 1926 date, but it provides an exciting vocabulary for taming the brutal monumentality inherent in any warehouse design. Of particular importance in this regard is the use of vertical and horizontal elements, notably the brick pilasters and glazed brick bands. Humanizing the building's massive scale and proportions of the Venetian Gothic forms are the building's beautifully detailed principal entrance with its decorative medieval plaques and foliated stonework and especially the predominant tower, with its bracketed balcony, course of brick pointed arched and alternate colored voussoirs, which establish the building as a landmark in the riverscape.

## 9. Major Bibliographical References

See continuation sheet.

## 10. Geographical Data

Acreeage of nominated property less than 1 acre

Quadrangle name Little Rock,

Quadrangle scale 1:24,000

UMT References

A 

1	5	5	6	7	3	0	0	3	1	8	4	5	0	1	9	0
Zone	Easting			Northing												

B 

Zone	Easting			Northing												

C 

Zone	Easting			Northing												

D 

Zone	Easting			Northing												

E 

Zone	Easting			Northing												

F 

Zone	Easting			Northing												

G 

Zone	Easting			Northing												

H 

Zone	Easting			Northing												

**Verbal boundary description and justification** Popes Addition Lots 5 thru 12 Block 2 and Lot 7 Block 3 and closed part of Sherman Street 60" on Markham Street and 140" Between 12 Block and 7 Block 3

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state code county code

## 11. Form Prepared By

name/title Sarah Brown, Historian/ Ethel Goodstein, Architectural Historian

organization Historic Preservation Program

date March, 1982

street & number Suite 500, Continental Building

telephone (501) 371-2763

city or town Little Rock

state Arkansas

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

*Wilson Pike*

title

date 3/22/82

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

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Eison, Jim. Museum of Science and History, LittleRock, Arkansas. Interview  
December, 1980.

Nichols, Henry L. Little Rock, Arkansas Interview December, 1980.

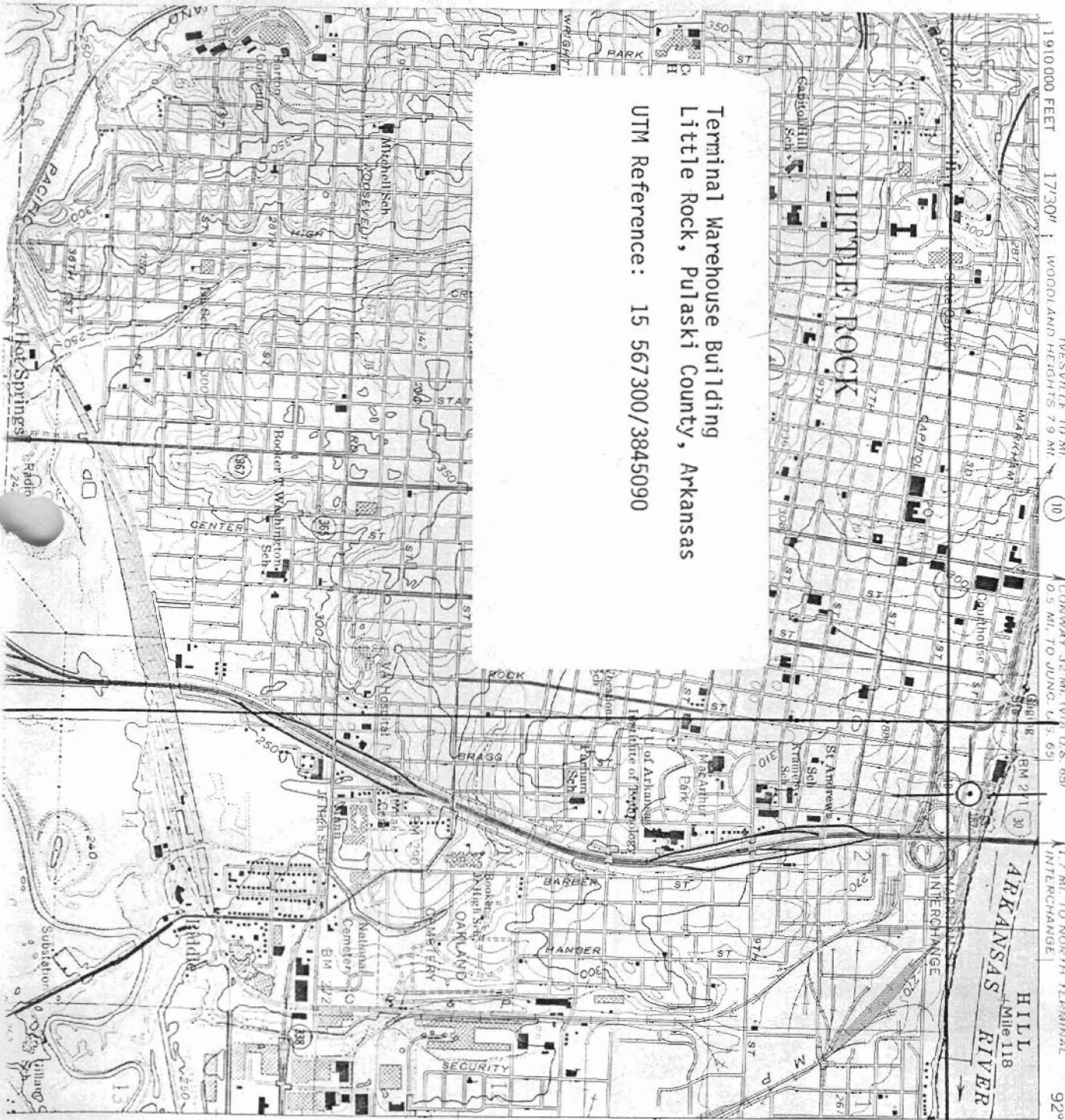
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Sanborn Map Company. Insurance Maps of Little Rock, Arkansas. New York: Sanborn  
Map Company, 1939.

# MARKHAM TOWER EAST





Terminal Warehouse Building  
 Little Rock, Pulaski County, Arkansas  
 UTM Reference: 15 567300/3845090

1910000 FEET 1730' WOODLAND HEIGHTS 7.9 MI. (10) WESTVILLE 10 MI. (10) CORWAY 32 MI. (VIA U.S. 69) 0.5 MI. TO JUNG. L. 69 INTERCHANGE 1.7 MI. TO NORTH TERMINAL INTERCHANGE 92°15' 34°45'

LITTLE ROCK QUADRANGLE  
 ARKANSAS  
 7.5 MINUTE SERIES (TOPOGRAPHIC)  
 75531 SW (MC ALMONT)

3845 3844 3843 750 000 FEET 3842



