

United States Department of the Interior
National Park Service

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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 Chicago and Alton Railroad Depot at Higginsville

and or common C & A Depot

2. Location

street & number 2109 Main Street not for publication

city, town Higginsville vicinity of

state Missouri code 029 county Lafayette code 107

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

4. Owner of Property

name Chaz Aversman

street & number 1860 South Logan Street

city, town Denver vicinity of state Colorado 80210

5. Location of Legal Description

courthouse, registry of deeds, etc. Recorder of Deeds

street & number Lafayette County Courthouse

city, town Lexington state Missouri

6. Representation in Existing Surveys

title Historic and Architectural Survey of Higginsville, Missouri has this property been determined eligible? yes no

date 1982 federal state county local

depository for survey records Department of Natural Resources, Office of Historic Preservation

city, town Jefferson City state Missouri

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved date
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Among the relatively few remaining Stick style buildings in Missouri is the Chicago and Alton railroad depot; fewer yet are extant Stick style depots with the physical integrity of the Higginsville depot. Constructed during the winter of 1888-89 the depot represents the very last gasp of popular use of Stick style in Missouri.

The depot contains the traditional design features associated with Stick style--an irregular silhouette, eaves of considerable projection supported by large brackets, diagonal brackets under the eaves serving as diagonal bracing, exterior walls faced with vertical boards, battens and horizontal clapboards. The intended communication of symbolizing the unseen structural frame is obvious.

The interior includes a half-story loft above the main block. The east wing functioned as a baggage room. The main block has an identical front and back facade and is nearly symmetrical with a projecting bay and dormer at center. Windows are double-sashed with transoms identical to those over the doors. There are three brick stove flues extending above the roofline.

The depot parallels the railroad tracks on its long axis. A modest passenger platform and sidewalk remain on the south side. The dimensions of the depot are as follows: 50'3" x 24'5" for the main block (excluding the projecting bays) and 34'7" x 20'5" for the attached freight room.

Description update: Since the above description was written (July, 1985), the Chicago and Alton Depot at Higginsville has undergone extensive restoration for adaptive reuse as an antique shop. According to information contained in a Historic Preservation Certification Application (Project Number 1263-310-002-MO-85-00132) the owner replaced all deteriorated exterior boards with like material, scraped, washed and repainted the building in a two toned color (dark green on cream), replaced all broken glass, moldings, meeting rails, mullions, window weights, and repainted all windows. The floors were sanded and refinished, and an intrusive plywood paneling on the interior walls was removed to expose the original board interior walls which were repaired and painted. Two gas space heating stoves were replaced with a modern forced air gas furnace. Missouri Historic Preservation Program staff evaluation of this restoration was that it was very sensitive, especially in its attention to detail. The restoration of the building's doors, windows, signage and numerous interior details was considered especially noteworthy. This restoration not only retained or replicated original fabric, but also retained the building's original spatial arrangement.

8. Significance

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

Specific dates 1888-89 Builder Architect unknown

Statement of Significance (in one paragraph)

Under the National Register Criteria for Evaluation the Chicago and Alton railroad depot is significant under Criterion A and C: the depot is a representative and the primary artifact in Higginsville, Missouri that is symbolic of the Transportation Revolution within the Middle Border country of the United States. The Stick style depot clearly illustrates the traditional design features associated with national Stick style and it is a late and uncommon representation in Missouri. In Higginsville the associations of Southerners who promoted the interests of national marketing and town foundings dependent upon railroad networks is significant in Missouri regional and state history. The activities of Harvey Higgins and A.E. Asbury, both directors of the Chicago and Alton railroad are particularly germane to the historic significance of the C & A depot. The town development--residential, commercial and industrial--that Higgins, Asbury and others promoted and that spatially clustered around the C & A depot designate the depot an anchor in the historic cultural landscape of Higginsville.

Higginsville's heritage of the past century may be placed in the context of the American Middle Border country. The discussion of the Middle Border, introduced by Hamlin Garland in his Sons of the Middle Border, 1917 and analyzed by historian Lewis Atherton in Main Street on the Middle Border, 1954 and summarized by the internationally renowned cultural geographer, Carl Sauer in "Homestead and Community on the Middle Border," 1962 all describe society and culture in that great American space. The Middle Border, the wide basin of the Mississippi-Missouri ebbing away in the High Plains, received the advancing wave of settlement south of the Great Lakes and north of the Ohio River. In Missouri, St. Louis and Kansas City became great metropolitan centers of the Middle Border and their transportation networks meshed with those of Chicago. It is this development in national marketing systems that gave birth to the town of Higginsville and that the Chicago and Alton railroad symbolizes. One conclusion of this "peopling of the prairies" was the formation of the actual Midwest.¹

In Missouri, and especially in Lafayette County, the earlier pioneers of the Mississippi Valley came by southern approaches. Known as "Virginians and Carolinians, later as Kentuckians and Tennesseans and in final attenuation as Missourians," the southernness of antebellum Missouri constituted the primary culture set. Indeed, Sauer wrote that central and northwest Missouri contained the "best flowering of this southern frontier."² Following the Civil War numerous southerners throughout the American South and in Missouri, who desired to promote, develop and capitalize the future prosperity of their own locales, either went to town or founded new towns within the ever-increasing corridors of the Transportation Revolution. It is within this transition of Southerners to Midwesterners on the Middle Border that we find the origins of Higginsville and the C & A depot.

9. Major Bibliographical References

see Endnotes in Continuation sheets for section 8.

10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name HIGGINSVILLE, MO.

Quadrangle scale 1:24,000

UTM References

A	1 5	4 3 7 0 0 0	4 3 2 4 9 4 0	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

See continuation sheet.

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

state	code	county	code

11. Form Prepared By

name/title	1. Lynn Morrow	date	July 3, 1985
organization	Kalen and Morrow	telephone	314-443-4916
street & number	504 Crestland	city or town	Columbia
		state	Missouri

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 National Park Service.

State Historic Preservation Officer signature *Frederick A. Brunner*

Frederick A. Brunner, Ph.D., P.E., Director, Department of Natural Resources and State Historic Preservation Officer

date 1/30/87

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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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Harvey Higgins, born in 1812 near Lexington, Fayette County, Kentucky, left home as a young man of twenty-three for Liberty, Illinois where he practiced merchandising until 1840. He then immigrated to Missouri, entered over 400 acres in Lafayette County and dealt extensively in the Boonslick grain and stock trade. He also marketed hemp in Lafayette, Missouri's largest hemp-producing county. By the Civil War Higgins had almost doubled his landholding, owned twenty-one slaves, and had become a member of the local gentry.³

Following substantial property losses in the War, Higgins retained his diversified interests in land, banking and railroads. In 1869 the Lexington and St. Louis railroad built a short branch line from Lexington southward to Sedalia to connect with the Missouri Pacific. The presence of this short branch line spawned ideas of town foundings, thus, Higginsville and her sister town, Aullville (three miles southeast of Higginsville), were platted, using the same plats, within six weeks of one another. Harvey Higgins, a stockholder and director of the Lexington and St. Louis railroad, and owner of over 200 acres through which the railroad passed, laid out the Higginsville plat; the town took his name and Higgins built a small hotel there. The railroad company and Higgins' speculation planned to provide a shipping center for farmers and to gain profits from real estate sales.⁴

In a position to direct this speculator's vision, Higgins deeded to the branch railroad a strip of land 100' x 1860' with the condition that a railroad depot be built within that strip of land. The Lexington and St. Louis depot was erected at the eastern terminus of Ambrose street. One of the first mercantile houses near the depot was managed by A.E. Asbury, another town promoter, who with Higgins, would become responsible for a cluster of prominent Higginsville sites surrounding the future Chicago and Alton depot.⁵

The first decade of Higginsville history had witnessed the growth of a small hamlet to some 250 population. As an extension of the national urban settlement pattern Higginsville developed along two linear axes--one industrial along the east-west axis of the railroad tracks and one north-south commercial axis named Main street. Thus, the result was a typical "Main street T plan," one commonly associated with late nineteenth century railroad towns. During the same initial decade of Higginsville's existence, Harvey Higgins became a "corporator and director" of the Chicago and Alton railroad, a position he maintained until the end of the nineteenth century.

In 1879 the Chicago and Alton extended its tracks across central Missouri connecting eastward markets of St. Louis and Chicago with Kansas City and beyond. The line ran through the middle of Lafayette County and Higginsville became the local hub for regional trade. The tie to metropolitan centers caused local population to more than triple in a few years. The establishment of the first Chicago and Alton railroad depot at the south end of town created the local center of commerce. In 1890 a Higginsville manufacturer wrote that "the McMeekins [and Higgins] town addition in the south part of town became after the Chicago and Alton the business part of town" and John McMeekins (Higgins' son-in-law) and Harvey Higgins enjoyed a flourishing real estate business.⁶

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In the spatial center of Higginsville prosperity Harvey Higgins built a new house in 1883. During eleven years of early town growth he served on the local City Fathers of Higginsville town board. In 1880 he co-founded the Lafayette County Industrial and Stock Association. An elder and Superintendent of Sunday School in the Presbyterian church, Higgins donated a town lot for their new brick building and he continued a liberal patronage of donating lots and aiding construction to all local church denominations. Politically Higgins retained ties with county leadership as a Democrat and as chairman of the Democratic County Central Committee. He was a stockholder and director of the Morrison and Wentworth bank in Lexington, but more importantly for Higginsville, he was an organizer, stockholder and director of the American Bank located just one block from the Chicago and Alton depot. He helped finance the local Grange mercantile; furthermore, just west of the Chicago and Alton depot, where the primary industrial facilities were built, Higgins was also stockholder and director in the Higginsville Milling Company.⁷

Complementing Harvey Higgins' speculations at Higginsville was a younger man, A.E. Asbury. Born in Taylor County, Virginia (now West Virginia) in 1836 young Asbury came with his father's family to Richmond, Ray County, Missouri in 1856. The family, excepting A.E. Asbury, returned to Virginia for the duration of the Civil War. Afterwards the Asburys returned to Missouri where the senior Asbury worked as a merchant in Plattsbury, Clinton County. A.E. Asbury attended Rector College in Virginia and Allegheny College in Pennsylvania. In 1859, at age twenty-three, he was a lawyer practicing in Houston, Missouri where he remained until the War broke out.⁸

In 1861 Asbury became a delegate to the secession convention at Jefferson City. He was subsequently commissioned a Lieutenant Colonel serving under General James McBride, the primary Confederate official in south central Missouri. In the third year of the War Asbury was captured and spent a year in federal prisons in the East before returning to the Trans-Mississippi theater and to General Jo Shelby in 1864. He was later with General Kirby Smith at Shreveport and finally surrendered at Galveston. Asbury's acquaintance with leading Confederates would prove beneficial to him as he settle in Lafayette County following the War.⁹

Disbarred from practicing law in Missouri, Asbury began a mercantile at Dover. By 1869 neighbor Jo Shelby had joined Harvey Higgins and others as co-director in the Lexington and St. Louis railroad to Sedalia. Asbury remained in Dover until 1878 when he removed to Higginsville and opened the Asbury-Catron Bank. John McMeekin and Harvey Higgins had just platted the first addition to Higginsville and the first lots sold went to A.E. Asbury and H.G. Smith. The second addition to Higginsville was Asbury's Addition, a partnership including Asbury, Higgins and H.G. Smith. Another addition, Chamblin's Addition, was a partnership of George Chamblin and A.E. Asbury. With the arrival of the Chicago and Alton railroad Asbury built a new house on Shelby street a block from the new depot, he organized the Higginsville Lodge No. 364 A.F. and A.M. and, like Higgins, Asbury co-directed the Chicago and Alton railroad.¹⁰

In 1883 Asbury's private bank became the American Bank and in 1886 a new building was erected one block from the Chicago and Alton depot. While Asbury served as president of the bank and owner of two-thirds of the stock, Higgins was a co-director. Asbury,

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with real estate partner, H.G. Smith of Corder, began to finance and develop regional mineral deposits. Asbury directed the construction of six miles of railroad track into local coal mines and he became a director in the Higginsville Switch Company which connected the Missouri Pacific and Chicago and Alton railroads.¹¹

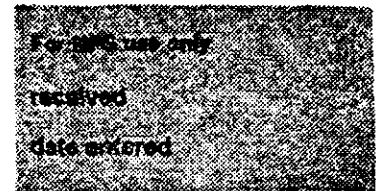
Asbury organized additional banks at Corder, Aullville and Mayview. He became active in the local Fair Association, and serving with Higgins, he became a Democratic committeeman in Lafayette County. Asbury was president of the Higginsville Milling Company (Higgins was a stockholder and director and George Chamblin was co-organizer) and Asbury installed his son, A.E. Asbury, Junior, as manager of the mill. Asbury relied upon a relative of his wife, Hugh Gaw, as assistant cashier at his American Bank. Ties to the old Confederacy remained strong too. The former officer was co-founder and treasurer of Missouri's Confederate Home Association (located just north of Higginsville), and he became trustee of the Rouse Memorial Fund to build a memorial abbey at Richmond, Virginia.¹²

By the mid-1880s Asbury, Higgins and many more had established Higginsville as a strong county service center. Unlike hundreds of speculative railroad towns that have faded away and whose historic function was business, Higginsville has survived, even prospered, and continued to increase in population (during the 1880s the town trebled from 800 to almost 2400 by 1890. In the late twentieth century about 5,000 reside in Higginsville). In the fall 1888 the first Chicago and Alton railroad depot burned, but unlike frame buildings on Main street that had burned and continued to be replaced with brick buildings, the new Chicago and Alton depot of 1888-89 was frame and of a national style that was all but past. The Stick style depot represents a transition from a former generation and today the depot stands out as the only frame building among the dozens of commercial brick buildings that line Main street. Prior to the construction of the present C & A depot prominent brick structures of the locale surrounded the C & A site: Asbury's Italianate Victorian in 1880, Higgins' Italianate Victorian in 1883, and the American Bank in 1886. West of the C & A the industrial milling complex and grain elevators have continually expanded over the past century with its current structures dating from 1906. In this center and a part of what the Sho-Me Regional Planning Commission's historic preservation survey proposed as the Founding Fathers' District stands the Chicago and Alton depot. Symbolically and with all the associations credited to the development of the south end of Main street the depot represents the founding of the town, the town's basis in commerce and a symbol of the transportation revolution that ushered in the urban form of a railroad town upon the prairie of the Middle Border in Missouri. Indeed, past souvenir publications of the Bank of Higginsville included on the inside cover the Time Table for the east and west bound trains of the Chicago and Alton railroad--another symbol of a railroad depot's central place in local society.¹³

Itself a product of the 1880s the depot remains as a landscape hub within a cluster of 1880s buildings, and it is an artifactual anchor at the nexus of the T-plan railroad town. The uniformity of the original town plan with the depot at center, endures as a vital reminder of a commercial climax of American Victorian society in Higginsville. Gone is the former railroad park and gone are most of the associated railroad buildings. The depot stands at the south end of the original town development which was and is along

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the summit of a prairie flat. The historic residential area is east and west of the north-south Main street commercial axis. Today the depot serves as a cultural fault line that separates the original town and its brick commercial street district and most of the remnants of the nineteenth century landscape from the broken land to the south and more modest housing units, practically all of which are twentieth century structures. The Stick style C & A depot stands out in a very remarkable way among the historic composition of the Higginsville cultural landscape.¹⁴

Architectural Context and Significance: The first and foremost factor that must be considered in evaluating any historic railroad depot in Missouri against National Register criteria is that there are probably not more than two or three depots still functioning as such in the state, and that this has been the case for at least twenty years, and usually longer. All surviving depots, from the mighty Union Stations of St. Louis and Kansas City to the modest combination depots typical of small to medium sized towns, are anachronisms for which adaptive reuse or desuetude are the only alternatives. There have been recent, and sometimes spectacular, examples of the former alternative: the awe inspiring, meticulous, and enormously costly restoration of St. Louis Union Station for reuse as a hotel/retail shopping area has justifiably received national recognition; on a much more modest scale, the conversion of the Missouri-Kansas-Texas (KATY) depot at Columbia into a fashionable restaurant-bar in 1976 has regrettably not inspired similar transformations elsewhere. Local historical societies or other organizations have occasionally come forward to rescue a few Missouri depots. Such has been the case, for example, with the small depots at Downing, Lewistown and Mound City in northern Missouri, or the Missouri Pacific Depot in the southeast Missouri community of Charleston; the latter now serves as the repository for the papers of former governor, Warren E. Hearns. Many railroad stations continue to persist in a precarious state of vacancy that has often drug on for many years. Such is the case with the depots at Marshall, Sedalia, Boonville, Bonne Terre, Joplin and other places. All of the aforementioned depots, with the exception of the Boonville KATY depot, are listed on the National Register. For every depot that has managed to survive, a far greater number have not. While statewide survey has not progressed to the point that specific numbers can be given, it still clear that depots are a rapidly disappearing cultural resource. To cite but one small cross section, there are thirteen railroad towns along the Chicago and Alton route through Saline and Lafayette Counties; each town had a depot. Now, only three of these depots (those at Higginsville, Slater and Marshall) are extant. A similar rate of survival, if that high, would probably prevail along most of Missouri's remaining railroad corridors.

In the light of the above discussion, it would probably be safe to say that any extant railroad depot in Missouri still retaining a sense of its time and place is likely to be eligible for inclusion on the National Register based on nothing more than the fact that so few remain to evoke the profound influence of railroads on the modernization of the American culture, accompanied as it was by transformations in the common landscape and in everyday social and economic

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relationships. Every surviving railroad-related structure is an important fragment of what was once, more than just an important presence, the raison d'etre of numerous communities of every size from hamlets to great cities. Along the Chicago and Alton route in Saline and Lafayette Counties, for example, virtually every community was platted as a direct consequence of the establishment of the rail line. This portion of the route has, as we have already observed, thirteen communities spaced along it at regular intervals. Twelve of these communities were created as railroad towns; only Marshall antedated the coming of the railroad. Higginsville was one of the larger of these railroad-created towns. As we have seen, it prospered and grew rapidly as a railroad hub. From this thriving regional center, local shipments of wheat, corn, livestock, coal (extracted from eighteen shafts active in the county), and locally manufactured brick and tile made their way to outside markets. During the period, 1890-1937, the Higginsville C & A Depot provided freight service to the Higginsville Flour Mill, the International Shoe Co., and three large coal companies. It was also an important passenger terminal with ten passenger trains making daily stops. This heyday saw trains rolling through town twenty-four hours a day, and the hustle never stopped. The depot was manned by a staff of three telegraph operators, a cashier, and a clerk. There were always several railroad men around who practically lived in the building.¹⁵

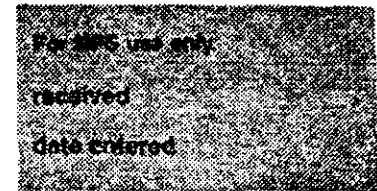
The last of this bustle and activity ceased nearly three decades ago leaving the Higginsville C & A depot as a vacant (until recently) reminder of a bygone era. Because it has managed to remain, during these lean and neglectful years, in a nearly pristine and unaltered state, it presents an excellent opportunity to examine a slice of the rapidly disappearing material culture of railroad architecture as adapted to the rural/small town Midwestern setting. The structure also provides an insight into the larger context of small depot design in the late nineteenth century. This was a time when the design of small depots was undergoing a transition due to the influence of progressive and efficiency-oriented ideals. That the design of this depot clearly resists such ideals places it in an earlier era dominated as much by picturesque architectural values as utilitarian ones; the building's Stick Style design was, to be sure, carefully scaled to its function as a medium-sized combination depot.

The stylistic origins of the Higginsville Depot and countless of its contemporaries must be sought in the Romantic movement that originated in the first half of the nineteenth century and profoundly affected the cultural development of Europe and America. To quote Carroll Meeks:

There were those..who asserted that it was the duty of railway architecture to "reassure the timid traveller." This obligation could be fulfilled by using familiar shapes, often those with domestic associations. Such a point of view was reinforced by the growing cult of the picturesque: many stations looked as though their designers had cottages in mind; the Germans lined their tracks with chalets; the English often leaned toward

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Jacobean...Such stations appealed to A. J. Downing: "the smaller ones are almost always built in the style of the cottage ornee and, indeed, are some of the prettiest and most picturesque rural buildings that I have seen in England..." The fascinating aspects of the vernacular stations, numbered in the tens of thousands,..remain to amuse and delight us today, a characteristic expression of the sentimental attitude toward rural architecture."¹⁶

In America, two factors conspired to establish the small picturesque railroad station as the universal type that, for all its drawbacks, dominated the rural landscape for the last six decades of the nineteenth century, extending its sway from coast to coast. The first factor was the natural alliance that evolved between the modest, economical, and functional requirements for small railroad stations and the compatible architectural features offered by the picturesque domestic architectural movement inspired by such advocates as A. J. Downing, Calvert Vaux and other arbiters of mid-nineteenth-century architectural fashion. The most prominent of these features was the bracketed overhanging eaves of the picturesque cottage style which were adapted to the need in small stations for a shelter extending over the platform to provide protection from the elements. The oriel windows characteristic of the style were ideal models for the bay of the small station that extended out to afford the station master an unobstructed view of the tracks in both directions. Such small stations were invariably constructed of wood, and often had the vertical board and batten siding that gave the Carpenter Gothic and later picturesque styles much of their distinction. The decorated eaves, in the form of verge boards or stick work, of the small railroad station persisted through several decades of architectural transition from the antebellum Gothic Revival to the Queen Anne and Stick Styles of the post-Civil War era. The small frame picturesque railroad station remained throughout the nineteenth century domestic in scale and vernacular in character. Architects were rarely employed in its design; more generally the company engineer was responsible for its configuration.¹⁷

The second factor that must be taken into consideration in order to understand the nation-wide occurrence of the small nineteenth century railroad station is the sheer vastness of the American landscape. Unlike Europe, the development of the railroad in America involved the spanning of huge distances in a comparatively short period of time. Where conditions in Europe permitted the devotion of considerable energy to the design of railroad terminals, in America the more pressing priority was placed on the laying of track and the construction of bridges and tunnels. The secondary status accorded to the erection of railroad stations was reflected in the quality of their construction. To cite Meeks again:

Huge terminals were hardly needed; the early stations were much smaller than [and inferior to] European ones...The pictorial evidence, hardly controvertible, is supported, furthermore, by literary evidence. Perdonnet could properly say that most small American passenger stations seemed temporary: they were built of wood, were uncovered, and usually consisted of a single room; a

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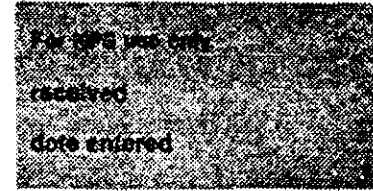
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whole station might be no more than fifty feet long. Conditions seem not to have improved very much by the 1880's: Ringwalt reports that American stations "are, as a rule, conspicuous by the absence of the accommodation and convenience which characterize the stations on English and continental railways...little more than rough sheds giving shelter, while absence of platforms and railway officials tends still further to mark the characteristics of these stopping places." The emphasis at first was upon the building of the lines, then upon structures to house the precious equipment, and finally--if funds permitted--upon passenger stations."¹⁸

Such were exactly the conditions that prevailed in Missouri during the state's first five decades of railroad building. Missouri's entry into the railroad era was late; there was much talk about the desirability of rail lines but few actual miles of track laid during the 1840s and 50s, a critical period during which Chicago, taking full advantage of her geographical and economic links with the Northeast, was rapidly developing into the preeminent railroad center of the Midwest while St. Louis steadily lost ground. It is not surprising that the first railroad to span the state's borders from east to west, the Hannibal and St. Joseph line completed in 1859, connected, not with St. Louis, but Chicago. Early railroad construction in Missouri was characterized by under financing, poor management, and shoddy construction. Disastrous accidents and frequent defaults color the history of pioneer railroading in the state. By 1870, Missouri had secured 2,000 miles of railroad, and had lines radiating out from Chicago or St. Louis to all of the state's borders, providing vital links with the rich agricultural hinterlands and with the mineral areas to the south and southwest. With the exception of the Hannibal and St. Joseph Railroad, which received generous Eastern subsidy, Missouri's trackage had been laid with state and local backing. After 1870, this situation changed significantly, as Missouri came increasingly to figure into the transcontinental strategies of Eastern capitalists; the next two decades would see Missouri's track mileage more than triple. Much of this mileage was laid at breakneck pace, usually in a desperate race with some competitor, and was accordingly of poor quality. During this era track was often laid on bare ground, while streams were spanned by wooded trestle bridges.¹⁹

The pioneering period of Missouri railroad building that prevailed from ca. 1855 to ca. 1900 presented precisely the conditions which spawned the small frame, picturesque styled, and inexpensively built railroad station we have been examining. There must have been a great number of such stations built along every railroad in Missouri during this period. Few survive today, but dozens of historic photographs of these depots could probably be located by an assiduous researcher. The two earliest depots represented on the National Register are both located in northeast Missouri in the railroad towns of Lewistown (Quincy, Missouri, and Pacific Railroad) and Downing (Keokuk and Western Railroad Company). These two stations can serve as a convenient introduction to the consideration of this ubiquitous type of railroad station. Both are combination depots (that is combining freight and passenger services in one building) dating from 1871 and 1872 respectively. Both also have the essential picturesque

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Chicago and Alton Railroad Depot

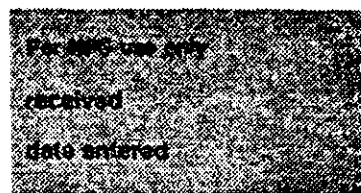
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features--vertical board and batten siding and bracketed eaves. The Lewistown depot is an example of what John A. Droege termed "those exceedingly plain affairs which look as though they were measured off by the yard to fit the size of the town..."²⁰ It is a stark rectangular box divided on the interior into the three sections minimally necessary for a combination station--a freight room, agent's office and passenger waiting room. The plan of the Downing Depot is essentially identical, but it gains considerable character and attractiveness from the greater attention devoted to its exterior decoration. Horizontal lap-sided wainscotting rises to window sill level, adding visual variety and contrast to the vertical board and batten siding above; the otherwise uninterrupted rectangular plane of the building is relieved at mid-point by a projecting three sided bay (functioning, as would be expected, as the agent's office) on the track side of the building; windows and doors are encased in prominent (for the scale and character of the building) surrounds with curved and molded heads; and the bracketing is much more finely executed than was the case at Lewistown. This building shows much more of the effects of "style" (early Victorian in this case) than its cousin at Lewistown. The superior finish of the Downing depot could not have cost a great deal more than the minimal effort devoted to the Lewistown depot. While both share more similarities than differences, the Downing depot is the product of a railroad company that was, in this instance, more sensitive to the importance of attractiveness in designing a station that could be source of pride to the community in which it was located.

The Chicago and Alton company, judging from the depots it built, embraced a principle of station design similar to that expounded by Droege:

The importance of attractiveness in small stations has been realized by some of the railways for many years...On many roads much dependence is placed on standard designs for the smaller stations. This idea has a great deal to commend it but if it is followed some care must be taken to vary the principle as necessity demands. If all the stations adhere closely to one design there is a chance that the sameness may prove monotonous... Much leeway is obtainable by adopting the standard design in its essentials but in varying the exterior trimmings sufficiently to suit the needs or to overcome the danger of sameness in the various stations.²¹

This would appear to be the course of action followed by the Chicago and Alton line, if the rustic depots it placed in Lafayette County can be taken as representative examples. In addition to the Higginsville C & A depot, photographic illustrations of two other C & A Depots, at Corder and Alma, were located. All are variations of the standard rustic small station prototype, but each was given its own distinctive decorative touches. Corder and Alma were railroad towns which were platted in 1878. The two depots placed in those towns by the C & A in that same year must have numbered among the earliest buildings of either town. Although both towns enjoy roughly the same number of inhabitants today, something over four-hundred for each town, Alma received a much more modest railroad station than its sister town a few miles to the west.

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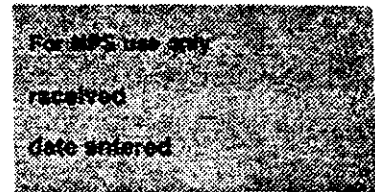
The Alma depot was the typical frame rectangular box of modest dimensions with a dash of picturesque styling that had been the basic American small railroad station for four decades. Domestic in scale and feeling, this building presented the predictable characteristics of its era and type--the stick work eaves, and the simple three-sided bay projecting from the building's center towards the tracks. Well within the acceptable liberties of the vernacular mode, vertical board and batten siding was dispensed with on the Alma depot in favor of the more familiar Midwestern horizontal lapped siding. Courses of imbricated shingles began at the attic level of the building's gable ends--a similar effect could (and can) be encountered in the gables of numerous dwellings of the region. Another common regional vernacular decorative effect--jig work in the gable eaves--received vigorous, if not exaggerated, expression in the Alma depot. As carpenters often enlivened ordinary Victorian light frame buildings (built of lumber brought in by railroads) with special embellishments, so too was the Alma depot elevated in its otherwise undistinguished box-like character by the special attention accorded to the structure by its builders. In addition to the surface variety provided by the stick and jig work embellishments, the projecting bay, and the contrasting siding materials, an interesting effect was achieved with the use of a simple pattern of boards applied over the horizontal siding to create the effect of a continuous banding around the pairs of aligned first and second story windows that occurred on the gable ends of the Alma depot.²²

Corder, a center for local coal mining activity, was, during the first few decades of its existence, a more important town in the C & A company's view than Alma, if the comparative size of their railroad depots can be taken as an indication of that fact. The Corder depot, like the depot at Higginsville, had a freight room attached to it. As would be expected, it conformed to basic specifications: rectangular with broad eaves and a projecting bay. But it was distinguished from its companions at Alma and Higginsville by its vertical board-and-batten siding, clipped gables, stout bracketing, and the incised string board dividing the building's first and second stories.²³

Finally, the Higginsville depot can be offered as evidence of the efforts of the C & A railroad company to individualize its depots through the varying of decorative elements while at the same time following a standardized layout as adjusted to the particular requirements of any given location. In terms of function, the plan of the Higginsville depot conformed to the utilitarian requirements of a modest combination depot with enough business to require the services of an agent and a building containing other facilities than a mere waiting room.²⁴ The conditions that would require a combination depot of the variety seen in Higginsville were succinctly described by John Droege: "Combination stations are usually to be found at those points where the freight and passenger business handled is only comparatively small, and where in general it seems most desirable from economical and other operating reasons to have all the station work done under a single roof."²⁵ In the case of the Higginsville

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depot, this relationship is rather uneasy in an architectural sense, for the freight and passenger functions were not integrated into a single design; rather, the freight room was tacked on as an addition to the main block containing the passenger waiting rooms and the agent's office. In this sense, the Higginville depot can be seen as reflecting a transitional phase in the progression of the combination station towards the fully integrated and unified designs that started appearing along the C & A, and most other, lines in Missouri after the turn of the century.

Droege said in regard to the layout of the combination station that the office of the station should be near the center of the building fronting the track side with a projecting bay, and should separate the freight and passenger parts of the structure. He went on to note that if the business was sufficiently large, more than one waiting room could be provided. He also suggested that the ticket window in the office should be placed so as not to interfere with the agent's desk and telegraph instruments.²⁶ The plan of the Higginville depot is in complete accord with these conventions. The plan of the depot was determined by the ten to twelve daily passenger stops at Higginville, in conjunction with late nineteenth century social conventions, and enough rail and freight business to require the constant presence of several railroad employees. The result of these considerations was a building consisting of a 24.5 by 50 foot main block with a 20.5 by 34.5 foot freight room addition. The main block was divided into an agent's office occupying the central portion flanked on either side by the men's and ladies' waiting rooms. This separation of the sexes in the waiting rooms was an accommodation to nineteenth century notions of gentility and decorum--respectable men did not, if it could be avoided, smoke their cigars and pipes, or chew tobacco in the presence of women and children. The agent's office was arranged so that the ticket selling functions were opposite the agent's desk and telegraph instruments. These respective work areas are externally defined by the centrally positioned bay windows that project from either long side of the main block. The track-side bay window, of course, afforded an unobstructed view of the tracks; the opposite bay provided illumination and additional interior space to the narrow public area around the ticket window. The functional layout of the Higginville depot was, to summarize, suited to its role as a thriving small town passenger and freight rail center.

In terms of decoration and style, the Higginville depot received enough attention to elevate it above the common run of small nineteenth century picturesque frame railroad stations in Missouri--the type exemplified by the Lewistown Depot examined earlier. In erecting the C & A Depot at Higginville, its builders took the time and care to create a structure that possessed pleasing aesthetic qualities as well as the required functional characteristics just discussed. Despite the severe restraints imposed by functional necessity, the building's designers strove to evoke the surface variety and decorative richness of the late Victorian styles then in vogue--especially, in this case, the Stick Style. The key identifying factors of the style are well in

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Chicago and Alton Railroad Depot

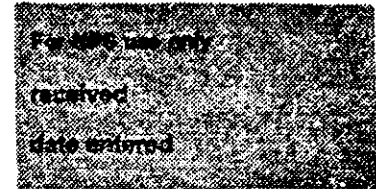
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evidence: the broad overhanging eaves, projecting bays, cross gables, and patterned horizontal and vertical boards applied over the horizontal siding. Particular attention was devoted to the stick work bracketing under the eaves and in the gables and cross gables. Surface variety was added to the building by the use of board and batten siding as the facing for the gables and cross gables. Lower story windows and doors in the main block were enlivened by transoms. All of these decorative features impart the attractiveness and individual character to the Higginsville Depot that Droege was advocating in reference to the design of small railroad stations.

The relatively late date of construction, ca. 1888-1889, of the Higginsville depot is an important consideration in the examination of the development of small railroad station design over a span of time beginning in the mid-nineteenth century and culminating in the first quarter of the twentieth century. It was earlier observed that the frame, picturesque depot was the characteristic type for several decades, persisting to the turn of the century. Only the style of the Higginsville depot distinguishes it as a product of the late nineteenth century; had it been built a decade or two earlier, it would likely have been executed in the Italiante or Gothic Revival Style. The suggestion has also been made that the long duration and ubiquitous occurrence of this inexpensive and easily constructed depot type was the direct consequence of the prolonged period required to span a vast continent and lay the foundations of a nation-wide railway system--a period requiring severe economizing and the directing of priorities to laying track rather than building elaborate railroad stations. It was not until late in the nineteenth century that the pioneering phase of railroad building began to be superceded by an era of maturation. It was only during the last decade of the nineteenth century that Missouri railroads began to be upgraded to modern standards of quality, characterized by renewed track beds built on stone, gravel and sand ballast, by the replacement of wood bridges with new iron or steel structures capable of maintaining heavier strains and faster speeds, by new or refurbished railroad buildings, and by the securing of better locomotives, passenger and freight cars.²⁷

This era of modernization was accompanied by new, more durable, and efficiently designed railroad stations. The inherent and obvious disadvantages of the frame, picturesque type depot at last came home to roost, and it ceased to serve as the prototype for the small station.

The most fatal defect of the frame station was its susceptibility to fire. As Carroll Meeks noted: "Wood, the most readily available material [in the pioneering phase], was used for stations even though combining a wooden building and a locomotive was as risky as smoking in a hay rick. The Schenectady station burned in the winter of 1842-43 when it was less than a decade old, and a station in East Boston burned down the day it opened."²⁸ It was hardly necessary for the C & A Railroad Company to look to these remote examples for verification of the frame depot's potential for combustion; there were plenty of instances closer at hand. Indeed, a depot in flames must have been a familiar

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sight in nineteenth century Missouri railroad towns. The fate of several C & A depots in Saline and Lafayette counties will provide ample instances to demonstrate this point. It will be recalled that the Higginville depot, presently under consideration, replaced an earlier one that had only stood for nine years before being claimed by fire. In 1889, the C & A depot at Corder (eleven years old at the time) burned to the ground, and the C & A depot at Marshall, in Saline County, was devoured by fire in 1896. The year 1901 witnessed the burning of Odessa's C & A depot.²⁹

There were less dramatic problems associated with frame depots. Their wooden floors were unsanitary, fire hazards, and did not have a very long life. Another drawback of frame depots was the fact that they were not very comfortable places for railroad patrons. To cite Droege again, "It was not so long since every small railway station had in its middle a fiery furnace that under favorable conditions gave out sufficient heat to make the room in which it stood as comfortable as the home of the fiends incarnate."³⁰ The three chimneys of the Higginville depot are positioned over the two waiting rooms and agent's office, suggesting the presence of three such "fiery furnaces," in this case in the form of coal burning stoves.

Writing in 1916, John Droege described the transition to the modern small railroad station: "The railways as a general thing are gradually ceasing to use wooden frame structures for their small passenger stations...Wooden frame buildings on most roads are being superseded by structures with walls of brick, stucco, concrete, terra cotta, natural stone or similar materials."³¹ The emerging new type of small station was executed in some variant of the lingering Victorian or early twentieth century revival styles (especially the Spanish Mission Style) or in the Craftsman Style that was beginning to gain popularity. Its passenger and freight functions were more likely to be integrated into a unified design. Common features of this type of station usually included low pitched hipped roofs (often covered with red tile) with broad overhanging eaves, brick construction below the window sill level (regardless of what material was used above) to prevent damage by freight trucks, central steam or hot water heating plants, and floors of tile, terrazzo or some other durable material.³²

At some point between the building of the Higginville depot in ca. 1888-1889, and the dawn of the twentieth century, the modern approach to small depot design began to have an impact on the C & A railway line. In our sample counties, Saline and Lafayette, modern depots began to appear after 1900. In the Lafayette County C & A railroad towns of Odessa and Corder, modern depots were built in 1901 to replace the previous depots that had burned. The one at Odessa, judging from an indistinct photo reproduction, was a plain rectangular affair with a hipped roof that was carried forward on square pillars on the track side in order to provide shelter for waiting passengers. The second Corder depot was more elaborate. In typical modern fashion, it featured brick construction to the window sill level, with stucco above. It had the usual track side bay and an overhanging hipped roof. A flourish of style was provided by the stepped gabled parapets that were upward continuations of the short side

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Chicago and Alton Railroad Depot

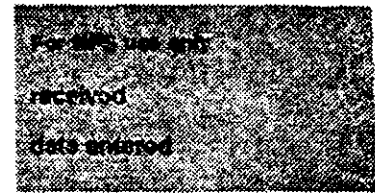
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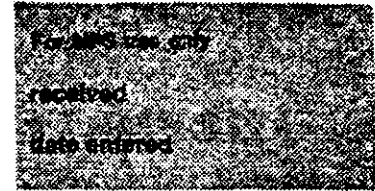
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walls, awkwardly piercing the roof planes. It is presumed that these parapets were intended to distantly evoke the then fashionable Spanish Mission Style. The C & A Depot at Marshall, built in 1906, was, befitting Marshall's prominence, an architect designed structure built entirely of brick with projecting pavilions and parapets on the end and side walls. Stylistically, it seemed a hybrid between the Mission and Jacobethan Revival Styles.³³ These depots offer positive evidence that the C & A railroad, following national trends, was modernizing its line, and that the frame picturesque depots and the pioneering era they were associated with had become part of a colorful but obsolete past.

To summarize, the architectural significance of the Higginsville depot is as follows:

1. In accordance with Criterion C, it embodies the distinctive characteristics of a type: the Picturesque, frame constructed, small railroad station, manifested in the Stick Style reflective of the relatively late date of the depot's construction; and of a period: the Picturesque type served as the prototype for the small and inexpensive railroad station during the last six decades of the nineteenth century, a period that witnessed the nation-wide spread of the type that coincided with the coast to coast expansion of a railway transportation system more devoted to laying track than building durable, expensive railroad stations.
2. It is a well preserved example of the efforts of the Chicago and Alton Railroad Company to individualize its depots through the varying of decorative elements while at the same time following a standardized layout as adjusted to the particular requirements of any location. The attention devoted to the decoration of the depot by its builders elevated it above the common run of frame depots in Missouri that received minimal decorative attention and looked as if they were "measured off by the yard to fit the size of the town."
3. Its late date of construction sheds light on the process of maturation and modernization in Missouri's railroad industry. The decade of the 1890s would seem to be critical in this respect. The Higginsville depot, built at the onset of this decade, represents the earlier, or pioneering phase of railroading in Missouri; C & A depots built in Lafayette and Saline Counties just after the turn of the century show in their designs the ideals of efficiency and greater durability characteristic of modern small railroad stations.

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ENDNOTES

¹Carl Sauer, "Homestead and Community on the Middle Border," reprint in Landscape, Winter, 1976:44.

²Sauer, "Homestead and Community...", 44-45.

³Portrait and Biographical Record of Lafayette and Saline Counties, Missouri, Chicago: Chapman Brothers, 1893:404-6.

⁴W.S. Dornblaster, Higginsville, Missouri Past, Present, Future, Higginsville, Missouri: R.B. Leahy and Company Print, 1890:3.

⁵Dornblaster, Higginsville, 5.

⁶Dornblaster, Higginsville, 7.

⁷Portrait and Biographical Record, 1893:404-6; and History of Lafayette County, Missouri, St. Louis: Missouri Historical Company, 1881:265.

⁸William Young, Young's History of Lafayette County, Missouri, Volume II, Indianapolis, Indiana: B.F. Bowen and Company, 1910:640-44.

⁹Young, Lafayette County, 640-44.

¹⁰"Higginsville, Missouri Jubilee," 1971, n.p.; Dornblaster, Higginsville, 6; History of Lafayette County, Missouri, 1881:535; and Young, Lafayette County, 641.

¹¹Young, Lafayette County, 641-43.

¹²Young, Lafayette County, 641-43.

¹³see "Souvenir Bank of Higginsville," Higginsville, Missouri, n.d.

¹⁴For a general discussion of towns like Higginsville see Thomas Harvey, "Railroad Towns: Urban Forms on the Prairie," Landscape, Vol. 27 No. 3 1983:26-34.

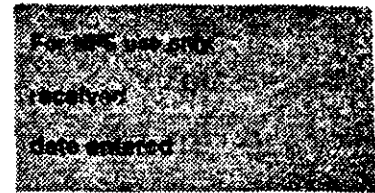
¹⁵"Depot Facelift Bringing Back a Friend," Higginsville Advance, June 7, 1985.

¹⁶Carroll L. V. Meeks, The Railroad Station: An Architectural History (New Haven: Yale University Press, 1956), p. 47.

¹⁷Clay Lancaster, "Introduction," in Lawrence Grow, Compiler, Waiting For the 5:05: Terminal, Station and Depot in America (New York: Main Street/Universe Books, 1977), pp. 11-13; Grow, pp. 48-55; Meeks, p. 48.

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¹⁸Meeks, pp. 48-49.

¹⁹For a convenient introduction to the history of the railroad in Missouri see, James M. Denny, "Cultural Resources Along the KATY Trail," in James M. Denny, Gerald Lee Gilleard and Joetta K. Davis, "Cultural Resources Along the Missouri, Kansas and Texas (KATY Trail) Railroad Route: Sedalia to Machens, Missouri," unpublished study, Missouri Department of Natural Resources, Division of Parks, Recreation, and Historic Preservation, Historic Preservation Program, September, 1986, pp. 4-6, 8.

²⁰John A. Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Company, Inc., 1916), p. 259; for the depots at Lewistown and Downing see "Quincy, Missouri, and Pacific Railroad Station at Lewistown (Lewistown, Lewis County)," National Register of Historic places Inventory-Nomination Form, 1979, and "Downing Railroad Depot (Downing, Schuyler County)," National Register of Historic Places Inventory-Nomination Form, 1981.

²¹Droege, p. 262.

²²The Lafayette County Raconteur [publication of the Lafayette County Historical Society] 1 (December, 1978), p. 15; Raconteur 1 (March, 1980), p. 17.

²³Raconteur 1 (March, 1980), p. 16.

²⁴Droege, p. 253.

²⁵Droege, p. 267.

²⁶Droege, p. 267-268.

²⁷Denny, "Cultural Resources Along the KATY Trail," p. 8.

²⁸Meeks, p. 50.

²⁹Raconteur 1 (December, 1978), pp. 4, 13; "Chicago & Alton (C & A) Depot at Marshall (Marshall, Saline County)," National Register of Historic Places Inventory-Nomination Form, 1979, Item 8, p. 1. There is some confusion in that the nomination states that the depot burned on Oct. 4, 1886, and then in the paragraph below that the present C & A depot was built in 1906 to replace the one that had burned ten years earlier.

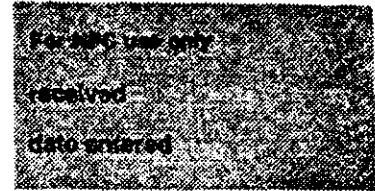
³⁰Droege, p. 265.

³¹Droege, pp. 262, 264.

³²Droege, pp. 264-266; Lancaster, p. 18; Grow, p. 84.

³³Raconteur 1 (December, 1978), p. 4, 13; "Chicago and Alton Depot at Marshall," National Register Form, 1979.

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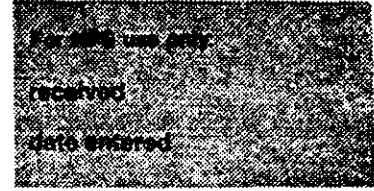
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The legal description of the Chicago and Alton Railroad Depot, which is located in the Southwest quarter of Northwest quarter, Section 6, Township 49 North, Range 25 West, is described as part of Lots 3 and 4 of Block N of McMeekin's Addition recorded in Book 4, Page 30 in the town, now City of Higginsville as said records appear in the Recorder's Office of Lafayette County, Missouri; more particularly described as beginning at a half-inch iron pin at the intersection of the East line of Main Street and the North 25 feet right-of-way line of the said railroad, said point is South 0° 43' 55" East 35.29 feet from the Northwest corner of said Lot 4; Thence North 59° 01' 31" East 56.49 feet along North right-of-way of said railroad to the wall of the existing depot and the True Point of Beginning; Thence following the wall of the depot structure North 30° 45' 34" West 20.5 feet; Thence North 59° 14' 26" East 19.5 feet; Thence North 30° 45' 34" West 3.2 feet; Thence North 59° 14' 26" East 11.6 feet; Thence South 30° 45' 34" East 3.2 feet; Thence North 59° 14' 26" East 19.4 feet; Thence South 30° 45' 34" East 2.0 feet; Thence North 59° 14' 26" East 34.7 feet; Thence South 30° 45' 34" East 18.82 feet to the North right-of-way line of railroad, continuing South 30° 45' 34" East 1.68 feet; Thence South 59° 14' 26" West 34.7 feet; Thence South 30° 45' 34" East 2.0 feet; Thence South 59° 14' 26" West 19.4 feet; Thence South 30° 45' 34" East 3.2 feet; Thence South 59° 14' 26" West 11.6 feet; Thence North 30° 45' 34" West 3.2 feet; Thence South 59° 14' 26" West 19.5 feet; Thence North 30° 45' 34" West 4.0 feet to the True Point of Beginning and containing 2022.84 square feet.

This boundary contains the cultural property being nominated, and represents the entire parcel in the possession of the present owner.

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Chicago and Alton Railroad Depot

Continuation sheet at Higginsville

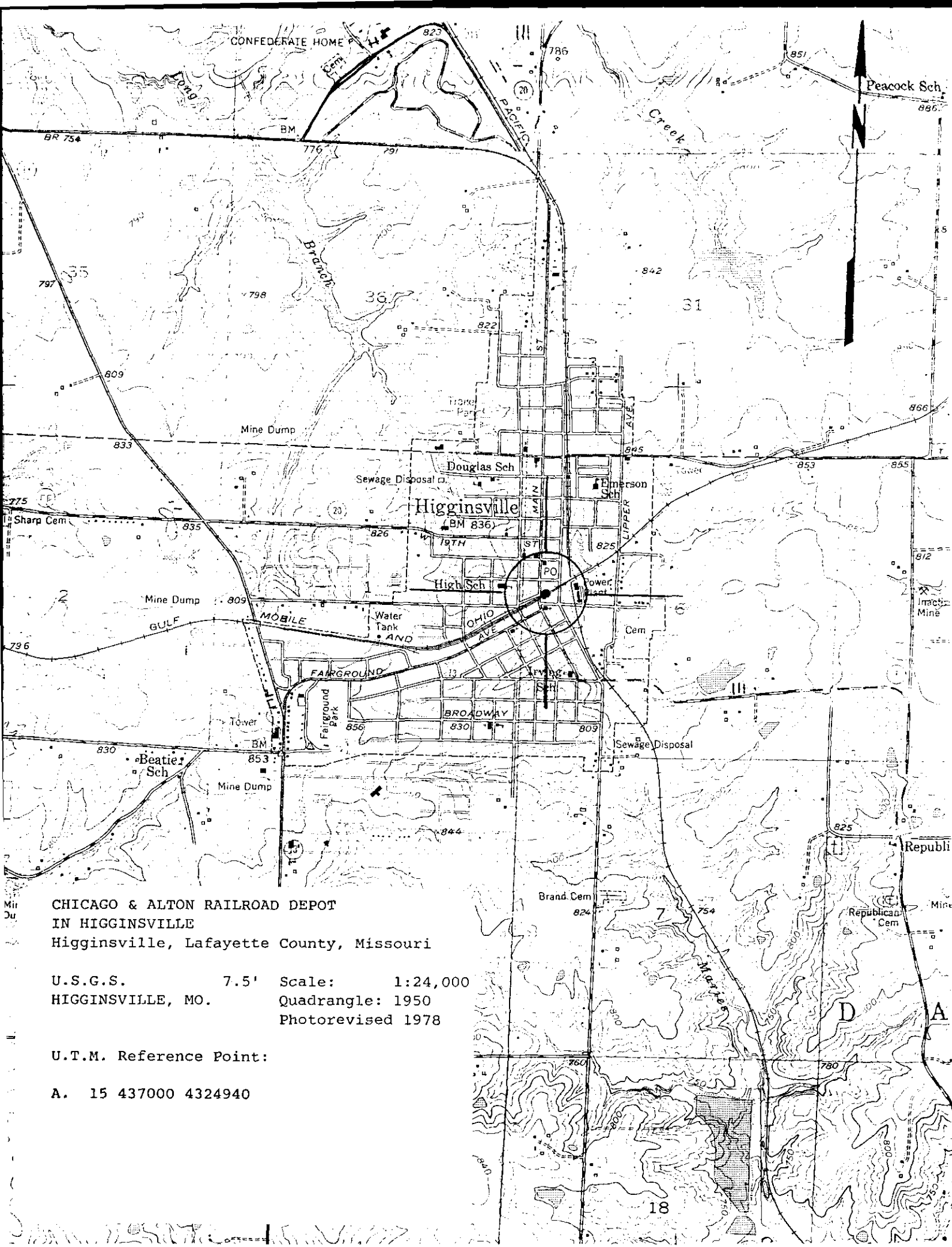
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-
2. James M. Denny, Chief
Survey and Registration and
State Contact Person
Author of Item 7 Description update and Item 8 Architectural Context and
Significance Section
Department of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Missouri 65102
Date: November 5, 1986
Telephone: 314/751-5376



CHICAGO & ALTON RAILROAD DEPOT
 IN HIGGINSVILLE
 Higginsville, Lafayette County, Missouri

U.S.G.S. 7.5' Scale: 1:24,000
 HIGGINSVILLE, MO. Quadrangle: 1950
 Photorevised 1978

U.T.M. Reference Point:
 A. 15 437000 4324940

CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 1 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65101

Southwest (right) and northwest (left)
elevations; view looking southeast.



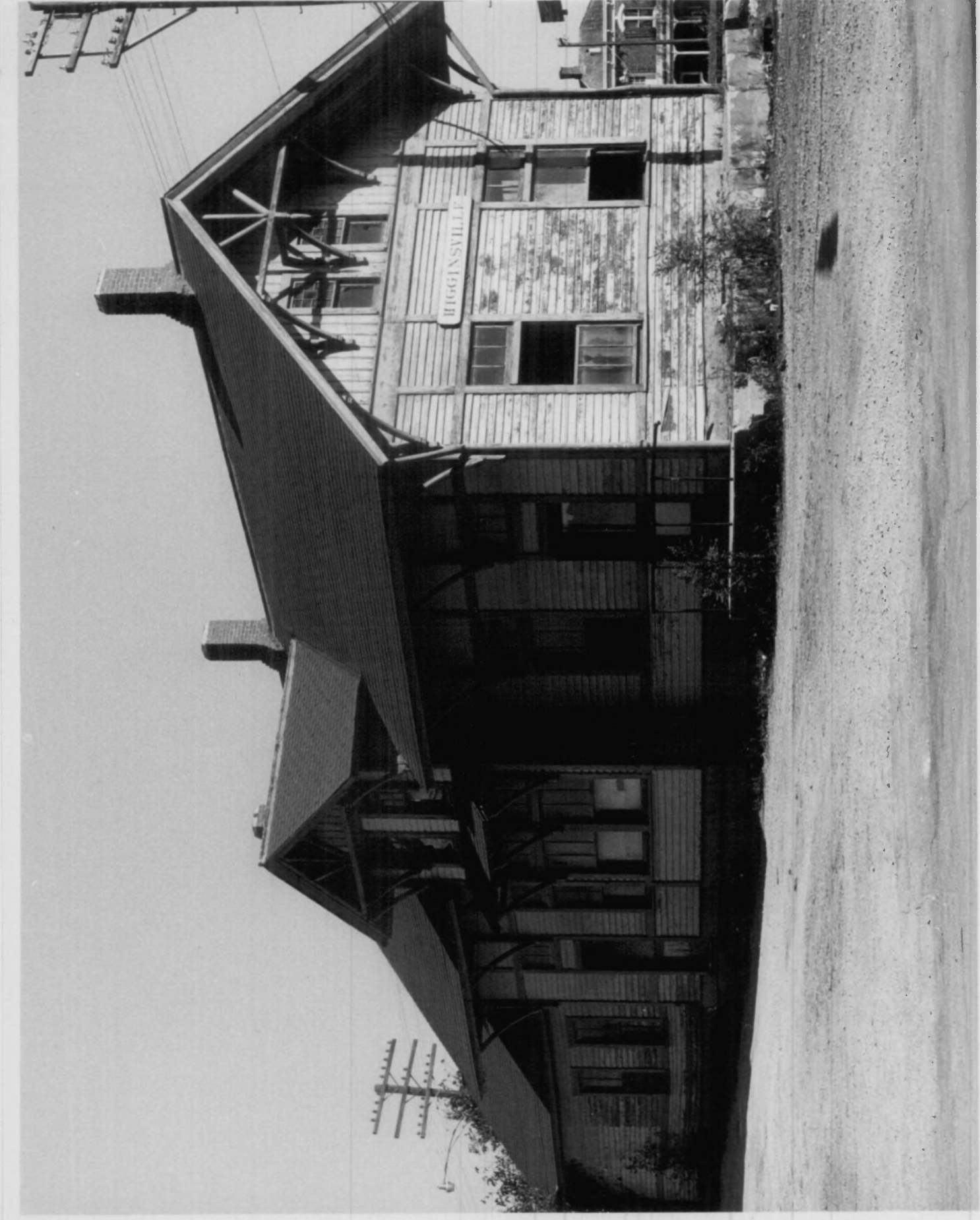
CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 2 of 19
Higginsville, Lafayette County, Missouri

Photographer: Pickell's Studio
(Higginsville)

Date: Oct., 1984

Neg. Loc.: Chez Aversman
1860 S. Logan Street
Denver, Colorado 80210

Southwest (right) and northwest (left)
elevations; view looking southeast, taken
prior to restoration; note Higgins Mansion
in right background.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 3 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65101

Southeast (right) and southwest elevations;
view looking northeast.



HIGGINSVILLE

DEPOT
ANTHONY

HIGGINSVILLE

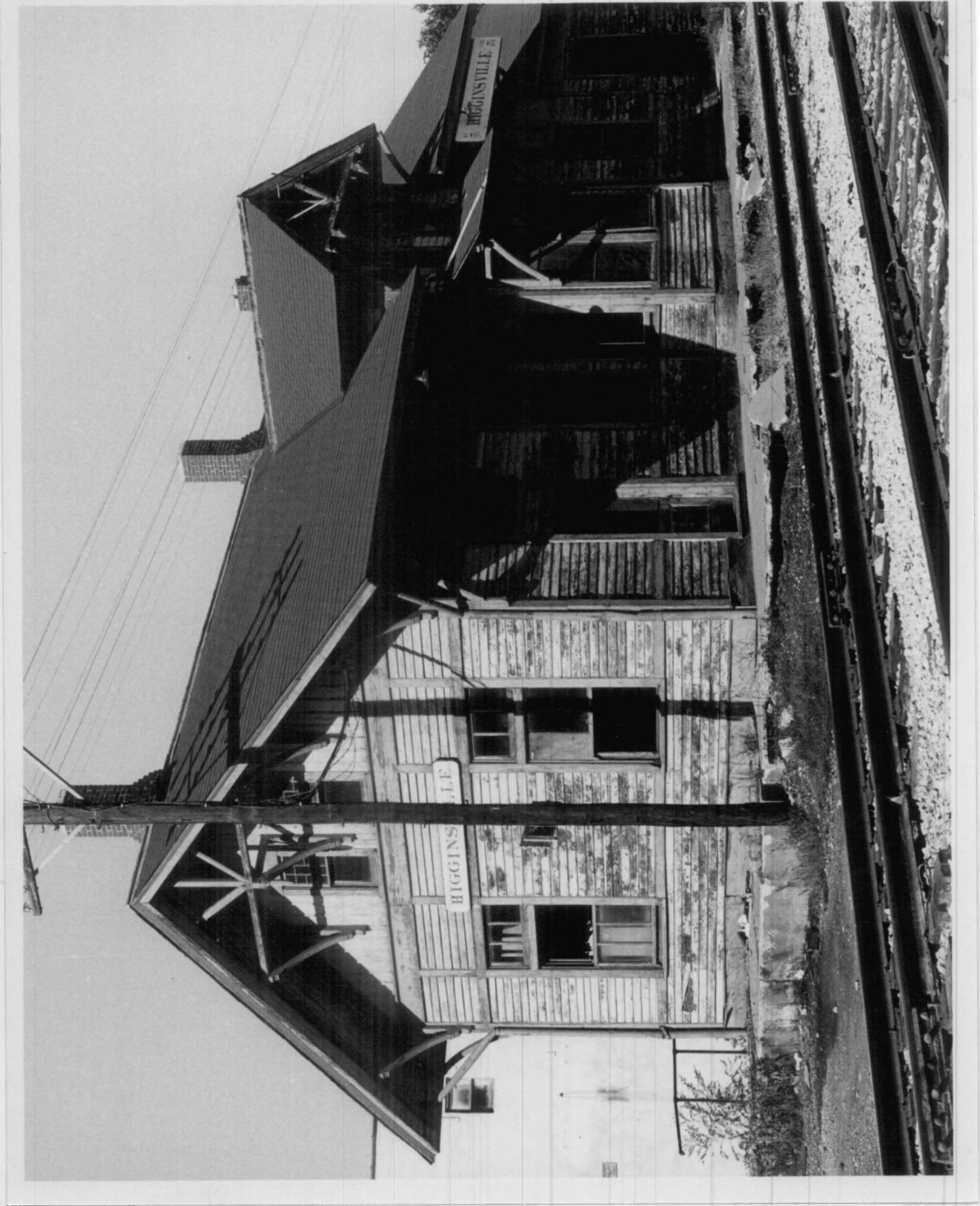
CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 4 of 19
Higginsville, Lafayette County, Missouri

Photographer: Pickell's Studio
(Higginsville)

Date: Oct., 1984

Neg. Loc.: Chez Aversman
1860 S. Logan Street
Denver, Colorado 80210

Southeast (right) and southwest elevations;
view looking northeast, taken prior to
restoration.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 5 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65101

Southeast elevation; looking northwest.



HIGGINSVILLE

CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 6 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
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Jefferson City, Mo. 65101

Southwest elevation; view looking northeast.



HIGGINSVILLE

DEPOT
ANTIQUES

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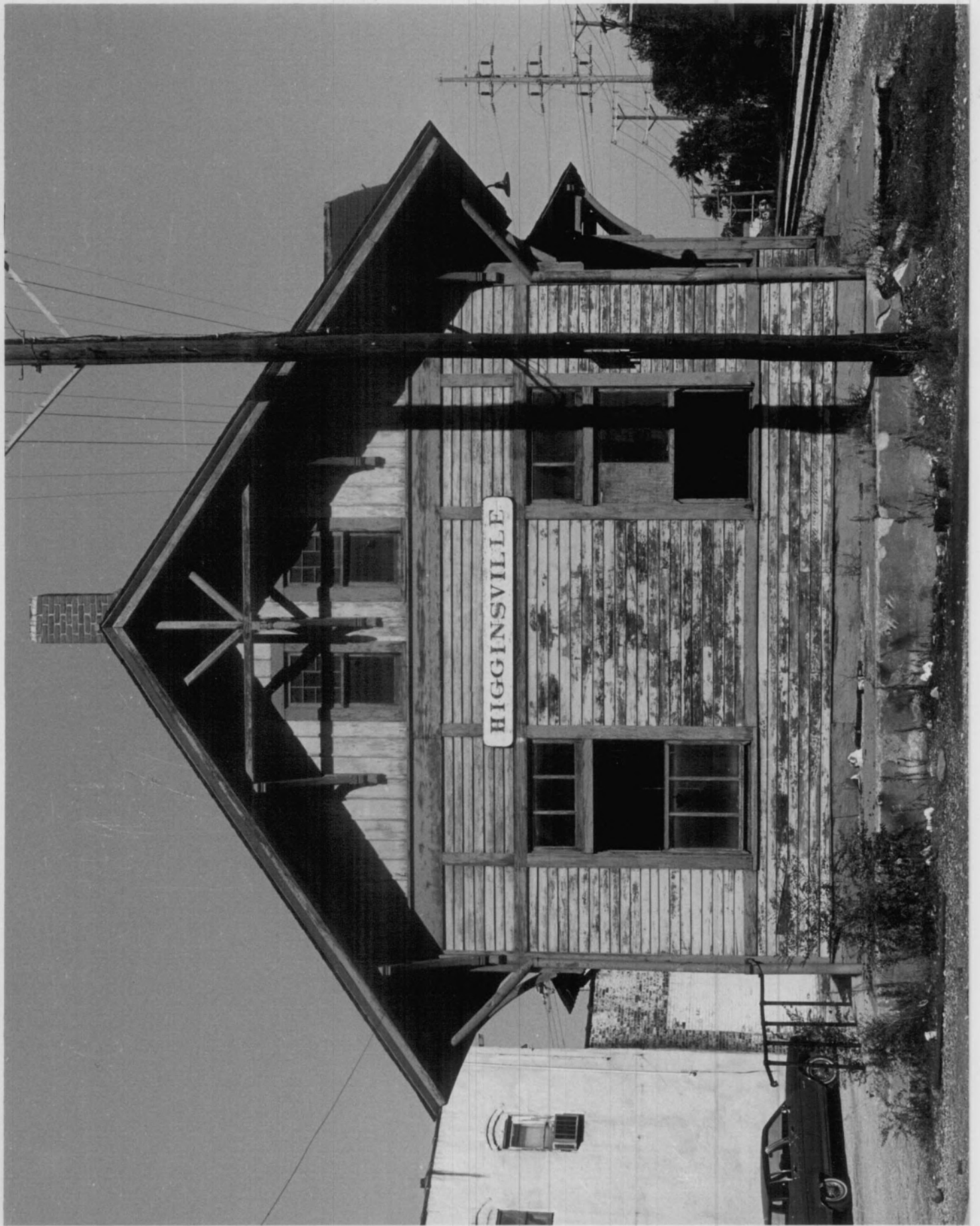
CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 7 of 19
Higginsville, Lafayette County, Missouri

Photographer: Pickell's Studio
(Higginsville)

Date: Oct., 1984

Neg.Loc.: Chez Aversman
1860 S. Logan Street
Denver, Colorado 80210

Southwest elevation; view looking northeast
taken prior to restoration.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 8 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65101

Northeast (right) and southeast elevations;
view looking northwest.



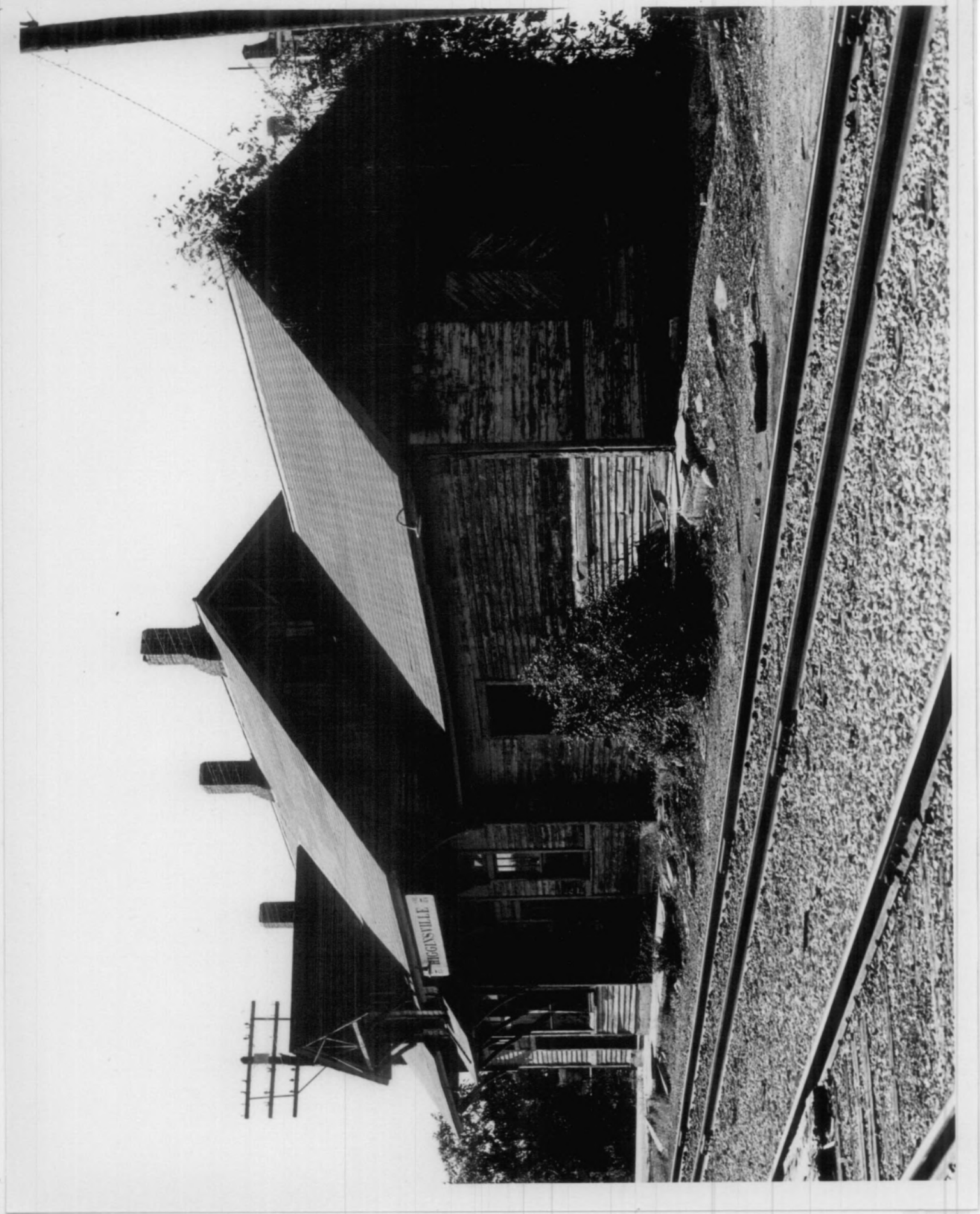
CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 9 of 19
Higginsville, Lafayette County, Missouri

Photographer: Pickell's Studio
(Higginsville)

Date: Oct., 1984

Neg. Loc.: Chez Aversman
1860 S. Logan Street
Denver, Colorado 80210

Northeast (right) and southeast elevations;
view looking northwest, taken prior to
restoration.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE
Higginsville, Lafayette County, Missouri

10 of 19

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65101

Detail of southwest (right) and northwest
(left) elevations; view looking southeast.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 11 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65102

Detail of bay window and cross gable on
northwest elevation; view looking southwest.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 12 of 19
Higginsville, Lafayette County, Missouri

Photographer; Pickell's Studio
(Higginsville)
Date: Oct., 1984
Neg. Loc.: Chez Aversman
1860 S. Logan Street
Denver, Colorado 80210

Detail of bay window and cross gable on
northwest elevation; view looking southeast,
taken prior to restoration.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 13 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65102

Detail of brackets on northwest elevation;
view looking east.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 14 of 19
Higginsville, Lafayette County, Missouri

Photographer: Pickell's Studio
(Higginsville)

Date: Oct., 1984

Neg. Loc.: Chez Aversman
1860 S. Logan Street
Denver, Colorado 80210

Detail of brackets on northwest elevation;
view looking south, taken prior to
restoration.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 15 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg.Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65102

Interior view of men's waiting room with
Agent's office in right background and
ticket selling area to left; entryway to
ladies' waiting room appears in left back-
ground; view looking east.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE
Higginsville, Lafayette County, Missouri

16 of 19

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65102

Interior view of Agent's office looking
towards ticket counter (left); door to ladies'
waiting room appears to right; view looking
north.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 17 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg. Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65102

Interior view of Agent's office looking
towards Agent's desk; view looking
southwest.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 18 of 19
Higginsville, Lafayette County, Missouri

Photographer: Pickell's Studio
(Higginsville)

Date: Oct., 1984

Neg. Loc.: Chez Aversman
1860 S. Logan Street
Denver, Colorado 80210

View of Agent's desk taken prior to
restoration; note remnants of telegraph
equipment to right; view looking southeast.



CHICAGO & ALTON RAILROAD DEPOT
AT HIGGINSVILLE 19 of 19
Higginsville, Lafayette County, Missouri

Photographer: James M. Denny
Date: Sept. 24, 1986
Neg.Loc.: Dept. of Natural Resources
Historic Preservation Program
P. O. Box 176
Jefferson City, Mo. 65102

Interior view of ladies' waiting room; the
paned interior doors in center of picture
lead to the freight room (left door) and
rest room (right door); view looking north.



EXTRA
PHOTOS













