

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

1. Name of Property

historic name Fredericktown Missouri Pacific Railroad Depot

other names/site number Fredericktown Depot

2. Location

street & number 406 Villar Street [n/a] not for publication

city or town Fredericktown [n/a] vicinity

state Missouri code MO county Madison code 123 zip code 63645

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this  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  meets  does not meet the National Register criteria. I recommend that this property be considered significant  nationally  statewide  locally.  
( See continuation sheet for additional comments [ ] )

Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO

5 January 2000  
Date

Missouri Department of Natural Resources  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria.  
( See continuation sheet for additional comments [ ] )

Signature of certifying official/Title

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date

- 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  
See continuation sheet [ ] .

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**5. Classification**

Ownership of Property	Category of Property	Number of Resources within Property		
		Contributing	Noncontributing	
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	1	0	buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	0	0	sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	0	0	structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0	objects
	<input type="checkbox"/> object	1	0	Total

Name of related multiple property listing.

n/a \_\_\_\_\_

Number of contributing resources previously listed in the National Register.

0 \_\_\_\_\_

**6. Function or Use**

**Historic Function**  
 Transportation/rail-related  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Current Functions**  
 Vacant/not in use  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**7. Description**

**Architectural Classification**  
 Other: standardized railroad depot  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Materials**  
 foundation concrete  
 walls brick  
 roof metal  
 other \_\_\_\_\_  
 \_\_\_\_\_

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

**8. Statement of Significance**

**Applicable National Register Criteria**

**A** Property is associated with events that have made a significant contribution to the broad patterns of our history

**B** Property is associated with the lives of persons significant in our past.

**C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

**D** Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations**

Property is:

**A** owned by a religious institution or used for religious purposes.

**B** removed from its original location.

**C** a birthplace or grave.

**D** a cemetery.

**E** a reconstructed building, object, or structure.

**F** a commemorative property.

**G** less than 50 years of age or achieved significance within the past 50 years.

**Areas of Significance**

Transportation

Architecture

**Periods of Significance**

1917-1949

**Significant Dates**

n/a

**Significant Person(s)**

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

Gassmah, George H./unknown

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**9. Major Bibliographic References**

**Bibliography**

(Cite the books, articles and other sources used in preparing this form on one or more continuation sheets.)

**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:

Name of repository: \_\_\_\_\_

**10. Geographical Data**

**Acreage of Property** less than one acre

**UTM References**

A. Zone	Easting	Northing	B. Zone	Easting	Northing
15	739225	4160740			
C. Zone	Easting	Northing	D. Zone	Easting	Northing

[ ] See continuation sheet

**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet.)

**Boundary Justification**

(Explain why the boundaries were selected on a continuation sheet.)

**11. Form Prepared By**

name/title see continuation sheet

organization \_\_\_\_\_ date \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative **black and white photographs** of the property.

**Additional Items**

(Check with the SHPO or FPO for any additional items)

**Property Owner**

(Complete this item at the request of SHPO or FPO.)

name A. Paul Vance

street & number 2666 Madison 248 telephone 573/783-5885

city or town Fredericktown state MO zip code 63645

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Fredericktown Depot  
Madison County, MO

**Summary:** The Fredericktown Missouri Pacific Railroad Depot, Fredericktown, Madison County, Missouri, is a one-story rectangular brick building with a low-pitched hipped roof extending over passenger waiting areas at both ends of the long axis. Constructed in circa 1917, the Fredericktown Depot occupies its original trackside location at 406 Villar Street, north of the town square. With its low-pitched hipped roof with widely overhanging eaves supported by large curvilinear brackets, the depot reflects modest Prairie School and Bungalow/Craftsman influences. Details of the symmetrical, low-slung building—based on a standardized railroad depot plan of the period—include a projecting dispatcher's bay which flows upward into a decorative hipped dormer, limestone trim, and tile-like roofing resembling the original material. The combination interior, consisting of a waiting room and baggage room flanking an office for the ticket agent or dispatcher, is largely unchanged. The depot is well preserved and retains integrity of location, design, setting, materials, workmanship, feeling and association.

**Elaboration:** The Fredericktown Missouri Pacific Railroad Depot is located within the 100-foot right-of-way purchased in 1869 by the old St. Louis and Iron Mountain Railroad Company. The original track laid by the St. Louis and Iron Mountain ran, as does the present track, roughly northwest to southeast, diagonal to the grid pattern of the town's streets.<sup>1</sup> Parallel to the track, the nominated building was operated as the local passenger station from the time of its construction until the trains stopped running through Fredericktown in 1972.<sup>2</sup> Upon railroad abandonment, the building and right-of-way reverted to private ownership.

The rectangular shape of the 22' x 128' depot is broken only by the projecting dispatcher's bay in the north half of the east elevation. The building is covered by a winglike hipped roof with six-foot eaves supported by decorative brackets. Single, double and triple windows throughout the depot are double-hung 1/1 sash with transoms. A limestone beltcourse accentuates the building's horizontality. The building is also girded by a limestone water table. The foundation is concrete. On the east, a brick-surfaced platform extends approximately a dozen feet toward the abandoned track bed.

The east elevation (with the projecting bay) was designed to give arriving passengers a favorable first impression of Fredericktown, as well as serve railroad needs. The bay, which dominates the facade and divides the building into two unequal portions, extends five feet and is topped by a dormer containing a decorative window with crosshatching. The bay also features a transomed triple window with a limestone keystone centered in the header, which is a flat arch consisting of one course of bricks set vertically. Another row of vertical bricks at the roofline divides the upper and lower portions of the bay. The south side of the bay contains a transomed double-hung window, providing the dispatcher with a good view of the platform southward. Southward from the bay in the main wall are, respectively, a transomed double

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<sup>1</sup>In 1874, the St. Louis and Iron Mountain was reorganized as the St. Louis, Iron Mountain & Southern Railway which merged with the Missouri Pacific in 1917.

<sup>2</sup>Upon construction of the 1917 depot, the original railroad depot at Fredericktown—an extant frame building—was converted into a facility used exclusively for freight. The period of significance is from the date of construction, circa 1917, to 1949, the arbitrary 50-year cut-off for National Register eligibility.

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 2

Fredericktown Depot  
Madison County, MO

window, a transomed single-leaf entrance to the waiting room, a freight entrance with a sliding door, another transomed single-leaf entrance and a transomed double-hung window. The north wall of the bay contains a transomed entrance. Northward in the main wall are a single-leaf entrance and a larger opening with a sliding baggage door. Window sills rest on the stone beltcourse. Nine large curvilinear brackets support the wide eaves.

While not a copy of the east elevation, most of the west elevation has similar window treatment and brickwork. A tiny decorative gabled dormer emerges from the main roof as if to counterbalance the hipped dormer on the east. From north to south, fenestration consists of a single-leaf entrance with a stone lintel leading into a basement area of the baggage room, a double-leaf entrance with windowed doors, a transomed triple window, a transomed double window, a transomed single-leaf entrance accessed by a flight of concrete steps, a freight entrance with a two-part transom and a transomed window with frosted glass at the location of a restroom. Transomed windows are double-hung with 1/1 lights. The double and triple windows are part of the ticket agent's bay. As on the east, nine brackets support the eaves.

The north and south elevations where the winglike roof extends over large, open air waiting areas are generally similar except for the lack of transoms above windows in the north end where the baggage room is located. At each end, the bracketed roof extends 22 feet from the building, providing a covered waiting area supported by two square brick columns measuring 2'6" x 2'6". The main wall in each end contains two centered window openings with double-hung 1/1 sash. A low brickwork wall between the columns and wrapping into the sides of the waiting area is topped with a stone coping. A protective railing constructed of metal piping is above the wall.

Except for an added wall in the office portion, the interior is largely unchanged from when the depot was built. It is divided into three rooms: a large waiting room, an office for the ticket agent or dispatcher, and a baggage room with a partial basement. There are two restrooms, one in the waiting room and one in the office. The 22' x 48' waiting room, which occupies more than half of the interior space, can be entered from either the east or west. Walls and ceilings are plastered. Floors are concrete with the exception of the office, which has wood flooring complemented by a wide molded baseboard. The waiting room baseboard consists of two rows of bricks topped by narrow boards. Walls, painted two shades of yellow, have three-inch wood rub rails. The 12-foot ceilings are painted white. A panel door provides access to the office from the waiting room. On the south interior wall, a counter with an arched opening enabled customers to purchase tickets or communicate with the agent without entering the office. The office also can be entered from trackside and from the freight room. Like the waiting room, the office has a wide crown molding.

Walls of the 22' x 22' baggage room are unplastered brick. The unplastered brickwork in the baggage room reveals segmental arches above window and door openings, unlike the flat arches exposed in the outer walls. The segmental inner brickwork provided stability for the flat arches consisting of bricks set vertically above windows in the outside walls. The baggage room contains a large built-in cabinet made of tongue and groove boards.

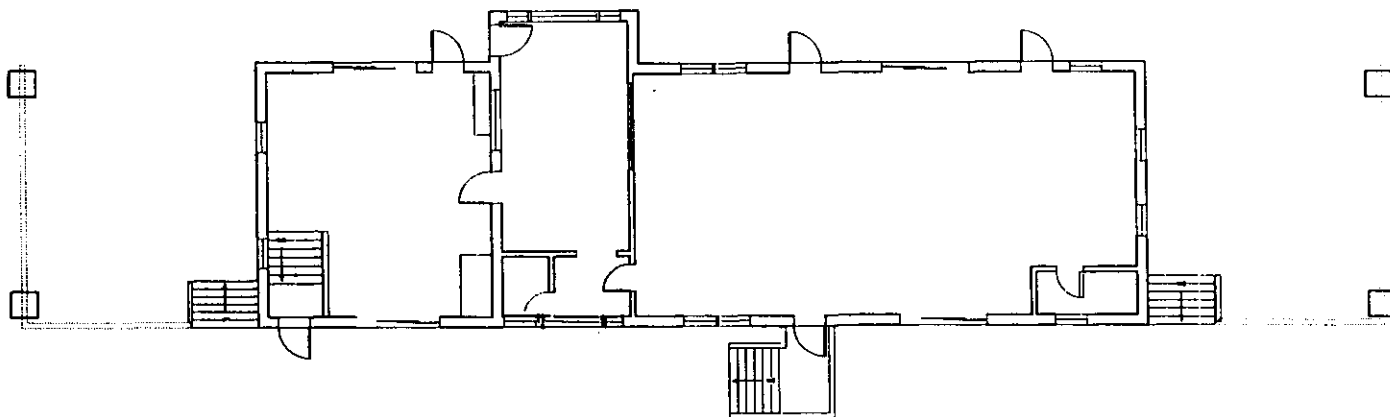
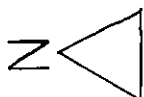
United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 3

Fredericktown Depot  
Madison County, MO

Although the tracks which once ran near the building have been removed, the depot and the area around it appear today much as they did during the period of significance, and therefore exhibit a high level of integrity. The depot's brick walls and wood trim are in good repair and the trim is painted the original shade of green. In 1998, the tile roof was replaced with metal panels of imitation tile made by Deca Roofing Systems. Since the material closely resembles the original clay tiles and the roofline was not changed, sufficient integrity is retained. The primary interior alteration is a partition wall in the office which has a negligible effect on integrity. Overall, the building looks much as it did when passenger service to Fredericktown was discontinued in 1972.



Fredericktown Missouri Pacific Railroad Depot  
Fredericktown, Madison County, Missouri

Floor Plan (Not to scale)

United States Department of the Interior  
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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 4

Fredericktown Depot  
Madison County, MO

**Significance:** The Fredericktown Missouri Pacific Railroad Depot in Fredericktown, Madison County, is eligible for listing in the National Register under Criteria A and C, and is locally significant in the areas of TRANSPORTATION and ARCHITECTURE. Constructed in circa 1917, the depot served Fredericktown area residents traveling by rail for more than half a century while a separate, older building constructed by the old St. Louis and Iron Mountain Railroad was used strictly as a freight depot. The Fredericktown Depot is also an exceptionally well-preserved, representative example of a standardized depot rendered in brick, with modest Prairie School and Bungalow/Craftsman affinities. The period of significance is from the depot's construction in circa 1917 through 1949, the arbitrary 50-year cut-off date for National Register eligibility.

**Historical Background and Transportation Significance:** The history of Fredericktown is closely associated with the lead mining industry, the early development of which was made possible by the construction of a track through the area by the old St. Louis and Iron Mountain Railroad. As early as 1715, local Indians are said to have guided French explorers seeking silver to lead mines in the area north of what became Fredericktown. While silver apparently was not found, the French Governor of Louisiana, Sieur Antoine de la Mothe Cadillac, recruited other French investors in the Company of the West which was organized for mining purposes in 1717. In 1723, about 200 French led by Philippe Francois Renault and accompanied by their slaves settled at Mine La Motte, where lead had been discovered, north of what became Fredericktown. The Company of the West failed but France maintained control of the territory until 1763 when Louisiana was transferred to Spain. In 1799, the Spanish government granted each of 13 French families 400 arpents of land within an area extending from the Little St. Francis River to Saline Creek. St. Michaels, the earliest resulting settlement, was described in the early 19<sup>th</sup> century as a village of about 50 houses in a rich farming district. In 1814, a spring flood virtually destroyed St. Michaels and most residents relocated to New Village one mile north. Fredericktown, designated the county seat of newly-organized Madison County (carved out of Ste. Genevieve and Cape Girardeau Counties in 1818) in 1819, gradually expanded to include the site of St. Michaels/New Village.<sup>3</sup>

American settlers drawn to this portion of the new Territory of Missouri included Moses Austin, who introduced improved techniques for mining and smelting which enabled him to become a leader in the state's lead industry. Austin, who later founded an American settlement in Texas, mined lead in the Madison County area between 1800 and 1820 and, later, was instrumental in establishing the town of Potosi in an even larger lead district in Washington County northwest of Madison County. Fredericktown's economic health has always been closely associated with the ups and downs of the lead mining industry.

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<sup>3</sup> Louis Houck, The Spanish Regime in Missouri: A Collection of Papers and Documents Relating to the Upper Louisiana Principally Within the Present Limits of Missouri During the Dominion of Spain (Chicago: R.R. Donnelly and Sons Company, 1908); Duane Meyer, The Heritage of Missouri (St. Louis: State Publishing Co., Inc., 1973), pp. 48-49; Missouri. A Guide to the "Show Me" State (New York: Hastings House Publishers, 1954), p. 530.



United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 5

Fredericktown Depot  
Madison County, MO

Since lead was a strategic metal during warfare, the town's greatest prosperity invariably occurred during war decades.<sup>4</sup>

Fredericktown grew slowly, with approximately 300 inhabitants by 1836, but experienced a surge of economic activity and growth when the St. Louis and Iron Mountain Railroad reached the town in 1869. Much prospecting occurred in the Fredericktown area after the Civil War, and in 1872 the railroad was extended from Pilot Knob (west of Fredericktown) into Arkansas. Mining activity boomed as a result of the increased accessibility to markets which the railroad provided. In addition to lead, significant amounts of copper, zinc, iron, manganese, antimony, arsenic, nickel, cobalt and tungsten were mined in the area. The cobalt mine developed near Fredericktown was one of only three in the nation. The area's timber and farming industries also experienced development in conjunction with, and fueled by, the production of local mines. Lumber production was particularly significant during the 1870s and 1880s when large quantities of oak and pine were exported.<sup>5</sup>

Railroad construction in Missouri began in St. Louis prior to the Civil War. The original goal was to build a line or lines between St. Louis and San Francisco. Plans were drafted in 1849, when railroad conventions were held in St. Louis and Memphis to determine the "proposed road from St. Louis to the Pacific Ocean."<sup>6</sup> Two years later, aided by a \$2 million loan from the State of Missouri, the Pacific Railroad Company began laying track in St. Louis. In 1852, the Pacific brought the first locomotive west of the Mississippi River.<sup>7</sup> Construction proceeded across the eastern half of the state, generally following the south bank of the Missouri River. After reaching Jefferson City in 1856, the track continued westward through Sedalia--where construction stalled during the Civil War--before finally reaching Kansas City in 1865.<sup>8</sup> The Missouri Pacific Railway, which succeeded the Pacific Railroad, acquired the Fredericktown Depot and other facilities of the St. Louis, Iron Mountain & Southern Railway in a 1917 merger, forming the Missouri Pacific Railroad Company.

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<sup>4</sup>Meyer, *op cit.*, pp. 74-75; Floyd C. Shoemaker, "Madison County, Land of Mines, Forests, Farms, and Factories," *Missouri Historical Review* (April 9, 1974), pp. 6-7.

<sup>5</sup> Shoemaker, *op cit.*; *Missouri, A Guide to the "Show-Me" State*, *op cit.*

<sup>6</sup> Edward J. White, "A Century of Transportation in Missouri," *Missouri Historical Review*. Vol. 15 (1921), No. 1, p. 145.

<sup>7</sup> White, p. 147.

<sup>8</sup> R. E. Riegel, "The Missouri Pacific Railroad to 1879," *Missouri Historical Review*. Vol. 18 (1924), No. 1, p. 15.

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 6

**Fredericktown Depot  
Madison County, MO**

In 1867, Iron Mountain was reorganized as the St. Louis and Iron Mountain Railroad and two years later, the track was completed through Fredericktown to Belmont in Southeast Missouri. The first local railroad station was built near the site of the original village of St. Michaels. Several business houses and two hotels were quickly erected near the depot. The railroad company made Fredericktown a division point and built a turntable and shops to service the locomotives, causing growth and change throughout Madison County. Fredericktown began a period of rapid growth after construction of the railroad permitted the convenient bulk shipping of lead and other ores, timber and agricultural products.<sup>9</sup>

By 1900 the population of Fredericktown exceeded 1,500, an amount greater than at any previous time in the town's history. Most of the large brick buildings on Main Street date from this period, having been constructed following several destructive fires that by the turn of the century had erased most of the wooden buildings on the town square. The Madison County Courthouse was erected in 1899. Rail-related prosperity continued, with businessmen deriving most of their income directly from a railroad-based industry or through trade with the developing rural area. Establishments of the period reflected those found in successful small towns around the state and included a furniture and undertaking business, millinery and jewelry stores, saddle and harness shops, hotels, restaurants, general merchandise stores, produce houses and livery stables. In addition, available services included those provided by attorneys, doctors, dentists, bankers, blacksmiths and barbers.<sup>10</sup>

By the early 1900s, between six and a dozen mail, passenger and freight trains arrived and departed each day from the original Fredericktown Depot, a much smaller building of frame construction. In 1874, the St. Louis and Iron Mountain Railroad reorganized as the St. Louis, Iron Mountain & Southern Railway Company. With increasing use of the Fredericktown facility during World War One, the old depot was perceived as inadequate and it was decided to erect a new building. In 1917 the contract for construction of the new station was award to George H. Gassmah, a contractor and builder from Dexter, Missouri. Specifications for the new depot included that it be constructed of brick and concrete so as to be "fire proof throughout." The new building was to be used primarily as a passenger depot and was to cost at least \$12,000, it was reported.<sup>11</sup> The original 19th century depot at Fredericktown was retained as a freight depot, and is extant.

Fredericktown eventually attracted a few small industries as well as Marvin Collegiate Institute, but the city's general economic condition has usually been keyed to the ups and downs of the lead mining industry, the development of which was made possible by the presence of a railroad. While the original St.

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<sup>9</sup> Historical Madison: The History of Madison County, Missouri 1818-1988. (Topeka: Josten Publications, 1988), p. 28.

<sup>10</sup> Missouri Business Directory, 1891.

<sup>11</sup> Fredericktown Democrat-News, January 4, 1917.

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 7

Fredericktown Depot  
Madison County, MO

Louis, Iron Mountain & Southern depot was associated with Fredericktown's early growth, the 1917 Missouri Pacific Railroad depot was associated with the city's continued development in the 20th century.

George Douglas, in describing the social history of the American railroad, called the typical depot "a hub of activity, a focal point of energy and daily human contact. When trains were due, there was a noticeable flurry of directed motion as wagons, people expecting express packages, village loafers, and small boys were drawn to the depot square as if by a magnet. The train track was the artery of small-town life, the station its heart, if never quite its soul. On the train, when it came in, was everything needed to keep life going, or at least, it seemed, everything that would provide life with some color or variety."<sup>12</sup>

Since trains stopped running through Fredericktown in 1972, the depot has been privately owned and it remains privately owned today. A Mexican restaurant was operated in the building for two years, from 1983-85. A tack and harness shop was there from 1989-92. Currently, the building is unused.

**Architectural Significance:** The art of building railroad stations was already well-defined by the time the *Fredericktown Depot* was constructed in circa 1917. The design of depots and how they were oriented with their associated tracks had moved from the experimental to the mature phase, and American railroad stations no longer imitated their European antecedents. The Fredericktown Depot, which provided passenger service in the Fredericktown area for more than half a century, exemplifies an intermediate form of a standardized combination railroad depot rendered in brick. The depot has modest Prairie School style affinities including such devices to emphasize horizontality as a low-pitched hipped roof with widely overhanging eaves, a contrasting beltcourse and windows in groups of two and three. Typical of the combination form, the building is long and narrow with a pivotal bay near midpoint, containing the agent or dispatcher's office and separating the passenger waiting and baggage rooms. Passengers using the Fredericktown Depot could wait under winglike, sheltering extensions of the low-slung building's roof as well as in the comfortable interior room. In addition to a Prairie School influence, modest Bungalow/Craftsman affinities are suggested by the building's numerous eave brackets. Because the depot is relatively unaltered, it retains much of its original character. While providing those traveling by rail with a suitably prominent entrance to the town, the Fredericktown Depot also served as a corporate symbol for the railroad.

The Fredericktown Depot also can be classified as a one-sided combination depot, one of four types originally described in 1846 by a French architect according to the possibilities for entering and leaving the building. By 1917, most American railroad depots were designed for arrivals and departures on one side of the tracks, the identifying characteristic of the one-sided combination type. The other three types identified by Cesar Daly, editor of the *Revue General de l'Architecture*, were the head type with arrival and departure in a single building across the end of the track; the two-sided type with arrival and departure on opposite sides of the track; and the "L" type with arrival at the end of the track and departure at one side or vice versa. Among other things, the one-sided combination depot was more convenient for

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<sup>11</sup>George Douglas, *All Aboard! The Railroad in American Life* (New York: Paragon House, 1992), p. 271.

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 8

**Fredericktown Depot  
Madison County, MO**

passengers because it usually eliminated the need for them to cross any track in order to board the waiting trains.<sup>13</sup>

Standardized depots like the Fredericktown Depot used standardized architectural details, plans, and paint schemes which were intended to create a corporate identity that would be easily recognizable to the traveling public. Wood trim on the Fredericktown Depot is still painted the original shade of green sanctioned by the operating railroad. The size and construction complexity of such depots varied and was affected by such factors as whether the location was a railroad junction and the size of the town's population. In general, the larger the town and the more railroads involved, the larger and more luxurious the depot. *Even when standardized designs were modified to fit specific locations, construction costs were still lower than without standardization.* The Fredericktown Depot, 128 feet long and 22 feet wide and constructed of brick, was of intermediate size and substance when compared with other Missouri Pacific (or St. Louis, Iron Mountain & Southern) depots. The size and quality of the Fredericktown Depot indicates that the railroad understandably regarded Fredericktown highly. Apart from its potential for continued development as a mining center, Fredericktown was the seat of county government in Madison County.

As Douglas states, "The railroad station itself was always one of the most distinctive buildings in any small community. It was as easy to pick out by its style as the courthouse."<sup>14</sup> Because the depot was the hub of community activity and the first impression travelers received, it was important to both the town and the railroad company to provide an attractive, convenient station.

Because the Fredericktown Missouri Pacific Railroad Depot is well-preserved and relatively unaltered, it retains much of its original character and it is easy to imagine it as "a hub of activity, a focal point of energy and daily human contact."<sup>15</sup>

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<sup>13</sup> Daly's typology is cited by Carroll L.V. Meeks in The Railroad Station - An Architectural History (New Haven: Yale University Press, 1964), pp. 29-31.

<sup>14</sup> George H. Douglas, All Aboard: The Railroad in American Life (New York: Paragon House, 1992), p. 271.

<sup>15</sup> *Ibid.*

United States Department of the Interior  
National Park Service

## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 9 Page 9

Fredericktown Depot  
Madison County, MO

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#### Maps:

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## NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 9, 10 Page 10

Fredericktown Depot  
Madison County, MO

Sanborn insurance maps for Fredericktown, Missouri.

Newspapers:

Fredericktown Democrat-News, 1870-1998.

### 10. Verbal Boundary Description

The nominated property is bounded by the legal description as recorded in the Madison County Recorder's Office in Madison County Deed Book No. 186, pages 618-619.

### Boundary Justification

The boundary includes the depot and the 0.164-acre tract owned by A. Paul Vance, upon which it sits. This includes the original location of the railroad tracks and enough land to indicate the building's original relationship to its site.

### 11. Form prepared by

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Editor and revisions

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section Photographs Page 11

**Fredericktown Depot  
Madison County, MO**

The following information is the same for all photographs:

Fredericktown Railroad Depot  
406 Villar Street, Fredericktown, Madison County  
Christina Mitchell  
February 16, 1999  
Missouri Cultural Resource Inventory, Missouri Department of Natural Resources, Jefferson City, Missouri.

List of photographs

- Photo 1. South and east elevations, facing northwest.
- Photo 2. East elevation, facing west.
- Photo 3. East and north elevations, facing southwest.
- Photo 4. West and south elevations, facing northeast.
- Photo 5. West elevation, facing southeast.
- Photo 6. North elevation, facing south.
- Photo 7. West wall of waiting room, facing northwest.
- Photo 8. Northeast corner of waiting room, facing northeast.
- Photo 9. East sliding door in baggage room, facing northeast.



15 MI. TO MO. 51  
 JACKSON 37 MI.

FREDERICKTOWN  
 MISSOURI PACIFIC  
 RAILROAD DEPOT  
 HARRISON CO., MO  
 UTM REFERENCE  
 15/739225E/  
 4160740N

4159

4160

4162

35'

(HIGDON)  
 7959 II 7962





TOWN

ERN DEPOT

STOP  
MUFFLER SHOP



66-072





FREDERICKTOWN

DAKOTA'S WESTERN DEPOT

66.072



