

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

1. Name of Property

historic name n/a

other names/site number Green City Railroad Depot [preferred]

2. Location

street & number 202 Lincoln Street [n/a] not for publication

city or town Green City [n/a] vicinity

state Missouri code MO county Sullivan code 211 zip code 63545

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this
[X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the
National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my
opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered
significant [] nationally [] statewide [X] locally.
(See continuation sheet for additional comments [].)

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

4 Dec. 98
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 type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site		
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> sites
	<input type="checkbox"/> object	<u>0</u>	<u>1</u> structures
		<u>0</u>	<u>0</u> objects
		<u>1</u>	<u>1</u> Total

Number of contributing resources
previously listed in the National
Register.

Name of related multiple property listing.

n/a

0

6. Function or Use

Historic Function

Transportation/rail-related

Current Functions

Recreation and Culture/museum

7. Description

Architectural Classification

Late Victorian/Stick

Other: standardized railroad depot

Materials

foundation wood

walls wood

roof asphalt

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

circa 1880-1948

Significant Dates

Significant Person(s)

n/a

Cultural Affiliation

n/a

Architect/Builder

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	503990	4457170			
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 Andrew M. Halter
organization Green City Bicentennial Depot Restoration Project date July 1998
street & number Route 3, Box 174 telephone 660/874-4454
city or town Milan state MO zip code 63556

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 City of Green City
street & number P.O. Box 235 telephone 660/874-4219
city or town Green City state MO zip code 63545

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1

Green City Railroad Depot
Sullivan County, MO

Summary: The Green City Railroad Depot, Green City, Sullivan County, is a one and one half story rectangular frame building with Stick style affinities constructed circa 1880 to accommodate passengers and freight arriving and departing on the Quincy, Missouri, and Pacific Railroad. It occupies its original trackside location, just south of the town square. The depot is located within the original one hundred foot wide right of way which was purchased by the railroad when the first tracks were laid in 1880 and is included in the original plat of the town. It was built parallel to the railroad tracks, which ran roughly northeast to southwest, at a diagonal to the grid pattern of the town's streets. The building operated as the town's only station from the time of its construction until trains stopped running through Green City in 1950, at which time the building and right of way reverted to private ownership. The depot is covered by a steep gabled roof with a three foot eave on the south supported by curved brackets. The south elevation is broken by a projecting telegrapher's bay which extends above the roof into a three sided hipped dormer. There are two doors on this elevation, one which enters into the waiting room and one large sliding door which enters into the freight room. In 1976 some restoration work was done, primarily repair of deteriorated materials, and the depot was painted in its original colors of red with green trim. To the south of the depot, on a short section of track, a railroad caboose acquired circa 1981 has been placed; although associated with railroad transportation, it is not directly associated with the depot and has been counted as a noncontributing structure. The depot is essentially unaltered from its original construction.

Narrative: The Green City Railroad Depot is a frame building measuring 20'1" x 50'3" feet. It is covered by a gabled roof with a central three sided hipped dormer that projects over a bay window which extends five feet from the building on the trackside. The original wood shingles were replaced by asphalt shingles in 1976. The three foot wide overhang on the south is supported by two wooden brackets at each corner. The wooden brackets are curved with a knob on each end to add to the overall decorative appearance. The north, east, and west eaves are 24 inches wide with no brackets.

The exterior is sheathed with vertical board and batten siding painted its original colors red with green trim. The walls are constructed of rough sawn boards, 1' x 10", with a 2 1/2 in batten. The bay window unit is comprised of clap board siding 2 1/2 in wide. The depot sits on large round, approximately 15" in diameter, creosoted pillars, the type railroads used in building bridges and tressels. In 1992 the building was raised and concrete pads were poured beneath the building to give permanent support and to minimize further deterioration.

The windows on the first story are 3' x 6'4" double hung windows with four, two over four lights and three, four over four lights all surrounded by 5 1/2" wide wood trim. The half story has two, one over one light double hung windows, one on the east side and one on the west side. The bay window, or telegrapher's bay, on the trackside of the building, which allowed the agent to see up and down the track without leaving the building, consists of three 3' x 6'4" four over four lights, double hung windows.

To the right side of the telegrapher's bay is the main entrance, which opens into the waiting room. This door is 3" x 8'10" topped by a two light transom. The freight room which is to the left of the telegrapher's bay has a sliding door five feet wide topped by a three light transom. There was an identical door on the west wall, but it was filled in, prior to 1950.

The interior of the building remains much as it was when it was built. It is divided into three rooms: a waiting room, a ticket agent's office and a freight room. The waiting room, 16' x 19' feet, is entered from

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 2

Green City Railroad Depot
Sullivan County, MO

the trackside by a five paneled door. Three large windows light the room. Another five paneled door leads to the ticket agent's office, as well as two windowed openings with a counter, through which passengers could purchase tickets or communicate with the agent without entering the office. These windows are separated by a pot belly stove, similar to the original which was placed there in 1976. It is surrounded by a U shaped metal screen to protect the people in the waiting room.

The walls of the waiting room and the ticket agent's office are covered with wainscoting, using tongue and groove vertical boards which are 4' 7" in high and capped by a 2 ½ in horizontal board. Then 7'5" of horizontal wainscoting continues to the ceiling. The vertical boards and window trim are painted brown and the horizontal boards are painted yellow. These interior walls were repainted in 1976 the colors were matched from paint chips that were found behind the window trim.

The ticket agent's office measures 10'2 ½" x 19' feet, plus the bay window, and can be reached from either the waiting room or the freight room. A counter sits within the curve of the bay window and another window lights the rear of the room. Wood flooring in 2" strips is used in this and the other rooms of the depot. The ceilings are twelve feet high and are tongue and groove wainscoting painted white.

A five paneled door leads into the freight room which measures 22' x 19'. The walls are covered with rough sawn 1' x 10" boards, placed horizontally. The ceiling is open, leaving the rafters exposed to view.

A fifty foot section of railroad track has been placed to the south of the depot, on the grade formerly used by the Q.M.& P. Railroad rails. Circa 1981, a railroad caboose was donated to the Green City Bicentennial Depot Restoration Project and placed on the track section. Although the caboose is related to rail transportation, it has no direct connection to the depot nor any significance associated with the rail line which served Green City; it is counted as a noncontributing structure.

The building 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 original siding on the depot is in good repair and is painted in the original colors of red with green trim. Inside, the walls and trim are original and are painted in the original colors of yellow and brown. The building looks much as it did when service was discontinued.

Photographs were taken in July 1993 but were field checked by Historic Preservation Program staff in July 1998.

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Green City Railroad Depot
Sullivan County, MO

Summary: The Green City Railroad Depot, 202 Lincoln Street, Green City, Sullivan County, is locally significant under Criteria A and C in the areas of transportation and architecture. Constructed circa 1880 by the Quincy, Missouri & Pacific Railroad, the depot was a first generation depot, the only railroad depot constructed in Green City, and represents the essential role the railroad played in the establishment of the Sullivan County community. The depot served both the passenger and freight needs of the town for nearly three quarters of a century. The Green City Railroad Depot is also a well preserved example of Late Victorian architecture, with affinities of the Stick style, and a representative example of a typical late nineteenth century standardized railroad depot. The period of significance begins circa 1880 and extends to 1948, the arbitrary fifty year limit. The preferred name for the depot is the Green City Railroad Depot. Although the route was organized as the Quincy, Missouri and Pacific Railroad when the depot was constructed, the troubled railroad did not use any one name for very long; during the period of significance, there were at least six different owners or corporate designations. Traditionally, the depot has been referred to by the name of the community it served.

Historical Background and Significance

On January 6, 1837, the Missouri State Legislature carved Linn County out of Howard County and also, provided that all the territory north of the new county would be attached to it for civil and military purposes. In 1843, boundaries were determined for a portion of the unorganized territory, designated Highland County, although its population was not sufficient to permit the establishment of a county government. The following year a state census affirmed that Highland County finally attained sufficient population for its organization. On February 14, 1845, Highland County was organized as Sullivan County.¹

Between 1850 and 1860, population of the county surged from 2,983 to 9,108. Growth in subsequent decades was less dramatic. In 1870, Sullivan County recorded 11,907 inhabitants; in 1880, the population had reached 16,569.² The phenomenal growth of the 1870's can be in part attributed to the coming of the railroad. Missouri with its strategic location in the center of the nation, shared in the railroad mania when the transcontinental railroads were proposed. By the end of the Civil War, 810 miles of track had been built in the state, all south and east of Sullivan County. In July and September 1869, voters of Sullivan County denied bond issues intended to subsidize construction of the North Central Missouri Railroad through their county. The following year in a special election on February 22, 1870, they did vote to subscribe to a \$200,000 bond issue for the Quincy, Missouri, and Pacific (QM&P), which agreed to build its line across the county from east to west as near to the center of the county as possible and to locate depots in or near the eastern, central, and western, parts of the county.³ Incorporated on June 29, 1869, in Quincy, Illinois, the QM&P, proposed to construct a line from a point on the Mississippi River opposite Quincy to a point on the Missouri River opposite Brownsville, Nebraska. Work began on the route almost immediately, and by April 25, 1872, work had been completed between Quincy, Illinois, and Edina,

¹History of Adair, Sullivan, Putman and Schuyler Counties. P 46-48.

²Gladys Wells Crumpacker, The Complete History of Sullivan County, Missouri. Volumes I and II (Milan: History Publications, Inc. 1977) Vol. I, P 1-12.

³History of Adair, Sullivan, Putman and Schuyler Counties. P 108

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Green City Railroad Depot
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Missouri. By the end of the year, the road had reached Kirksville, twenty five miles east of Green City. With the panic of 1873, work was briefly suspended, but the following year it extended through what would become Green City and reached Milan, the Sullivan County seat; the line was completed through the county by 1876.⁴

The "Quincy Route", often referred to as a "farm-to-market" railroad, had a history of financial difficulties. Its construction depended on local subscriptions, mortgages and bond issues as tracks were laid from one town to the next. Because of light traffic on the railroad, and consequently low revenue, the QM&P was leased to the Wabash, St. Louis and Pacific from 1879 to 1886. In 1881, the route was extended to Trenton, where construction was again halted. From 1886 to 1888 it was operated as an independent line. In 1888, the QM&P was reorganized as the Quincy, Omaha and Kansas City (QO&KC) or better known as the "O.K. Line". In 1897, the QO&KC was leased by the Omaha, Kansas City and Eastern (OKC&E), which continued to use the O.K. Line motto. In 1902, the line was purchased by the Burlington system.

The railroads brought growth and change to the rural landscape of Sullivan County. Green City was surveyed on April 30, 1880 and by that year railroad passenger and freight service was instituted. The town, which was named for Amos Green, first president of the QO&KC, was incorporated February 10, 1882.⁵ According to the Green City Creamer, Lucius L. Cram located in Green City in 1880 when the town was a vast corn field. Cram served as the first railroad agent in Green City and lived in the depot, which was erected with funds donated by local farmers.⁶ While living in the depot, the Crams gave birth to their daughter Ethel, who was the first child born in Green City.⁷

In 1893, the county shipped 1,145 bushels of wheat, 4,815 bushels of corn, 2,428 bushels of oats, 12,610 bushels of potatoes, 322,585 pounds of poultry, 230,650 dozen eggs, 89,435 pounds of butter, 3,250 bushels of timothy seed, 107 cars of railroad ties, and 98 cars of wood. The following year the county shipped 457 carloads of cattle, 127 carloads of hogs, 16 cars of horses, and 42 cars of sheep.⁸

The prosperity which began with the railroads continued. A number of destructive fires periodically visited the town from its inception, so that by the 1890s a city ordinance required the devastated wooden buildings around the square be rebuilt in brick. Businessmen derived their income from two primary

⁴Ralph L. Cooper, and Michael R. Johns. Hogback Road -A History of the Quincy, Omaha & Kansas City Railroad Company. pp. 1-2.

⁵William H. Collins, and Cicero F. Perry. Past and Present of Adams County. (Chicago: S.J. Clarke Publishing, 1905) P. 379.

⁶Charles B. Comstock, Green City Creamer. October 22, 1886 Vol. I, No. 11

⁷Green City Centennial Book. (Marceline: Walsworth Publishing Company. 1980) P 70.

⁸John N. Shepler, The Milan Standard Souvenir Edition. (Milan: The Milan Standard, 1895) Vol. XXIV No. 43 P 27-28.

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Green City Railroad Depot
Sullivan County, MO

sources, the railroad industry and the trade with the rural area. Establishments included a furniture and undertaking business; millinery; jewelry; saddle and harness shops; as well as general merchandise and produce houses. Services available were those of attorneys, doctors, dentists, banks, blacksmiths, barber shops, hotels, restaurants and livery stables.⁹ To take advantage of the railroad the Ideal Pump Manufacturing Company located in Green City in 1911, they producing pumps, gas engines, wind mills and hay rickers.

Green City also continued to serve as an active point, with mail and passenger trains stopping daily, and six trains arriving and departing on a regular basis. In 1913, Green City, with a population of 1,000, was the second largest town in the county. Transportation and communications improved, and Green City was soon better connected to other towns, not only by roads and railroads, but also by telephone and mail service. Since Green City owned a power plant, which was powered by a wind mill, most businesses and some residences enjoyed a limited amount of electricity for lighting.

During World War I the depot was the hub of activity as families bid farewell to inductees leaving for training camps. Those were also the years of the flu epidemic and many families claimed bodies at the depot. The livery stables were crowded with mules and horses in response to the demands the army required.

During the 1920s the street lights were operated from a control box located at the depot. The street lights were turned off at 11 p.m. and one of the duties of the railroad agent would be to meet the midnight train. If anyone got off, he would turn the street lights back on long enough for them to get home.

After a short post war recession business began to boom again in Sullivan County. The Stock Yards located west of the depot were known as one of the largest shipping points in the county, having once shipped twenty carloads of cattle at one time.

During the Great Depression era, the railroad provided a different type of service. In 1933 a local newspaper reported shipments to the County Relief Office consisting of 1,810 yards of muslin, 628 yards of print, 100 yards of shirting and 100 yards of flannel. From this material, women working in the county sewing room made clothing for the needy. Local newspapers regularly reported the names of young men leaving to seek employment with the Civilian Conservation Corps.¹⁰

By the time of the Great Depression, the O.K. Line's economic health was already in jeopardy. The O. K. railroad, primarily a farm to market route, had never been very profitable. August 27, 1939 marked the end of operation from Green City to Kansas City. During the late 1930's and early 1940's the mass production of the automobile, making cars more affordable to everyone, became evident in the rural Midwest. This resulted in the up grading of State Route No. 6 from a dirt road of steep hills and sharp corners into a modern graveled highway, which ran parallel to the O.K. Line. Sullivan Countians opted for more personal transportation and its tailored mobility for taste and convenience. Trucks of greater hauling

⁹The Green City Press. October 1, 1909.

¹⁰Crumpacker, Vol. II P. 88-188.

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Green City Railroad Depot
Sullivan County, MO

capacities lowered operating costs and freight rates, an innovation of door to door delivery. The growing number of motor vehicles along highway No. 6, left the O.K. Line a victim of obsolescence. Passenger service continued between Green City and Quincy until March 21, 1949 and service was brought to a complete halt in 1950.

Architecture

The history of railroad stations was a half century old in 1880 when the Green City Railroad Depot was built. Created as the solution to a new architectural problem, depots had by then passed through experimental and mature phases. The American depot for the first third of its life imitated European stations. During the first few decades of the railroad station's development, so many experiments were being conducted that the evolving station types eluded ready classification. Cesar Daly, editor of the *Revue General de l'Architecture* made the first attempt in 1846 to reduce to order the proliferating chaos of the station types. He claimed there were only four, if stations were classified according to arrangements for entering and leaving them: (1) head type, arrival and departure in a single building across the end of the tracks; (2) two-sided or twin type, with arrival and departure handled on opposite sides of the tracks; (3) "L" type, with arrival at the end of the tracks and departure at one side or vice versa; (4) one sided combination type, with arrival and departure on one side of the tracks.¹¹

According to Daly's classification, the Green City Railroad Depot would be classified as the one-sided combination type. The advantage of the one sided combination type for small railroad companies was to save passengers arriving or departing from either direction from having to cross the tracks.

The Green City depot fits the standardized design adopted by most railroad companies. The combination design not only accommodated passengers and freight, but also served as a corporate symbol with its easily recognized design and color. By standardizing the design of the depots, the companies could save on construction costs and still use some modifications to fit the specific locations. The combination style is typical of the depots built in small towns across the country. Douglas stated: "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."¹² 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.

The steep pitched gable roof, and overhanging eaves of the Green City Railroad Depot are common and basic elements of the Victorian Stick style of architecture circa 1860-1890. The style is often defined by decorative detailing and multi-textured wall surfaces. This is exemplified in the horizontal boards which comprise the bay unit and the vertical boards that make up the remaining walls of the structure. The Stick style emphasized the wall surface itself as a decorative element rather than merely as a plane with the

¹¹Carroll L. V. Meeks, The Railroad Station - An Architectural History. (New Haven: Yale University Press, 1964), pp. 29-31.

¹²George H. Douglas, All Aboard!: The Railroad in American Life. (New York: Paragon House, 1992) P. 271.

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**Green City Railroad Depot
Sullivan County, MO**

principal decorative detailing applied at the doors, windows, or cornices.¹³ Although the building lacks the overlapping boards, set horizontally, vertically, and diagonally, employed later to represent the underlying structural system, it is a good example of the use of the most basic characteristics and elements of the style to provide a more distinctive visual identity to an otherwise simple building.

¹³Virginia and Lee McAlester, A Field Guide to American Houses. (New York: Alfred A. Knopf, 1996) P. 256.

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Green City Railroad Depot
Sullivan County, MO

Books

- Collins, William H. and Cicero F. Perry. Past and Present of Adams County. Chicago: S. J. Clarke Publishing, 1905.
- Cooper, Ralph and Michael R. Johns. Hogback Road - A History of the Quincy, Omaha & Kansas City Railroad Company. 1983
- Crumpacker, Gladys Wells. The Complete History of Sullivan County, Missouri. Volume I & II. Milan: History Publications, Inc. 1977.
- Douglas, George H. All Aboard: The Railroad in American Life. New York: Paragon House, 1992.
- Green City Centennial Association. Green City Centennial Book 1880-1980. Marceline: Walsworth Publishing Company, 1980.
- History of Adair, Sullivan, Putman and Schuyler Counties. Chicago: Goodspeed Publishing Company, 1888.
- History of Northeast Missouri. Volume I. Chicago: Lewis Publishing Company, 1913.
- McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 1996.
- Meeks, Carroll L. V. The Railroad Station: An Architectural History. New Haven: Yale University Press, 1964.
- Shepler, John N. The Milan Standard Souvenir Edition. Milan: The Milan Standard, 1895.

Newspapers

- Green City Creamer. October 22, 1886, Vol. I No. 11 Published by Charles Comstock
- The Green City Press. (Microfilm) 1901-1950 On file in the Sullivan County Memorial Library, Milan, Missouri.
- The Milan Republican. (Microfilm) 1880-1944 On file in the Sullivan County Memorial Library, Milan, Missouri.
- The Milan Standard. (Microfilm) 1880-1950 On file in the Sullivan County Memorial Library, Milan, Missouri.

Records

Limited Warranty Deed

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Green City Railroad Depot
Sullivan County, MO

Certificate of Incorporation a general Not For Profit Corporation, State of Missouri, James C. Kirkpatrick
Secretary of State, January 23, 1976, no: N0017474.

Survey for the City of Green City, December 29, 1994, by James E. Fulks RLS 424.

Minutes of Meetings of the Green City Bicentennial Depot Restoration Project March 1975 - June 1998

Atlases

An Illustrated History of Sullivan County, Missouri. Philadelphia: Edwards Brothers of Missouri, 1877.

Standard Atlas of Sullivan County, Missouri. Chicago: George A. Ogle and Company 1897.

Letters

Chapman, Clara Myers. Green City Resident: Green City, Missouri

Neighbors, Eldorado Samuel. Green City Resident: Milan, Missouri. March 13, 1976

Page, Merritt L. Green City Resident: Green City, Missouri

10. Geographical Data

Verbal Boundary Description: Lot 12, West Railroad Subdivision, City of Green City, Sullivan County, Missouri.

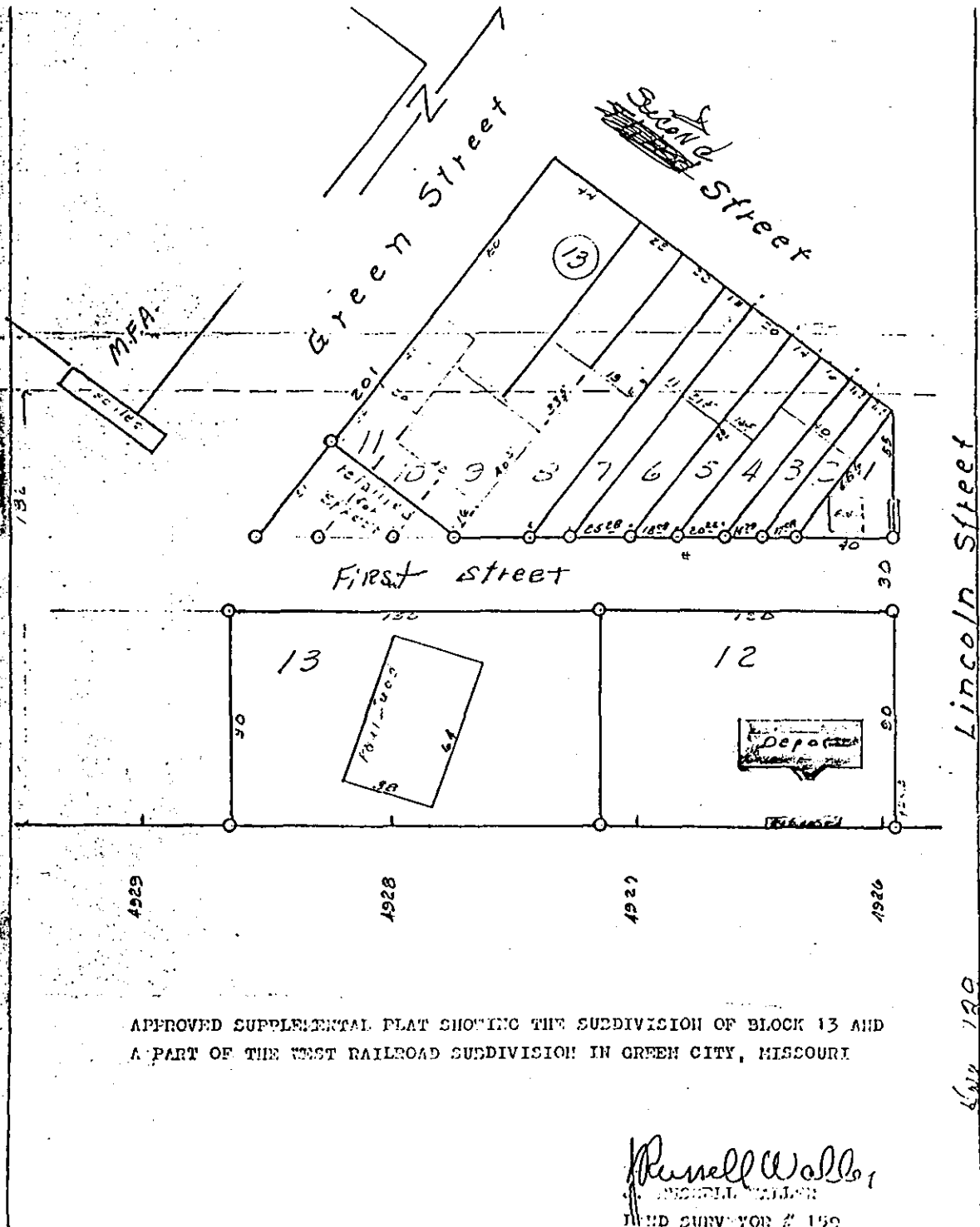
Boundary Justification: The boundaries encompass the entire city lot historically associated with the depot building, including the depot and the 11,071 square feet of land owned by the City of Green City, upon which it sits. This parcel contains those properties which retain integrity and which are most closely associated with the area and period of significance, the depot and the noncontributing railroad caboose. This includes enough land to indicate the buildings original relationship to its site, including the former location of the Quincy, Omaha and Kansas City Railroad tracks.

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Green City Railroad Depot
Sullivan County, MO

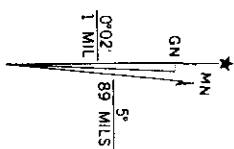


APPROVED SUPPLEMENTAL PLAT SHOWING THE SUBDIVISION OF BLOCK 13 AND
A PART OF THE WEST RAILROAD SUBDIVISION IN GREEN CITY, MISSOURI

Russell Waller
LICENSED SURVEYOR
NO. 150

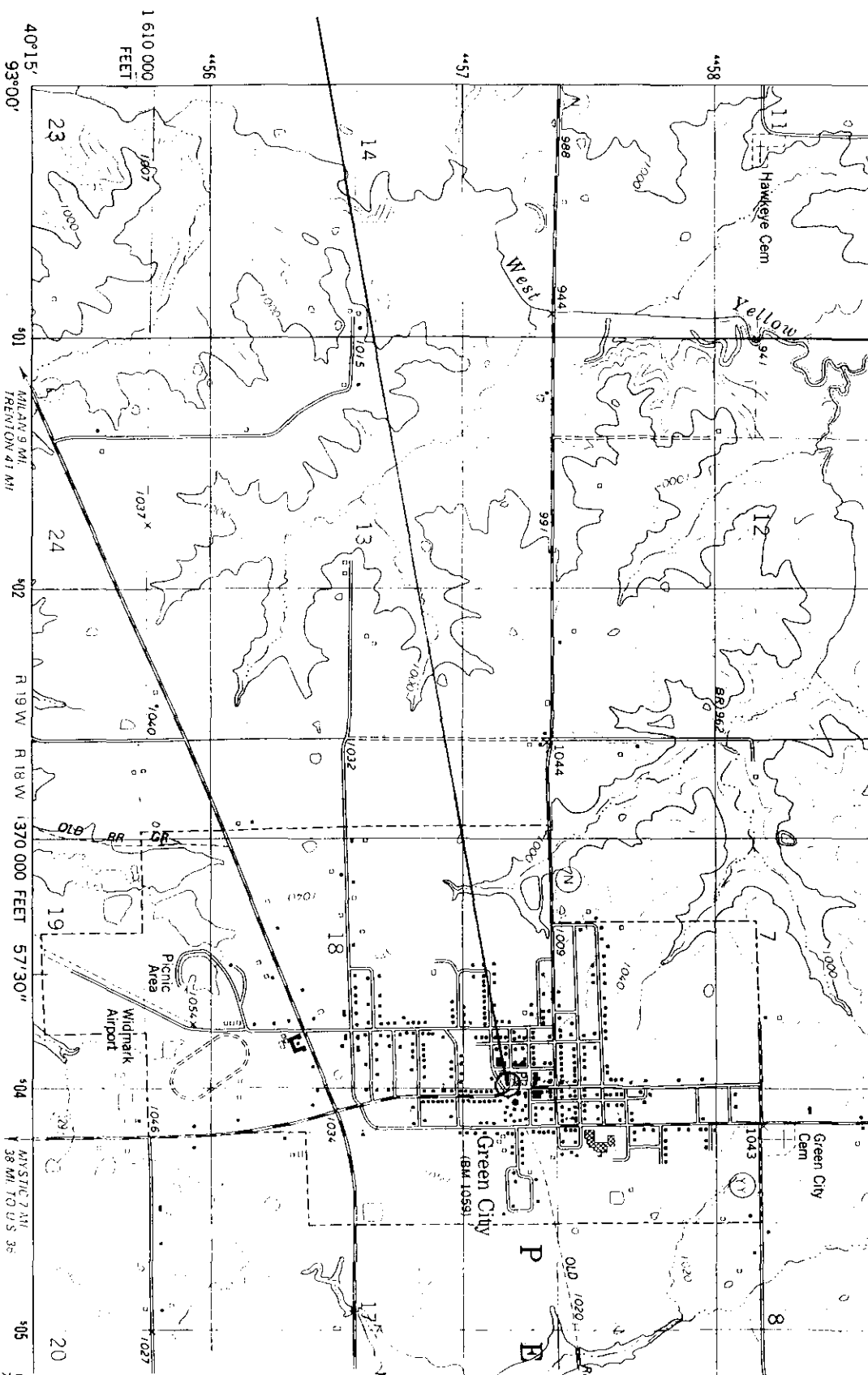
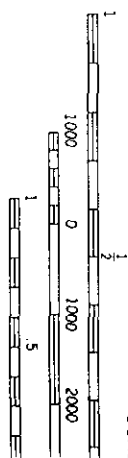
(MILAN EAST)
7364 II NE

UTM GRID AND 1979 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



THIS MAP COMPLIES WITH N
FOR SALE BY U. S. GEOLOGICAL SURVEY, DEN

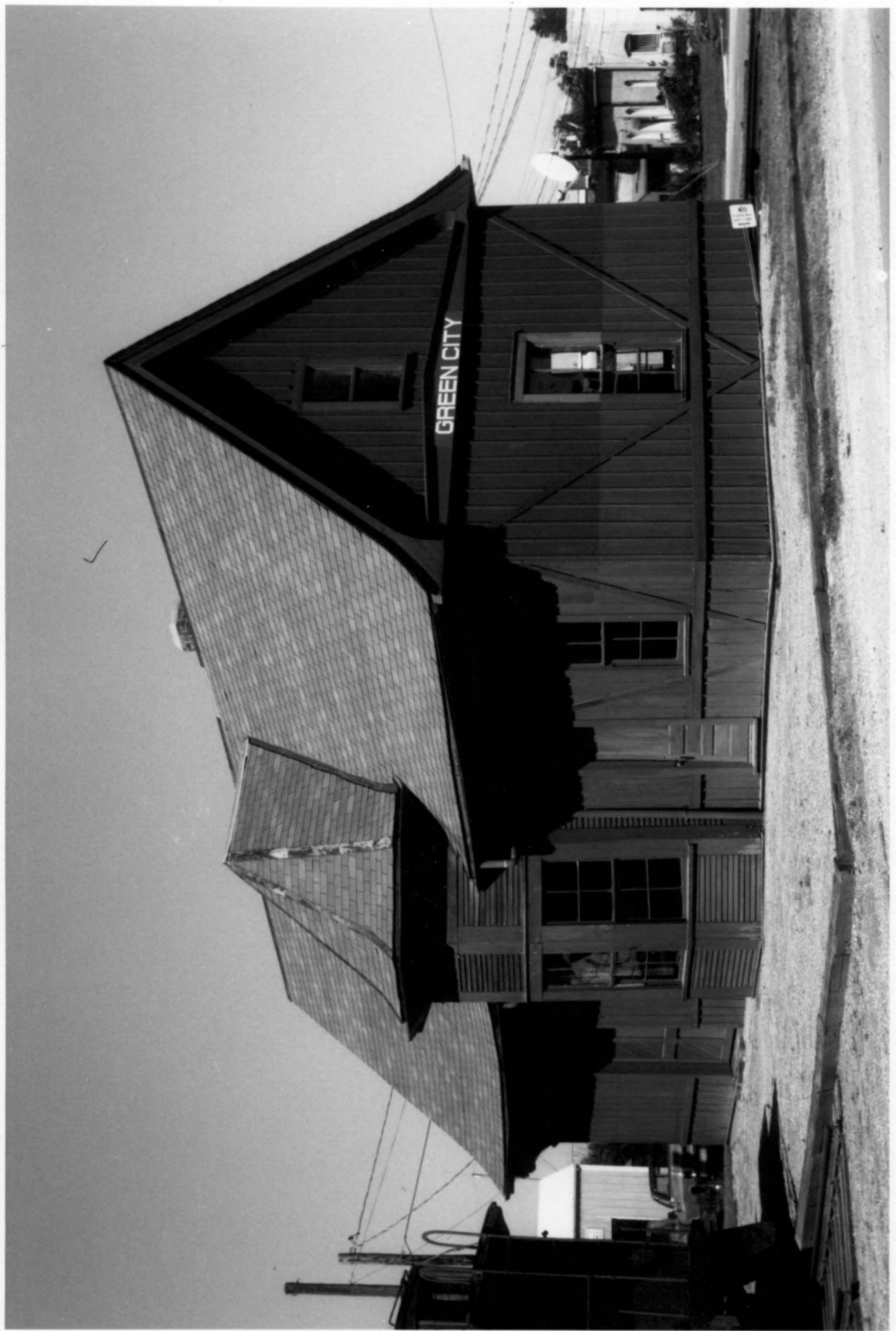
THIS MAP COMPLIES WITH N
BY U. S. GEOLOGICAL SURVEY, DEN
AND THE DIVISION OF RESE
MISSOURI DEPARTMENT OF NATU
A FOLDER DESCRIBING TOPOGRAPHIC N



Green City Railroad Depot
Sullivan County MO
Steven Mitchell

July 1993

Missouri Cultural Resource Inventory
caves facing northwest
#1 of 4



Green City Railroad Depot

Sullivan County MO

Steven Mitchell

July 1993

Missouri Cultural Resource Inventory

camera facing northwest

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Green City Railroad Depot +

Sullivan County MO

Steven Mitchell

July 1993

Missouri Cultural Resource Inventory

Canes facing northeast

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Green City Railroad Depot
Sullivan County, Mo
Steven Mitchell

July 1993

Missouri Cultural Resource Inventory
camera facing southwest

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