

preservation **issues**

NEWS FOR THE PRESERVATION COMMUNITY

MISSOURI DEPARTMENT OF NATURAL RESOURCES
HISTORIC PRESERVATION PROGRAM

★ Vol. 6 No. 6 ★

Teaching with... **The Old Stagecoach Stop**

In what may be Missouri's most innovative museum/school partnership, the Old Stagecoach Stop in Waynesville becomes a learning laboratory for a multi-disciplinary educational program.



The Old Stagecoach Stop was being operated as a hotel when this photo was taken by an unknown photographer in 1900.

The Old Stagecoach Stop is the oldest building in Waynesville and in Pulaski County. William Walton McDonald, a Mexican War veteran, built the double-pen log building on a path that had been used for centuries and is still in use today. This ancient route of American Indians later became a road for Concord Coaches traveling from St. Louis to Springfield. During the Civil War, it was known as the "Wire Road"—with crucial messages flowing via the telegraph wire that had

been strung along side. And even later, it was Route 66—the "Mother Road" cruising through Missouri on its way from Chicago to Santa Monica.

McDonald's building was adapted for

new uses many times during its 140 year history. Its original use was as a stagecoach stop, providing food and lodging to tired travelers. But normal business and commerce was interrupted during the Civil War; the building was confiscated and used as a hos-

pital by the Union soldiers occupying Waynesville. A succession of owners operated it as a hotel and restaurant after the war and up until 1925. The building was enlarged to accommodate construction workers and civilian military employees during the building of Fort Leonard Wood in 1941 and continued in use as a boarding house and an apartment building until it was closed in the early 1960s.

Vacant for nearly 20 years, the building was badly deteriorated when it was listed

in the National Register of Historic Places in 1980 and was threatened with demolition by the city. But in 1983 a group of concerned citizens came to the rescue. They incorporated as the Old Stagecoach Stop Foundation to acquire the building and "to preserve, restore, protect and maintain it in order to permit its educational value for future generations."

A Historic Preservation Fund grant from the Missouri Department of Natural Resources' Historic Preservation Program in 1983 provided funding for critical stabilization measures. Windows were replaced, corner foundation piers installed, the porch was repaired and the entire exterior was painted.

The next step in the restoration plan

(See STAGECOACH STOP Page 6)

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November/December 1996

The Standardized Depot

*"In a year or two,
we may have no
Government. We
must have rail-
roads."*

According to David P. Handlin in *The American Home: Architecture and Society, 1815 - 1915*, for most communities, the railroad station "was the town's most prominent entrance..." This was especially true in Missouri, in which the railroad was perhaps the main determining factor in the creation and persistence of towns in the postbellum period. John F. Stover, in *The Life and Decline of the American Railroad*, described the importance of the depot to those communities that were favored by one:

...the railroad station was the connecting link for commerce, communication, and travel with the outside world. Every passenger train dropped off and picked up mail, and the telegraph service of the Western Union was so important that stations of any size were often kept open continuously through the use of several shifts of telegraphers. Probably no single community agency or facility in urban America today provides the variety of important services associated with the railroad depot of yesterday.

Size and construction of the depot varied according to the relative importance of the town served, not necessarily according to the population. A small community with little passenger or freight traffic was served by a frame combina-

tion depot, while larger or more important railroad towns, such as those located at the junction of two or more rail lines, received a more substantial passenger depot and, occasionally, a freight house. According to John A. Droege, in *Passenger Terminals and Trains*,

Very special care must always be taken to secure sufficiently comfortable and adequate facilities at junction points. The business using the stations at such places may be many times the traffic secured from the community immediately adjacent.

The standardized station, or "class-depot" was the best known of all American depots and was utilized for country or small town stations by most rail lines. Relatively inexpensive and quickly constructed, standardized stations were usually designed by the railroad's engineering department. By the use of standardized architectural details, plans and paint schemes, railroads were also able to create a corporate symbol easily recognizable to the traveling public. Droege noted that "...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." However, he complained, "...on many roads much dependence is placed on standard designs for the smaller stations." For example, the Rock Island utilized standardized stations widely along its Central and Southern routes, and, as late as 1943, Rock Island *Standard Practice Circulars* specified that all trim and exterior woodwork on their brick stations would be painted bronze green and all interiors a combination of buff tan and brown tan.

- Steve Mitchell

Additional Sources on Standardized Depots

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Grant, H. Roger, and Charles W. Bohi, *The County Railroad Station in America*, rev. ed. Sioux Falls, SD: Center for Western Studies, Augustana College, 1988.

Grant, H. Roger, and Donovan L. Hofsommer, "'Katy' Depots of Oklahoma: A Pictorial History," *Chronicles of Oklahoma* 52 (Fall 1974).

Grodinsky, Julius. *Jay Gould: His Business Career, 1867 - 1892*. Philadelphia: University of Pennsylvania Press, 1957.

Stover, John F., *The Life and Decline of the American Railroad*. New York: Oxford University Press, 1970.

Missouri's Depot Inventory

The Missouri Cultural Resources Inventory contains information on depots and other railroad-related properties in 71 of the state's counties and in St. Louis. In most cases, this information is on buildings extant in 1969 or later. Many of these depots, all of which were significant elements of their community's history, have been destroyed. The Historic Preservation Program would welcome information on any depots not included on the following list, or current or updated information on any depot on the list. Call Steve Mitchell at (573) 751-7800 or write: Department of Natural Resources, Historic Preservation Program, Box 176, Jefferson City, MO 65102

County	Town	Railroad
Adair	Kirkville	Burlington Northern (destroyed)
Atchison	Fairfax	Burlington Northern
	Tarkio	Burlington Northern
Audrain	Farber	Chicago and Alton
	Vandalia	Gulf, Mobile and Ohio
Boone	Centralia	Wabash (destroyed)
	Columbia (NR)	Wabash
	Columbia (NR)	Missouri, Kansas and Texas
Buchanan	St. Joseph	
Butler	Poplar Bluff (NR)	St. Louis and San Francisco
	Poplar Bluff (NR)	Missouri Pacific
Callaway	Cedar City	Missouri, Kansas and Texas (destroyed 1988)
	Fulton	Chicago and Alton
Carroll	Carrollton	Wabash
	Santa Fe	
Cass	Pleasant Hill	Missouri Pacific
Cedar	El Dorado Springs	Missouri, Kansas and Texas
Chariton	Brunswick	Wabash
	Salisbury	Wabash (destroyed)
Clark	Kahoka	Chicago, Burlington and Quincy (destroyed)
Clay	Liberty	
	Kearney	
	Missouri City	(moved to Henrietta, Ray Co.)
Clinton	Cameron	Burlington Northern
	Cameron	Chicago, Rock Island and Pacific
	Turney	Chicago, Burlington and Quincy/RI
Cole	Jefferson City	Missouri Pacific
	Lohman	Missouri Pacific
Cooper	Boonville (NR)	Missouri, Kansas and Texas
	Boonville	Missouri Pacific (destroyed)
Crawford	Steelville	St. Louis and San Francisco
	Cuba	
Daviess	Gallatin	Wabash
	Pattonsburg	Wabash
	Winston	Chicago, Rock Island and Pacific
DeKalb	Cameron	Chicago, Rock Island and Pacific
	Cameron	
Dunklin	Cardwell	
Franklin	New Haven	
	Washington (2) (NR)	Missouri Pacific/Pacific
Gasconade	Bland	Chicago, Rock Island and Pacific (destroyed)
	Owensville	Chicago, Rock Island and Pacific
Gentry	Albany	
	King City	
	Stanberry	
Greene	Springfield	St. Louis and San Francisco (RR shops)
Harrison	Bethany	
Henry	Clinton	Missouri, Kansas and Texas (also freight depot)
Holt	Craig	Burlington Northern
	Fortescue	
	Mound City (NR)	Chicago, Burlington and Quincy
Howard	Old Franklin	Missouri, Kansas and Texas
Howell	West Plains	Burlington Northern
Iron	Arcadia	Missouri Pacific
	Elephant Rocks State Park	(roundhouse)
Jackson	Blue Springs	
	Grandview	
	Independence (NR)	Missouri Pacific
	Independence	Chicago and Alton
	Kansas City (NR)	Union Station
	Lee's Summit	
Jasper	Joplin (NR)	Union Station
	Joplin	(roundhouse)
	Joplin	(freight depot)
Jefferson	DeSoto	
Johnson	Denton	Chicago, Rock Island and Pacific
	Warrensburg	Missouri Pacific
Knox	Edina	Burlington Northern

County	Town	Railroad
	Baring	Atchison, Topeka and Santa Fe
Lafayette	Higginsville (NR)	Chicago and Alton
Lawrence	Aurora	Missouri Pacific
Lewis	LaBelle	Burlington Northern
	Lewiston (NR)	Quincy, Missouri and Pacific
Lincoln	Elsberry	Burlington Northern
	Silex	St.L & Hannibal
Linn	Linneus	Chicago, Burlington and Quincy
	Marceline	Atchison, Topeka and Santa Fe
Macon	Bevier	Missouri and Louisiana/B&S (roundhouse)
	La Plata	Wabash (Norfolk and Western)
Madison	Fredericktown (2)	Missouri Pacific
Marion	Palmyra	(destroyed)
Miller	Olean (NR)	Missouri Pacific
Mississippi	Charleston (NR)	Missouri Pacific
Monroe	Madison	Wabash
	Monroe City	Chicago, Burlington and Quincy
	Paris	Wabash (destroyed)
Montgomery	Wellsville	Chicago, Burlington and Quincy/Wabash
Newton	Monarch Springs	
Nodaway	Barnard	
	Burlington Junction	Chicago, Burlington and Quincy/Wabash
	Hopkins	Burlington Northern
	Maitland	
	Maryville	Wabash
	Skidmore	
Osage	Freeburg	
Pemiscott	Caruthersville	St. Louis and San Francisco
Pettis	Sedalia (NR)	Missouri, Kansas and Texas
Phelps	Newburg	St. Louis and San Francisco
	Rolla	St. Louis and San Francisco (destroyed)
Platte	Parkville	Chicago, Burlington and Quincy
	Weston	
Pulaski	Crocker	St. Louis and San Francisco
Randolph	Moberly	Wabash
Ray	Henrietta	Atchison, Topeka and Santa Fe
	Orrick	Wabash (destroyed)
St. Charles	Peruque	Chicago, Burlington and Quincy
	St. Charles	Missouri, Kansas and Texas
St. Clair	Appleton City	Missouri, Kansas and Texas
St. Francois	Bismarck	Missouri Pacific
	Bonne Terre (NR)	Missouri River and Bonne Terre
Ste. Genevieve	Ste. Genevieve	Missouri Pacific
St. Louis City		Delmar St. Station (Wabash)
		Union Station (NR)
St. Louis County		Ferguson (commuter line)
	Florissant (NR)	West End Narrow Gauge
		Railroad Company Station
	Kirkwood (NR)	Missouri Pacific
	Kirkwood/Meramec	
	Highlands	St. Louis and San Francisco
	Wellston	
	Webster Groves (NR)	(Tuxedo Park Station)
	Webster Groves	
Saline	Marshall (NR)	Chicago and Alton
	Slater	
Schuyler	Downing (NR)	Burlington Northern
Scott	Illmo	St. Louis-Southwestern
	Sikeston	
Shelby	Shelbina	(destroyed)
Stoddard	Dexter	Missouri Pacific
	Puxico	St. Louis and San Francisco
Stone	Galena	Missouri Pacific
Sullivan	Green City	Quincy, Missouri and Pacific
	Milan	Chicago, Burlington and Quincy
Taney	Branson	Missouri Pacific
Warren	Marthasville	Missouri, Kansas and Texas

NR: Listed in the National Register of Historic Places

The Bridges of Caldwell County

A study of Missouri's historic bridges has been recently completed by Clayton Fraser, a principal in the firm of FRASERdesign, under contract to the Missouri Department of Transportation. A review of the report, entitled *Missouri Historic Bridge Inventory*, reveals that no one of Missouri's 114 counties has claim to a majority of the state's historic bridges. Although Saint Louis City and County, and Jackson County, as prominent riverine transportation and population centers have many significant bridges, several rural counties are blessed with some truly rare bridges as well. Caldwell County is an excellent example. Commendably, the Caldwell County Commission has carefully planned several bridge replacement projects in order to preserve some of the most historic of these bridges in place. It is very rewarding to be able to visit these bridges *in situ*, but this too may sometimes present a problem. Abandoned bridges preserved in place frequently become overgrown in brush, and may have been located, to begin with, in remote areas. Although they are preserved, it can be difficult to see them. This trade-off may lessen their value as educational tools.

— Lee Gilleard

Identified by engineer Clayton Fraser as Warren through-trusses, these unusual bridges (photos below and below right) are the only two of this type in Missouri. David Simmons, a historian from Ohio, who has extensively researched the King Bridge Company, has never located a patent for this truss nor does a similar truss exist in Ohio. He suggested that it might be called a "Post Truss" although it lacks some of the defining characteristics of that truss type. Renewable Technologies, Inc. of Butte, Montana found two somewhat similar bridges in their surveys of Minnesota and South Dakota and labeled them as a hybrid of a Pratt and Warren truss. But, while that label makes sense on those bridges, it does not work on these Caldwell County bridges. Whatever their truss type, there are only two examples known to exist in the United States.

"Few people willfully destroy historic bridges. Most are lost through ignorance."

— Eric DeLony,
Chief, Historic American Engineering Record



*Mud Creek Bridge, two miles northeast of Braymer, 1887,
King Iron Bridge Company, Cleveland, Ohio.*



*Henkins Ford Bridge, two miles north of Catawba, 1887,
King Iron Bridge Company, Cleveland, Ohio.*



Bonanza Bridge (above), located at the former site of the hamlet of Bonanza, was built in 1883. It is one of three extant Whipple or double-intersection Pratt, through-truss bridges in Missouri. It was moved to an adjacent field when recently replaced. On its new concrete piers it may be viewed by all who are interested. The Whipple Truss was designed for long-span railroad bridges and only infrequently was used as a roadway bridge. Most of the recorded Whipple trusses have a historic railroad connection. The Bonanza bridge was one never used as a railroad bridge.

The Pratt truss (examples below) is the most common of bridge trusses in Missouri and, in the 19th and early 20th centuries, it was the most common in the United States. The through-truss version was used for medium spans, and the pony-truss version was used for short spans. In Missouri, these were built until the 1940s. Their construction in most of the country stopped at ca. 1920.



Shoal Creek Bridge, approximately three miles northwest of Kingston, was built in 1888 by John Dildine and Company, Cameron, Missouri.



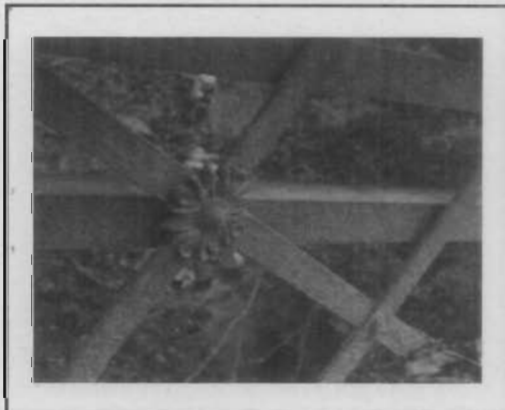
The Cox Ford Bridge, three and one-half miles east of Kingston, crossing Shoal creek, was built in 1888 by the King Iron Bridge Company, Cleveland, Ohio.



The Tub Creek Bridge (photos above and below) is a riveted, lattice bedstead. These trusses function more as a plate girder than a truss. In the statewide survey, they were classified along with double-intersected Warren, bedstead trusses, which made them appear to be common. Actually, these true lattice bedsteads are very rare in Missouri. Rosettes (rivets) add to the visual appeal of the Tub Creek Bridge.



This unknown and unsurveyed bridge two miles west of Proctorville is about the most diminutive Pratt pony-truss conceivable. The bridge survey found almost all pony-trusses "not significant" in Missouri. But, at least 1,000 have been replaced in the last ten years, and by the year 2006 — at the current rate — all will be replated.



MISSOURI

Historic Architecture

"Railroad" Stick Style, 1865 – 1900



The Chicago & Alton Railroad Depot, Higginsville, Lafayette County (1888 – 89) is one of the few extant examples of a Stick style depot in the state. The Chicago & Alton Depot contains many of the traditional features associated with the style. The depot has undergone extensive restoration for adaptive reuse. However, the work has been very sensitive to the original construction, either retaining or replicating the original fabric of the building and retaining the depot's original spatial arrangement.

- Stick was one of the most popular styles of architecture for railroad depots during the era.
- A transitional style, Stick combines the ornate detail of the Victorian styles with the "truthfulness" in building of the later Arts and Crafts or Craftsman styles.
- Lines – horizontal, diagonal and vertical – give the style its name, with buildings having the appearance of being put together with sticks.
- Vertical board and batten siding combined with horizontal clapboard siding is a major identifying feature.
- Stud framing members are exposed.
- Gable roofs are steeply pitched, with wide overhanging eaves supported by diagonal brackets; rafters and purlins are exposed. Gables are trimmed in simple geometric patterns.
- Porch roofs and awnings are supported by diagonally braced columns.

— Allen Tatman

(STAGECOACH STOP, from Page 1)

was to shore up the log floor joists. The bids for this work were much more than the foundation could afford. This was because only 18 inches separated the floor joists from the ground, necessitating labor-intensive hand digging to remove enough dirt for the installation of additional piers under the joists.

In 1989, the teachers and students of Waynesville R-VI School's Learning Enrichment and Acceleration Program (LEAP) began what would be the first of many joint projects with the Old Stagecoach Stop Foundation. Under the supervision of their teachers and instruction from professional archaeologists, LEAP students conducted salvage archaeology under the building. The project, however, became much more than

the excavation of artifacts.

Designed by both the students and their teachers, and assisted by an Incentives for School Excellence Program grant from the Missouri Department of Elementary and Secondary Education, a multidisciplinary educational project was created. The project has four parts: excavation, document research, oral history and interpretation. And it uses the Old Stagecoach Stop as a tool — a primary resource — for discovering and understanding local, county, state and even national history.

Excavations are conducted when the weather is mild and dry. Approximately 80 students per year participate in the slow removal of dirt by the trowelfull. It is then sifted through fine mesh to capture artifacts found under the building. The students carefully catalog each artifact,

assigning each a series of letters that describe the exact location where the artifact was found. The information is entered into a computerized data base, which allows for easy retrieval and sorting by location, type, material, etc. Hundreds of artifacts, from every time period in the building's history, have been found since the project began.

Document research is an important part of any historic archaeology project, so the LEAP students also learned how and where to search for records to explain the artifacts they had found, the building and the many people associated with it. Their research begins at the Pulaski County Courthouse and the regional library. Their search has also taken them to the Missouri State Archives in Jefferson City, the Missouri Historical



The Old Stagecoach Stop had been abandoned and vacant for 20 years when it was purchased by the foundation in 1983.



The exterior stabilization and painting was partially funded by a Historic Preservation Fund Grant.

Society in St. Louis, the State Historical Society of Missouri and the Western Historical Manuscript Collection in Columbia; and even the National Archives in Washington, DC.

Oral history is another important part of the program. The students have interviewed a number of people who have either lived in the building or have some other association with it. The interviews are both audiotaped and videotaped, and are used to help interpret the building.

Interpretation concerns educating the public about the importance of the Old Stagecoach Stop in Pulaski County history. In this part, the students become teachers and share the knowledge they have acquired with other students in the county and with adults as well. Several rather sophisticated interpretive programs have been developed by the LEAP students: *Memories in the Earth* is a musical historical play written by the students, with authentic period music by the children's choir. The play spans the entire history of the building. *Pulaski County Flashbacks* consists of 35 two-minute radio spots written by the students, featuring people and events related to the building, underwritten by local businesses and broadcast on KJPW Radio. *The Trial of Eliza Black* is a courtroom drama about the last hanging in the Old Pulaski County Courthouse; court documents and local lore form the basis for the script.

Old Courthouse *Museum Exhibits* features a collection of artifacts as does a small room at the Old Stagecoach Stop where visitors can also view a video of the salvage archaeology in progress. *History Begins at Home* is a kit of curriculum materials about Pulaski County history that is distributed to fourth grade teachers throughout the county. The kit includes a pre- and post-test, teacher's guide, bulletin board materials, three videos, *Pulaski County History* (Volumes I and II), and other materials. The unit was developed by LEAP students who also conduct the *On the Square Historic Site Tour* as part of the curriculum package. Students dress in period costumes and lead tours of the stagecoach stop, both the old and new courthouse and the site of a Civil War fort. More than 400

fourth graders participate in *History Begins at Home* each year.

In 1992, the Old Stagecoach Stop Foundation Board of Directors adopted a systematic plan for the restoration of the interior that will interpret the various periods in the building's history. LEAP students were called upon to assist again with more

research, more creative ideas and to learn new technical skills involved in period restoration. Four rooms have now been restored.

The joint effort to save the Old Stagecoach Stop was recognized in September 1996 when the foundation was presented with the "Hometown Pride Award" by *Midwest Living Magazine* and Toyota. The Old Stagecoach Stop Foundation won a \$1,000 cash award in the category of historic preservation.

It takes a village to raise a building from condemnation to commendation.

— Jan and Terry Primas

Jan Primas teaches grades 3–5, and Terry Primas teaches grades 6–8 in Waynesville R-VI Schools' LEAP, 339 School St., Waynesville, MO 65583.



A LEAP student holds up a broken glass goblet found under the building during the salvage excavation.



Three LEAP students remove a 1950s-vintage ceiling to expose original rough-sawn joists of the 1850s log cabin.

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Editor: Karen Grace (573) 751-7959

CORRECTION

The address for the Archaeological Survey of Missouri was incorrectly published in the July/August 1996 *Issues*. The correct address is: 101B Museum Support Center, Rock Quarry Road at Hinkson Creek, Columbia, MO 65211. The 800 number given is good only in Missouri. Their direct number is (573)882-8364.

The Museum of Anthropology at the University of Missouri – Columbia is an additional source of information about Missouri's Native Americans. Their address is 104 Swallow Hall.

The *Katy Update* is a new newsletter that features the natural and cultural resources along the Katy Trail State Park. Published monthly April – October by the Missouri Department of Natural Resources' Division of State Parks, the newsletter is free on request. Call (800) 334-6946 for a subscription.

Preservation on the NET

The National Center for Preservation Technology and Training (NCPTT), National Park Service, U.S. Department of the Interior has prepared a 44-page guide to internet resources for heritage conservation, historic preservation and archaeology. The guide is available free of charge from the Missouri Department of Natural Resources' Historic Preservation Program – call (573) 751-7860. It is also available via NCPTT's World Wide Web page and gopher site.

(<http://www.cr.nps.gov/ncptt/>)

(<gopher://gopher.ncptt.nps.gov>)

Landmark Listings

The St. George Hotel For Sale

This grand old lady, originally built in 1847, is the cornerstone of Weston's National Register Historic District. Festivals, ante-bellum homes, orchards, antiques, specialty shops, wineries and superb restaurants draw visitors from throughout the country. Just 30 minutes north of Kansas City, this quaint little town lies nestled in the bluffs of the Missouri River. The St. George Hotel awaits your talents and vision to restore her to the days when riverboat captains and stagecoach drivers laid down their silver for a good night's rest. Asking \$189,000. Tax credits are available.

The Weston Real Estate Company
19605 Mt. Bethel Road
Weston, Missouri 64098
(816) 640-5402 FAX (816) 640-5885



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