

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name St. Louis, Iron Mountain and Southern Railroad Depot

other name/site number N/A

2. Location

street & town Allen St., 150 feet N. of junction of Allen and Kelly Sts. N/A not for publication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.)

Mark A Miles

05 SEP 05

Signature of certifying official/Title Mark A. Miles/Deputy SHPO

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

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- 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:)

St. Louis, Iron Mountain and Southern Railroad Depot
Name of Property

Madison County, MO
County and State

5. Classification

Ownership of Property

(check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Function

(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Function

(Enter categories from instructions)

Vacant/Not in Use

7. Description

Architectural Classification

(Enter categories from instructions)

Other: frame depot

Materials

(Enter categories from instructions)

foundation wood

walls wood

roof asphalt

other

Narrative Description

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

See continuation sheet(s) for Section No. 7

St. Louis, Iron Mountain and Southern Railroad Depot
Name of Property

Madison County, MO
County and State

3. Description

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- 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

(Mark "x" in all the boxes that apply.)

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.

Narrative Statement of Significance

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

See continuation sheet(s) for Section No. 8

4. Major Bibliographical 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 # _____

Areas of Significance

(enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1869 -1955

Significant Dates

N/A

Significant Persons

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other Name of repository: _____

See continuation sheet(s) for Section No. 9

St. Louis, Iron Mountain and Southern Railroad Depot
Name of Property

Madison County, MO
County and State

10. Geographical Data

Acreage of Property 1.11 acres

UTM References

(Place additional boundaries of the property on a continuation sheet.)

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

2 / / / / / / / / / / / / / / / / /
Zone Easting Northing

3 / / / / / / / / / / / / / / / / /
Zone Easting Northing

4 / / / / / / / / / / / / / / / / /
Zone Easting Northing

Verbal Boundary Description

(Describe the boundaries of the property.)

Property Tax No

Boundary Justification

(Explain why the boundaries were selected.)

See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Carole Magnus & Laura Stubblefield
organization The Foundation for Historic Preservation date April 2005
street & number 1312 Madison 401 telephone 573-783-5235
city or town Fredericktown state MO zip code 63645

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

name/title Raymond Skaggs, Charles Skaggs, John Paul Skaggs
street & number 1407 Highway 67 telephone 573-783-3191
city or town Fredericktown state MO zip code 63645

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1 St. Louis, Iron Mountain, and Southern Railroad Depot
Madison County, Missouri

Summary: Built in 1869 and expanded c. 1908, the St. Louis, Iron Mountain & Southern Railroad Depot is located on Allen Street in Fredericktown, Madison County. The building was constructed in apparent accordance with standardized railroad depot plans for small stations on the St. Louis, Iron Mountain & Southern Railroad, and resembles historic photos of other early depots along the railroad's Belmont Branch. This one story, rectangular wood frame building has a gable roof and sits on short wood piers. It occupies its original trackside location, approximately $\frac{3}{4}$ mile north of the town square. The combination interior, consisting of a waiting room and freight room, flanking the office for the ticket agent, suffered fire damage in the 1960s, but early pictures verify its use. The depot is in an advanced state of deterioration due to neglect, but retains integrity of location, design, setting, materials, workmanship, feeling and association.

Elaboration: The St. Louis, Iron Mountain and Southern Railroad Depot is located within the original 100 foot right-of-way which was purchased by the railroad in 1869 and is located within the original plat of the town and appears on the 1886 and later Sanborn maps. The depot is built parallel to the railroad tracks, which ran in a northwest to southeast configuration. Allen Street was constructed to be parallel to the tracks, but adjacent streets run in a north-south, east-west layout. The building operated as a dual-purpose freight station and passenger depot. The period of significance runs from circa 1869, the date of construction, to 1955 the arbitrary 50 year cut off date for National Register eligibility.

The current configuration of the depot dates to c. 1908 when an additional freight/baggage room was added to the north side side. The original section was approximately 25' x 65' and rectangular in shape. The addition, built to match the original building, extended the building approximately 30'. Based on a c. 1907 historic photograph of the depot (see figure ?), the railroad extensively reconfigured the depot when it enlarged the building, moving doors and windows to accommodate new passenger and freight areas. The entire building is covered by a gable roof with wide eaves that extend six feet on all sides. The eaves are supported decorative brackets and graceful support arches. The walls are covered with vertical board and baton siding. Wood piers, skirted by wide boards, form the foundation.

The depot is of simple design with windows and doors placed asymmetrically for convenience of loading freight and accommodating passengers. The west elevation faced the tracks and contained two entrance doors for passengers and staff on the south end of the west elevation. The two entrances have early or original four-panel doors topped by transoms. Metal bars protect the transom windows. Near the center of the elevation is a freight/baggage loading door bay. The sliding door is covered in vertical wood siding and has a multi-light transom overhead. A second loading door, matching the above description, is located in the c. 1908 addition. The east elevation faces Allen Street and is similar to the west façade. It contains two freight/baggage loading doors, roughly in line with those to the west. The doors, like those on the west elevation, have vertical board siding and are topped with multi-light transom windows. According to the 1908 Sanborn Map, a short rail siding extending along the east elevation, likely to provide additional space to load freight.

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Section number 7 Page 2 St. Louis, Iron Mountain, and Southern Railroad Depot
Madison County, Missouri

The southern gable end originally had an entrance to the passenger waiting room and one, 6/6 window. The elevation now has two evenly spaced 2/2 wood sash windows, one of which is partially boarded over and the other protected by metal bars. Because of the open gable, the decorative curves of the roof support brackets are most prominent on this and the north gable end. The north elevation is similarly designed, but contains no fenestration.

Based on the location of doors and interior configuration, the southern most room served as the passenger waiting area. The waiting room represented approximately $\frac{1}{4}$ of the total area of the building. The waiting area was separated from the freight and baggage storage by an office and ticket booth. The office of the agent and ticket office are roughly the same size. Both rooms have 1" x 3" tongue and groove bead board on the walls and ceiling and 1" x 3" tongue and groove flooring. The ceilings are nearly 12 feet high. A ticket window and door (now missing) provided access between the two rooms. Approximately $\frac{1}{2}$ of the original building and $\frac{3}{4}$ of the current building is dedicated to freight and baggage storage. The floor of the freight room is constructed of 2" x 6" lumber and the walls of the freight room are constructed of 1" x 6" tongue and groove laid horizontally. Though the interior was damaged by fire in the 1960s, the interior spaces are largely unchanged.

While 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 board and batten walls are in fair condition and the building has not been painted in many years, but is currently barn red on the exterior with yellow-orange roof supports. The asphalt shingle roof is in need of replacement and two of the long support arches are missing from the northeast corner and southeast corner of the building.

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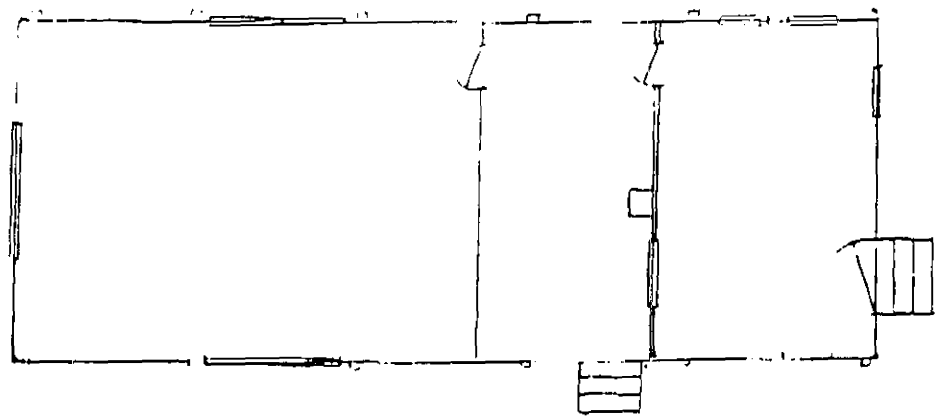
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Madison County, Missouri

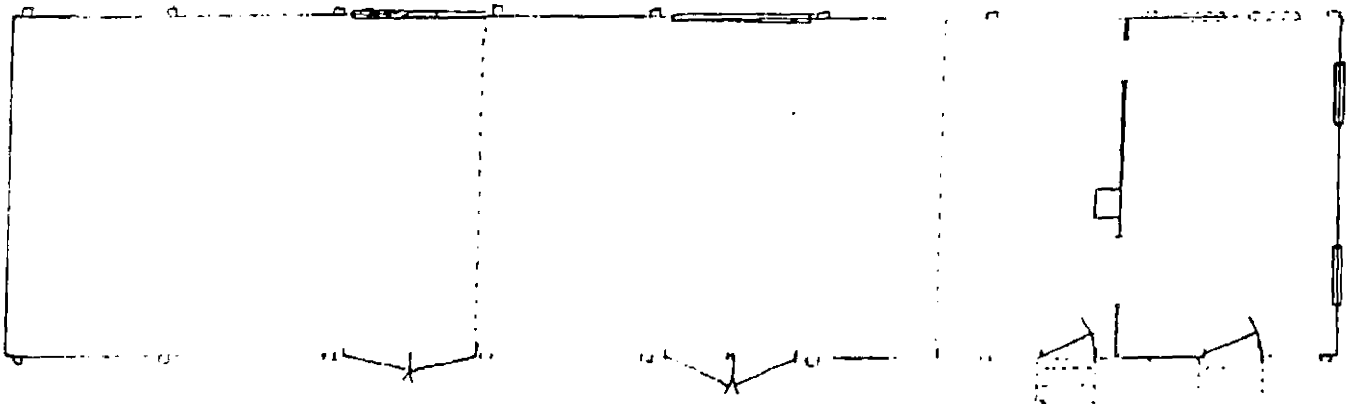
Figure 1: Floorplans



Floorplan c. 1869



Floorplan c. 1908



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Madison County, Missouri

Figure 2: St. Louis, Iron Mountain and Southern Depot, c. 1907.

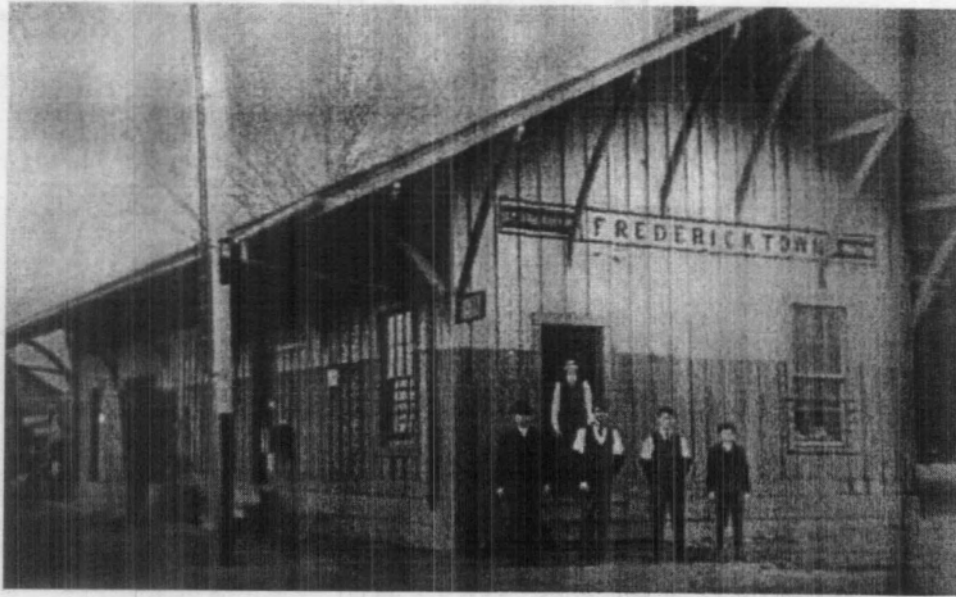
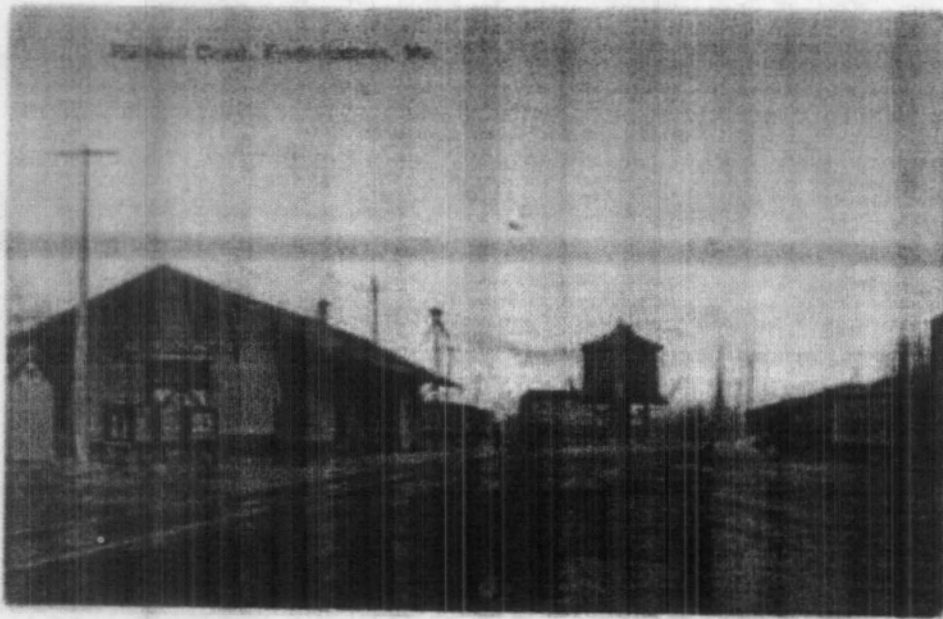


Figure 3: Fredericktown Depot, c. 1908.



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Madison County, Missouri

Significance: The St. Louis, Iron Mountain and Southern 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. Built in 1869, the same year the Belmont Branch of the St. Louis, Iron Mountain and Southern Railroad was completed, this frame depot served as the town's only freight and passenger depot for nearly 60 years. The railway and depot played an important role in developing the mining and lumber industries in Madison County as well as providing an important connection to St. Louis and Southeast Missouri. Though passenger service moved to the new Fredericktown Missouri Pacific Railroad Depot (NR listed 2/10/2000) in 1917, the depot continued to serve the Railway Express freight service into the 1960s when the branch line closed and the tracks were removed. Built from a standardized plan, the building is typical of frame depots that were once common parts of rural communities that were later replaced by new depots or demolished. The period of significance is 1869 to 1955, the date of construction through the arbitrary 50 year cut off date for National Register eligibility.

Historical Background and Transportation Significance: The Madison County area had been long settled by the time the St. Louis, Iron Mountain Railroad built the Belmont line through the county. The earliest organized settlement occurred in 1723 when Philippe Francois Renault led about 200 French settlers and their slaves to Mine LaMotte, about three miles north of what is now Fredericktown. The Company of the West, which formed to exploit the mine and encouraged the settlement failed, but the French maintained control of the area for years to come. In 1799, while the territory was under Spanish control, the Spanish governor granted 400 arpents of land to 13 French families. The families settled on land between the Little St. Francois River and Saline Creek and formed the village of St. Michaels. Flooding largely destroyed the village in 1814, and most of the inhabitants moved to New Village to the north or south to the settlement of Fredericktown. Fredericktown, though newer than St. Michaels, was designated the county seat of Madison County when the state carved a new county out of existing Ste. Genevieve and Cape Girardeau counties in 1818.¹

Mining has been the barometer by which the economic health of Fredericktown and Madison County has been measured. This industry developed over 150 years before the rail line made its way through the county, but after the St. Louis and Iron Mountain Railroad company completed the Belmont Branch in 1869, population and the economy boomed. Lead was central to the mining industry, but significant amounts of manganese, copper, zinc, iron, antimony, arsenic, nickel, cobalt and tungsten were mined in the area. The Fredericktown cobalt mine was one of only three in the United States at one time. The farming and timber industries also experienced growth as a result of mining activities and the new transportation route. During the 1870s and 1880s, large quantities of oak and pine were exported.²

¹ Louis Houck, *The Spanish Regime in Missouri: A Collection of Papers and Documents Relating to the Upper Louisiana Principality Within the Present Limits of Missouri During the Dominion of Spain*. Chicago: R.R. Donnelly and Sons Company, 1908. Duene Meyer, *The Heritage of Missouri*. St. Louis: State Publishing Co, Inc, 1973, p. 48-49. *Missouri, A Guide to the "Show Me" State*. New York: Hastings House Publishers, 1954, p. 530.

² Floyd C. Shoemaker, "Madison County, Land of Mines, Forests, Farms and Factories," *Missouri*

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Madison County, Missouri

Plans for rail lines across Missouri and the country coalesced in the late 1840s and early 1850s. At railroad conventions in St. Louis and Memphis in 1849, politicians, potential investors and other interested parties established plans to construct a transcontinental rail line between St. Louis and San Francisco. Supplemented by a \$2 million grant from the State of Missouri, the Pacific Railroad company began laying tracks in St. Louis two years later. By 1856 the line reached Jefferson City, and after delays caused by the Civil War, it reached Kansas City in 1865.

Other companies also formed to construct railway networks throughout the state. At the same time the Pacific Railroad (later Missouri Pacific) constructed lines east from St. Louis, the St. Louis and Iron Mountain Railroad began laying track south of the city. Chartered in 1851, the company began construction in earnest in 1856, reaching Pilot Knob (Iron County) by 1858. The line to Pilot Knob played a strategic role in the Civil War in the Missouri Ozarks with warring factions disrupting service and tearing up tracks. After the war, the company defaulted on bonds and in 1866, the State of Missouri foreclosed on the Iron Mountain. Three state-appointed commissioners operated the line until they sold it at public auction in 1867. Thomas Allen, the new owner, reorganized the company as the St. Louis and Iron Mountain Railroad and began construction on lines south from Pilot Knob and north from Belmont. The Belmont Branch, completed in 1869, connected Bismark (just north of Pilot Knob) with a ferry crossing on the Mississippi River in Mississippi County, Missouri.³ The Belmont Branch and the St. Louis, Iron Mountain line which extended to the Arkansas border (and eventually into Texas), connected the Missouri Lead Belt (Madison and adjacent counties) with St. Louis and important markets in other parts of the country, giving the economy a significant boost.

The line's terminus at Belmont, sixteen miles south of Charleston, Missouri, soon became a transfer point with several tracks constantly full of freight cars awaiting the ferry across the Mississippi. With the consent of the Kentucky State Legislature, the St. Louis and Iron Mountain constructed ferryboat landings on both the Missouri and Kentucky sides of the river. An Iron Mountain switch engine was ferried across to Columbus, Kentucky, to load and unload the ferryboat and tend to the transfer of cars with the Mobile and Ohio Railroad. Records show that 23,625 freight cars were transferred across the river in 1873.⁴ The total length of the Belmont Branch from Bismarck to Belmont, Missouri was approximately 120 miles. (See Figure 4)

In 1874 the company reorganized again into the St. Louis, Iron Mountain and Southern Railroad (SLIMS), consolidating lines in Missouri and Arkansas. The company eventually bought out a network of railroads connecting Missouri to the Gulf Coast and southwest into Texas. Railroad Baron Jay Gould gained control of the company in 1880 and forged a link between it and the

Historical Review, April 9, 1974, p. 6-7.

³ Missouri Pacific Historical Society. "Chronological List of Events in the History of the St. Louis, Iron Mountain and Southern Railway." <http://www.mopac.org/history_stlims.html>. Accessed 4/7/2005.

⁴ Joe G. Collias. "MoPac's Belmont Branch: The Original Iron Mountain Railroad." *The Eagle*, Winter 1994.

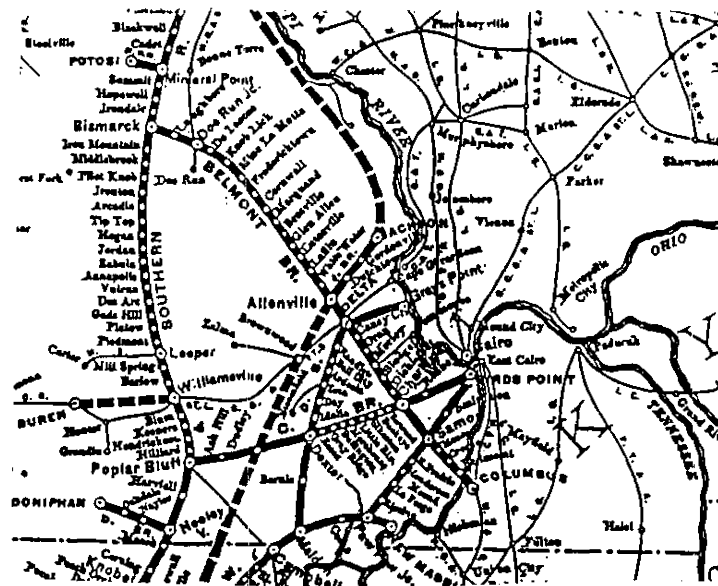
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Madison County, Missouri

Missouri Pacific, in which he was also a major investor. Within three years of this connection, Gould controlled over 9,500 miles of track. The SLIMS railroad continued to grow under Gould's management and that of his son. The company went into receivership in 1915 and merged with the Missouri Pacific in 1917.⁵

Figure 4: Map showing Belmont Branch route, 1900.⁶



Fredericktown prospered from the new rail connection. Not only did it boost existing industries, it created new rail-related jobs in the community. Originally, owner Thomas Allen had planned to build a new town in Bollinger County to house maintenance and administration facilities for the Belmont branch line. However, citizens in Fredericktown appealed to Allen to build the division point and maintenance shops. In addition to the nominated depot, the company constructed a division point and built a turntable and shops to service and repair the locomotives and cars. This caused a period of rapid growth and after the building of the railroad, allowed convenient bulk shipping of other ores in addition to lead as well as timber and agricultural products. This put Fredericktown on the main line of traffic and made this county-seat town a place of considerable importance.⁷

⁵ Missouri Pacific Historical Society.

⁶ "Map of the Missouri Pacific Railway. St. Louis, Iron Mountain & Southern Ry., 1900." Missouri Pacific Subject File, Missouri State Historic Preservation Office.

⁷ Henry Clay Thompson, II. *A History of Madison County, Missouri*. Fredericktown: McMinn, 1992, p. 95.

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Madison County, Missouri

By 1900, the population of Fredericktown in 1900 exceeded 1,500, a number greater than at any other time in its history. Most of the brick buildings on Main Street were built about this time, replacing the wooden structures ravaged by fires. The Madison County Courthouse was built in 1899, replacing the original courthouse that had been built in 1821 on this same site. Many of the local businessmen derived their livelihood from railroad-based operations. Some of the affluent businesses in Fredericktown at the time included hotels, restaurants, general merchandise, livery stables, millinery, jewelry, furniture and undertaking businesses. Service businesses such as attorneys, doctors, dentists, bankers, barbers and blacksmiths also found success in Fredericktown.⁸

Though Fredericktown contained the turntable and maintenance sheds for the railroad, the wood frame depot was the center for railroad travel and commerce in the town. It is reported that the number of passengers for Fredericktown averaged 2,479 per year between 1867 and 1873. This is even more significant since the line wasn't opened for the first two years. The highest yearly average was 5,423 in 1870.⁹ Additionally, by the early 1900s, between 6 and 12 passenger and freight trains stopped at the depot daily.¹⁰

The importance of the depot in providing freight and passenger service is reflected in the c. 1908 remodeling of the building. Around 1908, the railroad built an addition to the north end that doubled the freight and baggage storage areas. The renovation also involved the reconfiguration of doors and windows and the electrification of the building as a whole. This was the first building in town to be wired for electricity. Cost for electricity was measured by the number of light bulbs installed. According to an agreement with the electric company:

Three (3) 16 candle power incandescent lamps in the office; Two (2) 16 candle power incandescent lamps in the waiting room, etc. Being ten drop lights and three switches, all to be completely installed for the sum of \$16.50. . . The Electric Company agrees to furnish ample current sufficient for operating all of the said ten drop lights for all night service during the entire year ending the 26th day of August, 1908 at the flat rate of \$72, payable monthly at the rate of \$6 per month, and to exchange new lamps, when needed, for old ones, without extra charge.¹¹

The building continued to be used as both a freight and passenger depot after the remodeling until 1917 or 1918 when a new brick passenger depot was constructed a short distance to the southeast. The new Fredericktown Missouri Pacific Depot (NR listed in 2000) took over passenger service, while freight continued to be handled by the original depot. The frame freight depot continued to be used by the Railway Express freight

⁸ *Missouri Business Directory*, 1891. Andrew Halter and Roger Maserang, "Fredericktown Missouri Pacific Depot," National Register Nomination, 2000.

⁹ Steven Howe, Missouri Pacific Historical Society Archivist, e-mail dated September 14, 1998.

¹⁰ Halter

¹¹ Contract for electrical service to freight depot and waiting room between Fredericktown Electric Manufacturing Company and St. Louis, Iron Mountain and Southern Railway Company, dated August 26, 1907.

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Madison County, Missouri

company through the 1960s. Train service to Fredericktown ceased in 1972, and the tracks were subsequently removed. The City of Fredericktown took control of the depot for a few years before selling it to a private owner for use as a storage building.

Architectural Significance:

Built in 1869, Fredericktown's St. Louis, Iron Mountain and Southern Depot appears to follow a standardized plan commonly used along the Belmont Branch for early depots. Most railroad companies had stock plans that could be easily adapted to a local site and, to an extent, the aesthetic demands of a community. Because most railroad companies changed hands frequently, it was rare to see a standard design across an entire system. Shorter branch lines, however, often had a single depot design which was adapted to fit the needs of a railroad stop. Large companies who bought out smaller lines often used corporate paint schemes to create a uniform image throughout their network of lines. The early frame depots of the Illinois Central line, for example, used dark red and yellow gold. The signature colors for the Belmont branch of the St. Louis, Iron Mountain and Southern were yellow and brown.

Early depots along the Belmont Branch were not identical, but they shared common characteristics. At the time that Thomas Allen purchased the St. Louis and Iron Mountain Railroad in 1867, he wasted no time in constructing the track line and stations. The design for the early stations along the Belmont Branch appears to use similar materials, footprints and architectural detail. In all of the pictures that can be found of frame depots along the route, the stations were nearly identical board and batten, roof pitch, layout, size, and proximity to the track. Most also had had the long, graceful curving arches to support the wide roof overhang. The stations at Belmont, Lutesville, Fredericktown and Delassus show these uniform design characteristics. There were some deviations to allow for proper and convenient door and window locations, but this does not detract from the overall design uniformity.

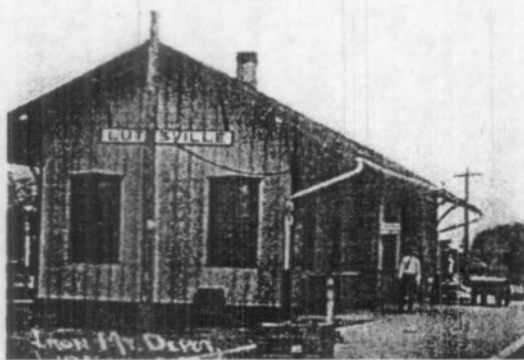
Fredericktown's St. Louis, Iron Mountain and Southern Depot shares characteristics with other early depots along the Belmont Branch. Its rectangular foot print, board and batten siding, and deep eaves supported by decorative brackets are typical of frame depots along the line. The depot has been changed and enlarged to meet the growing shipping and commercial needs of the town. In c. 1908, the company extensively remodeled the building, adding another freight/baggage storage room and rearranging doors and windows on all the elevations. (See Figure 6) Based on an early 1900 photograph of the building, it once had a small bay extending toward the track for the station agent. (See Figure 3) This bay is not seen in the c. 1907 photo of the building, nor does it show up on Sanborn maps. The depot also experienced a fire in the 1960s that caused some damage to the interior. Since the 1970s, when the tracks were removed, the depot has deteriorated, but retains its important character defining features.

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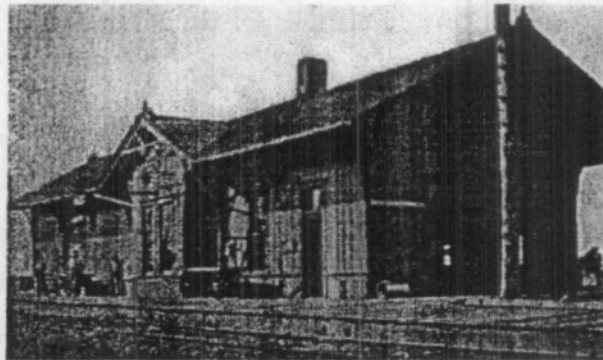
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Madison County, Missouri

Figure 5: Example Depots on the Belmont Branch¹²

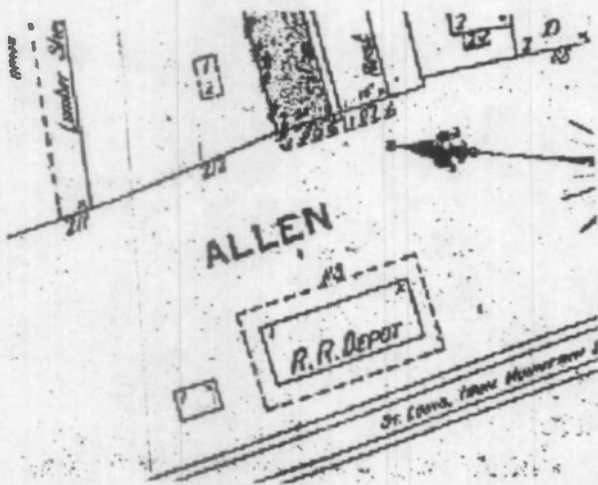


Lutesville, Bollinger County (demolished)

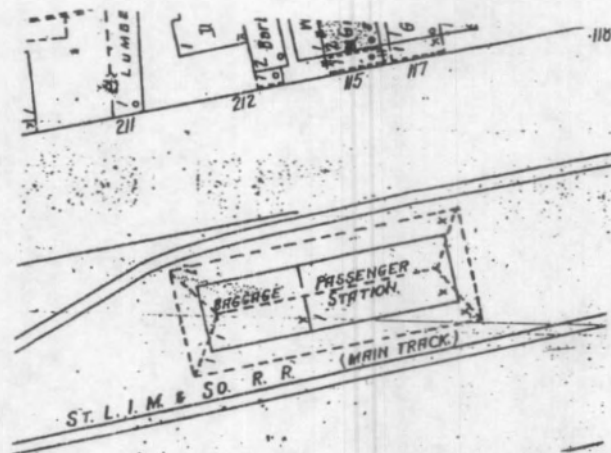


Oran, Scott County (demolished)

Figure 6: 1900 and 1908 Sanborn Fire Insurance Maps showing original depot and later addition.



1900



1908

Based on an informal survey of depots along the Belmont Branch, the nominated depot appears to be the earliest extant depot on the branch line and the only remaining frame depot. Several depots remain along the branch line, but most are later brick stations built about the

¹² Jack Forbes, "Missouri Railroad Depots." <<http://www.missouridepots.com/>> Accessed 4/7/2005. The website contains historic and recent photographs of over 800 depots in Missouri taken by Jack Forbes or donated to him for posting on the site. Several Missouri communities along the Belmont branch still have historic depots, though most are brick depots built c. 1917 to replace original frame depots.

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Madison County, Missouri

time the Missouri Pacific took control of the St. Louis, Iron Mountain and Southern (c. 1917). These later depots also appear to be of a stock design and examples can be seen in Bismark and Fredericktown on the Belmont Branch and in Sikeston (NR Listed 12/28/200) and Dexter on another branch of the St. Louis, Iron Mountain and Southern Railroad. As the only known surviving example of standardized frame depots along the Belmont Branch, Fredericktown's freight depot is an early link to the development of railroads through Southeast Missouri, and the economic boon the railroad was to the region.

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Boundary Description

Beginning 145 feet north of the southeast corner of Morley and Allen Streets, thence west southwest 159 feet to meet the edge of Collier Street, thence following the eastern side of Collier Street in a north northwest direction 346 feet to the northwest corner of West Kelly and Collier Streets, thence east 150 following the south side of Kelly Street to where it meets Allen Street, thence south 346 to the point of beginning.

Boundary Justification

The boundary includes the footprint and a portion of the lot and railroad berm historically associated with the building. Though the original lot was larger, modern buildings have been constructed on portions of the lot and the boundaries were drawn to exclude non-contributing properties.

Photo log

The following is true of all photographs:

St. Louis, Iron Mountain and Southern Railroad Depot
Madison County, Missouri

Photographer: Tiffany Patterson

Date: August 2005

Location of Negatives: Missouri State Historic Preservation Office, P.O. Box 176, Jefferson City, MO 65102

1. West and south elevations, looking northeast.
2. South elevation, looking north northeast.
3. North and east elevations, looking southwest.
4. North elevation, looking southeast.
5. Detail, cargo door, looking west.
6. Interior, office space, looking east.
7. Interior, freight storage, looking east.



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 Southern Railway Report
 Medical Co. MO
 10/7/2000/416100

15 MI. TO MO. ST.
 JACKSON 37 MI.
 (HIGDON)



