

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Chicago, Burlington and Quincy Depot

AND/OR COMMON

Burlington-Northern Depot, Burlington Depot Museum

2 LOCATION

STREET & NUMBER

South State Street

— NOT FOR PUBLICATION

CITY, TOWN

Mound City

CONGRESSIONAL DISTRICT

STATE

Missouri

— VICINITY OF

#6 - Hon. E. Thomas Coleman

CODE

29

COUNTY

Holt

CODE

087

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> MUSEUM
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input checked="" type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> COMMERCIAL
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> ENTERTAINMENT
	<input checked="" type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> GOVERNMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDEN
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

1. Depot building - Mound City Museum Association

STREET & NUMBER

South State Street

CITY, TOWN

Mound City

— VICINITY OF

STATE

Missouri 64473

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Recorder of Deeds, Holt County Courthouse

STREET & NUMBER

Washington Street

CITY, TOWN

Oregon

STATE

Missouri 64473

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Missouri State Historical Survey

DATE

1975, 1978

— FEDERAL STATE — COUNTY — LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Office of Historic Preservation
Department of Natural Resources

CITY, TOWN

Jefferson City

STATE

Missouri 65102

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NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 4 PAGE 1

2. Land under and around depot - Burlington-Northern Railroad, Inc.
Lincoln, Nebraska 80608

ITEM NUMBER 10 PAGE 1

the Burlington-Northern Railroad Line in Mound City, Missouri.

ITEM NUMBER 11 PAGE 1

2. Mrs. E.K. Griffith, Secretary
Mound City Museum Association
South State Street
Mound City, Missouri 64470

816/442-5635

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Chicago, Burlington and Quincy Depot at Mound City, Missouri is a one-sided,¹ combination² railroad depot which is constructed in a simple, practical vernacular style.³

EXTERIOR

Dimensions

The depot measures 100' along its east and west sides, and 25' along the north and south with a five foot extension in the area of the agent's office, in the center of the south facade. It stands 14' to its broad soffit and 24' to its roof ridge.

Construction materials and colors

The depot is constructed of hollow tiles on a foundation of concrete. At street level, a dado of eleven courses of red brick, laid in common bond, encircles the building. Above, the exterior wall treatment consists of grey-beige concrete which has been applied in an uneven, feathery effect. A wooden, boxed cornice and broad soffit, which are painted gold, sit below a gabled roof deeply pedimented at its east and west ends. The projecting verges in these areas are also painted gold. On the south side of the building, over the projection of the agent's office, a smaller, center gable is located similar to those on the east and west ends. The roof is covered with rubberoid shingles.

All door frames, window frames and doors are of oak and are stained a deep, chestnut brown. Most of the depot's windows are double-hung with mullioned upper sash. Six windows on the north side, however, are of the mullioned, one-sash variety. The building is entered through two pairs of double-wide freight doors on each of the west and south sides, and the main, single leaf, passenger entrance and exit on the south side. All doors are simply paneled and transomed.

INTERIOR

The depot has a half-basement at its west end, one-half flight down, where the original steam heating system was located. This system is now inoperable.

The main floor of the depot features a freight and baggage room at its west end where small, built-in lofts for the storage of parcels and small freight items are to be found. The floor in this area is of red brick, laid in a herringbone pattern. East of this room, and one-half flight up, is the station master's or agent's office. Further to the east, this room joins the waiting room through a small doorway and a ticket window and counter. On the northwest side of the waiting room the ladies' rest room and mens' room and smoker are located.

All interior woodwork is of stained and varnished oak. The walls are of plaster, painted beige, which are protected by a dark oak, waist-high molding and a baseboard socle. The floors are of black and beige tile laid in a checkerboard pattern.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 1

ALTERATIONS

The building remains substantially in its original condition. Aside from a repainting of the interior in the original colors and a general cleaning, the only alterations have been the removal of the radiators connected to the defunct steam heating system and the removal of a deteriorating, exterior, brick walkway which ran along the east and south sides of the depot.⁴ In addition, a chain link fence has been erected along the south side of the building between it and the tracks to comply with Burlington-Northern's safety policy, since trains still run through Mound City.⁵

SITE

The Chicago, Burlington and Quincy depot is located at the south end of State Street, at a spot on the southern perimeter of Mound City, Missouri. Along the south side of the depot, the main track of the railroad runs east and west. Beyond that, several sheds are located, surrounded by a large, vacant area which is associated with a grain storage complex further to the south. To the north, an auxiliary track runs east and west through another grain storage area and a small commercial complex. Directly east of the depot is its associated parking lot, and, beyond that, across State Street, is another small commercial complex. To the west, the horizon is broken only by an occasional house or outbuilding. The immediate area of the depot and tracks is scattered with railroad ties, boulders and other debris belonging to the Burlington-Northern Railroad which are to be cleared away.

Across State Street, southeast of the depot, Jackson's Point, the most historic spot in the area, is located. This small stretch of hilly land and its associated building has served as a stage station on the overland route from St. Joseph to Council Bluffs, as a campground for Mormons and Forty-niners going west and as the site of the first post office in Benton Township (1844). All historical structures on Jackson's Point have been destroyed.⁶

PRESENT STATUS AND CONDITION

The Mound City Museum Association, which was organized in June, 1974, acquired the depot building from Burlington-Northern, Inc. on December 31, 1976. At this time they also leased the land under and around the depot at a rate of five dollars a year for ninety-nine years.⁷ Later, ten additional feet of land at the western end of the building were secured under a new lease on June 22, 1977.⁸ At the end of the lease period, Burlington-Northern and the Mound City Museum Association will jointly decide if renewal of the lease is feasible or if the building should be demolished.⁹

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

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DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

The Mound City Museum Association has received several grants-in-aid for restoration. The first, in 1975, was a \$2,500 matching grant from the American Revolution Bicentennial Commission. This was followed by two smaller grants in 1977 and 1978 from the Missouri Committee for the Humanities.¹⁰

The condition of the building since its restoration is excellent.

FOOTNOTES

1. Lawrence Grow, Waiting for the 5:05 (New York: Main St., Universe Books, 1977), p. 27 designates three different types of railroad depot organization. The one-sided station is designed to provide access to trains from one side only; the two-sided usually has two small buildings, one on either side of the track, so that passengers may enter either side of the train simultaneously; and the head station is situated so that the tracks terminate in a horizontally planned depot.
2. Combination stations combine passenger and freight depots in one building. Their presence indicates more business volume than a passenger station alone, but less than a large freight depot with an accompanying passenger depot. See John Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Co., Inc., 1916) pp. 253, 267.
3. Ibid., p. 260. Droege has termed this style of architecture a manifestation of common sense.
4. "YCC Program Well Underway", Mound City [Missouri] News-Independent, October 3, 1974, statement by Mrs. E.K. Griffith, personal correspondence with the Missouri Department of Natural Resources, August 3, 1977, and data excerpted from the draft National Register Inventory-Nomination Form for the Chicago, Burlington and Quincy Depot completed by Mrs. E.K. Griffith, Secretary of the Mound City Museum Association, October 20, 1975.
5. Statement by Mrs. E.K. Griffith, personal correspondence with the Missouri Department of Natural Resources, January 3, 1977.
6. Mound City, Heart of Holt County, 1857-1957 (Mound City: 1957), pp. 5, 11 and History of Holt and Atchison Counties, Missouri (St. Joseph: National Historical Co., 1882), p. 141.
7. Copies of the documents which establish the gift of the depot building to and the leasing of the land by the Mound City Museum Association are on file in the Office of Historic Preservation, Department of Natural Resources, P.O. Box 176, Jefferson City, Missouri 65102.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

8. Statement by Mrs. E.K. Griffith, personal correspondence with the Department of Natural Resources, March 17, 1978.
9. Statement by William Porter, Vice-President of the Mound City Museum Association, personal interview, March 27, 1978.
10. Statement by Mrs. E.K. Griffith, personal correspondence with the Department of Natural Resources, April 26, 1978.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1922

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Chicago, Burlington and Quincy Depot at Mound City, Missouri, which was once a part of the Nodaway Valley branch of the Kansas City, St. Joseph and Council Bluffs Railroad, is locally significant as an example of a combination railroad station in a utilitarian style with characteristics common to other stations of the Burlington Line and to small stations of the early twentieth century across America. In addition, the depot serves as a reminder of an important period in the history of the C.B. & Q. in general and of Mound City in particular.¹

The C.B. & Q. had an inauspicious beginning with the passage of a bill by the Illinois legislature on February 12, 1849 which created the twelve mile Aurora Branch Railroad linking Aurora and Chicago, Illinois. Previous attempts at westward expansion from established railroad lines had lacked the necessary capital. The acquisition of Oregon (1846), the outbreak of the Mexican War (1848) and the discovery of gold in California (1849), however, acted as a stimulus to the development of western railroad companies.² By 1852, the future of the struggling Aurora Branch seemed assured when the powerful, Boston-affiliated Michigan Central Railroad to the east, which was building a line around the tip of Lake Michigan linking New Buffalo, Michigan to Chicago, began buying large quantities of Aurora stock in preparation for larger westward expansion.³ The same year, John Woods Brooks, joint owner of the M.C. with the backing of the powerful financier John Murray Forbes of Boston, was elected to the Board of Directors of the Aurora Branch.⁴

1852 also saw the birth of plans further west which would eventually affect the formation of the C.B. & Q. On January 15 the Burlington and Missouri River Railroad was incorporated to provide a link between Burlington, Iowa on the Mississippi and a point on the Missouri River as yet unchosen.⁵ Richard P. Morgan, chief engineer of the small and independent Peoria and Oquawka Railroad in northwestern Illinois, which was later to become a part of the C.B. & Q., urged the expansion of the Aurora Branch to connect first with Peoria, then with Burlington and, through the proposed B. & M., ultimately with the Missouri River and beyond. This, he argued, would provide a major route from Boston, through Michigan and Illinois to the west with potential for expansion north to Canada. Later in 1852, a chance meeting involving Chauncy Colton, an incorporator of the proposed Central Military Tract Railroad, which was to run from Mendota to Galesburg in northwestern Illinois, Elisha Wadsworth, an official of the Aurora Branch, and James W. Grimes, who had affiliations with the M.C. and the B. & M., ended in plans for the development of the Chicago-Burlington Railroad via Galesburg linking these three lines.⁶

By 1853, the leaders of the Chicago-Burlington Road had decided to accept the challenge of the other railroads racing toward the Missouri River, and they agreed to finance

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY
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DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

the development and construction of the proposed B. & M., thus insuring a westward link for the future.⁷ In February, 1855 the Chicago-Burlington Road was renamed the Chicago, Burlington and Quincy Railroad, though the construction of the lines to these cities was as yet incomplete. By March 17 of that year the line connecting Chicago and Burlington was completed, while the Chicago-Quincy line was not operating until January, 1856.⁸

By January, 1870 the B. & M. was operating over its entire line linking Burlington on the Mississippi with East Plattsmouth, Iowa on the Missouri. By 1875, the B. & M. in Iowa had consolidated with the C.B. & Q.⁹

Further south, the Hannibal and St. Joseph Railroad, another road which eventually linked the Mississippi and Missouri Rivers, was incorporated in 1847 and came under Burlington control permanently in 1871. It was purchased by the C.B. & Q. as its link to Kansas City, Missouri in April, 1883.¹⁰

While the C.B. & Q., B. & M. and the Hannibal lines were in the process of development intense railroad building was proceeding in northwest Missouri. Kansas City businessmen were anxious to acquire a direct link via the railroad with the eastern half of the country. One result of this was the organization of the Kansas City and Cameron Railroad Company in 1860 to finance a road from that city to Cameron on the Hannibal line, providing connections to the Mississippi. The C.B. & Q. extended financial aid for this venture and for the bridging of the Missouri River in connection with it. Thomas C. Clark was the engineer in charge of the bridge construction which was completed in 1896. By that date Kansas City had connections on seven different railroad lines. One of these was the road from Council Bluffs which reached Kansas City over Clark's bridge in 1869.¹¹

The Council Bluffs line was formed through the consolidation of several pioneer railroads in Missouri and Iowa. In December, 1855 the Atchison and St. Joseph Railroad was incorporated, and in March, 1859 the Weston and Atchison was created. In July, 1859 these roads made a contract with the Platte County Railroad and transferred to it their roadbeds, franchises and rights of way from St. Joseph south to Weston. By 1861 this road to Weston was completed. In 1863 the name of this organization was changed to the Platte County Railroad, and in 1867 it reorganized under the name Missouri Valley Railroad Company. This road consolidated with the St. Joseph and Council Bluffs in 1868, completing the north-south link between Council Bluffs and Kansas City.¹² The line was renamed the Kansas City, St. Joseph and Council Bluffs Railroad in 1869 by James F. Joy, the president of the C.B. & Q.¹³

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

In 1878 the C.B. & Q. began financing substantial branch line projects in southwest Iowa which stretched to cities and towns in northwest Missouri along the Missouri River.¹⁴ At approximately the same time, the Council Bluffs road became a prize in a continuing financial game between C.E. Perkins, president of the C.B. & Q., and Jay Gould, stock manipulator and business opportunist, which was to shape the history of American railroading for decades to follow. By 1879-1880 Gould had secured significant influence over most of the railroad companies and associations west of the Mississippi including the Union-Pacific, Rock Island, Kansas-Pacific and the St. Joseph and Denver Railroads. One of his objectives was to monopolize all routes to Denver and points west through the manipulation of controlling stock interests in various railroads. To this end, in March, 1880 Gould began a systematic campaign to acquire a controlling interest in the still independently owned Council Bluffs line. Because of the intense agricultural and business development in the area of southwest Iowa and northwest Missouri by this date, the C.B. & Q. considered the links through this road with the Missouri River towns to be of such importance that, at great cost, it gained control of the Council Bluffs line on July 1, 1880 to thwart Gould and force him to revise his plans of monopoly.¹⁵ The branch of this line which stretched north from Bigelow, Missouri, through Mound City, to a connection with the C.B. & Q. branch stretching south from Clarinda, Iowa was completed in September, 1880.¹⁶ The simple, frame, stick style Mound City depot on this line was completed in August of that year.¹⁷

The settlement of the Mound City area began in 1840 when Thomas Ferguson settled on his claim south of the present town, on Davis Creek, and built a double log cabin to provide accommodations for travelers on their way west. This land was later purchased by Andrew P. Johnson and became known as Jackson's Point.¹⁸

The town of Mound City was incorporated in 1857 and laid out north of Davis Creek. By the time of the Civil War the town included a dozen homes, a school and a few commercial buildings. Disruptions caused by the war in the surrounding area almost put an end to the town, but, in 1870, John H. Glenn, a prominent citizen, secured a controlling interest in Mound City. By 1873 a small commercial boom had developed, and the town was reincorporated in 1874.¹⁹

The Nodaway Branch of the Council Bluffs road was completed in 1880 on the right of way which was sold by Jacob and Mary Grosbeck to the C.B. & Q. for \$1.²⁰ The arrival and subsequent development of the railroad in Mound City affected the town in two primary ways. First, the road provided commercial links and dependable access to Bigelow and other nearby towns over the unpredictable Missouri River bottom which had been known up to that time as the Impassable Lake due to its swampy and marshy character.²¹ The conquering of the Missouri River bottom by the railroad was followed

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

by a program of extensive land reclamation by the Mound City Land Company and the Holt County National Bank which resulted in the opening up of hundreds of acres of fertile farmland around Mound City.²²

Another direct result of the penetration of the railroad to Mound City was the tremendous commercial stimulation it fostered which resulted in the construction of sixty buildings of various types from the early summer through the fall of 1881.²³ This building boom led to an eventual shift in commercial emphasis from Bigelow to Mound City.²⁴

The original Mound City depot burned to the ground in 1917.²⁵ The present structure dates from 1921. The era of the twenties was a difficult one for the C.B. & Q. Passenger traffic declined by one-half due to the rise in the use of the automobile, and less freight was hauled as the trucking industry grew.²⁶ This was a period of consolidation of existing factors for C.B. & Q. rather than one of expansion.²⁷ Yet, the depot at Mound City was deemed important enough to rebuild as a combination station to provide for both passengers and freight, rather than as a simple flag stop or landing. This is probably due to the fact that highway development in the area was relatively slow. The first half-width cement highway was not completed through Mound City until 1923, and it provided a link only as far as Tarkio, Missouri to the north-west. Consequently, the railroad remained the chief link between this area and other, larger commercial centers well into the 1920's.²⁸

The present depot served its original function until it was given to the Mound City Museum Association in 1976, though for several years it operated in a limited capacity with no agent.²⁹

The C.B. & Q. Depot at Mound City neatly fits the description for a standard, small, two-track, one-sided, combination station of the first decades of the twentieth century.³⁰ By 1916, railroad companies were building fewer and fewer frame depots because of the relatively fragile, fire-prone nature of this form of construction. Structures of brick, stucco, terra-cotta tile or stone became common. When stucco was used, the area below the sills was usually faced with a stronger material, such as brick in the case of Mound City, to prevent damage to the walls by vehicles which might pull up close to the building. The use of broad overhanging eaves became endemic in small station construction, and interior tile floors began to replace fire-prone, relatively unsanitary wooden ones. In addition, by this date steam or hot water heating systems had replaced for the most part heating by means of wood stoves. All of these features are to be found at the Mound City depot.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 4

Combination stations such as that at Mound City were common where passenger and freight volume was relatively small. By the second decade of the twentieth century many stations of this type had been built where two small buildings, one for passengers and one for freight, had previously served. Since construction of them became common, certain standardized features and arrangements in construction came to be recommended by the railroad companies. For example, it was recommended that a combination station have its office located at the center of the building, fronting on the track, with a projecting window for easy visual contact with the trains. The waiting room was usually located to one side of the office and the freight or baggage room to the other. The rest rooms were located with consideration for easy access from both the office and the waiting room. All of these features are to be found in the C.B. & Q. Depot at Mound City.³¹

It is probable that the builders for the C.B. & Q. worked from more or less standardized plans in the construction of stations of various types as did other railroad companies of the period.³² This, then, may account for the simple, utilitarian construction and the typical layout of the plan and elevation of the depot at Mound City.

The survey of Missouri's historic sites is based on their selection as they relate to theme studies in Missouri history as outlined in "Missouri's State Historic Preservation Plan." The Chicago, Burlington and Quincy Depot in Mound City, therefore is being nominated to the National Register of Historic Places as an example of the theme of "Technology."

FOOTNOTES

1. The following abbreviations will be used in the text of this section:

C.B. & Q. - Chicago, Burlington and Quincy Railroad
Council Bluffs - Kansas City, St. Joseph and Council Bluffs Railroad
B. & M. - Burlington and Missouri River Railroad
M.C. - Michigan Central Railroad
Hannibal - Hannibal and St. Joseph Railroad

2. R.C. Overton, Burlington Route: A History of the Burlington Lines (New York: Alfred A. Knopf, 1965), pp. 6-7.

3. Ibid., p. 14.

4. Ibid., pp. 27-29. Forbes later became the president of the C.B. & Q.

5. R.C. Overton, The First Ninety Years (Chicago: Chicago, Burlington and Quincy Railroad Co., 1940), pp. 9-10.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 5

6. R.C. Overton, Burlington Route, pp. 29-31.
7. R.C. Overton, The First Ninety Years, p. 10.
8. R.C. Overton, Burlington Route, p. 71.
9. Ibid., p. xvii.
10. Ibid., p. 5.
11. Ibid., pp. 89-92.
12. Walter Williams, ed., A History of Northwest Missouri (Chicago: Lewis Publishing Co., 1915), p. 366, History of Holt County, Missouri (St. Joseph: Midland Printing Co. 1916), p. 91 and Henry V. Poor, Poor's Manual of Railroads (New York: American Bank Note Co., 1886), pp. 499-501.
13. Charles N. Glaab, Kansas City and the Railroads (Madison: State Historical Society of Wisconsin, 1962), p. 167.
14. R.C. Overton, Burlington Route, p. 164. During the 1880's the railroad network in the United States grew from 93,671 miles of track to 159,271 miles. All railroads were experiencing a period of expansion.
15. Julius Grodinsky, Jay Gould: His Business Career (Philadelphia: University of Pennsylvania Press, 1957), pp. 232-234.
16. R.C. Overton, Burlington Route, p. 171.
17. History of Holt and Atchison Counties, Missouri (St. Joseph: National Historical Co., 1882), p. 141. The only photograph which exists of this building is an old postcard dating from the turn of the century which is the property of the Mound City Museum Association. Unfortunately, all the records of the local newspaper office were destroyed in a fire in recent years, and no microfilm copies exist.
18. Ibid. For more information on Jackson's Point see Item #7 of this form.
19. Mound City, Heart of Holt County, 1857-1957 (Mound City: 1957), p. 6 and Walter Williams, ed., A History of Northwest Missouri, p. 535.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 6

20. Data excerpted from the draft National Register Nomination Form prepared by Mrs. E.K. Griffith; Secretary of the Mound City Museum Association, October 20, 1975.
21. Statement by Mrs. E.K. Griffith, personal correspondence with the Department of Natural Resources, February 24, 1978. Part of this area was designated as the Squaw Creek Wildlife Refuge in 1935. This area contains 6,849 acres of open water, marsh, cropland, loess-bluff woodland and dry prairie. The principle function of this refuge is to furnish sanctuary and habitat for migrating waterfowl. See United States Department of the Interior, Mammals of the Squaw Creek National Wildlife Refuge, Refuge Leaflet #327 (Washington, D.C.: Fish and Wildlife Service, Bureau of Sport Fisheries and Wildlife, 1968), p. 1.
22. Walter Williams, ed., A History of Northwest Missouri, p. 536.
23. History of Holt County, Missouri, p. 178. Most of these buildings are still standing and in the use in Mound City's picturesque downtown. At the present time, interested citizens are trying to gain passage of a local preservation ordinance to protect them.
24. History of Holt County, Missouri, p. 197.
25. Data excerpted from the draft National Register Inventory-Nomination Form completed by Mrs. E.K. Griffith, Secretary, Mound City Museum Association, October 20, 1975.
26. R.C. Overton, Burlington Route, p. 319.
27. Ibid., p. 339.
28. Statement by Mrs. E.K. Griffith, personal correspondence, February 24, 1978. The question of the importance of the Mound City depot and its associated trade in the early 1920's was put to Burlington-Northern, Inc. by letter, but there was no reply.
29. Statement by Mrs. E.K. Griffith, personal correspondence with the Department of Natural Resources, March 17, 1978.
30. The following information is taken from John Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Co., Inc., 1916), pp. 264-268.
31. A sample, standardized floor plan and elevation which are nearly identical to those of the Mound City depot can be seen in John Droege, Passenger Terminals and Trains, p. 271. This C.B. & Q. depot is unusual in two respects: it has no freight or passenger platform and it features a mens' smoking room. Any extra space was usually given over to the ladies for a separate room instead of to the men. Ibid., p. 253.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 7

32. Again, letters to Burlington-Northern concerning this point have gone unanswered. Such standardized plans for depots on the Missouri-Kansas-Texas railroad can be seen in J.R. Walsh, Our Foundation is Safety (Dallas: Missouri-Kansas-Texas Railroad Safety Department Circular SF-315, 1925), n.p.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Data excerpted from the draft National Register Inventory-Nomination Form prepared by Mrs. E.K. Griffith, Secretary of the Mound City Museum Association, October 20, 1975.
2. Department of the Interior. Mammals of the Squaw Creek National Wildlife Refuge, Refuge Leaflet #327. Washington, D.C.; Fish & Wildlife Service, Bureau of Sport Fisheries and Wildlife, 1968.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately 1/4 (10,950 sq. ft.)

QUADRANGLE NAME "Maitland, Mo."

QUADRANGLE SCALE 1:62,500

UTM REFERENCES

A 15 309898 4444208

B

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

10,950 square feet, more or less, in Parcel A running 9' south of Track #2 and 10' north of Track #1 and enclosing an area which runs 37' along South State Street, 282' along its northern edge, 41' along its western edge and 298' along the south, along

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME/TITLE

ORGANIZATION	<u>1. Noelle Soren, Architectural Historian</u>	DATE	<u>June 15, 1978</u>
STREET & NUMBER	<u>Office of Historic Preservation</u> <u>Department of Natural Resources</u>	TELEPHONE	<u>314/751-4096</u>
CITY OR TOWN	<u>P.O. Box 176</u>	STATE	<u>Missouri 65102</u>
	<u>Jefferson City</u>		

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

TITLE Director, Department of Natural Resources and
State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

ATTEST: KEEPER OF THE NATIONAL REGISTER

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CHICAGO, BURLINGTON AND QUINCY DEPOT

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

3. Droege, John. Passenger Terminals and Trains. New York: McGraw-Hill Book Co., Inc., 1916.
4. Glaab, Charles N. Kansas City and the Railroads. Madison: State Historical Society of Wisconsin, 1962.
5. Griffith, Mrs. E.K. Personal correspondence with the Department of Natural Resources, Office of Historic Preservation, Jefferson City, Mo., January 3 and August 3, 1977 and February 24, March 17 and April 26, 1978.
6. Grodinsky, Julius. Jay Gould: His Business Career. Philadelphia: University of Pennsylvania Press, 1957.
7. Grow, Lawrence. Waiting for the 5:05: Terminal, Station and Depot in America. New York: Main Street, Universe Books, 1977.
8. History of Holt and Atchison Counties, Missouri. St. Joseph: National Historical Co., 1882.
9. History of Holt County, Missouri. St. Joseph: Midland Printing Co., 1916.
10. Mound City, Heart of Holt County, 1859-1957. Mound City: 1957.
11. Overton, Richard C. Burlington Route: A History of the Burlington Lines. New York: Alfred A. Knopf, 1965.
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13. Poor, Henry V. Poor's Manual of Railroads. New York: American Bank Note Co., 1886.
14. Porter, William. Personal interview with the Department of Natural Resources, Office of Historic Preservation, March 27, 1978.
15. Walsh, J.R. Our Foundation is Safety. Dallas: Missouri-Kansas-Texas Railroad Safety Department Circular SF-315, 1925.
16. Williams, Walter, ed. A History of Northwest Missouri. Chicago: Lewis Publishing Co., 1915.
17. "YCC Program Well Underway." Mound City [Missouri] News-Independent, October 3, 1974.

ROCKPORT 50 MI.
TARKIO 28 MI.
CRAIG 8 MI.

(Craig)

7.81 N.

7.82 N.

BLW

13

12

B

E

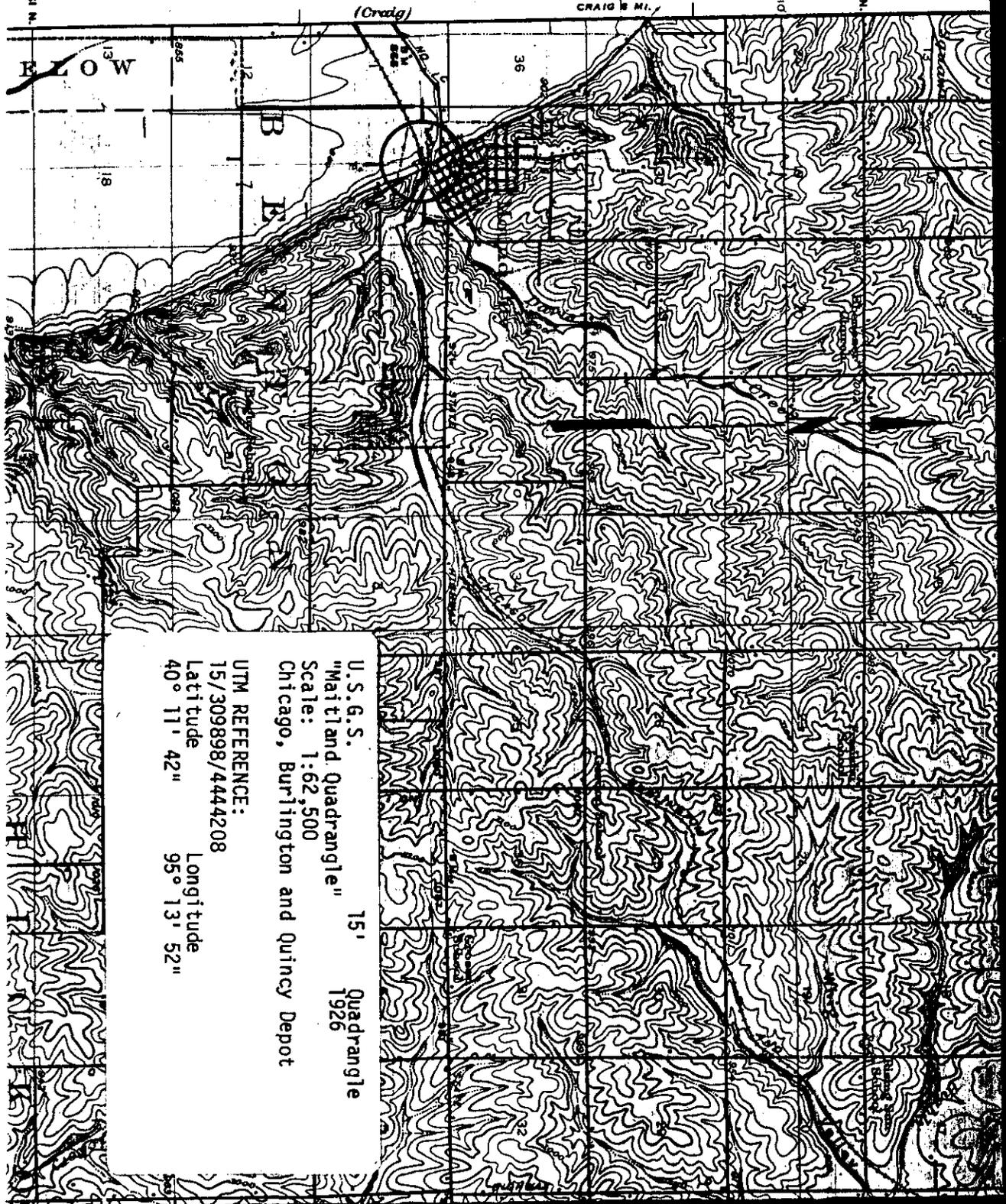
18

36

10

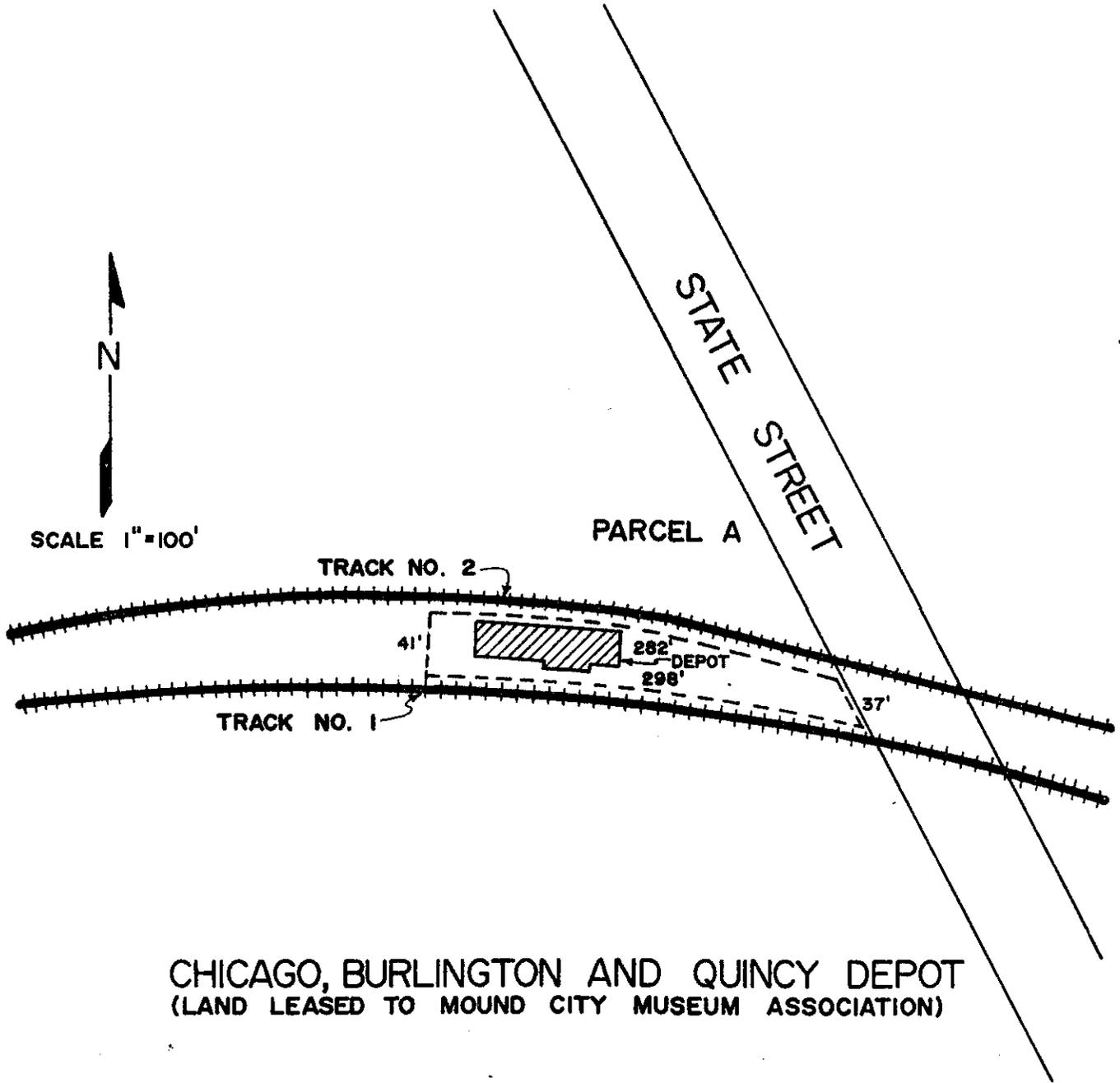
U. S. G. S. 15' Quadrangle
"Matland Quadrangle"
Scale: 1:62,500
Chicago, Burlington and Quincy Depot

UTM REFERENCE:
15/309898/4444208
Latitude 40° 11' 42"
Longitude 95° 13' 52"

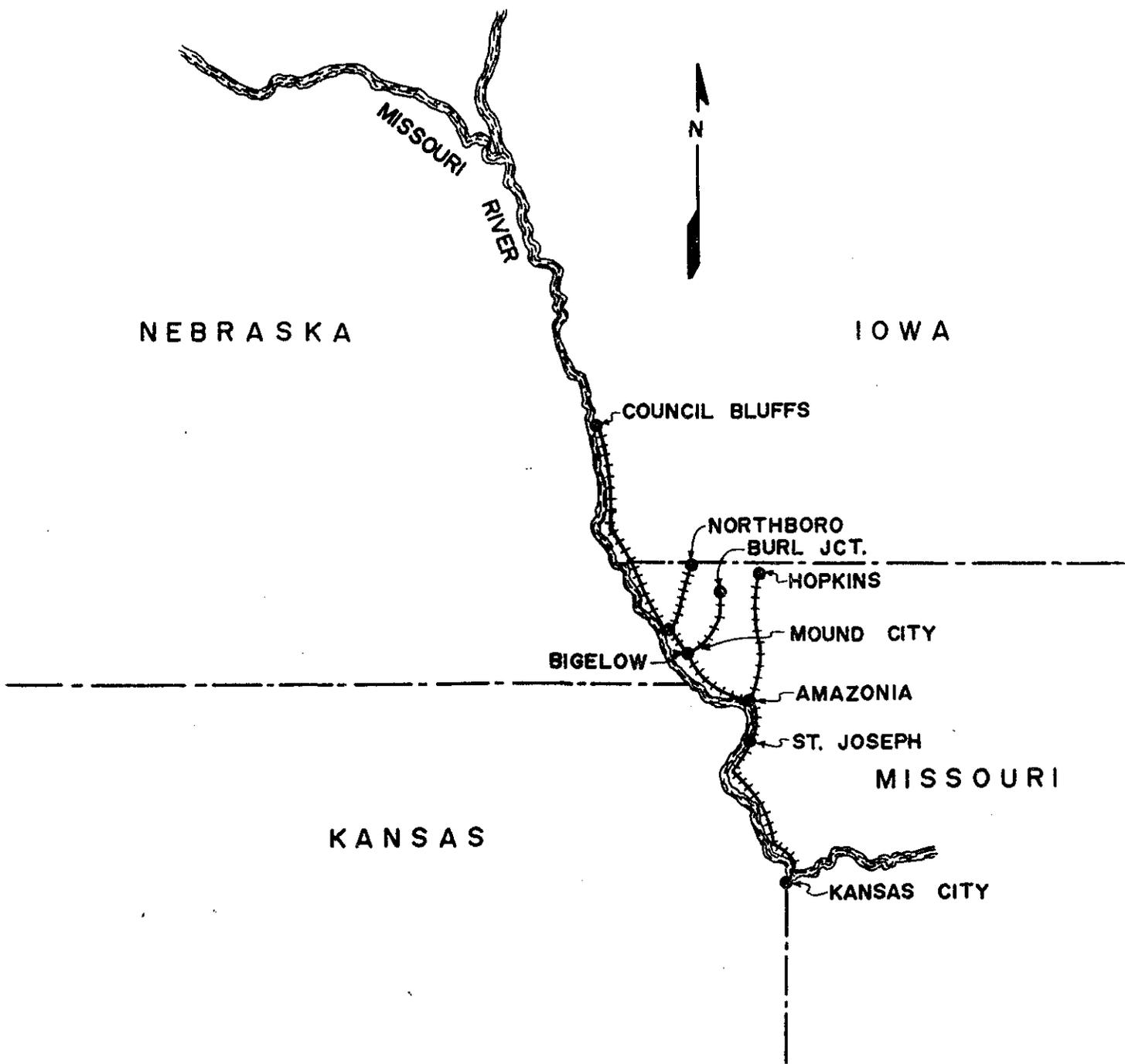




SCALE 1"=100'

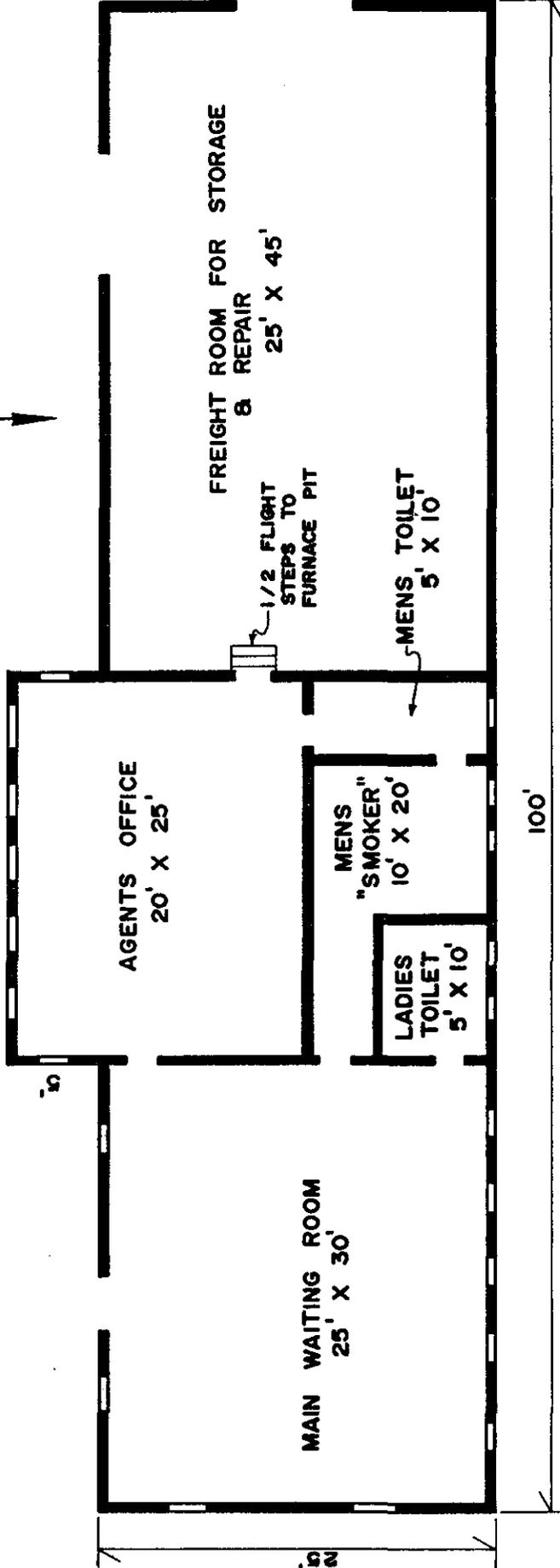


CHICAGO, BURLINGTON AND QUINCY DEPOT
(LAND LEASED TO MOUND CITY MUSEUM ASSOCIATION)



KANSAS CITY, ST. JOSEPH AND COUNCIL BLUFFS
RAILROAD LINE (C,B & Q), 1886

SCALE 1" = 10'



CHICAGO, BURLINGTON & QUINCY RAILROAD DEPOT
MOUND CITY, MISSOURI

CHICAGO, BURLINGTON AND QUINCY #1
RAILROAD DEPOT

Mound City, Missouri

Photographer: Noelle Soren
March, 1978

Department of Natural Resources, P.O. Box 176,
Jefferson City, Mo. 65101
East side, main waiting room.



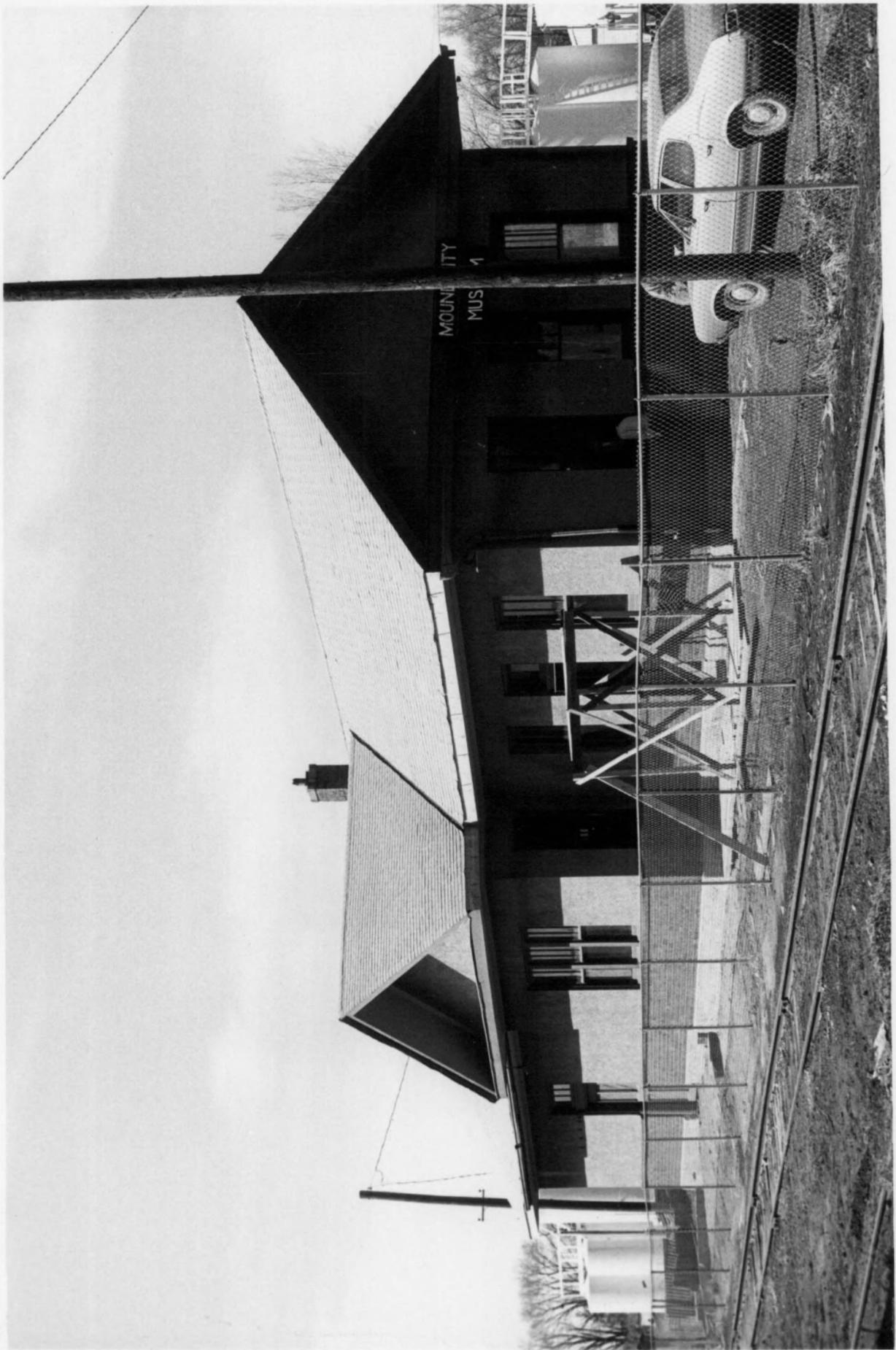
CHICAGO, BURLINGTON AND QUINCY
RAILROAD DEPOT

#2

Mound City, Missouri
Photographer: Noelle Soren

March, 1978

Department of Natural Resources, P.O. Box 176,
Jefferson City, Mo. 65101
South and east sides.



CHICAGO, BURLINGTON AND QUINCY
RAILROAD DEPOT

#3

Photographer: Noelle Soren
March, 1978

Department of Natural Resources, P.O. Box 176,
Jefferson City, Mo. 65101
West and south sides, view toward northeast.



CHICAGO, BURLINGTON AND QUINCY #4
RAILROAD DEPOT

Mound City, Missouri
Photographer: Noelle Soren
March, 1978

Department of Natural Resources, P.O. Box 176,
Jefferson City, Mo. 65101
Interior, the main waiting room, view toward
northwest with the door to the Mens' Smoker
to the left and that to the Ladies' Room to
the right.



CHICAGO, BURLINGTON AND QUINCY
RAILROAD DEPOT

#5

Mound City, Missouri

Photographer: Noelle Soren
March, 1978

Department of Natural Resources, P.O. Box 176,
Jefferson City, Mo. 65101
Interior, main waiting room, view toward north-
east.

