

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

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

1 NAME

HISTORIC

Quincy, Missouri, and Pacific Railroad Station at Lewistown

AND/OR COMMON

Burlington Northern Railroad Station at Lewistown, Lewistown Depot

2 LOCATION

STREET & NUMBER

Route 1

—NOT FOR PUBLICATION

CITY, TOWN

Lewistown

— VICINITY OF

CONGRESSIONAL DISTRICT

#9 - Hon. Harold L. Volkmer

STATE

Missouri 63452

CODE
029

COUNTY
Lewis

CODE
031

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"/> PARK
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> EDUCATIONAL
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> ENTERTAINMENT
		<input type="checkbox"/> NO	<input type="checkbox"/> GOVERNMENT
			<input type="checkbox"/> INDUSTRIAL
			<input type="checkbox"/> MILITARY
			<input checked="" type="checkbox"/> OTHER: Community Center

4 OWNER OF PROPERTY

NAME

Lewistown Bicentennial Historical Society, Inc.
c/o Doris Heitman, President

STREET & NUMBER

Box 146

CITY, TOWN

Lewistown

— VICINITY OF

STATE

Missouri 63452

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Office of Recorder of Deeds

STREET & NUMBER

Lewis County Courthouse

CITY, TOWN

Monticello

STATE

Missouri 63457

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Missouri State Historical Survey

DATE

1978

—FEDERAL STATE —COUNTY —LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Department of Natural Resources
Office of Historic Preservation

CITY, TOWN

Jefferson City

STATE

Missouri 65102

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		DATE <u>Oct. 13, 1977</u>

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Burlington Northern Railroad Depot at Lewistown is a one-sided, combination railroad station constructed in a simple, yet practical, vernacular style. It is rectangular in plan with a small addition on the northeast corner, formerly used for coal storage, capped with a gable roof with wide overhanging bracketed eaves, and sheathed in vertical board and batten siding.

EXTERIOR

The depot measures 24'6", with a 6' roof overhang, along the east and west sides, and 50'6" with a 5' overhang along the north and south. It has a 10'6" x 14'6" coal shed addition on the northeast corner.

The depot now sits on a concrete footing topped with concrete blocks. Set on the new foundation, the base of the depot building is a series of original and new railroad ties. Of heavy timber construction, the depot's walls measure 8 1/2" in thickness, rise from this base and are painted mineral red. Board and batten siding of 1" x 13" vertical planks with 2" grooved stripping covers the walls. A single band, approximately 13" wide of horizontal planks surrounds the base of the building and is painted a dark green.

Supporting the wide overhang of the simple gable roof are decorative brackets, five each on the north and south ends and 4 each along the east and west sides. The brackets on the east and west sides have two crossing brace members and are ornately carved at the base of the bracket along the side of the building. Each has an acorn-shaped, carved wooden pendant at the roof edge. The brackets follow the angular shape created by the roof slope. Those on the ends (north and south) are L shaped with only a single bracing member. The same carved decorative pattern as that on the other two sides appears at the base of the bracket along the side of the building. The pendant decoration along the roof line is an inverted tear-drop shape, however. The roof is sheathed with boards and covered with a roll-type roofing material. The small rear addition has a shed roof covered by the same roofing material.

All door frames, window frames, and doors are wood and painted a dark green. The windows are a double-hung sash type with six (6) 8 1/2" x 17 1/2" lights in each sash with plain lugsills and surrounds. The arrangement of wall openings includes a large sliding, diagonally panelled door in the north end, two windows in the center section (agent's office area) and a single leaf door inset into the wall, with a window in the south end. This pattern is repeated on both the east and west sides of the depot. There is one window in the center of the south wall of the passenger's waiting area. On the north wall, a third sliding door is now concealed within the addition of the coal shed. Above, the large sliding doors which serve the freight section of the building are 6 1/2' long x 2' wide six-light transom windows. The single doors, serving the passenger section of the station, have three-light transoms above them.

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INTERIOR

Rising from its new foundation, the 6 1/2 x 2 1/2" wooden studs and rafters support the depot structure. The building features three (3) rooms; a freight and baggage room at its north end, an agent's office in the center, and the passenger's waiting room in its south end.

At the time that the depot was moved, the floor area in the freight area was concrete.¹ The original floor was probably wood and may have been replaced by the concrete at the time the platform was removed. There is no floor in this area now. The walls of the freight room are covered for half of their height exposing the timber framing and the roof trussing. Many names of the different agents and the years that they served the depot are written on or etched into these timbers.

A doorway connects the freight room to the coal shed. The north end freight door is now concealed within the coal shed and is not functional. There is a doorway connecting the freight room to the agent's office and a doorway and ticket window connecting the agent's office to the waiting room. All these doors are single-leaf wooden doors and are painted dark brown.

The interior walls of the agent's office and the waiting room are covered with 1 x 4" vertical wood planks with 1/4" beads. These boards are painted a dark brown to approximately 5 feet above the floor, with a yellow-brown paint above. The high ceilings are covered with the same plank sheathing as the walls while the floors are covered with narrow wood boards.

Virtually all of the woodwork is intact and all of it is painted dark brown, including the 10" baseboards, the wide linear architraves of the windows and doors, and the frame, shelf and decorative brackets of the ticket window. The ticket window, which measures approximately two (2) feet square, retains the word "TICKETS" stenciled in black block letters above it. A 2 1/2 foot long by 10" deep shelf extends from the lower edge of the window and appears on both the agent's side and the passenger's side. Two decorative brackets brace each shelf. Curvilinear in profile, each bracket has a 3" hole cut into it. In the agent's office there is a large open-front, built-in cabinet, approximately four (4) feet wide, with variously sized slots used for sorting.

None of the benches that once lined the waiting room, or the large desk or other furnishings from the agent's office remain. The scales from the freight and baggage room, however, have been located and will be put back into their original places.² It is hoped that, as the project progresses, other items still in the community, such as the benches and the office clock, will be donated to the proposed museum.³

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ALTERATIONS

Moved to a new location in October of 1977,⁴ the building remains basically in its original condition. Initially, the depot sat on a platform. This platform was raised on railroad ties cut into pillars and extend around all four sides of the depot.⁵ In 1926, the building was placed upon its new concrete foundation.⁶ At one time the depot was heated by two pot-bellied stoves which had a single chimney in the wall between the office and the waiting room. This chimney was removed at the time the building was moved to its present location. A non-original partition in the agent's office is in the process of being removed.

SITE

The Lewistown Depot is located on Route 1 in an unincorporated area between Lewistown and the suburb of New Court Village. Land donated for the site of the depot is 100' NS by 134' EW. To the south and adjoining the depot site is the east half of the Senior Citizens Housing Center. To the east and north is a large field, and to the west and across the road is a new apartment complex. The depot is approximately 300' from State Highway 6 and clearly visible from the same. It is approximately 4 blocks east and 2 blocks north of its original location and is now approximately 3 blocks north of the railroad tracks.

PRESENT STATUS AND CONDITION

The depot was moved from its original location near the center of Lewistown on the request of the Burlington Northern Railroad when it was purchased for \$100 by the Lewistown Bicentennial Historical Society, Inc. The building was purchased after the railroad announced its plan to destroy it. Structurally it is quite sound, with its heavy timber frame in good condition on a new concrete foundation. The roof is in need of minor repair and there are plans to re-roof the structure. Many windows were broken due to vandalism. The historical society is in the process of replacing these windows; meanwhile, they remain boarded up. Two sides of the structure have been re-painted. There is currently no floor in the freight area.

The projected goal is to have the depot serve as a museum, to demonstrate the importance of the railroad in developing and building this section of the state and to serve as a memorial to past residents. The depot is now located next to the Senior Citizens Housing development and eventually will be opened as a community center for them and the citizens of the community.

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FOOTNOTES

1. Statement by Mrs. Virginia Terpening, personal interview, November 8, 1978.
2. Ibid., personal correspondence with Department of Natural Resources, 1977.
3. Statement by Doris Heitman, President, Lewistown Bicentennial Historical Society Inc., personal interview, November 8, 1978.
4. Ibid.
5. Statement by Virginia Terpening, personal correspondence with Department of Natural Resources, 1977.
6. Ibid.
7. Ibid.
8. Statement by Doris Heitman, personal interview, November 8, 1978.

8 SIGNIFICANCE

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

SPECIFIC DATES 1871-1872

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Burlington Northern Depot at Lewistown, Missouri, which was once a part of the Quincy, Missouri, and Pacific Railroad, is significant as a typical one-sided combination frame depot. It shares many of the common characteristics of small frame constructed stations built in the late 19th century throughout the Midwest, and stands as one of the few remaining examples, as such, along the Burlington Northern line. The depot is especially important to the history of Lewistown in that the founding of the town was a direct result of the railroad going through, establishing a depot there, and platting out the town.

January 2, 1833, Lewis County was organized with its present boundaries and named in honor of Capt. Merriweather Lewis. Its early settlers were chiefly from Virginia and Kentucky and "almost all of respectable lineage, and many of them from... the best blood in the land". Rich in soil and timber, the County has continued to remain through its history basically a rural, agricultural community. As a result of the background of its early pioneers, this area was severely divided during the Civil War and suffered accordingly. However, at the close of the War, the County began to develop. In the late 1860's, agriculture improved, education flourished as the three church-affiliated colleges in the county re-opened and talk of a railroad brought new excitement at the prospect of expanded communication with the outside world.

The Quincy, Missouri, and Pacific Railroad was organized under the general laws of the State of Missouri on June 29, 1869. It was an ambitious venture to construct a railroad from a point on the Mississippi River, opposite Quincy, to a point on the Missouri River, opposite Brownsville, Nebraska.

On the second Monday in May, 1870, the Lewis County Court was petitioned to call a special election in Highland, Salem, and LaBelle townships on the bond issue to subscribe to the Capitol Stock of the road. All bonds were for a period of 20 years, bearing interest at 10%. The bond issue carried and dated from January, 1871. Quincy had previously voted a bond issue to help finance the enterprise in 1870.⁴ Promoters had been busy for months securing right-of-way deeds from the settlers - most responded eagerly. It meant new markets and convenient transportation. Construction commenced immediately, and by December of 1871, the line was complete as far as Lewistown, a distance of 23 miles. Work continued through the winter, reaching LaBelle in January, 1872, and Edina in March of 1872.⁵

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This rapid work was the result of money realized from an unusual source. "As soon as the law went into effect authorizing the issuance of the Quincy Bonds, a number of Quincy capitalists got together and formed the "Railroad Aid Society". Established in June, 1871, this group of 75 public-spirited citizens put up \$10,000 each to create a fund for the construction of the railroad until money should be realized from the sale of mortgage bonds."⁶ They assumed there would be no difficulty in disposing of the bonds and the money would soon be refunded to the society. It was calculated to bond the road at a rate of \$20,000 per mile. This would be sufficient to pay back the society and to fund the line to Brownsville. But by the time the line was extended to Edina, the advanced monies were gone. The bonds had failed to sell, even with promoters in this country and Europe. The Society again signed notes aggregating an additional \$450,000, and work resumed toward Kirksville.⁷

By the end of 1873, all attempts to realize the bonds were abandoned. To that point, the company had expended for construction, interest, general and preliminary expenses over \$1,500,000. Kirksville had agreed to pay \$40,000 when the road reached there; however, funds were exhausted with the line still a few miles from town. Four promoters advanced \$26,000 of their money to complete the road, and Kirksville promptly paid their share. Still, the line's progress halted and construction was not resumed again until 1878. In 1879 the road reached Milan, 103 miles from Quincy.⁸

Despite the fact that so much money was invested, there was never an established office. On account of a law that a company doing business in Missouri had to hold its meetings therein, the Board of Directors would cross the Mississippi River to the Missouri side by ferry and meet in a ferry house. Later the meetings were moved to a West Quincy lumberyard.

The road was finally leased to the Wabash Line, which began laying track towards Trenton, Missouri. Its name was changed to the Wabash, St. Louis, and Pacific. Under this management, the entire system soon collapsed, the lease terminated, and the management reverted back to the original company, which defaulted in the interest owed to bondholders. In late 1895, the Board of Trustees contracted with a syndicate, which was to buy the \$1,500,000 non-preferred bonds at 70% of their value,⁹ and begin construction of more line to connect with other major lines and cities. The road was now called the Omaha, Kansas City, and Eastern Railroad - more often referred to as the "O.K." route.

The Chicago, Burlington, and Quincy Railroad Company purchased the O.K. in 1902,¹⁰ but the line retained the O.K. name until much later. Again in 1909, the line nearly went under in the post boom era. It managed to struggle along another 20 years until the WW I economy lended encouragement. Since 1939, parts of the line have gradually closed and complete abandonment of the line has been continually feared down to the present day.

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During its period of expansion, the railroad gave to the county the villages of Maywood, Durham, Tolona, and Lewistown.¹¹ This gesture added largely to the value of lands along the route and gave a somewhat isolated section of Missouri easy access to and communication with the markets of the world.

There is much controversy concerning the founding and platting of Lewistown. Local tradition states that the town's streets were laid out by Maj. Petrie and John Schermerhorn, general supervisor for the railroad, and that the town originally consisted of 160 acres divided into four 40 acre areas. The southwest forty was owned by David Rodefer, who was the leading spirit in the planning of the town; the northwest forty was owned by Wash Harper; the northeast section by William Zimmerman; and the southeast section by Collie Ammerman.¹² Another source notes, however, that in August 1869 a Mr. James Woodruff started out from Quincy to secure right of way and that he located and platted Lewistown about that time. He encountered strong rivalry from the people of Monticello, the County seat, who wanted to see the railroad routed through their town.¹³ A county history presents still another version, stating that Lewistown was laid out on July 1, 1871, simultaneous to the building of the Quincy, Missouri, and Pacific Railroad, by Caleb M. Pomroy, W.C. Zimmerman, David Rodefer, Thomas Ammerman, and J.P. Mitchell. The plat for the 160 acre tract was surveyed by Charles Peters.¹⁴ The 1878 Lewis County Atlas also indicates that the town plat was filed August 3, 1871, listing David Rodefer, Thomas Ammerman, James P. Mitchell, C.M. Pomroy, and W.C. Zimmerman as proprietors of Lewistown, a town of approximately 100 inhabitants.¹⁵

As for the depot, a warrenty deed dated October 28, 1871 shows T.W. Ammerman and Caleb Pomry selling 400 feet (200 feet on each side of the center line of the Quincy, Missouri, and Pacific Railroad) to the company for \$100.¹⁶ Oral history states that David Rodefer in his anxiety lest the railroad pass them by, gave a 400 foot right of way through his land and also 1/2 of all lots sold to the railroad in return for which they were to build the depot.¹⁷ Reportedly, the other landowners followed suit. The actual date for the construction of the depot is not known. Local tradition states that a Mr. Myers built the depot, as well as several other depots along the line.¹⁸

Lewistown grew up around the railroad and depot. The Canton Press reported on August 31, 1871 that "At the new town of Lewistown, a business house has been erected, others are on the way, and extensive improvements have been projected. Forward seems to be the watchword."¹⁹

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In December of 1871, investors ran an excursion from Quincy to Lewistown, the same month the line was completed to the town. From the steps of a railroad coach, they sold lots in Lewistown for the sum of \$10 and \$15 each. Deeds were given to all purchasers on the spot, and were made out by Mr. and Mrs. Caleb Pomry, the latter an official of the road.²⁰ A street was named in honor of them. According to the Canton Press, the sale was held on December 20, 1871, and the selling price averaged \$40 per lot, with the railroad realizing \$10,000 for the property.²¹ The first depot agent, Bob Johnson, purchased property on February 2, 1872.²²

In the late 19th and early 20th centuries, the railroad depot was the hub of any community - the link to the world. Dirt roads were blocked by snow and/or mud for months. The depot was the place of excitement and activity. Despite the controversy regarding the beginnings of Lewistown, the town certainly owed its reason for existence to the railroad and its depot.

Prior to the "Automobile Age," all passenger travel, mail, and supplies came and went by rail. Originally, there were 4 passenger and mail trains each day through Lewistown, and as many freight trains.²³ All cattle, grain, and other produce was shipped to market by rail and special stock trains loaded cattle from the holding pens near the depot and shipped them on Sunday mornings in order to be at the markets in St. Louis and Chicago on Mondays.²⁴ As late as the mid-1920's all merchandise was shipped in and out by two freight trains each day - one going west, the other east.²⁵ Many families in the area earned their living making and delivering railroad ties. Often the area around the depot was dotted with ties ready to be sent out to further the construction of the railroad line.

There was a pickle factory on the east side of Lewistown, John Nelson ran an ice cream factory, and Frank Williams ran a Poultry Store.²⁶ All three businesses shipped their products by rail.²⁷ Farm products, such as rabbits, chickens, turkeys, eggs and cream, found their way to Chicago and other markets via the railroad, and generated prosperity for the town.

The mail service and the telegraph were also important functions of the depot. There was a dray service which carried the mail between the Post Office and the depot. This service also took freight between the business houses and the depot. The telegraph served the community in many ways. People would flock to the telegraph to get daily news, results of the elections, and even the weather forecast. Whenever severe weather would take place, telegrams would be sent out, and the depot agent would then send four long rings out over the rural telephone lines.²⁸

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Of course, the passenger service was immensely important to Lewistown. It was basically their only form of transportation. The train carried semi-pro baseball teams between the participating cities. Many people went to Quincy for the day, to conduct business, or for a special event, such as the Barnum and Baily Circus.²⁹ When William Jennings Bryan spoke in Quincy, the OK Railroad ran a special train to the event.³⁰ Many people arrived in Lewistown and took the stage to Monticello, the County Seat, and area people also visited each other in the adjoining local communities via the trains. For these reasons, the depot was a gathering spot. The whistle signalled the approach of the train's arrival and everyone scurried to the depot. It was the habit of the people to go meet the trains, coming and going, especially in the evenings. It was a place to converse, to wonder who gets on, to see the world go by.

Use of the railroad services declined after WW II. Passenger service was discontinued in the 1950's, and by 1975, the depot no longer had an agent.³¹ By this time, the railroad was already closing depots along the line, and subsequent to these closings, demolition inevitably followed.

In order to preserve their depot, and its important link to the town, the Lewistown Bicentennial Historical Society was formed in February 1977, to purchase, move, and restore the depot. The building was purchased for \$100 in May 1977, and the Society was notified by the railroad to move it from their property by October 1977.³² This was accomplished by a concerted effort of the community with the help of donations of time, money, and land for the new location. The Society hopes to use the depot as a historical museum and as a community center for senior citizens.

Architecturally, the depot is typical of the small combination stations which dotted the rails throughout the Midwest. It is a simple, utilitarian structure and its elevation and layout fit into the standardized form of depot construction of the period.

The survey of Missouri's historic sites is based on the selection of sites as they relate to theme studies in Missouri's history as outlined in "Missouri's State Historic Preservation Plan." Lewistown Depot, therefore, is being nominated to the National Register of Historic Places as an example of the themes of "Exploration and Settlement", "Society", "Economics" and "Technology".

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FOOTNOTES

1. Edwards Brothers of Missouri, An Illustrated Historical Atlas of Lewis County, Missouri, (Philadelphia: Edwards Brothers of Missouri, 1878), p. 9.
2. Ibid., p. 10.
3. History of Lewis, Clark, Knox and Scott Counties, (St. Louis: Goodspeed Publishing Company, 1887), p. 173.
4. "Early Historical Facts of Lewistown Through the Years," Lewistown News, 22 August 1946.
5. "CB & Q Threatened Abandonment in Past," Edina Sentinel, 8 June 1977, p. 1.
6. Ibid.
7. Ibid.
8. Ibid.
9. Ibid., p. 2.
10. Ibid.
11. History of Lewis, Clark, etc., p. 173.
12. Bertha E. Shoup, "History of Lewistown," (unpublished paper prepared for inclusion in cornerstone of Lewistown school, n.p. n.d.), p. 1.
13. "CB & Q Threatened", p. 1.
14. History of Lewis, Clark, p. 223.
15. An Illustrated Historical Atlas, p. 10.
16. Deed dated 28th October 1871, registered at Lewis County Recorder's Office, Monticello, Missouri, Book 11, p. 136.
17. Shoup, p. 1.
18. Ibid.

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19. Canton Press, 31 August 1871, p. 5.
20. Shoup, p. 1.
21. Canton Press, 21 December 1971, p. 4.
22. Information taken from the draft National Register Inventory-Nomination Form for the Quincy, Missouri and Pacific Railroad Station at Lewistown, completed by Doris Heitman, Lewistown, Missouri, January 1978.
23. Ibid.
24. "Former Resident Notes and Remembers," Press News Journal, Canton, Missouri, c. 1977.
25. "Recall Days When Depot was Active Place," Press News Journal, Canton, Missouri, c. 1977.
26. "Former Resident Remembers the Lewistown Depot," Press News Journal, Canton, Missouri, 30 June 1977.
27. "Calaboose was Parlor for Shipper," Press News Journal, Canton, Missouri, 19 May 1977.
28. Ibid.
29. "Of Lewistown Depot," Press News Journal, Canton, Missouri, 19 May 1977.
30. "Former Resident Notes and Remembers".
31. Heitman Inventory-Nomination Form.
32. Ibid.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. "CB & Q Threatened Abandonment in Past." Edina Sentinel, 8 June 1977, p. 1.
2. "Calaboose was Parlor for Shipper." Press News Journal, Canton, Missouri, 19 May 1977.
3. Canton Press, 31 August 1871, p. 5.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 0.4999 more or less

QUADRANGLE NAME "Lewistown, Mo."

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A 1 5 6 0 1 6 8 0 4 4 3 7 8 1 0

B

ZONE EASTING NORTHING

ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

A tract of ground being a part of the Southeast, fourth of the Northeast Quarter of Section Seventeen (17), Township Sixty-one (61) North, Range Eight (8) West, and being particularly described as follows: Beginning at a point which is 285

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

STATE	CODE	COUNTY	CODE
-------	------	--------	------

11 FORM PREPARED BY

NAME / TITLE

1. Linda Harper, Research Assistant

ORGANIZATION

Department of Natural Resources

DATE

Office of Historic Preservation

314/751-4096

STREET & NUMBER

P.O. Box 176

TELEPHONE

CITY OR TOWN

Jefferson City

STATE

Missouri 65102

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

Linda Harper 2-1-79

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

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

QUINCY, MISSOURI, AND PACIFIC RAILROAD STATION AT LEWISTOWN

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

4. Canton Press, 21 December 1971, p. 4.
5. Deed dated 28 October 1871, registered at Lewis County Recorder's Office, Monticello, Missouri, Book 11, p. 136.
6. "Early Historical Facts of Lewistown Through the Years." Lewistown News, 22 August 1946.
7. Edwards Brothers of Missouri. An Illustrated Historical Atlas of Lewis County, Missouri. Philadelphia: Edwards Brothers of Missouri, 1878.
8. "Former Resident Notes and Remembers." Press News Journal, Canton, Missouri, c. 1977.
9. "Former Resident Remembers the Lewistown Depot." Press News Journal, Canton, Missouri, 30 June 1977.
10. Heitman, Doris. Personal interview, November, 1978.
11. History of Lewis, Clark, Knox and Scott Counties. St. Louis: Goodspeed Publishing Co., 1887.
12. "Of Lewistown Depot." Press News Journal, Canton, Missouri, 19 May 1977.
13. "Quincy and Nebraska Railroad: To the People of Northern Missouri". A pamphlet sent out advertising the railroad and announcing the 1869 Kirksville meeting, Quincy, May 22, 1869.
14. "Recall Days when Depot was Active Place." Press News Journal, Canton, Missouri, c. 1977.
15. Shoup, Bertha E. "History of Lewistown." A paper prepared for inclusion in cornerstone of a Lewistown school, n.p., n.d. (Typewritten).
16. Terpenning, Virginia. Personal correspondence, with Missouri Department of Natural Resources, 1977.
17. _____. Personal interview, 8 November 1978.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM**

QUINCY, MISSOURI, AND PACIFIC RAILROAD STATION AT LEWISTOWN

CONTINUATION SHEET

ITEM NUMBER 10 PAGE 1

feet East and 300 feet North of a certain iron pin established by Survey No. 268 which is recorded in Lewis County, Missouri in Survey Record Book G, at page 341, said iron pin being located at the intersection of the North line of Missouri State Highway No. 6 and the East line of the street running North and South along the East side of the town of Lewistown, thence South 160 feet, thence West 134 feet to the point of Beginning, the tract herein conveyed containing 0.4999 acres more or less.

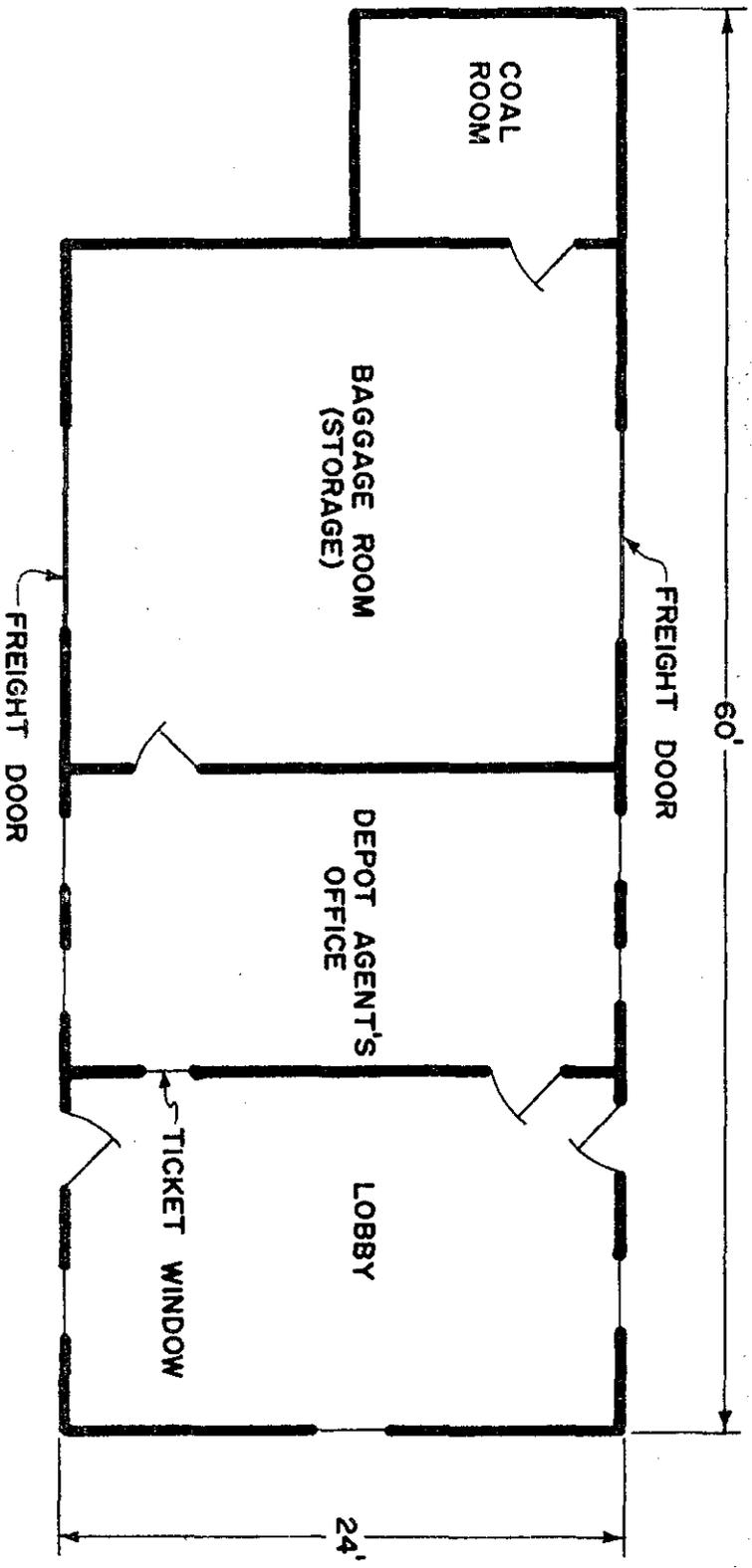
ITEM NUMBER 11 PAGE 1

2. James M. Denny and Noelle Soren, Editors
Department of Natural Resources
Office of Historic Preservation
P.O. Box 176
Jefferson City

314/751-4096

Missouri 65102

FLOOR PLAN
LEWISTOWN DEPOT
LEWISTOWN, MISSOURI



NOT TO SCALE

#366

QUINCY, MISSOURI, AND PACIFIC RAILROAD STATION

COUNTY: Lewis

LOCATION: Route 1
Lewistown
Lewistown Bicentennial Historical Society, Inc.
Box 146
Lewistown

DATE APPROVED BY A.C.: January 25, 1979

DATE SENT TO D.C.: March 9, 1979

DATE OF REC. IN D.C.: March 13, 1979

DATE PLACED ON NATIONAL REGISTER: May 7, 1979

DATE CERTIFICATE AWARDED
(AND PRESENTOR):

DATE FILE REVIEWED:

The Burlington Northern Depot at Lewistown, Missouri, which was once a part of the Quincy, Missouri and Pacific Railroad, is significant as a typical one-sided combination frame depot. It shares many of the common characteristics of small frame constructed stations built in the late 19th century throughout the Midwest, and stands as one of the few remaining examples, as such, along the Burlington Northern line. The depot is especially important to the history of Lewistown in that the founding of the town was a direct result of the railroad going through, establishing a depot there, and platting out the town.

QUINCY, MISSOURI, & PACIFIC DEPOT AT LEWISTOWN
#1
Lewistown, Missouri
Photographer: Linda Harper

November 1978

Neg. Loc.: Department of Natural Resources,
P.O. Box 176, Jefferson City, Mo. 65102

View from southwest.



QUINCY, MISSOURI, & PACIFIC DEPOT AT LEWISTOWN
Lewistown, Missouri

#2

Photographer: Linda Harper
November 1978

Neg. Loc.: Department of Natural Resources,
P.O. Box 176, Jefferson City, Mo. 65102

View from southeast.



QUINCY, MISSOURI, & PACIFIC DEPOT AT LEWISTOWN
#3

Lewistown, Missouri

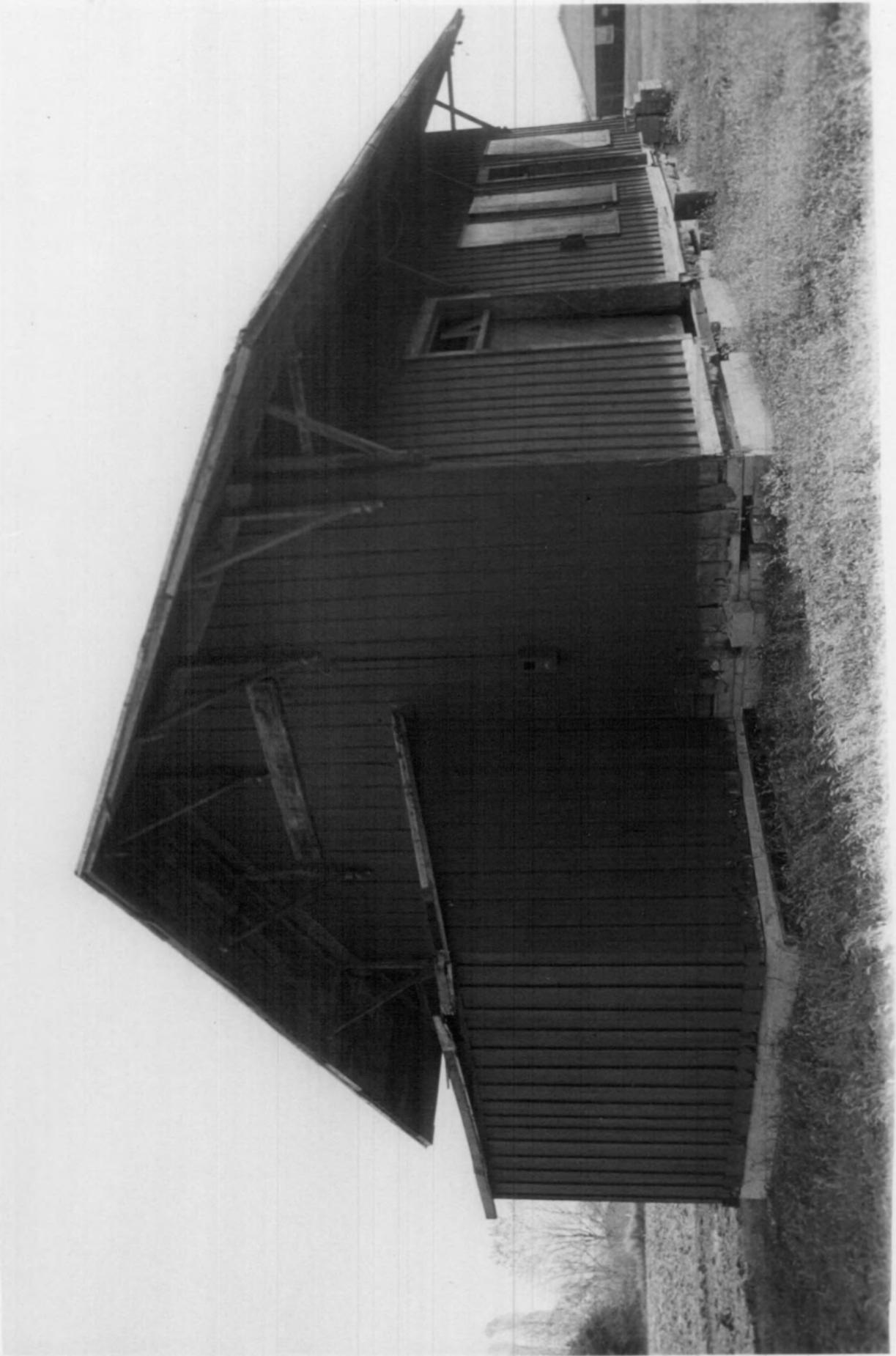
Photographer: Linda Harper

November 1978

Neg. Loc.: Department of Natural Resources

P.O. Box 176, Jefferson City, Mo. 65102

View from northwest.



QUINCY, MISSOURI, AND PACIFIC #4
RAILROAD STATION

Lewistown, Missouri

Photographer: unknown

Neg. Loc.: Doris Heitman
Box 146

Lewistown, Missouri 64352

Old view of station of unknown date and
origin, but taken prior to 1900. View from
the south.



QUINCY, MISSOURI, & PACIFIC DEPOT AT LEWISTOWN
#5
Lewistown, Missouri
Photographer: Linda Harper
November 1978

Neg. Loc.: Department of Natural Resources,
P.O. Box 176, Jefferson City, Mo. 65102

Detail, south facade.



#6
QUINCY, MISSOURI, & PACIFIC DEPOT AT LEWISTOWN
Lewistown, Missouri
Photographer: Linda Harper
November 1978

Neg. Loc.: Department of Natural Resources
P.O. Box 176, Jefferson City, Mo. 65102

Detail, interior Ticket Window facing passenger
section of depot.

TICKETS

