

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 any 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 names/site number Union Pacific Depot, Missouri Pacific Depot

2. Location

street & number 400 S. Main Street not for publication N/A

city or town Poplar Bluff vicinity N/A

state Missouri code MO county Butler code 023 zip code 63901

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination      request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets      does not meet the National Register Criteria. I recommend that this property be considered significant      nationally      statewide x locally. (      See continuation sheet for additional comments.)

*Claire F. Blackwell* 26 October 1994  
Signature of certifying official Claire F. Blackwell Date  
Deputy SHPO  
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 commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

     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): \_\_\_\_\_

\_\_\_\_\_  
Signature of Keeper Date of Action

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

Butler County, Missouri  
County and State

=====  
**5. Classification**  
=====

Ownership of Property (Check as many boxes as apply)    Category of Property (Check only one box)

private  
 public-local  
 public-State  
 public-Federal

building(s)  
 district  
 site  
 structure  
 object

**Number of Resources within Property**  
(Do not include previously listed resources in the count).

Contributing	Noncontributing
<u>  1  </u>	<u>  0  </u> buildings
<u>  0  </u>	<u>  0  </u> sites
<u>  1  </u>	<u>  0  </u> structures
<u>  0  </u>	<u>  0  </u> objects
<u>  2  </u>	<u>  0  </u> Total

Number of contributing resources previously listed in the National Register   N/A  

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

Historic Resources of Poplar Bluff, Missouri

=====  
**6. Function or Use**  
=====

Historic Functions (Enter categories from instructions)

<u>  TRANSPORTATION  </u>	<u>  rail-related  </u>
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

<u>  TRANSPORTATION  </u>	<u>  rail-related  </u>
_____	_____
_____	_____
_____	_____
_____	_____

=====  
**7. Description**  
=====

Architectural Classification (Enter categories from instructions)

  LATE 19TH AND 20TH CENTURY AMERICAN MOVEMENTS    
  Bungalow/Craftsman  

Materials (Enter categories from instructions)

foundation	<u>  stone  </u>
roof	<u>  asphalt  </u>
walls	<u>  brick  </u>
other	<u>  wood  </u>
	<u>  concrete  </u>

**Narrative Description**

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

St. Louis, Iron Mountain & Southern Railroad Depot

Butler County, Missouri

Name of Property

County and State

8. Statement of Significance

Applicable National Register Criteria

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

- X 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.
X 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.)

- A owned by a religious institution or used for religious purposes.
B removed from its original location.
C a birthplace or a grave.
D a cemetery.
E a reconstructed building, object, or structure.
F a commemorative property.
G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions).

- Transportation
Architecture

Period of Significance

1910 - 1943

Significant Dates

1910

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Narrative Statement of Significance

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

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
previously listed in the National Register
previously determined eligible by the National Register
designated a National Historic Landmark
recorded by Historic American Buildings Survey #
recorded by Historic American Engineering Record #

Primary Location of Additional Data

- X State Historic Preservation Office
Other State agency
Federal agency
Local government
University
Other

Name of repository: Historic Preservation Program, Missouri Department of Natural Resources



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St. Louis, Iron Mountain  
& Southern Railroad Depot  
name of property

  Butler County, Missouri    
county and state

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**Narrative Description**

The St. Louis, Iron Mountain & Southern Railroad Depot is located at 400 S. Main Street in Poplar Bluff, Missouri. The depot is located adjacent to the present right-of-way of the Union Pacific Railroad beneath a slight bluff from the commercial area, and is connected to Main Street via Cedar Street by a reinforced 1910 concrete staircase. The property consists of a contributing building, the St. Louis, Iron Mountain & Southern Railroad Depot building itself, and a contributing structure, the Iron Mountain Staircase. The depot was constructed in 1910, designed by an unknown architect who worked for the St. Louis, Iron Mountain and Southern Railroad. The building was built in accordance with standardized railroad depot plans of the period which emphasized hipped roofs and wide eaves to shelter passengers and freight. The depot was constructed with influences of the Bungalow/Craftsman style with its wide eaves, large eave brackets, and low-pitched hipped roof. The depot is a two-story brick building with flanking one-story wings, a stone foundation, and a hipped roof of asphalt shingles. The exterior is composed of stretcher bond buff brick and yellow and tan glazed brick. On the east facade is a full length wood awning with large support brackets and exposed eave rafters. The south wing of the depot has two entrances with original wood sliding track doors. Over the doors are large single-light transoms.

Windows throughout the building are original one-over-one single-hung sash with concrete sills and lintels. At the corners the yellow glazed brick creates a quoining effect. The central two-story section has two entrances on the east facade. The south entrance has original double doors of single-light glass and wood design. Above the door is a single-light transom. Windows on the two-story section are one-over-one wood sash with single-light rectangular transoms. The north entrance of the east facade has ca. 1990 aluminum and glass double doors and transom. At the roofline of the second story is a wide eave with exposed brackets.

The north wing has three entrances on the east facade. The south entrance has ca. 1970 aluminum and glass double doors and a single-light transom. The central entrance has an original single-light glass and wood door above which is dentil molding and a transom. The north entrance has a ca. 1960 glass and wood door. On the west facade of the north wing are four entrances, two of which have original single-light glass and wood doors, one of which has been enclosed with wood panels and another which has ca. 1970 aluminum and glass doors.

The west facade of the two-story section has four entrances, one which has original double doors of single-light glass and wood design, two which have ca. 1980 solid metal doors, and one which has ca. 1990 double doors of aluminum and glass. On the west facade of the one-story southern wing are three entrances. One has an original single-light glass and wood door and the others have original sliding track wood doors. On the south facade of the south wing is an original, one-story frame room with four panel doors and weatherboard and asbestos shingle siding.

The interior of the depot has been extensively remodeled in recent years and few original details are visible. There are added partition walls on both floors with wood panels, dropped ceilings and tile floors. On the first floor, one

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of the original bathrooms is intact with a tile floor and tile walls. The waiting room originally had a hexagonal tile floor, some sections of which are still visible.

To the northwest of the depot is the Iron Mountain Staircase completed in 1910. The staircase is constructed of cast concrete with concrete piers, a balustrade and added ca. 1960 pipe railing. At the street level is a cast iron balustrade. The staircase connects the depot with Main Street.

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**Statement of Significance**

The St. Louis, Iron Mountain & Southern Railroad Depot is significant under Criteria A and C for its association with the development of rail-related transportation in Poplar Bluff and for its architectural design. The depot was constructed by the St. Louis, Iron Mountain & Southern Railroad in 1910 to replace an earlier depot at the same location. The depot served the community with passenger and freight service well into the mid-20th century. The depot's appearance is similar to standardized plans of the period and it retains much of its Bungalow/Craftsman influenced detailing (see Railroad Depots property type in "Historic Resources of Poplar Bluff, Missouri" MPS); it is one of two railroad depots remaining in Poplar Bluff. The exterior of the depot has not been extensively altered and it retains much of its original character. The associated Iron Mountain Staircase is a large, cast concrete structure which was designed to connect the depot with Main Street, linking the commercial area of the town with the railroad. This structure also retains integrity and its original design.

The St. Louis, Iron Mountain, and Southern Railroad was the first railroad completed through Poplar Bluff. Built in 1872, this line connected the city with Little Rock, Arkansas and Cairo, Illinois.<sup>1</sup> The railroad had a major impact on the growth and development of Poplar Bluff by connecting the region to major markets throughout the country. Butler County and adjacent counties retained extensive forests and the railroad provided ready transportation for the shipping of raw lumber and lumber products.<sup>2</sup> Due to its rail connections, Poplar Bluff became a center for wood related products during the late 19th century and its population grew from a few hundred residents in 1870 to over 4,000 in 1900.<sup>3</sup>

Rail transportation provided access for businesses and farmers to transport their goods to available markets. The clearing of timber and major drainage projects opened up thousands of acres for farmland during these years. Crops such as wheat, cotton, and corn were also brought to Poplar Bluff for rail shipment.<sup>4</sup> Various manufacturing firms sprang up near the railroad lines and commercial development greatly expanded in the community in the late 19th and early 20th centuries. Poplar Bluff was a major stop for salesmen and other travelers and many hotels were built adjacent to the railroad depots.

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<sup>1</sup>David Bruce Deem, History of Butler County, Missouri: A Narrative Account of its Historical Progress, its People and its Principal Interests (Poplar Bluff, MO: Poplar Bluff Printing Company, 1925), p. 29.

<sup>2</sup>St. Louis, Iron Mountain and Southern Railway, The Favorite Route to All Points in the South-West (St. Louis, n.d.), p. 8.

<sup>3</sup>Deem, 108.

<sup>4</sup>St. Louis, Iron Mountain and Southern Railway, p. 8.

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The St. Louis, Iron Mountain, and Southern Railroad built a frame depot at Poplar Bluff in 1872. This depot was replaced in the 1890s, which in turn burned shortly after its construction. The company utilized old boxcars for baggage and express facilities and operated ticket sales out of the Crown Hotel until 1909 when plans were made to construct a new brick depot. A total of \$50,000 was needed for the project, most of which was raised through railroad bond sales. Upon completion in 1910, the depot was designed to serve both passengers and freight. The center section of the building was two stories high, containing a waiting room, ticket offices and restrooms. The building was constructed as a division office for the railroad and dispatchers, telegraph operators and division offices were located on the second floor. A lunch room operated out of the southern one-story section of the building, serving passengers, train crews and local citizens.

Standardized plans for depot buildings were utilized by railroad companies across the country. Standardized plans and consistent architectural details created corporate symbols easily recognizable to the traveling public.<sup>5</sup> Many of these standardized plans included wide canopies or eaves to protect passengers from bad weather and the hot sun.<sup>6</sup> Two-story sections for depots were generally used as division offices and a study of railroad buildings in 1893 stated that the "upper floors of a terminal passenger depot are usually utilized to a more or less extent for offices for officials and clerks connected with the railroad..."<sup>7</sup> The construction of the St. Louis, Iron Mountain, and Southern Railroad depot was consistent with the standardized railroad plans of the period.

The 1910 depot was constructed of red pressed brick to the bottom of the first floor window sills and with gray brick above. Window sills and caps were white limestone and the entire building was surrounded by a wide canopy. The original roof was built with red clay tile. The waiting room and bathroom floors were tiled while the baggage and express floors were concrete. The basement of the depot housed telegraph batteries, heating facilities and a coal bin. Because the depot was set below street level, an elaborate cast concrete staircase was constructed from the depot to Main Street at a cost of \$3,000. The staircase had wrought iron columns with electric lights and a wrought iron picket fence. Steps were concrete with cast Grecian urn balusters capped by a fluted concrete cap rail which

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<sup>5</sup> John A. Droege. Passenger Terminals and Trains. New York: McGraw-Hill Book Company, 1916, p. 262.

<sup>6</sup> Michael Ray O'Neal, "Historic Railroad Architecture in Middle Tennessee." M.A. Thesis, Middle Tennessee State University, 1983. p. 104-106.

<sup>7</sup> Walter Berg, Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students (New York: John Wiley and Sons, 1893, p. 340 and 342.

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held an iron hand railing.<sup>8</sup>

The depot was the center for much of Poplar Bluff's passenger and freight traffic of the early 20th century. Several hotels were operated adjacent to the depot on Main Street during these years and the Iron Mountain Staircase provided access from the depot. In 1917 the St. Louis, Iron Mountain, and Southern Railroad merged with the Missouri Pacific Railroad.<sup>9</sup> In 1986, the Missouri Pacific Railroad was renamed the Union Pacific Railroad and the building is presently referred to as the Union Pacific Depot. Today, the depot is still in use as a freight station and crew changing point. Very few alterations have been made to the exterior of the building since its original construction in 1910. The Iron Mountain Staircase also remains intact despite some deterioration of the concrete.

Additional information on the historic contexts and significance of the St. Louis, Iron Mountain & Southern Railroad Depot is located in the accompanying Multiple Property Cover Document, "Historic Resources of Poplar Bluff, Missouri".

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<sup>8</sup>"The Iron Mountain Railroad and the Butler County Railroad Depots in Poplar, Bluff, Missouri" (unpublished manuscript on file at City of Poplar Bluff Historical Society), n.p.

<sup>9</sup>Norbury L. Wayman, St. Louis Union Station and its Railroads (St. Louis: The Evelyn E. Newman Group, 1987), p. 56.

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

Butler County, Missouri  
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet)

Zone Easting Northing Zone Easting Northing

15 732710 4070510

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Philip Thomason/Principal

organization Thomason and Associates date May 30, 1994

street & number P.O. Box 121225 telephone 615-383-0227

city or town Nashville state TN zip code 37212

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name

street & number telephone

city or town state zip code

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.).

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BIBLIOGRAPHY

- Berg, Walter. Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students. New York: John Wiley and Sons, 1893.
- Deem, David Bruce. History of Butler County, Missouri: A Narrative Account of its Historical Progress, its People and its Principal Interests. Poplar Bluff, MO: Poplar Bluff Printing Company, 1925.
- Droege, John A. Passenger Terminals and Trains. New York: McGraw-Hill Book Company, 1916.
- O'Neal, Michael Ray. "Historic Railroad Depot Architecture in Middle Tennessee." M.A. Thesis, Middle Tennessee State University, 1983.
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**Verbal boundary description**

The boundary for the St. Louis, Iron Mountain & Southern Railroad Depot is shown as the heavy solid line on the accompanying map, "Down Town Plan Map," drawn to a scale of 1"=100'.

**Verbal boundary justification**

The boundary for the St. Louis, Iron Mountain & Southern Railroad Depot is drawn to include only the depot and the adjacent, associated Iron Mountain Staircase. No other buildings historically associated with the depot remain. The boundary is drawn to exclude the railroad tracks and adjacent parking lots, which are not related to the area or period of significance and do not retain integrity.

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St. Louis, Iron Mountain  
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St. Louis, Iron Mountain & Southern Railroad Depot, 400 S. Main Street, Poplar Bluff  
Butler County, Missouri

Photo by: Thomason and Associates

Date: August, 1993

Location of Negatives: Missouri Cultural Resource Inventory  
Missouri Department of Natural Resources  
Jefferson City, MO

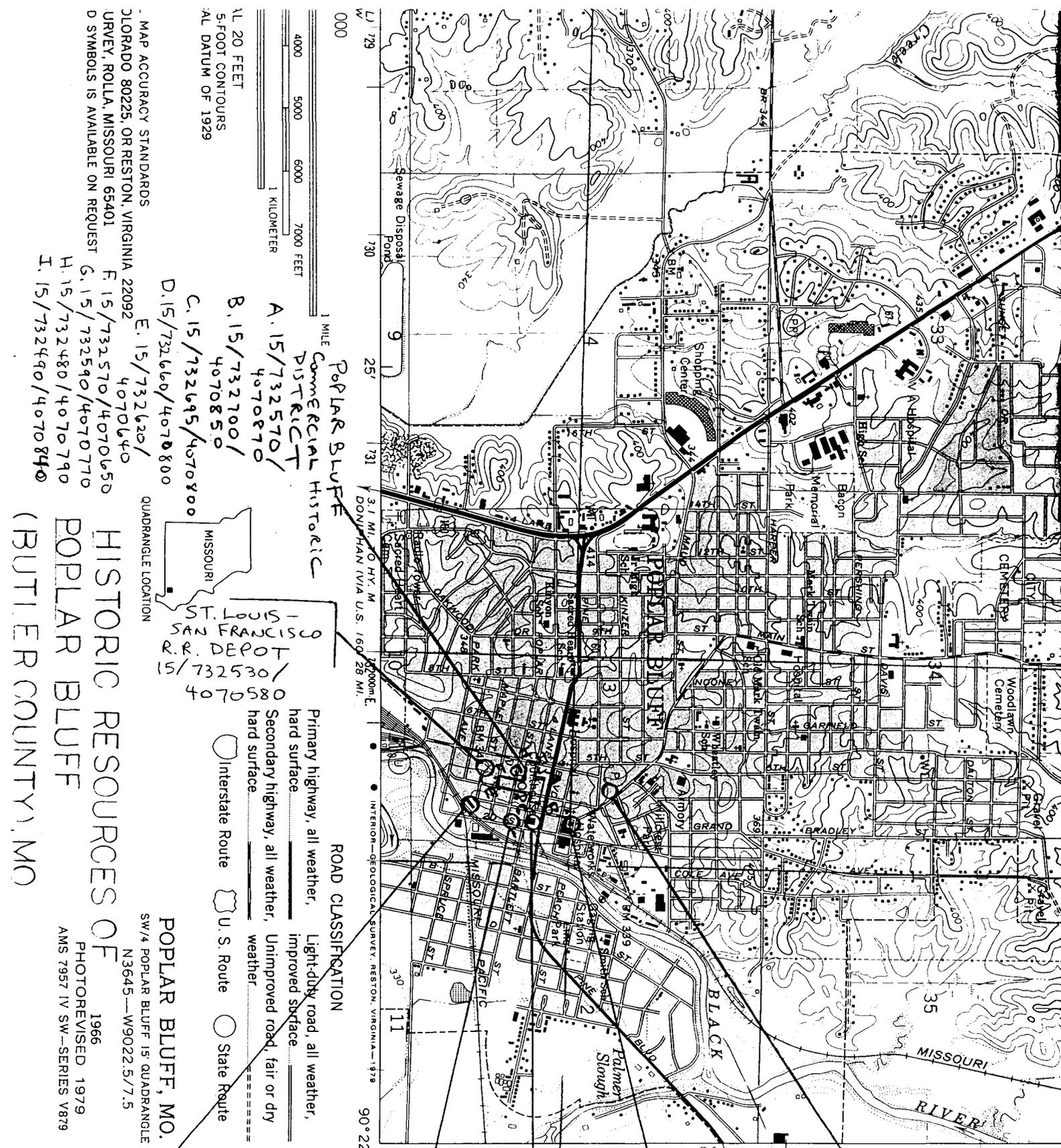
Photo No. 1: View of northwest facade, view towards southeast.

Photo No. 2: View of northeast and southeast facades, view towards southwest.

Photo No. 3: View of southeast and southwest facades, view towards north.

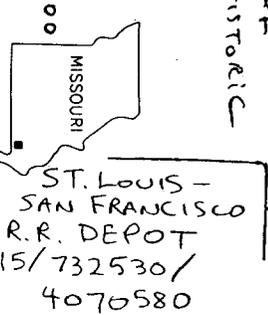
Photo No. 4: Detail of bracketed eave on northwest facade, view towards northeast.

Photo No. 5: Iron Mountain Staircase, view towards north.



MAP ACCURACY STANDARDS  
 CLORADO 80225, OR RESTON, VIRGINIA 22092  
 URVEY, ROLLA, MISSOURI 65401  
 D SYMBOLS IS AVAILABLE ON REQUEST

- A. 15/732570/4070870
- B. 15/732700/4070850
- C. 15/732695/4070800
- D. 15/732660/4070800
- E. 15/732620/4070640
- F. 15/732570/4070650
- G. 15/732590/4070770
- H. 15/732480/4070790
- I. 15/732490/4070840



QUADRANGLE LOCATION

# HISTORIC RESOURCES OF POPLAR BLUFF (BUTLER COUNTY), MO

POPLAR BLUFF, MO.  
 SW 1/4 POPLAR BLUFF 15 QUADRANGLE  
 N3645—W9022.5/7.5  
 1966  
 PHOTOREVISED 1979  
 AMS 7957 IV SW—SERIES V879

- ST. LOUIS, IRON MOUNTAIN AND SOUTHERN (HANLEYVILLE) 15/732710/4070510
- ZEHE BUILDING 15/732790/4070720
- BUTLER COUNTY COURTHOUSE 15/732790/4070820

- FISH 11 MI. DEXTER 25 MI. T. 24 N. T. 25 N. 4071000 N.
- MOORE-DALTON HOUSE 15/732640/4071180
- POPLAR BLUFF PUBLIC LIBRARY 15/732800/4071000





Photo #1 of 5, Union Pacific Depot - 400 S. Main St., Poplar Bluff, MO - Butler C



Photo # 2 of 5, Union Pacific Depot - 400 S. Main St., Poplar Bluff, MO - Butler



Photo #3 of 5, Union Pacific Depot - 400 S. Main St., Poplar Bluff, MO - But



Photo #4 of 5, Union Pacific Depot - 400 S. Main St., Poplar Bluff, MO - Butler



Photo #5 of 5, Union Pacific Depot - 400 S. Main St., Poplar Bluff, MO - Bu

EXTRA  
PHOTOS





