

**Phase I Archaeological Survey of Approximately
144.30 Miles of the Missouri Central Railroad
Company Right-of-Way in Benton, Cole, Cass,
Franklin, Gasconade, Maries, Miller, Morgan, Osage,
and Pettis Counties, Missouri**



**ARCHAEOLOGICAL RESEARCH CENTER
OF ST. LOUIS, INC.**

RESEARCH REPORT #771

Phase I Archaeological Survey of Approximately 144.30 Miles of the Missouri Central Railroad Company Right-of-Way in Benton, Cole, Cass, Franklin, Gasconade, Maries, Miller, Morgan, Osage, and Pettis Counties, Missouri

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Missouri Central Railroad Company

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Railroad Company, Surface Transportation Board, and Missouri Department of Natural Resources State
Historic Preservation Office and Division of State Parks

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INTRODUCTION

The Missouri Central Railroad Company (MCRR) is seeking authority from the Surface Transportation Board (STB) to abandon the segment of its rail line extending approximately 144.30 miles through central Missouri. The relevant rail line is in two segments (Figure 1, Appendix A). The first segment is between mile marker 71.60, near Beaufort, and mile marker 215.325, just east of Windsor. This segment extends through Franklin, Gasconade, Maries, Osage, Cole, Miller, Morgan, Benton, and Pettis Counties in Missouri. The second segment is between mile markers 262.906 and 263.50, both near Pleasant Hill in Cass County, Missouri. Although the western segment of this rail line passes through the rolling uplands of the Western Plains, the majority of the area is within the northern margins of the Ozarks Highlands (Figure 2). Construction of the railroad required special engineering to ensure a relatively level line through this rugged terrain and crossing the relatively deep drainages associated with the local waterways. Known as the St. Louis Subdivision of the Chicago, Rock Island, and Pacific Railroad (Rock Island), these two segments of the MCRR were constructed between 1901 and 1905. Rail service largely ceased around 1980 when the Rock Island Railroad went bankrupt. In 1993, the Missouri State Historic Preservation Office (SHPO) determined that this line was eligible for the National Register of Historic Places (NRHP) as a district under Criterion A, because it reflected the economic importance of rail service at the start of the 20th century, and Criterion C, due to its various intact architectural features reflecting railroad construction at the start of the 20th century (Blackwell 1993). An investigation of a portion of the railroad line by Moffat and Booth (2013:79) also determined that a historic district based on the Rock Island line was eligible with a date of significance from 1904 to 1962.

The former Rock Island line was acquired by MCRR in 1999. On November 18, 2014, MCRR filed a Notice of Exemption with the STB, seeking authorization to abandon the two segments of its line. The Missouri Department of Natural Resources, Division of State Parks (MDNR) has proposed acquiring the line for railbanking to be used as a hiking and biking trail pursuant to the National Trails System Act, 16 USC § 1247. The STB permitted the exemption to become effective on January 7, 2015, subject to certain conditions. As part of this process, MCRR, STB, SHPO, and MDNR entered into a Memorandum of Agreement (MOA) under Section 106 of the National Historic Preservation Act, 54 USC § 306108 (NHPA) that before the removal and salvage of the rails from these two segments, a cultural resource survey would be conducted in order to evaluate intact buildings, structures (railbed, bridges, culverts and drainages, etc.), objects (signs, telegraph/telephone poles), etc.), and archaeological sites within the Area of Potential Effect (APE). As defined in the governing agreement and STB decisions (MCRR 2014:4-5, 2015:1), the APE is MCRR's rail right-of-way (ROW) between mile markers 71.60 and 215.325 and mile markers 262.906 and 263.50.

At the request of MCRR, the Archaeological Research Center of St. Louis, Inc. (ARC) completed a cultural resource survey of the two segments authorized for abandonment in order to meet MCRR's obligations under the MOA. The cultural resource survey includes an archival review and field survey of the APE. The archival review examined previous cultural resource investigations that had been conducted in the APE and within one half mile of the APE. Additionally, a history of the various railroad companies that had operated on the two segments and the towns and counties the line passes through also was investigated to establish a historical context. The field survey of the APE was conducted from April 6 to May 1, 2015. In addition to

the railroad corridor, the survey identified 456 cultural resources associated with the railroad. Of these, 375 resources in the form of 24 archaeological sites, 1 intact depot, 254 culverts and drainages, 31 bridges, 3 tunnels, and 62 miscellaneous resources are contributing to the historic district based on the Rock Island line. The proposed MCRR plans will not disturb these cultural resources and project clearance is recommended.

Figure 1: Location of the Two Segments of the Proposed Abandonment of the Missouri Central Railroad Line

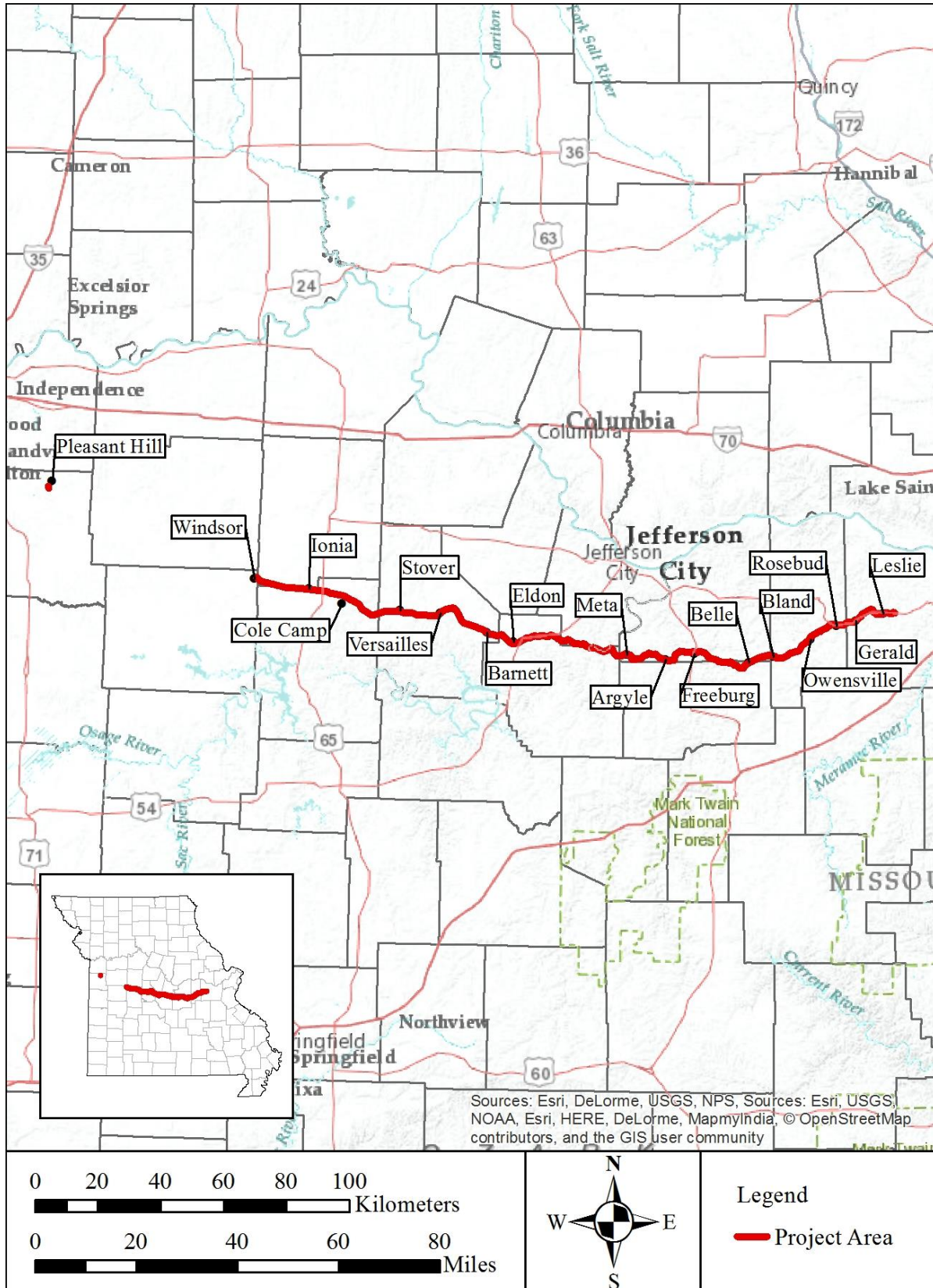
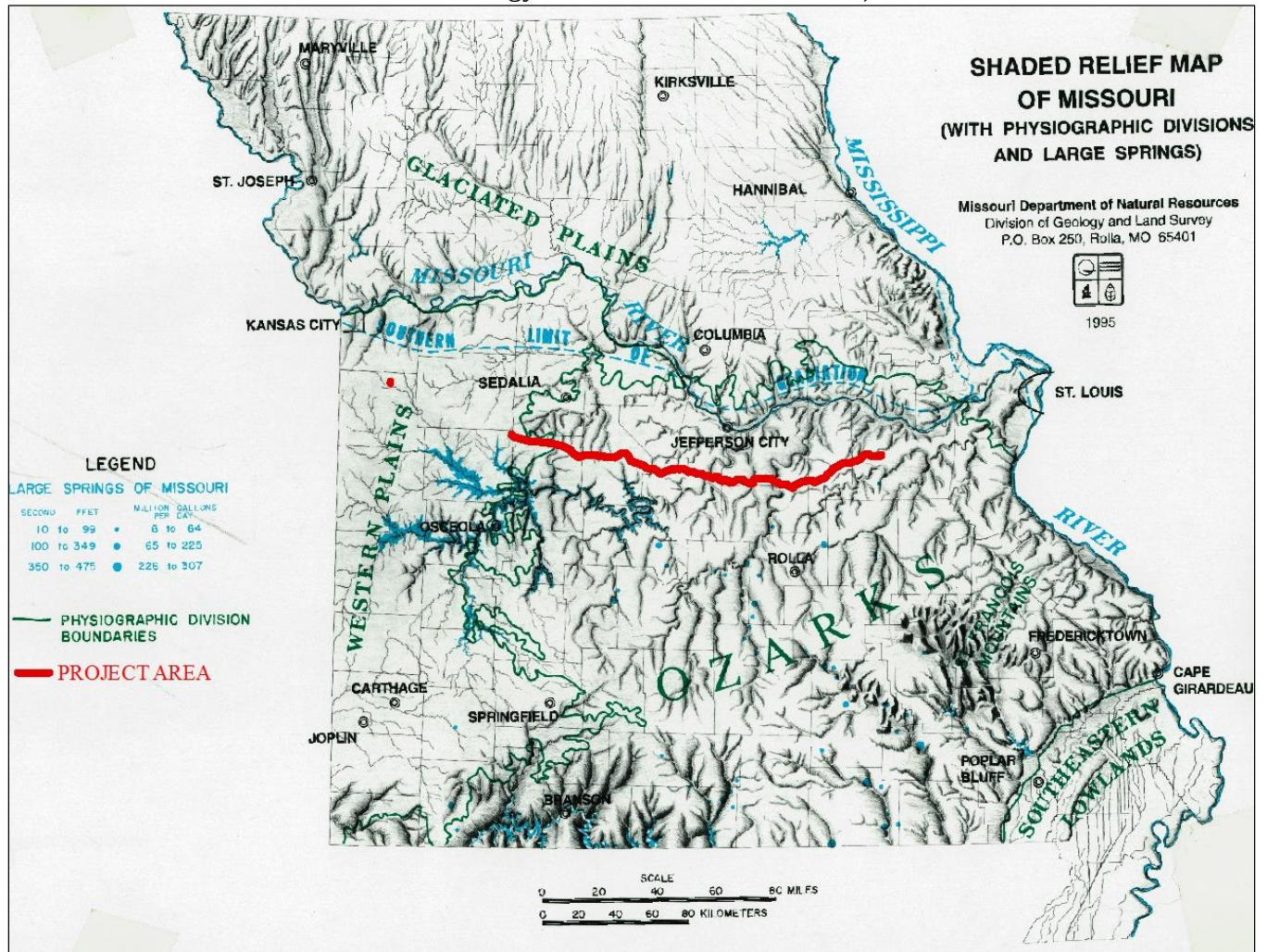


Figure 2: Landforms of Missouri (Missouri Department of Natural Resources, Division of Geology and Water Resources 2015)



PREVIOUS INVESTIGATIONS

An archival review was conducted on May 12, 2015 of the files maintained by SHPO in Jefferson City, Missouri. As agreed by SHPO, an area one-half mile on either side of the center line of the existing rail corridor was reviewed (Appendix B). The review provided an understanding of the cultural sources located along the existing rail line and identified locations where the line was previously investigated. Prior cultural resource surveys conducted within one-half mile either side of the existing line are summarized in Table 1 and their locations depicted in Appendix B. Previous investigations that directly impacted the existing line are further discussed below.

Previous Cultural Resource Studies

In 1993, the Interstate Commerce Commission (ICC) contacted Missouri SHPO concerning the eligibility for the NRHP a large portion of the former Rock Island line in Missouri, including most of the approximately 144.30 miles of the current APE. The ICC made this request because the Southern Pacific Transportation Company, who owned the line at that time, had sought abandonment authority for nearly 197 miles of rail line (Federal Register 1993). In a letter dated November 9, 1993, Claire Blackwell, Deputy State Historic Preservation Officer, stated:

This evaluation concludes that the entire Rock Island Railroad Line (Southern Pacific Line) right-of-way under consideration for abandonment (Mile Post 91.6 to Mile Post 288.3) located in Gaconade, Maries, Osage, Miller, Cole, Morgan, Benton, Pettis, Henry, Johnson, Cass, and Jackson Counties, Missouri, is eligible for inclusion in the National Register of Historic Places as a remarkably intact turn-of-the century railroad corridor built through difficult terrain. The corridor was built by the Rock Island Railroad between 1902 and 1904 and the engineering of the track bed, tunnels and bridge spans remains as built nine decades ago. Specific resources, include four railroad tunnels, three deck truss bridges, five through truss bridges, four I-Beam bridges, and twenty deck plate girder bridges. At least ten of the bridges were designed by the firm A. J. Tullock, proprietor until his death in 1904 of the Missouri River Valley Bridge and Iron Company, a bridge-building firm of national, and even international reputation. Virtually all bridges along the line were built by the Rock Island Railroad between 1902 and 1904. The fact that they are still in place and present a complete ensemble of all types and lengths of bridges required to span anything from a small stream to a major river.

All of these bridges appear eligible under Criterion C as they clearly possess the distinctive characteristics of turn-of-the century railroad construction. The tunnels, three of which are concrete lined, represent the state-of-the-art for tunnel construction at the beginning of the century. The line and its extant resources is also significant because it contributed profoundly to the economic development of

a region that lacks major transportation routes and access to market places at the time of the entrance of the Rock Island Line into the picture.

Abandonment never actually occurred and the proceeding was dismissed by the STB in 2000.

Table 1: Summary of Previous Cultural Resource Surveys Conducted Within One-Half Mile on Either Side of the Rock Island Railroad

Survey #	Date	Author	Conducted By	Cultural Resources Within The Current APE	Survey Conducted For	Appendix B Map #
BE-39	1995	Harcourt, James	Cultural Resource Section, Missouri Department of Transportation	Chicago, Rock Island, and Pacific Bridge across U.S. Route 65	Survey of an approximately 6 mile section of U.S. Route Highway 65/State Route 52	9
BE-60	2001	Kelly, Mark	K & K Environmental, Inc., LLC	No cultural resources	Telecommunications tower northwest of intersection of Route P and U.S. Highway 65	9
BE-72	2004a	Dasovich, Steve J. and Vince Walker	SCI Engineering, Inc.	No cultural resources	Telecommunications tower east of Crockerville	9
BE-73	2004b	Dasovich, Steve J. and Vince Walker	SCI Engineering, Inc.	No cultural resources	Telecommunications tower along Route Y, northwest of Crest	9
CO-44	1990	Kruel, Hanna S. & Joseph M. Nixon	Archaeological Survey, University of Missouri-St. Louis	No cultural resources	Archival review for a proposed gas pipeline	5
CS-40	1993	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of a proposed sewer line through Pleasant Hill	11
CS-54	1998	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of 17.5 miles for proposed State Route 58, west of Pleasant Hill	11
CS-65	1999	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of 17.5 miles for proposed State Route 58, west of Pleasant Hill	11
CS-126	2010a	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of sewer lines in Pleasant Hill	11
CS-127	2009	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of sewer lines in Pleasant Hill	11
CS-128	2010b	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of sewer lines in Pleasant Hill	11
CS-138	2012	Dalman, Michael and Don L. Booth	SCI Engineering, Inc.	Cultural resources related to the Rock Island Railroad	Survey of Rock Island Railroad abandonment from Pleasant Hill to Highway P, Cass County, Missouri	11
CS-142	2013	Kelly, Mark, Carol Kuhn, and Kerri Oliver	K & K Environmental, Inc., LLC	No cultural resources	Survey for a proposed tower in Pleasant Hill	11

Survey #	Date	Author	Conducted By	Cultural Resources Within The Current APE	Survey Conducted For	Appendix B Map #
FR-29	1986	Austin, David C. and David Crampton	Archaeological Staff Missouri Department of Transportation	No cultural resources	Survey of 3.8 miles for proposed realignment of Route 50	1
FR-118	2001	Hill, Michael and Kristina Lotz	Archaeological Research Center of St. Louis, Inc.	No cultural resources	Survey of the proposed Rinne tower tract.	1
FR-178	2006a	Adams, Brian and Colleen Small-Vollman	Department of Anthropology University of Illinois, Urbana	No cultural resources	Survey for a proposed tower near Leslie	1
FR-181	2006	Kelly, Mark W., Kerri Oliver, and Colleen Vollman	K & K Environmental, Inc., LLC	No cultural resources	Survey for a proposed tower just west of Leslie	1
GA-3	1978	Sturdevant, Craig and Ruthi Sturdevant	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of improvements to the wastewater facility in Bland	2
GA-4	1979	Missouri State Highway Department	Missouri State Highway Department	No cultural resources	Survey of an one mile long section of Highway 50 in Gasconade County	1 & 2
GA-14	1984	Ray, Jack H. and David W. Benn	Center for Archaeological Research, Southwest Missouri State University	No cultural resources	Survey of a 0.75 miles of new sewers within the City of Owensville	2
GA-18	1988	Hamilton, M. Colleen, Barbara A. Vogler, and Joseph M. Nixon	Archaeological Survey, University of Missouri-St. Louis	No cultural resources	Survey of a proposed wastewater treatment lagoon and approximately 2 miles of proposed trunk lines in the City of Owensville	2
GA-44	2003	Halpin, David J.	No Affiliation	No cultural resources	Survey of a proposed tower within the City of Owensville	2
GA-51	2006b	Adams, Brian and Colleen Small-Vollman	Department of Anthropology University of Illinois, Urbana	No cultural resources	Survey for a proposed tower near Leslie	1 & 2
GA-56	2008	Klein, John	Archaeological Research Center of St. Louis, Inc.	No cultural resources	Survey of the proposed tower tract near Canaan	2
HE-9	1988	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of a proposed wastewater treatment facility south of Windsor	10
HE-44	2005	Kelly, Mark W. and Kerri Oliver	K & K Environmental, Inc., LLC	No cultural resources	Survey for a proposed tower near Windsor	10

Survey #	Date	Author	Conducted By	Cultural Resources Within The Current APE	Survey Conducted For	Appendix B Map #
JA-196	1999	HDR Engineering, Inc.	HDR Engineering, Inc.	No cultural resources, but similar resources found along the Missouri Pacific Railroad	Documentation of cultural resources along the Missouri Pacific Railroad for a proposed communications cable between Kansas City and Pleasant Hill	11
MG-6	1990	Walters, Gary Rex	Triad Research Services	No cultural resources	Survey of 4 acres for a proposed apartment complex in Stover	8
MG-46	2007	Kelly, Mark W., Kerri Oliver, and Colleen Vollman	K & K Environmental, Inc., LLC	No cultural resources	Survey for a proposed tower in Stover	8
ML-2	1979	Herbert, Bertram S.A. and Leonard G. Bates	SSI, Earth Systems Division	No cultural resources	Survey of 8.8 miles of propose sewer lines and a proposed wastewater treatment facility around Eldon	6
ML-10	1993	Martin, Terrell L.		No cultural resources	Reconnaissance survey of several rockshelters along Tavern Creek, near Meta	5
ML-16	2000a	Kelly, Mark	K & K Environmental, Inc., LLC	No cultural resources	Survey for a tower in Eldon	6
ML-19	2000b	Kelly, Mark	K & K Environmental, Inc., LLC	No cultural resources	Survey for a tower west of Etterville	6
ML-28	2003	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of a tower in Etterville	6
ML-29	2004	Kapler, Todd	Cultural Heritage Consultants	No cultural resources	Survey of a tower southwest of Eldon	6
ML-43	2005	Dycus, Don		No cultural resources	Survey of a tower within Eldon	6

Survey #	Date	Author	Conducted By	Cultural Resources Within The Current APE	Survey Conducted For	Appendix B Map #
OS-2	1984	Grantham, Larry	Missouri Department of Natural Resources, Division of Parks and Historic Preservation	No cultural resources	Survey of 4 acres within the proposed MSG. Bernard Groner Memorial Community Park, in the city of Freeburg	4
OS-7	1995	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of 2 acre tract for a new bank in Freeburg	4
OS-14	1999	Naglich, Dennis, Eric Roselle, and Mary Jo Cramer	Archaeological Research Center of St. Louis, Inc.	History of Rock Island Railroad and Railroad Bridge at U.S. Route 50 in Franklin County	Archival review and architectural survey for proposed improvements to U.S. Route 50 from Interstate 44 to the Osage River, Franklin, Gasconade, and Osage Counties	1
OS-21	2001	Sturdevant, Craig	Environmental Research Center of Missouri, Inc.	No cultural resources	Survey of a proposed sewer line and wastewater treatment facility in Argyle	4
OS-30	2004a	Kelly, Mark	K & K Environmental, Inc., LLC	No cultural resources	Survey for a tower northeast of Belle	3
OS-31	2004b	Kelly, Mark	K & K Environmental, Inc., LLC	No cultural resources	Survey for a tower in Meta	5
OS-38	2008	McReynolds, Nancy E-K	Terracon	No cultural resources	Survey for a tower in Argyle	4
OS-48	2011	Koenig, Chris and Toni Prawl	Missouri Department of Transportation	No cultural resources	Survey of Highway 133 near Meta	5
PE-40	2000	Morrow, Toby A.	Hemisphere Field Services	No cultural resources	Survey for a tower east of Etterville	6
PE-68	2011	Dycus, Don L.		No cultural resources	Bridge No. 3650038 borrow survey west of Ionia	10
Not assigned a number	2013	Moffat, Charles R. and Don Booth	SCI Engineering, Inc.	Cultural resources related to the Rock Island Railroad	Survey of Rock Island Railroad between Highway P, Cass County and just east of Windsor, Pettis County	10 & 11

In 2014, MCRR requested authority from the STB to abandon approximately 144.30 miles of the former Rock Island line, which is the current project area. In October of that year, SHPO again determined that the Rock Island line was eligible for inclusion in the NRHP as a historic district (Miles 2014; MCRR 2014).

Ten previously conducted cultural resource studies are adjacent to portions of the APE and they are described in the order that they appear on Table 1. An approximately six mile long cultural resource survey of improvements to U.S. Highway 65 (SHPO Report # BE-039) was conducted west of the community of Cole Camp in Benton County (Harcourt 1995). Proposed improvements were scheduled to impact one of the Rock Island Railroad bridges that crossed this highway. This bridge was constructed in 1929 as an improvement to the overall rail corridor constructed between 1902 and 1904. As such, the bridge was considered significant. After several discussions, it was set forth in a Memorandum of Agreement that the bridge over Highway 65 could not feasibly be preserved or relocated. Therefore, the Missouri Department of Transportation agreed to provide at least four to six Historic American Engineering Record quality black and white photographs of the bridge and its abutments. It also provided a historical narrative on the construction of the bridge (Memorandum of Agreement 1996).

A cultural resource survey was conducted in 1998 and 1999 of a proposed realignment of Route 58, west of Pleasant Hill, in Cass County (SHPO Report # CS-54 & CS-65). The realignment ended at the Rock Island line, which had been determined as being eligible for the NRHP by SHPO, but it was not mentioned in the report (Sturdevant 1998, 1999).

A 3.8 mile long section was proposed to be realigned along Route 50 in Franklin County (SHPO Report # FR-29). The eastern end of the proposed realignment passed near the Rock Island corridor, but the railroad was not mentioned in the report (Austin and Crampton 1986). However, these investigations were conducted before the rail line was determined to be eligible for the NRHP.

An approximately one mile long section of Highway 50 was relocated in Gasconade County, where the highway connected with Route 28, about one mile west of Rosebud (SHPO Report # GA-04). The proposed relocation crossed a portion of the Rock Island line. However, in 1979, this line was still being used by the railroad and was not yet considered a significant cultural resource (Missouri State Highway Department 1979).

In 2006, proposed telecommunications tower was proposed west of Leslie, and just south of the Rock Island corridor (SHPO Report # FR-181). No mention was made of the Rock Island line or the impact of the tower on this eligible cultural resource. The only cultural resources identified were six buildings located within the tower view shed (Kelly et al. 2006).

Another cultural resource survey was conducted in 1979 of wastewater treatment improvements around the community of Eldon (SHPO Report # ML-02). Two proposed sewer lines did cross the Rock Island line but at the time the railroad was still in use and not considered significant (Herbert and Bates 1979).

A cultural resource survey was completed on a tower to be placed in Etterville, immediately adjacent to the Rock Island Railroad in 2003 (SHPO Report # ML-28). Although 19 buildings were documented within this community, there was no mention of the Rock Island Railroad being eligible for the NRHP and no buildings or structures associated with this line were documented (Sturdevant 2003).

In 1999, an archival review and an architectural survey were conducted of proposed improvements to U.S. Route 50 between Interstate 44 and the bridge over the Osage River (SHPO Report # OS-014). This document provided a summary on the history of the Rock Island Railroad and its impact on the development of local communities. It also identified bridge number A3671 in Franklin County along old Route 50, which carried the Rock Island line over the highway. This was a steel stringer bridge that measured 24 feet wide and 151 feet long. Since it was located along the older section of Highway 50 that was not scheduled to be improved, the bridge was not evaluated as part of the architectural study (Naglich et al. 1999).

A survey of three miles of sewer lines and a new wastewater treatment facility on a five acre tract was conducted within the community of Argyle (SHPO Report # OS-021). Despite a section of the proposed sewer lines and the treatment facility being placed immediately adjacent to the Rock Island corridor, there was no mention of the impact that this new construction would have on this line. One prehistoric site was identified, 23OS195, at the eastern edge of the proposed treatment facility. This site was not considered eligible for the NRHP as it “consists of a low density lithic scatter located entirely within a disturbed plow zone context” (Sturdevant 2001:19).

Archaeological Sites

A total of 26 archaeological sites were previously identified near the APE or within one-half mile to either side. These 26 sites are summarized in Table 2 and their locations depicted in Appendix B. Five of these previously identified sites intersect the current APE.

**Table 2: Summary of Archaeological Sites Previously Identified Near or Within One-Half Mile
Either Side of the Rock Island Railroad
(Missouri Department of Natural Resources, State Historic Preservation Office 2015)**

Site #	Location	Cultural Affiliation	Site Type	Recorded by	Date	Comments	Appendix B Map #
CO1	bluff slope	Prehistoric	cave	Hinds, Orval L.	1978	Opening measures 20 by 25 feet and extends at least 100 feet back	5
CO111	bluff top	Prehistoric	village	Klippel, Walter	n.d.		5
CO116	natural levee formation near a channel scar of Osage River	Prehistoric	village	Klippel, Walter	1965		5
CO549	eroding out left bank of Osage River	Prehistoric	lithic scatter	Sadler, Bob	2001		5
CS146	terrace of Big Creek	Prehistoric	lithic scatter	Sturdevant, Craig	1993		11
CS147	terrace of Big Creek	Prehistoric Historic	lithic scatter habitation	Sturdevant, Craig	1993		11
FR292	upland hill slope	Prehistoric	lithic scatter	Austin, David	1985		1
FR293	upland hill top	Late Woodland- Mississippian	habitation	Austin, David	1985		1
FR294	upland hill slope	Historic	habitation	Austin, David	1985		1
MG15	upland hill slope	Prehistoric	village	Sutton, Floyd	n.d.		7
MG23	hill top overlooking Haw Creek	Not Reported	several mounds	Sutton, Floyd	n.d.		8
ML237/ OS558	floodplain of Osage River	Historic	railroad bridge	Bell, Bob	2002a		5
ML243	gravel bar on Osage River	Historic	commercial / industrial	Sadler, Bob	2001a	Possibly associated with gravel quarrying activities	5
ML244	floodplain of Sugar Creek	Historic	railroad bridge	Bell, Bob	2002b		5
ML246	floodplain of Osage River	Historic	old railroad cars	Bell, Bob	2002c		5
ML247	bank of Osage River	Prehistoric	lithic scatter	Sadler, Bob	2001b		5
OS142	terrace south of the Maries River	Prehistoric	village	Maries County Tourist Map	n.d		4
OS143	ridge slope west of Maries River	Prehistoric	village	Maries County Tourist Map	n.d		4
OS195	terrace of Loose Creek	Prehistoric	lithic scatter	Sturdevant, Craig	2001		4
OS1223	bottoms near intermittent stream	Prehistoric	lithic scatter	Grantham, Larry	2009		4
OS1227	bottoms near intermittent stream	Prehistoric	habitation	Grantham, Larry	2008		4
OS1228	terrace of unnamed tributary of Maries River	Prehistoric	habitation	Grantham, Larry	2008		4
OS1244	upland hill slope	Prehistoric	lithic scatter	Grantham, Larry	2008		4
OS1274	bottoms near intermittent stream	Prehistoric	lithic scatter	Koenig, Chris	2011		5
PE340	upland hill slope	Prehistoric	habitation	Carrel, John R.	1988		10

Possibly within the APE, east of Versailles, Sutton (n.d.) identified site 23MG15 as:

...a large number of relics found in fields adjacent to spring and near edge of timber line about a quarter of a mile to east overlooking large expanse of prairie. Some very interesting implements have been picked up here and no doubt were used by some other tribe than the Osage.

During a cultural resources survey of a sewer line improvements for the community of Argyle, Craig Sturdevant identified site 23OS195 on a terrace along Loose Creek, near the southern edge of the APE. It consisted of a “low density lithic scatter” consisting of five flakes collected within a 50 by 50 meter area. No further archaeological investigations were recommended on this site (Sturdevant 2001:19).

The remaining three sites near the APE were identified during a previous survey along the banks of the Osage River. This survey was not indicated on the map obtained from SHPO and no report could be found at the SHPO office, but one was cited in the site forms (McNerney 2001). During this survey, the Rock Island bridge across the Osage River was given two site numbers 23ML237 and 23OS558, since it extended across two counties. The bridge was identified as being of a “rigid cantilever through truss bridge” that was constructed in 1932 (Bell 2002a). Site 23ML244 represented the truss bridge associated with the Rock Island railroad that crossed Sugar Creek (Bell 2002b). Site 23ML147 consisted of a moderately dense scatter of 36 prehistoric artifacts eroding out of the right bank of the Osage River, just below the Rock Island corridor. Charcoal was associated with the artifacts, suggesting the potential presence of features (Sadler 2001).

Although located beyond the APE, site 23ML246 contained several abandoned railroad cars that were associated with the operation of the Rock Island line. These were identified on the banks of the Osage River at the base of the ridge slope (Bell 2002c).

Previous Surveys for the Missouri Central Railroad Company

In 2008, SCI Engineering, Inc., conducted a survey of 47 miles between Pleasant Hill and Windsor for a proposed trail to be constructed within the MCRR ROW south of the line (Rood and Dasovich 2010). After the survey, it was determined that it would be better if the trail could be placed on top of the rail bed. Subsequently, MCRR (2014) sought and obtained abandonment authorization from the STB for a 5.6-mile segment of the rail line between Pleasant Hill to State Highway P for the trail under the National Trails System Act. As part of the abandonment process, a survey was conducted of the north side of the 5.6 mile long section (Booth et al. 2011).

In accordance to previous SHPO determinations (Blackwell 1993), Dalman and Booth (2012) recommended that this portion of the line was eligible for nomination to the NHRP as the Rock Island Line National Register District. This was due to the importance of the history of the railroad, and its impact on the local economy and communities. The line further was eligible due to the existing buildings, structures, and objects associated with the operation of the railroad.

Foundation remains associated with the Pleasant Hill depot still existed. However, it was concluded that the archaeological remains of “This foundation merely serves to mark the location of the former depot and does not, in and of itself, represent sufficient integrity to identify the depot as a contributing element in the linear district under consideration” (Dalman and Booth 2012:28).

Four bridges were identified during these surveys. Three were concrete deck bridges:

. . . likely representing the 1930s replacements. While these three bridges are likely replacements, they are within the period of significance for the rail corridor, and are therefore contributing, they continue to be at the same historic location of original construction; the important features of each setting is intact and the feeling and association aspects of integrity remain because the bridges continue to function as a transportation crossing over a waterway or other obstacle needed to keep the linear cultural resource of the rail corridor intact (Dalman and Booth 2012:28).

The fourth bridge represented a three-span deck plate girder bridge that spanned Big Creek. It was believed to have been original “therefore, due to its structural integrity, is considered a contributing element” (Dalman and Booth 2012:28).

Four concrete arch culverts were identified within this 5.6 mile stretch of the Rock Island line. It was believed that these represented 1930s replacements of culverts that had originally been constructed of stone. Dalman and Booth (2012:29) suggest that “Regardless, like the replacement bridges, the culverts retain sufficient structural integrity to accord them status as contributing members.”

Also identified during the original survey in 2008 were electric signals, switches and switch tracks, electric junction boxes, and signage, but only five signs remained by the 2011 survey. These had been severely damaged. Three were determined to be not contributing elements of a Rock Island district, and the remaining two signs “a Mile Marker sign and a Whistle Post sign, exhibit only moderate damage. However, it is felt that a determination as to whether or not these signs represent contributing elements may be premature at this time” (Dalman and Booth 2012:29-30).

Dalman and Booth (2012:30) recommended:

In conclusion, this 5.6-mile segment of the Rock Island line rail corridor contains features possessing sufficient integrity to be considered as contributing elements to that resource. These elements include the remaining track within the vacant Rock Island rail yard, the bridges 3153-B, 3131-B, 3119-B and 3101-B, the concrete arch culverts, 3167-LC, 3111-C, 3110-C, and 3107-C and the rail bed. Each of these elements contribute to the overall significance of the Rock Island line rail corridor; a linear cultural resource that has been determined to be eligible for listing on the National Register of Historic Places. In addition, it is suggested that the spatial context of this significance is represented by the region of the

northern Missouri Ozarks impacted by the development of this railroad. Further, it is put forth that the period of this significance start from the inception of the Rock Island line in the region, that is, 1904, through its main period of operation, herein determined to be 1962.

The Rock Island line through Missouri represents an important chapter in the history of the region. The preservation of the rail corridor, via conversion to a trail, will serve to remind the residents and visitors to this region of its history and contributions.

The remaining 42 miles, between mile marker 257.283 near Wingate and mile marker 215.325 near Windsor, including portions of Cass, Johnson, Henry, and Pettis Counties, Missouri, were surveyed in 2012 (Moffat and Booth 2013). They determined that this area also was eligible for inclusion into the proposed Rock Island Line National Register District. Overall, the rail bed was relatively intact, although it was extremely overgrown with brush and small trees. This area was just west of the start of the larger segment of the current APE. Moffat and Booth did not identify any standing stations or other buildings/structures associated with the railroad use within the communities where the line passes. However, they did document the location of some of these buildings which could be investigated archaeologically in the future.

In addition, seven bridges were identified; six of these appeared to be original. Bridge 3031-B, a four span deck plate girder bridge, was probably rebuilt in the 1930s. However, this would be during a period of significant infrastructure improvements and was considered eligible for the NRHP. All of the bridges were intact, with only minor amount of deterioration.

Moffat and Booth also identified 82 culverts, 61 were of concrete arched design representing the original construction. These only had minor deterioration. Another 16 culverts were identified as non-contributing because they were replaced by mid-20th century pipes, had pipes added to them, or they were completely collapsed or now buried.

Other railroad objects identified included various electric signals, electric junction boxes, switches, switch tracks, and various signs. These had been in various states of deterioration and vandalism, and were not determined to be contributing elements of the proposed district (Moffat and Booth 2013:79).

Unlike the previous surveys (Booth et al. 2011; Dalman and Booth 2012), Moffat and Booth (2013) concluded that the concrete bridges and culverts were not replacements constructed after 1930, but had been part of the original railroad construction between 1903 and 1905. Moffat and Booth (2013:77) recommended:

For the most part, the Chicago, Rock Island and Pacific Railroad corridor between Wingate and Windsor is in good condition and retains integrity of 'location, design, setting, materials, workmanship, feeling, and association' (National Register of Historic Places eligibility criteria). The Rock Island Corridor appears to be significant under Criterion A because it is associated with events that have made a significant contribution to the broad patterns of our history. Some of the bridges and culverts that have been identified along the Rock Island Corridor also

may meet Criterion C as objects that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. Significance of the Rock Island Corridor or its contributing elements under Criterion D as sites that have yielded, or may be likely to yield, information important in prehistory or history (36 CFR Part 60.6) is uncertain at this time.

The period of significance was determined to be from the inception of the Rock Island line in 1904 until 1962, which was 50 years from the time of the survey. This year is used as a cut off for nomination to the NHRP, unless especially unique resources exist.

HISTORICAL BACKGROUND

The approximately 144.30 mile APE of the MCRR right of way travels through ten counties and 27 towns. An overview of the multiple rail companies that owned the APE and the rail line's impact on the counties and towns will be outlined below.

Railroad History

St. Louis, Kansas City and Colorado Railroad

The APE originally was constructed by the St. Louis, Kansas City and Colorado Railroad (SLKC&CR) in multiple stages between 1901 and 1905. The SLKC&CR underwent several incarnations throughout its history. It was organized in December of 1884 in an effort to connect St. Louis to Kansas City through Union, Sedalia, Fort Scott, and other small towns throughout Missouri who did not want to be left out of the building boom of the railroad. By this time, multiple railroad lines existed within Missouri but none traveled through the central portion of the state (Figure 3). By 1886, the SLKC&CR acquired the Forest Park and Central Railway, which had a 16 mile line from Forsythe Junction in Clayton to Creve Coeur, and the St. Louis and Central Missouri Railway, which had no tracks but owned valuable franchises and surveys. In 1887, the Atchison, Topeka and Santa Fe, known simply as the Santa Fe, purchased the SLKC&CR but kept the SLKC&CR name. The Santa Fe invested \$3,346,000 to extend the line to Belle; however, it only made it as far as Union. They had hoped to connect this line to its existing spurs in Kansas City, but multiple building projects in the western United States led to financial trouble. During a reorganization of the company in 1889, the SLKC&CR was sold to St. Louis businessmen John Scullin, of Scullin Steel Co. and President of the Wiggins Ferry Co., and David Francis, who was the St. Louis Merchants Bridge Terminal Railway promoter (Landis 2001; McKenzie n.d.:8-9; Truman Area Community Network 2008).

Under Scullin and Francis, an ambitious expansion program for the railroad was started. The line from Union to Bland was completed in May of 1901 and construction had started for the Bland to Versailles extension, which included three tunnels and several bridges, including the bridges over the Gasconade and Osage Rivers. In June of that year, the stockholders authorized the issue of \$20 million in four percent gold bonds to pay off the mortgage and to finance a new mortgage for the extension to Kansas City. The expansion was sponsored by the Chicago, Rock Island and Pacific Railroad, which had purchased all of the outstanding stocks and bonds of the SLKC&CR on June 30, 1901 and purchased Scullin and Francis' holdings for two million dollars of Chicago, Rock Island and Pacific Railroad common stock. Continuing under the name of SLKC&CR, the line from Union Avenue in St. Louis to the Gasconade River was open by 1902 running four locomotives with seven passenger cars, two baggage cars, and 67 freight cars (Landis 2001; McKenzie n.d.:8-9; Truman Area Community Network 2008).

Figure 3: Commissioners Official Railway Map of Missouri (Higgins 1888)



By 1904, the line had been extended to Stover and the SLKC&CR was officially opened to traffic on July 1. At this time, the railroad had 14 locomotives to accommodate passenger traffic for the 1904 World's Fair. Grading also had begun for the final 111 miles of the line from Stover to Kansas City, which took approximately a year to complete. With this last leg of the tracks completed, the railroad was deeded to Chicago, Rock Island and Pacific Railroad on January 1, 1905 and SLKC&CR was officially dissolved (Krambeck et al. 2002:3-5, 13; Landis 2001; McKenzie n.d.:9-10; Truman Area Community Network 2008).

Chicago, Rock Island and Pacific Railroad

The Chicago, Rock Island and Pacific Railroad began in 1845 as an idea by civic leaders to connect the Mississippi and Illinois Rivers with a railroad between La Salle and Rock Island, Illinois. On February 27, 1847, a special act of the Illinois Legislature incorporated the Rock Island and La Salle Company. The company had little success in raising money for construction

due to the limited capability of the proposed line and decided to add Chicago, at the base of Lake Michigan, to the proposed plans. On February 7, 1851, the Illinois Legislator approved the amended charter and the name was changed to the Chicago and Rock Island Railroad (C&RIC). Construction on the railroad began on October 1, 1851 and by the following October track had been completed to Joliet. The public's interest for the new line led the company to operate the first train over the route despite the lack of depots. On October, 10, 1852, the C&RIC's first passenger train made the trip from Chicago to Joliet and back. This date is recognized as the company's official birthday. Construction on the line continued and finally reached the town of Rock Island on February 22, 1854. It became the first railroad to connect Chicago with the Mississippi River (American-Rails 2015a; Rock Island Technical Society [RITS] 1996).

In February of 1853, railroad incorporators were able to create the Mississippi and Missouri Railroad Company (M&M) from Davenport to Council Bluffs, Iowa. The C&RIC immediately saw the benefit of connecting with this line through a bridge over the Mississippi River in Davenport. The cornerstone of the bridge project was laid on September 1, 1854. The first train to cross the Mississippi River from Rock Island to Davenport ran on April 22, 1856; however, the construction of the bridge angered the steamboat interests, who stated that the bridge hindered the navigation of the river. This led to a long legal battle with Abraham Lincoln representing the railroad. It ended in April of 1862 when the Supreme Court determined that railroads had a right to bridge navigable streams (RITS 1996).

Railroad expansion came to a virtual halt during the Civil War. After the war, the C&RIC continued to expand. Starting in 1866, they bought the M&M and completed their unfinished line to Des Moines and finally reached Council Bluffs in May of 1869. From there, they connected the line to the newly created Union Pacific Railroad line in Omaha, Nebraska. Upon connection, the railroad changed its name to the Chicago, Rock Island and Pacific Railroad, known simply as the Rock Island. Throughout the late 19th and beginning of the 20th centuries, the Rock Island expanded into Arkansas, Colorado, Kansas, Missouri, Nebraska, Oklahoma, South Dakota, Tennessee, and Texas through construction, purchasing and consolidating with other railroad companies, or operating agreements with various railroad companies (Figure 4) (American-Rails 2015a; RITS 1996).

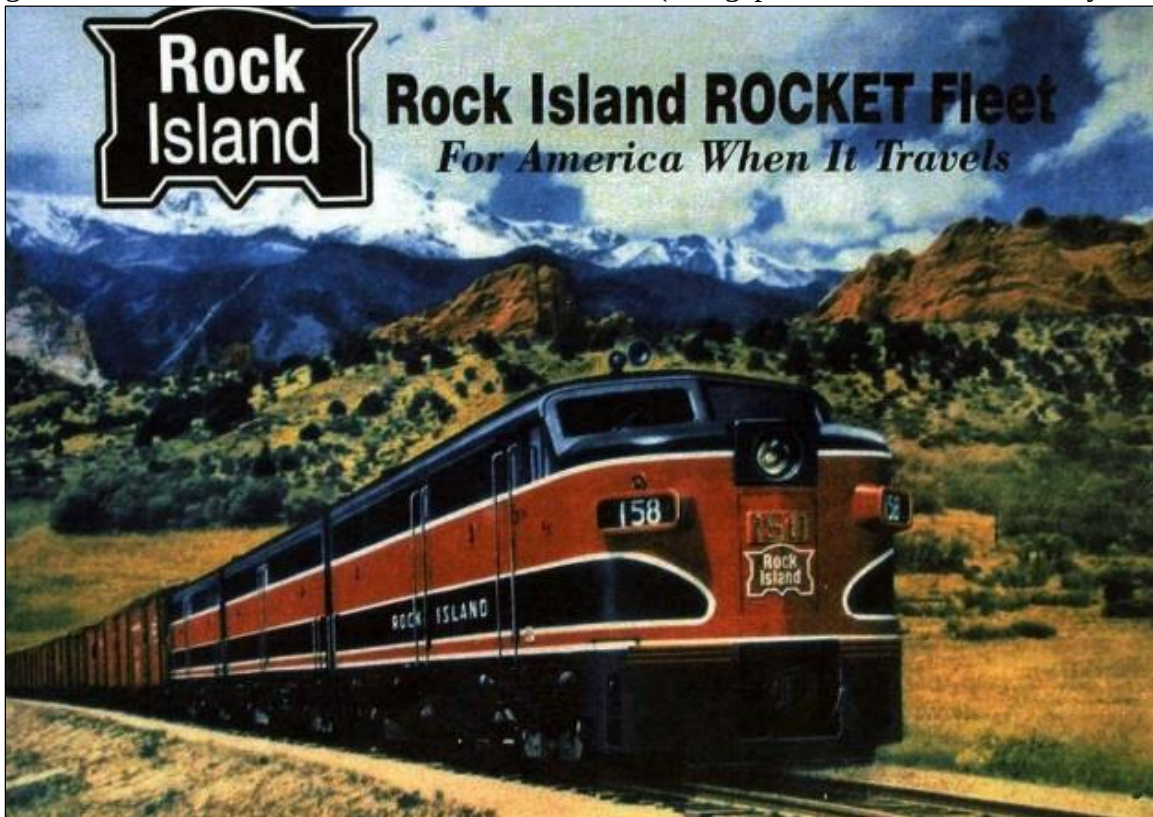
The early 20th century was a time of growth for the Rock Island and a time of corporate and financial difficulties. In 1907, the Reid-Moore syndicate, a group of promoters, took control of the railroad. They set up holding companies in Iowa and New Jersey and, due to financial manipulations, the two holding companies could not meet their obligations and went into bankruptcy. On April 12, 1915, the Rock Island went into receivership. The railroad emerged from bankruptcy on June 21, 1917 only to be hampered by World War I. On December 28, 1917, the United States government took over the railroads and held control of them until February 28, 1920. After the Rock Island was back in private hands, it began to extend its lines, particularly in Texas. However, the Great Depression severely impacted the company and again it went into receivership in 1933 (American-Rails 2015a; Krambeck et al. 2002:4; Landis 2001).

Figure 4: Map of the Rock Island Lines (American-Rails 2015a)



On January 1, 1936, John Dow Farrington, the general manager of the Fort Worth & Denver Railway, was appointed the Chief Operating Officer of the Rock Island. Farrington discovered that maintenance to the various lines had long been deferred and started a program he called “Planned Progress.” Under this program, instead of extending the lines, as previous management had done, he realized that existing lines, engines, and cars needed to be upgraded. Farrington had segments of the main line relocated to reduce curves and grades. Additionally, heavier rail, new embankments, tie replacements, bridge replacements, modernization or elimination of shops, modernization of the steam power engines, and new, streamlined passenger and freight cars were all part of the Planned Progress program. Most importantly, Farrington introduced the *Rocket*. The *Rocket* was a diesel-engine passenger fleet that was iconically painted red, yellow, and white or red, maroon, and silver (Figure 5). The trains were renowned for their speed and increased passenger revenue. The first diesel switchers were acquired in 1937 and the first streamliner was the *Texas Rocket*. *Rockets* to Peoria, Des Moines, Kansas City, and Minneapolis-St. Paul quickly followed. During World War II, the *Rockets* were utilized to transfer troops throughout the United States. On January 1, 1948, the Rock Island officially came out of receivership. Between 1936 and 1947, the Rock Island, under Farrington’s Planned Progress program, had rebuilt 3,951 miles of rail, added 1,702 miles of automatic signals, and reduced its steam locomotives from 1,160 to 580 (American-Rails 2015a; Hawkins 2006:xix; RITS 1996; Schneider 2013:13; Stagner 1994:3-4).

Figure 5: Advertisement for the Rock Island *Rocket* (Bridgeport, TX Historical Society 2015)



Rock Island Railroad overall entered the 1950s strong, with 1948 to 1953 being their most successful years; but by the end of the decade, they were again in financial troubles. Passenger traffic steadily dwindled throughout the 1950s with the introduction of the interstate system and passenger airlines, although the freight traffic remained the same. In 1964, the Union Pacific offered to merge with the Rock Island. Unfortunately, the negotiations were complicated and lasted 10 years, during which time the Rock Island became financially strapped and their line had declined dramatically. When the Interstate Commerce Commission (ICC) finally granted the merger, Union Pacific was no longer interested in consolidating with the broken company. In an effort to make the railroad profitable again, management tried to improve the railroad by embargoing lines that were not earning a profit and cutting salaries of its workers. In the late 1970s, a labor dispute resulted in a strike that completely shut down the company. The railroad could not come back from this and by court order, on March 31, 1980, the Rock Island was liquidated and its remaining assets were sold to the St. Louis-Southwestern Railway (American-Rails 2015a; Harrison 2015; RITS 1996; Stagner 1994:4).

St. Louis Subdivision of the Rock Island

The APE is part of the 245 mile railroad track acquired by SLKC&CR known as the St. Louis Subdivision of the Rock Island that ran trans-state freight and passenger service (Figures 6-7). In 1902, the portion of the line between Union Avenue, in St. Louis, and the Gasconade River opened for service. By 1904, the line between the Gasconade River and the town of Stover opened in order to accommodate passengers going to the 1904 World's Fair. The entire line between St. Louis and Kansas City was operational by 1905. Unfortunately, the Rock Island found that the line was not doing well in the competitive St. Louis to Kansas City rail market. Lines that had been established earlier, such as the Wabash, Missouri Pacific, Chicago & Alton and the Burlington railroads, were attracting more business than the Rock Island. Due to its path through the rugged hills of the northern Ozarks and the bridging of large rivers, there was a scenic quality to the St. Louis Subdivision that attracted tourists from St. Louis and Kansas City during the summer months. However, there was not enough vacationers to keep the passenger service running regularly. Additionally, the same rugged terrain that attracted the tourists was costly to maintain due to the numerous high bridges and tunnels.

Although the Rock Island Railroad as a whole experienced a resurgence in the 1940s, the St. Louis Subdivision did not do as well and had to cut service, with the elimination of a train that would go directly from St. Louis to Kansas City. Instead, two, twice-daily motor cars, called doodlebugs, would leave Kansas City and St. Louis and meet in Eldon where they would turn around; requiring any passenger that wanted to go from one end of the state to other to take two trains. By 1950, all motor car service was discontinued along the St. Louis portion of the line, with service only available between Belle and Kansas City. On April 11, 1959, passenger service along the St. Louis Subdivision ended (Figure 8). Freight service continued on the line until the Rock Island filed bankruptcy in 1980 (MCRR n.d.; Landis 2001; Harrison 2015).

Figure 7: Rock Island Steam Engine (Pryor 2008)



Figure 8: Last Passenger Run on Line, April 11, 1959, Pleasant Hill (MCRR n.d.)

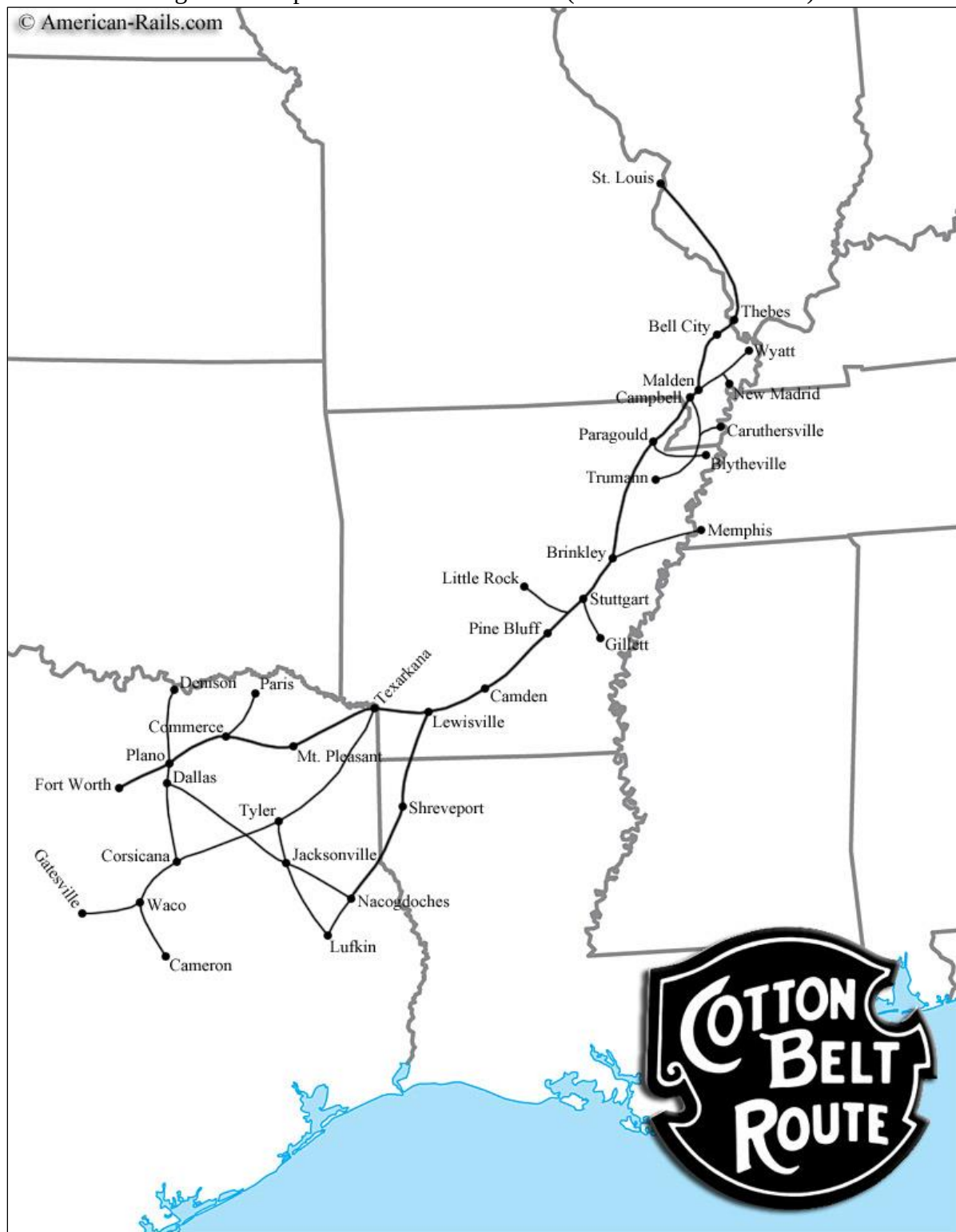


St. Louis-Southwestern Railway/Southern Pacific Railway

The St. Louis-Southwestern Railway, known as the Cotton Belt, was incorporated on January 12, 1891 in order to acquire the properties formerly owned by the St. Louis, Arkansas, and Texas Railway Company. Due to Texas law, the railroad was technically two companies, with one based in Missouri and the other in Texas. After its formation, the Cotton Belt grew through the purchase of smaller lines such as the Kansas & Gulf Short Line acquired in 1899 (ran from Tyler to Sabine Pass, Texas), the Stuttgart & Arkansas River Railroad acquired in 1901 (ran from Stuttgart to Gillett, Arkansas), the Texas & Louisiana Railroad acquired in 1903 (ran from Lufkin to Dallas, Texas), and the Eastern Texas Railroad acquired in 1906 (also ran from Lufkin to Dallas, Texas). By June of 1915, the Cotton Belt had 1,542 miles of main track, which ran from St. Louis to Memphis and throughout east Texas and Arkansas (Figure 9). Additionally, it leased multiple smaller lines throughout Missouri, Arkansas, and Texas (American Rails 2015b; Arkansas Railroad Museum 2015; Werner 2010).

As early as 1919, Southern Pacific, a large western railroad that operated from northwest Oregon to southeast Louisiana, had operating agreements with the Cotton Belt. However, Southern Pacific realized that they needed their own line in this competitive market and in July of 1930 they filed an application with the ICC to acquire the Cotton Belt through ownership of a majority of its majority stock. On April 14, 1932, the Southern Pacific gained control of the Cotton Belt, but the railroad continued to operate under the Cotton Belt name as a subsidiary of the Southern Pacific. The Cotton Belt was at its largest of 2,100 miles of track in the 1980s, when it purchased the Rock Island main line between Chicago and eastern New Mexico (American Rails 2015b and 2015c; Arkansas Railroad Museum 2015; Werner 2010).

Figure 9: Map of the Cotton Belt Lines (American-Rails 2015b)



At its height, the Southern Pacific had over 15,000 miles of track. Throughout the 1970s, it was one of the most respected railroads in terms of size and scope. Unfortunately, it was also during this time that the Southern Pacific began to fall on misfortune. Similar to most rail lines, passenger service began to drop as early as the 1960s and by the 1970s, the Southern Pacific had ended passenger service except for a few principal routes. Freight service had always been a lucrative asset to the Southern Pacific, but it began seeing a drop in this service due to an increased reliance on automotive traffic and many industries moving overseas. This was particularly apparent in the company's produce freight. Many farms began utilizing truck transportation for their products because the Southern Pacific was not getting their produce to market in time. The railroad began to regain its profits in the 1980s and it tried to merge with the Santa Fe. The ICC did not approve the merger but the ICC did grant Rio Grande Industries, owners of the Denver & Rio Grande Western Railway, approval to buy the Southern Pacific in 1988. Due to the Southern Pacific's larger and more recognizable name, Rio Grande Industries chose to keep the Southern Pacific name and merge the Denver & Rio Grande Western Railway into it. They then slowly began to consolidate the smaller systems of the Southern Pacific under one banner and in 1992 the Cotton Belt officially became the Southern Pacific. In the early 1990s, the Union Pacific requested ICC approval to purchase the Southern Pacific, which was granted in 1996 (American-Rails 2015b and 2015c).

Missouri Central Railroad

After the Cotton Belt purchased the Rock Island, it diverted the majority of the Kansas City – St. Louis freight traffic to the former Missouri Pacific line, which it acquired during the Union Pacific-Western Pacific-Missouri Pacific merger. The eastern portion of the St. Louis Subdivision continued to be utilized, but from Belle to Kansas City, which includes the majority of the APE, operations effectively ceased. In the mid-1980s, rail operations were further scaled back to Owensville. By 1995, only the 80 miles between St. Louis and Union, which is located east of the APE, was utilized with the majority of the traffic taking place inside of St. Louis and only a few trains a month going to Union. During this time period, the Southern Pacific was seeking ICC approval to abandon the line between Union and Pleasant Hill; however, the Save the Rock Island Committee filed a lawsuit and the proposed abandonment was never consummated (MCRR n.d.; Landis 2001; Harrison 2015). In 1997, the Union Pacific put the St. Louis Subdivision up for sale. The Missouri Central Railroad (MCRR), a subsidiary of the General Railway Corporation of Omaha, Nebraska, stepped forward to purchase the entire line (Landis 2001). Negotiations between MCRR and the Union Pacific were drawn out and rocky. Several times Union Pacific halted negotiations. At one point, the MCRR filed a lawsuit against Union Pacific and requested assistance with the sale from then Missouri Governor Mel Carnahan, the Director of Economic Development Joe Driskill, and the United States Senate (*Eldon Advertiser* 1999a and 1999b; *Trains Magazine NewsWire* 1999).

At the same time that MCRR and Union Pacific were in negotiation, the Missouri Department of Natural Resources became interested in acquiring the line. Their hope was to connect Kansas City to the Katy Trail, a trail that was built on the former Missouri-Kansas-Texas Railway. The St. Louis Subdivision crosses the Katy Trail at Windsor (Goodman 1999a; Jackson 1999), which is located west of the APE.

On October 7, 1999, MCRR officially purchased the St. Louis Subdivision from the Union Pacific and had hoped to reestablish the line. However, the western portion of the Subdivision had not been utilized for two decades and required an estimated \$30 million to rehabilitate. John Larkin, former head of the MCRR, had stated that rehabilitation of the western portion would rely on the growth of business along the line (MCRR n.d.; Goodman 1999b; Jackson 1999). The cost to rehabilitate the western portion of the line, which includes the current APE, appears to have been too much because rail operations never were resumed between Beaufort and Pleasant Hill.

On October 2, 2014, MCRR requested approval to abandon approximately 144.3 miles of the present APE, which included a portion in Cass County and a larger section between Pettis and Franklin Counties (MCRR 2014b). In the abandonment request, MCRR stated that the Missouri Department of Natural Resources had requested, and MCRR was willing to negotiate, the transfer of the ROW to MDNR under the National Trails System Act for rail-banking and creation of a trail (MCRR 2014b). Currently, the APE is still owned by MCRR.

County and Town Histories

Franklin County

The eastern segment of the APE passes through two communities, Gerald and Leslie, located in Franklin County. This county was formed on December 11, 1818, out of St. Louis County and was named for Benjamin Franklin. The first county seat was Newport, at the mouth of Boeuf Creek (Goodspeed Publishing Co. 1888), but soon moved to Union by an act of the State Legislature on Jan. 22, 1825.

Gerald

In the 1890s, anticipating the construction of the Rock Island Railroad, Dr. William Fitzgerald, a resident of Shotwell, moved with his family two miles to the east to the current location of Gerald. With the construction of the Rock Island in 1901, Gerald was virtually “born” as a stop along the line (Schulte 1976:7-11). According to Kiel (1925:210), “[Shotwell] was one of the most important trading points till weakened and almost destroyed by the growing influence of Gerald.” Major Marvin, the locating engineer for the Rock Island Railroad, suggested that the name of Fitzgerald for the community after Dr. William Fitzgerald, the most prominent landowner in the area. But Dr. Fitzgerald, modestly objected and the name was shorten to Gerald (Harrison 1943). A post office was established at Gerald on May 15, 1901. By 1898, the population of Shotwell numbered only thirty and the town’s post office was discontinued in 1907 (Kiel 1925:210; Geo. A. Ogle & Co. 1898:93).

The Rock Island helped the town of Gerald grow to a population of two hundred by 1906 (Sebastian 1906:26). After the turn of the century, clay and iron mining and farming were Gerald’s principal commerce, and livestock, timber, and poultry enterprises were “exceptionally large” (Kiel 1925:202). Businesses included a woodworking plant, a canning factory, a drugstore, a spoke, hub, and wheel works, and a clay working factory (Sebastian 1905:9).

In 1906, four rural mail routes “branched” out of Gerald, and the town was described as the “poultry shipping center in the eastern part of Missouri’s heart” (Sebastian 1906: 26).

By 1929, the population had risen to 246. Gerald had one grade and one high school, two banks, one theater, one hotel, and three churches. The community also had telephone and electric services. The average price of unimproved land was being sold at \$5 to \$30 per acre and improved lands for \$70 (Clark 1929).

Despite the beginning decline of the St. Louis Subdivision and its impact on local communities, Gerald continued to expand, reaching a population of 346 by 1940. Added to the town were a hotel, a hospital, a waterworks, and even an airport. Unimproved lands continued to be sold for \$5 to \$30 per acre, but improved lands had risen to \$75 per acre. Shipped out of this community by rail were wheat, corn, livestock, clothing, shoes, and raw materials of diaspore, and burley and flint clays (Traffic Department 1940). In February of 1947, Gerald became a 4th class city by special vote of the people. Currently, Gerald has a population of 1,345 and its economy is largely based upon the prime farm land surrounding the town (City of Gerald 2015). The community continued to expand due to its placement along the major thoroughfare of Highway 50.

Leslie

The community and a post office of Leslie were established in 1901 during the construction of the Rock Island line. There are two explanations for the name. One was that the town was named for Leslie Wood (1836-1893), the Recorder of Deeds at Union from 1882 to 1896. The second suggests that the community was named for one of the civil engineers on the Rock Island Railroad who helped to extend the line through the village (Harrison 1943). The town of Leslie had a population of 100 in 1905 (Sebastian 1905:9) and of 112 in 1906 (Sebastian 1906:26). Businesses within the town in 1905 included a millinery, a hardware and implements shop, a brick plant, and a bank; the town was surrounded by farms and the prospect of lead mining existed (Sebastian 1905: 9). In 1906, Leslie was described as being the center of iron ore shipment from the “heart” of Missouri, with consignments running at forty tons daily. The town also boasted a well-stocked lake and the headquarters of the Piscatonal (Fishing) Club of St. Louis (Sebastian 1906:26).

By 1929, the population had increased to 165. Located within this town were one grade school, one bank, one hotel, and one church. The community also had telephone service. The average price for unimproved lands was \$25 per acre and improved lands at \$40 (Clark 1929). With the end of the railroad traffic, the town has declined.

Although Leslie existed along Highway 50, similar to Gerald, the town appears to have grown very little after the decline of the St. Louis Subdivision of the Rock Island Railroad. In the 2010 census, there were 171 people living within Leslie (U.S. Census 2010). The median household income 2012 was \$26,390, which is significantly less than the median household income of Missouri at \$45,321. Currently, manufacturing comprises 31% of the Leslie’s economy (Advameg, Inc. 2015a).

Gasconade County

West of Franklin County the APE passes into Gasconade County. First organized on November 25, 1820. The boundary extended from Franklin County to the Missouri border, and south of Missouri River. It was named for the Gasconade River, which is French for “gascon”, a booster or braggart. According to Weber (1938) the river:

...got its name from the way certain persons bragged about their exploits when they returned to St. Louis. Eaton says the name was applied by the early French to the Indians living on its banks who bragged about their exploits and that the name is also descriptive of the waters of the river, which are ‘boisterous and boastful.’

Over the years, several new counties were made from Gasconade. The first county seat was established at the town of Gasconade near the mouth of the Gasconade River at the Missouri River. The seat was moved to Bartonville in 1825 due to flooding and later to Hermann on March 14, 1842, which is its current county seat (Goodspeed Publishing Company 1888; Osage County Historical Society 2002). The Rock Island line once passed through three communities within this county.

Rosebud

Established in 1870 as a post office along an old postal road, the community was first named Snider’s Store for the owner of a store established at this location. The name was soon changed to Burbois, used between 1870 and 1895. From 1895 to 1901, the spelling was changed to Bourbois, after the Bourbois River, which was located about a mile from the community. The name was changed again in 1901 to Rosebud due to the town’s growth and because of the railroad and confusion with mail often mistakenly sent to Bourbon (Osage County Historical Society 2002; Weber 1938).

The community grew to 163 people by 1929, due mostly to the railroad commerce. It also supported one grade and one parochial school, one hotel, and two churches and had electrical and telephone services. Local land sales averaged about \$30 per acre for unimproved lands and \$65 for improved lands (Clark 1929).

The population was nearly the same in 1940 at 162. Land prices however, drastically reduced in cost possibly due to the declining railroad trade. Unimproved land was being sold at an average of only \$5-10 per acre and improved lands for only \$35. The community continued to ship a large number of products by rail including wheat, oats, corn, hay, and barley. A number of raw materials also were shipped, such as iron and diaspore, but more common were clays such as fire, flint, diaspore, and burley (Traffic Department 1940).

Despite the demise of the railroad commerce, Rosebud has endured, primarily due to its location along Highway 50. The central focus of the town has moved away from the rail lines and along Highway 50 to the south. In 2010, Rosebud had a population of 409 (U.S. Census 2010). The median household income in 2012 was \$36,232, which is not significantly less than Missouri’s overall average household income of \$45,321. Currently, the majority of citizens are employed in the accommodations and food service industries; however, there are no hotels

within the town, indicating that many residents leave the area for their business (Advameg, Inc. 2015b).

Owensville

Owensville was established in 1856 by Polish immigrants who settled north of the area and Bohemians who settled south. According to Goodspeed Publishing Co. (1888:687), the

Figure 10: Francis C. W. & Elizabeth Owen
(City of Owensville 2015a)



town was named for Mr. Owens (Figure 10), who was the first settler and started a store in partnership with E. Luster. “It is said that in naming the village, they could not decide whether to call it Owensville or Lusterville. The two men agreed to pitch a game of horseshoes, and the winner was to be honored with the name. Mr. Owen won the game” (Weber 1938:10).

Owensville was always at the crossroads and served as a market center. In 1900, it had a population of 122. Among the professionals and business owners were three retail merchants, four ministers, one machine agent, one lawyer, one tinsmith, one physician, one shoemaker, one post master, one wheelwright, and one college professor.

In addition, two railroad civil engineers, Art Peters and George Fell, and a railroad clerk, Allen Butler, were living as borders with a merchant, John Tappmeyer (U.S. Census 1900). They were plotting the location of the proposed railroad line.

The construction of the Rock Island in 1902 had a major impact on the community. Its main street was moved next to the tracks and, by 1910, the population increased dramatically to 844 (U.S. Census 1910). Among the professionals and business owners were:

General Merchants 9	Print Shop/Newspaper Owner 3
Grocery Store Owner 1	Hotel Owners 2
Dry Goods Store Owner 2	Dentist 2
Hardware Store Owners 3	Physicians 5
Implement Dealer 1	Ministers 3
Furniture Store Owner 1	Lawyers 3
Real Estate Agent 1	Photographer 1
Cement Manufacturer 1	Jeweler 1
Lumber Yard Dealers 3	Blacksmiths 2
Shoe Maker 1	Poultry Dealer 1
Brick Builder 1	Horse Trader 1
Tin Shop Owners 2	Saloon Keepers 3
Millinery 3	Light Plant Operator 1
Elevator/Grain Dealers 2	Banker 1
Baker 1	Drug Store 1
Butchers 1	Barbers 2
Creamery Manufacturer 1	Tailors 1

Also living within the community was Wiley Body who served as a freight agent at the railroad depot, Edward Krieke who maintained the railroad pump house, George Murray who was a telegraph operator at the depot, and eleven section hands (U.S. Census 1910).

By 1929, the population had reached 1,577. The community supported one grade and one high school; one parochial school; two banks; one weekly newspaper, *The Republican*; one theater; two hotels; and six churches. Unimproved land in the area went for an average price of \$10 per acre and improved lands for \$50 (Clark 1929).

In 1933, the Hamilton-Brown Shoe Company was established on the western portion of Owensville and was a major manufacturer, with a spur from the railroad to this building. The railroad began to lose its influence in the 1940s with the advent of automobiles, trucks, and improved roadways. This also had an impact on rail communities such as Owensville. By 1940, the population had dropped to 1,429. The price for unimproved lands remained the same at \$10 per acre but improved lands dropped in half to only \$25 per acre. At this time, corn and wheat was being shipped from this community and raw materials including limestone and flint, burley, and diaspore clays (Traffic Department 1940).

By the 1960s, businesses moved along Highway 28 and away from the old town portion. Owensville economy was hit especially hard in 1992, when the Brown Shoe Company closed its doors (Turner Publishing Company 2004). Currently, Owensville has a population of 2,676 (City of Owensville 2015b). The average household income increased from \$26,913 in 2000 to \$38,613 in 2012. Printing and related activities is the main industry in Owensville's economy (Advameg, Inc. 2015c).

Canaan

Information on the town of Canaan is scarce. In the 1800s, the German Resettlement Society brought German immigrants to the area to establish farms. Canaan was established by 1854 along an old postal road to serve this growing population (Goodspeed Publishing Co. 1888). The community was not mentioned in the census or described by Clark (1929), however, it does appear to have initially prospered due to the Rock Island. The 1913 atlas suggested that this town consisted of 16 blocks with a new addition added to the west, consisting of 3 blocks (Geo. A. Ogle & Co. 1913b). However, the 1934 Bland 15' USGS quadrangle map indicated that the community consisted of only 11 buildings including a church and a school.

Osage County

The Rock Island then passed into Osage County. Originally part of Gasconade County, it was made its own county on January 28, 1841. The name was derived from the Osage River, which received its name from the Osage Nation (Eaton 1917:337). Initially, the county courts were held at various homes across the county before the community of Linn was selected as the county seat on August 14, 1843 (Linn Chamber of Commerce 1941). Within this county, the Rock Island passed through six communities.

Bland

Bland is located in both Gasconade and Osage counties. It was first established by German immigrants in 1877 within a valley north of the existing community. Initially known as New Breman, it soon was named for Richard P. Bland, who was a member of Congress for Missouri from the district of which Osage County was formed (Weber 1938). In 1903, businesses and homes were moved along the Rock Island line (Osage County Historical Society 2002). After this time, light manufacturing such as shoe, glove, and broom factories were established along the railroad. By 1929, the community had a population of 750. Also present was one grade and one high school; one bank; one newspaper published weekly, the *Bland Courier*; one hotel; one theater; four churches; and electric lights and telephone service. Unimproved land sold for \$5 per acre and improved land for \$30 (Clark 1929).

By 1940, with the beginning decline of the railroad, the community was impacted with the population dropping to 547. Land prices did increase to \$10 per acre for unimproved lands, but dropped to \$25 per acre for improved lands. The main crops shipped from the area consisted of wheat, corn, and oats. Raw materials sent by rail consisted of fire clay, building clay, and diaspore (Traffic Department 1940). After 1940, many of the businesses were closed in the community, but recently an AMF factory had moved to Bland, which manufactures billiard tables that are sold worldwide (Turner Publishing Company 2004). Unfortunately, the town has yet to recover from the loss of the railroad. As of 2010, the population of Bland was 539 (U.S. Census 2010). The median household income of \$29,001 is well below that of Missouri's average income of \$45,321. Construction (10%), closely followed by printing and related activities (9.6%), are Bland's primary industries (Advameg, Inc. 2015d).

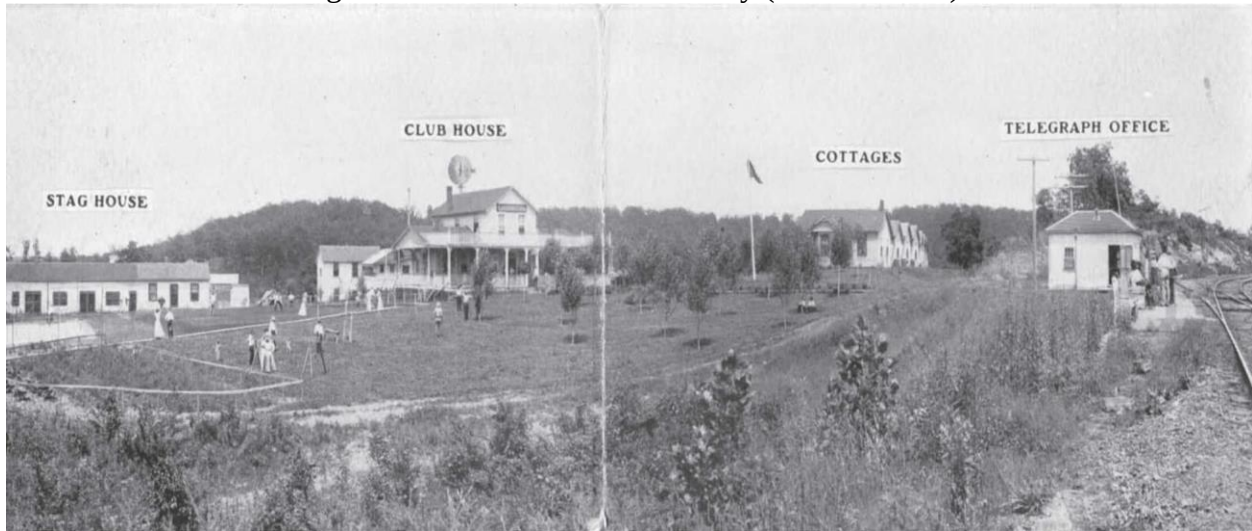
Dingley

Named for a local family, the town was a railroad stop with a school halfway between Belle and Bland. The community, however, never grew and was gone by 1920 (Osage County Historical Society 2002; Weber 1938).

Gascondy

Gascondy was established shortly after the Rock Island was placed through this location, near where it crosses the Gasconade River. The community developed as a resort that once had a hotel catering to excursions by the railroad and a post office starting in 1907 (Figure 11). The resort did well during the summer months, however, it was practically deserted during the winter (Linn Chamber of Commerce 1941; Osage Historical Society 2002). By 1942, the resort and post office had closed (Osage County Historical Society 2002). There is nothing left of this resort town today.

Figure 11: The Resort at Gascondy (Marrow 2004)



Freeburg

Englebert Franke established a store and a post office in 1886 where this town would later be placed. Originally, the developing community was known as Engelbert. In 1888, the name was changed to Frankberg. When Franke retired in 1894 and John Welschmeyer was made the post master, he changed the name of the post office to Freeburg, with “Free” being the English for the German “Franke” (Weber 1938)

The community remained small with the first businessmen being John Welschmeyer, Engelbert Franke, and Jos. Poettgen. In 1902, the Rock Island was built through this community; however, most of the line is located through a tunnel under the ridgetop where the town was placed.

The community grew rapidly after the construction of the railroad. On December 26, 1903, Rev. Gerhard Fick organized a Catholic parish within the town, with the church being completed on March 5, 1904. A school and the Ursuline Sisters home were completed the same year. A parsonage was erected in 1907. A large, frame hotel was established within this community during the construction of the railroad, which acquired a local name as the “Rock Island Hotel” (Linn Chamber of Commerce 1941:24). Also established within this community was one bank, organized in 1905; one newspaper, the *Freeburg Enterprise*, established in 1903; two mills; one grain elevator; and various other businesses. A large “Producers Exchange” was constructed near the railroad tracks. By 1915, the population was 331 (Vaughn 1915) consisting of three blacksmiths, three carpenters, two lumbermen, one miller, one barber, three liverymen, four saloon keepers, one bank cashier, four merchants, two meat shop proprietors, one hotel keeper, one jeweler, and one manufacturer. In addition, John Otten is listed as an engineer and W. N. Copeland as a tie contractor for the railroad. Anton Balkenbusch served as a telegraph messenger for the telegraph line that was likely placed next to the Rock Island tracks (Vaughn 1915).

In 1929, the population had risen to 450. By this time, the community now had one parochial school and phone service. Locally, unimproved lands sold for an average of \$8 per acre while improved lands sold for \$25 per acre (Clark 1929).

By 1940, the beginning decline of the St. Louis Subdivision of the Rock Island was reflected in this community. The population had dropped to 400. Unimproved lands also dropped to \$2 per acre, but improved lands had the biggest drop to only \$5 per acre. Shipped from Freeburg was wheat, corn, livestock, and raw materials of iron ore and pyrite (Traffic Department 1940).

Since 1940, the town population has remained relatively the same, with 437 people living in Freeburg in 2010 (U.S. Census 2010). Wood products make-up 28.7% of the community's economy and the median income of the residents is \$39,257 (Advameg, Inc. 2015e).

Argyle

Argyle started with stores established by B. F. Stienman and Henry Stienman, and by 1898, Henry Sandbothe started a brick kiln. The community was sometimes referred to as Campbell's Switch, for John Campbell, a railroad engineer who lived there. How, it received its current name by a local Irish farmer, John Connor, who suggested Argyle for the Duke of Argyle and the county in Scotland that extends towards northeastern Ireland (Weber 1938).

The construction of the Rock Island by 1904 resulted in the town expanding. In 1905, August Borgmeyer and Felix Wolf opened a saloon and Mr. Bathe established a large general store. Lock Milling Company moved from Koeltztown to Argyle and Jerry Sampson moved his lumber yard from Bennot's Mill. By 1910, a church and a school were erected within this community (Osage County Historical Society 2002; Linn Chamber of Commerce 1941).

Although it was small, with a population of 179, according to the 1915 county directory there were two millers, one saloon keeper, two hotel keepers, one jeweler, one restaurateur, one bank cashier, one liveryman, one blacksmith, and three merchants living within this town. In addition, W.E. Johnson served as the railroad agent, and W. John and William Hollensworth as section foremen (Vaughn 1915).

By 1929, the population had reached 250. Local land was being sold for a high \$75 per acre for unimproved lands and \$100 for improved lands. In addition to the local businesses, the community had one grade school and one church. It also had electric and telephone service (Clark 1929).

Unfortunately, the decline of this line of the Rock Island Railroad also brought economic decline within Argyle. In 1940 the population was still 250 people, but land prices had dropped substantially to only \$5 for unimproved lands and \$25 for improved lands. By this time, the community did have an opera house that sat 200 people and they were shipping wheat, corn, and livestock by rail (Traffic Department 1940).

In 2010, Argyle had a population of just 162 people. Compared to Missouri's average household income of \$45,321, Argyle's is low at \$28,126. The main industries in the community are manufacturing and construction at 25%. Despite the fact that agriculture,

forestry, fishing, and hunting only make up 5% of Argyle's economy, 19% of the community are agricultural workers. Only assemblers and fabricators make up a higher percentage at 23% of the residents (Advameg, Inc. 2015f).

Meta

On the western portion of Osage County, the community was established at the foot of steep ridge slopes along Sugar Creek when the Rock Island railroad was constructed through this area in 1902. It was named from Meta Rowan (nee Schriefer), who was one of the heirs of the land where the town was built (Figure 12). She was married to Nathan Rowan, who was born in Vienna, and was the founder of the *Meta Herald* newspaper and served as the post master.

Due to the presence of the railroad, the community quickly grew having a population of 399 by 1910. As described in the *Osage County Centennial*:

The good location of the city and the progressiveness of its people has induced many businesses to locate there including a Roller Mill, a Cheese Factory, a Farmer Exchange, a Lumber Yard, a depot with stock pens and charcoal kilns... The city has a four year high school which is located near the Citizens Civic League Park. (Linn Chamber of Commerce 1941)

Figure 12: Meta and Nathan Rowan
(Courtesy of the Sugar Creek Restaurant,
Meta, Missouri)



By 1915, the county directory indicated that the community had two machinists, one restaurateur, one barber, two saloon keepers, one carpenter, three blacksmiths, one well digger, one liveryman, two bank cashiers and one assistant bank cashier, one jeweler, one grain dealer, five merchants, one travelling salesman, one publisher, one justice of the peace, one physician, one harness maker, one overall manufacturer, one postmaster (Nathan Rowan), and one Catholic priest. In addition, C. G. Russler served as the railroad agent and T.D. Williams as the section foreman (Vaughn 1915).

Meta reached a population height of 585 people in 1929. Established within this community were one grade and one high school; one parochial school; one weekly newspaper, the *Meta Herald*; one bank; one hotel; and two churches. Shipped from this area were wheat, corn, oats, clover, and hay (Clark 1929).

By 1940, the population had dropped to 422 reflecting the beginning decline of the railroad. Although land prices were not listed in 1929, they were listed for 1940 indicating that unimproved lands were selling for only \$2 per acre and improved for only \$20. This could further reflect the decline of the railroad commerce on this community. By 1940 wheat, corn, livestock, and raw materials consisting of iron ore and pyrite were being shipped by rail from this area (Traffic Department 1940).

The population of Meta declined when the railroad left, with only 229 people living in the town in 2010 (U.S. Census 2010); however, the town is currently the world headquarters to Diamond Pet Foods. Public administration is Meta's main industry (Advameg, Inc. 2015g).

Maries County

The Rock Island crosses a short distance through the northern portion of Maries County and then passes back into Osage County. Maries County was originally part of St. Louis County. Over the years, it was made parts of various other counties before it was finally established as its own county on March 2, 1855. It was named for the Maries River that flows through it, which was named by the French Colonial settlers. It may have originally been Marais, which is French for a marsh or swamp. Others suggest that it was named for two French girls named "Marie" (Weber 1938). The community of Vienna was constructed to serve as the county seat. According to Goodspeed Publishing Co. (1889:595), the town was named because:

Dr. V. G. Latham, the presiding county judge, it is said, had had a young women in his family named Vie Anna, who had died, and he wished the commissioners to give it that name in her honor. Commissioner McCord, however, thinking such a course unwise, outwitted the old doctor by naming it in honor of the Austrian capital, Vienna, a name so similar that the doctor's opposition might thus be quietly quashed.

This community continues to serve as the county seat. The Rock Island passed through two communities in this county.

Belle

Predominately, located in Maries County, the northern edge of the community is within Osage County. Originally it was known as Gallanago Prairie and was established by 1878 (Osage County Historical Society 2002). Its first postmaster and leading business man was J. S. Ridenhour. He submitted the potential names for the post office as Belle, Boy, and Bey, but specified that he preferred Belle. (Goodspeed Publishing Company 1889:617, Weber 1938). The community remained small until the Rock Island was constructed. By 1929, its population had risen to 793. The community had one grade and one high school; a weekly newspaper, the *Belle Banner*; one bank; one hotel; and four churches. Unimproved land was selling for \$15 per acre and improved lands for \$20 (Clark 1929).

By 1940, the beginning decline of the St. Louis Subdivision was reflected in this community, whose population dropped to 670. The price for unimproved land declined to only \$3 per acre, while improved lands remained at \$20 per acre. The principal crops shipped from this location were wheat and corn, and raw materials consisted of fire clays (Traffic Department 1940).

Despite the initial decline after the Rock Island ceased operations, the town has grown due to the intersection of Highways 28 and 89. In 2010, the population was 1,545 (U.S. Census 2010). The median household income is \$33,348 with the majority of Belle's economy stemming from public administration, which is closely followed by education (Advameg, Inc. 2015h).

Summerfield

The community was established in the 1860s. It was originally known as Drysse for one of the community's founders. It was "changed to Summerfield by Mr. Baumgartner, the first postmaster, who had a dislike for Mr. Drysse" (Weber 1938:12). The community did not grow until the Rock Island was placed through the town (Linn Chamber of Commerce 1941). It had a large stockyard and clay mines. By 1929, the population reached 30. They had one grade school, one bank, one hotel, and one church, along with telephone service. The price of land was only \$5 per acre for unimproved and \$15 per acre for improved lands. Shipped by rail from this community were wheat and corn. The community was not listed in 1940 (Traffic Department 1940) and may have started to decline by that time, possibly due to the drop in the rail commerce. Although the town still exists as a collection of homes, no census information could be found.

Cole County

The Rock Island line passed through the southwestern corner of Cole County. Originally part of St. Louis County in 1812, then Howard in 1815 and Cooper in 1818, Cole County was established on November 16, 1820. The new county was named for Captain Stephen Cole, an early Missouri pioneer who founded Cole's Fort, a stronghold erected near Booneville for the protection of local families (Historical Records Survey et. al. 1938:3). The first county seat was Howard's Bluff, located on the south bank of the Missouri River. In 1822, the county seat was moved to the nearby, newly established community of Marion located near the river. In 1826, Jefferson City was platted as the new state capital, and the county seat was moved to this location in 1828 (Goodspeed Publishing Company 1889:221-222; Cole County Historical Society 2015). The rail line passed through two communities in Cole County.

Henley

Henley was surveyed in 1902, during the construction of the Rock Island. It was named for the original landowner, William Henley (Pace 1928). The population had reached 200 by 1929. At that time, the community had a bank and telephone service. Price for unimproved land was \$30 per acre and improved lands went for an average of \$50 per acre (Clark 1929).

By 1940, the population had dropped to 117. At this time, the community did have a grade school and a church, as well as electrical service. Land prices decreased to only \$10 per acre for unimproved lands and \$20 per acre for improved lands. This could reflect the decline of the railroad. Still being shipped from this location were wheat, corn, livestock, and barites (Traffic Department 1940). Although the town is still extant, census information could not be found.

Eugene

Eugene was incorporated on August 3, 1904 after the construction of the Rock Island. The town was named for the original landowner, Eugene Simpson (Pace 1928). By 1929, the population had risen to 210. Within this community were one grade and one high school, one bank, one hotel and one church and the town had telephone service. Unimproved lands were being sold on an average of \$20 per acre and improved lands for \$40 (Clark 1929)

Although the railroad was starting to decline by 1940, the population of the community did increase to 331. Unimproved lands continued to be sold at \$20 per acre, but improved lands had increased to \$50 per acre. Shipped from this area were wheat, corn, livestock, and raw materials of limestone and barites (Traffic Department 1940).

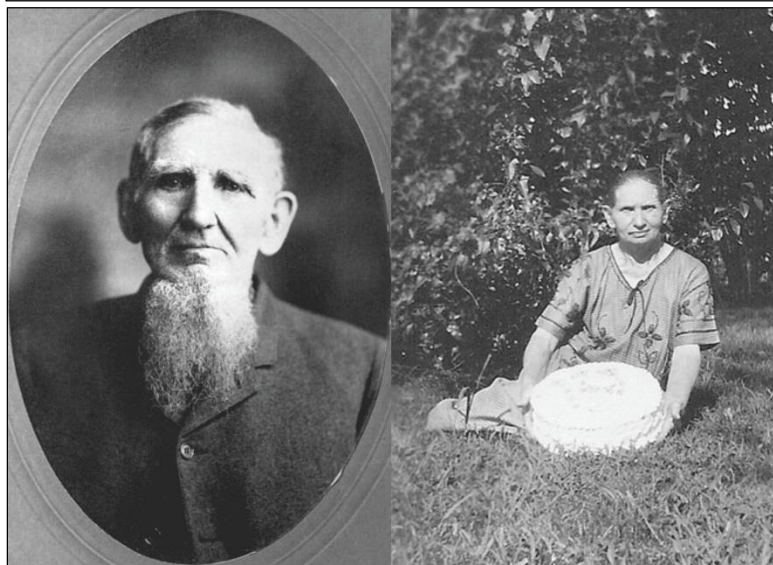
Miller County

The Rock Island crosses out of Osage County into the northeastern part of Miller County and then passes into Cole County, and continues west back into Miller County. Originally part of Cole County when it was formed in 1820, Miller County was organized on February 6, 1837. It was named in honor of John Miller, who was Governor of Missouri from 1826-1828. The county seat was placed at Tuscumbia, which was likely named for a community in Alabama after a Chicasaw word for “Warrior who Kills” (Jenkins 1997). James Harrison had a trading post at this location, which was used for the first court cases. On July 29, 1837, the town boundaries were laid out. Soon after, lots were being sold to local merchants and residents (Jenkins 1997). One community, Hoecker, exists in the short distance from where the line passes through the northeastern part of the county, with another two communities on the western portion of the line in Miller County.

Hoecker

The community of Hoecker was created when the Rock Island gained right of way through the area. Located just east of the Osage River Bridge, a small town sprang up on Joseph H. and Catherine Hoecker’s land (Figure 13), which is how the town got its name. The

Figure 13: Joseph and Catherine Hoecker
(Weidinger 2013)



Hoecker’s were a wealthy family with 700 acres, however, the community itself was extremely small. The community consisted predominately of the Hoecker and Lohmann families. The town had a post office, school, and general store run by Joseph and Catherine’s eldest son, John. Because the town was located along the Osage River where riverboat cruises were common in the early 1900s and near the Bat Cave, many tourists came to the community. Despite this, in 1933 the trains no longer made a scheduled stop at Hoecker and the depot was removed. On December 31, 1932, Joseph Hoecker died.

He and Catherine had been divorced for over 20 years at that point and his sons inherited his property, which was sold multiple times before 1940. During World War II, military guards were posted in Hoecker and Henley, which is on the west side of the bridge in Cole County, to ensure no sabotage would come to the bridge. During that time, the Rock Island was shipping

much needed supplies and transported soldiers to their bases (Weidinger 2013). Today, Hoecker is privately owned.

Etterville

There is some discrepancy on the beginnings of this community. William Wyrick (2007) states that when the Rock Island was being surveyed, William Etter offered his property as right of way if they changed the name of the town from Topping to Etterville. However, the *Eldon Advertiser* (1975) explains that the community was platted by William and Nancy Etter as the town of Summit on October 19, 1903. The town was specifically laid out with Main Street running along the railroad tracks. On December 6, 1904, the name of the post office was changed to Etterville in honor of the prominent family.

Etterville grew with the railroad. In 1910, there was a lumber yard, restaurant, general store, and blacksmith. Within ten years, the Alabama Chemical Co., Etterville Farmers Telephone Co., two more general stores, and a garage had opened in town. In addition to its businesses, in 1930 the town had churches and a school (*Eldon Advertiser* 1975).

Eldon

Eldon was platted on March 15, 1882 by George Weeks. Weeks, a Civil War veteran from Vermont, moved with his family to Miller County following the war. He purchased large tracts of land in and around what would become Eldon. This community was first named Elmira for Weeks' wife. It was changed because there was already an Elmira, Missouri, in Ray County. Instead, Eldon was named for one of the railroad surveyors (Weber 1938). By 1900, the community had a population of 379. Upon hearing of the proposed railroad, civic-leaders went out of their way to encourage the rail line to pass through Eldon instead of the largest town then in Miller County, Aurora Springs, to the south. This was especially important since this area was to be used as a division point, which would have a larger depot and several other buildings used for maintenance and repair of the engines and cars, and for storage. Eldon's officials were able to convince the Rock Island to construct their tracks through this community and to use it as a division point. The community almost immediately experienced positive economic impacts from the rail line with the population increasing to 1,566 by 1904, only one year after the completion of the line (Hake 2007; Pryor 2008).

Eldon went on to become the largest community in Miller County with a population of 2,638 by 1929. At that time, it had one grade and one high school; one weekly newspaper, the *Eldon Advertiser*; one theater; three hotels; and six churches. Eldon also had electricity, telephone, and water service. Unimproved land in the area sold for \$10 per acre and improved land for \$45 (Clark 1929).

Unlike other communities, the decline of the railroad had less of an impact on this community. By 1940, the population actually increased slightly to 2,650. A second weekly newspaper was published in the community and its theater was doubled in size from holding 400 to 800 people. Also added to the community were two hospitals and a golf club. The price of unimproved lands increased to \$20 per acre and improved lands to \$75. Being shipped from this location were wheat, corn, and livestock. Also shipped were clothing being produced by a clothing manufacturer and deposits of barytes (Traffic Department 1940). This community

probably did not suffer as much as others in the area due to it being a crossroads with three major highways, Highway 52, 54 and 87, and its location near the Lake of the Ozarks, which was a popular resort area since the construction of Bagnell Dam during the early 1930s.

As of the 2010 census, Eldon had a population of 4,567 people (U.S. Census 2010). It continues to be helped by its location near the Lake of the Ozarks, with the most common industry being accommodations and food service (Advameg, Inc. 2015i).

Morgan County

West of Miller County, the rail line passes into Morgan County. This county was organized on January 5, 1833 out of a portion of Cooper County. It was named for the recent Missouri governor, John Morgan. A temporary county seat was established on Josiah Walton's property southeast of Versailles. Two years later, Street Thurston was commissioned to locate a permanent county seat. He selected land donated by Wyman and Hugh Galbraith, which is now Versailles (Goodspeed Publishing Company 1889:424; Baker 1907-1917). In Morgan County, the rail line passes through Versailles as well as Barnett, Marvin, and Stover.

Barnett

Barnett was originally established about one mile north from the existing community. The original town was destroyed by the Marshfield tornado on April 18, 1880. Merchants A.Y. Campbell and Henry McKinley were killed as was Mrs. C. Green and two children. Many others were wounded. However, by 1889 the community had rebuilt, consisting of a population of 30, with a church, drug store, blacksmith shop, post office, and a general store by F.W. English (Goodspeed Publishing Company 1889:435; Baker 1907-1917). When the Rock Island was constructed through the area in 1903, the community was moved along these tracks. Although the original town remained small, the new community expanded due to the rail trade:

Merchants have put in much larger stocks of goods and the town has expanded in every way. A new bank has opened at Barnett in 1905 and is doing a good business for the first year of its existence. The place has a hotel, livery stable and many other accommodations. Several stores and restaurants are found and all to be doing a prosperous business (Baker 1907-1917).

The effect of the railroad resulted in the population reaching 227 people by 1929. In addition to the earlier businesses, the town also had one grade and one high school, one hotel, and one telephone service. Also present was a limestone quarry, coal mines, gravel company, and a cheese factory. The average price for unimproved land was \$10 per acre and \$70 for improved land (Clark 1929).

By 1940, motorized vehicles and improved roadways began to have an impact on the rail system, which in turn had negative effects on the small town of Barnett. The population had dropped to 212. The price of unimproved land remained the same, about \$10 per acre, but improved land had dropped to \$25 per acre. The principal crops shipped by rail from this vicinity were corn, wheat and oats. Raw materials shipped consisted of livestock, clay, zinc, and coal (Traffic Department 1940).

Despite being located along Highway 52, the town still has not completely recovered from the loss of the railroad. In 2010, only 203 people were living in Barnett and the median household income is less than half of the average for Missouri at \$19,465. The most common industry within the town is construction (Advameg, Inc. 2015j; U.S. Census 2010). No facilities, such as gas stations or restaurants, serving the travelers along the highway exist within Barnett. This is probably due to the closeness of the larger community of Eldon.

Marvin

Marvin was established as a stop along the Rock Island. It was named for Major H. L. Marvin, the chief engineer of the railroad (Overlay 1943). No other information on the community of Marvin could be found. The community appears to have never developed other than as a place to ship local crops.

Versailles

This location was selected as the county seat on December 23, 1834 and laid out in 1834-1835. It was named for the palace of the King of France, Louis XIV (1638-1715) (Overlay 1943). The town consisted of 36 blocks, each 170 by 170 feet square, which were laid out 3 blocks wide and 12 blocks long. Hugh Galbraith established the first building in the community, which served as his home and store. By 1840, the community had a population of between 60 and 70 residing in 20 buildings. Over the years the county seat continued to grow and was incorporated as a city on May 1, 1881. When the Rock Island was constructed through Versailles in 1903, it proved a great boom to the local economy as suggested by Baker (1907-1917):

This road has been a great blessing to Versailles and Morgan County. Before the road was built we had nothing in the way of a railroad but the Missouri Pacific branch which ran trains irregularly and has but little influence toward developing the country. The county has been practically at a standstill till this new trunk line was built.

The railroad brought higher value to land, with farms raising between 10% and 100%, depending on their distance from the tracks. Additionally, many businesses opened in Versailles within a few years of the establishment of the railroad. According to Baker (1907-1917), these included:

Merchants steam mill	Versailles brick plant
Versailles handle factory	Agricultural implements
Lumber yards	Blacksmiths
Butchers	Hardware
General merchandise	Dentists
Saloons	Cigar manufacturers
Restaurants	Shoemakers
Barber shops	Saddlery and harness
Marble yard	Livery stables
Flour and feed	Wagon yard
Grocers, tobacco and confectioners	Furniture stores
Bakery and boarding	Hotels

Pool hall	Drug stores
Furnishing goods	Tailors
Jewelers	Millinery
Photographers	Carpenters and Builders
Painters	Repair tin shop
Hoopole factory	Gunsmith and Repair Shop
Soda factory	

By 1929, the population of Versailles reached 1,652. The community included one grade school and one high school; two banks; two weekly newspapers, the *Versailles National* and *Versailles Statesman*; one theater; two hotels; and four churches. It also had electric, telephone, water, and sewer services. The average price for unimproved lands was \$10 per acre and for improved lands for \$75 per acre (Clark 1929).

Although the population increased to 1,760 by 1940, the local land sales suggested that the decline in railroad trade was beginning to impact the community. At this time, unimproved lands had an average price of \$5-10 per acre and improved lands went for only \$35 per acre. A number of local products were still being shipped by rail including wheat, corn, oats, hay, and fruits. Various raw materials were shipped as well such as iron, lead, zinc, barites, coal, and fire clays (Traffic Department 1940).

As of 2010, Versailles had a population of 2,482 (U.S. Census 2010). The loss of the freight shipping has had an economic impact on the town but its location at the intersection of Highways 5 and 52 allowed the community to continue to prosper. Currently, its most common industries are education (9.8%) and health care (9.6%) with a median household income of \$30,691 (Advameg, Inc. 2015k).

Stover

The original community was placed along the Cole Camp and Versailles road. It was laid out and had a post office as early as 1876. The community was named for Colonel John Hubler Stover (1833-1889), who rose from private to colonel in the Union Army during the Civil War, and then moved to Versailles. Stover served as Morgan County district attorney and Congressman from 1866-1869 (Overlay 1943). In 1889, the town consisted only of a church and general store owned by George Brankhorst (Goodspeed Publishing Company 1889). After the Rock Island was constructed through the area in 1903 and a substantial depot constructed, a new community sprang up along the rail line, known as Newstover. However, by 1905, the last merchant, Coester & Son, and who also were the postmasters, moved to the location of the new town, which was then known only as Stover. Among the proprietors were (Baker 1907-1917):

A.A. Fisher (dealer in hardware)	Coester & Son (mercantile)
Welpman Brothers (general mercantile)	W.H. Fajen (lumber yard)
Bohling & Wiest (drug firm)	W.J. Koch (blacksmith)
Tambke Brothers (saloon)	Newton Todd (City Hotel)
William O'Neal (barber)	Mary Hunter (millinery store)
M.P. Hughes & J.G. Kraxberger (feed & wagon)	

Coal mines were established just three miles from the town, which improved with the placement of the railroad through this community. The rail line established Stover as an important commercial center and in two years the community was the second largest town in the county (Baker 1907-1917).

By 1929, Stover had increased in size to 600. Within this community were one grade and one high school; one parochial school; two banks; one weekly newspaper, the *Tri-County Republican*; one theater; one hotel; and four churches. Local sales of unimproved lands averaged about \$15 per acre and for improved lands \$40 per acre (Clark 1929).

In 1940, the population level had dropped to 517, possibly reflecting the beginning decline of the railroad commerce. Unimproved lands dropped to \$10 per acre, but improved lands actually doubled to \$80 per acre, which was high for the area. Being shipped from this location were wheat, corn, barley, timber, and baryte (Overlay 1943).

Its location along Highway 52 has resulted in the focus of the community shifting north from the rail line to along the roadway. Since 1940, the town's population has almost doubled with 1,094 living in Stover as of 2010 (U.S. Census 2010). The median household income, however, is a little over half of the average for Missouri at \$25,600. Health care (11.5%) followed by educational services (9.8%) are the most common industries in the town (Advameg, Inc. 2015l).

Benton County

West of Morgan County, the Rock Island line passed through the northern portion of Benton County. On January 23, 1816, the county was formed as part of Howard County. Over the years, it was included in divisions of several other counties before being organized as a separate county on January 3, 1835. It was named for Thomas Hart Benton, the senator from Missouri (Lay and Worth 1912:24-25). Within this county, the rail line was placed through four communities.

Crest

Crest was a village established along the Rock Island line. A station was placed at this location, but the community remained small (Overlay 1943). No further information on Crest could be found and the town no longer exists and is owned by a private individual.

Cole Camp

The vicinity that would become Cole Camp was first occupied by Hosea Powers in 1839, who selected the spot due to the location of a spring. In 1846, V. G. Kemper established a store near Powers' home. Trade was so good from the store that Septimus Martin and the Blakely Brothers also established stores at this location. In 1857, a town was laid out and, similar to Cole County, was named for Captain Stephen Cole, a famous Indian fighter. According to Goodspeed Publishing Co. (1889:509) "Hon. James H. Lay gives as his impression that the 'Camp' part of the name, if not all of it, comes of the fact that the Coles of Cooper County had camped on the creek, wintering stock, or hunting and exploring the country." One of the first post offices in the county was established by Ezekiel Williams near Cole Camp Creek, which provided the name

for the post office. This post office was not far from Powers' home and Williams moved his post office to the newly growing community bringing with him the official name of the post office and the new town of Cole Camp. Also attracted to this community was a number of German immigrants. By 1889 the community had a population of 450 with numerous stores. It was surrounded by rich agricultural lands and various minerals that could be mined (Goodspeed Publishing Company 1889:509-510; Overlay 1943).

In 1880, the first railroad came to Cole Camp. The line was a narrow gaged that ran two trains per day between Sedalia and Warsaw. This brought a boost to the town and by 1890, the population was 600. In addition, the first bank opened in 1893, telephone service came in 1898, and electricity in 1915. When the Rock Island came to the area, its lines were laid about one and a half miles north of Cole Camp (Cole Camp, Missouri 2015).

Cole Camp continued to grow until the Great Depression, from which point the community has remained relatively the same (Cole Camp, Missouri 2015). In 2010, the town had a population of 1,121 (U.S. Census 2010). Currently, the community's main industry is health care and the median household income is \$31,743 (Advameg, Inc. 2015m).

Ionia

This village was established near the border between Washington Township in Pettis County and White Township in Benton County. At various times over the years, it was included within one of these two counties. It was first known as Peel Tree, probably for a tree stripped of its bark serving as a landmark. In 1866, a town was laid out at this location by Henry Pollard. It was initially known as Ionia City until 1895 and then Ionia from 1896-1904. Ionia was an ancient country in Asia Minor, but this name also was used by Masons:

The reference is doubtless to the five Masonic 'orders in architecture,' which are . . . Tuscan, Doric, Ionic, Corinthian, and Composite . . . the Ionic bears a kind of mean proportion between the more solid and delicate orders . . . There is both delicacy and ingenuity displayed in this pillar; the invention of which is attributed to the Ionians, as the famous temple of Diana of Ephesus was of this order (Overlay 1943:10).

In 1904, the community was moved south into Benton County, when the Rock Island was constructed through that area. The size of the community increased to 150 by 1929. Located within the town were one grade school, one bank, one theater, one hotel, and two churches. The community had electric and telephone services. Local prices for land were high in this area, averaging about \$50 per acre for unimproved lands and \$100 for improved lands (Clark 1929).

By 1940, Ionia began to experience the impact of the decline of the railroad commerce. The population remained the same at 150, but the average price for unimproved lands dropped to \$20 per acre and improved lands to \$35-\$40 per acre. From this location wheat, corn, oats, and chickens were being shipped (Traffic Department 1940).

The town has declined since the end of the St. Louis Subdivision of the Rock Island line. In 2010, only 88 people were living within Ionia (U.S. Census 2010). Manufacturing and health

care are the main industries, but the median household income is \$14,841, which is less than half of Missouri's average of \$45,321 (Advameg, Inc. 2015n).

Brandon

Brandon was established when the Rock Island was constructed through this area. It was named for the prominent landowner on whose land the town was laid out (Overlay 1943). The railroad did affect this community as well, with the population reaching 50. The town had a grade school and a church and also electrical and telephone service (Overlay 1943). No further information on Brandon could be found. Since the demise of the railroad businesses it is no longer extant, but consists of a scatter of homes.

Pettis County

The western end of this segment of the proposed abandonment ends within the southwestern corner of Pettis County. Originally part of Saline and Cooper County, it was formed on January 26, 1833. On January 3, 1835, Benton County was established out of a portion of Pettis County. On February 26, 1845, 25 miles of Benton was shifted back to Pettis, including the location later used by the rail line. The county was named for Spencer Darwin Pettis, who practiced law at Fayette in Howard County, served as the Secretary of State for Missouri between 1826 and 1828, and in 1829 was elected as the sole representative of Missouri in congress. As a Democrat, he was a supporter of President Andrew Jackson and strongly opposed the National Bank. During his heated reelection campaign in 1830, which he won, he quarreled with Major Thomas Biddle, brother of Nicholas Biddle, then the president of the United States Bank. Major Biddle challenged Pettis to a duel that took place on August 27, 1831, on a sand bar east of St. Louis. Both contestants were mortally wounded, Pettis dying the next day. He was very much loved by his constituents and when the new county was formed two years later, his supporters suggested it be named after him, who they viewed as a martyr for the Democratic cause. Originally the county seat was in St. Helena (more commonly known as Pin Hook) until 1837, when Georgetown was built as the new county seat. It was moved to Sedalia in 1862 (Overlay 1943; Demuth 1882). The Rock Island rail line was not placed through any communities within Pettis County.

Cass County

The project area included a small portion of the Rock Island located within the city of Pleasant Hill, which is within Cass County. Originally formed within Howard County on December 17, 1818, then made a part of Lillard County on November 16, 1820, and part of Jackson County on February 16, 1825. In 1835, it was formed as a new county, originally called Van Buren for Vice President and President Martin Van Buren. However, Van Buren enraged his Jacksonian Democratic colleagues by adopting a more antislavery tone and opposing the expansion of slavery into the new territories acquired from Mexico. In 1849, the name of the county was changed to "Cass" for Lewis Cass, the 1848 Democratic nominee for president. Cass tolerated slavery in the new territories acquired from Mexico. Harrisonville was selected as the county seat (Glenn 1917:102-104; Weber 1908:40-48; National Historical Company 1883:93-96).

Pleasant Hill

The community of Pleasant Hill began with the establishment of a store in 1833 by Blois, who was of French heritage. This store was opened three miles east of Pleasant Hill, but within the year, Blois moved to the original location of Pleasant Hill on a high hill top west of Big Creek. He sold the store in 1834 to William Duncan and Walter Taylor. They in turn sold the store to William Ferrel in 1835, who sold it to W.W. Wright and N.E. Harrelson in 1836, with Wright soon buying Harrelson's portion.

In 1844, Wright laid out the town of Pleasant Hill near his store. He was joined by other merchants and settlers. The community grew and in 1855 it was incorporated as a city. In 1860, the town consisted of about 500 people. During the Civil War, it was used as a base of operations by various Union commanders, but most of the residents, who supported the south, moved out. After the war, in 1865, the Missouri Pacific Railroad reached the community and established a depot within the bottoms near Big Creek, about two miles southwest of the original town. Realizing the importance of the railroad trade, many merchants moved from the original location and established new stores near the depot. The railroad "commenced an era of growth and prosperity seldom equaled by any western town...The trade of the town was enormous, it being the shipping town for southwest Missouri, southeastern Kansas, and even as far as Ft. Gibson in the Indian Territory" (National Historical Company 1883:229-230). By 1867, its population had reached 2,700 and 2,393 by 1880. The economic downturns of the 1870s and 1890s did affect the growth of this city, but it was able to rebound from both of these.

The construction of the Rock Island through the community in 1904 further established it as a major shipping hub of agricultural produce and livestock, becoming one of the largest communities in Cass County it expanded into the surrounding uplands (Glenn 1917:128-129; Weber 1908:236-301; National Historical Company 1883:225-254, Johnson 1933). In 1909, as many as 21 passenger trains passed through Pleasant Hill on the Rock Island and Missouri Pacific Railroads per day (Weber 1908:238).

By the height of the rail trade, Pleasant Hill had a population of 2,265. The community had one grade and one high school, three banks, one theater, one hotel, and six churches. It also had electric, telephone, water, and sewer services. Locally unimproved land sold for a high average price of \$100 per acre and \$125 per acre for improved lands (Clark 1929).

This community does not appear to have been impacted as much by the declining rail trade from the St. Louis Subdivision of the Rock Island because the Missouri-Kansas-Texas Railroad, known as the Katy, also had a line in Pleasant Hill. In 1940, the population had risen to 2,330. A number of different local products were still being shipped by rail, including wheat, corn, oat, soybean, and clover and timothy hay. Also shipped were can goods produced at a local canning factory (Traffic Department 1940).

As of 2010, Pleasant Hill had a population of 8,111 people (U.S. Census 2010). The median household income is above Missouri's average at \$49,090. Construction is Pleasant Hill's primary industry (Advameg, Inc. 2015o).

METHODOLOGY

The objective of the phase I cultural resource survey of the MCRR abandonment was to identify any cultural resources associated with the former Rock Island Railroad that exist within the Area of Potential Effects (APE) between mile markers 71.60, just west of Beaufort, and 215.325, just east of Windsor, including portions of Franklin, Gasconade, Maries, Osage, Cole, Miller, Morgan, Benton, and Pettis counties; and mile markers 262.906 and 263.50, in Pleasant Hill in Cass County. The APE was defined as the entire right-of-way (ROW) owned or under easement by MCRR (Appendix A), as indicated on the 1915 Valuation Maps (Val Maps) provided by MCRR (Appendix C).

Before field work began, SHPO was consulted pertaining to the documentation of previously recorded and unrecorded archaeological sites, cultural resources associated with the railroad located outside of the APE, and the minimum number of photographs to be taken of the cultural resources during the field survey (Judith Deel, personal communication 2015). Since the APE included only the MCRR right-of-way, which had a typical width of 100 feet, it was agreed by the SHPO that shovel testing for previously recorded and unrecorded archaeological sites was not necessary. These sites would either be buried under the railbed or, due to the size of the APE, could not be identified fully during the present survey constraints. Despite not shovel testing, 24 sites that represented the areas around the town depots were identified during this survey. Documentation of cultural resources associated with the railroad outside of the APE was not possible, however, SHPO requested the identification of these cultural resources by photographing them from the APE and marking their approximate location on a map. Finally, the SHPO requested a minimum number of one to four photographs to be taken of the cultural resources identified during the survey.

The Val Maps also were consulted before the initiation of field work. Under the Valuation Act of 1913, valuation maps were required by the Interstate Commerce Commission from all railroad companies to evaluate railroad corporate property (U.S. National Archives and Records Administration 2015). The Val Maps identified all buildings, structures, and objects along the line in 1915 (Chicago, Rock Island, and Pacific Railroad [CRI&P] 1915). During the survey, all buildings, foundations, structures, and objects associated with the line within the APE were photographed and measured, and GPS coordinates were taken. Cultural resources constructed prior to 1966 were assessed according to the National Register of Historic Places criteria (Federal Register 1974) to determine if they are contributing to the railroad historic district. Dates of construction for the cultural resources have been determined based upon the Val Maps (CRI&P 1915) and architectural attributes. All of this information was disseminated into a database identifying the cultural resources based upon their approximate mile marker location, resource type (i.e., bridge, culvert, monument, etc.), construction material, shape, location, and whether they are contributing or non-contributing to a historic district based on the Rock Island line, also referred to as the proposed historic district.

All topographic maps are located in Appendix A. The cultural resources are identified on the topographic maps based upon their approximate mile marker location and resource type. The maps are color coded with orange for archaeological sites, purple for culverts, blue for bridges, red for tunnels, and green for miscellaneous resources (i.e., signs, telegraph/telephone poles,

etc.). The previous investigations maps are within Appendix B. The Val Maps are located in Appendix C. Appendix D is the databases of the identified cultural resources within the APE. Photographs of archaeological sites are in Appendix E. Photographs of contributing cultural resources are divided by type with culverts in Appendix F, bridges in Appendix G, tunnels in Appendix H, and miscellaneous in Appendix I. Photographs of non-contributing resources are in Appendix J. Finally, site forms for the archaeological sites identified during the survey are located in Appendix K.

RESULTS

The phase I cultural resource survey of the APE was conducted between April 6 and May 1, 2015 by Meredith Hawkins Trautt (Principal Investigator), Joe Harl, Robin Machiran, John Klein, and Kyle Hensley of ARC. The APE was walked west to east in two groups of two people. Generally during a phase I survey, shovel tests are conducted in areas where visibility is less than 25%; however, previous investigations indicated that the MCRR line had been extensively modified in the form of "...cutting, filling, and ditching" (Moffat and Booth 2013:3). These modifications also were observed by ARC during the pedestrian survey (Photo 1). Additionally, before field work began, the SHPO decided that shovel tests would not be necessary due to the extensive filling conducted by the railroad when the line was constructed (Judith Deel, personal communication 2015). Due to these conditions, the APE was visually inspected. The 1915 Val Maps were utilized to identify known cultural resources before field work began. Not all of the cultural resources identified on the Val Maps were located during field work. This was mainly due to modern changes and deterioration of the cultural resources since their original documentation.

Several obstacles were encountered during the survey. At times, the topography made it difficult to reach some of the culverts. Generally at these locations, the railroad bed was too steep to safely climb down to the culvert to document it (Photo 2). Under these circumstances, the location of the culvert was marked with the GPS and a photograph of the slope was taken. Vegetation also was an issue during the survey. The rail line has not been utilized in approximately 35 years. Some portions of the line were clear, however, the majority was overgrown with trees and vegetation (Photos 3 and 4). The vegetation became worse as the survey extended into the Spring season. Some of the cultural resources were covered by the vegetation, making them difficult to document (Photo 5). Portions of the APE also were impassable due to the vegetation (Photo 6). Finally, certain portions of the APE were inaccessible. The most common issue was the placement of fences along the railroad bed that inhibited the surveyors from documenting one or both sides of culverts or other resources (Photo 7). Photographs of the cultural resources with the fence were taken and the location was marked with the GPS. In these situations, every attempt was made to document the known cultural resources within the area without leaving the APE and trespassing on private property. In many of the instances, at least one side of a culvert could be reached and documented. Unfortunately, not every part of the APE could be surveyed. Access was denied to certain portions of the APE by landowners. In certain locations, surveyors were approached by landowners and requested to leave the APE because the landowners believed that the railroad bed was part of their property. Areas where access was denied by landowners are identified on the topographic maps (Appendix A).

The study resulted in the identification of 456 cultural resources within the APE. In addition to the railroad corridor, 24 archaeological sites, 1 intact depot, 303 culverts and drainage systems, 36 bridges, 3 tunnels, and 89 miscellaneous resources were identified. One cultural resource shown on the 1915 Val Maps that were not found during the survey were ponds associated with the railroad. The ponds were located outside of the APE, however, the Val Maps did identify a few adjacent to the APE. The few adjacent to the APE were not identified in the field, indicating that the ponds had been filled in by the time of the survey.

Photo 1: Cut Ridge Slope, between Mile Markers 140.00 and 141.00, Facing West



Photo 2: Steep Cliff at Culvert 73.04, Facing North



Photo 3: Clear Tracks, between Mile Markers 130.00 and 131.00, Facing East



Photo 4: Vegetation on Tracks, between Mile Markers 82.00 and 83.00, Facing East



Photo 5: Culvert 91.10 Covered with Vegetation, Facing East



Photo 6: Vegetation Making APE Impassable, between Mile Markers 83.00 and 84.00, Facing East

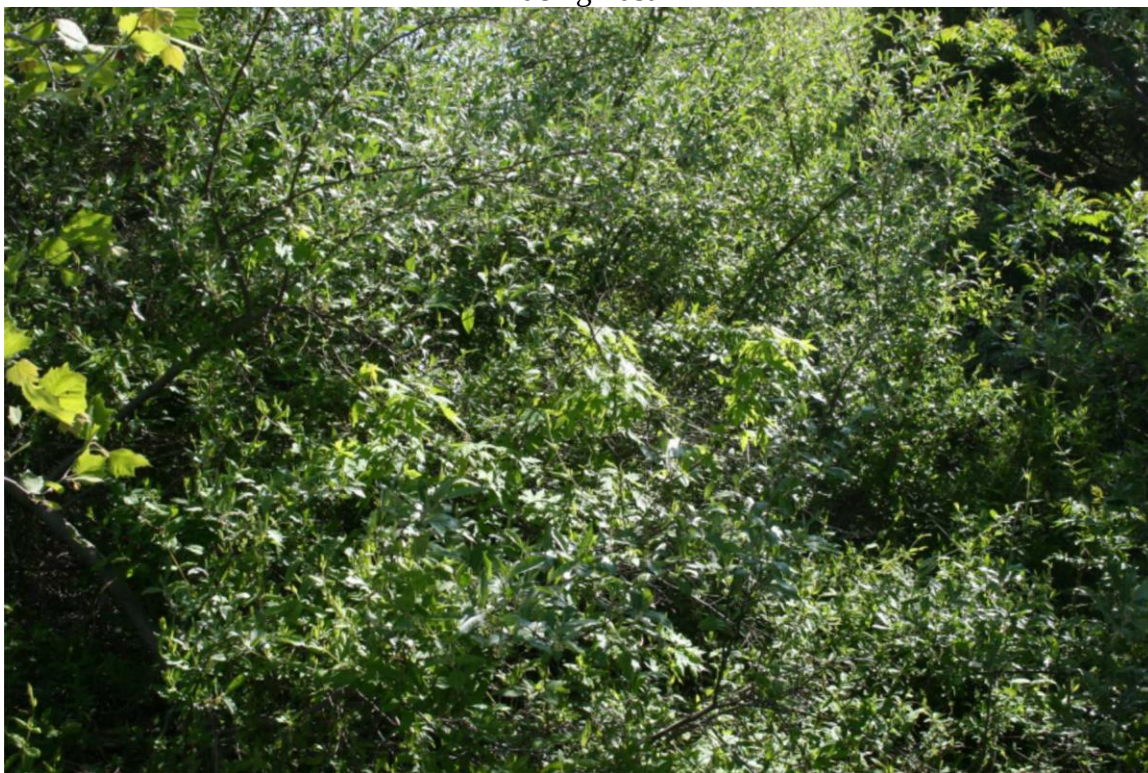


Photo 7: Fence Obstructing Access to Culvert 86.00, Facing Southwest



Railroad Corridor

The railroad corridor refers to the railbed, ties, and tracks. In general, at the time of the survey, the railroad corridor was in good condition. There were a few locations where the rail embankment had minimal erosion. Additionally, as mentioned earlier, there were locations where the railbed was overgrown with trees, some of them fallen, and other brush (Photo 8). Neither erosion nor vegetation had negatively affected the integrity of the corridor. Some of the rail ties had rotted (Photo 9), but they were mostly intact. Finally, the tracks either had been removed or paved/graveled at most road crossings (Photos 10 and 11), however, they remained in place along the majority of the line. Between mile markers 180.00 and 181.00 a manufacturer and date was found embossed on the track. The inscription reads: “R.E., C.H., 11025, ILLINOIS G. III, 1929, U. S. A.” (Photo 12). This date suggests that this portion of the track was updated after the initial construction of the line but exactly when this took place is unknown. Not only was it common for rails to be manufactured but not utilized immediately, it also was common for rails from an abandoned line to be re-used at another line (MCRR, personal communication 2015). It is possible that these rails were laid during Farrington’s Planned Progress Program of the 1930s/1940s.

Photo 8: Trees and Brush over Rail Corridor, between Mile Markers 184.00 and 185.00, Facing East



Photo 9: Missing Ties, between Mile Markers 110.00 and 111.00, Facing East



Photo 10: Removed Tracks at Walnut Street, between Mile Markers 177.00 and 178.00, Facing Northeast



Photo 11: Paved Over Track at Hwy CC, between Mile Markers 74.00 and 75.00, Facing West



Photo 12: Embossed Track, between Mile Markers 180.00 and 181.00, Facing North



Archaeological Sites

There were five previously identified archaeological sites adjacent or within the APE (2OS195, 23MG15, 23ML237, 23OS558, and 23ML244 [see page 12; Appendix B]). Site 23OS195, a prehistoric lithic scatter, was located adjacent to the APE. It was not re-identified due to its location outside of the APE. A portion of site 23MG15, a prehistoric village, was buried under the railbed within the APE. The majority of the site was located outside of the APE. Due to its location, this site was not re-identified. Sites 23ML237 and 23OS558 represents the Rock Island Osage River Bridge and site 23ML244 is the Rock Island Sugar Creek Bridge. Both sites were identified during the survey and will be discussed in the Bridge section of this report.

Twenty-four previously unrecorded sites were found (Appendices A and D). These sites are the locations of historic railroad depots and their associated buildings, structures, and objects. The Val Maps (Appendix C) indicated that associated with the depot were houses for their workers (labeled as “section hand houses”), water closets, tool sheds, coal houses, round houses, water tanks, oil tanks, stock pens, mail cranes, water cranes, grain elevators, and telegraph poles. These differed at each depot location, likely indicating the different responsibilities each depot area had for the Rock Island. For example, the Val Maps show that the Leslie depot area had a water closet, a water tank and crane, stock pens, and a car body tool house (Appendix C, Map 2). However, the Bell depot area had a water closet, warehouse, two pump houses, a water crane, a water tank, stock pens, a pond, a combined oil and coal house, an oil house, and a lumber shed (Appendix C, Map 42).

Site numbers were not assigned to the depot areas of Canaan and Gascondy because the Canaan depot had been destroyed by the construction of Highway 28 (Appendix J, Photo 1) and access to the former town of Gascondy had been denied by the property owner. The site forms are located in Appendix K.

Site 23FR1566, Leslie Depot Area

The Leslie depot area, site 23FR1556, measured 1,700 by 100 feet. No surface remains of the depot were identified at this site (Appendix D; Appendix E, Photos 1-2; Photo 13; Figure 14). The Val Maps suggested that near the depot were a water closet, a water tank and crane, and stock pens (Appendix C, Map 2). At the eastern edge of town was a car body tool house. Mineral Lake, about 5,589 feet southeast of Leslie, also was shown on this map and could have been used to supply the train with water. Systematic scraping of the ground surface does not appear to have taken place when the buildings and structures were razed. It is likely that archaeological remains associated with this railroad depot still exist.

Photo 13: Location of Leslie Depot, Facing East



Figure 14: Leslie Depot ca. 1907 (Forbes 2009a)



Site 23FR1565, Gerald Depot Area

The Gerald depot area, site 23FR1565, measures approximately 5,000 feet long and 100 feet wide (Appendix E, Photos 3-10). This depot was once located between Main and Pine Streets (Figure 15). The building has been moved to the nearby American Legion Park and its original location covered by gravel (Photos 14-15). No evidence was found of the foundation. The Val Maps indicated several buildings and structures were located within the depot area (Appendix C, Map 4). A car body tool house once existed at the northeastern edge of the site. Near Main Street, a siding went to a mill located to the southeast. Also at this location were two tie and timber buildings. Adjacent to the depot, to the north, was a water closet and to the southeast were a coal and oil house. At the southwest end of the depot's platform a mail crane was present. The stock pens were placed just south of the tracks between Pine and Cedar. A pond used by the railroad existed just southwest of the community. Although the depot had been moved, there was no evidence that systematic scraping of the area had taken place. Archaeological remains associated with these buildings and structures likely still exist.

Figure 15: Gerald Depot ca. 1910 (Forbes 2010a)



Photo 14: Original Location of Gerald Depot, Facing Northwest



Photo 15: Gerald Depot at New Location, Facing Northwest



Site 23GA1194, Rosebud Depot Area

Rosebud depot area, site 23GA1194, is about 1,200 feet long and 100 feet wide (Appendix E, Photos 11-14). The location of the Rosebud depot was covered by grass and gravel (Photo 16; Figure 16). All that could be found was the town sign that once was on the depot, but now placed on two metal posts. The Val Maps revealed that a tool house once existed just west of the depot's platform (Appendix C, Map 5). There was a water closet just east of the depot and a mail crane at the eastern end of the depot's platform. Just south of this location were the stock pens. The ground surface did not appear to have been systematically scraped during the razing of these buildings and structures and archaeological remains likely still exist.

Photo 16: Location of Rosebud Depot, Facing East



Figure 16: Rosebud Depot ca. 1972 (Forbes 2014)



Site 23GA1193, Owensville Depot Area

The Owensville depot area, site 23GA1193, measured approximately 2,300 feet long and 100 feet wide (Appendix E, Photos 15-39). Concrete foundations for the depot and the concrete footing for the platform were still in place (Photo 17; Figure 17). Archaeological remains likely exist within and outside the depot's foundations. South of the depot and Sears Avenue were the concrete remains of the pump house and possibly the base of the water tank. The 1913 atlas (Figure 18) indicates that a pond used by the railroad once was located just east of the tank, where the police station is now located. The Val Maps further revealed that a tool house and oil storage building existed near this location (Appendix C, Maps 6 and 41). A walkway extended from the track and south of Sears Avenue leading to a residence. It is unclear if this was the home of one of the railroad employees.

The 1913 atlas also indicated that grain elevators existed just south of the McFadden Avenue crossing and immediately northwest of the depot. The Val Maps further indicated that there were a mail crane just north of the depot's platform and two storage houses. A storage shed existed on the northern edge of the site near the stock pens at Walker Avenue. The 1913 atlas, however, suggested that stock pens were located further to the south near Marvin Avenue (Figure 18). The ground appears to have remained intact and archaeological remains could still exist for these various buildings and structures.

Outside of the site area, but within the city of Owensville, the Val Maps revealed that there was a siding from the main track once located at the southwestern edge of town. This siding extended southward ending at a loading platform near clay mines. Another remnant of a siding served the Hamilton-Brown Shoe Company established in 1933. Switches still exist on either end of this siding. Another siding was found on the northeastern edge of Owensville. It is unclear as to what this siding was used for because a new industrial park has been placed at that location.

Photo 17: Location of Owensville Depot, Facing Southwest



Figure 17: Owensville Depot ca. 1909 (Forbes 2006)



[illegible]

Site 23GA1192, Bland Depot Area

The Bland depot area, site 23GA1192, is 3,500 feet long and 100 feet wide (Appendix E, Photos 40-50). This location was covered by gravel and no visible remains of the foundation was present at the surface (Photo 18; Figure 19). On the east side of town was a siding that once extended to the International Shoe Company that was established in the 1930s. The factory, now abandoned, still exists just north of the tracks. The Val Maps indicated other buildings and structures near the depot (Appendix C, Map 9). These include four water closets placed in a row just north of the track and just outside the western limits of Bland. It is unclear as to why so many water closets were placed at this location. Further to the west was a tool house. Immediately east of the depot was another water closet, storage house, and oil tank. On the opposite side of the tracks to the northeast were a mail crane, a grain elevator, and oil house. Outside the eastern edge of town were the stock pens, an unnamed building measuring 31 by 60 feet, and a pond that may have been used by the railroad. This pond no longer exists. Archaeological remains of the depot and its associated buildings and structures could still exist at this site.

Photo 18: Location of Bland Depot, Facing East



Figure 19: Bland Depot ca. 1907 (Forbes 2005a)



Site 23MS1147, Belle Depot Area

Site 23MS1147 is the Belle depot area, which is about 4,300 feet long and 100 feet wide (Appendix E, Photos 51-67). The location of the depot was covered by grass and gravel (Photo 19). No evidence of its foundation was discovered, but the Val Maps indicate that it measured 48 by 26 feet (Figure 20; Appendix C, Maps 10 and 42). Still standing, just northwest of the depot and west of Alvarado Avenue, was a grain elevator and mill and to the south a large warehouse. Concrete foundation remains existed between these two buildings, just north of the tracks. Val Maps indicated that this was a pump house. Also, once present just east of this location were a water crane and water tank that measured 24 feet in diameter and stood 16 feet high, but no surface evidence of these existed (Figure 21). A standing pump house that measured 10 by 8 feet was found further to the west and south at the end of Jersey Street. It had a concrete foundation and frame construction with the walls and roof covered by corrugated metal sheets. Just west of this building were the remains of concrete foundations across an area of 13 by 30 feet. The upper portions of the foundation were concaved, suggesting that these were used to support tanks. East of this location, piping was standing near the tracks. It is possible that this was used to provide water to trains, but given that these were likely built during Farrington's Planned Progress program of the 1930s/40s, it is possible that this area was used to store diesel fuel or oil.

In addition to these buildings and structures, the Val Maps identified stock pens on the eastern side of town, near Vienna Avenue (Appendix C, Maps 10 and 42). Just outside of town, to the east, were an engine house that measured 18 by 24 feet, and two coal chutes. The ground surface does not appear to have been disturbed during the razing of the building and structures that were once located at this site. It is possible that archaeological remains associated with these buildings and structures still exist.

Photo 19: Location of Belle Depot, Facing Northeast



Figure 20: Belle Depot ca. 1967 (Forbes 2005b)



Figure 21: Former Water Tower at Belle (Osage Historical Society 2003)

Site 23MS1148, Summerfield Depot Area

Site 23MS1148 represents the remains of the Summerfield depot area that measures about 1,300 feet long and 100 feet wide (Appendix E, Photos 68 and 69). The depot was no longer present and the area was covered by grass (Photo 20; Figure 22). All that was visible was the town sign that once was on the depot and but was mounted on two metal posts. The Val Maps and a historic photograph of the town indicated that other buildings and structures associated with the railroad existed in this area (Appendix C, Map 11; Figure 23). These include a tool house just west of the depot and a water closet near the west end of the depot's platform. South of that location was a stock pen. Southeast of the depot was the section hands house with a water closet just northeast of it (Figure 24). The ground surface does not appear to have been disturbed during the raising of these buildings and structures and archaeological remains associated with them most likely exist.

Photo 20: Location of Summerfield Depot, Facing Southwest



Figure 22: Summerfield Depot ca. 1906 (Forbes 2011)



Figure 23: Summerfield ca. 1900s, Depot on Right (Osage County Historical Society 2003)

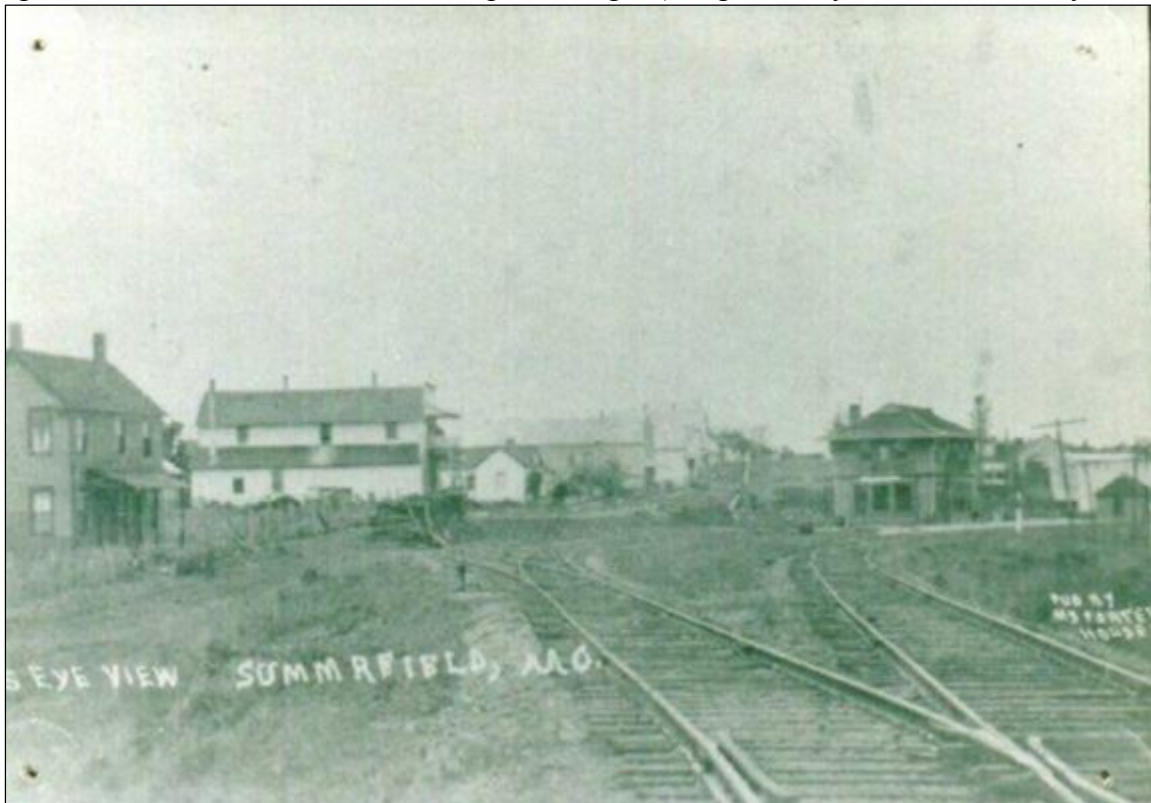


Figure 24: Summerfield Section Foreman House (Osage County Historical Society 2003)



Site 23OS1286, Freeburg Depot Area

Site 23OS1286 is the Freeburg depot area, which is 5,500 feet long and 100 feet wide (Appendix E, Photos 70-78). The location of the depot was covered by trees and brush (Photo 21). No evidence of the depot was found at this location (Figure 25). East of the depot were concrete foundations that once supported tanks and possibly a building. These could have been the location of a pump house and supports for water or diesel fuel tanks; however, the Lempe beer house and a canning factory also were located near these foundations. A switch is located near the west side of the siding to the depot. On the western portion of the site is the Freeburg tunnel, which is discussed in the Tunnel section of this report.

The Val Maps suggested that other buildings and structures once existed in this area (Appendix C, Maps 13 and 43). Northwest of the depot was a section hands house and a water closet, with the tool house located northeast of the residence. Another water closet was shown between the tool house and the depot and likely used to serve passengers and workers of the railroad. A flour mill once was located southwest of the depot, it was established on July 13, 1912. Next to it was a warehouse and what appears to be a canning factory. A siding allowed trains to backup and serve all three buildings. The stock pens were located at the far eastern end of the site. Not depicted on this map, but on the 1913 atlas (Figure 26), was a grain elevator immediately south of the depot. This building was extant and being utilized at the time of the survey. The Val Maps further indicated that a telephone line was connected to the depot by the Freeburg Telephone Company on September 4, 1912. The ground surface in this area does not appear to have been disturbed and archaeological remains of the depot and its associated buildings and structures still could exist at this site.

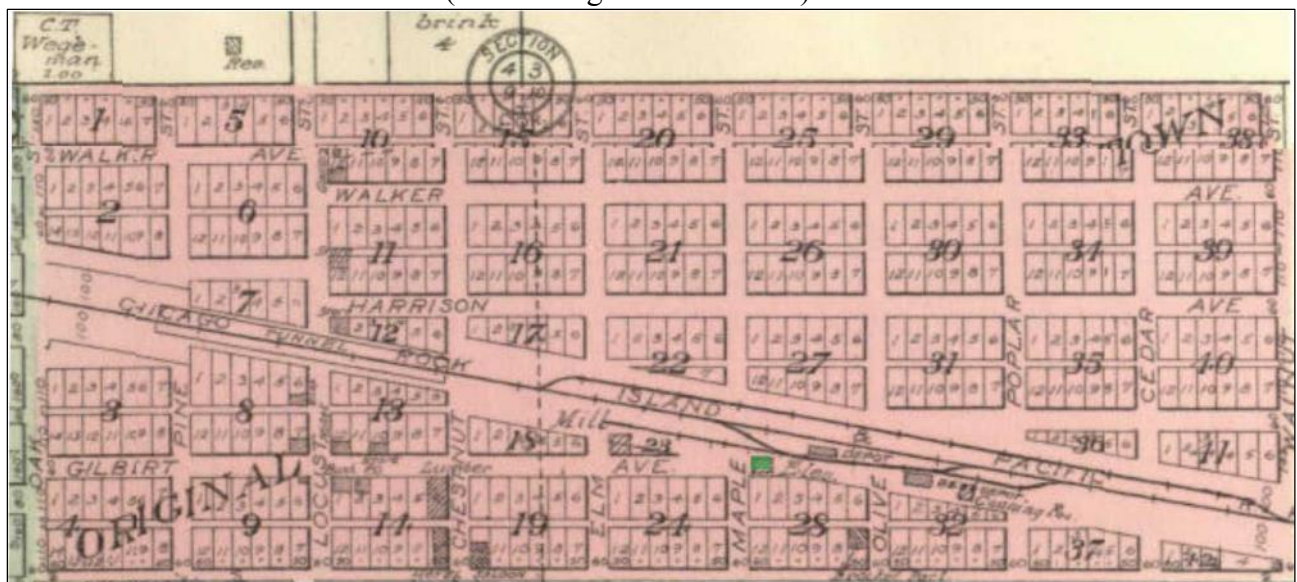
Photo 21: Location of Freeburg Depot, Facing West



Figure 25: Freeburg Depot ca. 1980 (Forbes 2005c)



Figure 26: 1913 Freeburg Atlas, the Grain Elevator Highlighted in Green (Geo. A. Ogle & Co. 1913b)



Site 23OS1285, Argyle Depot Area

The Argyle depot area comprises site 23OS1285, which is approximately 2,800 feet long by 100 feet wide (Appendix E, Photos 79-91). This area was covered by high grass (Photo 22), giving poor visibility. Fragments of concrete were found near the depot location and could represent the remains of the depot. The size of the building could not be determined by the concrete fragments, but the Val Maps indicate that the depot was 51 by 26 feet (Appendix C, Map 15) and a historic photo shows that it was a two-story building (Figure 27).

A switch used on the west side of the siding to the depot was still in place (Appendix E, Photo 89). The switch indicates that the manufacturer was Pettibone Mulliken Corporation in Chicago, a company that was organized in 1880 and was a leading manufacturer of railroad equipment. Up until 1945, the company's only plant was located in Chicago, but after World War II they opened plants around the country (Chicago Historical Society 2005). It is possible that this switch was part of the Planned Progress program in the 1930s/40s.

The Val Maps further indicated that a grain elevator once existed west of the depot. This may be the grain elevator still being used west of Pine and south of 1st Street. Other buildings and structures located near the depot include two tool houses and a section hands house located near Cherry on the west side of the depot. Just west of the depot were the grain elevator, an unnamed building, and a water tank. A mail crane was just east of the depot. On the eastern edge of the site were the stock pens (Appendix C, Map 15). There was no evidence that this area had undergone systematic scraping during the razing of these building and structures, indicating that archaeological remains could exist at this site.

Photo 22: Argyle Depot Area, Facing East



Figure 27: Argyle Depot ca. 1957 (Forbes 2005e)



Site 23OS1288, Meta Depot Area

Site 23OS1288 represents the Meta depot area, which is 2,350 feet long and 100 feet wide (Appendix E, Photos 92-103). The depot, once located east of Bertha and south of 3rd Street, was covered by a gravel parking lot (Photo 23; Figure 28). No evidence could be found of its foundations. West of the depot was a grain elevator. This was not depicted on the Val Maps and may have been built shortly afterwards, but it may have been located just outside the map (Appendix C, Map 17). On the western side of town was an iron girder bridge that was identified during the survey (Bridge 134.80). Further west at the edge of town is a MFA building. A siding to this building and switch still exist. These could have been added during Farrington's Planned Progress program in the 1930s/40s.

The Val Maps revealed that other buildings and structures existed in the depot area (Appendix C, Map 17). Near where the line crosses Walnut Street, a loading platform once existed. Between the platform and the depot were a water closet, two storage houses, and a mail crane. Immediately to the east of the depot was a coal house. East of Locust was a grain elevator, another water closet, and the stock pens. East of Cherry was a box car tool house. The ground does not appear to have been severely impacted during the raising of the buildings and structures, indicating that archaeological remains likely still exist.

Photo 23: Location of Meta Depot, Facing East



Figure 28: Meta Depot ca. 1980 (Forbes 2005e)



Site 23OS1287, Hoecker Depot Area

The Hoecker depot area, representing site 23OS1287, measures 1,500 by 100 feet. Its location was covered by a gravel parking lot (Appendix E, Photo 104; Photo 24). The depot was removed in 1933 (Figure 29, Weidinger 2013); however, the area does not appear to have been scraped deeply and intact archaeological remains associated with the depot still could exist. The Val Maps indicate that the depot measured 25 by 51 feet (Appendix C, Map 19). These maps further revealed that a tool house once existed at the western edge of the site. Closer to the depot, to the northwest, were the section hands house and a water closet. Just west of the platform was a mail crane and just east of the depot were a well, another water closet, and the stock pens. Also near the depot, a spur led north to the Osage River. This may have been used to carry gravel. Various locations along this portion of the Osage River were quarried for gravel during the early 1900s. Archaeological remains of these buildings and structures associated with the depot still could exist in this area.

Photo 24: Location of Hoecker Depot, Facing East



Figure 29: Undated Photo of Hoecker Depot (Weidinger 2013)

Site 23CO1642, Henley Depot Area

Site 23CO1642 is the Henley depot area, which measures 2,300 feet long and 100 feet wide (Appendix E, Photos 105-112). Only the town sign that once existed on the depot remains and it had been put on metal posts. A rectangular depression, measuring 14 by 34 feet, immediately west of the sign, likely marks the location of the depot (Photo 25). An abandoned grain elevator existed just west of the depot that could have been in place at the time the railroad was built; however, it is not identified on the Val Maps (Appendix C, Map 20). The Val Maps indicated that the original depot was larger than the rectangular depression, measuring 72 by 22 feet, which is confirmed by a 1907 photograph of the building (Figure 30). This depot remained until at least 1953 (Forbes 2005g); however, by 1957, a smaller depot matching the 14 by 34 feet depression was in its place (Figure 31). The maps also indicated that other buildings and structures existed near the depot. A water tank and water crane were placed at the western edge of the platform and a mail crane, a car body tool house, and an unnamed house that measured 50 by 20 feet were near this location. Just east of the depot were a water closet, stock pens, three charcoal kilns, and a charcoal bin. Further east was a house that measured only 10 by 14 feet, possibly suggesting that it served as a tool shed, and a larger home measuring 40 by 18 feet that may have been used by the section hands. There was no evidence that the removal of the buildings and structures significantly disturbed the ground. Therefore, archaeological remains most likely still exist at this site.

Photo 25: Location of Henley Depot, Facing West



Figure 30: Henley Depot ca. 1907 (Forbes 2005f)



Figure 31: Henley Depot ca. 1957 (Forbes 2004a)

Site 23CO1641, Eugene Depot Area

Site 23CO1641 is the Eugene depot area that measures about 4,200 feet long and 100 feet wide (Appendix E, Photos 113-122). The intact foundations of the Eugene depot were not identified, but this area did have a pile of limestone slabs that could have been associated with this building (Photos 26-27; Figure 32). Just west of the depot was an abandoned frame building with a metal roof that once was associated with a grain elevator. East of the depot was another abandoned building associated with a second grain elevator. Also discovered northeast of the depot was a concrete foundation and stairs associated with another building, but it is unclear if this was associated with the use of the railroad. It was depicted on the detail of the town on the 1914 atlas, but was not labeled (Figure 33). Also extant at the time of the survey, were two of the three bridges that once existed east of the depot and just southeast of the second mill. These included two deck beam bridges (Bridge 149.40 and Bridge 149.40A), each 20 feet long and placed adjacent each other (Appendix D, Table D3; Appendix G, Photos 150-161). These bridges are discussed in the Bridge section of this report. Missing was the longer (29 feet) frame trestle bridge (Bridge 149.40B). This may have been placed south of the other two bridges.

The Val Maps suggested that there were other buildings and structures associated with the depot complex (Appendix C, Map 21). These included an unnamed building measuring 42 by 20 feet at the western edge of the Eugene depot site. Near the east end of the depot's platform was a mail crane. A water closet once existed between the depot and the eastern mill. Near the bridges were the stock yard and coal bin. Three circular bins also were noted at this location. They appear to be marked as "(sand)" and could represent the sand utilized near the grain bins to pull moisture away from the bins to prevent the grain from getting moldy. At the eastern end of the depot complex is the Eugene Tunnel, which is discussed in the Tunnel section of this report. Both intact architectural and archaeological remains exist at this site.

Photo 26: Location of Eugene Depot, Facing East



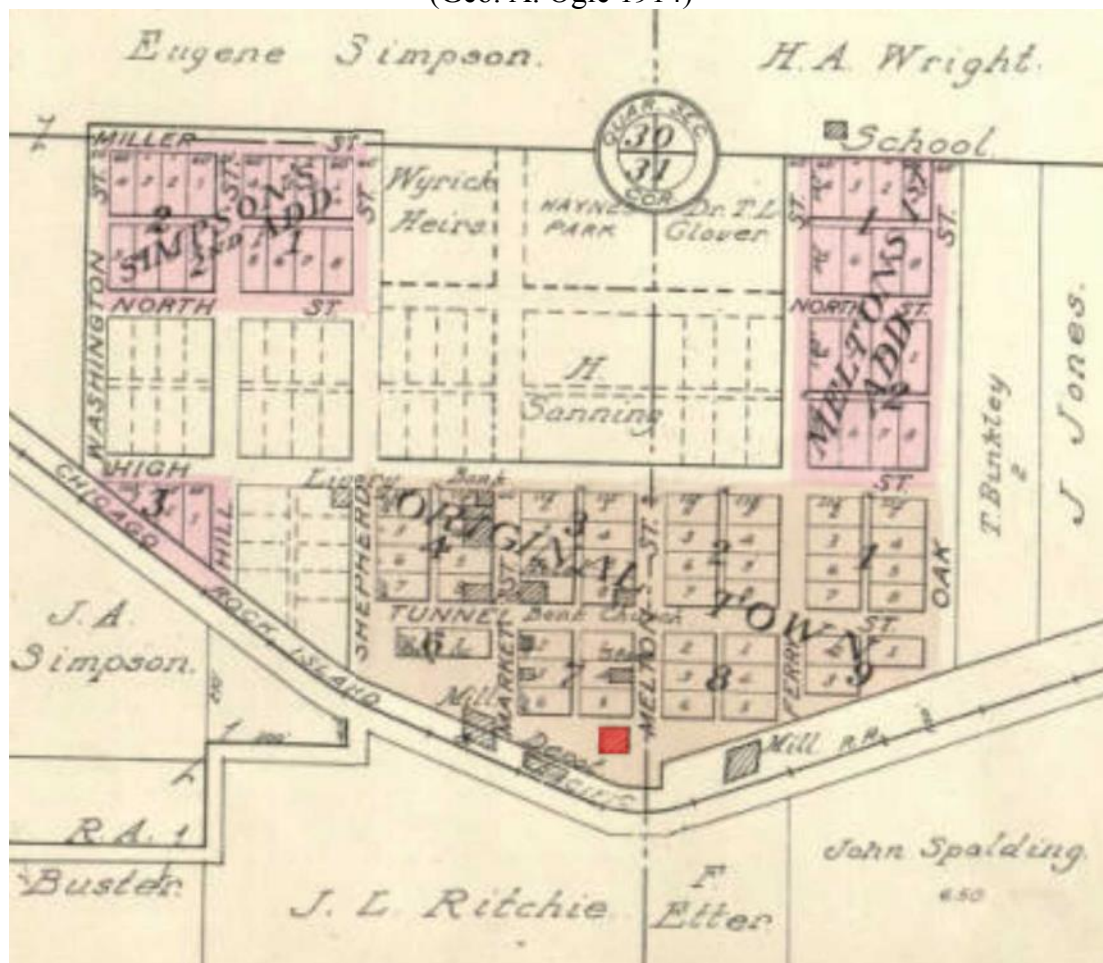
Photo 27: Limestone Slabs Associated with Eugene Depot, Facing East



Figure 32: Eugene Depot 1957 (Forbes 2005g)



Figure 33: 1914 Eugene Atlas, Unidentified Building Highlighted in Red (Geo. A. Ogle 1914)



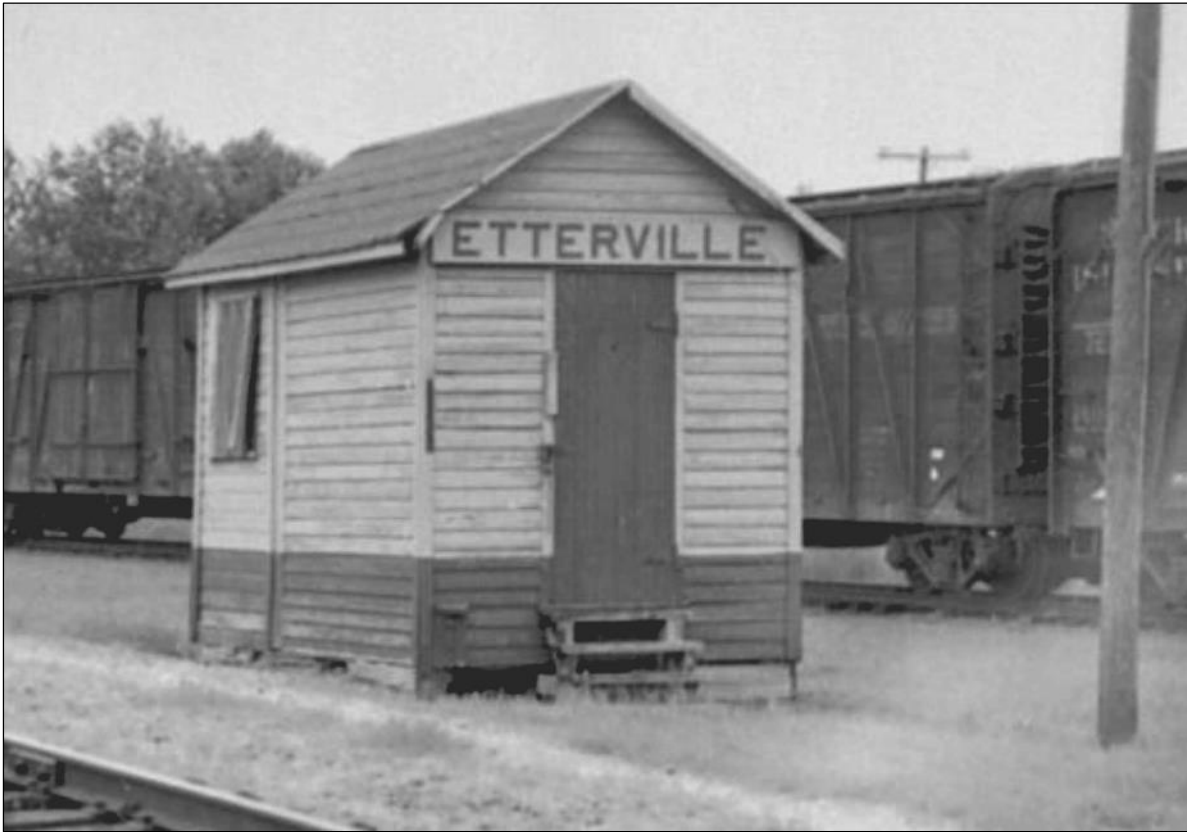
Site 23ML1281, Etterville Depot Area

The Etterville depot area is site 23ML1281 (Appendix E, Photos 123-125). It measures 2,000 feet long by 100 feet wide. The depot had been removed and its location was covered by a dense vegetation so the foundations could not be found (Photo 28; Figure 34). However, the area does not appear to have been deeply scraped. The Val Maps indicated that west of the depot and north of the tracks, existed the stock pens, an unnamed small building that measured only 10 by 12 feet, and three charcoal kilns each measuring 32 feet in diameter (Appendix C, Map 22). The depot was between the main line and the siding. At the western edge of the platform was a water closet. Near the eastern edge of the depot was a mail crane, with a grain house just east of it. At the far eastern edge of the Etterville depot site, north of the tracks, were the section hands house and a water closet, with the tool house located south of the tracks. Because the area did not appear to have been significantly altered, it is likely archaeological remains associated with these buildings and structures still exist.

Photo 28: Location of Etterville Depot, Facing East



Figure 34: Etterville Depot ca. 1957 (Forbes 2004b)

Site 23ML1280, Eldon Depot Area

The Eldon depot area, measuring 7,000 feet long and about 100 feet wide, represents site 23ML1280 (Appendix E, Photos 126-157). Although the original depot no longer exists, its replacement, constructed around 1959, was intact at the time of the survey (Landis 2001; Harrison 2015). According to a ca. 1908 photograph, the original Eldon depot was a vernacular, two-story building with Tudor attributes. Tudor developed from the architecture style of 16th and 17th century English Renaissance buildings from the reigns of Elizabeth I and James I. During the late 19th century, only high style architect designed Tudor mansions were constructed in America. By the early 20th century, the style was being built in middle class suburban subdivisions and the 1930s on smaller affordable homes. In the United States, Andrew Jackson Downing felt the style in a simplified form should only be adapted to a rural pastoral setting to project “Quaint and Happy effects.” The style made its greatest impact in the United States with educational buildings such as Universities and by a series of schools designed by St. Louis architect, William B. Ittner (Whiffen 1996:178-182; Carley 1992:200-201; McAlester and McAlester 1996:354-371). Identifying features of this style are steeply pitched roofs that are usually side gabled with a front facade that is dominated by one or more steeply pitched cross gables. Multiple groups of tall, narrow windows with multi-pane glazing. Decorative half-timbering is present on about half of the examples of the Tudor style and massive chimneys crowned with decorative chimney pots also are common for this style (McAlester and McAlester 1996:355). The original Eldon depot was a two-story building with medium pitched, hipped roof. Attributes of the Tudor style on the building included a cross gabled roof on the front

façade; long rows of multi-pane glazing windows; decorative, half-timbering on the second story of the building, and a prominent chimney. Additionally, the façade had a two-story, canted bay window with round tower roof. This building was removed in the late-1950s, after passenger service along the Rock Island ended.

The extant depot was a vernacular building with Modern design attributes (Photos 29-30). Modern design is a general category that encompasses several different styles that were prevalent from World War I to the early 1970s (Bose 2008). Although some critics would argue that Modern is not a singular design, styles such as International, Bauhaus, Wrightian, Miesian, Brutalism, and Contemporary are generally identified as Modern (Bose 2008; McAlester and McAlester 1996, Whiffen 1996). The Eldon depot had several attributes of the Contemporary style. Characteristics of this style is an avoidance of traditional form and detail; contrasting wall materials and textures; windows generally unusual in shape and/or placement; and either flat roofs or low-pitched roof with broad, low, front facing gables. Contemporary style was common from 1940 to 1980 (McAlester and McAlester 1996:477, 482).

The extant Eldon depot was a multi-level building with a poured concrete foundation, concrete block walls, and a flat, overhanging corrugated metal roof (Photos 29-32). Along the western portion of the south wall was a large, projecting, slanted display window surrounded by blonde bricks (Photos 29-30). On either side of the projection were two doors with lights and small concrete platforms in front of the doors with a metal railing. Plywood covered the lights on the display window and doors. According to an undated photograph, the display window consisted of 36, fixed lights and there was a single light on the doors (Figure 36). Along the western portion of the south wall was a small, square vent, a small, square window that was covered with plywood, and a rectangular window covered in plywood. All three had metal sills. The photograph indicates that the rectangular window was a nine light, fixed window. The eastern side of the south wall had another door and a rectangular window with a metal sill (Photo 29). It was placed high on the wall and was enclosed with concrete block. The east wall has a large dock that had been enclosed with bricks, concrete blocks, and a window air conditioning unit. Above the dock is "ELDON" in white letters. The north wall had three windows of various sizes with metal lintels enclosed with either plywood or concrete block, a dock enclosed with concrete block, and double entrances with missing doors (Photos 31-32). The west wall had a window with a metal sill covered with plywood and a small concrete stoop that led to an entrance. The undated photograph indicates that the window was a 1/1 double hung sash and that the stoop had three steps on each side of it and a metal railing. At the time of the survey, the railing was missing. The attributes of the Contemporary style on this building include the contrasting wall materials and texture, the unusual size and placement of the windows, and the flat, overhanging roof. Although the building has been altered with the enclosure of bays and was in poor condition at the time of the survey, it maintains its integrity. It is not only contributing to the proposed historic district based on the Rock Island line, it also is eligible to the National Register for Criterion C, architecture.

The Val Maps indicated that east of the depot was stock pens, a scale house, a coal chute, water tank, work shop, boiler room, storage house, and roundhouse (Appendix C, Maps 24, 44-46). Foundations 1-5 and Building 1 were located north of the tracks within the APE (Appendix K, pg. 76). Foundation 1 was 4 by 7.5 feet and Foundation 2 was 4 by 5 feet. These were

located near where two coal chutes were indicated on the Val Maps. Foundation 3 was 7 by 12 feet and had a 2.5 by 2.5 feet hole along the western portion of the foundation. It was located near where a water tank once existed. Nearby, Foundation 4 also was 7 by 12 feet and had a 2.5 by 2.5 feet hole along eastern portion of the foundation. Building 1 was 22 feet north of the tracks. It was 10 by 24 feet and had board formed concrete walls with a concrete shed roof. A partition that ran east-west was located on the interior. There was a door on the north wall and a window on the west wall. This building possibly served as a storage facility. Foundation 5 was located 19 feet north of the tracks and measured 10 by 35 feet. The Val Maps identified a scale house at this location (Appendix C, Map 44). None of the dimensions of the foundations match to the dimensions of the buildings and structures identified on the Val Maps, indicating that these were most likely constructed after 1915, when the Val Maps were made.

In addition, two other foundations (identified as Foundations 6 and 7) were found just beyond the APE so that they could not be measured. The Val Maps do have a building, measuring 8 by 78 feet near Foundation 6 (Appendix C, Map 44).

The various buildings and foundations identified that do not correspond with the Val Maps demonstrate that more activities were happening in the Eldon depot area than the historical record indicates. Archaeological remains associated with these activities still could exist.

Figure 35: Original Eldon Depot ca. 1908 (Forbes 2008a)



Photo 29: Current Eldon Depot, Facing Northwest



Photo 30: Current Eldon Depot, Facing Northeast



Photo 31: Current Eldon Depot, Facing Southeast



Photo 32: Current Eldon Depot, Facing Southwest



Figure 36: Undated Photograph of Eldon's Second Depot (MCRR n.d.)



Site 23MG1215, Barnett Depot Area

Site 23MG1251, represents the Barnett depot area, measuring 2,500 feet long and 100 feet wide (Appendix E, Photos 158-159). No evidence of the Barnett depot was identified where it was located near the intersection of Maple and 3rd Street (Photo 33; Figure 37). This area was covered by grass and trees, and the foundations could be obscured. The original grain elevator still was located just east of the depot at the time of the survey. The Val Maps suggested that other buildings and structures were once associated with the depot (Appendix C, Map 26). At the western edge of the site and near the western end of town, were a tool house, a section hands house, and a water closet. Immediately east of the depot were a mail crane and another water closet that was on the opposite side of the tracks to the south. Near the grain elevator to the east were an unnamed building measuring 40 by 29 feet and the stock pens. The site was a mixture between high grass and trees and fenced off private property. The ground did not appear to have been disturbed during the removal of the buildings and structures associated with the railroad. Archaeological remains associated with the railroad buildings and structures still could exist.

Photo 33: Barnett Depot Location, Facing Northwest



Figure 37: Barnett Depot ca. 1957 (Forbes 2005h)



Site 23MG1217, Marvin Depot Area

Site 23MG1217 is the Marvin depot area, measuring 1,400 feet long and 100 feet wide (Appendix E, Photos 160-162). No remains of the Marvin depot still exist at this location, but the town sign, once placed on the depot, was placed on a metal pole near its location along Highway 52 (Photo 34). The Val Maps suggest that other buildings and structures once were located near the depot (Appendix C, Map 27). West of the depot were stock pens, a well and pump house, a mail crane, and a grain elevator. Near the depot was a water closet. Archaeological remains associated with the depot and these nearby buildings and structures could exist in the area.

Photo 34: Location of Marvin Depot, Facing West



Site 23MG1218, Versailles Depot Area

The Versailles depot area, site 23MG1218, measures about 2,400 feet long and 100 feet wide (Appendix E, Photos 163-169). The depot was located in a grassy area and no remains were identified (Photo 35; Figure 38). The remains of a well and pump house were identified northeast of the depot location. According to the Val Maps, at the far northeastern edge of the site, was a pond used by the railroad that no longer exists. Closer to the depot were the stock yards, and a water tank, water crane, and a water closet located northeast of the depot's platform (Appendix C, Maps 29 and 47). Additionally, near where the Missouri Pacific line crossed the Rock Island tracks was a tool house and further southwest was a car body tool house.

Just outside the site, on the western portion of Versailles, were two spur lines that diverged from the tracks serving local businesses. Where Newton Street crossed the tracks was a line that extended west serving the electric light plant, Bale house, and a mill. At the western edge of town another spur line extended south serving Versailles brick company. There did not appear to have been systematic scraping of the ground surface during the razing of the depot, and other buildings and structures associated with it, indicating archaeological remains could exist.

Photo 35: Location of Versailles Depot, Facing Northeast



Figure 38: Versailles Depot ca. 1957 (Forbes 2008b)



Site 23MG1216, Stover Depot Area

Site 23MG1216 is the Stover depot area, which measures 2,500 feet long and 100 feet wide (Appendix E, Photos 170-178). Remains of the Stover depot were located north of the main tracks and just southeast of an abandoned grain elevator (Photo 36). Portions of the concrete and limestone foundation associated with this building were visible at the surface. These would suggest that archaeological remains associated with the depot could still exist. Also identified just west of this location was a bent metal sign, but its words were missing and a wood box culvert was under the tracks. A concrete barrier was later added to the north side of the culvert to force water through it and to prevent erosion. East of the depot were a double set of concrete culverts. The western one was smaller and arched, representing the original culvert. The adjacent one to the east was a larger box culvert likely added during Farrington's Planned Progress program in the 1930s/40s.

The Val Maps indicated that the remains of other buildings and structures could exist near the depot (Appendix C, Map 31). West of where Hickory crosses the tracks and east of the depot were the car body tool house, a section hands house, and a water closet. Immediately northeast of the depot was the stock yards, but a warehouse was later placed near this location. A water closet was located near the eastern end of the depot's platform. Immediately to the south were a mail crane and a coal house. Archaeological remains associated with these buildings and structures also likely exist at this site.

Photo 36: Location of the Stover Depot, Facing Northeast



Figure 39: Stover Depot ca. 1957 (Forbes 2005i)



Site 23BE2182, Crest Depot Area

Site 23BE2182 represents the Crest depot area, and measures 3,000 feet long and 100 feet wide (Appendix E, Photos 179-183). The community no longer exists and is now located within the property of a private landowner. No remains of the depot were found and the siding has been removed. A dug out area, possibly representing a clay mine or some other type of quarrying activity, was at the eastern edge of the site. However, the area of the depot did not appear to have been severely impacted (Photo 37). The remains of the depot as well as the water closet, section hand house, tool house, and stock pens still could exist at this location (Appendix C, Map 33).

Photo 37: Location of Crest Depot, Facing East



Site 23BE2181, Cole Camp Depot Area

Site 23BE2181 consists of the Cole Camp depot area, which measures 2,900 feet long and 100 feet wide (Appendix E, Photos 184-189). The depot had been removed and the area was covered by a gravel parking lot, so no evidence of the depot could be found (Photo 38; Figure 40). The Val Maps indicated that there were other buildings and structures near the depot (Appendix C, Map 34). These consisted of the stock yards south of the tracks. Between the main line and the siding for the depot were a water closet, a coal house, the depot, and a water tank and crane. West of the present location of State Highway U was the remains of the western end of the depot siding. According to the Val Maps, this location also had a section hands house, a tool house, an oil house, and a pump house and well. No foundations or other remains associated with these buildings or structures were identified during the survey; however, there was no sign of systematic scraping in this area during the removal of these buildings and structures. It is possible that archaeological remains associated with them still exist.

Photo 38: Location of Cole Camp Depot, Facing West



Figure 40: Cole Camp Depot ca. 1957 (Forbes 2010b)



Site 23BE2183, Ionia Depot Area

Site 23BE2183 is the Ionia depot area, which measures 1,400 feet long and 100 feet wide (Appendix E, Photos 190-198). Remains of the original Ionia depot were found just north of the existing tracks (Photo 39). The location of the depot was marked by the base of some concrete pier foundations. The depot originally measured 24 by 79 feet (Figure 41). Just southwest of this location, about 4 feet from the tracks, was a rectangular concrete foundation measuring 8 feet north-south by 4 feet east-west. A metal lined trough, about 8 inches wide, extended north of this foundation for a distance of at least 6 feet. No building was marked at this location on the Val Maps (Appendix C, Map 36). It is unclear if this may have supported a water pump house or some other activity associated with the railroad. Remains of a grain elevator were extant further to the west.

The Val Maps revealed that other buildings and structures were in this area (Appendix C, Map 36). At the far western edge of the site were a tool house, section hands house, and water closet. Just northwest of the depot was a car body tool house. A water closet was placed at the western end of the depot's platform and an oil house just east of the platform. Northeast of the depot was the stock pens. It is likely that archaeological remains associated with these various buildings and structures could exist.

Photo 39: Location of Ionia Depot, Facing Southeast



Figure 41: Ionia Depot ca. 1957 (Forbes 2004c)



Site 23BE2180, Brandon Depot Area

Site 23BE2180 is the Brandon depot area, which covers an area of 1,500 feet long and 100 feet wide (Appendix E, Photo 199-201). The Val Maps indicated that a car body tool house, sections hand house, a water closet, and tool house were located north of the tracks and west of the depot (Appendix C, Map 37). Stock yards also were located northeast of the depot. Remains of the original depot were found south of the existing tracks (Photo 40). The depot had been removed, but a shallow depression measuring 20 feet east-west by 13 feet north-south marked its location. Remains of a road leading from town to the tracks were still visible just east of the depot. Located away from the major roadways, the community presently consists of a small scattering of homes. Although the general store building still exists, no businesses operate within this town. There was no evidence of ground disturbance within the site. It is possible that archaeological remains associated with the railroad's buildings and structures exist at this location.

Photo 40: Rectangular Depression of Brandon Depot, Facing Southwest



Site 23CS1206, Pleasant Hill Depot Area

The area of the Pleasant Hill depot was identified as site 23CS1206. This area is 3,400 feet long and about 100 feet wide (Appendix E, Photos 202-216). A previous survey by SCI Engineering (Booth et al. 2011) identified the remains of the Rock Island depot east of Broadway (Highway 58); however, at the time it was not given a site number. During the current survey, the foundation of the depot (Photo 41; Figure 42) was identified along with other buildings and structures west of Broadway. From west to east were the switch from the main line to the sidings, a standing metal pipe that may have once held a sign, concrete pier remains about 12 by 80 feet that possibly represented a loading dock, fragments of concrete and limestone that were possibly pier foundations for a power house (32 by 38 feet) and a hoist house (16 by 18 feet), and two concrete pads (Appendix C, Maps 39 and 40, 48).

Not identified but shown on the Val Maps, west of Broadway, were the stock pens and sheds (Appendix C, Map 48). These were located where a new Butler storage building currently stands and archaeological remains of the stock yards may have been destroyed. However, remains associated with other buildings and structures could be intact, including an oil storage house located just east of the power and hoist houses and a water tank that was 24 feet in diameter and once stood on the southern edge of the site near Broadway. Additional buildings existed east of Broadway as well. These include a coal and oil house that once was located just east of the depot. Further to the east were two car body tool houses and at the far eastern edge of the site, where the Rock Island crosses the Missouri Pacific Railroad, were an interlocker tower and another coal and oil house. The Val Maps further indicated that there was a brick walkway which extended from Broadway to the western portion of the depot. Overall, the site is in good condition and could contain archaeological remains.

Photo 41: View of Area North of the Pleasant Hill Depot, Facing South



Figure 42: Pleasant Hill Depot ca. 1954 (Forbes 2009b)



Culverts and Other Drainage Systems

The survey of the MCRR line resulted in the identification of 303 culverts and drainage systems (Appendix D, Table D2), making them the most common cultural resource type identified during the 144.30 mile survey. Culverts are defined as structures that allow the passage of water through a physical obstruction, such as a hill, roadway, walkway, railway, etc. Culverts are constructed of stone, concrete, or metal, and have a roof, floor, and walls embedded into soil for the passage of water. They are generally less than 20 feet in width (Iqbal 2013; Wyant 2002). Although pipes are technically not culverts, the National Cooperative Highway Research Program (NCHRP) group them with culverts since they are both drainage systems (Wyant 2002). Thus, this report will group pipes and other drainage systems with culverts. The culverts identified during the survey can be classified into four categories based upon their physical attributes: box, arch, pipe and other drainage systems, and modern.

Box Culverts

Box culverts are defined as culverts with a slab or lintel that spans over vertical channel walls (sidewalls). The slab or lintel, acting as beams, supports the fill (Cassella 2009:8). Within the APE, these culverts are constructed of stone, concrete, or wood. There also were modified box culverts, those that had been altered since they were constructed.

Stone Box Culverts

There were 98 stone box culverts identified within the APE (Appendix D, Table D2; Appendix F, Photos 1-183; Appendix J), making them the most common culvert type along the railroad line. These culverts ranged in size between 1 and 5 feet in width and 2 to 7 feet in height, but the greatest number (N=34) measured 3 x 3 feet, followed by 2 x 3 feet (N=12), 4 x 6 feet (N=12), 3 x 4 (N=11), and 4 x 5 feet (N=11). They generally expand the width of the railbed and have lengths between 21 to 148 feet. Culverts 86.26, 94.12, and 135.18 are good examples of the stone box culverts encountered during the survey (Photos 42-44).

Stone box culverts were ubiquitous within the APE until near the town of Marvin, around mile marker 172.00. Neither the current survey nor the previous surveys (Dalman and Booth 2012; Moffat and Booth 2013) or the Val Maps identify stone box culverts west this location (Appendix C). This corresponds with the construction history of the Rock Island. Marvin is located within Morgan County, where the railroad was completed around 1902/1903. Construction on the line west of Morgan County was between 1903/1904. It appears that by this time, the engineers started to exclusively utilize concrete over stone. Moffat and Booth (2013:40) state that the switch over to concrete was most likely due to the high construction cost associated with stone. Additionally, it also is possible that by this time the engineers recognized that working with concrete was easier than stone. Of the 98 stone box culverts identified within the APE, eight have completely or partially collapsed to the point that they no longer retain their integrity and are not contributing to the proposed historic district (Appendix D, Table D2; Appendix J). The other 90 stone box culverts are contributing to a historic district based on the Rock Island line (Appendix F, Photos 1-183).

Photo 42: Culvert 86.26, Stone Box, Facing South



Photo 43: Culvert 94.12, Stone Box, Facing South



Photo 44: Culvert 135.18, Stone Box, Facing North



Concrete Box Culverts

The survey identified eight concrete box culverts (Appendix D, Table D2; Appendix F, Photos 184-203). These culverts ranged greatly in size from 2 to 14 feet in width and between 1 and 16 feet in height. Their lengths also varied from 30 to 105 feet. Unlike the stone box culverts, where there was a specific span of the APE that they were utilized, concrete box culverts were identified throughout the APE. This is due to the fact that the Val Maps indicate that 7 of the 8 culverts were not original to the railroad line (Appendix C). Culvert 112.60 replaced a stone box culvert and Culvert 191.10 replaced a concrete arch culvert. Culverts 118.35, 170.35, 191.10, 195.50, and 213.15 were not identified on the Val Maps, indicating that they were added at a later date when the need arose. Culverts 112.65, 170.35, and 213.35 are good examples of the types of concrete box culverts identified within the APE (Photos 45-47).

Culvert 88.92 was identified on the Val Maps (Appendix C, Map 6), indicating it had been constructed before 1915. This culvert was the largest of the concrete boxes at 14 by 16 feet and 50 feet in length. It also had a drive through allowing access for a private road (Photos 48-49). Clay was mined in the area and the culvert probably was constructed when the railroad passed through this area to access clay mines on the other side of the tracks. The roof and wing walls of the culvert had some deterioration (Photo 50); however, it was in fairly good condition at the time of the survey.

All of the culverts were constructed of board formed concrete, which was a common construction style until the 1950s. The eight culverts that either replaced earlier ones or do not appear on the Val Maps were most likely constructed during Farrington's Planned Progress program of the 1930s/1940s. Although these culverts are additions to the Rock Island line, they were constructed during a significant period in the Rock Island's history. Only Culvert 88.92 appears to have been original to the line and shows the varied construction techniques utilized by the engineers for the railroad. It, however, was designed not only to carry water but also provided access for the clay miners to easily reach the other side of the tracks without having to drive over the high rail embankment. All eight of the concrete box culverts retain their integrity and, therefore, are contributing to a historic district based on the Rock Island line.

Photo 45: Culvert 112.65, Concrete Box, Facing North



Photo 46: Culvert 170.35, Concrete Box, Facing Northeast



Photo 47: Culvert 213.35, Concrete Box, Facing Southeast



Photo 48: Culvert 88.92, Concrete Box Drive Through, Facing North



Photo 49: Culvert 88.92, Concrete Box Drive Through, Facing South



Photo 50: Culvert 88.92, Showing Partially Deteriorated Roof, Facing South



Wood Box Culverts

There were 20 wood box culverts identified within the APE (Appendix D, Table D2; Appendix F, Photos 204-243; Appendix J, Photos 16-17, 29, 31-32). They ranged in size from 9 inches to 9 feet in width and 10 inches to 10 feet in height, with just over half (N=11) of these being 1 x 1 feet. Wood box culverts had varying lengths between 12 and 25 feet with a little over half (N=12) being 12 feet long. The majority of these were underneath roads that crossed the railroad line, but there were six located under the railbed (Culverts 83.62, 90.50, 97.16, 132.15, 142.55, and 185.98). Those identified at road crossings tended to be double culverts, with a wood box located on either side of the railroad line. Culvert 90.50 is a good example of a typical wood box culvert (Photo 51). Culvert 132.10 is different than the other wood boxes in that it was a wood box with a metal drainage pipe adjacent to it located in the railroad bed (Photos 52-53). It is unclear at this time when the pipe was placed within railroad bed; the Val Maps do not identify either the culvert or the pipe. However, the pipe appears to be made of iron and is clearly not modern. Culvert 83.62 also was different than the other wood boxes because it was constructed of wood ties with a 24 inch clay pipe (Photo 54). The Val Maps identify this as a “C.I.P. Stone H.W.S” culvert (Appendix C, Map 1). It is unknown what this means, however, the culvert does appear original to the line. Three of the wood box culverts have collapsed and no longer retain their integrity (Appendix J.). Due to these exceptions, only 17 of the wood box culverts are contributing to a historic district based on the Rock Island line (Appendix F, Photos 204-243). It should be noted that there were many more wood box culverts identified on the Val Maps which no longer exist. The few remaining are particularly important as they represent a structure original to the line.

Photo 51: Culvert 90.50, Wood Box, Facing North



Photo 52: Culvert 132.10, Wood Box and Iron Pipe, Facing South



Photo 53: Culvert 132.10, Close-Up of South Side of Wood Box Culvert, Facing North



Photo 54: Culvert 83.62, Wood Tie with Clay Pipe, Facing North



Modified Box Culverts

Modified box culverts refers to box culverts that have been modified from their original construction. There are 35 modified box culverts (Appendix D, Table D2; Appendix F, Photos 244-311; Appendix J, Photo 22). The majority of these (N=32) were originally stone box culverts that had been altered in some way. These modifications included reinforcing the stone by adding concrete (Photo 55), placing a concrete box over the stone box (Photo 56), completely replacing one side with a concrete box (Photos 57-58), inserting a concrete box (Photo 59), and inserting a metal pipe into the stone box (Photo 60).

There were two culverts at mile marker 92.83 which were unique compared to the other modified culverts. Originally a stone box that was reinforced with concrete, a concrete box culvert was constructed immediately to the east of it (Photo 61). The concrete box was 6 x 8 feet while the stone box was 3 x 3 feet, indicating that the size of the stone box was not adequate for this area. Both culverts appear on the Val Maps, showing that they were constructed by 1915.

With the exception of Culvert 74.27, which has a metal pipe inserted into it, all of the culverts were modified with board-formed concrete, indicating that they most likely were constructed in the 1930s/40s with Farrington's Planned Progress program. Culvert 106.35 is not contributing to the historic district because it has collapsed and lost its integrity (Appendix J, Photo 22). Culvert 106.35 was originally a stone box that had been replaced by a concrete box culvert, however, the replacement culvert has been destroyed. Due to this, Culvert 106.35 is not contributing to the proposed historic district. It is unknown when the pipe was added to Culvert 74.27, but it appears to be older than 50 years and is contributing to the proposed historic district. The other 33 culverts were modified during an important time period in Rock Island's history and maintain their integrity (Appendix F, Photos 244-311). They are contributing to a historic district based on the Rock Island line.

Photo 55: Culvert 147.18, Stone Box Reinforced with Concrete, Facing North



Photo 56: Culvert 100.38, Stone Box with Concrete Box Over, Facing North



Photo 57: Culvert 126.50, Concrete Box Replacement on South Side, Facing Northeast



Photo 58: Culvert 126.50, Stone Box on North Side, Facing Southeast



Photo 59: Culvert 86.00, Stone Box with Concrete Insert, Facing South



Photo 60: Culvert 74.27, Metal Drainage Pipe Inserted into Stone Box Culvert, Facing Southwest



Photo 61: Culverts 92.83, Modified Double Culverts, Facing North



Arch Culverts

Arch culverts are constructed with an arched opening, generally semi-circular, and are usually placed on spans that are over 10 feet; however, within the APE the majority of the arch culverts had spans less than 10 feet. Because spans over 20 feet are considered bridges, arch culverts are often identified as bridges (Cassella 2009:14). Within the APE, there are four main types of arch culverts: stone, concrete, masonry, and modified.

Stone Arch Culverts

There were 11 stone arch culverts within the APE (Appendix D, Table D2; Appendix F, Photos 312-337). Cassella's (2009:7, 14) study of stone culverts in New Hampshire identified that stone box outnumbered stone arch 10 to 1, a number closely reflected within the APE. In addition to the fact that stone arch culverts tend to be classified as bridges, Cassella (2009:14) attributes the lower number of stone arch culverts due to the "...higher cost of materials, skilled labor, and special construction methods usually necessary to build them." Unlike the stone box, stone arch culverts required the size, shape, and number of stones needed to be calculated before they were cut and fit together. Because the stones were generally not mortared together, getting the exact size and shape of each was necessary as they were wedged together to support the center arch.

Within the APE, the stone arch culverts ranged in size from 4 to 8 feet in width and 3 to 10 feet in height and had lengths between 44 and 160 feet (Appendix D, Table D2). There was no standard size or length to the culverts. Similar to the stone box, the stone arch was found

within the APE east of Versailles, approximately at mile marker 177.00, in Morgan County. As mentioned earlier, the line was completed to Morgan County between 1902 and 1903. Construction west of the county started in 1903 and continued until 1904. The Val Maps indicate that west of Morgan County concrete was utilized exclusively in culvert construction (Appendix C).

Culverts 117.65 and 147.30 are excellent examples of the stone arch culverts identified within the APE (Photos 62-63). All 11 of the stone arch culverts have maintained their integrity and are contributing to the proposed historic district based on the Rock Island line.

Photo 62: Culvert 117.65, Stone Arch, Facing North



Photo 63: Culvert 147.30, Stone Arch, Facing North



Concrete Arch Culverts

Seventy-six concrete arch culverts were identified within the APE (Appendix D, Table D2; Appendix F, Photos 338-481; Appendix J, Photos 30, 38-39, 59). They ranged in size from 2 to 20 feet wide and 2 to 12 feet in height. There were no common widths and heights, however, the most common sizes were 4 x 6 feet (N=12), 6 x 4 feet (N=9), 4 x 3 feet (N=6), 3 x 2.5 feet (N=5), and 2 x 2 feet (N=5). The culverts ranged in length from 25 feet to 135 feet.

With the exception of two culverts, the Val Maps indicated that concrete arch culverts were not utilized east of the Hoecker area, mile marker 141.00 (Appendix C, Map 19). Similar to stone box and stone arch culverts, this coincides with the construction history of the line. Hoecker, within Miller County, was surveyed and construction began in 1902. The line east of Miller County was completed by that time. Additionally, Moffat and Booth (2013:38-39) point out that it was around this time that engineers began to realize the advantage of concrete over stone as a construction material. By 1904, when construction began on the western portion of the Rock Island line, the Rock Island engineers utilized concrete as a building material exclusively.

Culverts 72.03 and 88.20 were the only two concrete arch culverts constructed east of Miller County within the APE. The Val Maps indicate that Culvert 72.03 replaced a stone box (Appendix C, Map 2). It was constructed of board formed concrete, possibly indicating that it replaced the stone box in the 1930s/40s during Farrington's Planned Progress program. However, Moffat and Booth (2013:41) state that the "...concrete arch culvert design fell out of favor fairly early in the twentieth century as variants of the box culvert were more commonly built." Moffat and Booth (2009:41) do not give an exact date as to when concrete arch were no longer utilized, but they surmise that it happened sometime before 1924. This could indicate that Culvert 72.03 replaced the original stone box not long after 1915.

Culvert 88.20 was the largest concrete arch within the APE (Appendix C, Map 6; Appendix D, Table D2). It was 11 x 20 feet and 64 feet long (Photo 64). It was in good condition with only a minimum amount of damage (Photo 65), and, similar to the other concrete arch culverts, it was constructed of board formed concrete (Photo 66). Like the nearby large concrete box culvert (Culvert 88.92) with a drive through, Culvert 88.20 also served as an underpass private road, possibly to transport clay from mines on the other side of the tracks. Also similar, this drive-through culvert appears to have been constructed as part of the original Rock Island line in an area where most culverts were made of stone.

Culverts 179.70 and 193.60 are good examples of the typical concrete arch culverts identified in the APE (Photos 67-68). Of the 76 concrete arch culverts identified within the APE, three have collapsed or no longer retain their integrity (Culverts 141.28, 162.19, and 194.10). The other 73 culverts are contributing to the proposed historic district based on the Rock Island line.

Photo 64: Culvert 88.20, Concrete Arch Drive Through, Facing North



Photo 65: Culvert 88.20, Closeup of Roof, Facing North



Photo 66: Culvert 88.20, Closeup of East Wall Showing Board Formed Concrete, Facing Northeast



Photo 67: Culvert 179.70, Concrete Arch, Facing South



Photo 68: Culvert 193.60, Concrete Arch, Facing Northwest



Masonry Arch Culvert

Culvert 146.68 is the only masonry arch culvert within the APE (Appendix D, Table D2; Appendix F, Photos 326-329). It is 8 by 9.5 feet and 56 feet in length (Photos 69-70). This culvert differs from stone arch culverts in that there is mortar between the stones versus cutting the stones and wedging them to fit together. It is unclear as to why this is the only masonry culvert within the APE. It retains its integrity and is contributing to a historic district based on the Rock Island line.

Photo 69: Culvert 146.68, Masonry Arch, Facing North



Photo 70: Culvert 146.68, Masonry Arch, Facing South



Modified Arch Culverts

Similar to modified box, modified arch culverts refers to arch culverts that have been changed from their original construction. There were six modified arch culverts. Four were originally stone arch and one was concrete arch (Appendix D, Table D2; Appendix F, Photos 482-489; Appendix J, Photos 55-66). For the stone arch culverts, the modifications included inserting a concrete arch (Photo 71) or adding a concrete floor and wing wall (Photo 72-73). For the concrete arch, Culvert 177.85, a modern concrete drainage was added (Photo 74).

There were two culverts at mile marker 185.85, a concrete arch and a concrete box (Photo 75). The Val Maps indicate that the 4 x 6.6 feet concrete arch was constructed originally at this location (Appendix C, Map 31). The concrete box was constructed larger than the concrete arch (6 x 8 feet) indicating it was built because the concrete arch could not handle the drainage in the area.

With the exception of Culvert 177.85, all of these modifications were done with board-formed concrete, indicating that they most likely took place in the 1930s/40s with Farrington's Planned Progress program. Due to this, they are indicative of an important time period in Rock Island's history and are contributing to a historic district based on the Rock Island line. Culvert 177.85 does not retain its integrity and it is not contributing to the proposed historic district based on the Rock Island line.

Photo 71: Culvert 174.85, Stone Arch with Inserted Concrete Arch, Facing North



Photo 72: Culvert 148.31, Concrete Wing Wall, Facing Northeast



Photo 73: Culvert 148.31, Concrete Floor, Facing South



Photo 74: Culvert 177.85, Concrete Arch with Modern Concrete Drainage, Facing South



Photo 75: Double Culverts 185.85, Concrete Arch and Box, Facing North



Pipes and Other Drainage Systems

In addition to culverts, pipes and other drainage systems were identified during this survey. There were four types of these: clay pipe, concrete pipe, block pipe, iron pipes, and a drainage wall.

Clay Pipe

Three clay pipes were identified within the APE (Appendix D, Table D2; Appendix F, Photos 490-496). These pipes were 24 inches in diameter and ranged in length between 18 and 42.5 feet. Drainage 171.28 is a good example of the clay pipes within the APE (Photo 76). All of the clay pipes are original to the rail line and maintain their integrity. They are contributing to a historic district based on the Rock Island line.

Concrete Pipe

There were 13 concrete pipes identified within the APE (Appendix D, Table D2; Appendix J). All of the pipes are 24 inches in diameter and ranged in length from 30 to 375 feet. The Val Maps suggested that concrete pipes were not original to the rail line (Appendix C). Many of the concrete pipes were surrounded by broken fragments of clay pipes, indicating that they replaced the original clay pipes (Photo 77). At this time, it is not clear when the concrete pipes were placed within the APE, but it appears to have been within the last 50 years. Until further information on this resource can be obtained, they are not contributing to the proposed historic district based on the Rock Island line.

Photo 76: Drainage 171.28, Clay Pipe, Facing Northeast



Photo 77: Drainage 173.39, Concrete Pipe Surrounded by Clay Pipe Fragments, Facing East



Block Pipe

Block pipes refer to clay pipes surrounded by a concrete block cut-off wall. There were 12 block pipe drainages identified within the APE (Appendix D, Table D2; Appendix F, Photos 497-512; Appendix J, Photos 57). All of the block drainages had a 24 inch clay pipe and the cut-off walls ranged in size from 2 to 9 feet in width and 2 to 4 feet in height, but the majority of them were 3 x 3 feet. The pipes ranged in length between 24 to 80 feet (Appendix D, Table D2). The blocks had single, double, or triple clay pipes (Photos 78-80). Drainage 177.75 had two block pipes placed near each other, one under the railroad line and another under Rock Island Road, which is not associated with the railroad. Some of the block pipe drainages have stones surrounding them (Photo 78), which could suggest that they replaced an original stone culvert, but the Val Maps revealed that all of the block pipes were original to the rail line (Appendix C). All of the concrete block walls were constructed of board formed concrete and could have been original to the line or added in the 1930s/40s during Farrington's Planned Progress program. Drainage 177.95 was collapsed on one side and damaged on the other. It is not contributing to the proposed historic district based on the Rock Island line. The other 11 block pipe drainage systems have maintained their integrity and they are contributing to a historic district based on the Rock Island line.

Photo 78: Drainage 160.65, Single Concrete Block with Stone and Clay Pipe, Facing North



Photo 79: Drainage 163.62, Concrete Block with Double Clay Pipes, Facing North



Photo 80: Drainage 163.30, Concrete Block with Three Clay Pipes, Facing South



Iron Pipes

Drainages 132.10 and 144.72 were the only iron pipes within the APE (Appendix D, Table D2; Appendix F, Photos 513-517). As mentioned earlier, Drainage 132.10 was associated with a wood box culvert (Photo 52, page 110). It was 12 inches in diameter and 12 feet long (Photo 81). Drainage 144.72 was a metal pipe placed near Culvert 144.72, a modified stone box. It was 6 inches in diameter and 10 feet long (Photo 82). These iron pipes are not marked on the Val Maps (Appendix C); which would suggest they were placed on the rail line after 1915. However, they do not appear to be modern, which are constructed of galvanized steel. It is believed that the pipes are over 50 years old and, therefore, they are contributing to a historic district based on the Rock Island line.

Photo 81: Drainage 132.10, Iron Pipe, Facing Southwest



Photo 82: Drainage 144.72, Metal Pipe, Facing South



Drainage Wall

There was one drainage wall within the APE (Appendix D, Table D2; Appendix F, Photos 518-519). Wall 132.43 was located north of the tracks and constructed of stones (Photo 83). It is placed on the upper portion of a steep slope above a depressed section of the line cut through the ridge slope. The wall of stone was likely used to redirect water away from this depressed section of the rail line. It is contributing to a historic district based on the Rock Island line.

Photo 83: Wall 132.43, Facing East



Modern Drainages

There were 17 modern culverts (Appendix D, Table D2; Appendix J). These culverts were in the form of galvanized steel pipes (Photo 84) and block culverts with galvanized steel pipes (Photo 85). The Val Maps indicate that most of these have replaced original culverts that failed (Appendix C). These modern resources were identified solely to document alterations to the original rail line. None of them are contributing to the proposed historic district based on the Rock Island line.

Photo 84: Drainage 105.05, Modern Galvanized Steel, Facing Northeast



Photo 85: Drainage 73.25, Modern Concrete Block with Galvanized Steel Pipe, Facing North



Bridges

The survey of the MCRR line resulted in the identification of 36 bridges (Appendix D, Table D3). Bridges 149.40B, 177.80, 182.50, 207.00, 212.35, and 212.85 were identified on the Val Maps (Appendix C, Maps 21, 29, 30, 36-38), but had been removed by the time the survey commenced. Bridges are defined as structures that span physical hurdles or obstructions, such as roads, rivers, or valleys; they carry a road or railway across the obstruction. Unlike culverts, bridges generally are not imbedded in soils or have roofs and floors; however, culverts that span over 20 feet are considered bridges (Iqbal 2013; Wyant 2002). Utilizing Cridlebaugh's (2005) terminology, the bridges within the APE can be classified into three main categories based upon their travel surface configurations: deck, through, and culvert. Additionally, altered bridges were observed within the APE.

Deck Bridges

In general, a deck configuration is where traffic travels on top of the main structure (Cridlebaugh 2005). The deck bridges within the APE can be divided into beam, plate, truss, arch, and multiple forms.

Deck Beam Bridges

There were six deck beam bridges within the APE (Appendix D, Table D3; Appendix G, Photos 1-29). These were continuous span bridges that ranged in size from 15 to 90 feet in length. Beam bridges are the simplest bridge type in that it only requires a beam laid on two supports, one at each end. The beam can be an I-beam or box girder and they are made of metal and/or concrete (Cridlebaugh 2005; Lamb and Morissey 2015); Bridge 214.70 was the one wood beam bridge identified during the survey (Photo 86). This bridge was not on the line, but was within the APE and was utilized for a private crossing.

The other five beam bridges were metal with concrete abutments and wing walls that crossed drainages. Bridge 137.70 is a good example of the deck beam bridges within the APE (Photo 87). Two of the bridges, Bridges 126.20 and 138.35, had plaques that stated (Photo 88):

Designed & Built by
A.J. Tullock
Civil Engineer and Contractor
Leavenworth, Kans.
1902

Three of the bridges, Bridges 123.20, 126.20, and 138.35, had mile marker numbers (Photo 89). All of these bridges were overgrown with foliage and some had missing or rotting railroad ties (Photo 90). Despite this, they have maintained their overall integrity and are contributing to the proposed historic district based on the Rock Island line.

Photo 86: Bridge 214.70, Wood Deck Beam Bridge, Facing Northeast



Photo 87: Bridge 137.70, Deck Beam Continuous Span Bridge, Facing Southwest



Photo 88: Bridge 126.20, Closeup of Plaque, Facing Southwest



Photo 89: Bridge 138.35, Mile Marker Sign, Facing Northeast



Photo 90: Bridge 123.20, Deck, Facing North



Deck Plate Bridges

Deck plate bridges are similar to beam bridges with the exception that they are supported by two or more plate girders rather than a simple beam (Cridlebaugh 2005). There were 12 deck plate bridges within the APE and they ranged in size from 10 to 300 feet in length (Appendix D, Table D3; Appendix G, Photos 30-99). With the exception of Bridge 78.60, the bridges had concrete abutments with wing walls. Bridge 210.55 is a good example of a continuous span deck plate (Photo 91). Bridges 134.80, 183.50, 186.35, and 215.30 had concrete piers and Bridge 183.50 also had wood piers under the east approach (Photos 92-93). Bridge 86.95 had metal piers (Photo 94). Bridge 78.60 differed from the others in that it had wood abutments, transverse bracing wood piers, and transverse bracing wood and concrete piers (Photos 95-96). This bridge was not on the Val Maps, suggesting it had been constructed after 1915 (Appendix C, Map 3). This could explain why its construction differed from the other deck plate bridges. Four of the bridges had mile marker signs and Bridges 186.35 and 215.30 had plaques that said (Photo 97):

American Bridge Co.
Of New York,
U.S.A 1903

All of the bridges had overgrowth of foliage and some had rotten or missing railroad ties (Photo 98). Additionally, many of the concrete abutments are beginning to crumble. Bridge 86.95 also has a steel pipe, most likely for a fiber optic line, running along the south side of the deck (Photo 99). Despite this, most of bridges have remained intact. All twelve bridges of the deck plate bridges have retained their integrity and are contributing to the proposed historic district based on the Rock Island line.

Photo 91: Bridge 210.55, Deck Plate Continuous Span Bridge, Facing Southeast



Photo 92: Bridge 134.8, Concrete Pier, Facing Southwest



Photo 93: Bridge 183.50, Wood Piers for East Approach, Facing Southeast



Photo 94: Bridge 86.95, Metal Piers, Facing Northeast



Photo 95: Bridge 78.60, Wood Abutment, Facing Northeast



Photo 96: Bridge 78.60, Deck Plate with Transverse Bracing Wood and Concrete Piers, Facing Southwest



Photo 97: Bridge 215.30, American Bridge Co. Plaque, Facing Southwest



Photo 98: Bridge 135.70, Deck, Facing West



Photo 99: Bridge 86.95, Closeup of Modern Pipe along Side of Bridge, Facing Northeast



Deck Truss Bridges

Deck truss bridges have a load-bearing superstructure composed of a truss. The truss is constructed of smaller elements that form a triangular unit (Cridlebaugh 2005). Bridges 114.75, 162.70, and 189.75 were the only deck truss bridges within the APE (Appendix D, Table D3; Appendix G, Photos 100-138). They were Pratt truss, which is where the "...vertical web members are in compression and diagonal web members in tension" (Cridlebaugh 2005). Developed by Thomas and Caleb Pratt in 1844, this truss has many configurations that include camelback, flat, or pitched top chords and is often recognized in profile by diagonal members that form a V shape near the center of truss (Cridlebaugh 2005). As railroads began to adopt metal for their bridges, the Pratt truss became the most popular span due to its simple, economical, and easily erectable design. It also could cross larger spans than beam bridges (Parsons Brinckerhoff and Engineering and Industrial Heritage [PBEIH] 2005:3-25).

Bridge 114.70 is an 1800 foot long Pratt deck truss, simple span bridge with concrete piers (Photos 100-101; Appendix G, Photos 100-108). The bridge is over the Gasconade River and, according to Baughn (2014), it is the longest railroad bridge in Missouri. Unfortunately, only the portion of the bridge west of the river could be accessed during the survey. East of the river was the resort town of Gascondy, which no longer exists and the landowner refused to allow the crew access to his property. The bridge was constructed in 1902/1903 and has a 167 foot deck plate west approach with a concrete abutment and metal and concrete pier (Photo 102). A photograph found of the east approach, which is 1,377 feet long, indicates it is a deck plate with metal bents and concrete piers (Figure 43). Another photograph indicates that a plaque had been located on the bridge (Figure 44). The plaque could not be found during the survey;

however, due to safety concerns, the deck of the bridge was not walked. It is possible the plaque is still present. With the exception of missing and rotted ties, the deck was in good condition (Photo 103). The piers also were in good condition, although some of the concrete has begun to crumble. Based upon a 1906 photograph of the bridge (Figure 45), Bridge 114.70 has not been altered from its original construction and it is contributing to the proposed historic district based on the Rock Island line (Appendix D).

Photo 100: Bridge 114.70, Pratt Deck Truss Simple Span, Facing Northeast



Photo 101: Bridge 114.70, Pratt Deck Truss Simple Span, Facing Northeast



Photo 102: Bridge 114.70, West Approach, Facing Northwest



Figure 43: Bridge 114.70 East Approach (Baughn 2014)

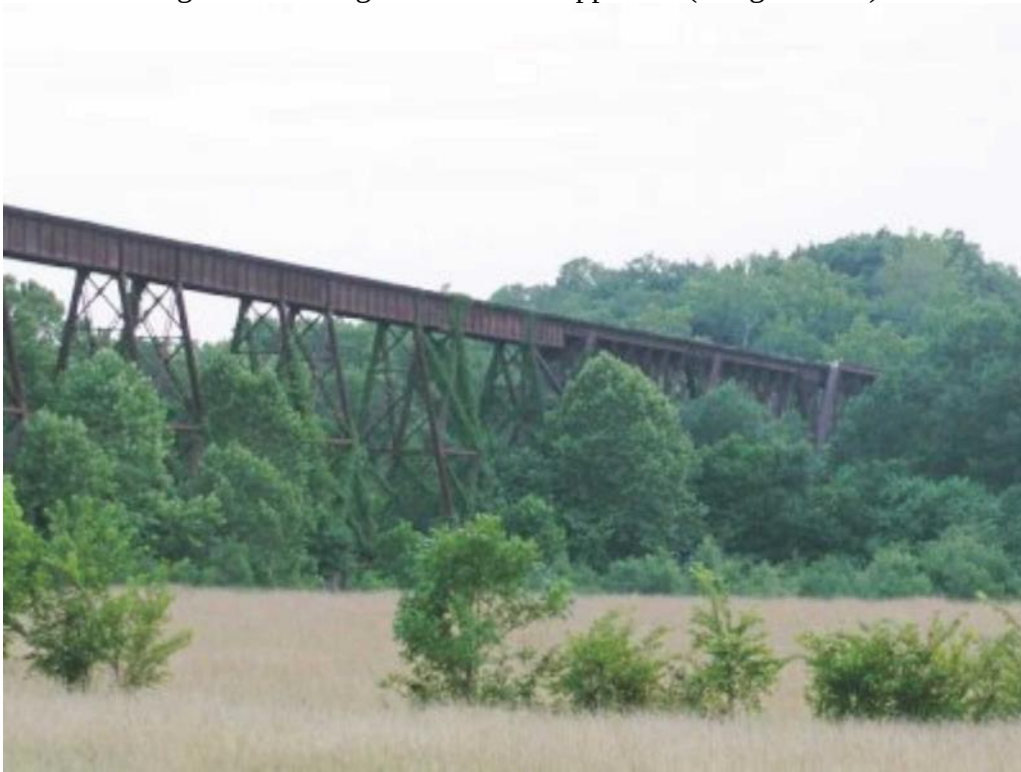


Figure 44: Bridge 114.70 Plaque (Baughn 2014)

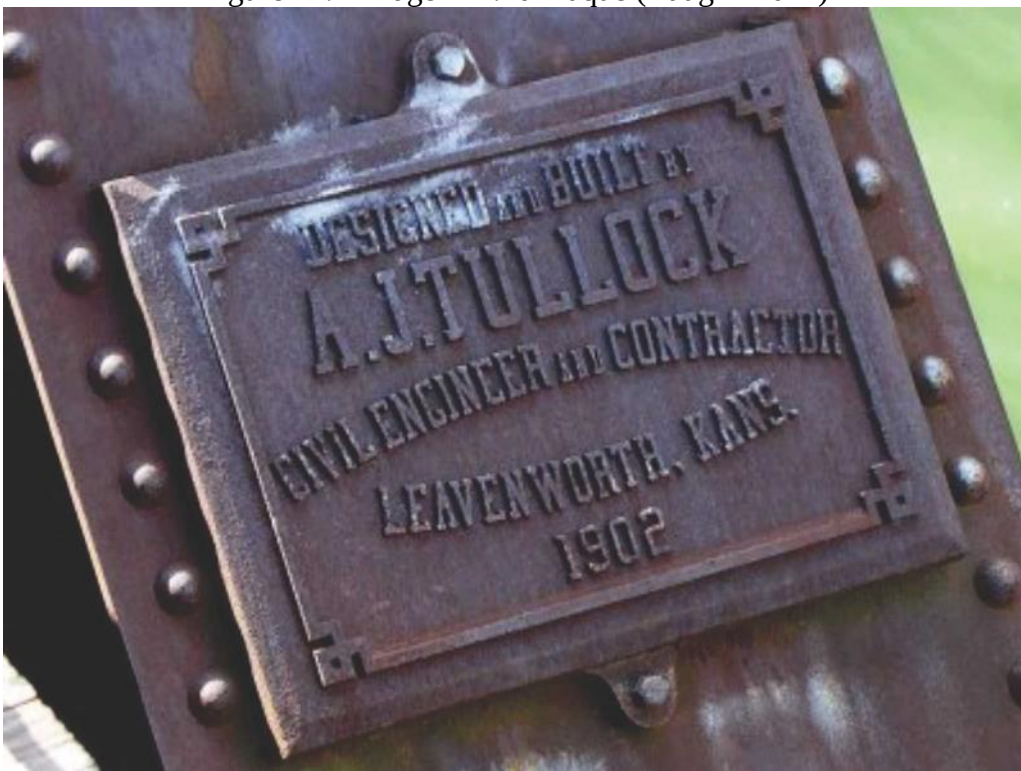


Figure 45: 1906 Photograph of Bridge 114.70 (Morrow 2004)



Photo 103: Bridge 114.70, Deck, Facing East



Bridges 162.70 and 189.75 are Pratt deck truss, continuous span bridges. Bridge 162.70 is 130 foot long spanning South Moreau Creek (Photo 104; Appendix G, Photos 109-124) and Bridge 189.75 is 170 foot long over Haw Creek (Photo 105; Appendix G, Photos 125-138). Both had deck plate approaches with concrete abutments. Bridge 162.70 has concrete piers for the approaches (Photo 106) but Bridge 189.75 has wood piers for the approaches (Photo 107). Originally constructed in 1903, one of the piers on Bridge 162.70 has "1953" stamped into it (Photo 108), indicating that improvements happened to the bridge at that time. Bridge 189.75 had a plaque that said (Photo 108):

American Bridge Co.
Of New York,
U.S.A 1903

Both bridges are in good condition and have maintained their overall integrity. Both are contributing to the proposed historic district based on the Rock Island line.

Photo 104: Bridge 162.70, Pratt Deck Truss Continuous Span, Facing Northeast



Photo 105: Bridge 189.75, Pratt Deck Truss Continuous Span, Facing Northeast



Photo 106: Bridge 162.70, East Concrete Pier, Facing Southeast



Photo 107: Bridge 189.75, Wood Piers under West Approach, Facing Northeast



Photo 108: Bridge 162.70, Date “1953” on East Pier, Facing Southwest



Photo 109: Bridge 189.75, American Bridge Plaque, Facing Northwest



Deck Arch Beam Bridge

Bridge 184.47 is the only deck arch beam bridge within the APE (Appendix D, Table D3). Constructed over the tracks, it has a wood deck with wood piers, abutments, and hand rails (Photo 110; Appendix G, Photos 139-143). This bridge is similar to what PBEIH (2005:3-81) refer to as a timber stringer (beam) bridge, which has a wood plank deck supported by heavy wood beams. The difference is that the timber stringer bridges described by PBEIH are straight, whereas this is arched for the train to fit underneath. Bridge 184.47 is contributing to the proposed historic district based on the Rock Island line.

Photo 110: Bridge 184.47, Deck Arch Beam Bridge, Facing West



Multiple Deck Bridges

There were multiple bridges at mile markers 144.90 (Bridges 144.90 and 144.90A) and 149.40 (Bridges 149.40, 149.40A, and 149.40B) (Appendix D, Table D3; Appendix G, Photos 144-161). Bridge 144.90 is a deck beam, continuous span bridge with concrete abutments (Photos 111-112; Appendix G, Photos 144-149). During the field survey, two wood piers and wood abutments, most likely representing Bridge 144.90A, were identified on the north side of Bridge 144.90. According to the Val Maps, Bridge 144.90A, a “3 Panel P.T.”, was the only bridge identified in this area (Appendix C, Map 20). Bridge 144.90A was most likely the original bridge and Bridge 144.90 most likely was a replacement, possibly constructed in the 1930s/40s during Farrington’s Planned Progress program. Bridge 144.90A is not contributing to a historic district based on the Rock Island line since its deck is now missing, but Bridge 144.90 is contributing.

The Val Maps show that three bridges were constructed at mile marker 149.40 in Eugene: Bridge 149.40 was a 20 foot “I-Beam”, Bridge 149.40A was a 20 foot “wood stringer”, and Bridge 149.40B was a 29 foot “Fr. Tres.” (Appendix C, Map 21). Only Bridges 149.40 and 149.40A were identified during the survey (Appendix G, Photos 150-161). Bridge 149.40, located south of Bridge 149.40A, is a metal deck beam, continuous span structure with concrete abutments (Photo 113). The tracks were still present on this bridge at the time of the survey. Bridge 149.40A is a wood deck beam, continuous span structure with wood railings, piers, and abutments (Photo 114). The tracks were no longer present, however, it most likely was utilized as a siding. Although changes have been made to Bridge 149.40A, both extant bridges are contributing to the proposed historic district based on the Rock Island line.

Photo 111: Bridge 144.90, Deck Beam Bridge and Wood Piers of Absent Bridge, Facing West



Photo 112: Bridge 144.90, Deck Beam Bridge and Wood Piers of Absent Bridge 114.90A, Facing Southeast



Photo 113: Bridge 149.40, Metal Deck Beam Continuous Span, Facing South



Photo 114: Bridge 149.40A, Wood Deck Beam Continuous Span, Facing West



Through Bridges

The through bridge configuration is where traffic travels through the superstructure, which is cross-braced above and below the traffic. Within the APE, the only through bridges were through truss. A truss is a structure of connected elements that form a triangle (Cridlebaugh 2005; PBEIH 2005:3-81). The through truss bridges within the APE can be divided into Pratt and Pennsylvania.

Pratt Through Truss Bridges

Bridge 121.50 (Appendix G, Photos 162-169), Bridge 135.53 (Appendix G, Photos 170-177), Bridge 137.10 (Appendix G, Photos 178-191), and Bridge 138.90 (site 23ML244; Appendix G, Photos 192-204) were the only Pratt through truss within the APE (Appendix D, Table D3). All of them are continuous spans with concrete abutments and 60 foot and 150 foot in length piers. Bridges 121.50 and 137.10 are good examples of Pratt through truss, continuous span within the APE (Photos 115-116). Bridge 137.05 is the only Pratt through truss that has a deck plate approach (Photo 117). Bridges 121.50 and 137.05 have plaques (Photo 118) which stated:

Designed and Built by
A.J. Tullock
Civil Eng'r and Contractor
Leavenworth, Kans.
1902

Bridge 121.50 is slightly altered with a modern pipeline running along the south side of the deck (Photo 119). With the exception of a few missing and rotten ties, the decks of these bridges have remained intact (Photo 120). These four bridges have remained relatively intact and are contributing to the proposed historic district based on the Rock Island line.

Photo 115: Bridge 121.50, Pratt Through Truss, Facing Southwest



Photo 116: Bridge 137.05, Pratt Through Truss, Facing Southeast



Photo 117: Bridge 137.10, Deck Plate Approach and Concrete Pier, Facing Northeast



Photo 118: Bridge 137.10, A. J. Tullock Plaque, Facing South



Photo 119: Bridge 121.50, Closeup of Modern Pipe Line along Side, Facing Southwest



Photo 120: Bridge 135.53, Pratt Through Truss Deck, Facing West



Pennsylvania Through Truss

Bridge 143.33 (Site 23ML237/23OS558) was the only Pennsylvania through truss within the APE (Appendix D, Table D3; Appendix G, Photos 205-228). The Pennsylvania through truss is a variation of the Pratt through truss. Developed by Pennsylvania Railroad engineers in 1875, it is a parallel chord Pratt truss with a subdivided panels and a polygonal top chord (PBEIH 2005:3-37).

Built 1902/1903, Bridge 143.33 is a 1485 foot long, pin-connected, 14 panel, simple span bridge over the Osage River, between the town of Henley and the former town of Hoecker (Photos 121-122). It has concrete piers with an east and west approach. The east approach is approximately a 1,000 foot long deck plate Pratt truss with a concrete abutment and iron piers (Photos 123-126). Wood platforms were observed along the south side of the approach (Photo 127). Unfortunately, access to the bridge west of the Osage River was denied by the landowner, however, a photograph found of the bridge indicates that the west approach also is a deck plate Pratt truss (Figure 46). The Val Maps revealed that the west approach is 72 feet in length (Appendix C, Map 19). Due to safety concerns, the deck of the east approach and bridge was not walked; however, a photograph taken of the bridge in 2006 indicates that at that time the deck was in good condition (Figure 47). From below the bridge, missing and rotted ties were observed, but the bridge appears to have remained relatively intact. Bridge 143.33 is contributing to the proposed historic district based on the Rock Island line.

Photo 121: Bridge 143.33, Pennsylvania Through Truss, Facing Northwest



Photo 122: Bridge 143.33, Pennsylvania Through Truss, Facing Southwest



Photo 123: Bridge 143.33, East Approach, Facing Northwest



Photo 124: Bridge 143.33, Concrete Abutment on East Approach, Facing East



Photo 125: Bridge 143.33, East Approach Piers, Facing Southwest



Photo 126: Bridge 143.33, Wood Platform on East Approach, Facing Northwest



Figure 46: Bridge 143.33 from Henley (Baughn 2014)



Figure 47: Deck of Bridge, Facing East (Baughn 2014)



Culvert Bridge

Bridge 155.20 is a double, concrete box culvert (Photos 127-128; Appendix G, Photos 229-232). Due to its size, 40 feet in width, it is classified as a bridge by NCHRP (Wyant 2002). The bridge does appear on the Val Maps (Appendix C, Map 22), indicating it was original to the line. Bridge 155.20 was made of board-formed concrete and had a center wall with a winged abutment. It has remained intact and is contributing to a historic district based on the Rock Island line.

Photo 127: Bridge 155.20, Double Box Culvert, Facing South



Photo 128: Bridge 155.20, Double Box Culvert, Facing Northwest



Altered Bridges

Altered bridges refers to those that have been significantly changed since their construction. Bridge 160.47 (Photos 129-130) and 165.65 (Photo 131) were significantly altered in that only the concrete abutments of the bridges were still extant (Appendix D, Table D3; Appendix J, Photos 60-62). Bridge 160.47 was located in Eldon and according to the Val Maps, was a 24 by 84 foot wood bridge that spanned South Walnut Avenue. Bridge 165.65 was a 16 by 60 foot bridge that spanned Beacon Road, just outside of the town limits of Barnett. Bridge 198.40 had some of the deck and all of the piers and abutments covered with cinder and clinker (Photo 132; Appendix J, Photos 63-68). According to the Val Maps, it was originally a deck plate bridge (Appendix C, Map 34). None of these bridges have retained their integrity and they are not contributing to the proposed historic district based on the Rock Island line.

Photo 129: Bridge 160.47, North Concrete Abutment for Removed Bridge over South Walnut Avenue in Eldon, Facing Northwest



Photo 130: Bridge 160.47, South Concrete Abutment for Removed Bridge over South Walnut Avenue in Eldon, Facing Southeast



Photo 131: Bridge 165.65, Concrete Abutment for Bridge over Beacon Street in Barnett, Facing North



Photo 132: Bridge 198.40, Infilled Deck Plate Bridge, Facing West



Tunnels

Three tunnels were identified within the APE (Photos 133-135; Appendix D, Table D4; Appendix H, Photos 1-29). All three tunnels were constructed of board-formed concrete and had Gothic arch entrances (Photos 136-137). They varied in length with Tunnel 1, Freeburg tunnel, between mile marker 118.41 and 118.55, was 700 feet long; Tunnel 2, Meta tunnel, between mile marker 128.67 and 128.93, was 1223 feet long; and Tunnel 3, Eugene tunnel, between mile marker 148.81 and 149.11, was 1667 feet long. All three tunnels had their number (1, 2, or 3) inscribed into them as well as a date of “1903” (Photos 138-140). Tunnel 2 differed from the other two in that only its entrance was made of concrete while the interior of it was bare rock (Photo 141-142). For safety reasons, only Tunnel 3 was walked through. There were some deterioration issues with the concrete on all three of the tunnels, particularly on Tunnel 3 where large pieces on the exterior and interior were beginning to crumble and Tunnel 1 where a portion of its roof on the western side has collapsed. Additionally, Tunnel 3 was marked with graffiti. Despite these issues, all three tunnels maintain their integrity and are contributing to the proposed district based on the Rock Island line.

Photo 133: Tunnel 1, Freeburg Tunnel (Mile Marker 118.41), East Entrance, Facing West



Photo 134: Tunnel 2, Meta Tunnel (Mile Marker 128.67), West Entrance, Facing East



Photo 135: Tunnel 3, Eugene Tunnel (Mile Marker 148.81), West Entrance, Facing East



Photo 136: Tunnel 3, Closeup of Board Formed Concrete Gothic Arch Roof, Facing East



Photo 137: Tunnel 1, Freeburg Tunnel, Board Formed Concrete Walls, Facing Northwest

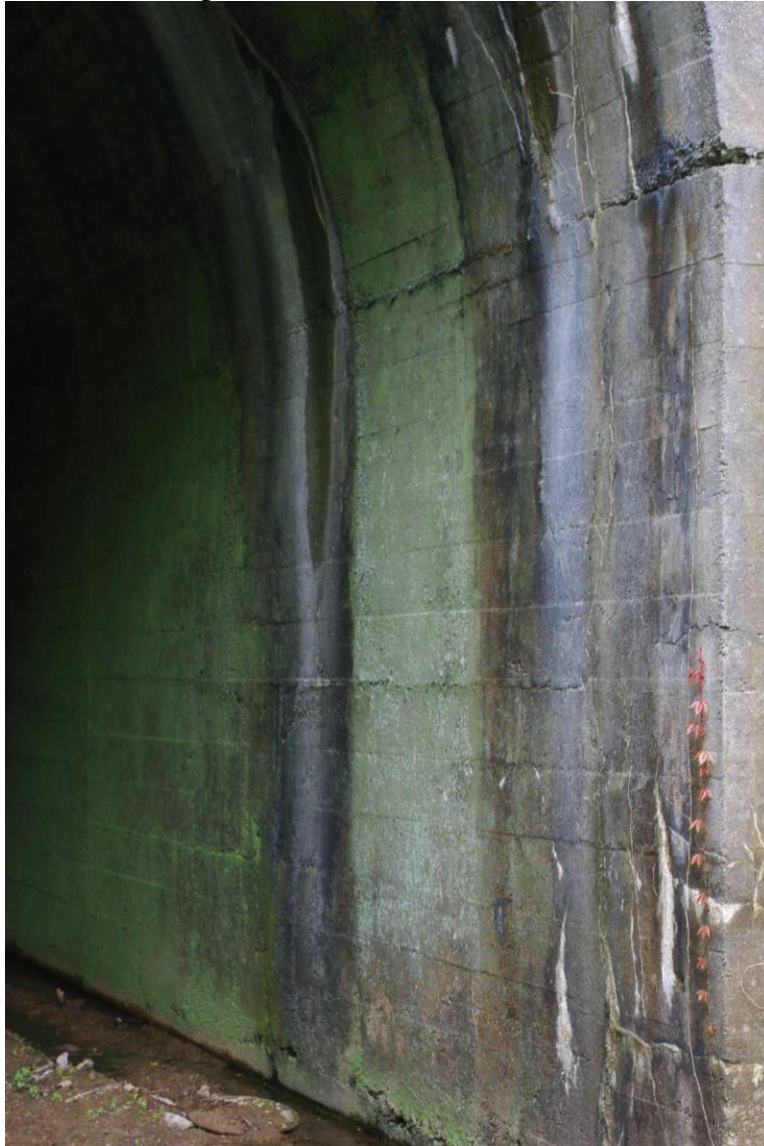


Photo 138: Tunnel 1, Freeburg Tunnel, Closeup of Inscription “No 1” and “1903”, Facing West



Photo 139: Tunnel 2, Meta Tunnel, Closeup of Inscription “No 2” and “1903”, Facing East



Photo 140: Tunnel 3, Eugene Tunnel, Closeup of “No 3” and “1903” Inscription, Facing West



Photo 141: Tunnel 3, Eugene Tunnel, Interior Concrete Walls, Facing East



Photo 142: Tunnel 2, Meta Tunnel, Interior Bedrock Walls and Concrete Entrance, Facing West



Miscellaneous Resources

Miscellaneous resources include signs, electrical boxes, switches, telegraph/telephone poles, and metal hooks. Foundations not associated with archaeological sites also are part of this category. There were a total of 89 miscellaneous cultural resources identified within the APE (Appendix D, Table D5).

There were 52 signs identified during the survey (Appendix D, Table D5; Appendix I, Photos 1-45). The signs varied between wood, wood and metal, and metal. Some of the modern signs were electrical (Appendix J, Photo 71) and eight of them still had associated electrical boxes standing (Appendix J, Photos 77-84). Ten of the signs were knocked over, consisted only of their posts, bases, or they were too deteriorated to determine markings (Appendix J, Photos 72-76). Of the marked signs, the majority of them were for railroad crossings (N=20), with 17 of them located on roadways (Photo 143) and three marked "X" along the tracks (Photo 144). Eight of the signs were marked with either "S", "W", or "Y", meaning slow, whistle, or yield (Photos 145-147). Eight of the signs were mile markers (Photo 148), one was a "derail" sign, one was a "no clearance" sign, and four denoted the town. The town signs were placed on metal posts at the depots' original location (Photo 149). Most of the signs had been placed on metal posts within the past 50 years, but Sign 101.00 and displaced Sign 148.00, were on older oak posts (Photo 148).

Photo 143: Sign 74.00, Two Types of Railroad Crossing Signs
Associated with Highway CC Crossing, Facing South



Photo 144: Sign 76.37, Railroad Crossing Sign
Marked with "X", Facing South



Photo 145: Sign 126.55, Railroad Sign Marked with “S”, Facing Southeast



Photo 146: Sign 200.42, Railroad Sign Marked with “W”, Facing Northwest



Photo 147: Sign 157.90-Railroad Sign Marked with “Y”, Facing Northwest



Photo 148: Sign 101.00, Railroad Mile Marker Sign Placed on Oak Post,
Facing Northeast

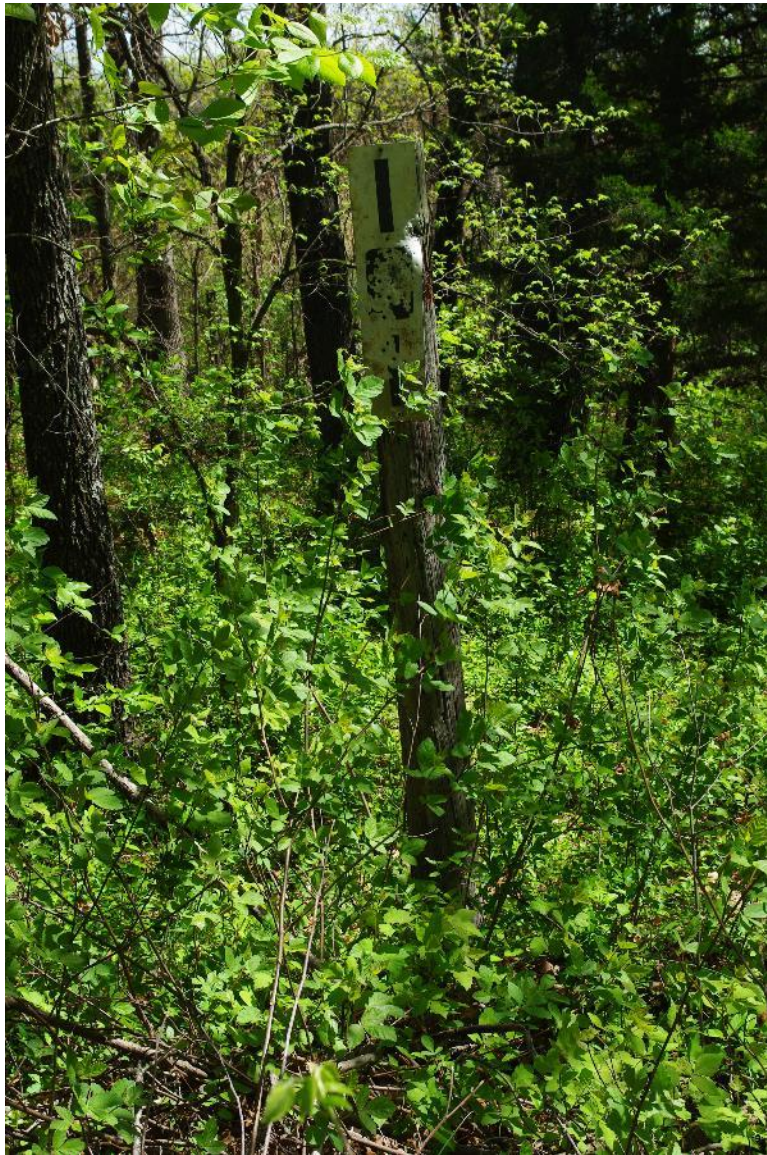


Photo 149: Sign 110.80, Summerfield Sign, Facing West



In addition to the signs, there were 13 switches, 11 of which are associated with archaeological sites (Appendix D, Table D5; Appendix I, Photos 46-67). These were still intact (Photo 150) or partially intact. They were used to switch trains onto side tracks and back to main tracks. Of the marked switches, all of them were made by Pettibone Mulliken Corporation in Chicago (Photo 151). This company was organized in 1880 and was a leading manufacturer of railroad equipment. The company's only plant was located in Chicago, Illinois until 1945; afterwards other plants were opened around the country (Chicago Historical Society 2005). It is possible that these switches replaced earlier ones as part of Farrington's Planned Progress program in the 1930s/40s. In addition to the manufacturer mark, one switch in Owensville also was marked with 1944 (Photo 151), which likely represent the year that it was manufactured.

Other cultural resources were found along the line. These included 12 telegraph/telephone poles (Photo 152; Appendix D, Table D5; Appendix I, Photos 68-75), three of which were cut and one was laying on the ground, no longer retaining their integrity (Appendix J, Photos 86-89). Portions of the metal wires associated with the telegraph lines and pieces of glass, telegraph/telephone insulators (Photos 153-154), were found scattered at various locations along the surveyed area. Near mile marker 132.36 and 132.46, two metal hooks were discovered (Appendix I, Photos 76 and 77). The soil was very rocky on this ridge slope and telegraph/telephone poles probably could not be placed deeply into the ground, so the hooks likely were used with guy wires (a portion of one still attached to one hook) to hold these poles in place. The poles, however, were no longer standing at either location.

Two foundations, two miles east of Eugene in Cole County, likely were associated with the bases for a water tank and a water crane or pump (Appendix D, Table D5; Appendix I, Photos 78-81). The base of the water tank was circular and 62 inches in diameter (Photo 155). The base for the water crane or pump was a square foundation 2.5 x 2.5 feet (Photo 156). The foundations were 9.8 feet apart (Photo 157).

Although previous investigations had determined that these various cultural resources, particularly the signs and telegraph/telephone poles, were not contributing to the proposed historic district (Moffat and Booth 2013), these structures, objects, and ruins were essential assets to the operation of the railroad and have been evaluated. Of the 89 miscellaneous resources within the APE, 27 of them were modern, displaced, or deteriorated and they no longer maintained their integrity. They are not contributing to the district. The other 62 cultural resources identified maintain their integrity and, therefore, are contributing to a historic district based on the Rock Island line.

Photo 150: Switch 32: 91.50, South Switch for Owensville Depot Siding, Facing North



Photo 151: Switch 91.50, Closeup of Pettibone Mulliken Corp. Mark with 1944 Date on Switch, Facing North



Photo 152: 190.00-Cedar Telegraph/Telephone Pole,
With Insulators and Metal Wiring Intact,
Facing East



Photo 153: Insulator Near Mile Marker 131.00, Facing East



Phot 154: Insulator Near Mile Marker 76.00, Facing Southeast



Photo 155: Foundation 147.92, Circular, Facing East



Photo 156: Foundation 147.92, Square, Facing West



Photo 157: Foundations 147.92, Circle and Square, Facing South



RECOMMENDATIONS

The 245 miles associated with the St. Louis Subdivision of the Chicago, Rock Island, and Pacific Railroad (Rock Island) has been determined by the Missouri State Historic Preservation Office to be eligible for the National Register of Historic Places as a district. It is eligible under Criterion A, for the railroad's impact on the economic development of the region, and Criterion C, for architecture that possesses the distinctive characteristics of railroad construction at the turn of the 20th century (Blackwell 1993). Previous investigations on portions of the line determined a period of significance for the proposed district based on the Rock Island rail corridor as 1904 to 1962 (Moffat and Booth 2013; Rood and Dasovich 2010).

The archival review revealed that the St. Louis Subdivision was constructed between 1901 and 1905. The line connected St. Louis to Kansas City and was open to trans-state freight and passenger service. The only railroad that ran through this portion of central Missouri, the Rock Island brought economic growth to the region. Due to the line running through the northern Ozarks and bridging large rivers, such as the Osage and the Gasconade Rivers, it was costly to construct and maintain. However, this very path also attracted tourists to the area because of its scenic quality. The Rock Island went into receivership multiple times throughout its history; but, between 1936 and 1948, when under the receivership of John Dow Farrington from Fort Worth & Denver Railway, the railroad went through its largest transformation. Farrington enacted a program he called "Planned Progress" that relocated and upgraded portions of the line, replaced failing structures, modernized the shops, engines, and streamlined the passenger and freight service. Most importantly, Farrington introduced the iconic *Rocket*, a diesel-engine passenger fleet. Despite all these efforts, passenger service on the St. Louis Subdivision waned and was discontinued in 1959. Freight traffic continued on the line until 1980, when the Rock Island went into bankruptcy. Many of the communities suffered economically after the closing of the line.

The current cultural resource survey evaluated the section of railroad line from mile marker 71.60, just west of Beaufort, and mile marker 215.325, just east of Windsor, as well as a shorter section between mile markers 292.906 and 263.50 in Pleasant Hill, for a total of approximately 144.30 miles of the former St. Louis Subdivision. In addition to the railroad corridor, the survey identified and evaluated 456 intact buildings, structures, and objects associated with the railroad. Of these, 350 resources in the form of 254 culverts and drainages, 31 bridges, 3 tunnels, and 62 miscellaneous cultural resources items are contributing to a historic district based on the Rock Island line.

Additionally, one extant depot is within the city of Eldon. The Eldon depot was constructed in the 1950s and it is a vernacular building with Contemporary style attributes. These attributes could be seen in the contrasting wall materials and texture, the unusual size and placement of the windows, and the flat, overhanging roof. The Eldon depot not only is contributing to a historic district based on the Rock Island line, but it also is eligible to the National Register under Criterion C, for having distinctive architectural attributes of the Contemporary style.

Of the 26 depots that had been located along the Rock Island line within the APE, 24 were identified as archaeological sites. The archaeological sites represent the remains of the depots and other buildings, structures, and objects associated with the railroad. Only Canaan, whose depot area had been destroyed by the construction of Highway 28, and Gascondy, where the landowner denied access to the area, were not recorded as archaeological sites.

The archival review revealed that the Rock Island depots along the St. Louis Subdivision varied in size, with widths ranging between 11 feet and 34 feet and lengths ranging between 21 feet and 103 feet (see Appendices C and D). However, historic photographs of 23 of the 26 buildings indicate that the depots were similarly constructed by the railroad. Thirteen of the original depots (Gerald, Owensville, Bland, Belle, Freeburg, Meta, Henley, Eugene, Barnett, Versailles, Stover, Ionia, and Pleasant Hill) were one-story, vernacular, rectangular buildings with a canted bay window and a hipped roof with brackets (see pp. 60-107). The number and location of entrances and fenestrations varied depending on the building and the wall claddings were either board and batten or clapboards. The Rosebud depot varied from this form with a side-gabled roof instead of a hipped-roof (see Figure 16, pg. 63). The Leslie depot varied from the other thirteen depots with a side-gabled roof and it did not have a canted bay window (see Figure 14, pg. 59). The Hoecker depot also did not have a canted bay window and it was two-stories (see Figure 29, pg. 81). The ca. 1957 photograph of the Cole Camp depot (see Figure 40, pg. 102) indicates that it was similar to the Leslie depot; however, the Val Maps show that the original Cole Camp depot was much larger than one the one in the photograph (24 feet by 103 feet). This would signify that the building in the 1957 photograph is not the original depot. The historic photograph for the Etterville depot (see Figure 34, pg. 87) shows a building much smaller than the 24 feet by 64 feet building identified on the Val Maps, also indicating that this building is not the original depot for this town. No historical documentation has been found to indicate why these depots varied in size and attributes, such as location and types of fenestrations.

A ca. 1908 photograph of the original Eldon depot indicates that it was larger and more elaborate than the others (see Figure 35, pg. 90). Similar to the other buildings, it was vernacular rectangular building with canted bay windows and a hipped roof; however, it was two-stories with Tudor attributes. Eldon had been the division point of the St. Louis Subdivision of the Rock Island Railroad and therefore an important stop along the line. It is believed that due to its importance, the depot at this town was constructed larger and more elaborate than the other depots along the St. Louis Subdivision.

The 24 depot areas do not appear to have been significantly impacted when the buildings were razed. As a result, the lower portion of foundations could still be intact. More importantly, there are likely material remains associated with activities conducted at these sites and materials inadvertently lost. Many of the depot areas also were associated with homes used by section hands. The archival review indicates that the section hand houses were located in smaller communities, possibly indicating that the section hands procured their own lodging in the larger towns. Artifacts associated with these residences could provide some insights into the lives of these individuals. Further, there are likely subsurface features at these sites. In particular, vaults associated with water closets (marked as WC on the Val Maps). These vaults also were used as a place to discard rubbish so they represent time capsules reflecting people's lives at particular

times in the past. Other subsurface features associated with these sites could exist. These 24 archaeological sites are contributing to a historic district based on the Rock Island line. Additionally, they are eligible to the National Register under Criterion D, “have yielded, or may be likely to yield, information important in history or prehistory” (Federal Register 1974).

The current archival and cultural resource survey confirmed that the former Rock Island rail corridor is eligible to the National Register under Criteria A and C. The survey identified a total of 375 cultural resources contributing to the historic district and 25 cultural resources that also are eligible to the National Register under Criteria C and D. The current plans of removing the rails, ties, and debris from the railbed should have no negative impact on any of the resources contributing to the proposed district, as long as the process is accomplished with care, especially around the resources located on the railbed (i.e., signs). It is recommended that the project proceed as planned. However, it should be cautioned that additional cultural resources could exist along this line that were missed during the survey because of the dense vegetation, access denied by some landowners, and the limited size of the APE. Also, due to the location of the archaeological sites under and near the corridor, it is further recommended that if the current plans change or additional future activities commence then it is necessary for the SHPO to determine if further cultural resource investigations be necessary.

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