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June 22, 2012

Christa Stoebner
Surface Transportation Board
Office of Environmental Analysis
395 E Street, SW, Room 1108
Washington, DC 20423
(electronic version only)

Judith Deel
Missouri State Historic Preservation Office
P.O. Box 176
Jefferson City, MO 65102

Jane Lale
Department of Natural Resources
Missouri State Parks
Planning and Development
Program Director
P.O. Box 176
Jefferson City, MO 65102
(electronic version only)

Frank Hecksher
Peoria Tribe of Indians of Oklahoma
118 S. Eight Tribes Trail
P.O. Box 1527
Miami, OK 74355

James Munkres
Archaeologist
Osage Nation
Historic Preservation Office
627 Grandview
Pawhuska, OK 74056

Mark Randall
City Administrator
City of Pleasant Hill
203 Paul Street
Pleasant Hill, MO 64080

RE: Final Report for Recordation of Historic and Cultural Properties
STB Docket No. AB-1068X; Missouri Central Railroad Company –
Abandonment and Discontinuance – In Cass County, Mo.

To Designated Point of Contact:

Pursuant to the Memorandum of Agreement ("MOA") in the above referenced proceeding, Missouri Central Railroad Company (MCCR) is serving a copy of the Final Report on the Missouri State Historic Preservation Office (SHPO), Missouri Department of Natural Resources, Division of State Parks (DNR/DSP), Peoria Tribe of Indians of Oklahoma, Osage Nation, and the City of Pleasant Hill. Enclosed is a hard copy and electronic copy of the Final Report except for the parties designated above that agreed to accept an electronic version only.

No comments were received on the draft report within the comment period and the Surface Transportation Board ("Board") has provided approval for MCCR to send out the Final Report. We served with the draft report additional photographs on archival paper and a template for the interpretive exhibits for the trail head locations. We are not providing additional copies of those materials unless you request an additional copy.

THOMPSON HINE LLP
ATTORNEYS AT LAW

1919 M Street, N.W.
Suite 700
Washington, D.C. 20036-1600

www.ThompsonHine.com
Phone: 202.331.8800
Fax: 202.331.8330

June 22, 2012

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MCRR intends to begin salvage shortly. Salvage will not include any ground disturbing activities or the removal of ballast. Unanticipated discoveries will be handled pursuant to the MOA. Once salvage is complete and if no unanticipated cultural resources or historic properties are discovered during the salvage, MCRR will request that the Board proceed with terminating the MOA as provided in the MOA.

If you have any questions or require additional information regarding the materials, please contact Christa Stoebner at the STB (202) 245-0299.

Sincerely,



Sandra L. Brown
Thompson Hine LLP
1919 M Street, NW
Suite 700
Washington, DC 20036
(202) 263-4101 (telephone)
(202) 331-8330 (facsimile)

Attorney for Missouri Central Railroad Company

cc: Designated Points of Contact

Enclosures



SCI ENGINEERING, INC.

130 Point West Boulevard
St. Charles, Missouri 63301
636-949-8200 Fax 636-949-8269
www.sciengineering.com

Historic Context Statement – Final Report

**ROCK ISLAND ABANDONMENT
PLEASANT HILL TO HIGHWAY P
CASS COUNTY, MISSOURI**

June 20, 2012

Prepared for:

MISSOURI CENTRAL RAILROAD

Prepared By:

**Michael Dalman
and
Don L. Booth, MA**

SCI No. 2008-0137.44

Public disclosure of site locations reported herein is prohibited by 16 USC 470W-3.

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Historic Context Statement – Final Report

ROCK ISLAND ABANDONMENT PLEASANT HILL TO HIGHWAY P CASS COUNTY, MISSOURI

**Michael Dalman
And
Don L. Booth, MA**

1.0 INTRODUCTION

The Rock Island railroad corridor has been determined to be eligible for listing on the National Register of Historic Places (NRHP). Consultation with the Missouri State Historic Preservation Office (SHPO) pursuant to 36 C.F.R. Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (NHPA) and the Board's Office of Environmental Analysis (OEA) determined that the rail corridor is eligible for listing on the National Register under Criteria A. Criteria A requires a resource to be associated with events that have made a significant contribution to the broad patterns of our history. The line has been defined as a complex, linear resource containing structural elements that are either contributing or non-contributing features. This historic context is directed at aiding in the determination as to which of these structural elements are contributing to the significance of the linear resource and which are not.

Within the Memorandum of Agreement (MOA), the Surface Transportation Board (STB) defined the Area of Potential Effect (APE) for this project as the railroad right-of-way (ROW). This is reiterated in a footnote of the MOA, where it is stated that "For abandonments, the railroad right-of-way is the Area of Potential Effects or APE..."¹ Therefore, contributing elements under consideration herein are limited to those located within the railroad ROW. The railroad ROW within the current 5.6-mile study area varies as it moves northwestward from State Highway P to the town of Pleasant Hill, Missouri (Figure 1). For example, at its eastern extent in Section 33 of Township 46 N, Range 30 W, the ROW is 250-feet wide while in the northeast quarter of Section 32, it is only 100-feet wide (Figure 2). As the ROW passes through the town of Pleasant Hill, the ROW expands to 200 feet in width to encompass most of the railroad-related facilities located there (Figure 3). These variances in the width of the ROW, and thus the APE, are delineated in Figures 2 and 3.

¹ Memorandum of Agreement between the Surface Transportation Board, Missouri Central Railroad Company, Missouri State Historic Preservation Office, and Missouri Department of Natural Resources, Division of State Parks, Submitted to the Advisory Council on Historic Preservation

In 2008, a Phase One Cultural Resource Survey (CRS) was conducted by SCI Engineering, Inc. (SCI) of this corridor in conjunction with a plan to build a “rail with trail” along the south side the rail bed.² Following this survey, the project scope was adjusted as it was determined that the trail would be better suited on top of the rail bed and not along its southern edge as originally planned. The Missouri Central Railroad (MCRR), the current owner of the Rock Island Railroad, filed for abandonment and discontinuance of service authority at the STB in STB Docket No. AB-1068x for a 5.6-mile section extending from Pleasant Hill, Missouri southeastward to State Highway P (Figure 1). The Missouri Department of Natural Resources (MoDNR) submitted a request for a Notice of Interim Trail Use (NITU), and the STB issued a NITU for the 5.6-mile section. The STB also conditioned the potential abandonment or transfer of the line under the NITU with several environmental conditions, including the completion of the Section 106 process of the NHPA.

A second Phase One CRS was conducted by SCI of the rail bed and a 100-foot wide corridor along its northern edge for the entire 5.6-mile segment extending from State Highway P northwestward to its intersection with State Highway 58 in Pleasant Hill. The results of this survey were submitted to the MoDNR in June of 2011.³ At the time of this last survey, internal scheduling at MoDNR necessitated a quick turnaround of the fieldwork and accompanying report. Because of this shortened timeframe, it was apparent that the Historic Context Statement that was to accompany this report could not be completed at that time. The following Historic Context Statement, therefore, is presented as a supplement to SCI's 2011 report. This report is being submitted to fulfill the terms of the MOA between the STB, MCRR, SHPO and MoDNR pursuant to the Section 106 condition.

2.0 SURVEY OBJECTIVES

This report presents a Historic Context Statement for the approximate 5.6-mile stretch of rail line that is subject to the abandonment and NITU proceeding at the STB in Docket No. AB-1068X. The subject portion of the line extends from the town of Pleasant Hill to State Highway P in Cass County, Missouri (Figure 4). This rail bed represents a portion of the rail line constructed by the Chicago, Rock Island and Pacific Railroad (CRI&PRR), also known as the Rock Island line. The purpose of this investigation is to document the economic and historic impact of the Rock Island Railroad to the city of Pleasant Hill, and

² Judy Rood and Steve J. Dasovich, *Phase One Cultural Resource Survey Report: Johnson, Cass, and Henry County, Missouri*, (Report submitted to the Missouri Department of Natural Resources, Jefferson City, Missouri, 2010).

³ Don Booth, Steve Dasovich, Kellie DeFosset, Kim Fach, and Wynn Planer, *Phase One Cultural Resources Survey Report: Rock Island trail, Phase I, Pleasant Hill to Highway P, Cass County, Missouri*, (Report submitted to the Missouri Department of Natural Resources, Jefferson City, Missouri, 2011).

the region in general. Thus, it has been created to provide a context for determining the project's potential for posing adverse effects to any of the contributing components located within the APE.

3.0 METHODOLOGY

Researching this report presented some challenges. Primary sources detailing the construction and operation of the Rock Island were unavailable (the records no longer exist) for this study, thus, secondary sources would be required to provide the overall background information of the Rock Island Railroad. Researching bridges and culverts along the route also proved to be difficult. No original drawings, plans, or related documents of these railroad related structures could be located. In addition, aside from the names of the general contractors who constructed the bridges, particularly the Big Creek Bridge, there was relatively little information published in the local newspaper regarding their construction.

Similarly, obtaining information concerning the period of economic benefit to Pleasant Hill would also prove to be a challenge. After reviewing the related collections at the Missouri Historical Society and the St. Louis Mercantile Library at the University of Missouri-St. Louis, SCI concentrated on sources such as plat maps, local newspapers, and personal interviews with residents of the town of Pleasant Hill. A great majority of the information was gleaned by reading the contemporary local newspaper articles reporting on the progress of the construction and also revealing the anticipated opportunities that the new railroad would bring to the community. Local historians and historical societies proved very useful in locating documentary resources which helped fill in the gaps.

In general, inquiries with Rock Island Railroad were somewhat beneficial in providing information concerning the Rock Island Railroad maintenance procedures and the background of the St. Louis-Kansas City division of the Rock Island Railroad. However, it should be noted that these enthusiasts are not professional historians and the information derived from them and other sources, e.g., websites, has to be viewed with a degree of caution. Regardless, the information derived from these sources provides some basic avenues for further research.

4.0 PLEASANT HILL HISTORICAL BACKGROUND

The Cass County Land Entry book records that on January 11, 1844, a patent was made to the United States Government in the names of Ferrell and Wright for the "Original Town of Pleasant Hill", in the NW quarter of Section 17, Township 46 N, Range 30 W, consisting of twelve blocks situated parallel to a main street. The main street of this platted town angled southwest following the crest of a ridge.

In February, Wright purchased Ferrell's share for \$1,050, and in the fall of 1844 the land was surveyed. On October 8, Wright filed the plat of the original twelve blocks. These original blocks, and an additional twelve blocks filed as a plat by Wright's widow on February 15, 1847, comprise what is referred to as the "Original Town of Pleasant Hill" on the plat books.⁴

In 1845, the newly formed town had a population of forty inhabitants. Within fifteen years the small community had grown to a vibrant town of about 500. This early community contained a blacksmith shop, hotel, physician/druggist, harness shop, a mill, at least three general stores, three churches, a storehouse, stables, and a seminary. Part of the rapid growth of Pleasant Hill can be attributed to the fact that it was centrally located with roads stretching out like spokes of a wheel connecting the river port of Westport and other communities in southwest Missouri and southeastern Kansas. Steady traffic through Pleasant Hill included an overland stage stop for the numerous stage lines that crisscrossed the area and the long trains of freight wagons bound for Kansas, the Indian Territory, and Texas. There was also regular mail service to the town.⁵

5.0 RAILROAD HISTORY OF PLEASANT HILL

It is important to note that over its history, Pleasant Hill was served by several railroads. Of particular interest to this study is the fact that the Pacific Railroad arrived first and, thus, was the most significant railroad in the development of the town. Despite arriving in Pleasant Hill some fifty years later, the Rock Island line also represented a positive impact to the town. However, the arrival of the Rock Island line in the first decade of the 20th century had a greater influence on those communities along its path that had not directly benefitted from the arrival of the Pacific Railroad a half century earlier.

By the late 1850s, the civic and business leaders of Pleasant Hill realized the importance of being connected via railroad to the major urban centers in the Midwest. In this early day of railroading, towns would entice railroad companies to route new lines through their community with financial offers and land deals. Railroad companies profited from this competition between municipalities by choosing routes through towns with the most lucrative offerings of bonds and/or land. At this time, several railroad companies were contemplating the prospect of being the gateway from the Mississippi River to the Western territories and the Pacific coast.

⁴ Norma Middleton, *Echoes of Home* (Pleasant Hill: 1988), A5.

⁵ Allen Glenn, *History of Cass County Missouri* (Topeka: Historical Publishing Company, 1917), 264.

In 1858, ahead of the construction of a new line, agents of the Pacific Railroad company⁶ had surveyed the area and had begun purchasing land for the ROW and several commercial lots near Pleasant Hill. The new railway was making its way west from St. Louis along a route south of the Missouri River. The rail line had reached Sedalia when the Civil War disrupted the construction of the road for two years. In spite of the tribulations resulting from war and the complications of building a railroad in a region with both Unionist and Confederate supporters, the line reached Pleasant Hill on July 19, 1865. From there it continued northwestward to Independence and Kansas City, seeing completion on September 19, 1865.⁷

The story of the routing of the Pacific Railroad through Pleasant Hill is worthy of note. Originally, the line was to travel through “Old Town”, but following the untimely death of the engineer, his replacement decided on an alternative route south of town. It is curious that the new engineer would abruptly change the course of the track after a large portion of the route had been purchased and surveyed. However, the Cass County Land records show that John Armstrong had agreed to sell his land for “\$1 and benefits” to McPherson and Clapp, Inc., trustees for the Pacific Railroad. This transfer is recorded in land abstracts of Deed Book J, page 638, dated March 8, 1858. John Armstrong was a locally powerful man. Being one of the first inhabitants of Pleasant Hill, he owned much of the land south of town (most of it swampy and prone to flooding). The opportunity to acquire a long stretch of ROW for the price of \$1.00 could not be resisted by the railroad. John Armstrong, in basically giving his land to the railroad, benefitted in that his remaining land surrounding the railroad corridor became very valuable when the railroad did reach town.

The routing of the Pacific Railroad to Pleasant Hill had an immediate impact upon the community. The completion of the Pacific Railroad marked a significant improvement in communication and commerce. The first intrastate rail trip was taken by the president and vice president of the Pacific Railroad on September 20, 1865, leaving Kansas City at 3 a.m. and arriving in St. Louis at 5 p.m. Prior to this time, traveling between St. Louis and Kansas City required several transfers between railroads and steamboats.

Soon after the first passenger train from St. Louis arrived in Pleasant Hill, the town’s focus shifted away from overland commerce reliant upon the transportation of people and goods via the stage coach and teamster wagons to the larger and faster iron horse. This economical shift was accompanied by a physical shift as the economic center of the town relocated from the original plat 1.5-miles south along the Pacific

⁶ The Pacific Railroad company would later change its name to Missouri Pacific, and eventually Union Pacific Railroad.

⁷ Dorothy Lane, *Let’s Build a Railroad* (Pleasant Hill: Pleasant Hill Historical Society), 1.

Railroad line. This shift is dramatically depicted in the Bird's-eye View of Pleasant Hill, Missouri, dated 1869 (Figure 5). In this image, this new part of town can be seen oriented by the ROW of the railroad, that is, the streets and structures are aligned with the railroad tracks while to the north, "Old Town" can be seen with its original north-south layout of streets and buildings. This shift in the town's center resulted in the Pacific Railroad depot being situated virtually in the center of town (Figure 6).

The Pleasant Hill Times of 1916 contained an interview with a resident and veteran of the Civil War, J.E. McGlathery. In it he stated that the day after he arrived home from the war, there was a large sale of town lots in the area near the railroad. Businesses and homes moved from "Old Town" south in order to be closer to the railroad. Soon homes were being lifted and moved to newly purchased lots and construction hummed in the newly formed business district and surrounding additions to the city of Pleasant Hill. Between June 1865 and June 1869, there were 21 additions to the city of Pleasant Hill.⁸ It should be noted that few abstracts for land in "New Town" did not have the original entry of John M. Armstrong. The current NRHP listed historic district of Pleasant Hill encompasses much of this railroad-related addition area (Figure 7).⁹ It should be noted that the Pleasant Hill historic district is outside the current APE.

The western part of "New Town" in Pleasant Hill was originally platted as the town of Wyoming by Andrew Wilson in 1844. Two years later he died and his son inherited the land. During the next 15 years, the land was sold several times until a part of the land was bought by Clayton Van Hoy in 1865. On June 22, 1865, the plat of Van Hoy's addition to the town of Pleasant Hill was filed. In an affidavit from A.D. Prater filed on August 30, 1919, it is stated "That the town of Wyoming was formerly laid out and platted as a town and it covers what is known as Van Hoy's Addition to Pleasant Hill, and was subsequently taken to the corporate limits of Pleasant Hill, Missouri by legislative enactment."¹⁰ Van Hoy's addition lies just south of the Pacific Railroad and 45 years later the Rock Island Railroad would run through the southern part of the addition within lots 11-13.¹¹ The only surviving namesakes of this town are the block-long Wyoming Street and the local Masonic order, the Wyoming Royal Arch Chapter. This area of Pleasant Hill has also been referred to as South Pleasant Hill, but there is no record of any formal incorporation or plat bearing that name.¹²

⁸ Middleton, *Echoes of Home*, A8.

⁹ *The History of Cass and Bates Counties, Missouri* (St. Joseph: National Historical Company, 1883), 229.

¹⁰ Middleton, *Echoes of Home*, A13.

¹¹ A. R. Stinson, *Plat Book of Cass County, Missouri 1912*, (Stinson), 43.

¹² Middleton, *Echoes of Home*, A13.

As other railroads developed and established routes in the years following the Civil War, the city of Pleasant Hill with its expanding business and population was a logical stop. These included the Atchison, Topeka & Santa Fe Railroad, which later sold its line running through Pleasant Hill to the Kansas City, Clinton, and Springfield Railroad (KCC&SRR), or more popularly referred to as the “Leaky Roof” Railway for \$156,975 in cash in 1884. This line remained in operation until 1935. The Frisco Railroad also came through Pleasant Hill and finally, the subject of this study, the Rock Island Railroad, arrived in 1904.

6.0 HISTORY OF THE ROCK ISLAND RAILROAD

The Chicago, Rock Island and Pacific Railroad had its earliest beginnings in the 1840s as the Rock Island and LaSalle Railroad. This rail line connected the Mississippi River to the Illinois and Michigan canal that served Chicago. They soon requested and received permission from the State of Illinois to extend the line to Chicago and, in 1852, the railroad was renamed the Chicago and Rock Island Railroad. Expansion west across the Mississippi was achieved with the first bridge crossing the Mississippi River between the cities of Rock Island and Davenport; a feat accomplished despite the efforts of steamboat companies to block the construction. The railroad continued to grow and expand its rail lines through construction or acquisition of smaller railroads. At its peak, the Rock Island railroad possessed over 8,000 miles of lines connecting most major cities in the Midwest and South, including Kansas City, Denver, Memphis, Dallas, and Chicago.¹³

Part of the railroad’s expansion included the acquisition of a small railroad in Missouri: the St. Louis, Kansas City and Colorado Railroad, which would later form the basis of the segment of the Rock Island line currently under consideration.

It should be noted, however, that the relentless expansion of Rock Island would eventually lead to its end as the line had to compete against other railroads with more direct routes between cities. This, coupled with an inability to adapt to the changing transportation needs in the 20th century, would ultimately lead to their decline and eventual bankruptcy.¹⁴

¹³ Michael Landis “Rock Island’s St. Louis Subdivision-A Complete History,” accessed 6/02/2011, http://members.tripod.com/mo_central_rail/history.html.

¹⁴ its.org: 11/07/2011

6.1 St. Louis, Kansas City and Colorado Railroad

The St. Louis, Kansas City and Colorado Railroad was chartered in 1887 by businessmen in several small towns southwest of St. Louis. In the second half of the 19th century, a railroad boom had swept the nation. These men saw it as part of their civic duty for the future of their community to get connected to the larger world via the railroad and were determined not to be left behind.

Initially, the railroad established a line from Union eastward to St. Louis and, thus, brought growth to the communities it served. Other communities west of Union wanted to have the line extended. By the spring of 1901, this fledgling railroad had expanded westward from Union to include Gerald, Owensville, and Bland. Despite the parochial nature of the railway, the name St. Louis, Kansas City and Colorado Railroad hinted at its aspirations for growth.¹⁵

With its expansion westward from St. Louis, the little railroad had gained the attention of the Chicago, Rock Island and Pacific Railroad. It was looking to expand into St. Louis from its line in Kansas City in order to compete in the intrastate commerce between the second and third largest/busiest railway hubs in the United States. The Chicago, Rock Island and Pacific purchased the lines of the regional St. Louis, Kansas City and Colorado Railroad Company in May of 1901 and, although somewhat isolated from their line, plans were initiated to connect Bland with Kansas City.

In January of 1903, Rock Island paid the State of Missouri \$3,455 for a certificate of incorporation and was able to proceed with building the line connecting the two cities. At the time of application, the company had capital stock of twenty million with \$8,460,000 in Missouri.¹⁶ Later in the summer of 1903, the name of the line, the St. Louis, Kansas City and Colorado, was dropped and it became known as the St. Louis and Kansas City division of the Chicago, Rock Island and Pacific Railroad system.¹⁷

6.2 Surveying and Construction

Soon after they were incorporated in the state of Missouri, the Rock Island Railroad sent out surveying crews to lay out a line to complete the link between St. Louis and Kansas City. The surveyors laid out several alternative routes, taking into consideration many factors such as grade, easements, and business prospects before the project engineer made a final decision. During the surveying of the St. Louis and Kansas City line, many communities made offers of land easements and bonds to Rock Island to

¹⁵ Landis "Rock Island's St. Louis Subdivision-A Complete History."

¹⁶ *Pleasant Hill Times*, January 23, 1903, 1.

¹⁷ *Pleasant Hill Times*, July 15, 1903, 3.

influence them to go through their community. Some like Versailles and Eldon were pleased with Rock Island's decision; others like Warrensburg were sorely disappointed.¹⁸

Acquiring easements and purchasing the necessary property was the next step. In the town of Pleasant Hill, the proposed line ran along the very southern edge of the relocated part of town. The line would pass through Meekin's, O'Connell's, Tyler's, and Van Hoy's additions to the original town crossing 14 residential lots (Figure 8).¹⁹ Having avoided the central part of town, Rock Island was able to find a route with a relatively level grade between Pleasant Hill and Happy Hill within the valley of Big Creek. Since it was on the southern edge of town, which was prone to flooding, most real estate could be purchased inexpensively. It was also south of the Missouri Pacific's line which prevented Rock Island from having to cross their line, yet it was situated close enough to have a connecting line between them.²⁰

The construction of the line began soon after the surveying and easements were secure. Rock Island began laying track at Union, Missouri with a large stockpile of ties and enough rails to build 700 miles of track.²¹ Crews started working across the state constructing the rail bed, building bridges, carving tunnels through stone, and leveling the land.

In Pleasant Hill, supplies were also arriving for the construction of the line. Nine cars with six thousand bags of concrete for use in bridge and culvert construction were offloaded and stored in city and township buildings.²² Contracts to supply 1,200 oak piles, 10-feet long, for use in local bridge construction were advertised in the local paper. R. H. Bruce of Pleasant Hill was awarded this contract.²³ Crews started cutting trees and clearing the land for grading along the route and proposed rail yard within Pleasant Hill. Structures located on property purchased by Rock Island were moved by the former land owner or the structures were sold to a third party who was then responsible for removing the structure. By late April, all houses and other land improvements had been removed and the area was described in the newspaper as looking "as bare as if a Kansas twister had visited here."²⁴

¹⁸ *Pleasant Hill Times*, May 15, 1903, 1.

¹⁹ *Pleasant Hill Times*, January 15, 1904, 2.

²⁰ *Stinson, Plat Book of Cass County 1912*, 43

²¹ *Pleasant Hill Times*, May 8, 1903, 1.

²² *Pleasant Hill Times*, February 3, 1903, 1.

²³ *Pleasant Hill Times*, April 10, 1903, 1.

²⁴ *Pleasant Hill Times*, April 24, 1903, 1.

The last remains of the old Steinerger beer garden were also in the area of the Rock Island rail yard. Only the well and the beer cellar remained at the time of construction. The arched brick and concrete cellar was built in the 1870s and was located on Owen Wilson's property. In April, the graders filled in the well, and the brick from the cellar was removed to be used for fill in other parts of construction.²⁵ The largest obstacle facing the grading crew in Pleasant Hill was the brickyard formerly owned by the Pleasant Hill Brick Company. Rock Island purchased a ROW through it, including the brick factory and, by late March, crews began to tear down the structure and prepare the land for grading.²⁶

In preparing the area around Pleasant Hill, graders removed or cut into several hills and leveled an area for the rail bed and the rail yard south of town. The biggest challenge for the construction crews in the Pleasant Hill area was east of town. Several creeks and gullies would have to be crossed. Smaller gullies and washes were crossed by means of culverts. On the other hand, Big Creek would be crossed three times with bridges of steel with concrete piers and abutments. Bates & Rogers Company had the contract from Rock Island to construct the three bridges over Big Creek.²⁷

The location known locally as Rowe's cut was selected as a location for one bridge: bridge 3153-B. The ROW through Rowe's farm required graders to cut into a hill. Grading began in March 1903. After removing six feet of earth, the work became more difficult as excavators encountered solid rock. Crews used dynamite to blast rock from the cut resulting in a near catastrophe when a one-thousand pound boulder gracefully flew through the air a couple hundred yards to the south and smashed into the home of E. E. Rowe. The family was home at the time but, fortunately, no one was hurt. The house, however, sustained damage to the dormer and front porch.²⁸

Surplus dirt and rock from the excavation at Rowe's cut was used to elevate an existing road bed in order for it to cross over the new track at the railroad bed grade. In later years, this road would be replaced by Highway 7. Improvements in 1947 straightened the road, and resulted in the construction of a bridge over the railroad bridge (Photo 1).²⁹

²⁵ *Pleasant Hill Times*, April 17, 1903, 1.

²⁶ *Pleasant Hill Times*, August 14, 1903, 4.

²⁷ *Pleasant Hill Times*, July 17, 1903, 1.

²⁸ *Pleasant Hill Times*, July 3, 1903, 1.

²⁹ *Pleasant Hill Times*, July 17, 1903, 4.

Concrete was mixed on site with locally crushed rock from a crusher positioned on West Commercial Street. This rock crusher supplied the rock necessary for the concrete work, as well as ballast for the rail bed. The construction of the railroad bed and bridges was completed in the spring of 1904.³⁰

Soon after the bridge was finished at Rowe's cut, a steam powered track laying machine rumbled across the route. This great behemoth could lay, under favorable conditions, 2.5 miles of track a day, which was, however, seldom due to frequent breakdowns and other difficulties.³¹

Rock Island utilized 90 pound rail to construct the line.³² The same weight of rail used by its main competitor Missouri Pacific. Both railroads had parallel lines stretching between Pleasant Hill and Kansas City. Constructing a line comparable to Missouri Pacific was crucial to Rock Island's success in the intrastate commerce between St. Louis and Kansas City.³³ During the construction of the line, segments of the line were not entirely completed. For example, between Pleasant Hill and Windsor, the line initially lacked a proper ballast of rock and had to be given its first raise with dirt. This temporary fix would work during dry weather, but was prone to erosion when it rained. After the line had been opened, section crews added ballast to the roadbed to protect it from erosion. A benefit of this action was that trains were able to travel faster through this stretch.³⁴ After the line was completed, Rock Island section crews continued to make improvements to the line and within one year, 20 minutes had been shaved off the travel time between Kansas City and St. Louis.

6.3 Rock Island Infrastructure

In Pleasant Hill today, there is very little that remains reflecting the relationship between the town and the Rock Island line. The line, having been unused for nearly 32 years, has been overgrown by the surrounding environment. Of all of the structures related to the Rock Island Railroad in Pleasant Hill and the roadbed five-miles east, only the rail bed, Rock Island Lake (outside the APE), the foundation of the depot, the bridges and culverts, and one track of the original four lines of the rail yard in Pleasant Hill remain (Photo 2).

The focal point of any railroad operation in a community is the depot. Initially, the citizens of Pleasant Hill had hoped for a depot constructed of brick similar to that constructed by the Missouri Pacific

³⁰ *Pleasant Hill Times*, April 8, 1904, supplement.

³¹ *Pleasant Hill Times*, April 8, 1904, supplement.

³² Rail weight is the weight of 3 feet of rail.

³³ *Pleasant Hill Times*, October 16, 1903, 1.

³⁴ *Pleasant Hill Times*, August 5, 1905.

(ultimately destroyed by a fire in 1902). A temporary depot made up of four box cars was used until the construction of the depot was completed in 1904.³⁵ The contract for constructing station houses and all frame structures along the line was secured by S. A. Rose of California, Missouri, and A. J. Gorg of Union, Missouri. The construction of the depot started on June 29, 1904. The structure was 150-feet long and constructed of pressed pine with burr trimmings (Photo 3).³⁶ In October, the depot was finished and West Commercial Street was improved and new sidewalks were constructed to facilitate the new Rock Island depot.³⁷ In the following month, the depot would be wired with 30 electric lights and the third telegraph line coming into Pleasant Hill, belonging to Western Union and following the Rock Island right-of-way, arrived at the depot.³⁸ Due to the fact that the Rock Island and the Missouri Pacific depots were proximal to each other, the city elected not to establish a bus and transfer line between them (Figure 9).³⁹

The depot continued to be a fixture on the south side of Pleasant Hill for 50 years. In 1955, the depot structure was reduced and the facilities were consolidated (Photo 4). The depot has since been torn down with the last reference to it dated 1986 (Photo 5). The foundation of the depot is still visible in the Rock Island yard with no other evidence of its presence other than one track of the old yard running nearby.

While the Rock Island rail line was being surveyed south of town, surveyors had also surveyed Loch Leonard and the land between the lake and the proposed rail line (Figure 10). Water was a vital resource in the days of steam engines and Loch Leonard represented the closest lake to the railway in Pleasant Hill. On July 13, 1903, the Pleasant Hill Times commented that Rock Island and Zenas Leonard, the owner, were in negotiations regarding the sale of the lake. Rock Island was interested in purchasing the lake to secure the water source and to develop the lake as a summer resort for vacationers from Kansas City and St. Louis.⁴⁰

For the next two months the local newspapers reported little concerning Rock Island and Loch Leonard; only that they were still negotiating. However, they also reported that Rock Island surveyors were looking for sites west of town in case the sale did not go through.⁴¹ Surprisingly, the newspaper

³⁵ Middleton, Norma, "Snapshots of Yesterday", *Pleasant Hill Times*, May 5, 1988, 16.

³⁶ *Pleasant Hill Times*, May 13, 1904, 3.

³⁷ *Pleasant Hill Times*, October 7, 1904, 3.

³⁸ *Pleasant Hill Times*, January 15, 1904, 2.

³⁹ *Pleasant Hill Times*, March 13, 1903, 1.

⁴⁰ *Pleasant Hill Times*, September 18, 1903, 1.

⁴¹ *ibid*

eventually reported that Rock Island's rival, Missouri Pacific, had purchased the lake and surrounding property for \$25,000. No reason could be found in the documentary evidence as to why Rock Island failed to purchase the lake. One reason could have been that if Rock Island had purchased water rights to the lake they would have had to install a water main under the Missouri Pacific rail lines. A second reason could be that the Missouri Pacific, having failed in its attempt to drill a well a year before, saw the newly built Rock Island line as a threat on a vital local resource, and made arrangements to secure the water rights to Loch Leonard. Missouri Pacific further developed the lake as a reservoir by dredging it and raising the dam and banks four feet. However, they did not develop the lake itself as a resort or vacation spot. Instead the lake and grounds were leased to an outside party to develop.⁴²

Initially, the Rock Island purchased water from the lake through Missouri Pacific. However, as mentioned earlier, this arrangement would not be necessary for long, as Rock Island had a survey crew scouting for an alternative site during negotiations with Zenas Leonard. A potential site for a new lake was found on land owned by Mr. Engel. This site is located about 1.5 miles to the west of Pleasant Hill (Figure 10). After acquiring the land, J. P. Atkinson & Sons received the contract to build the lake with its construction starting in April 1904. Once completed, the lake was connected via a 6-inch water main to the Rock Island yard.⁴³ This man-made reservoir, known as Rock Island Lake, remains to this day (Figure 10 and Photo 6). Although the lake was never developed as a resort by Rock Island, it did earn a local reputation as a good fishing lake.

Unlike the Missouri Pacific water supply from Lake Leonard that used pumps to move the water to their water tank, Rock Island's water tower was gravity fed via the 6-inch main. In examining the Pleasant Hill USGS 7.5' quadrangle, it can be seen that Rock Island Lake is 50 feet higher than the location of the Rock Island water tower, while Lock Leonard is at the same elevation as both the Pacific and Rock Island facilities (Figure 10). Construction of the water tank for filling the locomotives began in May 1904 and was completed and ready for operation two months later. The water tower was located west of the depot near the intersection of the Rock Island line and Commercial Street (Figure 3 and Photo 7). Rock Island Lake provided a steady supply of water for the line for the next 50 years. During the drought of 1934, when the Missouri Pacific was hauling water to Lake Leonard, a temporary two-inch line was cut to

⁴² *Pleasant Hill Times*, September 25, 1903, 4.

⁴³ *Pleasant Hill Times*, April 8, 1904, supplement.

provide water to the city of Pleasant Hill from Rock Island Lake.⁴⁴ This saved the city an estimated \$4,445 by not having to acquire water elsewhere.⁴⁵

Water was crucial in the operation of steam locomotives on the line. Rock Island's construction of a reservoir at their stop was viewed as advantageous by civic leaders, as it guaranteed the trains would stop at the depot.⁴⁶ This water supply system was in place until the change over to diesel engines was complete. The lake was sold to Missouri Public Service in August 1954. Rock Island Lake, though an important part of the Rock Island Railroad infrastructure in Pleasant Hill, is quite far from the Rock Island rail line being located along the western edge of Pleasant Hill and thus, outside the APE of this project.

In addition to water, coal was a vital component of steam driven locomotives. Coal chutes were constructed at the Rock Island yard in 1904. A twenty-dump chute was constructed by the J. Volk Co. of Rock Island, Illinois.⁴⁷ The location of the chute was not indicated in sources, and photos of the coal chutes were unavailable. Both the tank and coal chutes remained in operation until the last steam locomotives were retired from service on the St. Louis-Kansas City line in February 1953.⁴⁸ A month later, Rock Island crews were dismantling the water tower, water cranes, and coal chutes for scrap.⁴⁹

6.4 Rock Island's Promotion of the Newly Built Line

Rock Island did not waste time in promoting their new line. Unlike the Missouri Pacific line, which ran through larger towns south of the Missouri River, Rock Island built the line through smaller towns along the northern edge of the Missouri Ozarks (Figure 11). Between Bland and Pleasant Hill, only a short stretch of the Rock Island line paralleled another line.

Even though the opening of the western part of the Rock Island's line was too late to capitalize on the opening of the 1904 St. Louis World's Fair, the new depot was able to sell passenger tickets to the closings months of the event in St. Louis. At the conclusion of the St. Louis World's Fair, Rock Island trains transported exhibits from the fair along its line. The World's Fair exhibits would stop in towns along the way and locales could purchase tickets to view them. The California Exhibit from the 1904 fair

⁴⁴ *Pleasant Hill Times*, July 10, 1936, 2.

⁴⁵ *Pleasant Hill Times*, June 14, 1935.

⁴⁶ *Pleasant Hill Times*, December 18, 1903, 1.

⁴⁷ *Pleasant Hill Times*, November 18, 1904, 2.

⁴⁸ *Pleasant Hill Times*, February 19, 1953.

⁴⁹ *Pleasant Hill Times*, March 26, 1953.

passed through Pleasant Hill and remained in town for two days with tickets available from the Rock Island Agent.⁵⁰

Several new towns along the recently constructed line were the result of Rock Island's efforts to promote business and thus, increase the viability of the rail line. Home seeker excursions were advertised in the local newspaper to lure prospective investors/buyers to these new towns. These newly platted towns are outside the scope of this review. However, these communities did impact Pleasant Hill by increasing passenger and freight traffic through the town. Pleasant Hill benefited from the increased business from the development and economic growth of these communities.

This rural route, however, did have one other advantage. By passing through the northern part of the Ozarks, the rail line did offer some of the best scenery and views for travelers. The Rock Island Railroad published a brochure entitled "In the Heart of Missouri, The New Rock Island Country" to introduce and promote this region of Missouri for businesses, development, and recreation. Missouri's agricultural, banking, education, and minerals were highlighted in this publication, as well as each of the counties. The Rock Island Railroad serviced many of the stops along the way. Pleasant Hill was highlighted in the Cass County section with Kellogg's greenhouse being shown as an example of the type of business that could flourish anywhere on the Rock Island line in Missouri. Loch Leonard is mentioned as a summer resort, but no other recreational facilities in Pleasant Hill are referenced.⁵¹ A later publication released by the Rock Island Railroad highlighted the recreational opportunities along the line. In this publication, the health and recreational activities of the region were touted. An argument was made by the author encouraging the urban family man to send their family to the country for their health, even if they had to stay in town during the week and visit them on the weekend. Throughout the booklet many stops along the line were featured. Unlike other cities in the booklet, however, Pleasant Hill did not have any photographs of the recreational or lodging facilities available. The only mention Pleasant Hill received was on the very last page listing the stops on the Rock Island Railroad and the nearest type of water related recreational activity available.⁵²

It should be noted, that the timing of the completion of the Rock Island Railway was unfortunate in that it was too late to be included in Rand McNally's 1905, "up to the date" Missouri map.⁵³

⁵⁰ *Pleasant Hill Times*, October 14, 1904, 2.

⁵¹ Sebastian, *In the Heart of Missouri*, 22.

⁵² *Health and Pleasure in the Missouri Hills* (Rock Island Lines: Chicago, 1916).

⁵³ *Pleasant Hill Times*, June 10, 1905, 3.

6.5 Rock Island and the Local Economy

Cass County was a major producer of agricultural products and a rail stockyard was essential to protect and prepare animals until they could be loaded onto railcars and shipped to market. The stockyards were laid out shortly after the construction of the line through Pleasant Hill. The newspaper commented “we hope they would be placed out of stinking distance”.⁵⁴ The yards were completed in the week of July 15, 1904 and consisted of four pens, with more to be constructed later if needed. Water for the yard was supplied by a pipe connection to the Rock Island Lake.⁵⁵ These pens were situated just northwest of the Rock Island depot along the east track in the yard between Van Hoy’s Addition and Tyler’s Addition (Figures 3 and 12).⁵⁶ John Sappington, who grew up in south Pleasant Hill, remembers as a boy, livestock being driven between the Rock Island and the Missouri Pacific stockyards through town.⁵⁷ The stockyards are visible today on an aerial photograph (Figure 13). It should be noted, however, that although this structure would likely be considered as a contributing element to the linear Rock Island cultural resource, it is north of Highway 58, which is outside the current project APE and, therefore, is not considered in this evaluation.

Dairy farms surrounding Pleasant Hill made it a likely location for a creamery, and the Rock Island Railroad had advertized it as such in a September edition of the *Kansas City Saturday Evening Post*.⁵⁸ William Allen and John Tollinger purchased 15 to 17 acres of land in 1908. This land was located on the northwest corner of the Rock Island Railroad line and West Commercial Street north of Big Creek. In April 1909, the Allen Condensed Milk Plant with a capacity of 30,000 lbs of milk daily was opened. Local dairymen were solicited for business but within a year they were forced to close due to lack of participation from local dairy farmers.

In the coming decade, the plant would be sold three times with its name changing at each sale. Improvements to the facility were made including the additions of an ice making plant and ice cream production. In 1920, the capacity of the ice company was doubled when a two-story brick wing was constructed. In October 1920, the plant was bought by Arctic Milk Products Co. (Figure 14 and Photo 7), which started shipping milk to its parent company, Arctic Cream Company, in Kansas City. Arctic Cream Company was sold, along with its subsidiaries, to Aines Dairy of Kansas City in 1929. During the Great Depression, the manager of the Pleasant Hill plant would place cans of milk with dippers outside

⁵⁴ *Pleasant Hill Times*, May 3, 1903, 4.

⁵⁵ *Pleasant Hill Times*, May 8, 1903, 1.

⁵⁶ Stinson, *Plat Book of Cass County 1912*, 43

⁵⁷ John Sappington: 2, interview by author, notes, Pleasant Hill, 11 November 2011.

⁵⁸ *Pleasant Hill Times*, September 30, 1904, 3.

for the many hobos who rode the trains. Over the years the plant added production and increased their daily capacity. In 1946, a record peak was reached of 65,000 lbs of milk daily.⁵⁹ However, despite their proximity to the Rock Island line, much of the production at the plant was shipped by truck to Kansas City. In the end, a reference in 1948 reveals that the plant was closing because local dairy producers insisted on shipping milk directly to the Aines Dairy in Kansas City in order to save the seventeen cent per hundred pound weight charge. Which railroad charged this fee is not indicated and given the proximity of both the Rock Island depot, which was within 100 yards of the plant, and the Missouri Pacific depot, which was within a quarter mile, it could have been either one. With the improvements in roads, transporting perishable goods by truck was feasible and more cost effective. In the 1970s, the dairy buildings having been vacant for over thirty years were torn down and the area is now overgrown with trees and brush.⁶⁰

Standard Oil Fertilizer was in operation in the 1950s through the 1970s and was located just north of the Rock Island stockyards and Tyler's Addition. Its location next to the Rock Island line allowed for easy off-loading of fertilizer and chemicals from tanker cars into storage tanks. No structural remains of this facility are evident today.⁶¹

Adam's Feed and Grain was established in 1948 on a parcel of property along the Rock Island line on either side of Route 58. Positioning themselves along two important transportation lines, their operation consisted of a feed warehouse, offices, and grain elevator on the southern side of Route 58 just north of the depot (Photo 5) and a warehouse on the north. They remained at this location until they closed for business in May 1957.⁶²

Missouri Public Services was the local electric provider for Pleasant Hill. Their power generating plant was positioned on a spur line connecting the Missouri Pacific and Rock Island main lines (Photo 8). This allowed coal to be delivered by either railroad. This plant was sold to Kansas City Light & Power and is still in operation.⁶³

Southbound School was located on lots 18 and 19 in Meekin's addition next to the rail line and was closed by the Pleasant Hill School District due to noise and disturbances (Figure 15). There was much

⁵⁹ Artic Dairy Company, 8.

⁶⁰ Artic Dairy Company, 10.

⁶¹ Sappington, interview by author.

⁶² Adams family file, Pleasant Hill Historical Society: Pleasant Hill.

⁶³ Interview with Sappington.

speculation prior to its sale on whether the structure would be used as the depot by the Rock Island Railroad or a restaurant. However, J. K. Anderson purchased the structure and converted it to rental housing which it remained until torn down.⁶⁴

Sportsman Park was also constructed in 1904 and was located southwest of the Rock Island Railroad yard along West Commercial Street. This park hosted the first football game in Pleasant Hill in 1926, and later, the town fair. The name later changed to Big Creek Park and is still in use today.⁶⁵

The poultry industry was well established in Cass and Johnson Counties by the 1930s. Eden Booth opened the Colonial Poultry Farms in Pleasant Hill in 1923, and the Rock Island Railroad provided an important link between its operations in Pleasant Hill and the hatcheries in outlying Cass and Johnson Counties. Colonial Poultry Farms used a motorized locomotive or “puddle jumper” to transport eggs and chicks from these outlying farmers and breeders to their operations in Pleasant Hill. There, they were packaged and shipped across the country. At one time, Colonial Chicken was one of the largest chick mail-order companies in the country.⁶⁶ Their plant was not located near the Rock Island Railroad, but was located north of the Pacific Railroad on the east side of downtown Pleasant Hill. The importance of Eden Booth’s industry in the Pleasant Hill economy is reflected in the name of the high school sports team: the “Roosters.”⁶⁷

6.6 Transportation in America Changes

In 1904 when the Rock Island Railroad began service in Pleasant Hill, most roads were no better than what they were 50 years prior when Pacific Railroad began service. Roads in town were dirt (although at the turn of the century local town and business leaders began making road improvements) with country roads being even worse. This meant that, at the time, the most efficient means of travel between towns was by railroad. In 1904, a local businessman constructed a rock road into town from his greenhouses. Other streets were also improved and, when the city bought a rock crusher in 1904, they were able to improve streets throughout the city. Even during the construction of the Rock Island Railroad, West Commercial Street was improved to Happy Hill. The first automobile in Pleasant Hill was purchased at this time. In other words, just as the Rock Island arrived in Pleasant Hill, the automotive revolution that would ultimately lead to its demise was just getting underway.

⁶⁴ *Pleasant Hill Times*, March 13, 1903, 1.

⁶⁵ *Artic Dairy Company*, 2.

⁶⁶ Interview with Dr. Robert Kennedy by author, notes, Pleasant Hill, December 7, 2011.

⁶⁷ “Chickens are your Most Profitable Farm Crop,” *Pleasant Hill Times*, March 7, 1936, 4.

6.7 Highway Infrastructure

Roads throughout the city and county were continually being improved, with one of the more significant improvements in Pleasant Hill Township made in the 1940s. In June of 1941, the State of Missouri had completed drawing plans for the improvement of State Highway 7 in Pleasant Hill. This improvement called for straightening the road and a 475-foot-long, steel arch bridge (locally known as the “Green Bridge”) across both Big Creek and the Rock Island Railroad Bridge 3153-B (Photo 9).⁶⁸ Construction of the bridge was scheduled to begin in fall of 1941, but was delayed due to World War II. The highway improvement was completed in August 1949. Both the Rock Island Bridge and the Green Bridge are still standing today. The significance of this improvement in this area is due to the fact that Highway 7 ran adjacent to the Lake City Munitions factory just north of Blue Springs. The bridge and highway improvement was a key factor in enticing Remington Arms to build a factory north of Blue Springs. In addition, this road improvement allowed the residents and businesses of Cass and Johnson Counties easier access to Kansas City.⁶⁹ Improved highways and roads and the accessibility of the automobile caused a shift in transportation needs of the country. All railroads were struggling to cope with the changing environment, and the Rock Island was no exception.

6.8 Decline of the Rock Island Railroad

Being a late comer into Pleasant Hill, Rock Island had to compete with other railroad lines for both passenger and freight business to St. Louis and the communities of Lee’s Summit, Raytown, and Kansas City to the west. Shortly after the Rock Island began passenger service, the Missouri Pacific Railroad began advertising its own passenger service and both lines were competing for passengers by offering special rates on holidays, or for students at various times.

Passenger traffic out of Pleasant Hill on the Rock Island had been brisk when the new line had initially opened. Eight scheduled trains a day (four each way) came through Pleasant Hill. In terms of their freight operations, they started twice weekly refrigerated car service between St. Louis and Kansas City.⁷⁰ Freight and passenger traffic on the line remained steady for the next twenty-five years. The 1930s witnessed a decline in passenger traffic and the Rock Island reduced its passenger service to two trains each way per day. Further reductions were made in the 1950s when service was reduced to just one train. The reduction in passenger service can be attributed to three major factors. The first was the Great

⁶⁸ “Bridge over Bridge,” *Pleasant Hill Times*, August 4, 1947.

⁶⁹ “No. 7 Construction will Cost \$338,000,” *Pleasant Hill Times*, June 13, 1941.

⁷⁰ *Pleasant Hill Times*, December 16, 1904, 3.

Depression, second was the establishment of daily bus service between Pleasant Hill and Kansas City, and lastly, the rapidly increasing growth of the popularity of the automobile.⁷¹

Ultimately, this decline resulted in the Rock Island Railroad petitioning the Public Service Commission in Jefferson City in the 1950s to discontinue passenger service between Eldon and Kansas City. Rock Island claimed that the passenger service had declined to such an extent that it was no longer profitable, and they were operating at a yearly loss of \$50,000. In its decision, the Public Service Commission declared the service must continue due to the fact that if the service would discontinue only 8 of the 23 communities they serviced would have other public transportation services available. The panel also ruled that the Rock Island's losses were compensated for by the profit from their other lines and services.⁷²

Passenger service out of Pleasant Hill had decreased to a point that by 1955, Rock Island sold the west end of the depot to Ray Burton who demolished all but the last 36 feet of the original depot. The remaining structure was then remodeled providing an office for the agent, a small waiting room, and a freight room (Photo 4). The depot remained active until it was closed on June 16, 1972.⁷³

April 10, 1959 marked the end of passenger service for the Rock Island Railroad from Pleasant Hill. After a three-year dispute, Judge Sam C. Blair of Cole County Circuit Court in Jefferson City over-ruled the Public Service Commission and allowed the Rock Island to cease passenger service. However, the puddle jumper would still be carrying passengers, as well as chicks for the local hatcheries between Windsor and Kansas City.⁷⁴

Freight traffic out of Pleasant Hill had decreased to a point during the 1930s that Rock Island was offering to pick up and/or deliver freight to and from the depot.⁷⁵ This policy apparently had some effect in that despite the decline in passenger traffic on the Rock Island line, they continued to report heavy freight business on the St. Louis-Kansas City line.⁷⁶

During the 1960s and 70s, railroads were facing very difficult times. Improvements in efficiency and technology were keeping many railroads afloat, but the increased competition from over the road trucking

⁷¹ *Pleasant Hill Times*, December 28, 1935, 6.

⁷² *Pleasant Hill Times*, November 21, 1957.

⁷³ Norma Middleton, "The Rock Island Line," *Pleasant Hill Times*, May 5, 1988, 16.

⁷⁴ "The Little Train is Gone at Last from R.I. Rails," *Pleasant Hill Times*, April 16, 1959.

⁷⁵ *Pleasant Hill Times*, April 17, 1936, p.1.

⁷⁶ "Rock Island Seeks to drop last two passenger trains," *Pleasant Hill Times*, February 12, 1953.

had severely eroded the railroads freight traffic.⁷⁷ In 1964, Union Pacific Railroad approached Rock Island with an offer of a merger. The process to approve and finalize the merger was bogged down by complicated Interstate Commerce Commission (ICC) procedural issues and objections filed by competing railroads. By 1975 when the merger was finally approved by the ICC, the Rock Island Railroad was a shadow of its former self and neither the Union Pacific, nor any other railroad, wanted it. The Rock Island and Union Pacific merger approval issues caused the ICC to rethink and significantly streamline the merger process, but for the Rock Island, it was already too late.⁷⁸

After the merger fell apart in 1975, Rock Island declared bankruptcy and in 1980 the railroad went into receivership for its thirds and final time. All railroad operations ceased on March 31 of that year.⁷⁹ The date of the last train to run on the St. Louis-Kansas City line is not known. The assets of the railway were liquidated and the St. Louis-Kansas City line was sold to the Southern Pacific Railroad as part of a larger grouping of rail lines. In 1980, the Southern Pacific (SP) took over operation of the line with the intention of upgrading the route. However, trackage rights were awarded to SP on the Union Pacific (UP) line between Kansas City and St. Louis in order to enhance competition and to enable SP to avoid the expense of upgrading the recently acquired Rock Island.⁸⁰ SP filed for abandonment of a large portion of the former Rock Island line in Missouri in 1993.⁸¹ However, this proposed abandonment was never approved because of opposition raised by shipper groups to save the rail line.⁸²

UP then announced its intention to merge with SP and on August 6, 1996, the STB approved the merger of UP and SP.⁸³ UP already had its line between Kansas City and St. Louis, so UP eventually sold the

⁷⁷ "Railroading in the 1970's, Bankruptcies and Mergers", American-Rails.com/railroading-in-the-1970s.html (accessed November 3, 2011).

⁷⁸ "Railroading in the 1970's, Bankruptcies and Mergers", American-Rails.com/railroading-in-the-1970s.html (accessed November 3, 2011).

⁷⁹ Frank Richter, *Progressive Railroading, "Liquidation...it comes as a bitter end to the Rock Island"*, volume 23, number 3, 1980. p. 33.

⁸⁰ Union Pac. Corp. Pac. Rail System, Inc. and Union Pac. R.R. – Control – Missouri Pac. Corp. and Missouri Pac. R.R., 366 I.C.C. 459, 580-587 (1982).

⁸¹ The St. Louis Southwestern Ry. – Abandonment Exemption – in Gasconade, Maries, Osage, Miller, Cole, Morgan, Benton, Pettis, Henry, Johnson, Cass, and Jackson Counties, MO, AB-39 (Sub-No. 18X) (published in 58 Fed. Reg. 59278, Nov. 8, 1993).

⁸² Save the Rock Island Committee, Inc. v. The St. Louis Southwestern Ry., F.D. 41195 and 41195 (Sub-No. 1) (STB served June 20, 2000).

⁸³ Union Pac. Corp. Union Pac. R.R. and Missouri Pac. R.R. – Control and Merger – Southern Pac. Rail Corp., Southern Pac. Transportation Company, St. Louis Southwestern Ry., SPCSL Corp., and The Denver and Rio Grande Western R.R., F.D. 32760 (decision no. 44), 1 S.T.B. 233 (1996).

former Rock Island line across Missouri between milepost 19.0 at Vigus, Missouri in the east to milepost 263.5 at Pleasant Hill, Missouri in the west to MCRR.⁸⁴ MCRR is a Class III railroad common carrier and is wholly owned by Ameren Development Company, a subsidiary of Ameren Corporation. Rail operations on MCRR are provided by Central Midland Railway Company (Central Midland) pursuant to a lease with MCRR.⁸⁵ Central Midland is owned by Progressive Rail Incorporated.⁸⁶

7.0 POPULATION ANALYSIS

The impact of railroads upon the city of Pleasant Hill and Pleasant Hill Township is quite evident when examining the population growth of the city in the last half of the 19th and early 20th century.

Year	Population of Pleasant Hill	Population of Pleasant Hill Township	Population of Cass County
1850 ⁸⁷	----	----	6,090
1860 ⁸⁸	500+/- (1)	2,241(2)	9,794
1870 ⁸⁹	2,554	3,502	19,296
1880 ⁹⁰	2,372	3,073	22,431
1890 ⁹¹	2,217	2,780	23,301
1900 ⁹²	2,002	2,505	23,636
1910 ⁹³	2,065	2,430	21,973
1920 ⁹⁴	1,965	2,320	21,536

⁸⁴ Missouri Central R.R. – Acquisition and Operation Exemption – Lines of Union Pac. R.R., F.D. 33508, and GRC Holdings Corp. – Acquisition Exemption – Union Pac. R.R., F.D. 33337, slip op. at 1 (STB served Sept. 14, 1999).

⁸⁵ Central Midland Ry. – Operation Exemption – Lines of Missouri Central R.R., F.D. 33988 (STB served Jan. 29, 2001); Central Midland Ry. – Lease and Operation Exemption – Missouri Central R.R., F.D. 34363 (STB served Feb. 11, 2004).

⁸⁶ Progressive Rail Inc. – Acquisition of Control Exemption – Central Midland Ry., F.D. 35051 (STB served July 5, 2007).

⁸⁷ U.S. Bureau of the Census, *U.S. Census of Population: 1850* (Government Printing Office, Washington, 1854) 266.

⁸⁸ U.S. Bureau of the Census, *Population of the United States 1860* (Government Printing Office, Washington, 1864) 269-274.

⁸⁹ U.S. Bureau of the Census, *Statistics of the of Population of the United States* (Government Printing Office, Washington, 1883) 239.

⁹⁰ U.S. Bureau of the Census, *Statistics of the Population of the United States* (Government Printing Office, Washington, 1883) 239.

⁹¹ U.S. Bureau of the Census, *Population of the United States at the Eleventh Census: 1890* (Government Printing Office, Washington, 1895) 213.

⁹² U.S. Bureau of the Census, *Twelfth Census of the U.S. Census of Population: 1900 Population Part I* (Government Printing Office, Washington, 1902) 237.

⁹³ U.S. Bureau of the Census, *Thirteenth Census of the United States 1910 Volume I Population* (Government Printing Office, Washington, 1913) 112.

Year	Population of Pleasant Hill	Population of Pleasant Hill Township	Population of Cass County
1930 ⁹⁵	2,330	2,707	20,962
1940 ⁹⁶	2,118	2,538	19,534
1950 ⁹⁷	2,220	2,596	19,325
1960 ⁹⁸	2,689	3,205	29,702
1970 ⁹⁹	3,396	3,931	39,448
1980 ¹⁰⁰	3,301	---	51,029
1990 ¹⁰¹	3,827	4,598	63,808
2000 ¹⁰²	5,517	6,474	82,092

- (1) Middleton: population of Pleasant Hill is estimated
(2) The 1860 census the Big Creek is listed under cities and towns.

Pleasant Hill had made steady growth in the 1840s through the 1860s increasing from 50 inhabitants to approximately 500 at the onset of the Civil War. During the Civil War, the city and the surrounding lands were thrown into turmoil as Federal and Confederate supporters/forces tore through the county. The town suffered several raids by Confederate forces against the Federal troops garrisoned in the town. In 1863, Order Number 11 was put into effect. This military decree forced the rural populations of Bates, Cass, Jackson, and Vernon Counties to abandon their residences and, if loyal to the Union cause, relocate to an area near a military outpost or, if not loyal, to vacate the area entirely. At the end of the Civil War, Pleasant Hill, like many other towns in Jackson and Cass Counties, struggled to recover. The Pacific Railroad provided a strong catalyst for recovery and growth of the city, and Pleasant Hill soon became an important center of commerce in that region of the state. By looking at the population of Cass County between 1860 and 1870, it had increased by nearly 10,000 inhabitants with the population of Pleasant Hill

⁹⁴ U.S. Bureau of the Census, *Fourteenth Census of the United States 1920 Volume I Population* (Government Printing Office, Washington, 1923) 247.

⁹⁵ U.S. Bureau of the Census, *Fifteenth Census of the United States 1930 Volume I Population* (Government Printing Office, Washington, 1932) 1329.

⁹⁶ U.S. Bureau of the Census, *Sixteenth Census of the United States 1940 Volume II Population Part 4* (Government Printing Office, Washington, 1943) 404.

⁹⁷ U.S. Bureau of the Census, *Seventeenth Census of the United States 1950 Volume II Population: Part 25 Missouri* (U.S. Government Printing Office, Washington, 1952) 415.

⁹⁸ U.S. Bureau of the Census, *U.S. Census of Population: 1960. Vol. I, Characteristics of the Population. Part 27, Missouri.* (U.S. Government Printing Office, Washington, 1963) 16.

⁹⁹ U.S. Bureau of the Census, *U.S. Census of Population: 1970. Vol. I, Characteristics of the Population. Part 27, Missouri.* (U.S. Government Printing Office, Washington, 1972) 133.

¹⁰⁰ U.S. Bureau of the Census, *U.S. Census of Population: 1980. Vol. I, Characteristics of the Population. Part 27, Missouri.* (U.S. Government Printing Office, Washington, 1983) 14.

¹⁰¹ U.S. Bureau of the Census, *U.S. Census of Population: 1990. Vol. I, Characteristics of the Population. Part 27, Missouri.* (U.S. Government Printing Office, Washington, 1992) 6.

¹⁰² U.S. Bureau of the Census, *2000 U.S. Census of Population: Vol. I, Characteristics of the Population. Part 27, Missouri.* (U.S. Government Printing Office, Washington, 2003) 15.

increasing by 2,000. After the explosive growth of Pleasant Hill following the arrival of the Pacific Railroad, the population of the town remained relatively steady for the next 60 years with the exception of population fluctuations during times of economic hardship such as the depressions of 1873, 1898, and especially during the Great Depression. A rise in population of both the city and township is noted in the second half of the 20th century. This can be attributed to better roads and the prevalence of automobiles in American society. With this development in transportation, Pleasant Hill became “bedroom community” with many residents commuting to work in the Kansas City area. From 1960 through 1990, Pleasant Hill experienced an unprecedented growth in population.

Cass County’s population also grew dramatically after the Civil War from 9,794 in 1860 to 19,296 in 1870. During the Census of 1880, the population had increased to 22,431 and spiked in 1900 at 23,636. From that point, the population of Cass County began a gradual decline lasting through 1950. In 1960, the population of the county increased by nearly 10,000 and by 1990 the population increased to 61,689. This dramatic shift in population also reflected a change in status of Cass County from a rural county to one considered as part of the Kansas City metropolitan area.¹⁰³

8.0 JOBS AND ECONOMIC IMPACT

The introduction of the railroad (Pacific Railroad) into Pleasant Hill resulted in a huge economic boost to the community and an increase in population. The Pacific Railroad had a fairly large yard, round house, and other maintenance facilities in town, and civic leaders had hoped that the Rock Island would have comparable facilities. City leaders had projected that if Rock Island opened facilities similar to those of the Pacific, they would create 400 to 500 new jobs resulting in a \$10,000 monthly payroll.¹⁰⁴ However, in 1904 when the Chicago, Rock Island and Pacific Railroad arrived, jobs were added to the local economy, but not as many if it had been a terminal or division point for the line.¹⁰⁵ In a 1935 newspaper feature entitled “A Week for Railroads,” the Pleasant Hill Times made note of the monthly payroll of both the Pacific and Rock Island Railroads. The Pacific had 22 employees with a monthly payroll of \$2,225 while the Rock Island payroll was \$1,260 per month (the article did not disclose the number of Rock Island employees).¹⁰⁶

¹⁰³ *U.S. Census of Population*, 1972. 27-5.

¹⁰⁴ *Pleasant Hill Times*, January 23, 1903, 1.

¹⁰⁵ “A Week for Railroads,” *Pleasant Hill Times*, June 14 1935.

¹⁰⁶ *ibid*

During the construction of the Rock Island rail line, the local economy received a boost from the influx of personnel, goods purchased, buildings rented, and services provided for the construction of the rail line. Local laborers were hired at the rate of \$1.40 a day but this was later reduced to \$1.25 prompting the local crew to quit in November 1904.¹⁰⁷ Farmers with teams of horse and wagon would be hired for \$8.00 a day to haul rock from the rock crusher. Another benefit to local businessmen was that laborers were paid from the office in Pleasant Hill and would have cashed their checks in town. Smith Duncan, a grocer in Pleasant Hill, had reportedly sold between \$7,000 to \$8,000 worth of goods to Rock Island contractors during the season.¹⁰⁸ This economic benefit was short lived as once the construction was finished, crews either moved on to other sections of the line or were laid off.¹⁰⁹

The Rock Island's impact upon the economy of this community would have been greater had it been the only railroad in town. Since it was a late comer and its depot was located on the outskirts of town, it was not the most convenient for those who traveled west to Kansas City.

9.0 SUMMARY

Since the 1840s and the expansion west, Pleasant Hill had been a transportation hub for goods and people going to Kansas, Texas, and the Indian Territory. Located on a hill top, the town grew as overland stagecoaches and wagon trains passed through on their way West. In 1865, the Pacific Railroad changed the character of Pleasant Hill virtually overnight. As the first train pulled into the depot, the economic and commercial focus of the town shifted from the hilltop community referred to as "Old Town" to 1.5 miles south along the Pacific Railroad ROW. Over time, other regional railroads ran lines to Pleasant Hill connecting the town via rail with southwestern Missouri, Texas, and the Indian Territory. As before, Pleasant Hill functioned as a regional transportation hub, only this time focused on the iron horse. In 1904, another Class 1 Railroad, the Chicago, Rock Island and Pacific Railroad came into town seeking to connect the two major railroad hubs of St. Louis and Kansas City. The Rock Island route ran south of the Missouri Pacific Railroad skirting the northern Missouri Ozarks. This new line was composed, in part, of the regional St. Louis, Kansas City and Colorado Railroad which the Rock Island had purchased in 1903. However, at this time, there were three other railroads providing an intrastate connection between St. Louis and Kansas City.

¹⁰⁷ *Pleasant Hill Times*, November 11, 1904, 3.

¹⁰⁸ *Pleasant Hill Times*, April 8, 1904, supplement.

¹⁰⁹ *Pleasant Hill Times*, October 14, 1904, p. 2.

The route through Pleasant Hill, surveyed in 1903, allowed the Rock Island Railroad to meet certain construction goals. As the line went south of the existing Missouri Pacific line, costly real estate and associated improvements were avoided. In addition, the route through Pleasant Hill was relatively level which meant that it could be graded without much difficulty and finally it was near Pleasant Hill's business district. The Rock Island worked to develop the corridor of their railroad line and promote the growth of passenger and freight traffic. To an extent this was relatively successful in its early years with fairly brisk passenger and freight traffic on the line. During this time, the Rock Island provided an important link to many communities and industries along the route it serviced. Of note were the Colonial Hatchery of Pleasant Hill and Adam's Feed and Grain.

Unfortunately, the beginning of the end of the great age of railroads was emerging for Rock Island and all railroads not many years after this line was built. Automobiles were being manufactured and embraced by the public. This new mode of transportation provided a convenience and freedom of movement that the railroads could not match. With better roads, the automobile soon became the vehicle of choice for many residents that had previously utilized the railroad. With this change, Rock Island began the slow reduction of its freight and passenger schedule that signaled the beginning of the end.

By the mid 1950s, Rock Island had reached the point where they needed to dramatically streamline their operations, but were restricted by federal and state regulations in place from decades earlier. The difficulty of the Rock Island to discontinue the passenger service between Eldon and Kansas City was reflective of these difficulties. In 1959, passenger service on this route had stopped after a three-year court battle with the Public Service Commission. During the next two decades, Pleasant Hill witnessed the Rock Island Railroad's continued slow decline. After the merger between UP and Rock Island was delayed by a decade of government bureaucracy, Rock Island was on very shaky ground by the mid-1970s and, by the next decade, railroad operations on significant portions of the Rock Island Railroad had been suspended.

10.0 CONCLUSION AND RECOMMENDATIONS

The Chicago, Rock Island and Pacific Railroad in establishing a route between Kansas City and St. Louis was trying to capitalize on the intrastate commerce between two of the largest rail hubs in the country. Unfortunately, they had established the route fairly late and there were several other competitive lines that had routes which traveled through a more densely populated and developed part of the state. Having realized this from its onset, they worked to develop industry, towns, and passenger traffic along the

railroad corridor. The long-term economic impact anticipated by the civic leaders of Pleasant Hill did not materialize, though the rail line did provide an important link to Johnson County and eastward.

Pleasant Hill had been dramatically reshaped as a result of the arrival of the Pacific Railroad a half century earlier. In other words, Pleasant Hill was already entrenched as a railroad town when the Rock Island arrived. However, despite the fact that the economic developments within the town that occurred following its arrival were short-lived, the presence of the Rock Island line does appear to have initiated an economic growth spurt that stimulated the local socio/economic development during the first decades of the 20th century.

The Rock Island line in this region had its beginnings in 1904. This is at the end of the great railroad boom of the second half of the 19th century. The decades that follow its arrival will witness the relatively steady decline in the preeminence of railroading and its inevitable replacement by over-the-road freight transportation via interstate highways coupled with the proliferation of the automobile. By the mid-20th century, the Rock Island line in this area was in severe decline with its demise looming some 25 years later. With this in mind, it is suggested that the period of significance for this segment of the Rock Island line occurred during the period 1904 to 1962. It was during the early part of this period that the Rock Island saw its greatest success and most significant impact to the region. During the latter part of the period, its freight service acted to maintain the commercial/industrial enterprises reliant upon it and stood as an incentive for some of the later business developments.

As stated at the beginning of the report, the MOA determined that the rail corridor and the four bridges and four culverts are eligible for listing on the National Register under Criterion A for their association with events that have made a significant contribution to the broad patterns of our history. The MOA also stated that the bridges and culverts are possibly eligible for listing on the National Register under Criterion C for embodiment of 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. While the bridges and culverts have some characteristics that might support eligibility under Criterion C, the SHPO concurs that the listing under Criterion A is sufficient to implement ways to avoid, minimize, or mitigate potential adverse effects to the historic resources identified in the APE as a result of the abandonment.

This report and other documentation as set out in the stipulations in the MOA will provide appropriate recordation of the rail corridor, bridges, and culverts for historic preservation of the APE. In addition, the

preservation of the rail corridor, via conversion to a trail, will aid in the avoidance, minimization or mitigation of potential adverse effects to the historic resources in the APE.

The 2008 and the 2011 Phase One Cultural Resource Surveys revealed a number of railroad related features retaining a range of structural/fabric integrity. A brief description and listing of these features is provided in Table 1 (enclosed). In general, these features can be divided into two types: structures and operational paraphernalia.

Structures include such features as depots, water towers, bridges, culverts, rail yards, and rail beds. As noted earlier, all that remains of the depot in Pleasant Hill is the foundation. 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 to the linear historic district under consideration. Water towers and coal chutes were integral parts of railroad operations. No evidence of coal chutes was encountered in the 5.6-mile study area. In addition, no evidence of a water tower was identified. However, a photograph of the water tower (Photo 7) was obtained and its location was identified on the 1915 Pleasant Hill Station and Track Map (Figure 3). Based on this information, it is apparent that the water tower sat proximal to the Arctic Cream Company, which, in turn, was located adjacent to the northern boundary of the subject study area, that is, outside the current APE.

It has been suggested that most of the bridges and culverts were replaced in the 1930s.¹¹⁰ In one instance, bridge 3153-B over Big Creek, a three-span deck plate girder bridge, does not appear to have been replaced and, therefore, due to its structural integrity, is considered a contributing element. The remaining three bridges (3131-B, 3119-B, and 3101-B) within the segment currently under consideration are 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. Therefore, it is felt that although three of the bridge replacements fall into the latter part of the period of significance, they retain sufficient aspects of integrity to be considered as contributing elements to the Rock Island line historic resource.

¹¹⁰ Landis 1999

There are four culverts within the subject 5.6-mile project area (Table 1). All of these are concrete arch culverts representing the 1930s replacements. This assertion that they are replacements can be somewhat substantiated in that one source relates that the original culverts were of stone construction.¹¹¹ Regardless, like the replacement bridges, the culverts retain sufficient structural integrity to accord them status as contributing members. They are all open and functioning with only minor defects (cracks and spalling) from age.

Within Pleasant Hill existed a four track rail yard/siding. The only indication of its presence that remains today is a single set of tracks with rails and ties in place (Photo 2). Lying within the APE, this small segment of track is considered a contributing element to the linear resource (Figure 3).

As to the rail bed itself, although the bed appeared to be relatively intact, it is extremely overgrown with brush and large trees. These root systems and the presence of buried, rotting ties represent a substantial disturbance to the fabric of the rail bed. In addition, the accompanying root systems pose a major issue in terms of vegetation removal. It is unlikely that removing the vegetation could be done without further compromising the rail bed. However, in terms of its integrity, this condition reflects a compromise of the material aspect of the element. It still retains the aspects of integrity of location, design, setting, workmanship, feeling and association. Therefore, it is felt that the rail bed itself does constitute a contributing element to this linear cultural resource.

Operational paraphernalia identified in the 2008 and 2011 Phase One Cultural Resource Surveys included electric signals, switches and switch tracks, electric junction boxes, and signage (Table 1). Two of these items, an electric signal light and a switch and switch track identified in the 2008 survey, were not relocated during the 2011 survey. Although electric junction boxes were identified by the 2008 survey, none were located within the current 5.6-mile APE and none were noted in the 2011 survey.

The remaining railroad paraphernalia features encountered during the Cultural Resource Survey were signs relating to day-to-day railroad operation. Five signs were located within the 5.6-mile APE. These consisted of two Milepost signs and three Whistle Post signs. Three of these signs have been severely damaged (bent, pock marked by rocks, and/or exhibit bullet holes) and are not considered to be contributing elements to the resource (Table 1). The remaining two signs, a Milepost sign and a Whistle

¹¹¹ Ibid.

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.

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.

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FIGURES



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

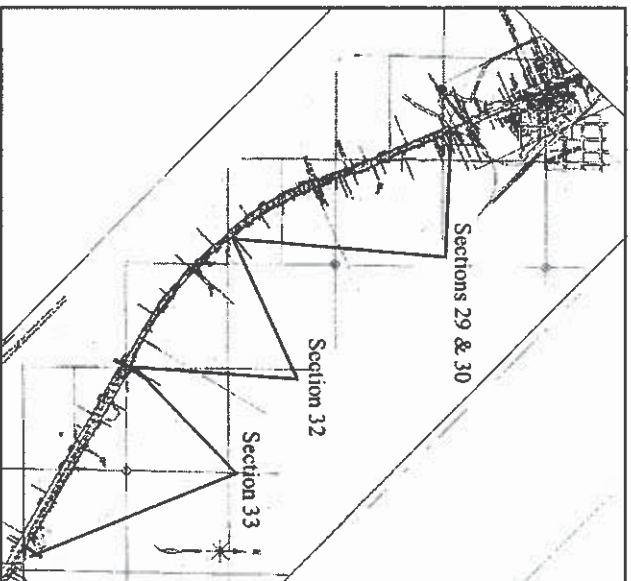
TOPOGRAPHIC MAP

DRAWN BY	DKM	DATE	JOB NUMBER
CHECKED BY	STD	3/2012	20018-0137.44

General Notes/Legend
USGS TOPOGRAPHIC MAP
PLEASANT HILL, MISSOURI QUADRANGLE
STRAUBURG, MISSOURI QUADRANGLE
DATED 1990
EAST LYNN, MISSOURI QUADRANGLE
DATED 1954
HARRISON, MISSOURI QUADRANGLE
DATED 1980
PHOTO REVISSED 1981
DATED 1954
10' CONTOURS
RESTON, VIRGINIA

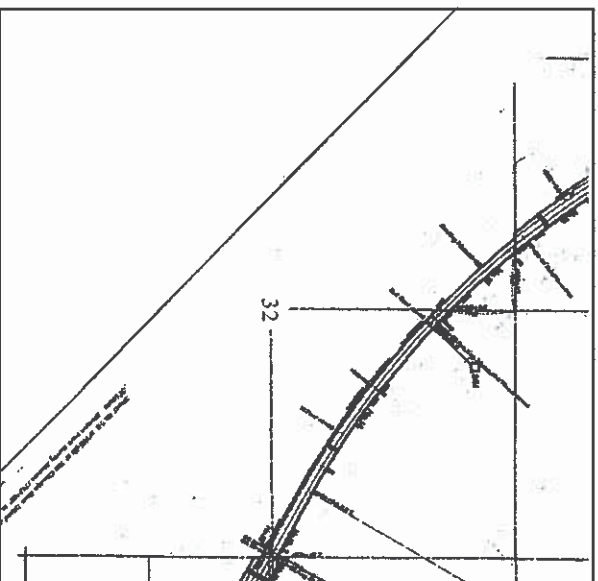
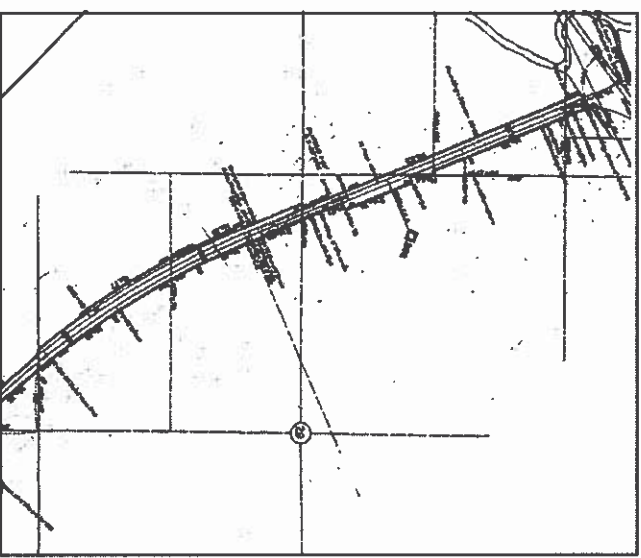


SCALE 1" = 7500'
FIGURE 1

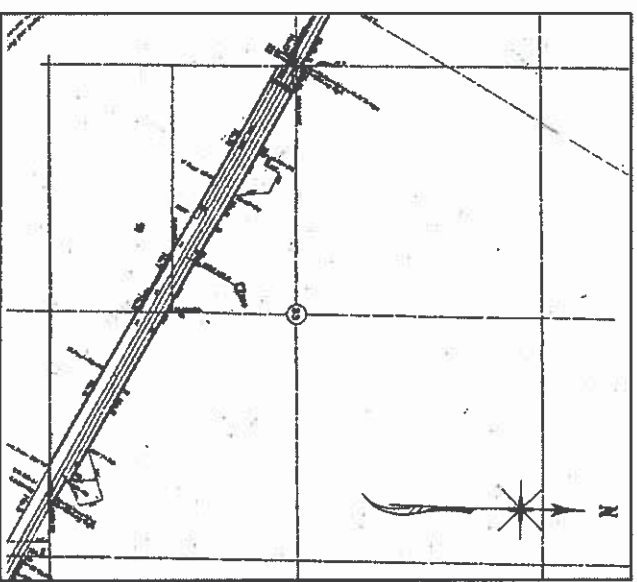


Sections 29 & 30

Project APE-- Railroad ROW



Section 32



Section 33

PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

APE MAP

DRAWN BY	DLB	DATE	JOB NUMBER
CHECKED BY	DLB	3/20 12	2008-0137 44

General Notes/Legend

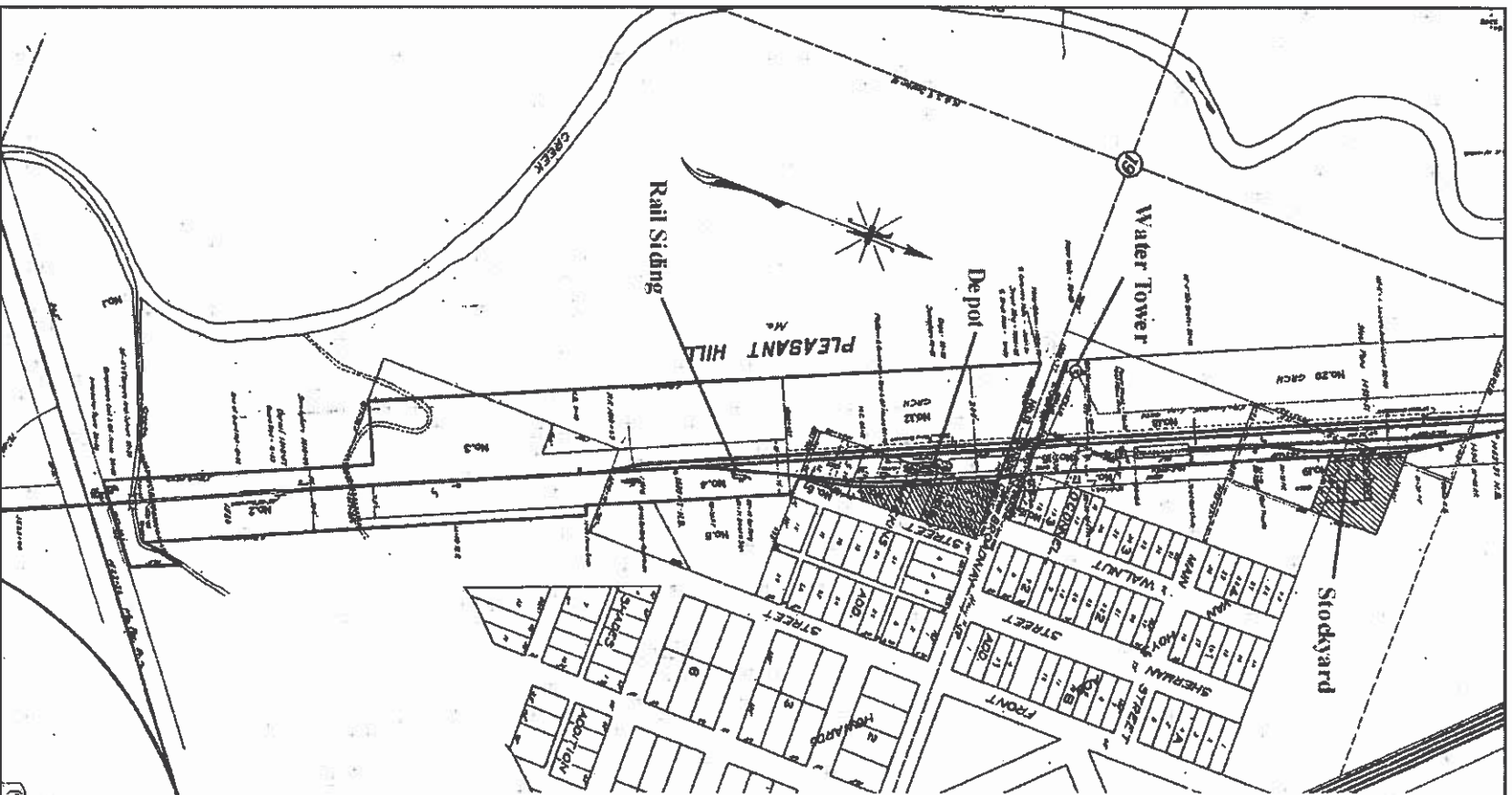
Right of Way and Track Map
The Chicago, Rock Island and Pacific Railway Co.

Dated June 30, 1915



FIGURE
2





PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

APE MAP-PLEASANT HILL

DRAWN BY	DLB	DATE	JOB NUMBER
CHECKED BY	DLB	3/20/12	2008-0137-44

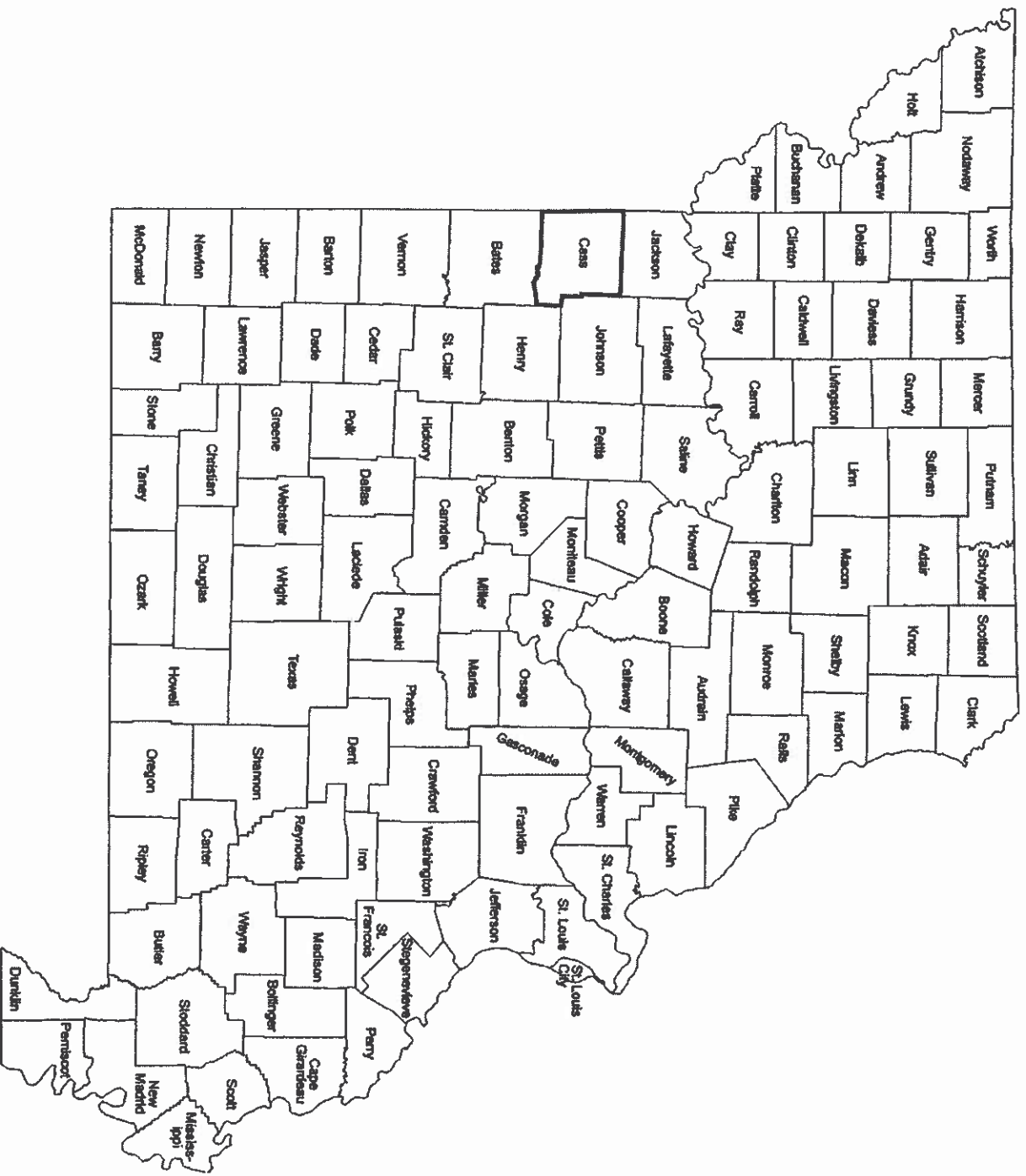
General Notes/Legend

Station Map - Tracks and Structures
The Chicago, Rock Island and Pacific Railway Co.

Dated June 30, 1915



FIGURE
3



PROJECT NAME

ROCK ISLAND ABANDONMENT: PLEASANT HILL TO HIGHWAY P

COUNTY MAP

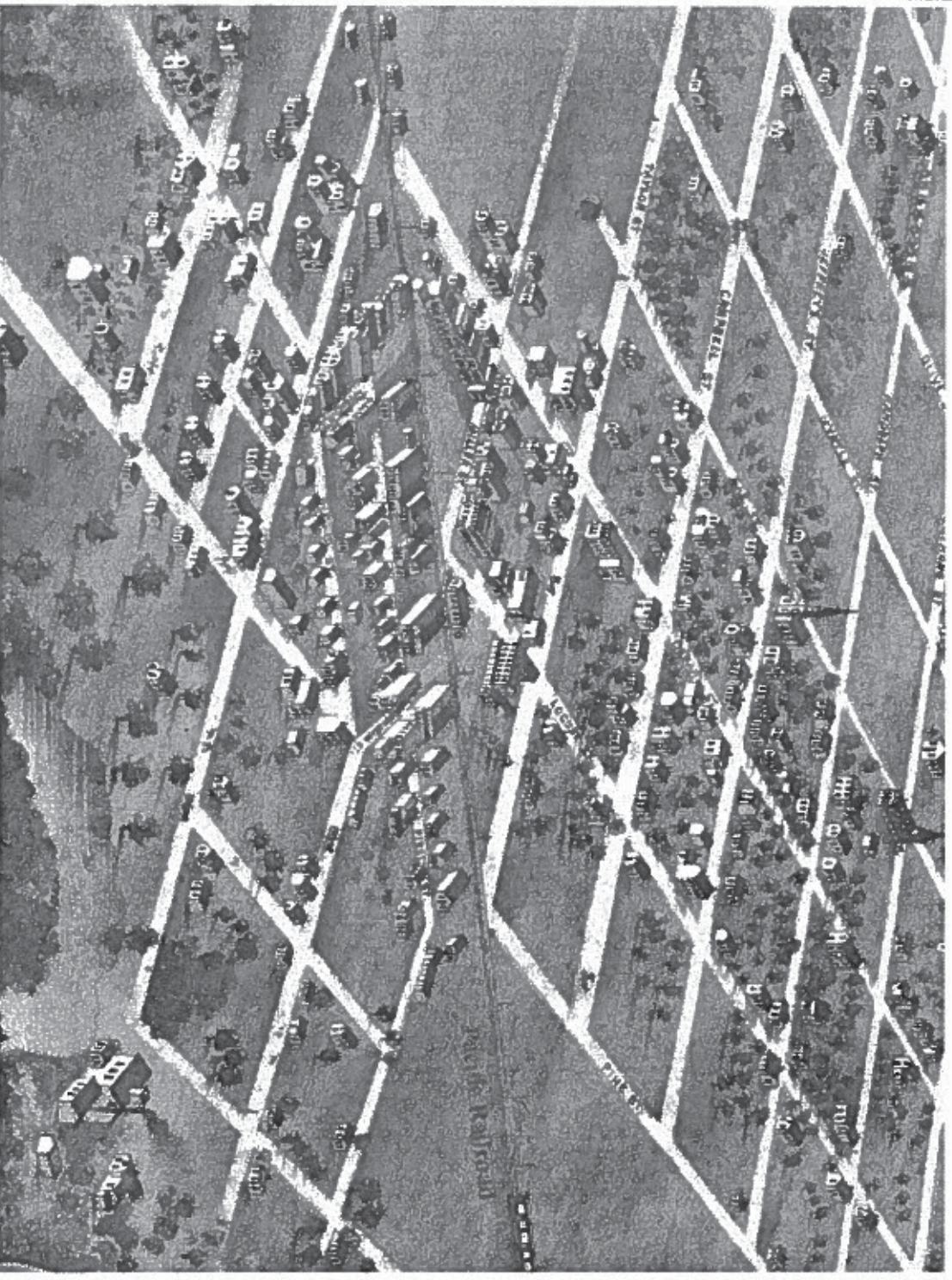
DRAWN BY	DLB	DATE	3/20/12	JOB NUMBER	2008-013744
CHECKED BY	DLB				

General Notes/Legend

Map of Missouri Counties



FIGURE 4



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

General/Notes/Legend

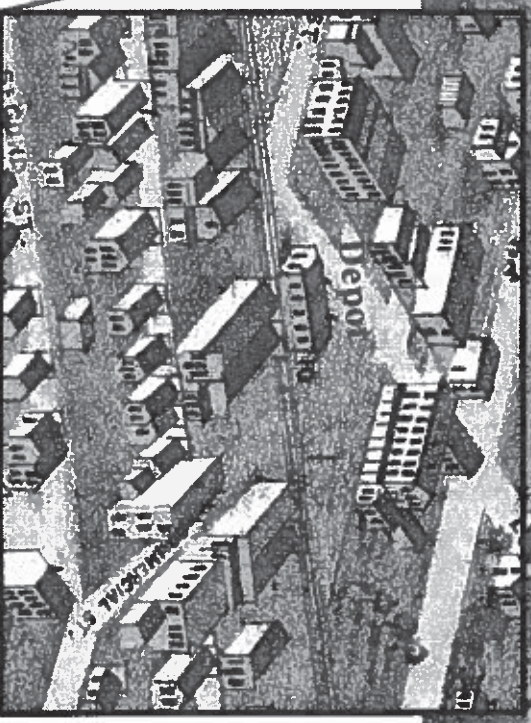
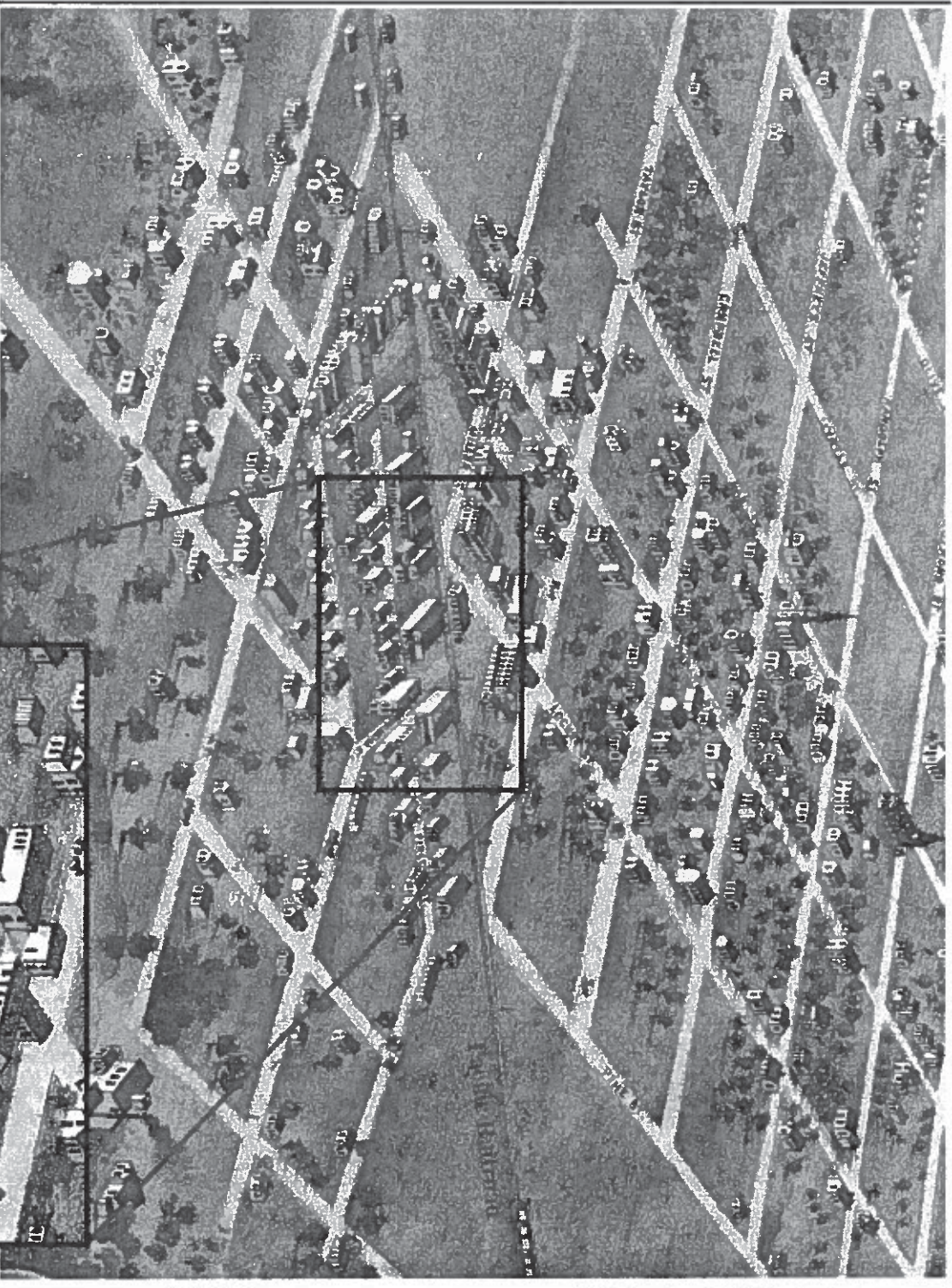
Ruger, A.
1869 Bird's Eye View of the City
of Pleasant Hill, Cass
County, Missouri



FIGURE
5



DRAWN BY	DLB	DATE	3/20/12	JOB NUMBER	2008-013744
CHECKED BY	DLB				



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

1869 Bird's Eye with Depot

General Notes/Legend

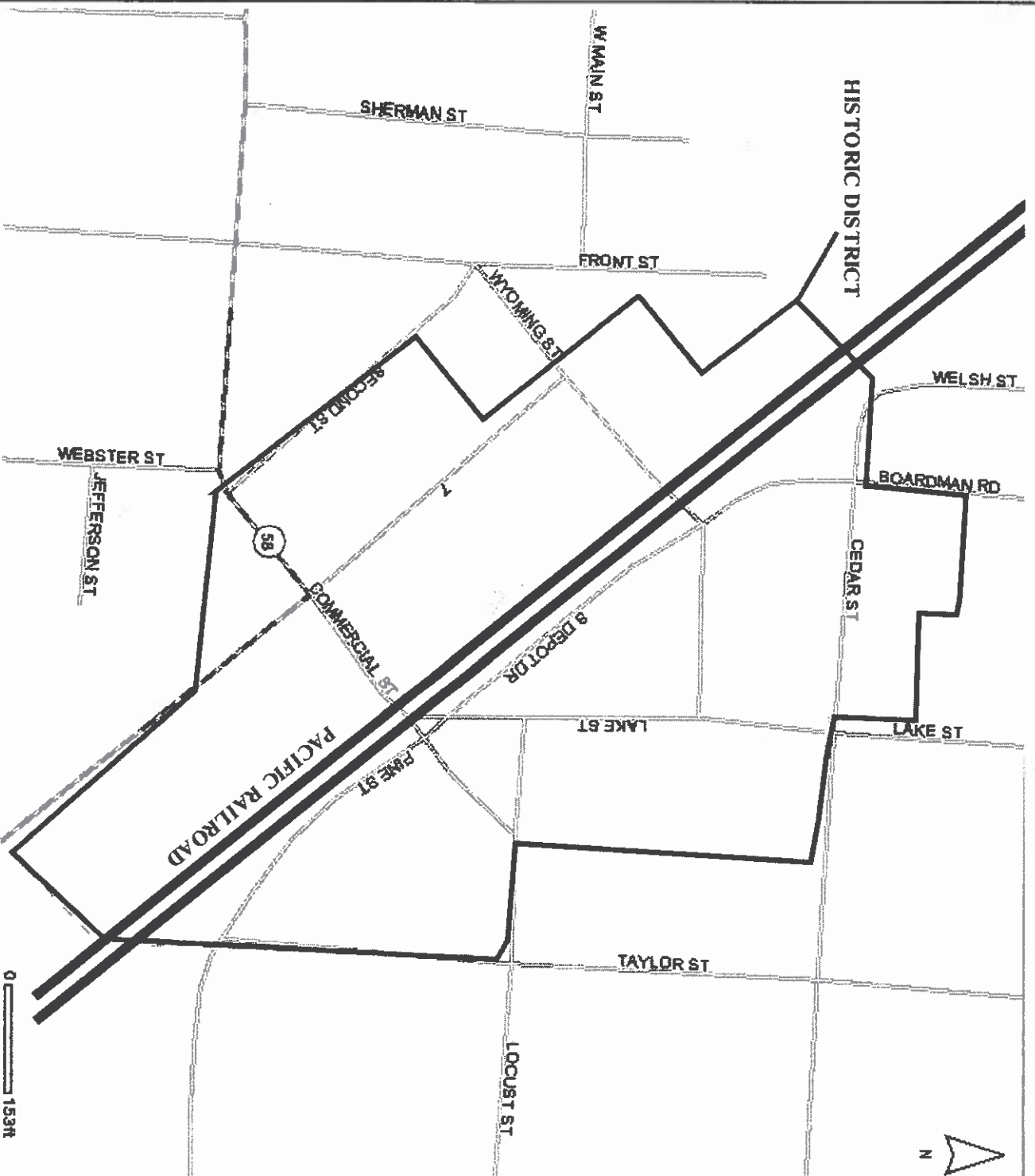
Ruger, A.
1869 Bird's Eye View of the City
of Pleasant Hill, Cass
County, Missouri



FIGURE 6



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CHECKED BY	DLB	3/2012		2008-0137.44	



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

Pleasant Hill Historic District

General Notes/Legend

Source:
Missouri Department of Natural Resources
Online Database
Accessed 12/19/11

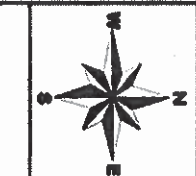


FIGURE 7

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DLB

DATE

3/20/12

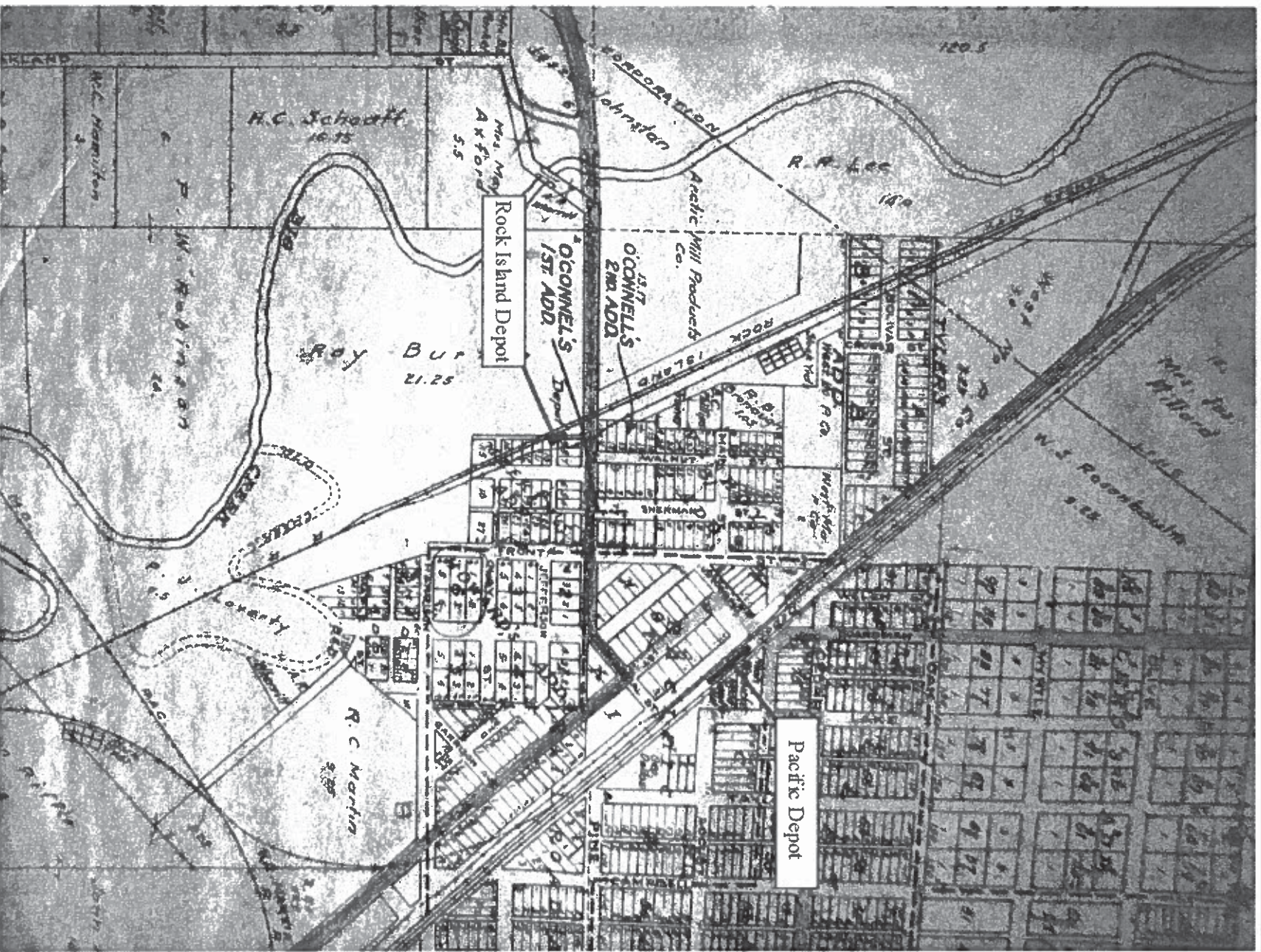
JOB NUMBER

2008-0137.44

CHECKED BY

DLB





PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

Depot Locations Map

General Notes/Legend

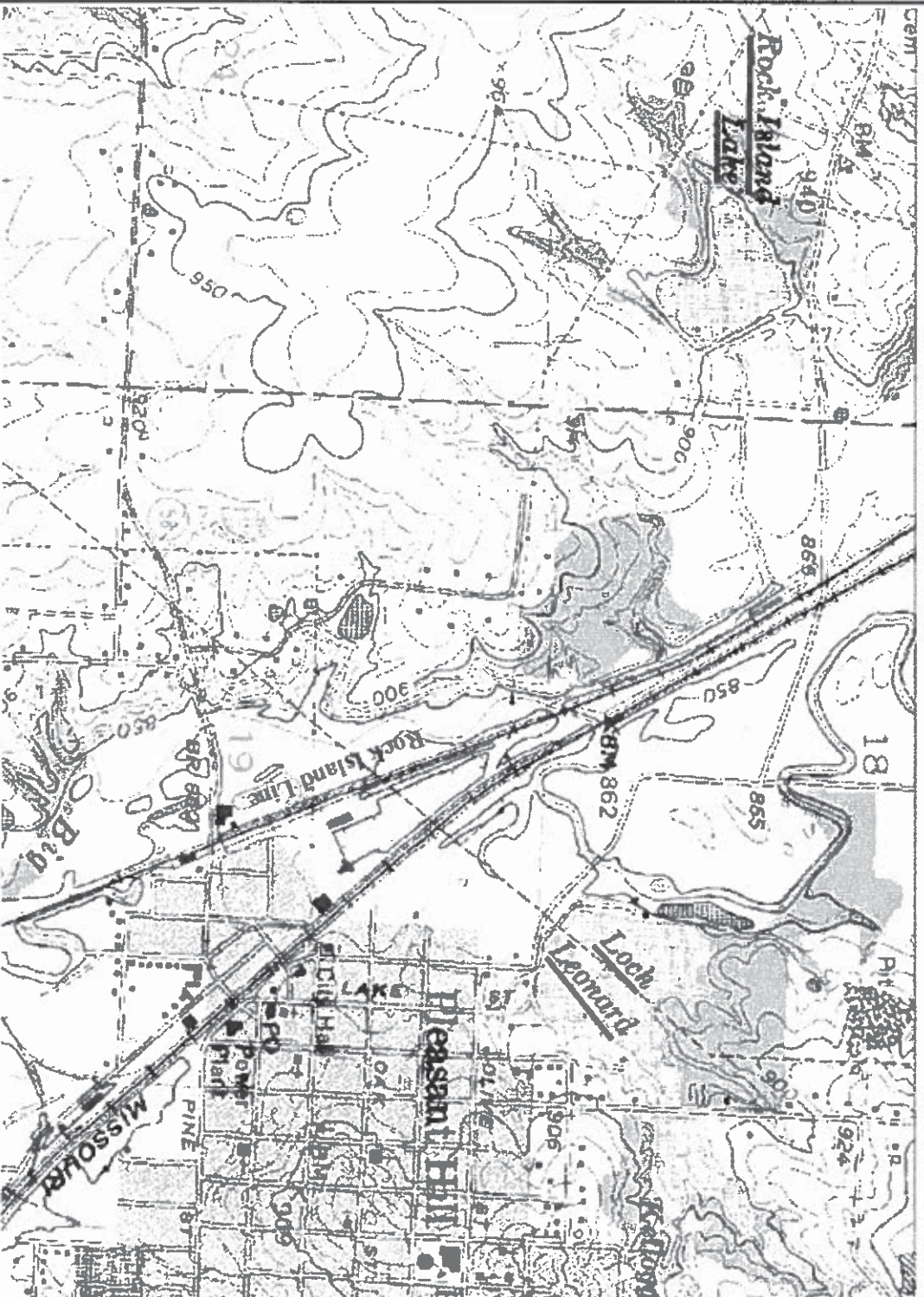
Stinson, A.R.
1929 Plat Book of Cass County,
Missouri, 1912



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CHECKED BY	DLB	3/2012	2008-013744



FIGURE
9



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

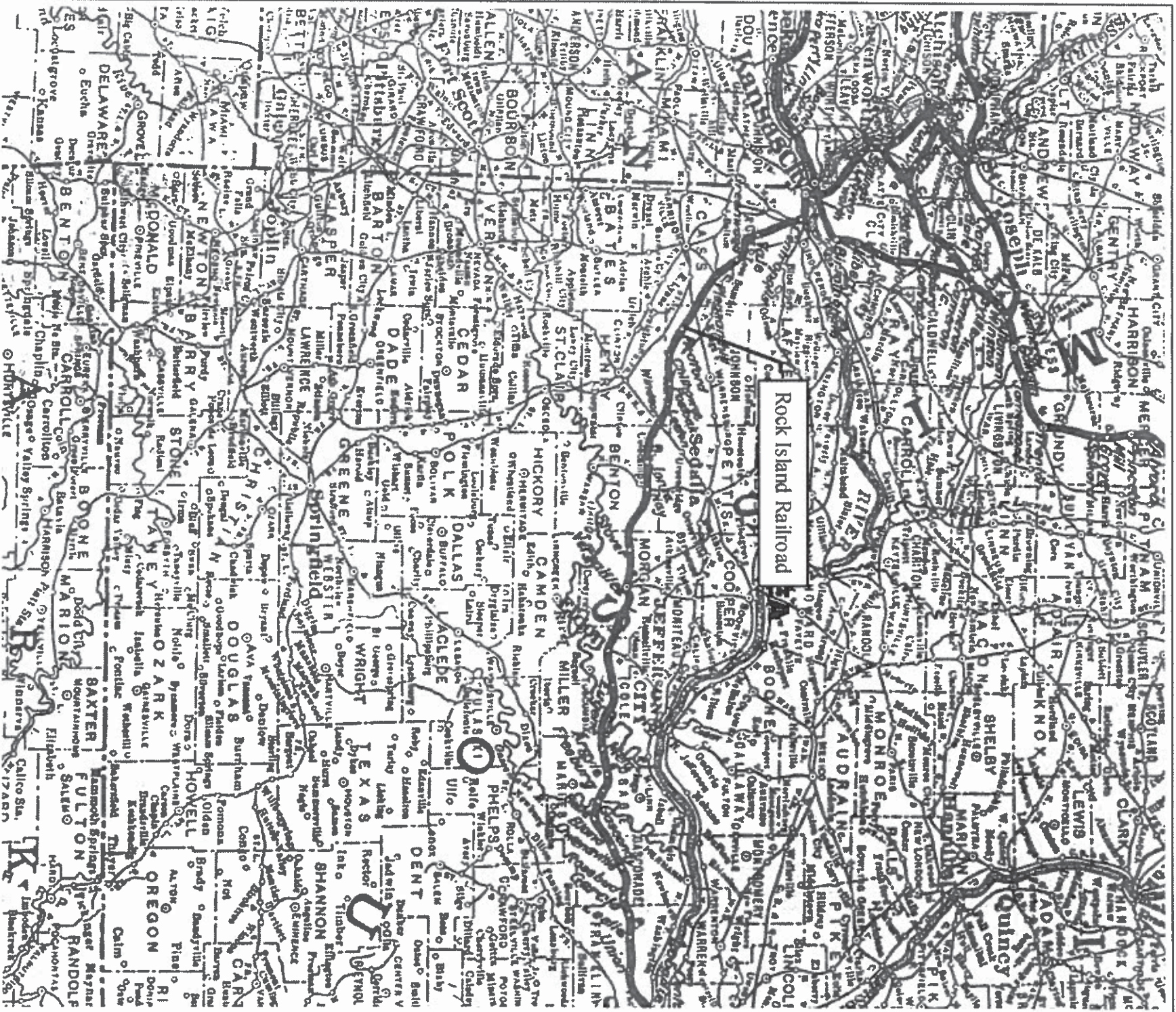
General Notes/Legend

Pleasant Hill
7.5' USGS Quadrangle

Lake Locations Map

DRAWN BY	DLB	DATE	3/20/12	JOB NUMBER	2008-0137.44
CHECKED BY	DLB				





PROJECT NAME

ROCK ISLAND AND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

1911 ROCK ISLAND MAP

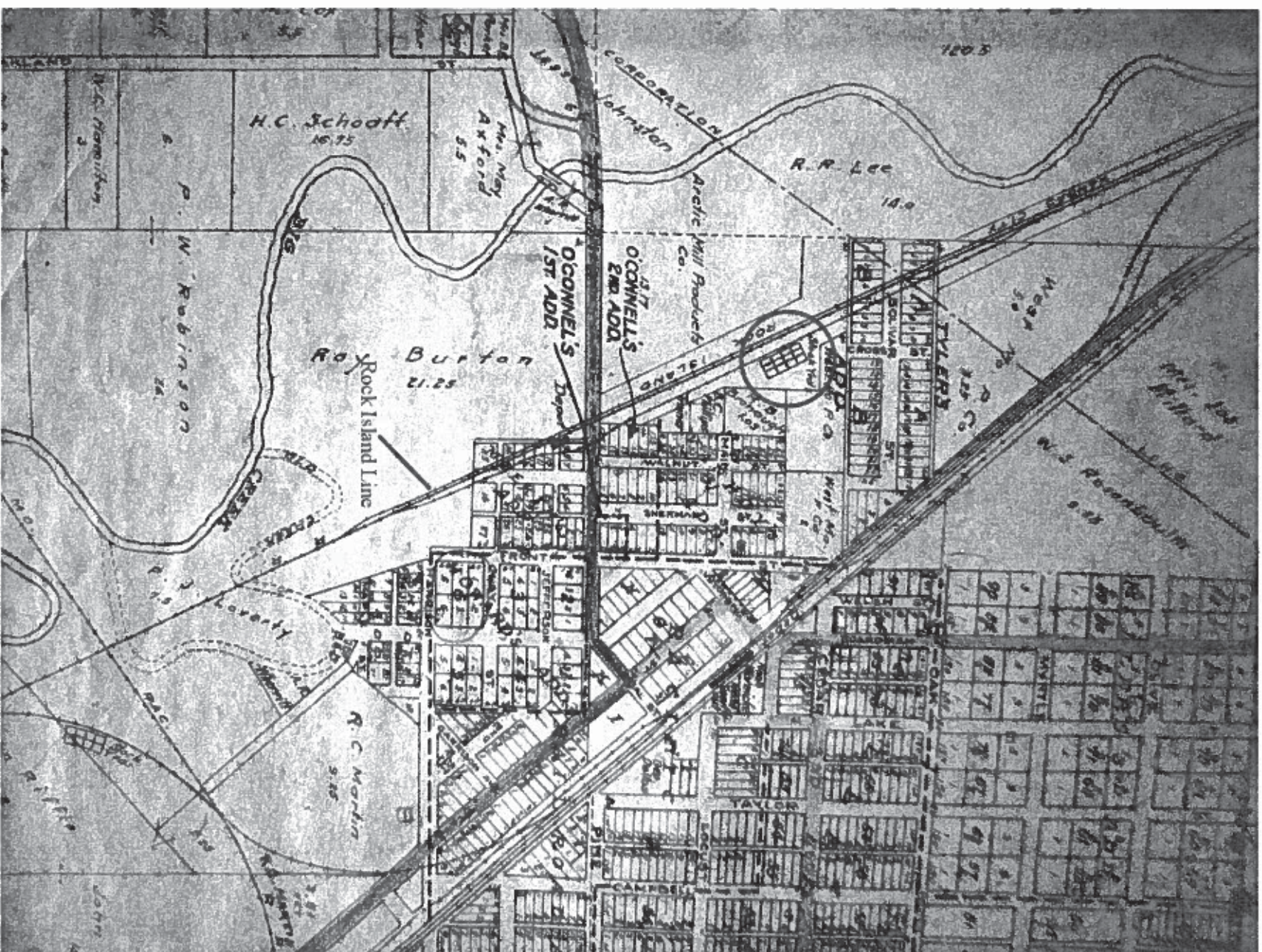
DRAWN BY DKM DATE 3/2012 JOB NUMBER 2008-0137.44
CHECKED BY STD

General Notes/Legend

RAILROAD MAP FROM THE BROCHURE IN THE HEART OF MISSOURI
(PASSENGER TRAFFIC DEPARTMENT 1911)



SCALE NOT TO SCALE
FIGURE 11



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

1912 Stockyard Location Map

General Notes/Legend

Stinson, A.R.
1929 Plat Book of Cass County,
Missouri, 1912



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CHECKED BY	DLB	3/30/12	2008-013744



FIGURE 12



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

Stockyard Location

DRAWN BY	DLB	DATE	JOB NUMBER
CHECKED BY	DLB	3/20/12	2008-0137.44

General Notes/Legend

Google Earth Image

Dated 6/6/11



FIGURE 13





PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

Arclic Cream Co. Location Map

DRAWN BY	DLB	DATE	JOB NUMBER
CHECKED BY	DLB	3/20/12	2008-013744

General Notes/Legend

Stinson, A. R.
1929 Plat Book of Cass County,
Missouri, 1912

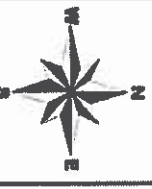
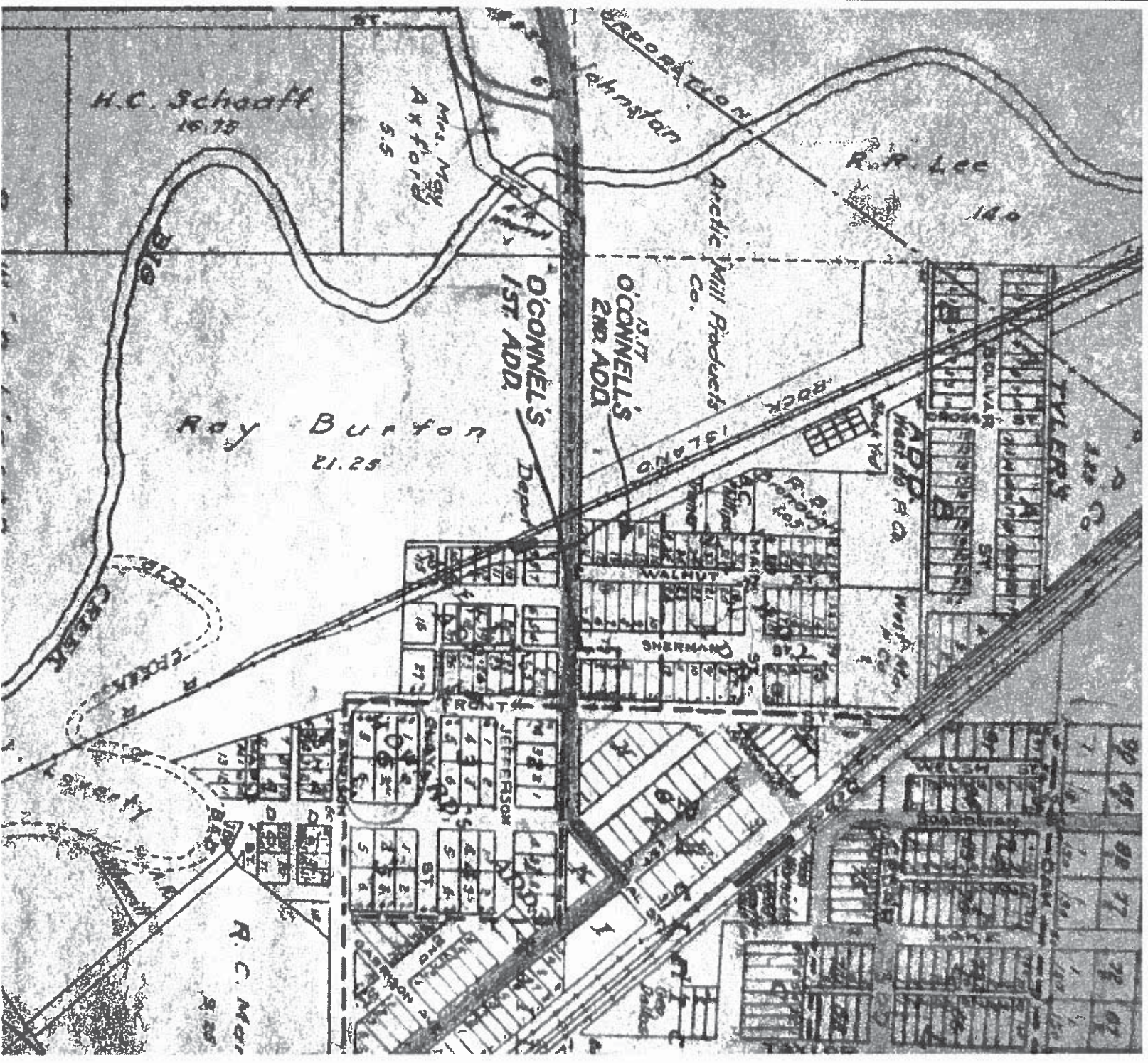


FIGURE 14



PROJECT NAME

ROCK ISLAND ABANDONMENT:
PLEASANT HILL TO HIGHWAY P

School Location Map

General Notes/Legend

Stinson, A.R.
1929 Plat Book of Cass County,
Missouri, 1912



DRAWN BY	DLB	DATE	JOB NUMBER
CHECKED BY	DLB	3/20 12	2008-0137-44

FIGURE 15



PHOTOGRAPHIC DOCUMENTATION

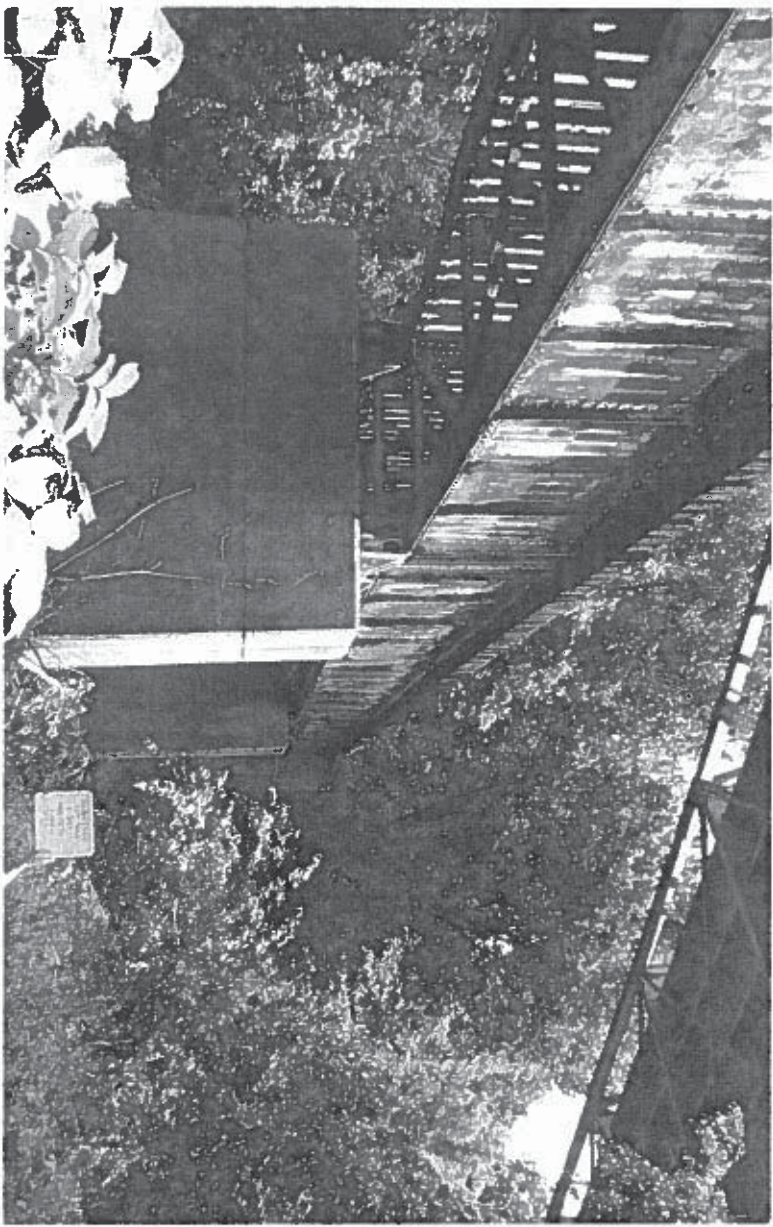


Photo 1. Bridge 3153



Photo 2. Rails Remaining in Rail Yard

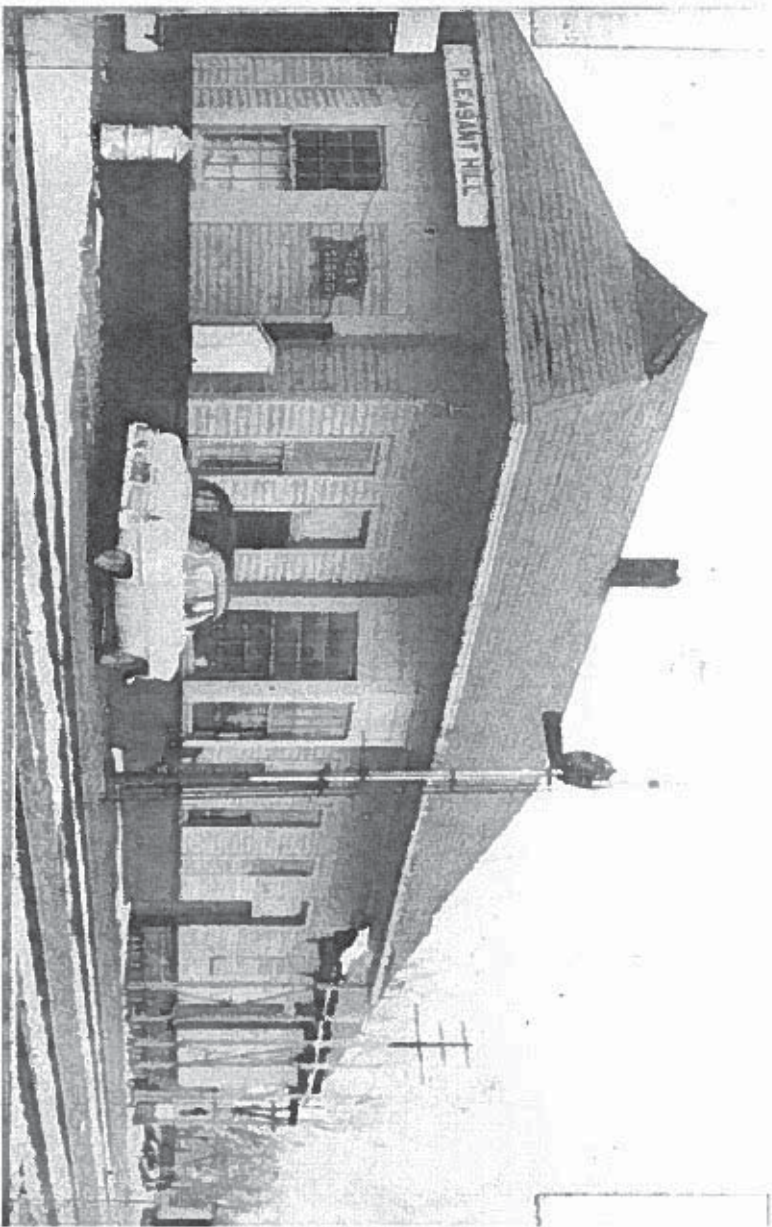


Photo 3. Rock Island Depot—Original Structure in 1955

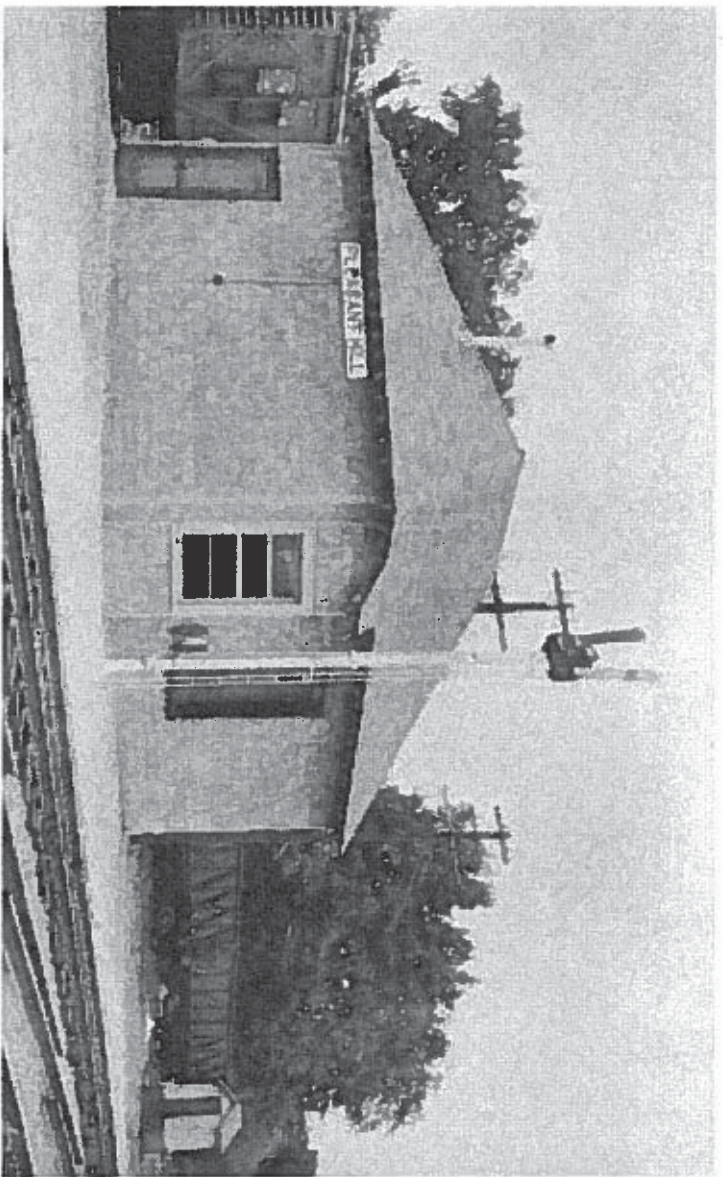


Photo 4. Rock Island Depot—Reduced Structure 1957

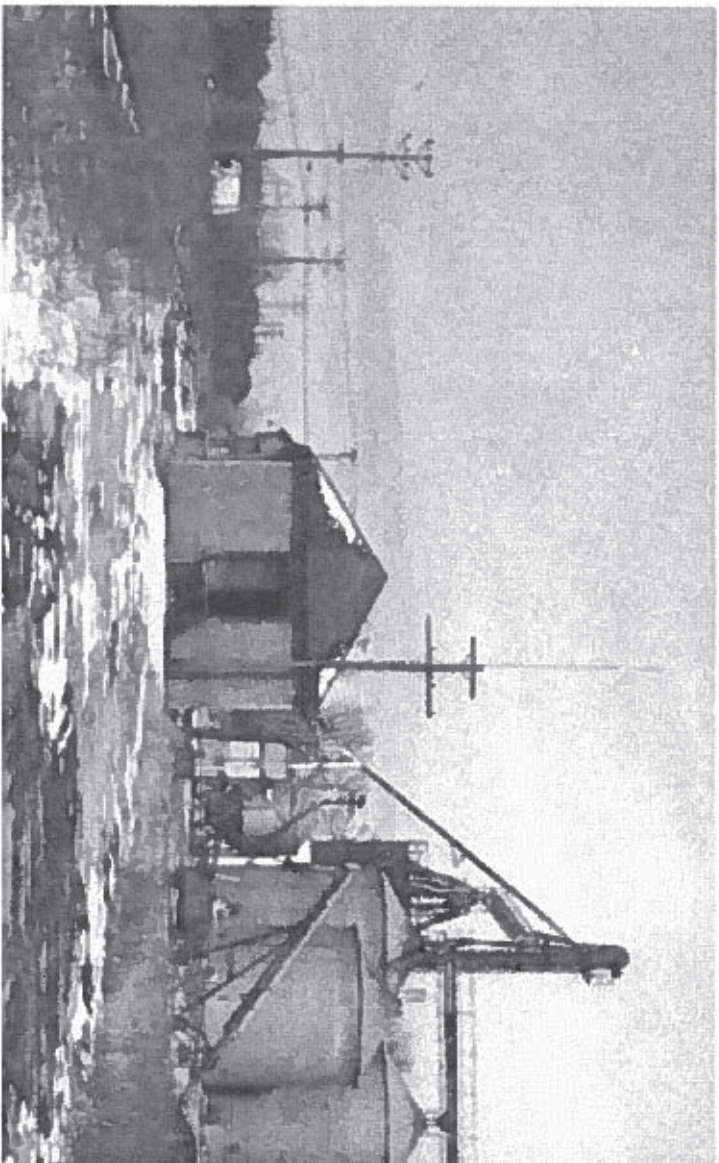


Photo 5. Rock Island Depot—Abandoned ca. 1986

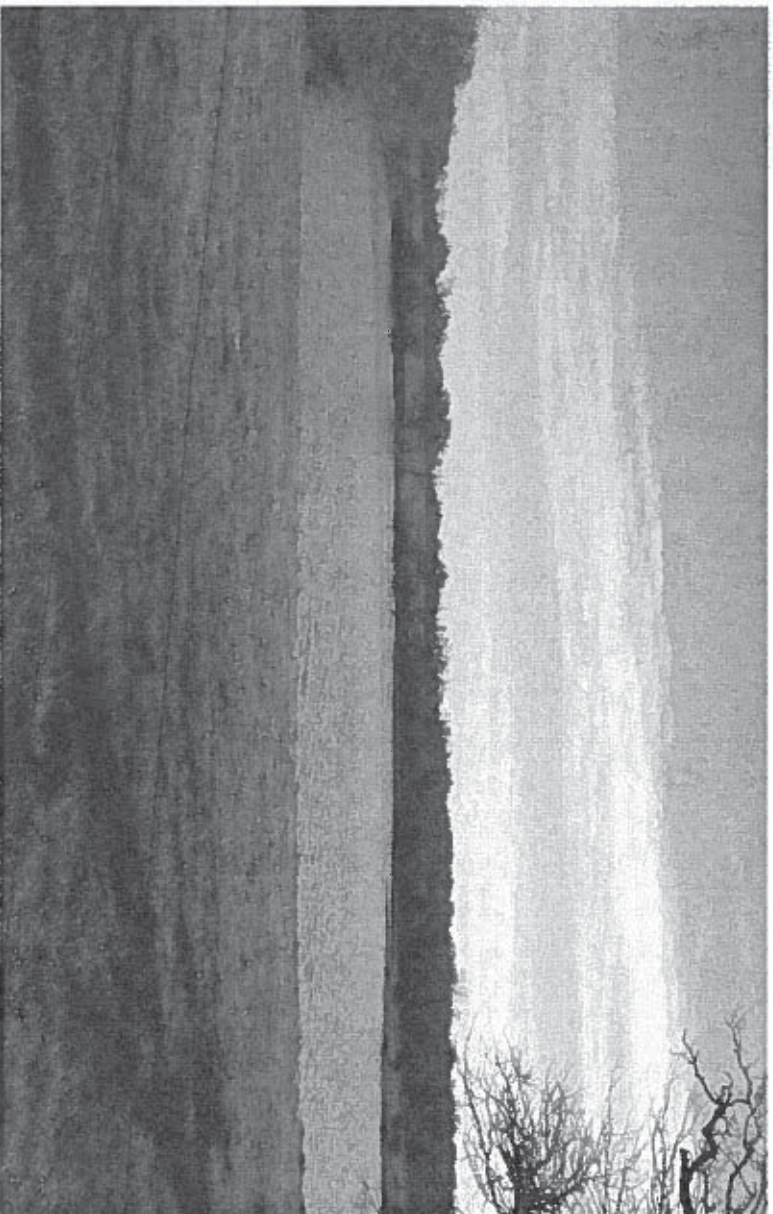


Photo 6. Rock Island Lake Today

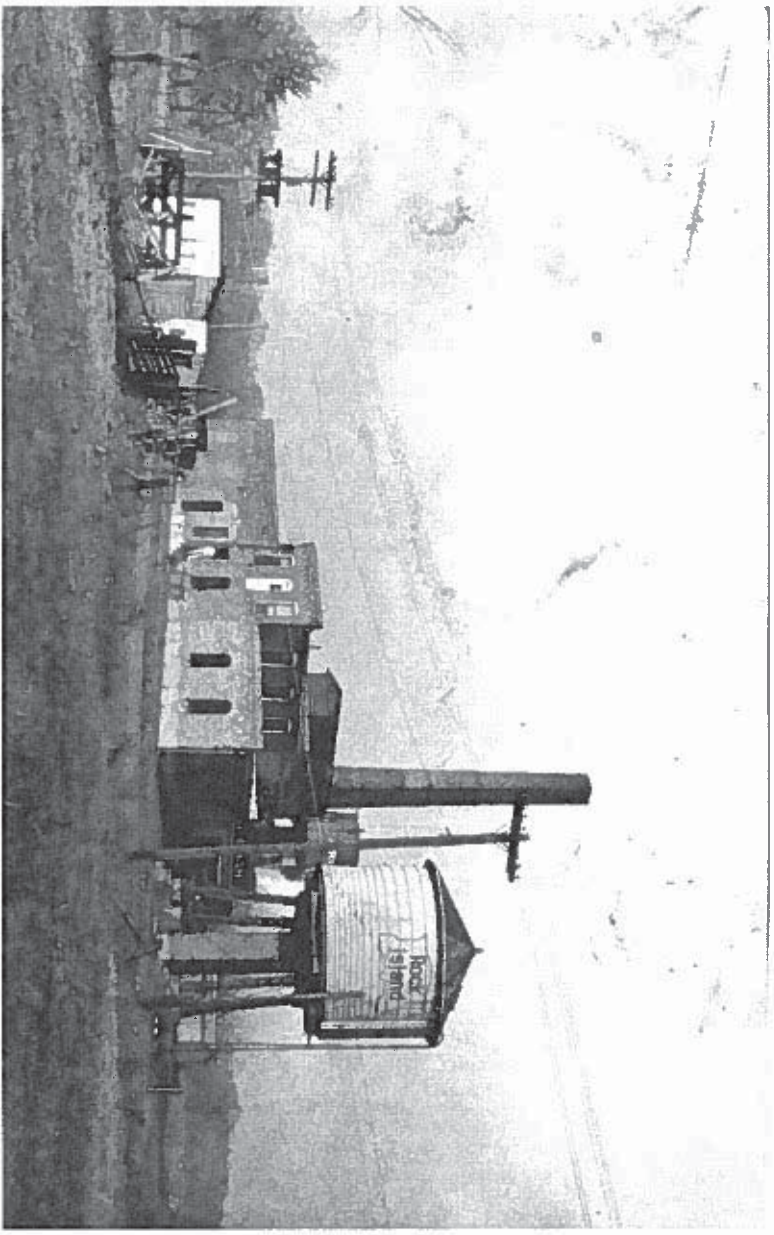


Photo 7. Rock Island Water Tower and Arctic Cream Co.



Photo 8. Missouri Public Services Power Plant

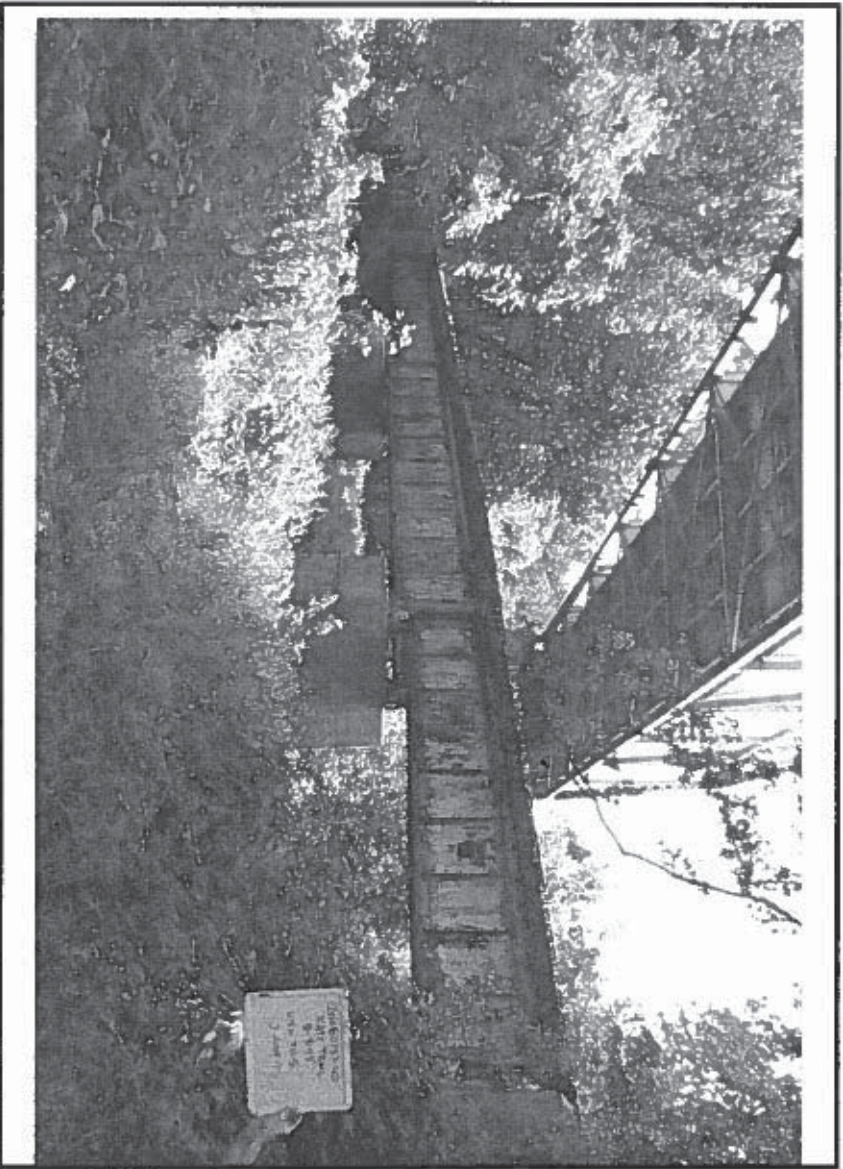


Photo 9. Highway 7 Bridge over Bridge 3153

TABLES

Table 1. Rock Island Railroad Identified Elements

ELEMENTS IDENTIFIED WITHIN THE PROJECT APE

Feature	Description	Notes	Contributing	Non-Contributing	Indeterminate
Bridge 3158-B	3-span deck plate girder bridge	Bridge fabric intact and in fairly good shape with ties and rails present	X		
Bridge 3131-B	Concrete deck bridge	Some deterioration of the concrete exposing internal steel supports; ties and rails present	X		
Bridge 3119-B	Concrete deck bridge	Identical structure to bridge 3131-B	X		
Bridge 3101-B	Concrete deck bridge	Similar to bridges 3131-B and 3119-B only larger (greater span)	X		
Culvert 3167-LC	Concrete culvert--Large	Concrete, arched; fabric intact and in good condition	X		
Culvert 3111-C	Concrete culvert-Small	Concrete, arched; fabric intact and in good condition	X		
Culvert 3110-C	Concrete culvert-Small	Concrete, arched; fabric intact and in good condition	X		
Culvert 3107-C	Concrete culvert-Small	Concrete, arched; fabric intact and in good condition	X		
Track and Rail sidings	Intact rail siding	One of the four tracks of the Pleasant Hill railyard remain intact	X		
Signage	Milepost	Milepost 260-- legible, sign bent, bullet holes present			X
Signage	Milepost	Illegible, badly bent, bullet ridden		X	
Signage	Whistle Post	Legible, pock marked (rock)			X
Signage	Whistle Post	Partially legible, pock marked (rock), bullet ridden		X	
Signage	Whistle Post	Legible, distorted, bullet ridden		X	

Table 1. Rock Island Railroad Identified Elements

ELEMENTS IDENTIFIED WITHIN THE PROJECT APE

Feature	Description	Notes	Contributing	Non-Contributing	Indeterminate
Railroad Bed	Constructed rail bed	Rail bed lacks rails and ties and is overgrown with small trees and brush	X		
Pleasant Hill Depot	Foundation only	Structure demolished		X*	
Pleasant Hill Water Tank	No physical presence	Historic photo obtained		X*	
Electric signal light	No physical presence	Located by 2008 survey; not relocated in 2011			X*
Switches and Switch Tracks	No physical presence	Identified in 2008 survey; not relocated in 2011			X*
Electric Junction Boxes	None identified within the current project area	Three electric junction boxes were identified by the 2008 survey to the east beyond the current project APE			X*
Rock Island Lake	Constructed Water Reservoir	Extant but outside the current APE			X*
Stockyards	Aerial photo reflects remnants of structure	Outside APE--Not Investigated			X*

* These features may represent contributing features, if encountered, elsewhere along the Rock Island line