

**FINAL SURVEY REPORT**

**TROY DOWNTOWN DISTRICT**

**TROY, LINCOLN COUNTY, MISSOURI**

**OCTOBER 2010**

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## TABLE OF CONTENTS

<b>Objectives .....</b>	<b>1</b>
<b>Methodology .....</b>	<b>1</b>
<b>Geographical Description.....</b>	<b>2</b>
<b>Historic Contexts.....</b>	<b>3</b>
Settlement and Early Development Patterns, 1819 - 1865 .....	3
Post-War Progress and Mid-to-Late Nineteenth Century Growth, 1865 - 1899 .....	6
Twentieth-Century Progress and Troy's Modern Era, 1900 – 1960 .....	10
<b>Results .....</b>	<b>15</b>
One- and Two-Part Commercial Block .....	15
Art Deco / Moderne .....	17
Colonial Revival .....	18
Federal.....	19
Georgian.....	20
Gothic Revival .....	21
Greek Revival .....	22
Italianate.....	23
Italian Renaissance / Renaissance Revival .....	24
Shingle / Romanesque Revival .....	25
<b>Recommendations .....</b>	<b>28</b>
<b>Bibliography .....</b>	<b>30</b>

## FIGURES & TABLES

Figure 1. Troy Spring Park, site of Woods' Fort, c. 1910. ....	4
Figure 2. Lincoln County Courthouse, c. 1930. View is southwest. ....	7
Figure 3. Downtown Troy, 1895. Sanborn Fire Insurance Map. ....	9
Figure 4. Main Street; view is south, c. 1909 .....	10
Figure 5. Downtown Troy, 1927. Sanborn Fire Insurance Map .....	14
Figure 6. 340 Main Street (LN-AS-001-030); one-part commercial block building.....	16
Figure 7. 499 Main Street (LN-AS-001-012); two-part commercial block building. ....	16
Figure 8. 300 Main Street (LN-AS-001-034); Art Deco style.....	17
Figure 9. 166 Main Street (LN-AS-001-005); Colonial Revival style. ....	18
Figure 10. 210 Boone Street (LN-AS-001-008); Federal style influence.....	19
Figure 11. Lincoln County Courthouse (LN-AS-001-002); Georgian style.....	20
Figure 12. Lincoln County Jail (LN-AS-001-001); Gothic Revival style. ....	21
Figure 13. Troy's Elk Lodge (LN-AS-001-014); Greek Revival style church.....	22
Figure 14. 421 Main Street (LN-AS-001-018); Italianate commercial style building. ....	23

Figure 15. 530 Main Street (LN-AS-001-013); Italian Renaissance style.....	24
Figure 16. 211 Boone Street (LN-AS-001-007); Shingle style church. ....	25
Figure 17. Weltmer House, 295 Lewis Street; view is northeast.....	29
Table 1. Population Statistics for Troy, 1860 – 1950.....	11
Table 2. Surveyed Properties – Troy Downtown District Survey Area.....	26

Attachments:

- A. Survey Map
- B. Historic District Map (3 Pages)

## Introduction

The following report provides the findings of the architectural/historic survey completed per the specifications outlined by the City of Troy / Troy Historic Preservation Commission (HPC). The survey area is roughly bounded by Annie Avenue (north), Second Street (east), Kemper Street (south), and Court Street (west). For the purposes of this document, the study area is defined as the “Troy Downtown District.” The objective of the survey was to identify properties within the city’s business district that are eligible for the National Register of Historic Places (NRHP). The Troy Downtown District encompasses 47 properties that appear to be a minimum of 50 years of age. All of the properties were recorded during the survey. Forty-two of the documented properties comprise a NRHP-eligible district in relation to Criterion A: commerce and Criterion C: architecture. Seven properties within the proposed boundaries are non-contributing to the district.

The project was completed by Ruth Keenoy, a historic preservation consultant. Fieldwork was conducted in April - May, 2010; and research was completed in May – August, 2010. As noted, all of the buildings that appear to be at least 50 years of age within the study area were recorded (a total of 47 properties). The survey included completion of one original and one copy of the Architectural/Historic Survey forms, submitted to the Missouri State Historic Preservation Office (MO-SHPO). The MO-SHPO also received 5” x 7” black and white photographs for each inventoried property, color digital (.tif formatted) photos on cd, copies of maps, and the survey report. The City of Troy received copies of all documents noted above (i.e., survey forms, maps, photos, and the survey report) on cd and copies of the black and white photographs.

The following report provides the results of the Troy Downtown District survey project, completed in April – August 2010. The survey was funded in part by the MO-SHPO. The purpose of the study was to identify and recommend properties within the study area that appear eligible for the NRHP – individually and/or as a downtown commercial district. The “Results” section of this document provides a complete list of the inventoried properties, addresses, and eligibility recommendations and overview of the associated historic contexts and further recommendations. The survey and district maps are provided at the end of this document as Attachments 1 and 2.

Of note, this project is partially funded by a grant from the Missouri Department of Natural Resources, State Historic Preservation Office and the National Park Service, U.S. Department of the Interior. Grant awards do not imply an endorsement of contents by the grantor. Federal laws prohibit discrimination on the basis of race, religion, sex, age, handicap or ethnicity. For more information, write to the Office of Equal Opportunity, U.S. Department of the Interior, Washington D.C. 20240.

## Methodology

The methodology for the Troy Downtown District follows the guidelines for an intensive survey, as provided in *National Register Bulletin 24: Guidelines for Local Surveys: A Basis for Preservation Planning* (1985, rev.). Prior to conducting the intensive survey, the consultant,

Ruth Keenoy, completed preliminary historical research of the study area to determine the general history of the project area and the surrounding vicinity. A preliminary assessment of the downtown area was completed by walking along all of the streets identified in the Troy Downtown District. The project area is roughly bounded (as noted above) at the north by Annie Avenue, at the east by Second Street, at the south by Kemper Street, and at the west by Court Street (see Attachment A).

The fieldwork for the Troy Downtown District survey was conducted April 27 – May 13, 2010. The intensive survey consisted of visiting each property that appeared to be at least fifty years of age and documenting properties through mapping, sketches, photography, and completion of inventory forms provided by the MO-SHPO. Each property was evaluated as an individual resource. Digital color photography was completed and images were saved in tagged image file (.tif) format per the National Park Service's (NPS) Photograph Policy. Black and white images were produced using archival quality paper and ink (75-year minimum) as 5" x 7" prints. Each property was photographed individually and, when necessary, included additional photographs to illustrate support buildings and noteworthy architectural features. The photographs were labeled in pencil (per NPS and MO-SHPO standards).

The historic district was mapped individually (see Attachment B); and streetscape photography was completed. Additional interpretive information (such as property types, plans, styles, etc.) was documented on survey forms. Maps were submitted as black and white copies, no larger than 11 x 17 inches in size.

Following the field inventory, the consultant conducted additional historical research to develop contexts that address the specific history and significance of the Troy Downtown District. This survey report evaluates all resources within the project area. The historic context includes a discussion of Troy's settlement patterns, growth and development, and transportation in relation to the Troy Downtown District. This report also includes a discussion of property types, integrity issues, historic building patterns, and population growth/development, as well as recommendations for future preservation planning/activities. Public meetings were conducted at the beginning of the project and following completion of the final survey report.

The consultant recorded 47 properties; 42 of which are within the proposed boundaries of a historic district (see Table 1 and Attachment B). Seven properties within the proposed district boundaries are non-contributing resources. The survey was completed following the guidelines provided by National Register Bulletin 24: *Guidelines for Local Surveys: A Basis for Preservation Planning* and inventory guidelines issued by the MO-SHPO.

## **Geographical Description**

The Troy Downtown Study Area is situated in the City of Troy, Lincoln County, Missouri. Lincoln County is located in northeast central Missouri. The county encompasses portions of Townships 48, 49, 50 and 51 North; Ranges 1, 2, and 3 East and West of the fifth principal meridian. Lincoln County is bounded by Pike County (north), the Mississippi River (east), St. Charles and Warren Counties (south), and Montgomery County (west). Troy is located in the south central portion of the county, west of State Highway 61 and southwest of the Cuivre River.

The study area, which is located in downtown Troy, is roughly bounded by Annie Avenue (north), Second Street (east), Kemper Street (south), and Court Street (west). Most of the buildings within the study area were constructed during the late nineteenth and early twentieth centuries. Almost every property in the survey area is brick and was constructed for commercial or governmental use. At least two buildings were constructed as residences initially, including a nineteenth-century dwelling (Britton House) at 210 Boone Street and a mid-twentieth-century convent at 80 Main Street. Table 2 (in the Results section of this document) lists the properties and associated addresses that were surveyed. Attachment A illustrates the locations of the surveyed properties. Attachment B provides the boundaries/addresses of the potential historic district properties.

Most of the study area properties are located on Main Street, which extends in a linear north/south pattern. The cross streets, which include Kemper, Marble, Cap Au Gris, Boone, Wood, Cherry, Collier, and College, support fewer buildings. Streets within the study area that extend parallel to Main Street – Union, Court, and Second – primarily serve as alleys, providing rear access to Troy’s downtown business district buildings. Contemporary sidewalks extend along the east and west sides of Main Street. Situated near the north end of the survey area is the Lincoln County courthouse (201 Main Street). Park-like settings are associated with the county courthouse grounds and Troy's Spring Park (a commemorative site located at the southwest corner of Main and Boone Streets).

## Historic Contexts

### ***Settlement and Early Development Patterns, 1819 - 1865***

Lincoln County is situated in eastern Missouri, bounded by the counties of Pike (north and west), St. Charles (south), Warren (south and west), and Montgomery (west). Flanking the county's eastern border is the Mississippi River. Troy serves as the seat of Lincoln County and is situated in the south central portion of the county, approximately one mile west of the Cuivre River, a tributary of the Mississippi. Troy grew out of an early stockade settlement, Woods' Fort. The fort, intended to protect early settlers from Native American attacks, was erected in 1802 on land owned jointly by Joseph Cottle and Zadock Woods (for whom the fort was named).<sup>1</sup> Cottle's brother, Warren, came to St. Louis from Woodstock, Vermont in 1798. He soon moved to St. Charles and decided to settle in the area. Cottle's report of the area on his return to Vermont (to gather his family for relocation to St. Charles) piqued the interest of his brother, Joseph and Joseph's son-in-law, Zadock Woods. As a result, a number of Woodstock, Vermont residents returned with the Cottles to Missouri, possibly up to 100 settlers. Most of these families settled near St. Charles. A smaller number continued west and settled in what would later become the town of Troy. These early settlers established a permanent community near a spring – the site of Troy's Spring Park.<sup>2</sup> During the War of 1812, Woods' Fort was used as a headquarters (in 1814)

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<sup>1</sup> Goodspeed. *History of Lincoln County, Missouri From the Earliest Time to the Present* (Chicago: The Goodspeed Publishing Co., 1888), 218.

<sup>2</sup> John Clare and Margaret Clare. *Troy, Missouri: Celebrating 175 Years - 1819-1994, Dosquicentennial Historical Book*. (Troy, Missouri: Self-published, 1994), 5.

by Lieutenant Zachary Taylor, later elected as 12th President of the United States.<sup>3</sup> Although the fort was eventually dismantled and the spring is no longer present, its site is commemorated as the original Troy settlement (surveyed as LN-AS-001-006).



**Figure 1. Troy Spring Park, site of Woods' Fort, c. 1910. Collection of Bonnie Pollard Johnson. Available online at: <http://mogenweb.org/lincoln/album/ph-spring-troy.htm> (Access date: 10 May 2010).**

Lincoln County was carved from St. Charles County in 1818. This was followed in 1819 by submission of a plat for the town of Troy, laid out by land owners Joseph Cottle, Lee Cottle, Zadock Woods, and Joshua N. Robbins. The town was named by Robbins, who arrived at Woods' Fort c. 1815 via Troy, New York.<sup>4</sup> Robbins' relocation to Troy was no doubt influenced by his brother, Prospect K. Robbins, who came to Missouri as a federal surveyor and spent two decades living in St. Charles and Lincoln Counties. Joshua Prospect was Troy's "first merchant" and played an integral role in early Lincoln County politics.<sup>5</sup> Troy was not the county's first choice for its seat of government, but it soon became the preferred site by most citizens. When created in 1818, Lincoln County was divided into four townships: Monroe, Bedford, Union and Hurricane. Monroe served as the initial county seat in 1819, when 50 acres were set aside for construction of a jail and courthouse.<sup>6</sup> Monroe, however, was not centrally located (situated in the southeast corner of the county) and citizens petitioned to move the county seat to a more

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<sup>3</sup> William S. Bryan and Robert Rose, *A History of the Pioneer Families of Missouri*. St. Louis: Bryan, Brand & Co., 1876), 454.

<sup>4</sup> Goodspeed, 258; Lynn Morrow, "A Surveyor's Challenges: P.K. Robbins in Missouri," *Big Muddy*, Volume 7, No. 2 (2007). Available online at: [http://www6.semo.edu/universitypress/bigmuddy/NF/Surveyors\\_Challenges.htm](http://www6.semo.edu/universitypress/bigmuddy/NF/Surveyors_Challenges.htm). Access date: 29 April 2010.

<sup>5</sup> Morrow; Bryan and Rose, 454.

<sup>6</sup> Goodspeed, 266.

accessible site.<sup>7</sup> The seat temporarily relocated to Alexandria in 1832; but this second location did not provide an ample water source and soon was abandoned. Court was thereafter held at the home of a Methodist minister, Andrew Monroe, who operated Troy's sole hotel.<sup>8</sup> Eventually, on August 5, 1828, Troy was approved by the Lincoln County Court as the permanent government seat.<sup>9</sup>

In 1828, George Collier donated four lots in downtown Troy to be used as the site for a new county courthouse and jail. Sealed bids were accepted for construction of a 40-foot square courthouse in 1829, and David Bailey was selected to construct the courthouse for \$1,500.<sup>10</sup> The new courthouse was completed in 1830 and used until 1869, when it was demolished and replaced by the present building (LN-AS-001-002). Troy's pre-Civil War era was one characterized by slow growth. The community did not have access to a railroad system until after the Civil War; and the Mississippi River served as the county's primary transportation corridor, which residents of Troy accessed via the Cuivre River. Early settlers centered on the town's spring, situated at the western edge of downtown.

An early history of Troy notes that during the 1810s, Troy held a grocery store (owned by T.W. Simmons), a Methodist Church, Joseph Cottle's house, Zadock Woods' house and tavern, and "several cabins . . . within the stockade for the occupancy of the early settlers."<sup>11</sup> By the 1830s, Troy held two general stores (operated by J.N. Robbins and Emanuel Block), two milliners (Perry G. Burrow and B.G. Martin), two tailors (John S. Besser and Jordan S. Sallee) and two "dram-shops" (operated by Philander Powers and Thomas Park). As noted earlier, Andrew Moore operated a hotel - a brick building on Main Street near the town's Spring Park (former Woods' Fort site). Troy also supported (in the 1830s) two blacksmiths, John Goodrich and William Hodeshell; and a tannery owned by Horace B. Wing.<sup>12</sup>

Nearly all of the town's early businesses centered on Main Street, which measured 60-feet in width (contrasting Troy's downtown cross streets, which measured 30 feet in width). Additions were made to the town in 1825 (Woods Addition) and in 1837 (Collier's Addition).<sup>13</sup> Woods' Addition (1825) was laid out by J.N. Robbins, E. Collard, J. Ruland and Samuel Wells and comprised what is primarily the western half of Troy's downtown district. The 1837 addition was laid out by George Collier and includes much of Troy's central downtown district, including the parcels that hold the county's courthouse and former jail. At the north end of Collier's Addition was Troy's first school, situated on the west side of Main Street near the route's present day intersection with Highway 47. By 1840, Troy's downtown merchant base remained much as it was during the 1830s with two general stores and the formerly mentioned hotel (operated during the 1840s by Walton Perkins).<sup>14</sup> Also prominent in Troy by that time were several social organizations, including Lodge No. 34, A.F. & A.M. which began construction on a Masonic Hall at 530 Main Street in 1837 (LN-AS-001-045).

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<sup>7</sup> Ibid, 272.

<sup>8</sup> Clare and Clare, 6.

<sup>9</sup> Goodspeed, 272.

<sup>10</sup> Clare and Clare, 7.

<sup>11</sup> Goodspeed, 430-431.

<sup>12</sup> Ibid, 432-433.

<sup>13</sup> Clare and Clare, 12.

<sup>14</sup> Goodspeed, 432.

Troy started a local newspaper in 1855, the *Lincoln Gazette*; known after 1860 as *The States Rights Advocate*. Union troops occupied the town early during the Civil War (beginning in 1861). The Federal army set up camp at Spring Park, utilized the Methodist Church as a headquarters, and occupied several homes. Troy was utilized as a Union recruitment center throughout much of the war.<sup>15</sup> In 1860, Troy's downtown merchants included a stove/tin shop, general store, cabinet shop, carriage and wagon shop, carpenter shop, blacksmith and wagon shop, two physicians, and one dentist.<sup>16</sup> The community's economy slowed during the war, but swiftly recovered after 1865. Due to the town's location and occupation by Federal troops, Troy did not witness any major battles or skirmishes during the conflict.

### **Post-War Progress and Mid-to-Late Nineteenth Century Growth, 1865 - 1899**

Troy's downtown character took shape slowly but steadily after the Civil War; and the city's growth began to progress somewhat more rapidly after the arrival of the St. Louis and Hannibal Railroad in 1882. By 1870, Troy's population rose to 703 citizens, and the town incorporated in that year. Corporate limits were defined as "beginning at the center of the public spring, thence due north, south, east and west, one thousand yards in each direction to points; then to form a square upon said points, of two thousand yards upon each side thereof."<sup>17</sup> Troy's greatest period of growth to date followed, and a number of new buildings were constructed downtown during the 1870s. In 1870, the 1820s county courthouse was removed and replaced by an impressive \$27,500 brick Georgian style courthouse designed by Gustave Bachman. The building was constructed by a contracting firm from Randolph County, Edwards and Griffith. The building, which remains in its original use today, was completed in November, 1870.<sup>18</sup>

The front was 70 feet wide with a 30-foot portico, featuring six fluted Corinthian columns. The rear wing was about 80 feet long, the height to the top of the cupola, about 82 feet. Offices [were] on the first floor; double stairways [led] to the second story. The 36-by-48 foot courtroom [was] at the back of the second story.<sup>19</sup>

Soon after the courthouse was completed, a new Lincoln County jail was constructed in 1876 by P.J. Pauly and Bro. for \$7,500. The building remained in use as a jail until the county constructed a modern facility in 1979.<sup>20</sup> The former jail currently serves as home to Lincoln County's Historical Society (LN-AS-001-001). Additional 1870s era properties that remain in downtown Troy today include the Withrow Harness Shop at 400 Main Street (LN-AS-001-040) and Troy Furniture at 560 Main Street (LN-AS-001-046). By 1873, Troy's downtown area held the following businesses: Laclede Hotel (constructed in 1870), the Planter's House (a hotel),

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<sup>15</sup> Clare and Clare, 10; Goodspeed, 434.

<sup>16</sup> Ibid., 434.

<sup>17</sup> Ibid., 438.

<sup>18</sup> Marian Ohman, "Lincoln County Courthouse," *Missouri Courthouses* (available online at: <http://extension.missouri.edu/publications/DisplayPrinterFriendlyPub.aspx?P=UED6056>; access date: 26 July 2010), UED6056, May 1981; Marian Ohman, *A History of Missouri's Counties, County Seats and Courthouse Squares* (Columbia: University of Missouri-Columbia Extension Office, 1983), 71.

<sup>19</sup> Ohman, "Lincoln County Courthouse," 2.

<sup>20</sup> Clare and Clare, 7.

Farmers' and Mechanics' Bank, and at least three brick mercantile establishments that were two-to-three stories in height. The local tannery constructed in the 1840s served as the town's largest manufacturer, producing boots, shoes, saddles, and harnesses. Among Troy's local shop owners were druggists, dressmakers, milliners, blacksmiths, and jewelers.<sup>21</sup>



**Figure 2. Lincoln County Courthouse, c. 1930. View is southwest. Available online at: <http://mogenweb.org/lincoln/album/ph-spring-troy.htm> (Access date: 10 May 2010).**

By 1880, with a population of 839 citizens, Troy had grown sufficiently to incorporate as a fourth class city, which was accomplished in 1881.<sup>22</sup> Several additions were platted in the downtown area during the 1870s-80s, including Brown's Addition in 1872 (submitted by Mr. and Mrs. James D. Brown). This large addition encompassed 23 lots, 90 x 100 feet each (with the exception of two lots that measured 100 x 100 feet). The new addition comprised the northwestern edge of downtown Troy. Another addition at the west end of town was platted in 1875 by Walton Perkins (Perkins' Addition). Two expansions occurred in 1881 through Woolfolk's Addition, platted by Shapleigh R. Woolfolk; and Bonfils' Addition, platted by E.N. Bonfils in 1882. Both additions were situated at the south end of town. In 1882, Samuel W. Avery platted Avery's Addition at the east end of Troy, adjacent to Woolfolk's Addition.<sup>23</sup> Additional business interests in Troy by the 1880s included a coffin maker, boot and shoe stores, liverys and stables, lumber yards, meat markets, saloons, a cigar factory, doctors, and dentists. By that time, Troy had two newspapers: *The Herald* and *Troy Free Press* (the latter of which was established in 1878). Unfortunately, Troy suffered fires in 1885 and 1887, which resulted in the

<sup>21</sup> Ibid., 434-435.

<sup>22</sup> Ibid., 439.

<sup>23</sup> Ibid., 429.

loss of buildings on College and Main Streets. Another fire in 1888 consumed the Laclede Hotel (in February) and a second fire that year (in June) burned a large mercantile establishment on Main Street.<sup>24</sup> Despite these losses, Troy rapidly rebuilt its downtown district. Much of the town's expansion in the 1880s had to do with the arrival of the railroad in 1882; at which time a depot was constructed east of downtown

A glance at Troy's downtown district just prior to the twentieth-century is illustrated by the 1895 Sanborn Fire Insurance Map (Figure 3). By that time, the downtown district extended north from Spring Park near Main Street's intersection with Cap Au Gris to the route's intersection with Collier Street, just south of the courthouse lot. Within these blocks were numerous hotels and commercial buildings that housed groceries, drugstores, bakeries, milliners, hardware stores, and restaurants. Of note is the I.O.O.F. building (LN-AS-001-019) constructed in 1892 at 401 Main Street. Although an early twentieth-century fire destroyed several buildings in downtown Troy, the district retains many of its distinctive late nineteenth-century properties today. These buildings reflect Troy's prosperity and prominence as experienced during the late nineteenth century.

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<sup>24</sup> Clare and Clare, 99-100.

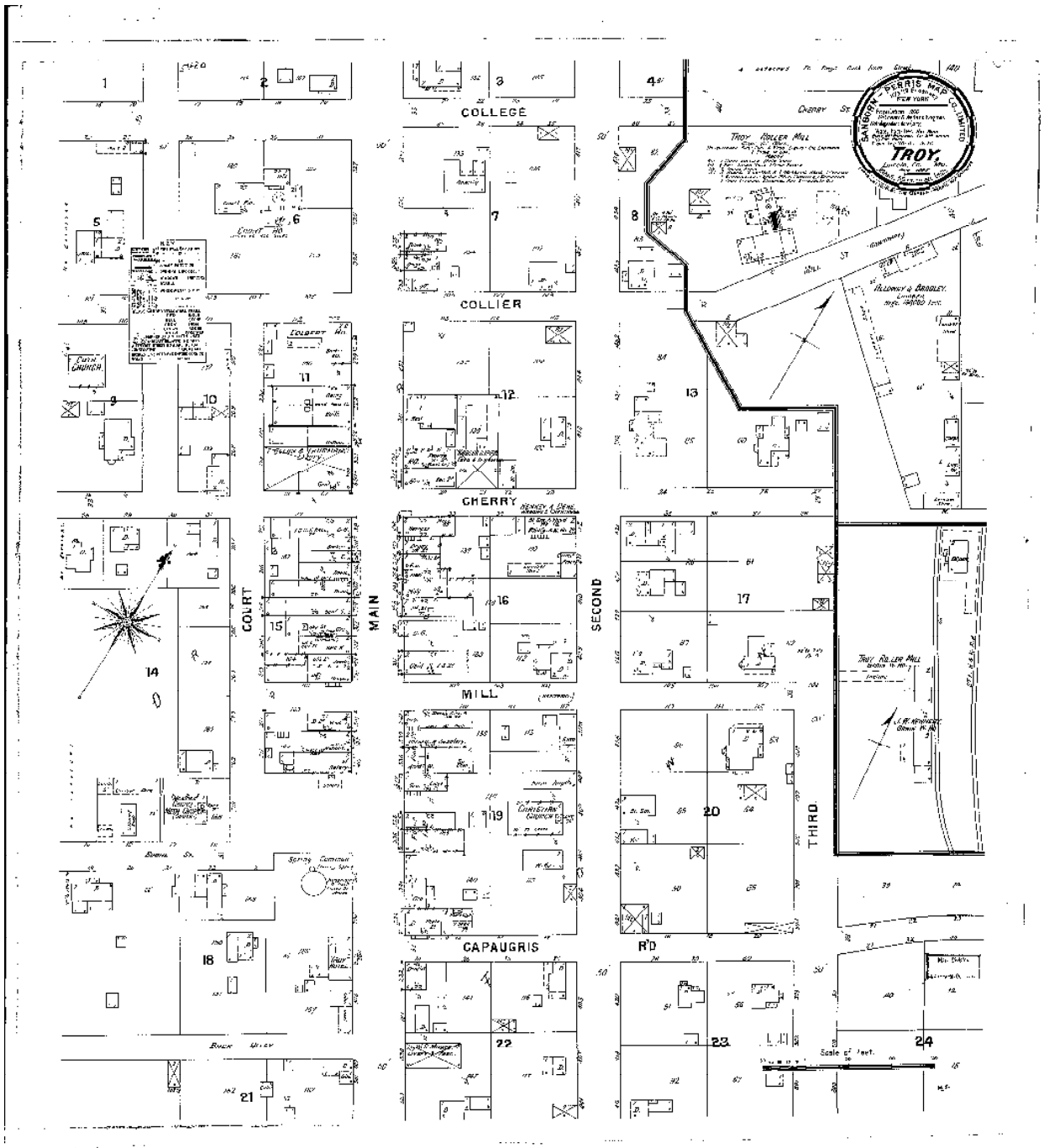


Figure 3. Downtown Troy, 1895. Sanborn Fire Insurance Map.

## **Twentieth-Century Progress and Troy's Modern Era, 1900 – 1960**

In 1901, Troy had two public schools, six churches, two banks, a flour mill, two newspapers (*Troy Free Press* and *People's Version*), two hotels, and "about half a hundred other business places, including stores in different lines of trade, lumber and coal yards, shops, etc."<sup>25</sup> Troy's population in 1900 was 1,153 citizens, an increase of approximately 20% from two decades prior when Troy incorporated as a fourth-class city.<sup>26</sup> The twentieth century brought modern amenities to Troy, including telephones and electricity. Troy's first automobile owner was George McGregor, who purchased a Buick Runabout in 1910. Sidewalks were installed downtown where storeowners had their choice of brick, granite, or stone walks fronting their establishments; and street improvements were financed through the city's new poll tax. In 1912, citizens approved a new waterworks plant. All of these improvements brought new businesses to Troy. By the 1910s, the city had a number of automobile dealerships, and farmers were no longer reliant on the train or river to ship agricultural goods in and out of the county as trucks began to transport goods. Improved state highways and farm-to-market roads provided efficient transportation that benefitted the county's agricultural economy and encouraged commercial and industrial expansion. "Troy was one of the first towns [in Missouri] to get back to normal after World War I," and the city experienced a building boom during the early twentieth century that resulted in the construction of new housing and businesses, as well as continued upgrades to the city's streets and utilities.<sup>27</sup>



**Figure 4. Main Street; view is south, c. 1909. Collection of Bonnie Pollard Johnson. Available online at: <http://mogenweb.org/lincoln/album/ph-spring-troy.htm> (Access date: 10 May 2010).**

<sup>25</sup> Howard L. Conard, ed., *Encyclopedia of the History of Missouri* (St. Louis: The Southern History Company, 1901), 219.

<sup>26</sup> United States Census Bureau, <http://www.census.gov/prod/www/abs/decennial/> (Access date: 30 July 2010).

<sup>27</sup> Clare and Clare, 12-15.

Troy’s economy expanded after World War I, but the city never experienced a true population boom as indicated in Table 1, below. Troy’s slow but steady growth, particularly prior to and after the turn of the twentieth century was due in large part to the fact that unlike other county seats such as Hannibal, which centered on Mississippi River trade; and St. Charles, which gained access to the railroad prior to the Civil War; Troy operated sufficiently and effectively with a local, agrarian-based economy. Industry played a minor role in Troy, particularly during the 1920s when the town’s first modern factory opened on Cherry Street, the Climax Specialty Company, which produced novelties shipped nationwide. The Sel-More Garment Factory also operated briefly during the 1920s in a building at the corner of Main and Cherry Streets. One of Troy’s most successful industrial endeavors relates to Bodine Aluminum, which opened in 1912 when the company manufactured auto body parts for Dorris and Moon Motor Car Companies of St. Louis. Though these early auto-manufacturers did not survive the Great Depression, Bodine Aluminum did remain successful and continues to produce aluminum castings and components for automobile, agricultural, and aerospace customers.<sup>28</sup>

**Table 1. Population Statistics for Troy, 1860 – 1950 (Source: United States Census Bureau website).**

<b>Year</b>	<b>Population</b>
1860	611
1870	703
1880	839
1890	971
1900	1,153
1910	1,120
1920	1,116
1930	1,419
1940	1,493
1950	1,738

Agriculture remained an important component of Troy’s economy after World War I and much of Troy’s early industry related to the county’s dependence on its farming interests. In 1925, Troy was one of few areas in Lincoln County that had access to electricity. Most rural farming communities were without the convenience. As a result, Lange Milk Company of St. Louis opened a milk plant in Troy during the 1920s that processed local milk and transported it via railroad (and later, by trucks) to St. Louis. The plant remained in operation through the mid-1930s.<sup>29</sup>

In 1928, Troy constructed the city’s first sewer system, prompted by area farmers who noted that the milk plant was polluting Town Branch, which was hazardous to the farmers’ cattle. The sewer system was designed by engineer Lewis Toft and constructed by contractors Hogle and March (with offices in Jefferson City and Muskogee, Oklahoma). The project interrupted the flow of the spring that the town had relied upon since its settlement. Repeated attempts during and after construction failed to identify the source; and after that time, Troy relied on wells for its

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<sup>28</sup> Ibid, 70.

<sup>29</sup> Ibid, 17.

water supply.<sup>30</sup> The first well was located adjacent to the Presbyterian Church (on Boone Street). A total of 11 wells have been dug in Troy, five of which remain in operation today. A water treatment site at Troy City Cemetery (on Boone Street) was constructed in 1950.<sup>31</sup>

Although the early 1930s brought many hardships to Troy's citizens due to the Great Depression, the opening of Highway 61 at the east side of town in the 1930s attracted new business and industrial establishments to the area. Local farmers were able to ship more products in and out of Troy with the assistance of Highway 61, which opened the door to the trucking industry in Lincoln County. A number of new businesses opened on Highway 61 during the 1930s including the Lincoln Oil Company, Troy Motors (a Plymouth dealership), and a café operated by C.L. Nuckols, Dixie Haven. Auto-related businesses thrived in Troy during the mid-to-late 1930s, despite the nation's poor economy. In addition to the three businesses noted above, Otto Hanni opened a Texaco service station, and Mr. and Mrs. Blyth Penn opened a hamburger stand. Mr. Hanni followed the lead of the Penns and opened a restaurant on his property, Texas Inn. Additionally, a Sinclair service station and restaurant, the Dinosaurium Service Station and Café, opened on Highway 61 in 1939.<sup>32</sup> Though businesses along Highway 61 did well in Troy during the 1930s, several establishments closed their doors, including one of Troy's newspapers, *The Leader*.

Through the assistance of New Deal agencies such as the Civil Works Administration (CWA), Works Progression Administration (WPA), and Civilian Conservation Corps (CCC), some improvements were accomplished during the Depression. In 1933, the CWA assisted in county road improvements. The WPA, which employed local men, assisted with constructing Troy's waterworks system and the 100,000 gallon water tank near City Cemetery in 1938. A CCC camp was established near Troy in 1934 along the Cuiivre River. The CCC worked on park improvements by removing debris, planting trees, and constructed a ramp (for park access) from Highway 61. The CCC employed almost 100 young men from Lincoln County. Some of Troy's CCC boys worked in Minnesota; and a second group was sent to work in Fort Smith, Arkansas. The Public Works Administration (PWA) provided federal funds in 1935 to employ local men to landscape Troy's public school grounds, repair and improve the Lincoln County Courthouse, upgrade and landscape the fairgrounds, and complete general street repairs and maintenance.<sup>33</sup>

Troy's economy picked up the pace by the end of the 1930s, reflecting the pattern for most communities throughout the state. Troy's access via the opening of Highway 61 in the 1930s made it attractive to new industry, including the United Shoe Machinery Corporation which constructed a factory north of Cherry Street. The company leased the building and equipment to the Fred W. Mears Heel Company, which produced "heel blocks from hard sugar maple lumber and shipped them to shoe factories for covering."<sup>34</sup> The company remained in Troy although it closed temporarily (late 1960s/early 1970s) when ownership transitioned to J.V. Midwest (1960s) and Jones & Vining (1970s).

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<sup>30</sup> Ibid.

<sup>31</sup> Interview by Mary Anne Kemper with George Giles and Charles Kemper, Jr. 20 August 2010.

<sup>32</sup> Clare and Clare, 17-18.

<sup>33</sup> Ibid, 19-21.

<sup>34</sup> Clare and Clare, 22.

Troy's population increased steadily throughout the 1940s-50s (as indicated in Table 1), and a number of subdivisions were constructed outside of the downtown area. One of Troy's early subdivisions, Buchanan Courts (constructed in the 1940s), provided Federal Housing Administration (FHA) financing for ten homes that could be purchased through \$20 monthly payments. Also occurring during the 1940s, were public utility improvements that included installation of a modern telephone system through Missouri Union Telephone Company. Troy's volunteer fire department was established in 1949 - the city's first. The department raised funds for modern fire trucks that served Troy and Lincoln County residents.<sup>35</sup>

In the 1950s, Troy continued to prosper and grow. In 1950, the fire department obtained modern fire-fighting equipment and a new truck; and the postal service began to deliver mail directly to residents and businesses. The city received a federal grant in the early 1950s for \$65,000 and also passed a \$155,000 bond issue to upgrade the sanitation and sewer system. The new sewage plant was constructed on property owned by Harold Turnbull on Old Frenchman's Bluff Road.<sup>36</sup> Businesses on Highway 61 continued to prosper in the 1950s-60s, as did Troy's downtown merchants. A new telephone facility was constructed in 1959 at the intersection of Second Street and Cap Au Gris.<sup>37</sup> Although new construction and residential neighborhoods began to crop up in direct association with Highway 61 throughout the 1950s-60s, downtown remained important to the local economy and continued to thrive.

Today, Troy's downtown district remains uniquely characteristic of its growth and development since 1819, when the town was first platted. As a county seat, the city has supported a wealth of businesses interests that continue to promote Troy as a tourist attraction and an attractive community in which to live and work. Within the survey area, Troy supports buildings from its early years of development (1830s - 1840s), post-Civil War expansion era (1870s-1890s), and modern building period (1900s - 1950s). Family-owned businesses such as Hechler Hardware and Gifts (530 Main Street) have operated since the nineteenth century; and recent establishments such as My Three Ladies Wine Haus (360 Main Street) occupy historic buildings while providing modern amenities. The Lincoln County Courthouse and Jail, situated near the north end of the district, continue to provide public services and are rich illustrations of the role that Troy has played in Missouri's history

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<sup>35</sup> Ibid, 22-24.

<sup>36</sup> Ibid, 24-25; Kemper interviews.

<sup>37</sup> Clare and Clare, 26-27.

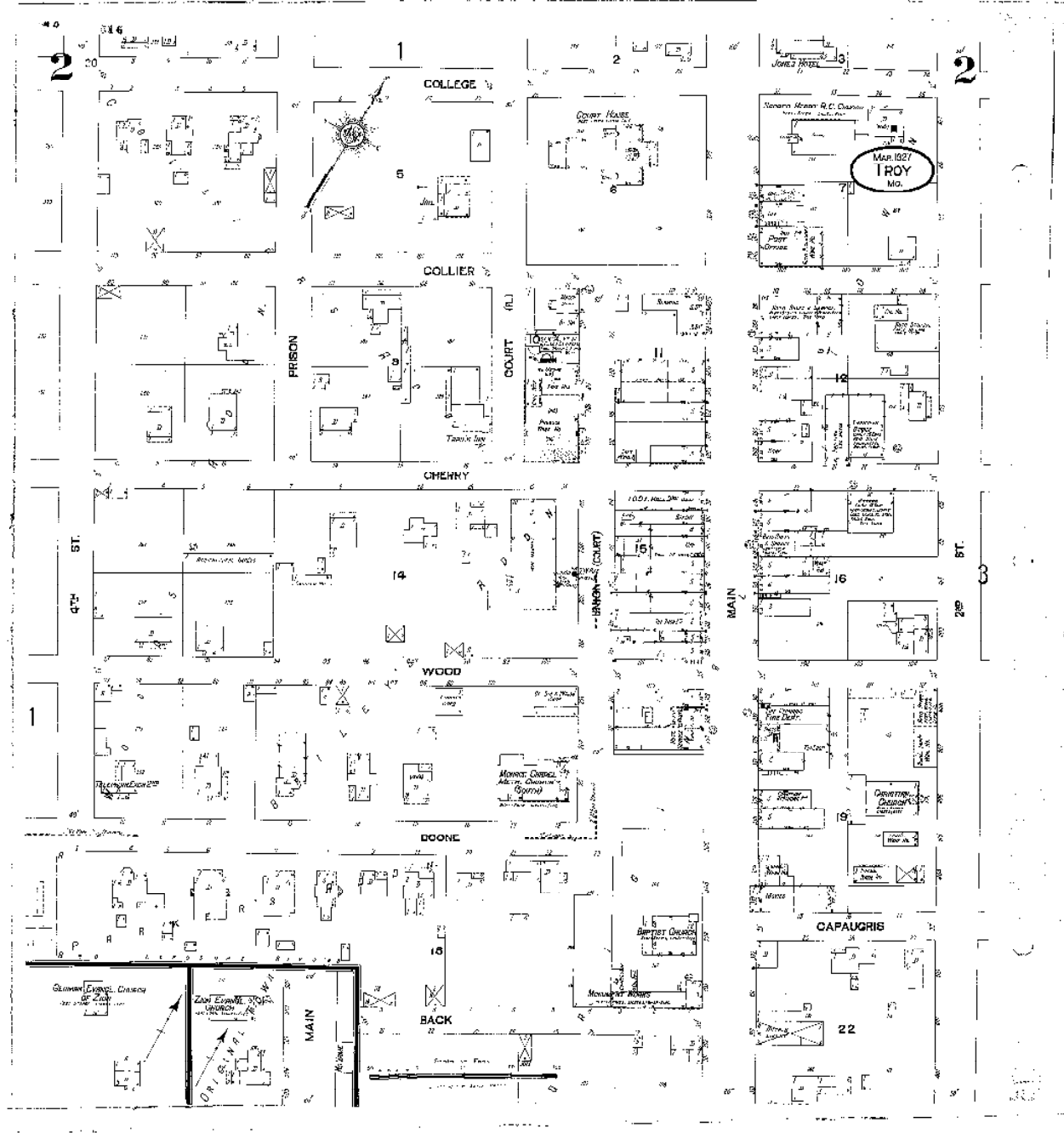


Figure 5. Downtown Troy, 1927. Sanborn Fire Insurance Map.

## Results

The consultant surveyed 47 properties within the Troy Downtown District Survey Area. These properties include (in relation to original use) 37 commercial buildings, three government-related buildings, four churches, two residential properties, and one public park. Forty-two of the surveyed properties comprise a historic district that appears eligible for the National Register of Historic Places (NRHP) (see Table 2 and Attachment B). Most of Troy's downtown buildings are one- and two-part commercial block buildings. Those constructed during the nineteenth-century frequently incorporate decorative elements characteristic of popular period styles, such as Italianate and Renaissance Revival. The district also includes buildings constructed for social purposes (i.e., lodges and churches), as well as public properties (i.e., Lincoln County courthouse and jail). An overview of the survey area's architectural styles is provided below.

All of the surveyed properties are identified in Table 2 at the end of this section. Table 2 also provides the buildings' addresses and indicates whether or not properties contribute to the NRHP-eligible historic district. Attachment B illustrates the recommended NRHP boundaries.

### One- and Two-Part Commercial Block

One- and two-part commercial block commercial buildings are rectangular in shape. The property type dates to the mid-nineteenth century; though due to its simplicity and practical design, it is commonly used in contemporary building designs as well. One-part commercial blocks grew in popularity after 1930 because they were inexpensive to build and could be easily adapted for many uses. Most one-part commercial block properties were constructed during the mid-to-late twentieth century and exhibit restrained exterior adornment, if any. Two-part commercial block buildings were commonly constructed during the nineteenth and early twentieth centuries, and frequently incorporate high-style architectural details on the façade and near the roofline. Commercial blocks are characterized by their large wall surface area between storefront windows and the cornice line, which provides space for advertisements or signs.<sup>38</sup> Most of the district's commercial properties are one- and two-part commercial style buildings.

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<sup>38</sup> Richard Longstreth, *The Buildings of Main Street*, (New York: AltaMira Press, 2000), 54-55.



Figure 6. 340 Main Street (LN-AS-001-030) is an example of a one-part commercial block building.



Figure 7. 499 Main Street (LN-AS-001-012) is an example of a two-part commercial block building.

## Art Deco / Moderne

The Art Deco and Moderne movement became popular in America during the 1920s following the 1925 Parisian Exposition Internationale des Arts Decoratifs and Industriels Modernes. Deco and Moderne styles showcased industrial influences in an artistic fashion. The movement was fully expressed through art, architecture, furniture, jewelry, and other fields of design such as clothing, glassware, and pottery. In architecture, these styles are frequently illustrated in theaters, apartment buildings, auto dealerships, and service stations. Elements of the styles are generally illustrated by smooth stucco and concrete clad exteriors, geometric design details (such as chevron and zigzag patterns), and artistic influences in the form of pastel colors and decorative motifs.<sup>39</sup> The two styles may be separately identified, though frequently the styles are integrated. Distinctions between Deco and Moderne are based on the shape of the building, as well as embellishments. Art Deco style buildings are normally rigid in form and highly decorative – often incorporating flowers and the female form. Art Moderne style buildings generally have rounded corners and display restrained forms of embellishments.<sup>40</sup>



**Figure 8. 300 Main Street (LN-AS-001-034) is an example of the Art Deco style.**

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<sup>39</sup> John Poppeliers, S. Allen Chambers, Jr. and Nancy B. Schwartz, *What Style is It? A Guide to American Architecture* (Washington, D.C.: The Preservation Press, 1983), 88-89.

<sup>40</sup> John J.-G. Blumenson, *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600 – 1945* (Nashville, TN: American Association for State and Local History, 1977), 76.

## Colonial Revival

The Colonial Revival style is an architectural and interior design movement dating to the 1870s, intended by promoters to reflect the country's colonial past. Since the style's origination during the late nineteenth century, Colonial Revival has become an important "national" style, utilizing the forms, design, and symbols characteristic of the country's early history.<sup>41</sup> While Colonial Revival influences are prevalent in furniture designs and decorative arts, the style itself is most fully articulated through architecture; most particularly in single-dwelling house forms. The Colonial Revival style was also popular in churches, public and government buildings, and commercial architecture. The style is prevalent in nearly every American city and town.<sup>42</sup> Over the years, Colonial Revival has developed into one of the most fashionable and lasting American styles. Typical features include gabled pediments and cornices with dentilled details, porches with columns, simple gambrel and hipped roofs with predominant side gables, and a central main entrance detailed with elaborate surrounds and fanlights.<sup>43</sup>



Figure 9. 166 Main Street (LN-AS-001-005) is an example of the Colonial Revival style.

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<sup>41</sup> Mark Gelernter, *A History of American Architecture: Buildings in Their Cultural and Technological Contest* (Hanover and London: University Press of New England, 1999), 180.

<sup>42</sup> Richard Guy Wilson, *The Colonial Revival House* (New York: Abrams, 2004), 6.

<sup>43</sup> Massey and Maxwell, 182-184.

## Federal

The Federal style (also referred to as Adam or Adamesque) grew out of early colonial architecture that dominated the nation's public and private buildings from c. 1780 - 1850. The style was most prominent in Eastern Seaboard cities and based heavily on the designs of Charles Bullfinch (Boston) and Henry Latrobe (Philadelphia and Virginia).<sup>44</sup> Advocates were interested in an architectural style that appeared “philosophically appropriate for the nation” and that did not imitate earlier Georgian influences, which remained popular after the American Revolution.<sup>45</sup> Examples of the Federal style are found nationwide, particularly in vernacular adaptations such as that illustrated by the Britton House. Vernacular examples were constructed long after the style’s era of popularity had passed. Common features of the style include two-story primary elevation porticos, double-hung multi-pane windows, symmetrical placement of windows and doors, and minimal exterior adornments other than primary entrances, which usually featured transoms, sidelights, and/or fanlights.



**Figure 10. 210 Boone Street (LN-AS-001-008) is an example of a Federal style influenced dwelling.**

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<sup>44</sup> Virginia McAlester and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1990), 156-158.

<sup>45</sup> Stephen Calloway and Elizabeth Cromley, *Elements of Style: A Practical Encyclopedia of Interior Architectural Details from 1485 to the Present* (New York: Simon and Schuster, 1991), 204.

## Georgian

Georgian style architecture was a popular building style in colonial America and reflected building traditions that early settlers brought from Europe. It was common prior to the American Revolution and remained popular in residential design through the 1830s. In public buildings, the style continued to be utilized well into the twentieth century. The Georgian style dominated colonial architecture from 1700 to c. 1870; and it is most frequently found in the northeastern states. Later examples are common in the Midwest and South, particularly in relation to public building design, i.e., courthouses, universities, and libraries. Typical features of the style include cupolas, pedimented entries, paneled doors with decorative crowns and pilasters.<sup>46</sup>



**Figure 11. The Lincoln County Courthouse (LN-AS-001-002) in downtown Troy is an example of the Georgian style.**

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<sup>46</sup> McAlester and McAlester, 139-140.

## Gothic Revival

The Gothic Revival style replicates a variety of medieval Gothic architectural styles that date to the early nineteenth century. During the 1830s, American builders began to use the Gothic Revival style, primarily for classically designed buildings. Afterward, the style became prevalent in churches, colleges, and residential properties.<sup>47</sup> The Gothic style was most strongly tied to properties that could be associated with religious overtones - such as churches, hospitals, and schools. Fewer examples were constructed as governmental or public buildings for this reason.<sup>48</sup> Characteristics of the Gothic style include steeply pitched roofs with cross gables, gable dormers, symmetrical facades, pointed-arch windows, dominant lines, finials and towers.<sup>49</sup> Although the style's popularity faded after the turn of the twentieth-century, it was not uncommon in school and church designs during the early twentieth-century.



**Figure 12.** The former Lincoln County Jail (LN-AS-001-001) incorporates elements of the Gothic Revival style.

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<sup>47</sup> Ward Bucher, A.I.A. *Dictionary of Building Preservation* (New York: Preservation Press; John Wiley & Sons, Inc., 1996), 213 and Marcus Whiffen and Frederick Koeper, *American Architecture, Volume 2: 1860-1976*. (Cambridge, MA: The MIT Press, 1995), 180.

<sup>48</sup> Spiro Kostof, *A History of Architecture: Settings and Rituals* (New York: Oxford University Press, 1995), 636-637.

<sup>49</sup> Bucher, 213 and Robin Langley Sommer, *The Old Church Book* (New York: Barnes & Noble Books, 1999), 119.

## Greek Revival

Greek Revival was the most popular style in America during the first half of the nineteenth century. Its dominance was spurred by its associations with Greek political culture that - like the United States - supported a democracy. After the Civil War, the style's popularity was less prominent, but it continued to be used frequently in residential and public buildings throughout the remainder of the century. Greek Revival was often referred to as the "National Style" during its building peak (c. 1830 - c. 1850) and may be found in every state settled prior to 1860, including Missouri. The style is identified by its temple-style classicism, prominent columns (particularly surrounding porches and entries), multi-light transoms and sidelights, front and side gable returns and cornices, and multi-light window designs.<sup>50</sup>



**Figure 13. Troy's Elk Lodge (LN-AS-001-014) at 541 Second Street was designed as a Greek Revival style church.**

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<sup>50</sup> McAlester and McAlester, 177-185).

## Italianate

The Italianate style was popular in residential and commercial properties constructed c. 1870 – c. 1890. The style is identified by its decorative window and roofline details; usually in the form of an architrave, frieze, and cornice; and paired brackets near the roof overhang. Building corners (particularly in commercial examples) often have brick or stone quoins.<sup>51</sup> The Italianate style became popular in residential architecture during the 1850s through architectural publications, such as those authored by Andrew Jackson Downing. The style's frequent use in commercial buildings was spurred by the incorporation of cast iron storefronts that replaced heavy brick and stone, allowing thin display windows to be easily incorporated on lower level storefronts.<sup>52</sup> The style (in America) was a reaction to the nation's western expansion movement. It quickly became popular in both rural and urban settings once machine-produced materials could be inexpensively duplicated and shipped via railroad. Ornamentation is most visible at rooflines, cornices, above windows and doors, and on porches. In relation to commercial properties, embellishments are also seen in the coursework dividing floors, particularly above storefront windows. Both brick and iron storefronts are common in Italianate style commercial buildings.<sup>53</sup>



**Figure 14. 421 Main Street (LN-AS-001-018) is an example of an Italianate commercial style building.**

<sup>51</sup> Gottfried and Jennings, 238-239.

<sup>52</sup> Poppeliers, Chambers, and Schwartz, 46-47.

<sup>53</sup> Gottfried and Jennings, 61-62.

## Italian Renaissance / Renaissance Revival

The Italian Renaissance/Renaissance Revival style became popular in America during the late nineteenth and early twentieth century. The style was part of the Beaux Arts School movement, and was copied from Renaissance Italian landmarks in Rome, Florence, and Venice.<sup>54</sup> The style reached its height of popularity during the early twentieth-century, with few examples built after 1940 (popularity declined during the 1930s). The style is different from the Italianate movement in that it more precisely copied true Italian architecture and was not a re-creation based on architectural renderings. After photographic documentation became accessible in architectural journals and related publications, builders were able to directly copy original buildings; whereas when the Italianate style was popular (late 1800s); builders relied on sketches that were open to interpretation. Italian Renaissance/Renaissance Revival style buildings are usually two-to-three stories in height and have a roofline balustrade or parapet that is heavily adorned and often rises above the roofline. Windows have heavy brackets and cornices; and arcaded entries and porches are common.<sup>55</sup>



Figure 15. 530 Main Street (LN-AS-001-013) is an excellent example of the Italian Renaissance style

<sup>54</sup> Rachel Carley, *The Visual Dictionary of American Domestic Architecture* (New York: Henry Holt and Company, 1994), 179.

<sup>55</sup> McAlester and McAlester, 398.

## Shingle / Romanesque Revival

The Shingle style was most popular in the northeastern United States. The style originated in Boston during the 1880s and was an outgrowth of the Queen Anne architectural movement. Both styles share features such as eclectic and excessive exterior adornment - though in the Shingle style this is most elaborately illustrated by the massive exterior shingles that envelop exterior walls, roofs, and porches. Architect Henry Hobson Richardson is believed to have introduced the Shingle style and used it primarily in residential designs in rural and suburban areas.<sup>56</sup> Richardson also developed the Romanesque Revival style that was popular in public buildings and churches.<sup>57</sup> Troy's single example of the style in its downtown district is an excellent example of the Shingle style with Richardsonian Romanesque influences as evidenced by its massing, rusticated foundation, and widely arched primary window bay.



Figure 16. 211 Boone Street (LN-AS-001-007) is an example of a Shingle style church.

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<sup>56</sup> Carley, 163.

<sup>57</sup> Ibid, 166.

**Table 2. Surveyed Properties – Troy Downtown District Survey Area, Lincoln County, Missouri**

<b>Survey #/ID</b>	<b>Property Address</b>	<b>Historic / Common Name (or Use)</b>	<b>Contributing / Noncontributing</b>
LN-AS-001-001	211 W. Collier Street (also identified as 201 Main)	Lincoln County Jail / Lincoln Historical Society & Museum	C
LN-AS-001-002	201 Main Street	Lincoln County Courthouse	C
LN-AS-001-003	651 Main Street	Garden Gate	NC
LN-AS-001-004	621 Main Street	Troy Marble & Granite	C
LN-AS-001-005	166 Main Street	United Baptist Church/Troy Lodge AF & AM	C
LN-AS-001-006	SW corner Boone & Main	Old Town Spring / Woods Fort Historic Site	C
LN-AS-001-007	211 Boone Street	Methodist Church / Ingersoll Chapel	C
LN-AS-001-008	210 Boone Street	Britton House	C
LN-AS-001-009	521 Main Street	Opera House / Hechler's Hardware	C
LN-AS-001-010	501 Main Street	Dyer Building / Lincoln County Gallery & Raintree Arts Council	C
LN-AS-001-011	631 Main Street	IGA / Colrilla's, Inc.	NC
LN-AS-001-012	499 Main Street	Music Shop	C
LN-AS-001-013	530a Main Street	Kempf-Hechler Building / Hechler's Hardware	C
LN-AS-001-014	541 Second Street	Troy Christian Church / Elk's Lodge	C
LN-AS-001-015	481 Main Street	Russell Hardware / vacant	C
LN-AS-001-016	461-465 Main Street	Troy Building	C
LN-AS-001-017	441 Main Street	City Building (City Hall, Fire Department) / Craft Shop, Hair Salon	C
LN-AS-001-018	421 Main Street	Troy Bakery & Restaurant / Law Firm	C
LN-AS-001-019	401-411 Main Street	I.O.O.F. Lodge / People's Bank / Troy Butcher Shop	C
LN-AS-001-020	180 E. Cherry Street	Foster's / Turnbulls Bus Line / Plymouth Dealership	C
LN-AS-001-021	185 E. Cherry Street	Foster's Bus Line / The Treasure Shop	NC
LN-AS-001-022	175 E. Cherry Street	Troy Free Press	C
LN-AS-001-023	399 Main Street	Vacant	NC
LN-AS-001-024	171 West Cherry Street	Kuhne Bros. Ice House / Flashback Tattoo	C
LN-AS-001-025	201 Wood Street	Residential (current)	NC
LN-AS-001-026	150 W. Cherry Street	The Leader / Sheller Insurance	NC
LN-AS-001-027	309 Main Street	Western Auto / Appliance Store	C

<b>Survey #/ID</b>	<b>Property Address</b>	<b>Historic / Common Name (or Use)</b>	<b>Contributing / Noncontributing</b>
LN-AS-001-028	301 Main Street	Western Auto / Home Health Supplies	NC
LN-AS-001-029	320 Main Street	Poly Wulf's Barber Shop / Lincoln County Farmers Mutual Insurance	C
LN-AS-001-030	340 Main Street	Bessie Mae Shop / Scentchips	C
LN-AS-001-031	80 Main Street	Sacred Heart Rectory / Child Care Facility	C
LN-AS-001-032	180 Main Street	Sacred Heart Catholic Church / Stefanina's	C
LN-AS-001-033	260 Main Street	Troy Post Office / Lincoln Title Company	C
LN-AS-001-034	300 Main Street	Hanni Motor Co. / Trojan Theater / Accountants & Pawn Shop	C
LN-AS-001-035	200 Main Street	Bank of Troy / City Hall-Police Department	NC
LN-AS-001-036	350 Main Street	Finley's Shoe Store / Red Wing Shoes	NC
LN-AS-001-037	360 Main Street	My Three Ladies Wine Haus	C
LN-AS-001-038	380 Main Street	Troy Post Office / B&J Shoe Repair	C
LN-AS-001-039	398 Main Street	Troy Lodge No. G 34 / Farmer's & Merchant's Bank / Hawke's Mattress Shoppe	C
LN-AS-001-040	400 Main Street	Lincoln County Jewelry & Loan	C
LN-AS-001-041	440 Main Street	Withrow Harness Shop / Mustang Sally's Bar	C
LN-AS-001-042	450 Main Street	Ayde Lott & Creech Dry Goods / Turning Pages On Main / Wedding Shoppe	NC
LN-AS-001-043	474 Main Street	Erdsiek's Pharmacy / Good Times Bar	NC
LN-AS-001-044	480 Main Street	Headlines Salon & Spa	NC
LN-AS-001-045	530b Main Street	Universalist Church / Hechler's Hardware/Gifts	NC
LN-AS-001-046	560 Main Street	Kemper's Furniture / Troy Furniture & Carpet	C
LN-AS-001-047	600 Main Street	Lincoln County Motor Co. / TFC Flooring Center	C

\*Of note, parking lots are identified in building descriptions. All within the district contribute to the properties that they abut. See Attachment B for illustration.

## Recommendations

The architectural/historical inventory resulted in identification of a NRHP-eligible downtown district. It is therefore recommended that a National Register nomination be prepared for the Troy Downtown District. The proposed boundaries, illustrated in Attachment B, include 42 properties, seven of which are non-contributing. One or more of the district's non-contributing properties (as well as non-contributing properties that border the district) may contribute to the district if modifications are made prior to preparation of the National Register nomination form. For example, the building at 450-460 Main Street (Survey # 42) has a large modern awning that obscures much of the building's mid-to-upper façade. Replacement of this canopy with something much smaller would allow the building to be considered as a contributing, rather than a non-contributing, element of the district. The addition of contributing properties would create a larger, more comprehensive plan for the historic district.

A comprehensive historic/architectural survey is recommended for the entire City of Troy to evaluate areas located outside of downtown to identify potentially eligible properties. A windshield evaluation of the neighborhood south of downtown, for example, indicates that this area holds a number of older homes and churches that appear eligible for the NRHP. Troy may have potential for another historic district relating to residential properties. An architectural survey would provide additional information for future preservation planning activities. An example of one property that appears eligible for the NRHP in this area is the Weltmer House, located at 295 Lewis Street. The dwelling, constructed in 1930 (per tax records), is a good example of a Craftsman style house that appears individually eligible under Criterion C: architecture. Additional research and an intensive survey of Troy's surrounding neighborhoods would likely indicate that additional resources are eligible for the NRHP.



Figure 17. Weltmer House, 295 Lewis Street; view is northeast.

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