

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Louisiana Chicago & Alton Railroad Depot

other names/site number II Central Gulf, Burlington Northern, Gateway Western Railroad Depot

2. Location

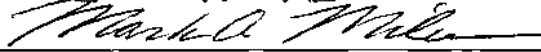
street & number 801 South Third Street [N/A] not for publication

city or town Louisiana [N/A] vicinity

state Missouri code MO county Pike code 163 zip code 63353

3. State/Federal Agency Certification

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



20 APRIL 2006

Signature of certifying official/Title Mark A. Miles/ Deputy SHPO Date

Missouri Department of Natural Resources
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register.
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of the Keeper _____

Date of Action _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

Name of related multiple property listing

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

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: Rail-related

Current Functions

(Enter categories from instructions)

Vacant/Not in Use

7. Description

Architectural Classification

(Enter categories from instructions)

Late 19th and 20th Century Revival /Mission/Spanish Colonial Revival

Materials

(Enter categories from instructions)

foundation Stone

walls Stucco
Brick

roof WOOD:shingle

other

Narrative Description

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

X See continuation sheets for Section No. 7

3. Statement of Significance

Applicable National Register Criteria

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

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

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

Narrative Statement of Significance

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

X See Continuation sheets for Section No. 8

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

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

Record #

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1907-1955

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

McAfee, Matthew Porter

Primary location of additional data:

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

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Summary:

Constructed in 1907-1908, the Louisiana Chicago & Alton Railroad Depot is a one-story red brick and stucco building located at 801 South 3rd Street, Louisiana, Pike County, Missouri. The building faces Third Street to the north with a small parking area on the northeast elevation. It features a symmetrical rectangular design with a gable on hip roof with an arched parapet centered on the façade over the primary entrance. The north façade is stepped emphasizing the entrance which projects further than each of the wings. The south elevation is also stepped like the facade. The exterior wood windows are single sash with transoms of obscure glass. The building ceased active passenger operations in 1960 and was sold to a private individual in 1973. The current owner put a new shingle roof on the depot to help prevent further deterioration from water damage. The depot remains much as it did at completion in 1908 with the exception of some changes to the windows and slight modernization of utilities. The majority of the original woodwork, wainscoting, and floor plan remain intact and retain integrity. The Louisiana Depot is one of two survivors of its type in a tri-county region. It continues to exhibit significant architectural details representing the Mission architectural design which was widely popular for train depots in the early 20th century but unique locally.

Elaboration:

The Louisiana Chicago & Alton Railroad Depot sits on a triangular tract of land that is bordered on the south and northwest by rail tracks and on the northeast by State Highway 79. The two tracks are the intersection switch of the Chicago and Alton line with the Burlington Northern line. (See Photo 1) The Depot is approximately ½ mile west of the railroad bridge over the Mississippi River, which was built in 1873. The depot is a 3,080 square foot, one-story rectangular building with a gable on hip roof with projected eaves and exposed wooden roof rafter.

The projecting sections on the North façade and south elevation create a building with a deep center block and narrower wings. (See Photo 2) This reflects a hierarchal use of space designating the ticket office and lobby areas in the center section as the largest space and the men and women's waiting areas with a narrower section and finally the end wings containing baggage and freight areas as the narrowest. The main entrance is centered on the façade in the section that projects the farthest. The three panel wood door is in good condition and the original transom remains. There is a single window and transom on each side of the entrance. The window fenestration is symmetrical across the façade and consists of wood single sash windows with transoms. The transoms have obscure glass. (See Photo 3) On each of the wings there is a set of double wood doors. The original doors were replaced some time after 1950 but the openings remain the same size maintaining the historic design and feel.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

The shingle roof is a gable on hip and projects higher over the center section of the building than over the end wings. The eaves are flared with exposed wood brackets. After 1960, roof repairs were made to the depot. A flashing type material was added at the roofline downward to deflect water and covers the wood brackets from view unless you are standing under the eave. The brackets are still intact just not visible from the street. A brick chimney is positioned on the rear side of the east wing. The entrance has a shaped parapet above it at the roofline and two small stone decorative ends. (See Photo 4) The exterior walls are white stucco with wood timbering and a brick veneer base. When the depot was built in 1907 a wood plank porch surrounded the entire building. It was removed after 1931.

The south elevation is stepped like the façade but the centered section has windows instead of a door. The window fenestration is symmetrical and the original opening size is and wood frames are present but the majority of windows on the rear have been boarded up. Originally, the rear elevation also had a shaped parapet over the center section identical to the façade. This was changed to a small gable around 1960 perhaps when the roof repairs were done. The exterior walls are the same as the façade. (See Photo 5)

The west and east elevations are ten feet wide with stucco walls and wood timbering. (See Photos 6 & 7) Traditionally, the depot had a set of wooden three-panel double doors with transoms on each end of the depot. The doors were in filled with stucco prior to 1947 and were changed after 1950 to one double hung window. (See Figure 1, 2, and 3) Currently, the opening still exists but the stucco area and the openings have been in-filled with plank board.

Interior

The interior floor plan of the depot has changed very little since its completion in 1908. The main entrance opens into a wide hall that provides passage to each of the waiting areas and ticket office. There are two restrooms at the entrance hall on each side of the main door and diagonally across from the ticket window. (See floor plan- Figure 4) The ticket office is flanked by separate waiting areas for men and women each measuring 23'8" x 16'x 8". A freight area is on the west end of the depot and a baggage area is on the east end. (See Photo 8)

The ceilings are twelve feet in height and the walls are plastered with handsomely crafted four foot tall oak wainscoting. The floors are three-inch pine board and are in fairly good shape except at the main entrance. The three-panel oak entrance doors are in good condition as well as the four inch wood window and wall trims. (See Photo 9) Many of the original light and wall fixtures and marble counters still remain intact. (See Photo 10) An original built-in oak desk still remains in the ticket office and is in fair condition.

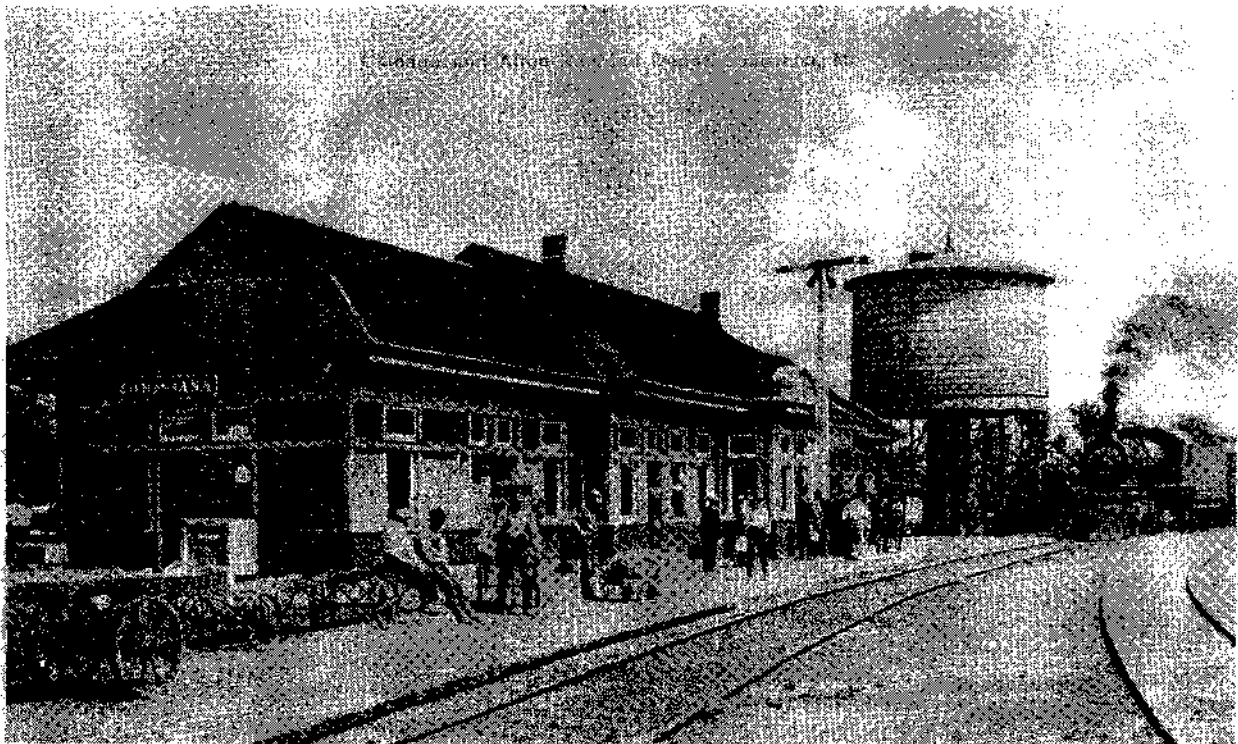
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National Register of Historic Places Continuation Sheet

Section number 7 Page 3

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Figure One



Courtesy of Anita Ludwig

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Section number 7 Page 4

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Figure Two



GOLF MUELLER + CHIC DEPOT ALTON, MISSOURIA - SHOWING WATER TANK + CRANES MAY 1941

Courtesy: Anita Ludwig

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Section number 7 Page 5

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Figure Three

1950



LOUISIANA CHICAGO & ALTON RAILROAD DEPOT AT LOUISIANA - AFTER THE CMVOC WENT DIESEL

Courtesy: Anita Ludwig

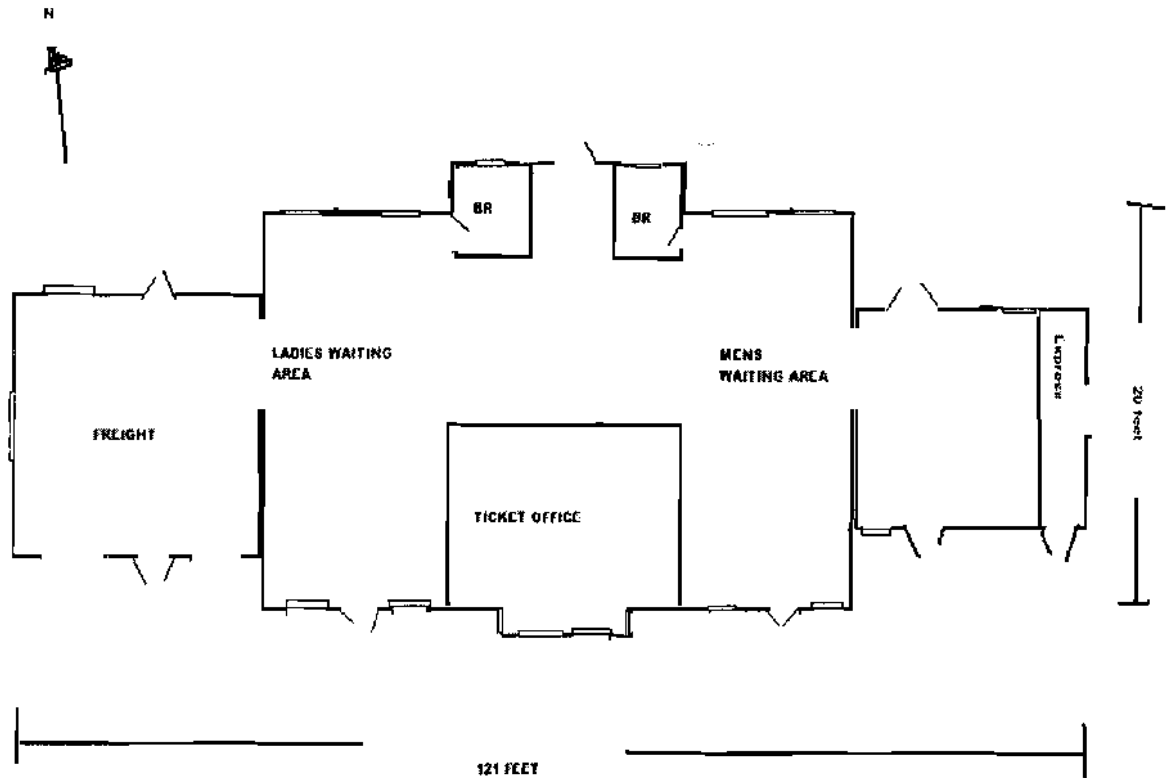
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National Register of Historic Places Continuation Sheet

Section number 7 Page 6

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Current Floor Plan



LOUISIANA CHICAGO AND ALTON TRAIN DEPOT

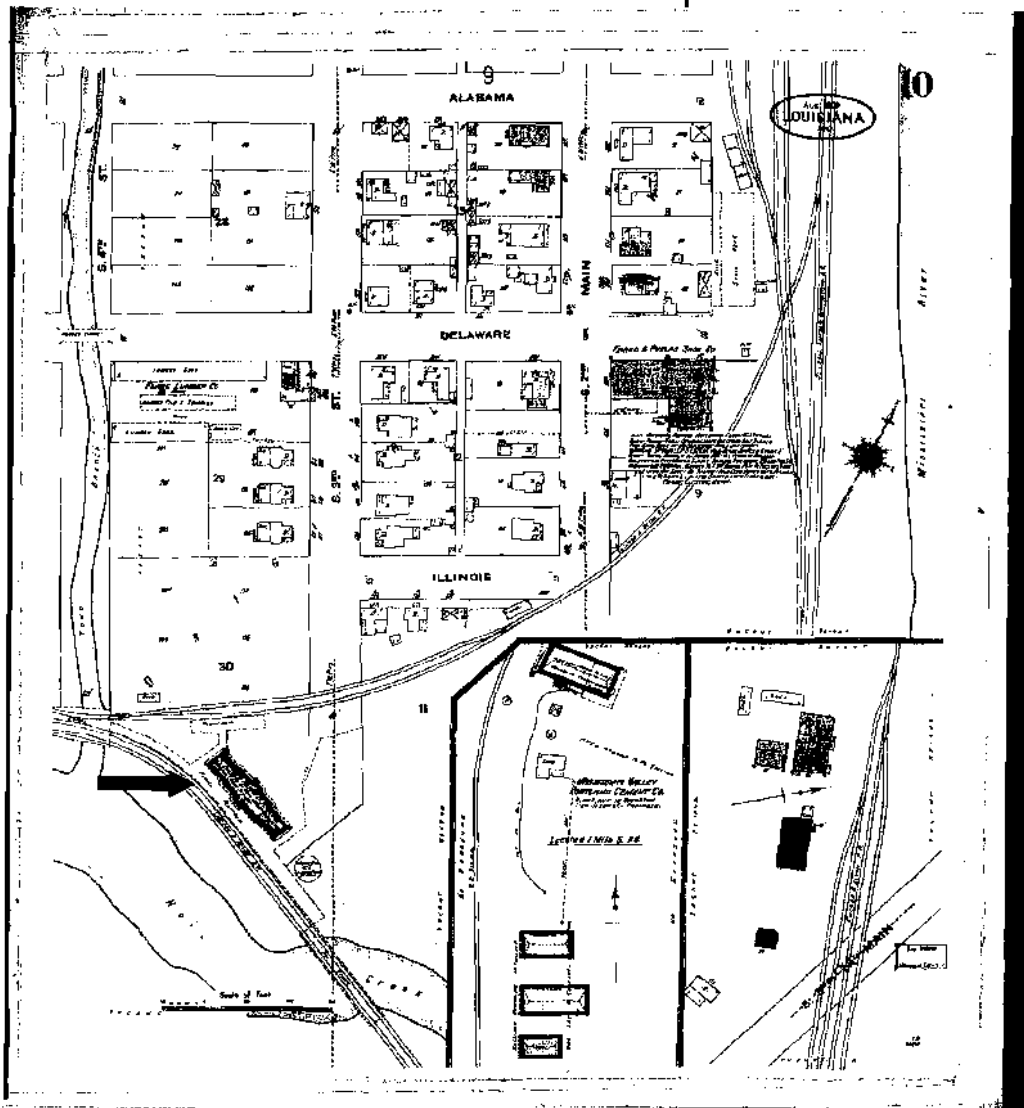
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National Park Service


National Register of Historic Places Continuation Sheet

Section number 7 Page 7

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

1909 Sanborn Map



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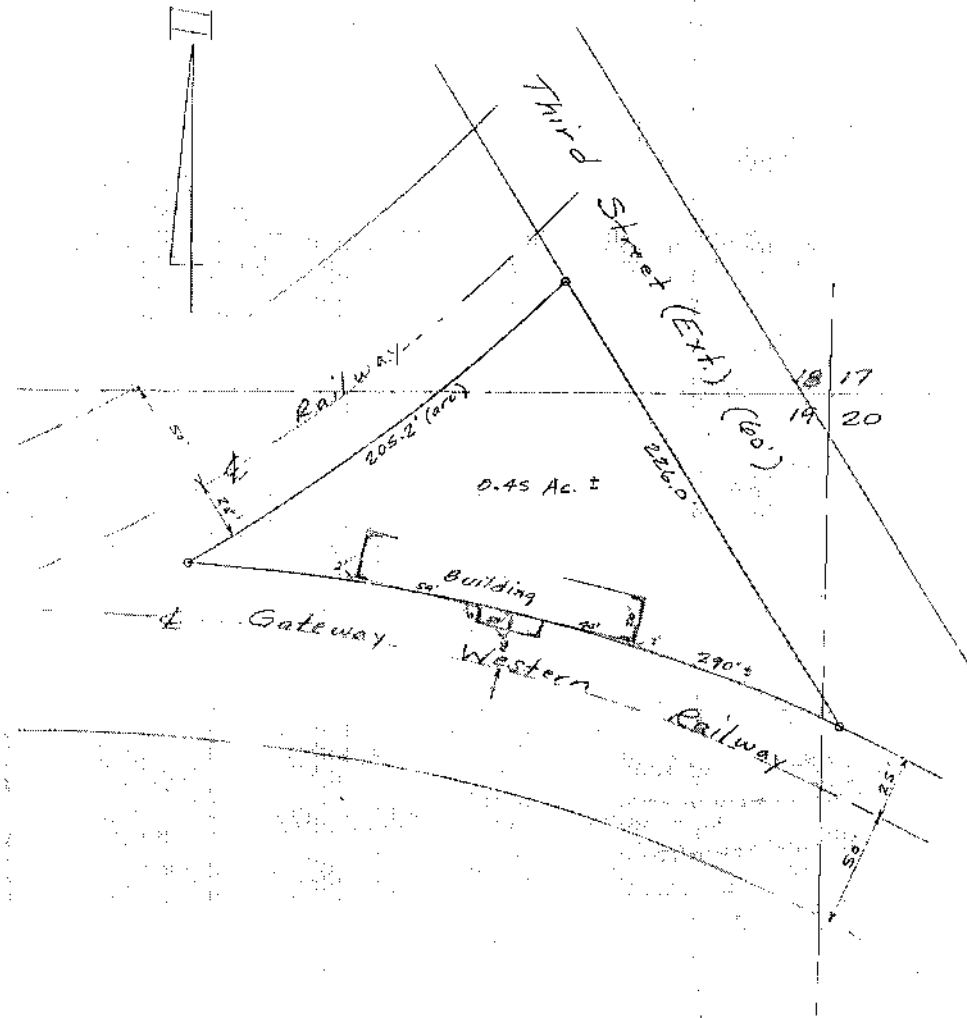


National Register of Historic Places Continuation Sheet

Section number 7 Page 8

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Site Plan
Made by David R. Yohn, R.L.S. #1308- Missouri



This as a result of my survey made during July, 1997 which I hereby certify to be in accordance with minimum standards for a property boundary survey.

Scale: 1" = 50 feet

0.3/4" Iron Pipe Set This Date

Recorded in Book 321 at Page

503, Pike County Deed Records.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 9 Louisiana Chicago & Alton Railroad
Depot

Pike County, MO

Summary:

The Louisiana Chicago & Alton Railroad Depot, located at 801 South 3rd Street, Louisiana, Pike County, Missouri, is locally significant under Criterion A and C in the areas of TRANSPORTATION and ARCHITECTURE. Designed by Matthew Porter McAfee and constructed in 1907-1907, this Spanish Mission-influenced freight and passenger depot served as a center of trade and travel from the date of its construction well into the 1960s. The building is typical in layout and style of depots built across the U.S. at the turn of the 20th Century, however, this stucco building with Spanish Revival detailing stands out among Louisiana's traditional brick commercial architecture. The Louisiana Depot is one of only two such depots in a tri-county region and served as Louisiana's only combination passenger and freight depot. It provided a vital transportation service to Louisiana and the surrounding area and was one of the town's most comfortable places for passengers to gather and wait for service. During its heyday in the 1910s and 1920s, half of the approximately 23 daily trains arriving in Louisiana stopped at this depot. This constant stream of trains made the building a center of activity, trade and, at times, entertainment for locals who watched the trains and passengers. The dominance of passenger rail transportation in Louisiana dwindled around 1950 when more people traveled by automobile, but the depot continued to operate until 1967. Because of its long use and importance to the community, the period of significance for the building is 1907 to 1955, the starting date of construction through the arbitrary fifty-year cut off date.

Elaboration:

After being platted by survey in 1817, Louisiana developed and grew rapidly. This was largely due to its favorable geographic location and topography on the Mississippi River. Located on the west bank of the river roughly 115 miles north of St. Louis it developed into a prominent river port and trading center. Louisiana was incorporated as a city in 1845, and the commercial success of the city's wharf business and agricultural exports flourished until the late 1800s.

In 1867, chief engineer for the Louisiana & Missouri River Railroad Company (L & MR) F. C. Arms conducted a survey to determine if a favorable gradient could be achieved for a rail line in the region. The survey extended from Louisiana to Mexico, Missouri covering 205 miles. In May 1868, the first annual report of the directors of the L & MR was made to stockholders. The honorable Jude Caldwell drove the first spike of the new rail line in August of 1870. After many discussions and negotiations, the first train ran between Mexico and Louisiana on the last Tuesday of July, 1871.¹

¹ Gene V. Glendinning. The Chicago & Alton Railroad. DeKalb, IL: Northern Illinois University Press, 2002.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 10

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Though trains were running between Mexico and Louisiana, Missouri, the L & MR did not have an established rail connection with Illinois. Timothy Beech Blackstone, president of the Chicago and Alton Railroad (C & A) was eager to establish that connection and expand his railroad's influence into Missouri. Soon after the completion of the L & MR, Blackstone met with the new railroad's president, Henry Block. Blackstone proposed to lease the L & MR line. Block agreed, and the C & A's westward expansion began in earnest.

The earliest connection between the two lines was made by ferrying loaded cars across the Mississippi and Missouri rivers. Winter weather hindered ferry crossing, and without a bridge connection the C & A would be economically stymied. Blackstone formed the Louisiana Bridge Company and the Mississippi River Bridge Company in Missouri and Illinois to tackle this task. The new railroad bridge consisted of 10 spans including a 446 foot draw span. The total length of the spans and approach was 3900 feet. It took six months to complete construction and the first train crossed the bridge on Christmas Eve 1873.

The Chicago & Alton Railroad played a critical role in the economic development of the Midwest. It was the first railroad to connect the Mississippi River with the Great Lakes and eventually connected the three of the most prominent Midwestern cities--Chicago, St. Louis and Kansas City. The arrival of the trains in Louisiana slowed river trade on the Mississippi. Shippers transferred much of their business from riverboats to railroads. Despite the slowdown in river trade, the railroads provided other opportunities for economic prosperity and advancement.

The C & A facilitated a vital service, transporting agricultural and industrial goods through the region. Easy access to convenient transportation resulting in increased investment in manufacturing around Louisiana. Many businesses such as Stark Nurseries, one of the largest mail order nurseries in the world, used the railroad to ship produce all over the country. The nursery, located in Louisiana, became the community's largest employer and continues to operate today. Hercules Corporation, a large fertilizer company which has been headquartered in Louisiana since the early 1900, also relied heavily on rail transportation. There are also three large grain companies in near Louisiana that continue to ship thousands of bushels of grain river-to-rail each year. The railroads continue to prove an efficient transportation source for local goods and services.

² Karen Schwadron. Pike County, Missouri People, Places & Pikers. (Louisiana, Missouri: Pike County Historical Society, 1981).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 11

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

During the 1910s, Louisiana's heyday as a regional transportation center, there were three railroad companies that maintained tracks through town: the St. Louis, Keokuk and Northwestern; the Quincy, Alton and St. Louis; and the Chicago and Alton railroads. Between the three lines, there were approximately 23 trains arriving or originating in Louisiana each day. There were two depots in town at the time. The St. Louis, Keokuk and Northwestern Depot, located on the riverfront, has been rehabilitated for retail use. About half of the 23 trains coming into Louisiana daily traveled between Chicago and western Missouri on the C & A line, making the nominated C & A Depot the center of passenger service for Louisiana and the region. Five days a week, the C & A provided passenger service with two trains at 6:00 Am, 7:30AM, 12 Noon and 6 PM. Hurley Lame, who lived near the depot, recalls lots of passenger trains going through Louisiana day and night. He noted, "If you wanted to get going in a hurry, you took the train."³

Freight trains and express mail trains arrived twice daily at the Louisiana C&A Depot transferring goods and distributing mail. The Louisiana Depot was a necessary stop for all of the trains in order to acquire water to operate their steam engines. During World War II, the trains carried soldiers to and from the war. Families gathered at the station when the trains were scheduled to arrive. Addison McDonald, another resident said he could remember on nice Sunday afternoon's crowds gathering at the depot to visit and watch the trains arrive and depart. "The railroad station is usually one of the most distinctive buildings in town and the hub of community activity."⁴

Architectural Significance:

From c. 1855 to the turn of the 20th Century, early railroad depots in Missouri were usually simply designed and easily constructed frame buildings. Along the Chicago & Alton line in Missouri counties, including Pike, Saline and Lafayette, many of these small depots were built to accommodate the growing rail line and its passengers. Louisiana had two wooden depots in the early 1900s, the St. Louis, Keokuk & Northwester Depot, located on the riverfront. This depot was later replaced by a brick structure with a hipped roof prior to 1910. The original Chicago & Alton Depot was also of frame. Unfortunately, like the Louisiana frame depots, not many of the wooden structures survived due to natural disaster or susceptibility to fire. The original C & A depot in Louisiana was built c. 1877 and burned to the ground on March 24, 1907. The *Pike County News* reported that the fire was believed to have been started by sparks from the

³ Written letter by Hurley Lame.

⁴ George H. Douglas, *All Aboard! The Railroad in American Life* (New York: Paragon House, 1992), p. 271.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 12 Louisiana Chicago & Alton Railroad Depot
Pike County, MO

westbound freight engine.⁵ The demise of the old depot resulted in the construction of the nominated depot which is larger and more elaborate than the original depot and the existing St. Louis, Keokuk and Northwester Depot.

Daly identified four common classifications of depots: a one-sided combination depot, the head type with arrival and departure in a single building across the end of the track, then the two-sided type with arrival and departure on opposite sides of the track and the "L" type with arrival at the end of the track and departure at one side or the other.⁶ According to John Droege, author of *Passenger Terminals and Trains* a combination depot that the ticket office should be nearly centered in the building with a projecting bay and facing the track. The waiting area and freight area should be separated by the ticket office and if passenger traffic was heavy enough to have two waiting areas.⁷ The plan of the Louisiana Depot follows this standardized design of the one-sided combination depot.

The construction of the new Louisiana Depot in 1907 became a controversial topic in the town. The Alton railroad officials had decided to rebuild the new depot in an inexpensive wood frame structure like the original building. The citizens of Louisiana and the local Business Men's Association were offended by this suggestion and protested greatly. They felt that the new passenger depot needed to represent Louisiana as a forthcoming modern city and an advantageous shipping point.⁸ A petition against the wood frame structure was drawn up by the group and presented to the Alton officials.

Finally, an agreement was reached between the two factions and the railroad announced that Chicago & Alton would build a brick veneer and pebble concrete structure for Louisiana.⁹ Matthew Porter McAfee was awarded the contract to build the new modern depot. Mr. McAfee was a well respected builder and contractor from Hannibal, MO. He also built other railroad depots in Northeast Missouri including the one in Bowling Green, the county seat of Pike County.¹⁰

⁵ "Made a Hot Fire," *Pike County News*, March 28, 1907.

⁶ Daly's typology cited by Carroll L.V. Meeks in *The Railroad Station- An Architectural History* (New Haven: Yale University Press, 1964), pp. 29-31.

⁷ John A. Droege, *Passenger Terminals and Trains* (New York: McGraw-Hill Book Company, Inc., 1916), p. 259.

⁸ "Protests Against Frame Depot," *Pike County News*, Thursday, August 29, 1907.

⁹ "Depot Plans Changed," *Pike County News*, Thursday, October 10, 1907.

¹⁰ Jerry A. McAfee, *Biography of Mathew Porter McAfee, Hannibal: Builder/Contractor of Historic Louisiana, MO RR Depot*. March 17, 2000.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 13

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

The Chicago and Alton Railroad company became one of many that began to change the standardized design principle for depots which were geared toward simplicity to help manage construction costs to unique adornment for individuality. One emerging style which became popular in the construction of depots around the turn of the century was Mission Revival. It emerged from California around the 1890s and migrated eastward by the 1900s due to influences of the modern architects and national magazines. By the 1920s, it was a prevalent style used by the railroads in construction of grand terminals in the Southwest. The use of the Mission Revival style in the design of the Louisiana Chicago and Alton Depot was a pioneering move for the C & A at that time in rural areas. The depot represents one of earliest uses locally of this design. Distinguishing features of this style are the use of a simple floor plan, symmetrical façade, arched parapet walls, stucco walls with exposed roof rafters and overhanging eaves.¹¹ The interior is elaborately decorated with carved wood trims and marble counters.

The Louisiana Depot exhibits a majority of the Mission Revival architectural features and signifies a well preserved example of not only this style but the efforts of a railroad to individualize its architectural design and a community pursuing construction of a depot that represents a growing, modern city.

The Louisiana Chicago & Alton Depot discontinued passenger service in April of 1967 primarily due to the increased use of the automobile and decline in demand for passenger train service. Throughout the decades the depot provided a vital connection to larger cities for the town of Louisiana. Even though the depot is no longer functioning, the railroad continues to provide a transportation route for Louisiana's agricultural and industrial products to be moved across the country providing economic stability for local businesses and jobs. The modernization of transportation by the railroads enabled people from different regions and cultures to interact with each other providing an influx of new cultures and ideas and opportunities for the citizens and businesses of Louisiana. Then, and now the Louisiana Chicago & Alton Depot stands as a physical reminder of the technological changes of modernization in transportation for the City of Louisiana and continues to retain the integrity to stand as a symbol of a local rural trend in railroad architecture.

¹¹ Cyril Harris. American Architecture. W.W. Norton & Company, New York. 1998.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 9 Page 14

Louisiana Chicago & Alton Railroad Depot
Pike County, MO

Bibliographical References:

"Depot Plans Changed," Pike County News, Thursday, October 10, 1907.

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Droege, John A., Passenger Terminals and Trains (New York: McGraw-Hill Book Company, Inc., 1916), p. 259.

Glendinning, Gene V. The Chicago & Alton Railroad. DeKalb, IL: Northern Illinois University Press, 2002.

Harris, Cyril. American Architecture. W.W. Norton & Company, New York. 1998.

"Made a Hot Fire," Pike County News, March 28, 1907.

Meeks, Carroll L.V. The Railroad Station- An Architectural History. New York: Yale University Press, 1964.

McAfee, Jerry A. *Biography of Mathew Porter McAfee, Hannibal: Builder/Contractor of Historic Louisiana, MO RR Depot*. March 17, 2000.

"Protests Against Frame Depot," Pike County News, Thursday, August 29, 1907.

Schwadron, Karen. Pike County, Missouri People, Places & Pikers, (Louisiana, Missouri: Pike County Historical Society, 1981).

Written letter by Hurley Lane to Anita Ludwig for research. Date unknown.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 10 Page 15

Louisiana Chicago & Alton Depot
Pike County, MO

Geographical Data:

Verbal Boundary Description:

A triangular parcel of land that runs approximately 206' along the northeasterly rail track and then runs southeasterly approximately 226' along Third Street which meets the southeast corner of the tract of land and runs approximately 290' to the point of origin. This parcel encompasses Southeast Quarter of Section 18, the Northeast Quarter of the Northeast Quarter of Section 19 and the Northwest Quarter of the Northwest Quarter of Section 20, Township 54, North Range 1 West of the Fifth Principal Meridian at Louisiana, Pike County, Missouri.

Boundary Justification: The boundary encompasses all of the land historically associated with the building.

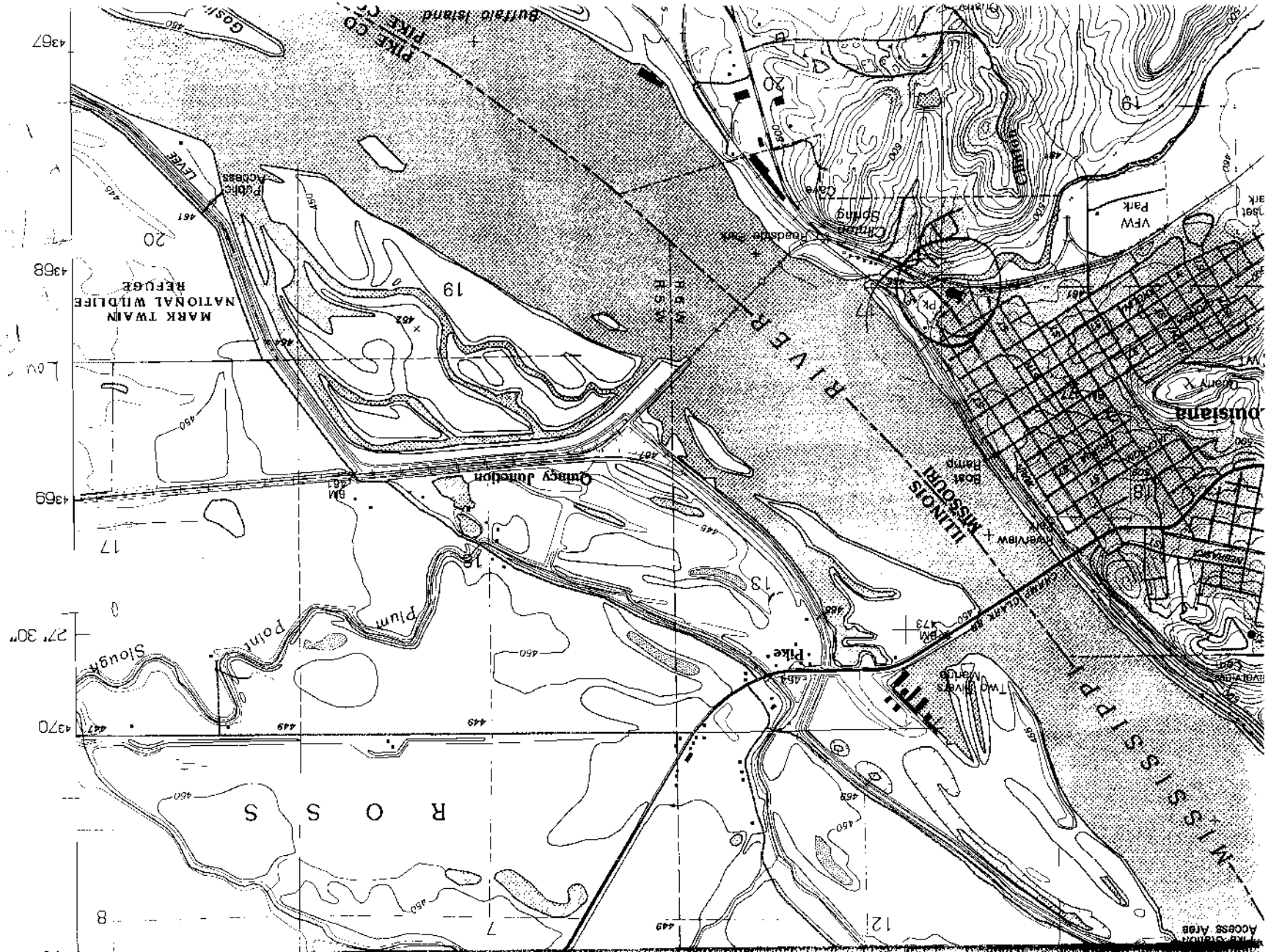
Accompanying Documentation:

Photographs:

The following information is the same for all photographs, unless noted:

Louisiana Chicago & Alton Train Depot, Third Street, Louisiana, Pike County, Missouri
Photographer: Melinda Winchester
Negative Source: Melinda Winchester

- #1 View of railroad tracks at rear of depot, facing west , November 2004
- #2 Façade of depot, facing southwest, November 2004
- #3 Transom glass above entrance doorway, facing southwest, November 2004
- #4 Curved parapet wall above entrance doorway, facing southwest, November 2004
- #5 Rear elevation and north elevation, facing southeast, November 2004
- #6 South elevation, facing north, November 2004
- #7 North elevation, facing north, November 2004
- #8 Hallway in front of ticket office, facing south, November 2004
- #9 Interior millwork, women's waiting area, facing northeast, November 2004
- #10 Ticket office window, facing southwest , November 2004



4367
4368
4369
27° 30'
4370

Goshute Island
Buffalo Island
PIKE CO. PIKE CT.
MARK TWAIN NATIONAL WILDLIFE REFUGE
Quincy Junction
MISSISSIPPI RIVER
ILLINOIS MISSOURI
TWA RIVER
Clinton Springs
VFW Park
Tipton
173
17
18
19
20
449
450
455
460
465
470
475
480
485
490
495



22 11 '04



STATE OF MISSISSIPPI
DEPARTMENT OF REVENUE

22 1104



22 11'04

LOUISIANA HISTORIC PRESERVATION
SAVING OUR ARCHITECTURAL PAST

22 104



22 1104



22 11'04



22 11'04



22.11.04





22 11 04