

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1 Name of Property

historic name Olean Railroad Depot

other names/site number n/a

2 Location

street & number Main St. (1/2 block east of California St.) [N/A] not for publication

city or town Olean [N/A] vicinity

state Missouri code MO county Miller code 131 zip code 65064

3 State/Federal Agency Certification

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


Signature of certifying official/Title Claire F. Blackwell/Deputy SHPO

19 November 1993
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

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
See continuation sheet [].

Signature of the Keeper

Date

Olean Railroad Depot
Miller County, Missouri

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5 Classification

Ownership of Property	Category of Property	Number of Resources within Property		
		Contributing	Noncontributing	
<input type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	1	0	buildings
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district			
<input type="checkbox"/> public-State	<input type="checkbox"/> site	0	0	sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	0	0	structures
	<input type="checkbox"/> object	0	0	objects
		1	0	Total

Name of related multiple property
listing.

N/A

Number of contributing resources
previously listed in the National
Register.

N/A

6 Function or Use**Historic Function**

TRANSPORTATION/rail-related

Current Functions

VACANT/NOT IN USE

7 Description**Architectural Classification**

Other: Standardized Railroad Depot

Materials

foundation CONCRETE

walls WOOD: Weatherboard

roof ASBESTOS

other BRICK

Narrative Description

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

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8. Statement of Significance**Applicable National Register Criteria**

☒ **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

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.)

9. Major Bibliographic 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

Transportation

Architecture

Periods of Significance

ca. 1884-1943

Significant Dates

ca. 1884

Significant Person(s)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Primary location of additional data:

☐ State Historic Preservation Office

☐ Other State Agency

☐ Federal Agency

☐ Local Government

☐ University

☐ Other:

Name of repository: _____

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10 Geographical DataAcreage of Property 1.1147 acres**UTM References**

A. Zone	Easting	Northing
15	541170	4251270

B. Zone	Easting	Northing
---------	---------	----------

C. Zone	Easting	Northing
---------	---------	----------

D. Zone	Easting	Northing
---------	---------	----------

[] See continuation sheet

Verbal Boundary Description

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

Boundary Justification

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

11 Form Prepared Byname/title Debbie Shealsorganization (Private Consultant)date September 19, 1993street & number 406 West Broadwaytelephone 314-875-1923city or town Columbiastate Missourizip code 65203**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**

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

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

Photographs

Representative black and white photographs of the property.

Additional Items

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

Property Owner

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

name Village of Oleanstreet & number Town Hall, Village of Olean, Main Streettelephone 314-392-3043city or town Oleanstate Missourizip code 65064

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Olean Railroad Depot
Miller County, Missouri

Description

The Olean Railroad Depot, Olean, Miller County, is a one story rectangular frame structure built ca. 1884 to serve rail passenger and freight needs for the town of Olean in northern Miller County, Missouri. It occupies its original trackside location, just south and east of the intersection of Main and California Streets, in the center of the town. (See map of boundary location.) The building has never been used for anything other than a railroad depot and has had no major alterations or additions.¹

The depot is located within the original one hundred foot wide right of way which was purchased by the railroad when the first tracks were laid in 1882 and is included in the original plat of the town.² It was built to parallel the railroad tracks, which ran roughly northeast to southwest, at a diagonal to the grid pattern of the town's streets. The building operated as the town's only station from the time of its construction until trains stopped running through Olean in 1962, at which time the building and right of way reverted to private ownership. The period of significance thus runs from ca. 1884, the likely construction date of the building, to 1943, the customary 50 year cut off point.

The depot is a frame building measuring 16'2" x 40'3". (See floorplan-- Figure 1, Section 8.) It is covered by a gable roof with a smaller gable over a 3'6" x 8'3" bay window on the track side of the building. The original wood shingles were replaced by cemented asbestos shingles in the mid to early twentieth century; the newer shingles are likely to be replaced soon, as leaks are beginning to develop. The four foot wide roof overhang is supported by brackets all around and the gable ends are embellished by decorative truss work. This truss work is largely intact on the main gable ends; the secondary gable is missing several parts.

The exterior is sheathed with board and batten siding, which retains traces of dull gold paint. The walls are constructed of rough sawn studs, 2" x 6", randomly spaced from 19" to 24" apart, and poured concrete footings make up the foundation. With the exception of a very few rotted or missing boards, the building is in remarkably good physical condition.

¹ The depot was evaluated by the Interstate Commerce Commission in 1918, and the resulting detailed description of the building reveals essentially no changes to it since that time. See Interstate Commerce Commission, Division of Valuation. Valuation Section "4 Missouri", Olean, MO. May 28, 1918. pp. 95-100.

² Miller County, Records on file with the Recorder's office, Tuscumbia, Missouri. "Abstract and Index to Deeds", Book 2, and Deed Book P, page 413.

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Although all of the windows of the depot lack glass they are otherwise intact, and appear to be original. They are for the most part large double-hung windows with four lights, surrounded by 6" wide wood trim. The freight room window differs in that it is a twelve light, fixed sash window set approximately five feet above the floor. (See southwest elevation drawing.) The bay window, or telegrapher's bay, on the track side of the building, which allowed the agent to see up and down the tracks without leaving the building, consists of one large double-hung four light window flanked by smaller, two light double-hungs.

To one side of the telegrapher's bay is the main door into the waiting room, topped by a two light transom. This is the widest single door in the building and the only one with a transom. The freight room on the town side of the building has a double sliding door, seven feet wide, which once opened onto a loading platform. This platform is now gone, but there are clear markings on the building as to its location. There was an identical door on the track side of the room at one time, but it has been filled in, probably around mid-century. As the floor of the freight room is 43" higher than that of the rest of the building, it is assumed that there was also an exterior loading platform or ramp of some type on this side of the depot, but no trace of it remains.³

The interior of the building remains much as it was built. It is divided into three rooms: a waiting room, a ticket agent's office and a freight room. The waiting room can be entered from either trackside or from the direction of town via a pair of four paneled doors. Three large windows light the room and the presence of a stove flue on the inside wall indicates that it was heated by a stove. Another four panel door leads to the ticket agent's room, as well as a windowed opening with a counter, through which passengers could purchase tickets or communicate with the agent without entering the office.

The walls of the waiting room and the office are covered with beaded tongue and groove paneling. The grooves of the paneling run vertically on the bottom portion of the walls and horizontally on the top. The current color scheme, which predates 1962, consists of gold, green and brown. (The paint is badly cracked and deteriorated and will probably need to be completely removed before repainting takes place.)

The ticket agent's office is just the width of the bay window, and can be reached from either the waiting room or the freight room. A counter sits within the curve of the bay window and another window lights the rear of the room. Wood flooring is used in this and the other rooms of the depot.

³ The Interstate Commerce Commission report notes the existence of both freight doors, but mentions only one wood platform, 8' x 16' x 3' high, a size which corresponds to the marks at the rear of the building. It is possible that freight was skidded directly into the room from the train, using removable boards.

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A door from the office leads up a short flight of stairs into the freight room, which is approximately the same size as the waiting room, 15'6" x 14'11". The wall near the office is covered with rough sawn 1" x 11 3/8" boards, placed horizontally, while the other walls are merely exposed studs and the exterior siding.

Although the tracks which once ran near the building have been removed, the depot's original relationship to its site remains clear. A gravel lane takes the place of the tracks, and a newly planted row of shrubbery delineates the edge of the property. (See photographs 3 and 4.) The building and the area around it appear today much as they did during the period of significance, and therefore exhibit a high level of integrity.

Statement of Significance

Constructed circa 1884, the Olean Railroad Depot, Olean, Miller County, is significant under **Criterion A** in the area of **transportation**, and under **Criterion C** in the area of **architecture**. It is an excellent example of an early small town railroad depot, and remains little changed from the time it was built. The introduction of railroad service to rural areas throughout the country often spurred the creation of new towns which were founded to take advantage of the link the railroad provided to the rest of the world. Just as access to water transportation had influenced Missouri settlement patterns earlier in the century, the coming of the railroad to rural parts of the state in the late nineteenth century encouraged a new wave of development inland. The town of Olean was founded because of the railroad, and the depot, which served both the railroad and the community throughout the period of significance represents an important part of the town's history. Built to accommodate both freight and passenger needs, and based on a standardized plan, it is typical of hundreds of small frame stations which were erected by railroad companies across the country in the late nineteenth and early twentieth centuries, but which have since largely disappeared. It is significant as an intact example of a once common building form which is rapidly disappearing from the American landscape.

Historical Background and Significance

Although the exact construction date for the depot has not been determined, it was probably constructed by the time the railroad was completed in 1884.¹ A depot of some type would have

¹ The depot was recorded by the Interstate Commerce Commission, Division of Valuation, in 1918. See Valuation Section "4 Missouri", Olean, MO. May 28, 1918, pp.95-100. There is also a depot indicated on the map of Olean in the Standard Atlas

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been built around the time the railroad branch was completed in 1884, and although it was not uncommon to lose frame stations to fire, elements in the design of this particular building point to a late 1880s or early 1890s date of construction.² As will be discussed later, the design of the Olean station is closely related to those used by the Wabash Railroad. Wabash depots have been documented in The Country Railroad Station in America, by H. Roger Grant and Charles Bohi.³ Grant and Bohi note: "Before 1890, Wabash stations were 'typical of the times with overhangs and gingerbread trim'." They go on to state that such features fell out of favor by the time of World War I, and that after that time concrete and stucco were favored over wood siding.⁴ Therefore, it appears that this is the original, and only depot to serve the town of Olean.

Railroad construction in Missouri began in St. Louis, with the intent to build a line or lines across the country which would eventually link St. Louis and San Francisco. Plans were first drafted in 1849, when railroad conventions were held in St. Louis and Memphis to determine the "proposed road from St. Louis to the Pacific Ocean".⁵ Two years later, aided by a \$2,000,000 loan from the state of Missouri, the Pacific railroad company began to lay rails in St. Louis, and in 1852, brought the first locomotive west of the Mississippi River to operate the first passenger train in the State of Missouri.⁶ Construction proceeded across the state, with the rails running south of the Missouri River to Jefferson City by 1856, and then on through Sedalia to finally reach Kansas City in 1865.⁷

of Miller County, Missouri, (Chicago: Alden Publishing Company, 1905.)

² The Jefferson City, Lebanon and Southwestern Railroad had laid tracks in the Olean area as early as 1882, but the entire branch from Jefferson City to Bagnell was not finished until 1884, at which time it was owned by the Missouri Pacific. See "Chronology of the Missouri Pacific Railroad," Railway History Monograph: Research Journal of American Railways. (Crete, NB: J-B Publishing Company, April, 1985.) p. 9.

³ H. Roger Grant and Charles W. Bohi, The Country Railroad Station in America, rev. ed. (Sioux Falls, SD: Center for Western Studies, Augustana College, 1988).

⁴ Country Railroad Station, pp. 48-50.

⁵ Edward J. White, "A Century of Transportation in Missouri", Missouri Historical Review. Vol. 15 (1921), No. 1., p. 145.

⁶ White, p. 147.

⁷ R. E. Riegel, "The Missouri Pacific Railroad to 1879", Missouri Historical Review. Vol. 18 (1924), No. 1., p. 15.

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In spite of the completion of the cross-state line, the Pacific Railroad Company became insolvent and the line was sold in 1868. Its holdings eventually came under the control of the St. Louis and San Francisco Railroad and the Missouri Pacific Railroad.

In the late 1870s the railroads in Missouri attracted the attention of the infamous financier Jay Gould. It was Gould's intention to develop a railroad empire in the Southwest, with the Missouri Pacific serving as its foundation. As Gould himself later testified to the Senate Labor and Education Committee --

"The next great enterprise, if I may call it great, that I engaged in was the Missouri Pacific. I bought it one day.....At that time I did not care about the money made; it was a mere plaything to see what I could do.....I took this road and began developing it, bringing in other lines which should be tributary to it. I developed new parts of the country...."⁸

Other lines Gould acquired control of as part of this venture include the Missouri, Kansas and Texas, the St. Louis Iron Mountain and Southern, the Union Pacific, and the Wabash.⁹

In addition to buying large companies already in operation, Gould made deals with small, local rail companies in which he would assist in construction of their lines in return for eventual control of their holdings. This was the case for the Jefferson City, Lebanon, and Southwestern Railroad, which in 1871 had been awarded a contract to build a branch from Jefferson City south to Bagnell, on the Osage River. Work on the branch had been stalled for years when Gould stepped in in 1880 and agreed to finish the line if it was turned over to the Missouri Pacific upon its completion.¹⁰ The line was finished in 1884 and became the Bagnell Branch of the Missouri Pacific Railroad, which ran through the town of Olean until it was abandoned in 1962.¹¹

Olean, like many small towns located along early railroad lines, (including the Cole County town of Lohman on the same branch line), was founded because the railroad was coming through. The original plat for the town was filed just two months after area residents sold land to the railroad and

⁸ J. S. Ogilve, Life and Death of Jay Gould and How He Made His Millions, (New York: J. S. Ogilve Publishing), p. 95.

⁹ See Appendix One for a list of Gould's railroad acquisitions during this time.

¹⁰ Moniteau County Historical Society, Moniteau County, Missouri Family History, (California, Missouri: Moniteau County Historical Society, 1980.) p. 43.

¹¹ "Chronology of the Missouri Pacific", p. 21.

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includes the railroad right of way.¹² A station on the railroad served as a point of contact with the rest of the world and provided area farmers with convenient shipping facilities. This in turned produced a concentration of traffic which lured shop keepers and other prospective business owners, and which made possible the formation of a town. In Olean's case a drug store and general mercantile opened for business in 1882, the same year the rails came through, and by 1889 the town could boast of containing the first bank in Miller County as well as several other new businesses.¹³

Because of the central role the railroad played in community life, depots took on an importance belied by their often modest size. George Douglas, writing on the social history of the railroad in American life, describes the typical depot as

a hub of activity, a focal point of energy and daily human contact. When trains were due, there was a noticeable flurry of directed motion as wagons, people expecting express packages, village loafers, and small boys were drawn to depot square as if by a magnet. The train track was the artery of small-town life, the station its heart, if never quite its soul. On the train, when it came in, was everything needed to keep life going, or at least, it seemed, everything that would provide life with some color or variety.¹⁴

The important social standing of such stations was inevitably manifested in the physical fabric of the building. From Douglas: "The railroad station itself was always one of the most distinctive buildings in any small community. It was as easy to pick out by its style as the courthouse or (in later years) the post office."¹⁵ The desire for an attractive structure was shared by the community and the

¹² The town was originally platted as Proctor's Station, but as there was a Proctor in Morgan County, the alternate names of Cove and Chester were used until Olean was decided upon sometime around 1891. See Miller County, Record on file with the Recorder's office, Tuscumbia, Missouri. "Abstract and Index to Deeds", Books 2-4; and Deed Book P, p. 413.

¹³ Goodspeed Publishing Company, Histories of Cole, Moniteau, Morgan, Benton, Miller, Maries, and Osage Counties, Missouri. (Chicago: Goodspeed Publishing Company, 1889.) pp. 567-568.

¹⁴ George Douglas, All Aboard!: The Railroad in American Life, (New York: Paragon House, 1992.) p. 271.

¹⁵ Douglas, p. 272.

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railroad company. The town wanted their depot to be impressive and the railroad wanted a structure which could be easily and favorably associated with that particular line.

As railroad companies were also interested in ease of construction and economy, most lines developed a set of standard station plans, generally variations upon a single theme, which could be modified to fit the needs of individual locations. Such standardization allowed for the rapid, low cost construction of buildings which resembled each other enough to become, in effect, corporate symbols. As one railroad official noted in 1895: "By having them shaped alike and painted the same color, they become heralds....Since the public recognizes them as ours, we do not need to trouble ourselves by placing the railroad name on these depots."¹⁶

Because rural stations were often required to handle both freight and passenger services out of a single building, one of the most common types of smaller depots is the combination station. A combination station includes an office area for the ticket agent, a freight room, and a passenger waiting room. Olean's depot is a combination station, built according to a standard plan which is often associated with the Wabash Railroad. The existence of a "Wabash" station on a Missouri Pacific Branch may seem out of place, but it is important to remember that both the Wabash and the Missouri Pacific were once part of the railroad network controlled by Jay Gould. This particular design may have been chosen to represent all of the lines under Gould's direction. (Similar stations have also been observed on the Missouri, Kansas and Texas and the Union Pacific.)¹⁷ One study of country railroad stations speculates that "Because the style arose during the reign of Jay Gould, one might believe that that flamboyant and at times highly unpopular promoter and his associates attempted to enhance their image by providing patrons with attractive depots."¹⁸

Regardless of its exact origins, the design of the Olean depot has been shown to be a popular form and comparable stations have been built throughout the mid-west. The Olean building is strikingly similar to an example of a combination depot given in Buildings and Structures of American Railroads, written in 1893 by Walter Berg to serve as a reference book for railroad professionals.¹⁹

¹⁶ H. Roger Grant and Charles Bohi, "The Country Railroad Station as Corporate Logo". Pioneer America, Vol. 11 (1979), No. 3., p. 118.

¹⁷ Country Railroad Station, p. 52.

¹⁸ "Corporate Logo", p. 121.

¹⁹ Walter Berg, Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects and

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(See Figure Three.) The Wabash, St. Louis and Pacific depot pictured by Berg is so close to the Olean depot that even the details of the decorative truss work on the gable ends match. The presence of this plan in Berg's book is evidence that depots of this design were being built by the early 1890s, and that the specifications were available to a wide audience.

Many examples of Wabash stations which resemble the Olean depot are discussed in an article written by Roger Grant and Charles Bohi in 1979.²⁰ Noting the popularity of this particular depot form, they write: "If a single design might be typed as the 'typical' single-story combination station in mid-America, it would be the Wabash depot." and, "No doubt many a village booster felt that a Wabash-like station made an extremely suitable gateway to his hometown."²¹ In addition to several photographs and floorplans, this article also gives the dimensions for one of the smaller depots studied; they are almost exactly those of the Olean Station. (A 16' x 42' building with a 16' x 16' waiting room, a 10' x 16' office, and a 16' x 16' freight room.)²² The similarity of this building to the many documented examples of "Wabash" stations, as well as the connection between the Missouri Pacific and the Wabash in the form of Jay Gould's ownership, leads to the conclusion that the Olean depot should be viewed as a nearly pristine example of a depot form which once typified America's country railroad stations.

* * * * *

When the Missouri Pacific abandoned the Bagnell Branch in 1962, the depot was closed and the rails were removed. The building reverted to private ownership and has sat vacant ever since. Recently, the depot and approximately an acre of land surrounding it has been given to the town by a former owner, with the stipulation that it serve as a public park. A restoration plan has been drafted, and area residents are in the process of raising funds for its restoration. Although the building remains in remarkably sound condition, it is beginning to show signs of deterioration, and minor vandalism is on the increase. Recognition of the historic value of this property through inclusion in the National Register of Historic Places will strongly encourage preservation and restoration of the building, and stimulate preservation activities throughout the town of Olean.

Students, (New York: John Wiley and Sons, 1893.) p. 255.

²⁰ "Corporate Logo", p. 48-52.

²¹ "Corporate Logo", p. 52.

²² "Corporate Logo", p. 50.

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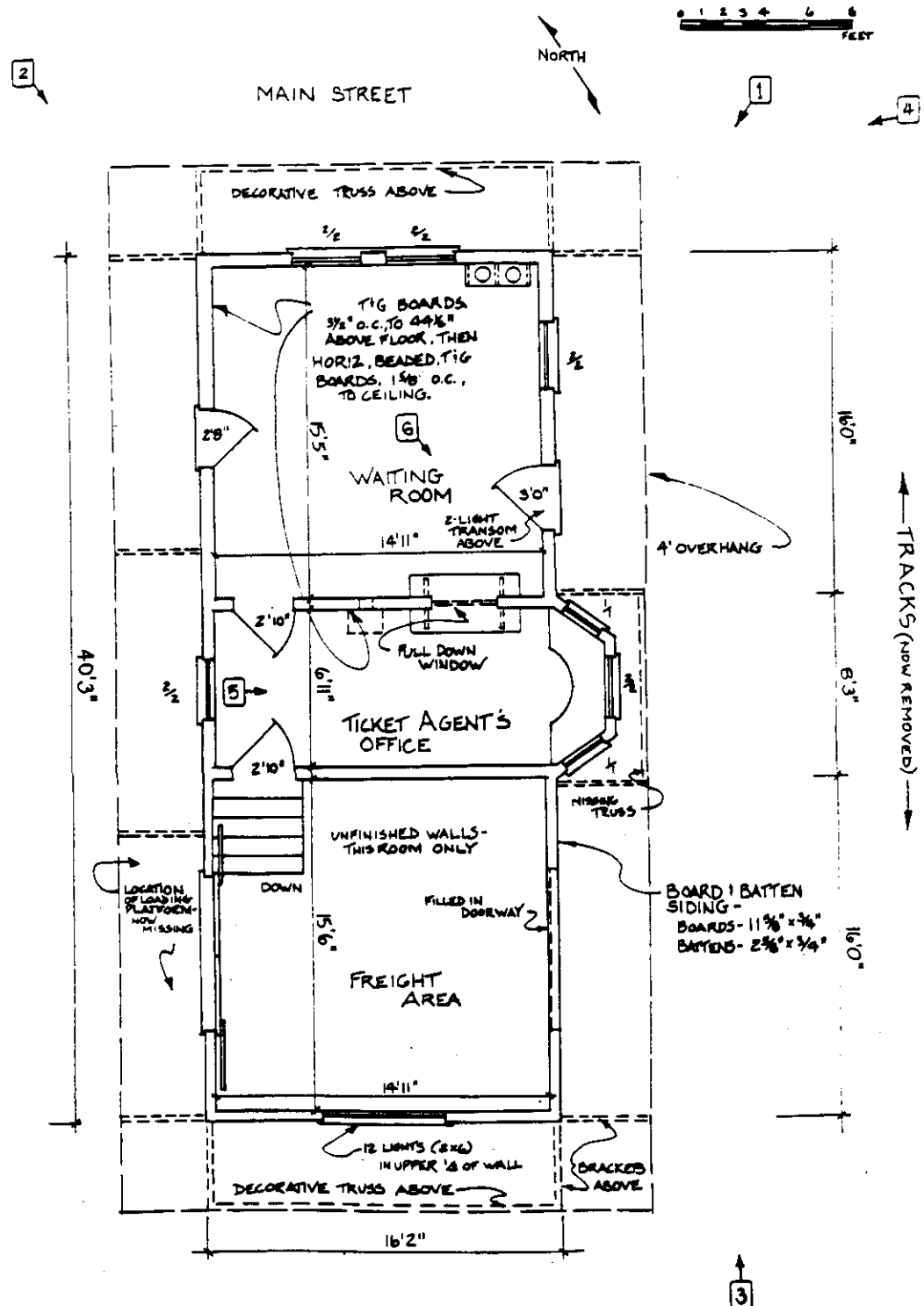
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Figure One
Floorplan
with photo key
Drawn by Debbie Sheals 8/93



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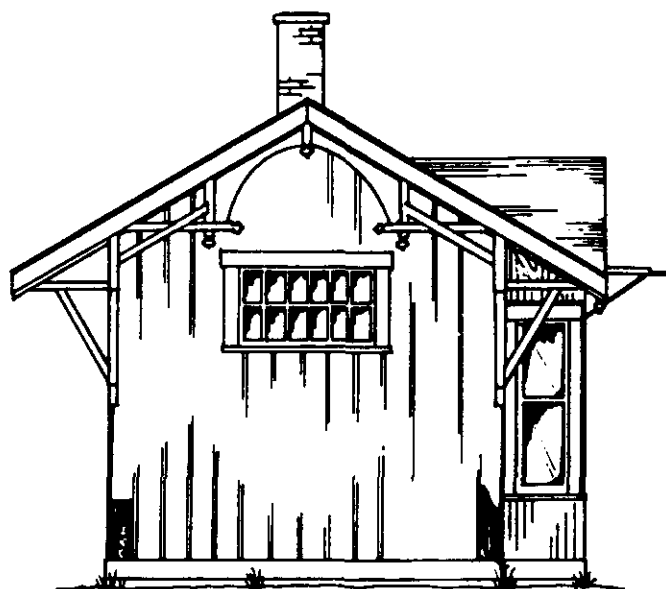
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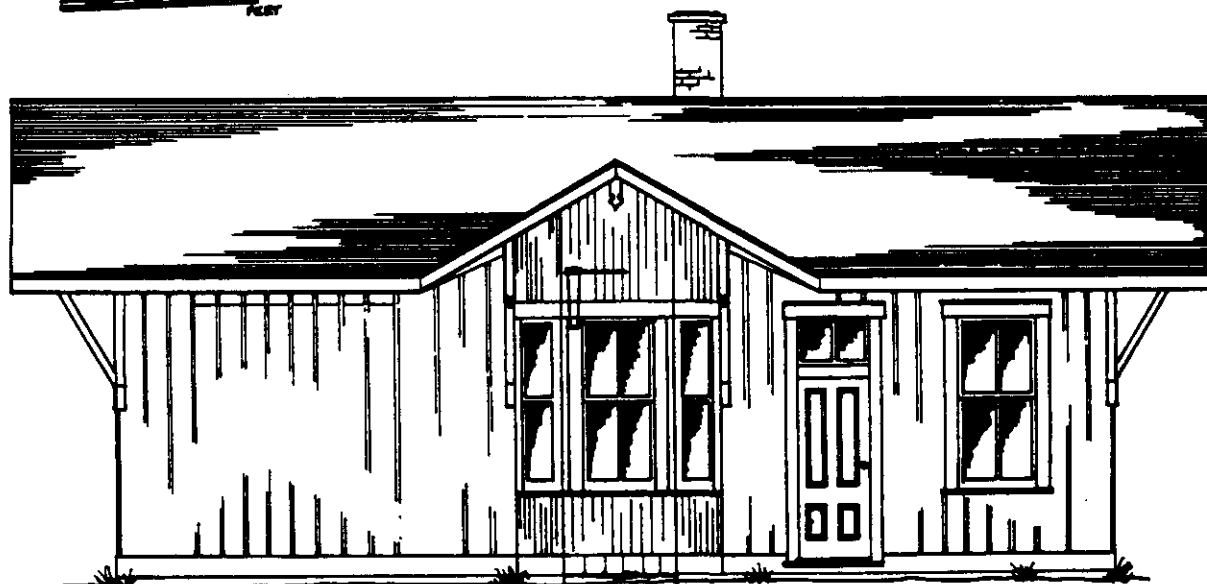
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Figure Two
Elevation Drawings
Drawn by Debbie Sheals 9/93.



SOUTHWEST ELEVATION



SOUTHEAST ELEVATION

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Figure Three

Combination Depot, Wabash, St. Louis and Pacific Railway.

Designed by Mr. Charles Hansel, Resident Engineer.

(Taken from Walter Berg, Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects and Students. (New York: John Wiley and Sons, 1893.) p. 255.

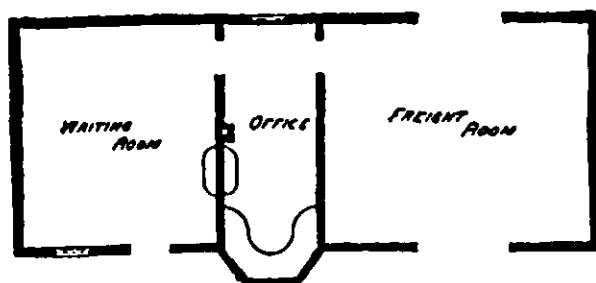


FIG. 451.—GROUND-PLAN.

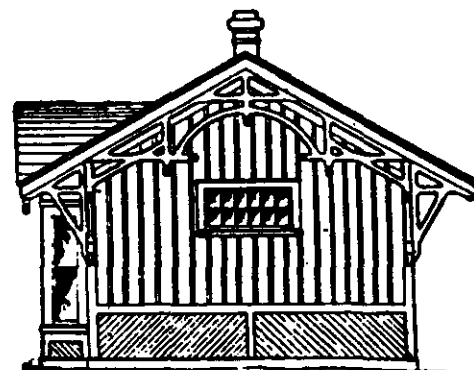


FIG. 449.—END ELEVATION.

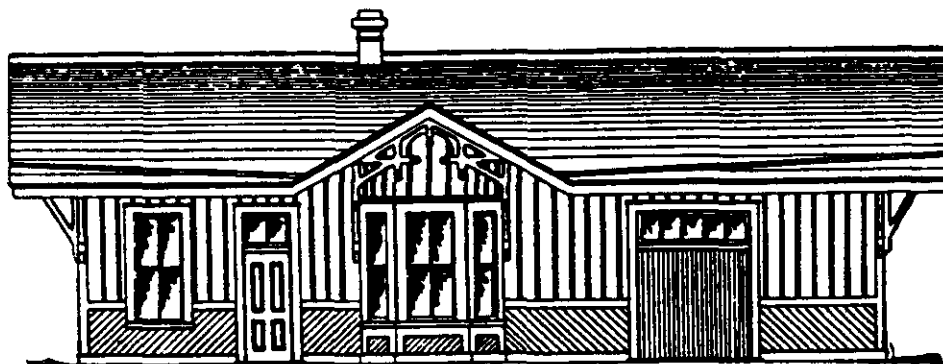


FIG. 448.—FRONT ELEVATION.

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Appendix One

(From W. J. Burton, History of the Missouri Pacific Railroad: Vol. III, (National Museum of Transport, 1977.) p. 630.

"Mr. Gould's ventures in western railroads, beginning with his Union Pacific purchase in 1873, in chronological order, are as follows:

<u>Railroad</u>	<u>Date</u>	<u>Remarks</u>
Union Pacific	1873	Gould purchased control
Union Pacific	Mar. 10, 1874	Gould elected Director
Kansas Pacific	May 7, 1879	Gould and Dillon elected Directors
Kansas Pacific	1878	Gould purchased control
Central Branch U. P.	Nov. 7, 1879	Gould purchased control
Wabash	Nov. 7, 1879	Gould purchased control
Missouri Pacific	Nov. 13, 1879	Gould purchased control
Missouri Pacific	Nov. 17, 1879	Gould elected president
Denver & Rio Grande	Nov. 28, 1879	Gould and Sage elected Directors
Texas and Pacific	Jan. 20, 1880	Gould and Sage elected Directors
Missouri, Kansas & Texas	Jan. 27, 1880	Gould elected president
Texas and Pacific	Aug. 10, 1880	Gould elected President
St. Louis Iron Mountain & Southern	Dec. 31, 1880	Gould, Sage, Dillon and Ames elected Directors
St. Louis Iron Mountain & Southern	March 1, 1881	Marquand elected President under Gould control
International & Great Northern	April 4, 1881	Gould elected Director
International & Great Northern	June 1, 1881	I. & Gt.N. leased to M.K.&T.
International & Great Northern	April 3, 1882	Gould Elected President."

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Miller County, Missouri

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 10

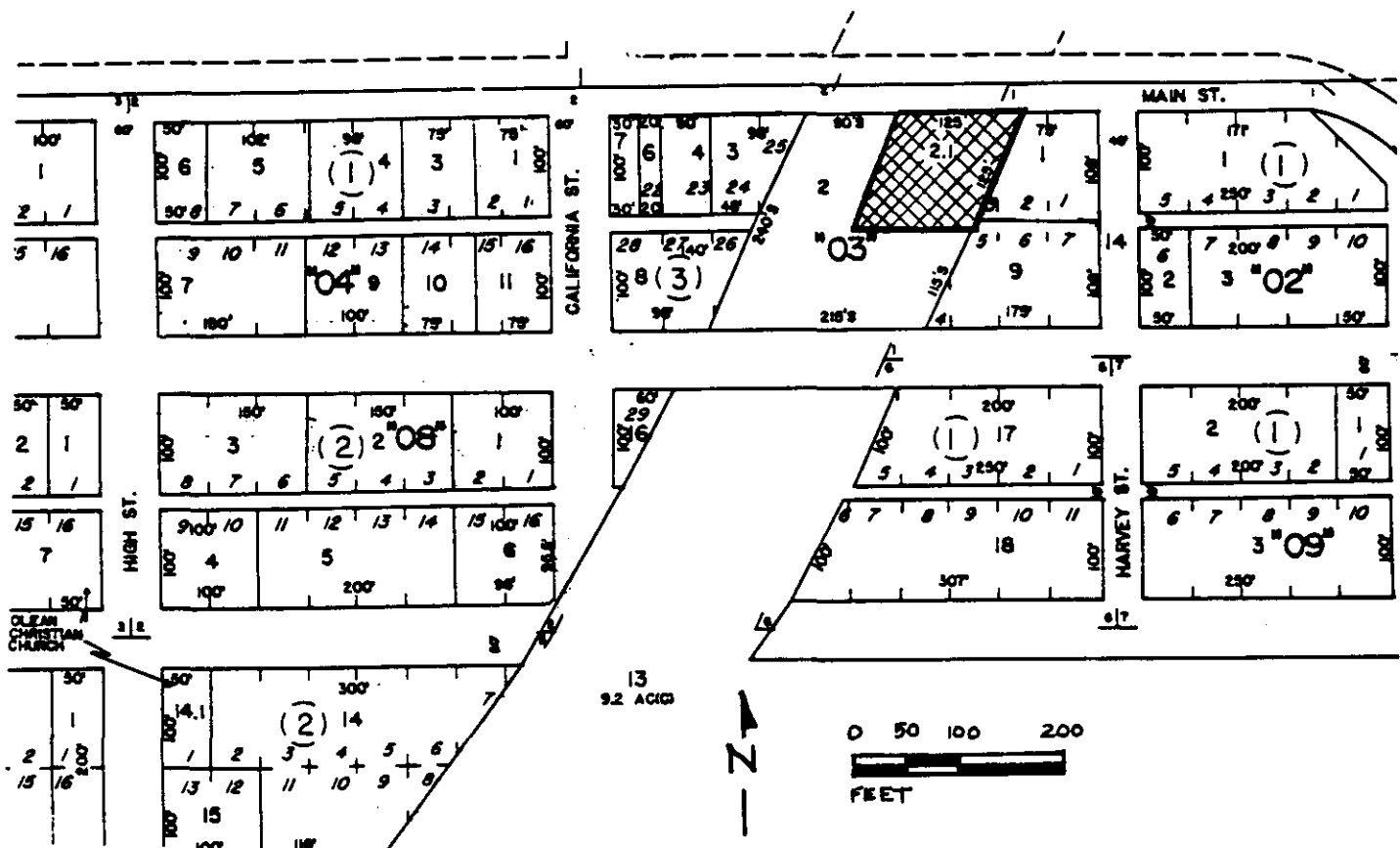
Page 15

Olean Railroad Depot
Miller County, Missouri

Verbal Boundary Description

The property containing the Missouri-Pacific Depot is indicated by the cross-hatched area (Lot 2.1 in Block "03") on the accompanying current plat map of the town of Olean, Missouri. The map was obtained from the Miller County Assessor's office and is based on an aerial photograph.

21-5-1-2-12



Boundary Justification

The boundaries indicated here include the depot and the 1.1147 acres of land owned by the Village of Olean, upon which it sits. This includes enough land to indicate the building's original relationship to its site, including the former location of the railroad tracks.

United States Department of the Interior
National Park Service

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Olean Railroad Depot
Miller County, Missouri

Boundary Justification

The boundaries indicated here include the depot and the 1.1147 acres of land owned by the Village of Olean, upon which it sits. This includes enough land to indicate the building's original relationship to its site, including the former location of the railroad tracks.

Photographs

The following information is the same for all photographs:

Olean Railroad Depot
Main Street, Olean, Miller County, MO
Debbie Sheals
September 1993
Missouri Cultural Resource Inventory, MO Department of Natural Resources, Jefferson City,
MO

List of Photos--See floorplan (Figure One-Section 8) for indication of camera angle.

Photo 1. Trackside view from Main Street, looking southwest.

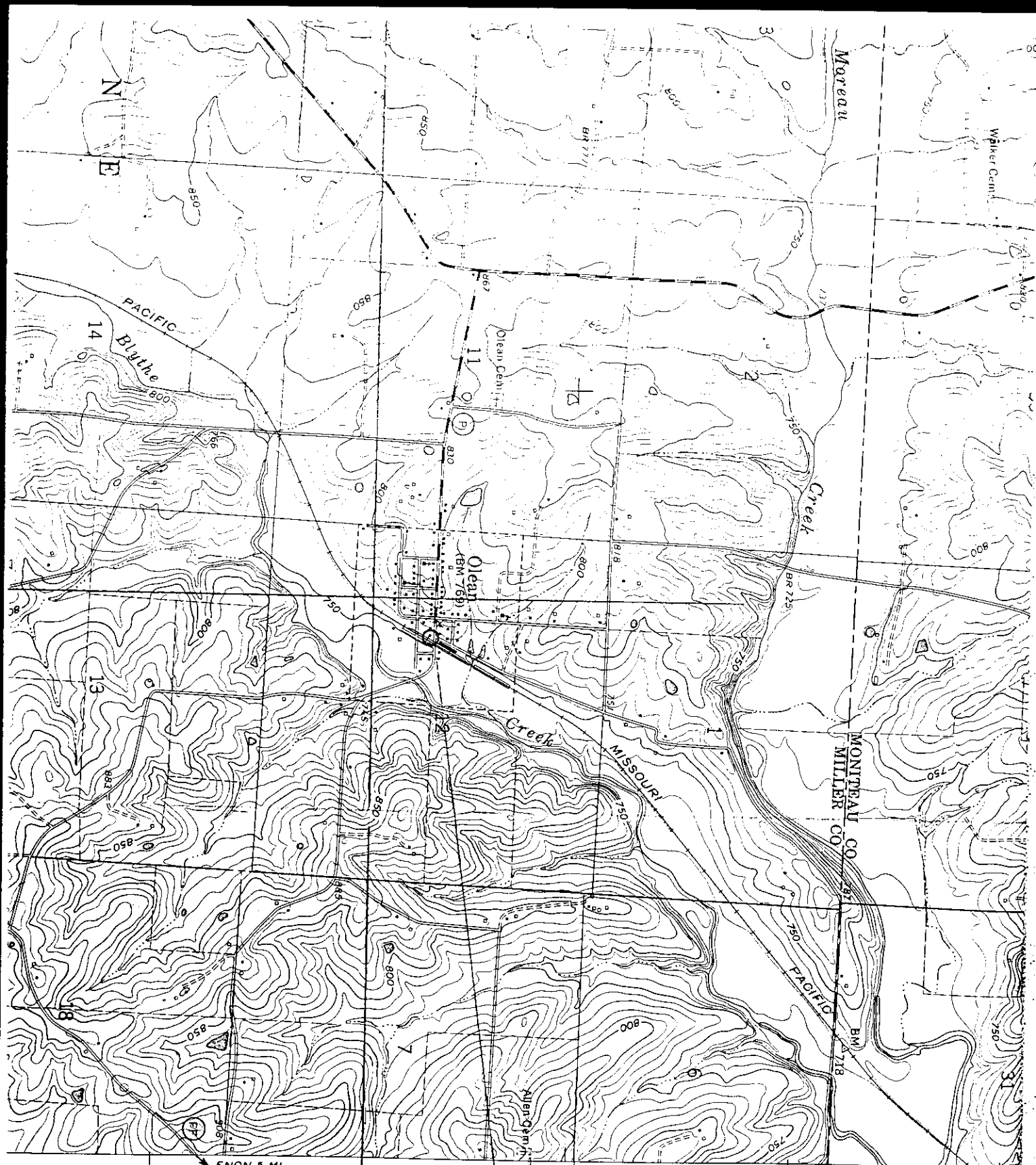
Photo 2. View from town, on Main Street, looking northeast.

Photo 3. View from former track location, including Olean Milling Co., across Main Street. Looking north.

Photo 4. Long view of depot and Main Street, looking west.

Photo 5. Interior of Ticket Agent's Office, looking towards tracks.

Photo 6. Interior of Waiting Room, including ticket window and door to trackside.



ENON 5 MI.

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UTM REFERENCE -
15/541170/425127

OLEAN RAILROAD
DEPOT
OLEAN, MILLER
COUNTY, MO

T. 43 N.
T. 42 N.

OLEAN RAILROAD DEPOT; OLEAN, MILLER COUNTY, MO

① Debbie Sheals

①



② OLEAN RAILROAD DEPOT; OLEAN, MILLER COUNTY, MO
Debbie Sheals

②



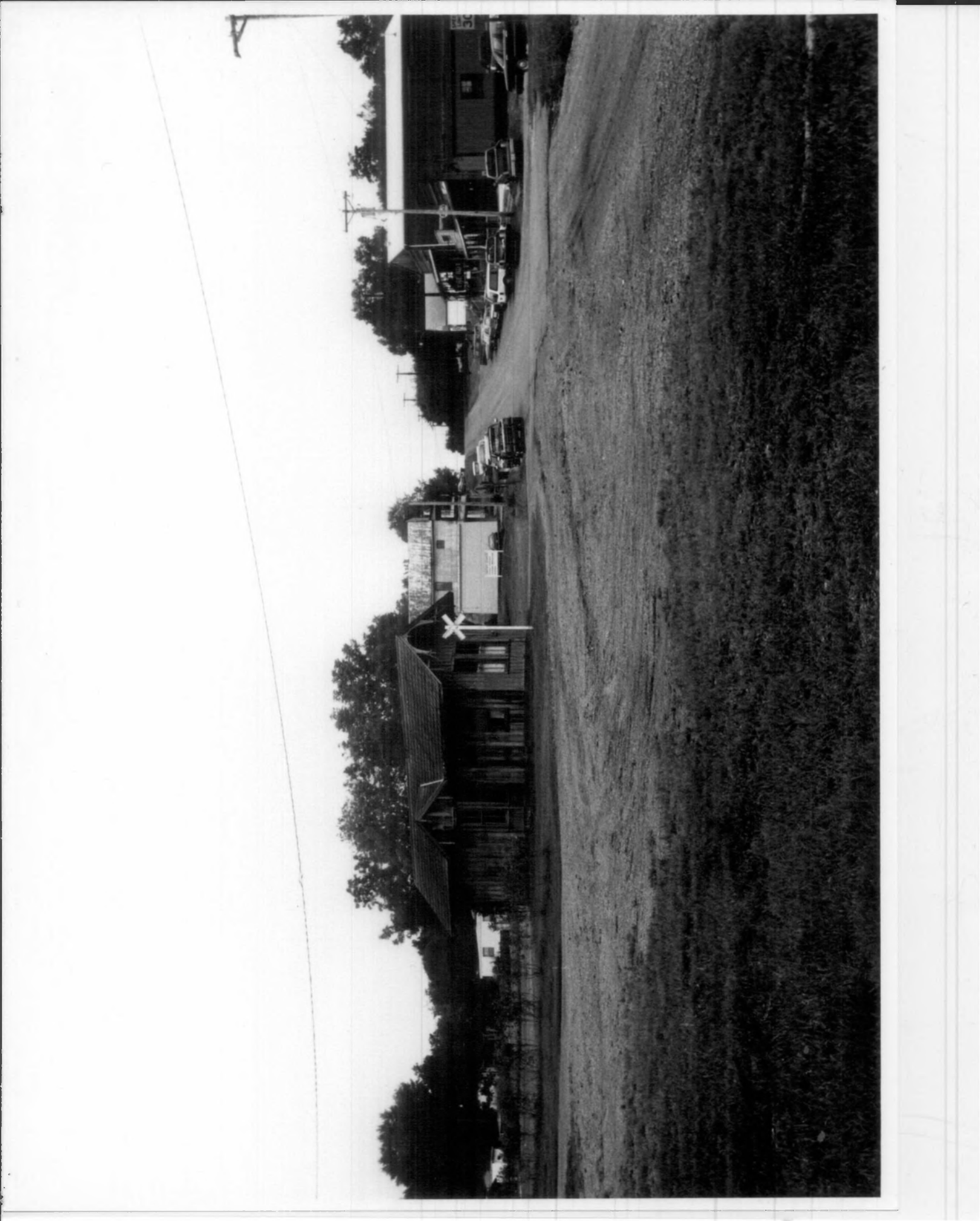
③ OLEAN RAILROAD DEPOT, OLEAN, MILLER COUNTY, MO
Debbie Sheals

③



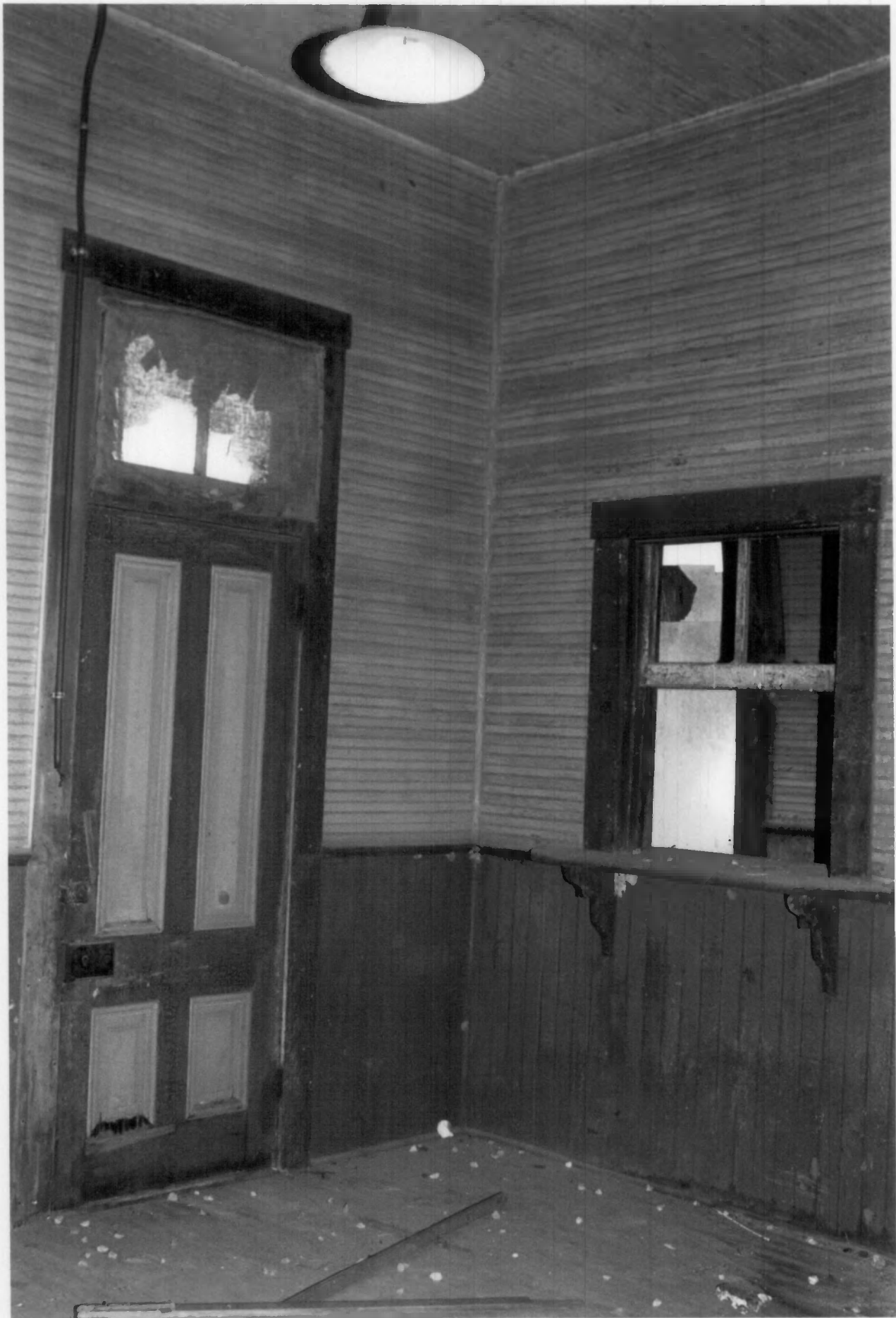
(4) OLEAN RAILROAD DEPOT, OLEAN, MILLER COUNTY, MO
Debbie Sheals

(4)



⑤ OLEAN RAILROAD DEPOT; OLEAN, MILLER COUNTY, MO
Debbie Sheals

⑤



⑥ OLEAN RAILROAD DEPOT; OLEAN, MILLER COUNTY, MO.
Debbie Sheals

⑥



EXTRA
PHOTOS





