

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

1. Name of Property

historic name: Quincy, Omaha and Kansas City Railroad Office Building

other name/site number: O.K. Building; Sullivan County Courthouse

2. Location

street & number: 117 North Water Street

not for publication: n/a

city/town: Milan

vicinity: n/a

state: MO county: Sullivan

code: 211

zip code: 63556

3. Classification

Ownership of Property: private

Category of Property: building

Number of Resources within Property:

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: n/a

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4. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, 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.

 See continuation sheet.

B. Tracy Mehan, III
Signature of certifying official G. Tracy Mehan, III, Director

11/22/91
Date

Department of Natural Resources and State Historic Preservation Officer
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria.
 See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

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5. National Park Service Certification

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I, hereby certify that this 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 Keeper

Date
of Action

=====

6. Function or Use

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Historic: GOVERNMENT

Sub: courthouse

Current : RECREATION AND CULTURE

Sub: museum

7. Description

Architectural Classification:

OTHER: Late Nineteenth Century Commercial Building
Romanesque

Other Description: _____

Materials: foundation limestone roof asphalt
walls brick other metal

Describe present and historic physical appearance. X See continuation sheet.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: local.

Applicable National Register Criteria: A,C

Criteria Considerations (Exceptions) : n/a

Areas of Significance: ARCHITECTURE
POLITICS/GOVERNMENT

Period(s) of Significance: 1898 1908-1940

Significant Dates: 1898 1908 _____

Significant Person(s): n/a

Cultural Affiliation: n/a

Architect/Builder: unknown/Kern, Emanuel G.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

X See continuation sheet.

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9. Major Bibliographical References

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☒ See continuation sheet.

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 # _____

Primary Location of Additional Data:

- ☒ State historic preservation office
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository: _____

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10. Geographical Data

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Acreage of Property: less than one acre

UTM References: Zone Easting Northing Zone Easting Northing

A	<u>15</u>	<u>489490</u>	<u>4450040</u>	B	<u> </u>	<u> </u>	<u> </u>
C	<u> </u>	<u> </u>	<u> </u>	D	<u> </u>	<u> </u>	<u> </u>

☐ See continuation sheet.

Verbal Boundary Description: ☐ See continuation sheet.

The East one-half of Lots 4 and 5, less twelve feet from the south side of Lot 5, of the Original Town of Milan, Sullivan County, Missouri.

Boundary Justification: ☐ See continuation sheet.

The boundary includes those portions of two city lots that have historically been associated with the property.

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11. Form Prepared By

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Name/Title: see continuation sheet

Organization: _____ Date: _____

Street & Number: _____ Telephone: _____

City or Town: _____ State: MO ZIP: _____

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Section number 7 Quincy, Omaha and Kansas City Railroad Office Building Page 1
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SUMMARY: The Quincy, Omaha and Kansas City Railroad Office Building, 117 North Water Street, Milan, Sullivan County, was completed in 1898. Located at the southwest corner of Second and Water streets, it is one block from the courthouse square. The two story brick building was constructed with few stylistic embellishments, other than the rounded, Romanesque entryway on Water Street and the similarly arched second story windows on all four sides of the building. It sits over a full basement on a limestone foundation. Relatively few alterations have been made over the years and it stands today very much as it did when first constructed. As specified by the Quincy, Omaha and Kansas City (QO&KC) Railroad, the building was constructed to accommodate 18 offices. The intricate brick and stone work and the elaborate pressed metal cornice are intact. The only outside entrance to the offices is through the arched doorway on Water Street. The QO&KC Railroad Office Building retains its integrity of location, design, materials, and workmanship.

ELABORATION:

Location: The Railroad Office Building is located one block east of the courthouse and commercial square. The building is on the east half of Lots 4 and 5 and on the northeast corner of Block 7. It is bordered on the north by Second Street and on the east by Water Street. Block 7, a part of the original town of Milan, is entirely commercial. The site was chosen by the Quincy, Omaha & Kansas City Railroad Company and Isaac Guinn -- the owner of the land. West of Block 7, the courthouse square is surrounded by commercial buildings, with the courthouse located in the center of the square. By the time the Railroad Office Building was erected, most of the wooden buildings around the square had been replaced with two-story brick buildings, many of which are extant. The Railroad Office Building was favorably located for visiting railway executives. After a day's work, they could attend entertainment at the Opera House and spend the night at the Stanley Hotel -- both within a short walking distance from the offices.

The exterior of the building shows window alterations on the north (Second Street) and west sides. A very early picture shows only four windows on the north, two above and two below (see Figure 1). That arrangement corresponded to the south side of the building. Four more windows were added on the north, two on each story. However, the third window from the left has been bricked in. Three windows on the west side were bricked in and two more one-half bricked in. Those window alterations were made when the rooms were used for prisoners and housing for the sheriff and his family. Some ill-fitting storm windows and a plywood enclosure at the entrance were added in recent years to conserve energy. A triangular-shaped pediment atop the building -- shown only

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in a very early picture -- is missing. Otherwise, the building is almost identical to the 1909 picture. (See photograph #1).

East Elevation-Water Street: The facade, or east elevation, faces Water Street and contains the only outside entrance to the offices. The bricks are buff colored, and the building sits parallel with the street. The center section of the building, 26 feet, is recessed four inches -- leaving a projection on each end.

The building is capped with an elaborate pressed metal cornice about 15 inches wide. Below the cornice is an eighteen-inch corbelled brick band running the width of the building.

There are nine windows in the upper story, each recessed in a circular arch composed of one row of soldier bricks and one row of header bricks. The windows are one-over-one, double-hung, and each rests on a cut granite sill. The three center windows are more narrow than the others and are located closer together to form a unit which is symmetrically located over the arched entrance on the lower level. These windows also light the inside stairway. At the base of the window arches, a belt consisting of two rows of projected bricks runs the length of the building.

On the lower story, the focal point is the circular arch entrance. The arch leads to a four-foot recessed area which leads to double wooden doors with transoms. The doors open into the foyer, which leads to the offices on the lower floor and to the open stairway leading to the second floor.

The circular arch entrance is constructed of three rows of bricks -- the first row is of bull-nosed soldier bricks, the second is header bricks -- alternate ones bull-nosed -- and the outside row is header bricks. The arch is topped with a granite keystone which has three cut stones on top. Below the arch are two brick pilasters with cut stone tops. The pilasters rest on the granite water table, which runs the length of the building. Five granite steps lead from the sidewalk through the arch to the wooden doors. The outside steps have a granite block at each end.

There are six recessed rectangular windows in the lower story. They are one-over-one, single hung, and each rests on a granite sill. A row of soldier bricks is across the top of each window.

The fourteen-inch wide watertable of cut granite rests on the rusticated limestone foundation which varies in exposed height from 45 to 72 inches because of the slope of ground on the east side of the building. There are

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four windows in the basement area on the east side. The two north ones are single pane and the two south ones are one-over-one, double hung. Each window is recessed and rests on a stone sill. The basement walls are 17 inches thick.

The facade has a symmetrical appearance and is comprised of particularly fine masonry work and retains its integrity except for the plywood in the entrance and ill-fitting storm windows which were added in 1979 to conserve energy. (Photograph #1.)

North Elevation-Second Street: The elaborate pressed metal cornice and corbelled band along the facade also extends across the north elevation. Buff-faced bricks are also used on this side. The north exterior shows evidence of window alteration. A very early picture shows only the four center windows -- two above and two below. That arrangement corresponded to the south side of the building. Four more windows were added on the north -- two above and two below. The added windows correspond in style with the original ones. However, the third window from the left on the upper level has been bricked in, but the frame brick work is still intact. Each window on the upper level is recessed in a circular, free-standing arch. Each arch is topped with one row of soldier bricks and one row of header bricks. The windows are double-hung, one-over-one, and each rests on a cut granite sill. Across the building at a point just below the window arches is a belt of two rows of projected bricks.

The lower story contains four rectangular windows. The two outside windows were added at a later time, as were the windows on the upper level. The four windows are double-hung, one-over-one and the two center windows are topped with a row of soldier bricks. All the windows on this level also rest on a granite sill.

The lower story is separated visually from the basement and foundation stone by the fourteen-inch granite water table. The slope of the land is toward Water Street, so the rusticated limestone basement wall is 15 inches above ground on the west end and 45 inches above ground on the east end. There are two recessed windows in the basement area. They are single pane windows and each rests on a stone sill.

The north side, like the east, is comprised of particularly fine masonry work which has withstood the test of time (Photograph #2).

West Elevation: Consistent with the premise that only the street sides of commercial structures were given an aesthetic treatment, this side of the

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building is constructed of common red bricks. It does not use the metal cornice or corbel design, and the masonry work is of lower quality than that on the two street sides. A parking lot owned by an automobile dealer occupies the lot to the west.

A chimney extends from the wall about midway and rises several feet above the roof. The chimney was constructed for use with the coal-fired furnace which provided steam heat. This chimney may be removed when the new roof is installed in 1991.

There were originally seven windows on the upper level -- four north of the chimney and three south. However, two windows to the north have been bricked in, but the arch and outline remain. The other windows are double-hung, one-over-one, and set in a recessed circular arch on the stone sill.

On the lower level there were also seven windows spaced below those above. However, one window has been bricked in and two others were shortened. The frame outlines and brick arches remain. The windows are double-hung, one-over-one and set in a recessed segmented arch.

The west wall rests on the foundation stone at ground level.

South Elevation: The south elevation of the building, visible from Water Street, was constructed to coordinate with the east and north sides -- the metal cornice, corbelled band, and water table all continue on this side. However, the common red bricks are used, rather than the buff colored ones used on the other three elevations.

There are two double-hung, one-over-one windows on the upper level. They are recessed in circular arches and rest on granite sills. The lower level also has two recessed windows in segmented arches and they are double-hung, one-over-one and rest on granite sills.

The only entrance to the basement is from this side. A simple wooden door closes each of the two openings.

Adjacent to the building on the south is a 25-foot open area -- part of the lot the building is erected on. Next to that is a fenced parking lot owned by a car dealer, and next to that is a commercial building facing Third Street. (Photograph #6)

Interior: Except for a few minor changes, the interior of the building is close to the original floor plan.

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Lower Level-First Floor: The foyer is entered from the sidewalk by five granite steps that lead through the archway and through double wooden doors with transoms. The foyer leads to the central hallway and the hall leads to the offices on the lower floor or to the open stairway which goes to the top floor. An inner hall was probably added to the west room when the building was used for a jail and residence for a jailer and his family.

The ceilings are 10 feet high. Four-foot wainscoting lines most of the rooms, hall, and foyer. Above the wainscoting the walls have a smooth painted finish.

The seven-foot doors leading into the rooms are solid oak. Most of them are single pane, three panel doors -- one panel horizontal above the glass and two vertical panels below the glass. However, on this level three doors are five-panel doors without glass. Above the doors is a single pane transom.

The foyer and most of the rooms contain old-fashioned steam radiators, and that is the current source of heat, although the building is not now heated in the winter months. The present gas-fired furnace was installed in 1979. There are two bathrooms on this floor. The rooms are designed to receive maximum light from the outside, but minimum electric lighting is in each room.

Stairway: To the right of the foyer and near the center of the building, the open stairway leads to the top floor. The decorative newel post, handrail, and steps are all solid oak. Fourteen steps lead to a landing below the three windows on the upper level of the building. Three more steps lead to the second floor. (Photograph #8)

Upper Level-Top Floor: At the top of the stairs, the west wall contains a large mural painted by local artists in 1979. The picture depicts historical events and landmarks of Sullivan County.

On this level the ceilings are also 10 feet high and wainscoting lines the hall and most of the rooms. Above the wainscoting the walls are smooth and painted. The doors are the same solid oak type found on the lower level. The doorways are seven feet high and have a two-and-one-half-foot transom with glass. Steam radiators are in most of the rooms, and there is also minimum electric lighting in the rooms.

Exterior Alterations: The addition of windows on the north side is confirmed from an early photograph (Figure #1). The windows which were later bricked in were probably altered when the building was converted to a jail and living

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accommodations for the sheriff and his family. The window alterations are the only extensive changes made to the exterior since it was constructed in 1898.

A new asphalt roll roof with tar was laid in 1976. That roof had extensive repair work done in 1982, 1988, 1990, and 1991.

In order to conserve heat, the archway was enclosed with plywood in 1979 and a storm door was added. At that time some ill-fitting storm windows were added. These alterations could easily be reversed, as all the original design and materials are intact.

The four windows which were added on the north elevation, probably about 1909, correspond in design and brick work with the original ones, except a row of decorative bricks above the two lower windows is missing. The third window from the left on the upper level is bricked in, but the arch and outline remain. Storm windows were added on the lower level. All alterations could be reversed.

The west elevation also shows window alterations. On the upper level the second and third windows from the left were bricked in when the rooms were used for prisoners. At the same time, the windows on the lower level were changed when living accommodations were provided for the sheriff and family. The second window from the left was bricked in, and the third and fourth windows were converted to shorter size, double-hung, one-over-one. Some of the arches and frame work remain around the altered windows.

The south elevation has had no obvious alterations in ninety-two years. A crack in the brick work between windows on the upper and lower level needs to be repaired. Some bricks have been replaced on the southwest corner of the building. The basement door needs some repair. The metal cornice and brick corbel are in good condition.

Interior Alterations: In 1940 when the county offices were moved to the new courthouse and the building was equipped for a jail with housing for the sheriff and family, some alterations were made to the interior.

On the first floor where the sheriff and family lived, an inner hall was constructed so the family could pass between rooms in the living quarters without using the public hallway. That hall remains.

Other alterations that may have taken place at that time were reversed in 1964 when the Green Hills Human Resources Agency moved in. In 1979 a temporary doorway was erected at the foot of the stairway to conserve heat. The

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wainscoting is missing from the large room on the north.

In 1964 the one bathroom was made into two smaller bathrooms.

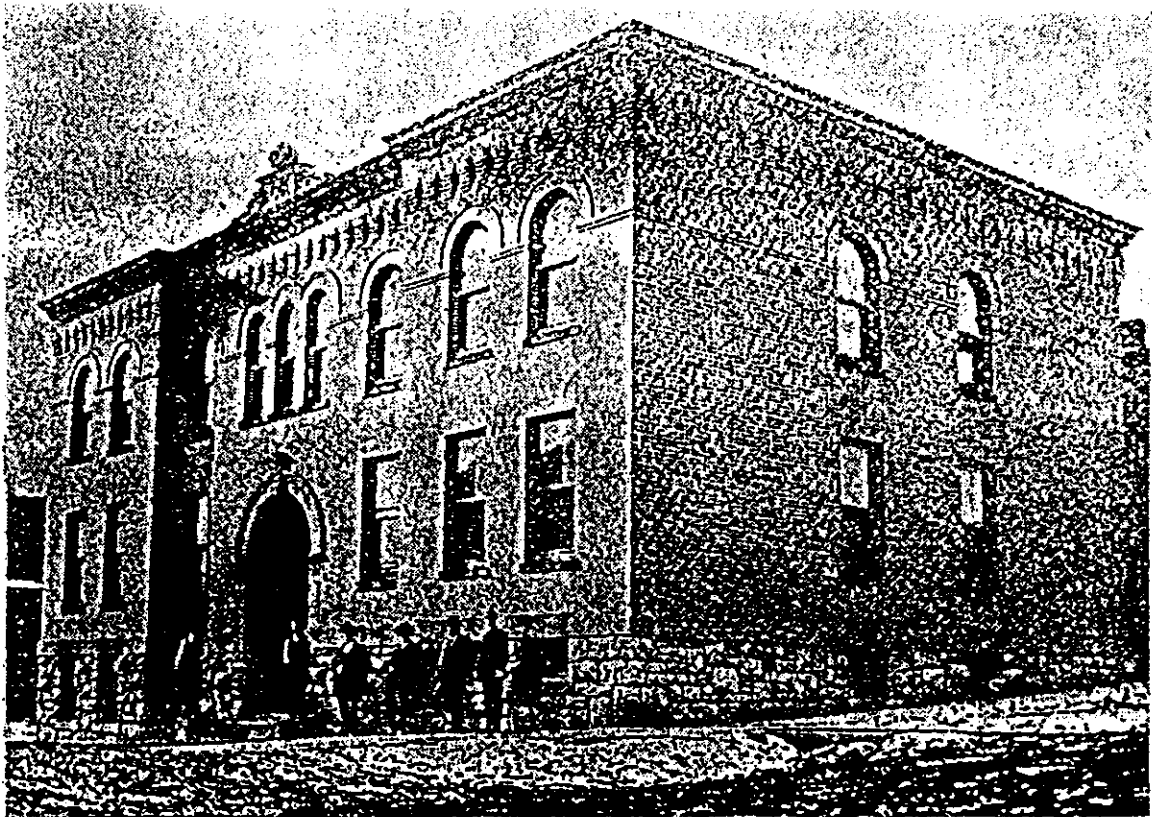
On the second floor, the partition was removed between the two rooms on the north to accommodate prisoners. Iron-bar cells were installed and iron bars were placed across the windows in that room. The cells and bars were removed in 1964, but the area on the north remains one large room.

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Figure 1
RAILROAD OFFICE BUILDING
Milan, Missouri
Date: ca. 1909



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Figure 2
Milan, Sullivan County, Missouri

The map shows a grid of lots and streets. The streets are labeled as follows:

- Vertical Streets:** Broadway, Market, Main, Water.
- Horizontal Streets:** First, Second, Third, Fourth.

The lots are numbered and some contain names of owners or occupants. The map is divided into four main sections labeled FIRST, SECOND, THIRD, and FOURTH. The town is bounded by the Missouri River to the west and the Illinois River to the east. The map is titled 'Figure 2' and 'Milan, Sullivan County, Missouri'.

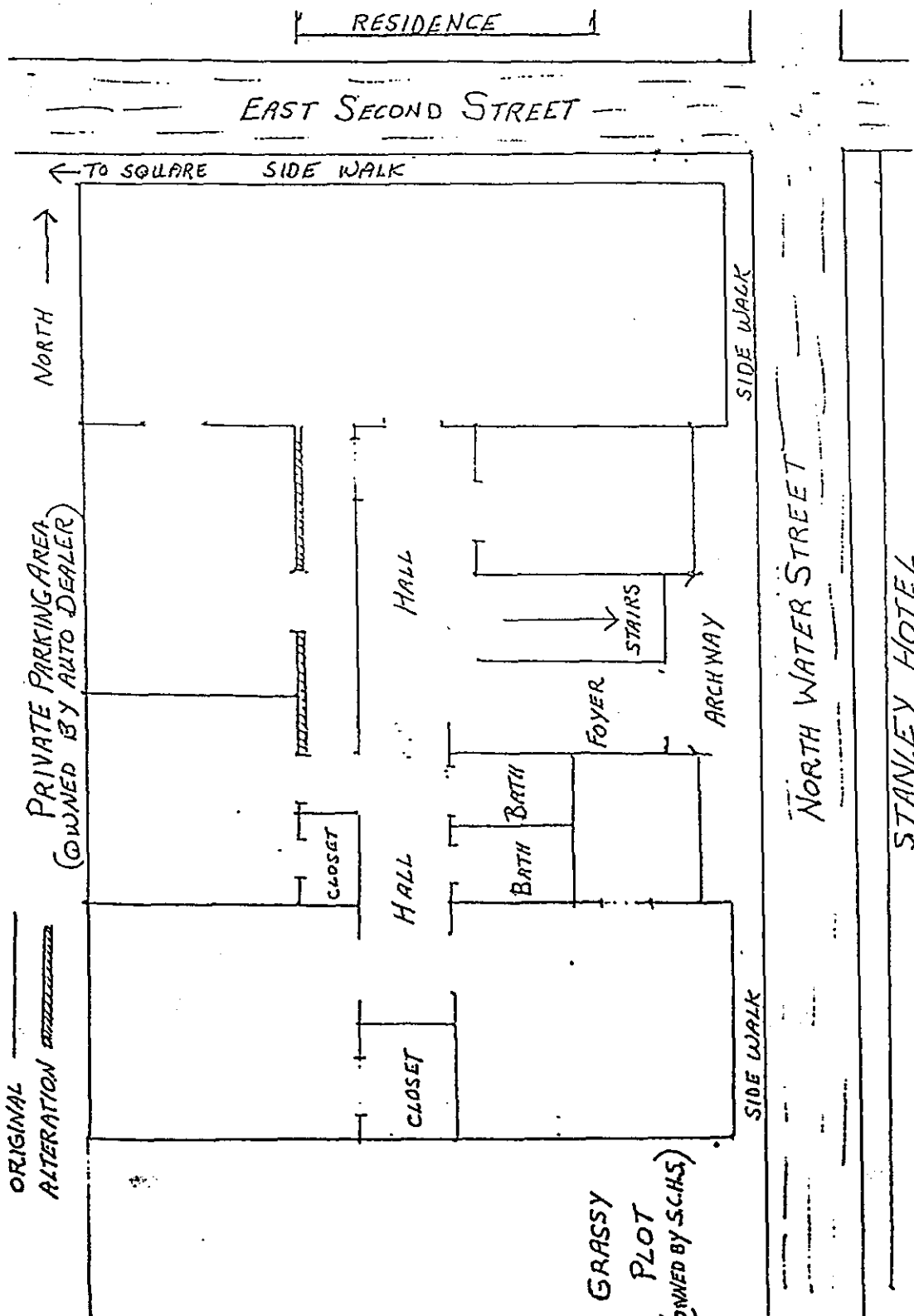
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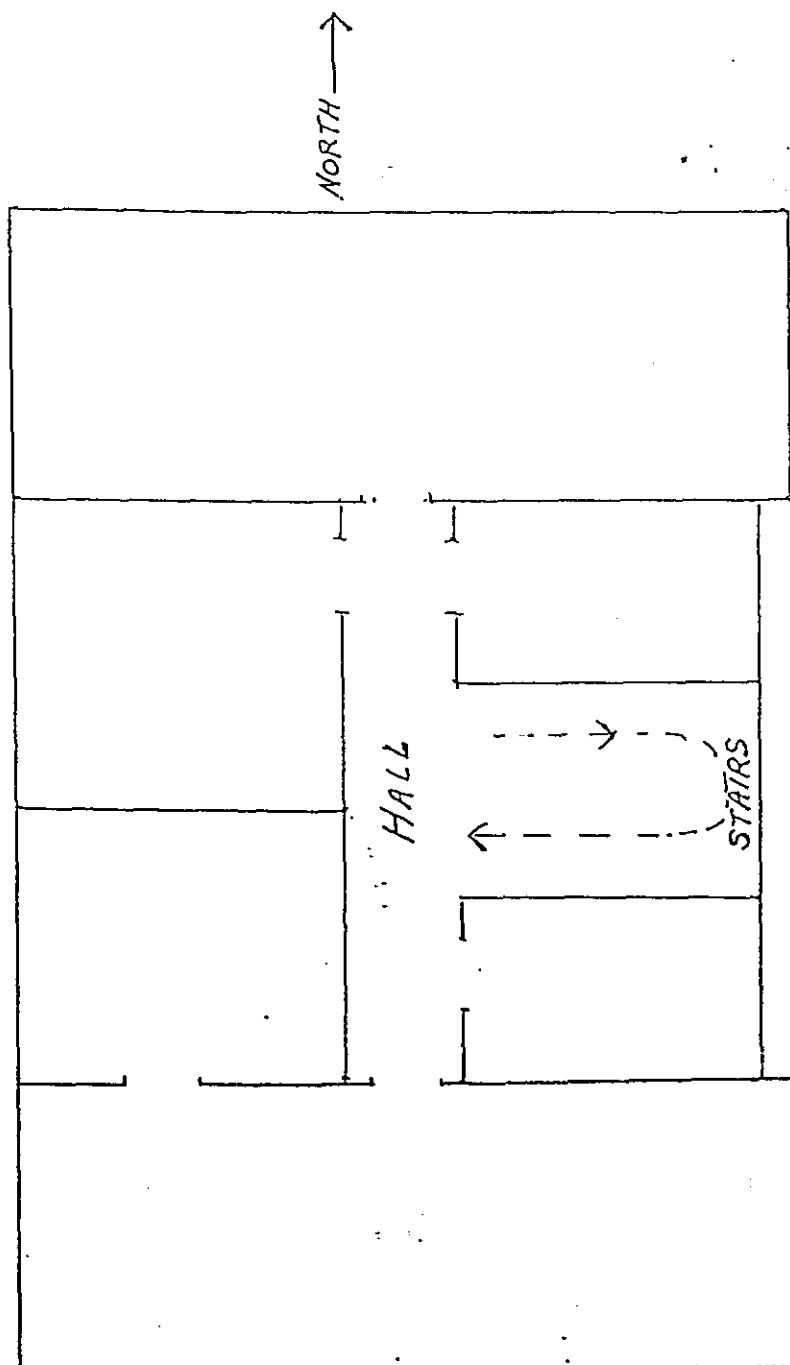
QUINCY, OMAHA AND KANSAS CITY RAILROAD OFFICE BUILDING
117 North Water Street, Milan, Sullivan County
First floor plan
not to scale



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QUINCY, OMAHA AND KANSAS CITY RAILROAD OFFICE BUILDING
117 North Water Street, Milan, Sullivan County
Second floor plan
not to scale

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SUMMARY: The Quincy, Omaha & Kansas City Railroad Office Building in Milan is significant under Criterion C in the area of ARCHITECTURE. Completed in 1898 as the headquarters and offices for a division of the Quincy, Omaha and Kansas City (QO&KC) Railroad, the building was constructed according to specifications supplied by the railroad; however, it was never occupied by the railroad. The building is an intact, essentially unaltered example of the functional buildings designed by the railroads to house their offices and is similar to other division office buildings extant in Missouri. The building is also significant under Criterion A in the area of POLITICS/GOVERNMENT. From 1908 to 1940, the building was used by Sullivan County as a courthouse and served as the seat of government for the county. It is the oldest building which served that purpose which remains in the county.

ELABORATION: On January 6, 1837, the Missouri state legislature organized Linn County and also provided that all territory north of the new county would be attached to it for civil and military purposes. In 1843, boundaries were determined for a portion of the unorganized territory, designated Highland County, although its population was not sufficient to permit the establishment of a county government. The following year a state census affirmed that Highland County finally had attained sufficient population for its organization. On February 14, 1845, Highland County was organized as Sullivan County. Between 1850 and 1860, population of the county surged from 2,983 to 9,108. Growth in subsequent decades was less dramatic. In 1870, Sullivan County recorded 11,907 inhabitants; in 1880, the population had reached 16,569.¹

On May 1, 1845, a site of fifty acres, on the farm of Armstead C. Hill and near the geographic center of the county, was selected as the county seat. Ten streets were laid out in a Shelbyville pattern around the court square of the town, designated Milan; First through Fifth streets ran east and west, while Broadway, Market, Main, Water, and Vine streets ran north and south. Although the original plat was never filed, the first sale of lots in the town

¹Gladys Wells Crumpacker, comp. The Complete History of Sullivan County, Missouri, 2 vols. (Milan, MO: History Publications, 1977), volume 1: 1836-1900, 1:12; T.A. Dodge, "Sullivan County," in Walter Williams, ed., A History of Northeast Missouri, 3 vols. (Chicago: Lewis Publishing Company, 1913), 1:649. The 1840 population of what became Sullivan County was approximately 200; the 1844 population was approximately 2500.

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was held on May 5, 1846. The town survey was finally completed in 1850 when thirty-one blocks and a total of 145 lots were recorded.²

The Railroads and Milan:

While national railroad fervor reached Missouri before the Civil War, the only railroad completed prior to 1861 was the Hannibal and St. Joseph. Construction during the war was almost nonexistent, but by the end of the war, five major and two minor rail lines represented 810 miles of track in the state. The conviction that a rail connection was the only certain determinant for survival fueled a "railroad mania" in post-Civil War Missouri, as the towns and counties of the state subscribed over seventeen million dollars to instate railroads.

In July and September 1869, voters of Sullivan County denied bond issues intended to subsidize construction of the North Missouri Central Railroad through their county.³ The following year, in a special election on February 22, they did vote to subscribe to a \$200,000 bond issue for the Quincy, Missouri and Pacific (QM&P), which agreed to build its line across the county from east to west as near to the center of the county as possible and to locate depots at Milan, Green Castle, and Wintersville. Incorporated on June 29, 1869, in Quincy, Illinois, the QM&P, or Quincy Route, proposed to construct a line from a point on the Mississippi River opposite Quincy to a point on the Missouri River opposite Brownsville, Nebraska. Work began on the route almost immediately, and, by April 25, 1872, it was complete between Quincy, Illinois, and Edina, Missouri. By the end of the year, the road had reached Kirksville. With the Panic of 1873, work was suspended; however, by 1877, work on grading and surveying resumed. In 1879, the road was completed to Milan.

Traffic on the QM&P was light from its inception, and the road continued to experience financial difficulties. From 1879 to 1886, the QM&P was leased to the Wabash, St. Louis and Pacific. In 1881, the route was extended to Trenton, where construction again halted. From 1886 to 1888 it was operated as an independent line. In 1888, the QM&P was reorganized as the Quincy,

²History of Adair, Sullivan, Putnam and Schuyler Counties, Missouri
(Chicago: Goodspeed Publishing Company, 1888), pp. 153-157.

³Ibid., pp. 107-108.

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Omaha and Kansas City (QO&KC), or "O.K. Line," as well as its earlier Quincy Route identity.⁴

In 1871, the county acted to entice a second rail line and subscribed \$200,000 in bonds to the St. Joseph and Iowa to construct a line north and south through the county. The railroad and the bonds were acquired by the Burlington and Southwestern, which agreed to continue the construction. Construction on this line also halted with the Panic of 1873, but was finally completed to Milan in 1874 and through Sullivan County in 1876. With this line, which ran along the eastern edge of Milan, the town became a junction point. A third line, the Chicago, Milwaukee & St. Paul, ran north and south through the western part of the county but did not enter Milan. When completed, these railroads would connect the county with markets and distribution points such as Kansas City, Chicago, Quincy and St. Louis.

The railroads brought growth and an uneasy change to the county. On September 27, 1887, the Milan Republican observed that "already change is coming over our town and people. Strange faces are seen on our streets daily and houses to rent are in demand." In 1893, the county shipped 1,145 bushels of wheat, 4,815 bushels of corn, 2,428 bushels of oats, 12,610 bushels of potatoes, 322,585 pounds of poultry, 230,650 dozen eggs, 89,435 pounds of butter, 3,250 bushels of timothy seed, 107 cars of coal, 58 cars of railroad ties, and 98 cars of wood. The following year the county shipped 457 car loads of cattle, 127 cars of hogs, 16 cars of horses, and 42 cars of sheep.⁵

The 1890s also witnessed a boom in construction in Milan. A number of destructive fires had visited the town since its inception, so that by the 1890s most of the wooden buildings around the square were replaced with two-story brick buildings. Bricks for the buildings were made in many clay pits scattered over the country, and two brick plants in Milan produced over 3,000 bricks a day. Many of the brick buildings were the work of local contractor Emanuel G. Kern, who the Milan Standard extolled as

the greatest designer, contractor and builder in North Missouri. His 28 x 90 foot shop has a dry kiln and the best machinery. His equal as an architect and mechanic is seldom found. The many fine frame and brick

⁴Donald J. Heimburger, Wabash (River Forest, IL: Heimburger House Publishing Company, 1984), p. 29; and Julius Grodinsky, Jay Gould: His Business Career, 1867-1892 (Philadelphia: University of Pennsylvania Press, 1957), pp. 228 and 250.

⁵Milan Standard Souvenir Edition, p. 27.

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structures in Milan and North Missouri are shining testimonials for him."⁶

By July 1897, the Milan Republican optimistically reported that Milan was recognized by the QO&KC as the proper place for a division headquarters. Railroad officials apparently assured the citizens of Milan that, if they would subscribe \$15,000 for the construction of a round house, general headquarters building, and coal chutes, their "chances would be good" that the division headquarters would be located in the town.⁷

Over three hundred Milan citizens subscribed the required \$15,000, including Isaac Guinn, Addison Payne Sr., and Caleb Payne, who headed the list with their contributions of \$500 each. In October 1897, according to the Milan Republican, QO&KC general manager Savin and superintendent E.E. Soule visited Milan

. . . and located headquarters for the general offices on the lot east of Ike Guinn's livery barn, and the work of clearing the grounds began immediately after dinner. By Tuesday night the excavating was finished. The building will be 38 x 84 feet, two stories and basement, with 18 rooms. About forty or fifty clerks will be employed.⁸

Architecture:

Railroads erected over one hundred types of structures along their tracks and at their terminals. Most railroad offices were constructed in conjunction with a terminal passenger depot, at a passenger terminus or a junction point. For these types of buildings, Lehigh Valley Railroad engineer Walter Berg noted that "conditions will vary materially in each locality and at each point in question, so that it is practically impossible to establish any but the most general rules for guidance in planning such structures."⁹ Therefore,

⁶Milan Standard, November 9, 1895, and June 16, 1901.

⁷Milan Republican, October 5, 1899.

⁸Milan Republican, March 4, 1897, and October , 1897.

⁹Walter 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. 338.

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the design of general offices was determined by "the same rules and requirements [that] . . . govern the layout as in any office building."¹⁰

According to Berg, "the facilities and accommodations . . . that have to be provided to a greater or less extent according to the requirements in each particular case" were:

General Offices.--The upper floors of a terminal passenger depot are usually utilized to a more or less extent for offices for officials and clerks connected with the railroad or railroads using the depot, the accommodations consisting of general offices for the different departments, private offices for the chiefs of departments, vaults for documents, store-rooms for stationery and sundry supplies, directors' room, conference-room, toilet-rooms, lavatories, messenger-rooms, elevators, private entrance and staircase independent of the entrances and exits for passengers, as also in certain cases dwellings or private rooms for certain officials or employees, and a lunch-room for the officials and clerks.¹¹

Emanuel G. Kern served as general contractor for the office building, which was erected according to specifications supplied by the railroad. Completed in 1898, the QO&KC headquarters building utilized most of the features recommended by Berg, with the notable exception that it did not contain facilities for passengers since it was well removed from an already existing depot. It did, however, contain space for eighteen offices, a lavatory, and a vault. The QO&KC building in Milan is similar to railroad office buildings extant in Slater and Mexico, although these buildings served as combination passenger depots and general offices. All three buildings are severely functional in design and primarily rectangular in form, with little ornamentation or stylistic embellishments.

However, the general offices of the Quincy, Omaha and Kansas City Railway never moved into the building. On August 1, 1897, the QO&KC was leased by the Omaha, Kansas City and Eastern (OKC&E), which also adopted its predecessor's "OK" Line motto. The OKC&E also secured trackage rights between Pattonsburg and Council Bluffs from the Omaha and St. Louis. The year before the OKC&E had constructed its own line between Trenton, to connect with the QO&KC tracks, and Pattonsburg, to join the Omaha and St. Louis line. The resulting line, which reached from Quincy, Illinois, to Council Bluffs, Iowa, also connected at Pattonsburg with the Kansas City and Northern Connecting

¹⁰Ibid., p. 352.

¹¹Berg, pp. 340 and 342.

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Railroad, which reached the outskirts of Kansas City by 1898. The resultant hybrid line utilized the "Port Arthur Route" motto of the Kansas City, Pittsburg and Gulf Railroad (KCP&G) and served as the northern tributary of that line which extended from Kansas City, Missouri, to Port Arthur, Texas.¹²

Three divisions were established on the reorganized QO&KC. The line between Quincy and Milan was designated the Quincy Division; the Middle Division reached from Milan to Stanberry; and the Omaha Division covered the remainder of the route from Stanberry to Council Bluffs. As the middle point between the Quincy Division and the Middle Division, Milan seemed assured of a division headquarters on the revitalized route. However, on his return to Kirksville after he located the site of the office building in Milan, general manager Savin learned he had been fired and W.G. Brimson appointed as his successor. The railroad headquarters which had been located in Quincy, Illinois, were moved to Kansas City. In 1899, a year after its completion, the office building remained unoccupied and the Milan Republican lamented

What's wrong with Milan? We have a Railroad Division located here, a round house, a R.R. Headquarters Office--a large handsome building supplied with modern lighting and heating facilities, but it is not occupied, except with rats and bats; window sills are covered with moss and dust; cobwebs decorate its frescoed ceilings--all lifeless--really dead.¹³

Although the division offices were never moved to Milan, the round house and coal chutes were completed and the railroad's mechanical department was housed at Milan and employed approximately 200 men. The prosperity which began with the railroads continued, also. Businessmen derived their income from two prime sources -- the railroad industry and trade with the rural area. In 1905, 495 car loads of merchandise were received in Milan and 444 cars of commodities were shipped out. The King Buggy Shop kept from 50 to 100 buggies, surries, spring and road wagons on hand. Other establishments included a furniture and undertaking business, millinery, jewelry, saddle and harness shops, a music store selling organs, pianos and sewing machines, a photograph gallery, hardware, general merchandise and produce houses. Services available were those of attorneys, doctors, dentists, abstractors,

¹²Ralph L. Cooper and Michael R. Johns, Hogback Road: A History of the Quincy, Omaha & Kansas City Railroad Co (N.p., 1983), pp. 1-19.

¹³Milan Republican, March 9, 1899.

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banks, newspapers, blacksmiths, barber shops, hotels, restaurants, dray service and livery barns.¹⁴

Milan also continued to serve as an active junction point, with four mail and passenger trains stopping daily and sixteen trains arriving and departing on a regular basis. In 1900, Milan, with a population of 3,000, was the largest town in the county. It was connected to the smaller towns, not only by roads and railroads, but also by telephone and mail service. Since Milan owned an electric power plant, most business houses and some residences enjoyed a limited amount of electricity for lighting. City water was also available on a limited basis. The streets around the courthouse and down to the depots were covered with cobblestones -- making for an extremely rough ride when passengers and baggage were delivered to the trains.¹⁵ On January 22, 1902, the OK line was bought by the Burlington system. In 1939, the line between Milan and Kansas City was abandoned.

Government and Politics:

In 1847, a log building was constructed to serve as Sullivan county's first courthouse. In 1857, a two story, Greek Revival, brick courthouse was erected on the city square. In 1891, the county court voted to repair the deteriorated thirty-four year old building rather than replace it. Kerns and Shearer did the repair work. On July 2, 1908, the 1857 courthouse was destroyed by fire; however all the county records were saved.¹⁶

The building erected for the QO&KC offices was vacant and, on July 26, the minutes of the County Clerk noted:

Whereas the Sullivan County Court House was on Thursday night July 25, 1908, destroyed by fire, leaving County Clerk, Recorder of Deeds, Circuit Clerk, and County Treasurer with no place to transact business and care for the records of the respective offices, and Isaac Guinn having offered to the county gratuitously, what is known as the O.K. Building situated on Block Seven (7) original town of Milan, Mo. until arrangements can be made for the several offices. It is therefore

¹⁴Crumpacker, 2:3-88

¹⁵Crumpacker, 2:23.

¹⁶Marian M. Ohman, Encyclopedia of Missouri Courthouses (Columbia: University of Missouri-Columbia Extension Division, 1981), n.p.; and Crumpacker, 2:53.

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ordered that said officials occupy offices in said building until arrangements for said offices can be made.

The building was a logical choice, since it was already equipped with vaults, electricity, and water, and it was anticipated that it would serve the county only on a temporary basis. However, it was thirty-two years later before the offices were moved to the new courthouse. When it became apparent a new courthouse would not be built soon, the county court voted to pay Guinn \$6,000 for the building, the amount of the insurance on the old building and contents.

From 1908 to 1940, the building served as the county courthouse. In addition to offices for county officials, the building also hosted the Sullivan County Draft Registration Board during World War I and a variety of civilian relief agencies during the Great Depression. In 1912, four years after the old courthouse was destroyed by fire, the city square was cleared of debris and leveled. Grass was sown and a granitoid curb was placed around the square. The merchants contributed money for a bandstand to be erected on the square, and during the summer months regular band concerts were enjoyed. The citizens were not happy about not having a courthouse on the city square, but in 1913, they rejected a bond issue to raise the \$100,000 needed to construct a new building.¹⁷

By 1930 the population of Sullivan County had decreased to 15,151 -- a trend that would continue to the present day and a current population of less than 7,000. During the Depression, the railroad shops in Milan were closed and the machine shops and round house abandoned and later destroyed.

A general improvement in the economy began in the late thirties, perhaps as a direct result of the war in Europe. The price of farm commodities improved, jobs in defense plants in the cities became available, and even railroad activity picked up. On June 7, 1938, with the anticipation of Federal assistance, the voters of Sullivan County approved two bond propositions. One authorized the county to issue bonds for \$68,000 to be used to erect a courthouse. The other proposition authorized bonds for \$7,000 to provide and equip a jail. The Federal government would provide 45 percent of the amount necessary for construction of the courthouse and jail. The new courthouse was completed in 1940 and the county offices were moved from the Railroad Office Building. The old office building was equipped for a jail by placing iron cells in the north rooms and installing iron bars over the windows. The lower

¹⁷Crumpacker, 2:169-195 and 235.

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floor was remodeled for living accommodations for the sheriff and his family. Window alterations on both levels were also made at this time.

By 1960 the county decided it was not feasible to continue keeping prisoners in the Railroad Office Building, so the building was again vacated. In 1964 the Milan Jaycees removed the jail equipment and used the building as a school for pre-schoolers and the Head Start Program. After two years the Head Start Program moved to the new Jaycee Building, and a Federal agency moved into the old building. The County Court leased the building to the Green Hills Human Resources Agency. In 1979 the GHHRA subleased the top floor to the Sullivan County Historical Society to use for a museum.

In 1985, when the Green Hills Agency moved to Trenton, the county agreed to sell the building to the Sullivan County Historical Society for the sum of \$1,000. The deed to the property is dated April 15, 1985. The Society has maintained the integrity of the building with a minimum amount of funds. Because of the cost of heating the building, it is not open to the public during the winter months. It is the Historical Society's goal to refurbish the building and maintain it in the original state so the citizens may enjoy the stately old building that has been such an integral part of Sullivan County's history.

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Correspondence

Smith, Gloria (Longtime employee of First National Bank) to Betty Cochran,

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December 13, 1989.

Interviews

Baldrige, Hugh, with Betty Cochran. September 15, 1989, Milan, Missouri
Baldrige, Mildred, with Betty Cochran, September 15, 1989, Milan, Missouri.
Day, Esther, with Betty Cochran, October 29, 1989, Milan, Missouri.
Fulks, James, with Betty Cochran. January 7, 1990, Milan, Missouri.
Guinn, Gerry (Daughter of Isaac Guinn, the first owner of the nominated building) with Betty Cochran, September 15, 1989, Milan, Missouri.
Harlan, Daymon (Green Hills Human Resources Agency Supervisor) with Betty Cochran, January 1, 1990.
Hubbard, Bill (Green Hills Human Resources Agency) with Betty Cochran, January 7, 1990.
McCarty, Joe (Local Historian) with Betty Cochran. November 25, 1989, Milan, Missouri.
Montgomery, Merrill (Lawyer and Historian) with Betty Cochran, October 20, 1989, Milan, Missouri.
Montgomery, Ruth (Retired Teacher and Historian) with Betty Cochran, October 20, 1989.
Shoop, Margaret (Daughter of sheriff who lived in the building) with Betty Cochran, January 3, 1990.
Simmons, Glen (Judge of Magistrate Court and Historian) with Betty Cochran, October 15, 1989.
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July 10, 1991

Original drafts, items 7 and 8

2. Steven E. Mitchell
National Register Coordinator
Department of Natural Resources
Division of Parks, Recreation and Historic Preservation
Historic Preservation Program
P.O. Box 176
Jefferson City, Missouri 65102
314/751-5368
October 7, 1991

Editor, item 7; revision, item 8

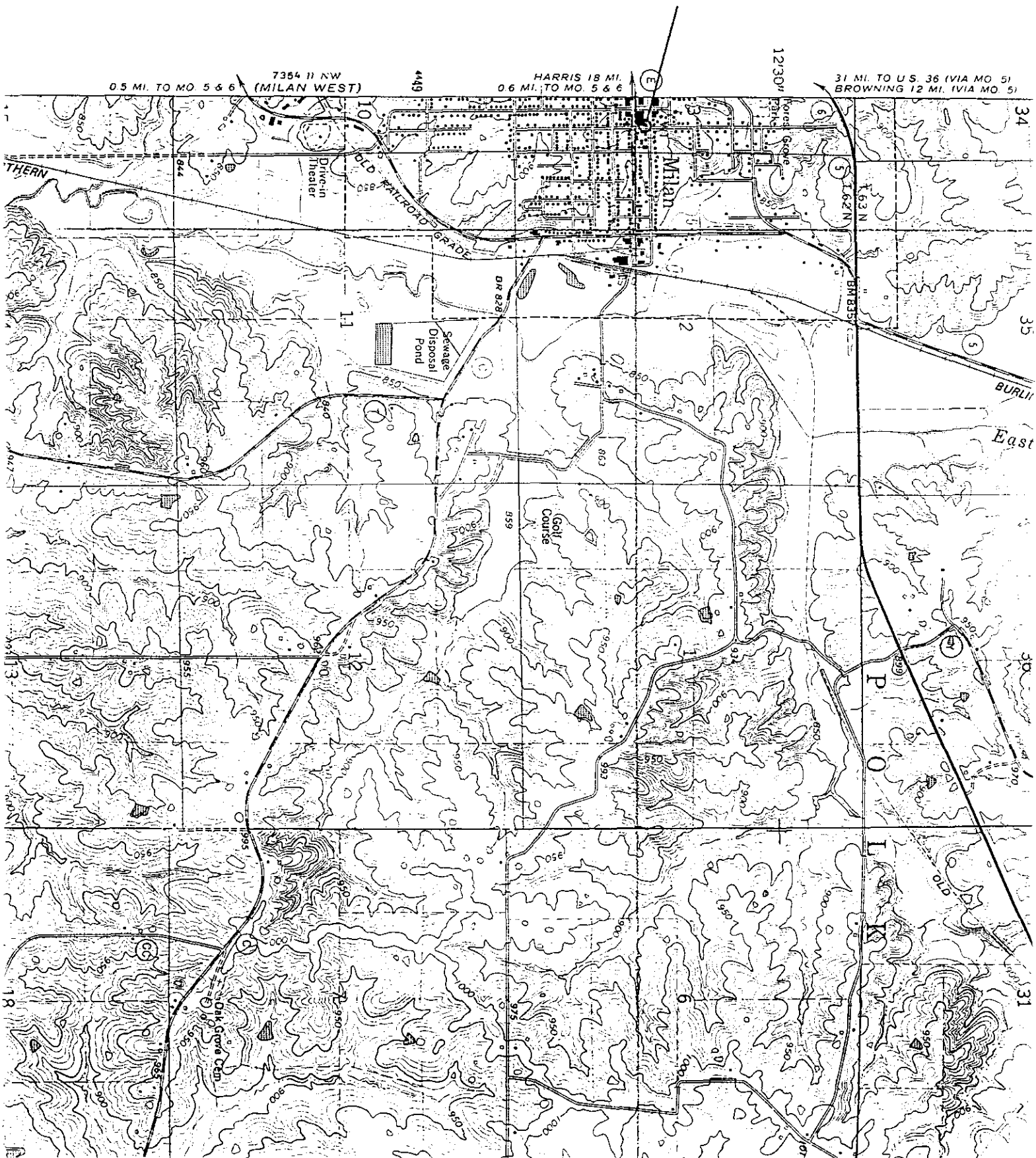
Quincy, Omaha and Kansas City
 Railroad Office Building
 117 North Water Street
 Milan, Sullivan County, MO
 15/489490/4450040



7354 11 NW
 0.5 MI. TO MO 5 & 6 (MILAN WEST)

HARRIS 18 MI.
 0.6 MI. TO MO 5 & 6

31 MI. TO U.S. 36 (VIA MO 5)
 BROWNING 12 MI. (VIA MO 5)



Quincy, Omaha and Kansas City Railroad Office Building
117 North Water Street

Milan, Sullivan County, Missouri

Steve Mitchell

July 26, 1991

Missouri Cultural Resource Inventory, Dept. of Natural Resources
view from east

#1



Quincy, Omaha and Kansas City Railroad Office Building

117 North Wake Street

Milan, Sullivan County, Missouri

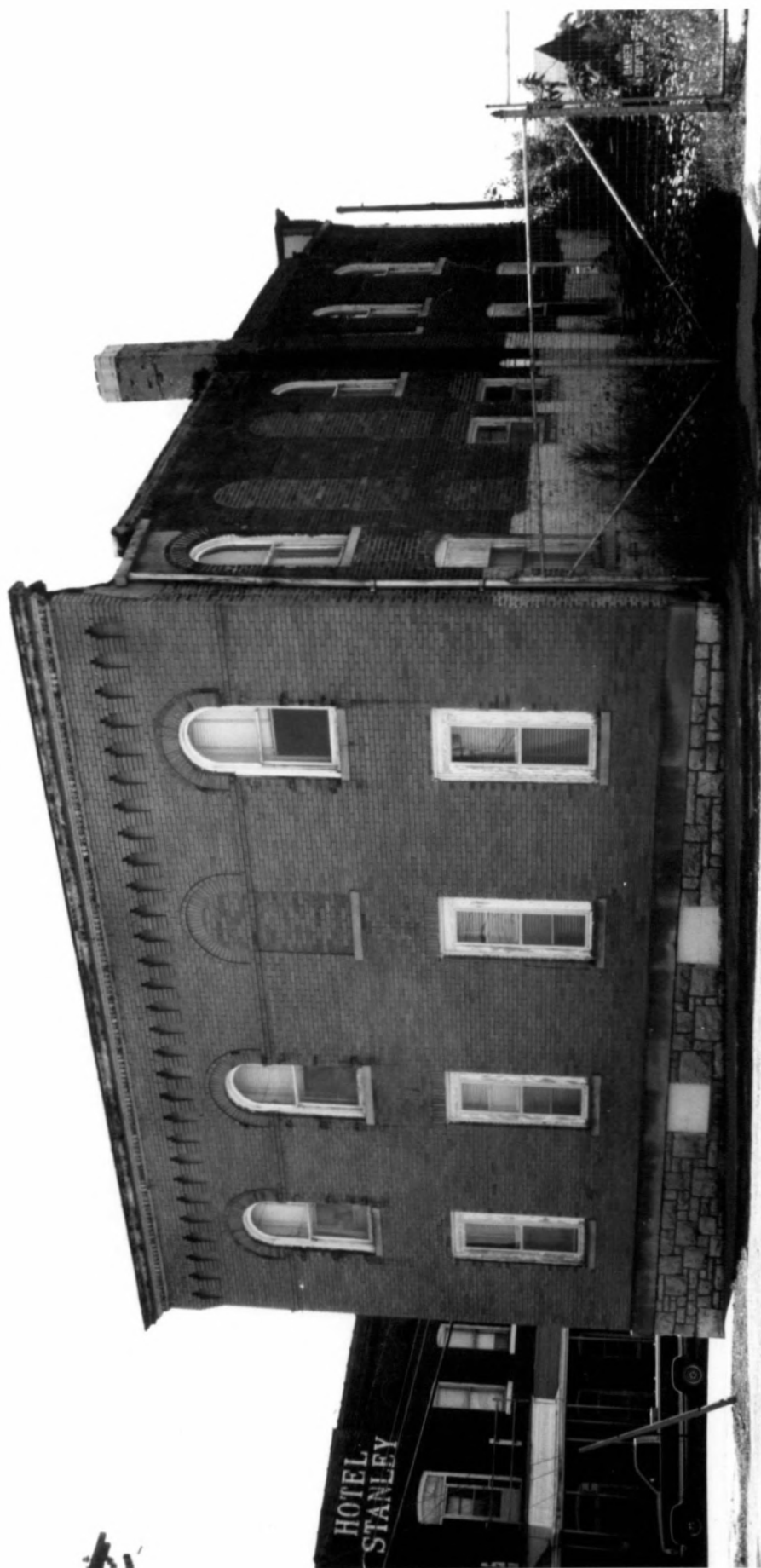
Steve Mitchell

July 26, 1991

Missouri Cultural Resource Inventory, Dept. of Natural Resources

View from northwest

#2



HOTEL
STANLEY

Quincy, Omaha and Kansas City Railroad Office Building

117 North Water St.

Milan, Sullivan County, MO

Betty Cochran

1989

Betty Cochran, Rt. 1, Box 199, Milan, MO 63556

New from southeast

3 of 5



Quincy, Onaka, and Kansas City Railroad Office Building
117 North Water St.

Milan, Sullivan County, MO

Betty Cochran

1989

Betty Cochran, Rt. 1, Box 199, Milan, MO 63556

View from northwest

4 of 5



Quincy, Omaha and Kansas City Railroad Office Building
117 North Water St.
Milan, Sullivan County, mo
Betty Cochran
Betty Cochran, Rt 1, Box 199, Milan, Mo 63556
Stairway detail, interior hallway
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EXTRA

PHOTOS







