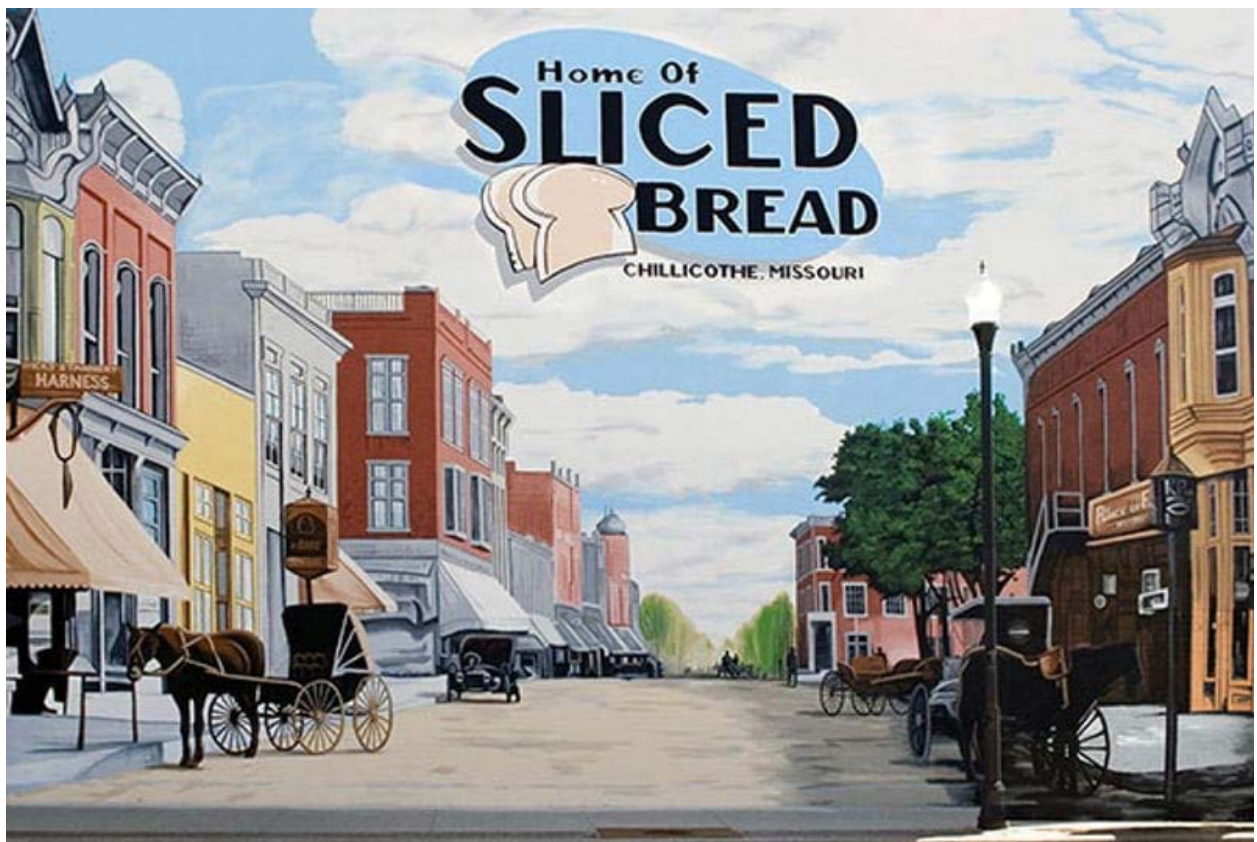


Wabash Railroad and Industrial Neighborhood Historic Architectural Survey, Chillicothe, MO

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Cover photograph: A scene of historic Locust Street, Sliced Bread Mural located at 709 Washington Street., Chillicothe, MO, painting by Kelly Poling

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Executive Summary

The following report presents the findings of an intensive-level architectural survey of the Wabash Railroad and Industrial Neighborhood in the City of Chillicothe, Livingston County, Missouri. The approximately 96-acre Survey Area contains 117 properties and encompasses a historically mixed-use area characterized by industrial, commercial, transportation-related, and residential development. The area is organized around the historic railroad corridor and the industrial and residential areas along Washington Street (U.S. Route 65), the principal north-south commercial thoroughfare through Chillicothe. Architecture within the Survey Area primarily consists of late-nineteenth- through mid-twentieth-century industrial buildings, together with freestanding commercial buildings, Victorian-era residences, American small houses, outbuildings, and vacant parcels.

This study documents the surviving built environment associated with long-term development trends to identify properties that are more than 50 years old, to evaluate these resources for their potential listing on the National Register of Historic Places (NRHP), to evaluate the historical and architectural significance of neighborhoods, and to identify the boundaries of potential historic districts, including a potential eligible district concentrated near First and Second streets, Asher Street, and the railroad corridor. This evaluation considers whether the surviving concentration of industrial, railroad, commercial, and associated residential resources possesses sufficient historical significance and integrity to convey the development of Chillicothe as a railroad transportation and industrial center. The resulting inventory, historical context, architectural analysis, eligibility evaluations, and mapping are intended to provide the City of Chillicothe Historic Preservation Commission and Mayor's Office with current information for preservation planning, public education, future NRHP nominations, and the management of the city's historic built environment.

Objectives

The City of Chillicothe Historic Preservation Commission recognizes architectural surveying as an important component of preservation planning, public education, and the establishment of priorities for future nominations to the National Register of Historic Places (NRHP) (Mohr 2022:5). This project continues the City of Chillicothe's systematic documentation of its historic built environment following its designation as a Certified Local Government (CLG) in 2017 and 2018 passage of Ordinance No. 2018-46, which provides a mechanism to identify and preserve the distinctive historic, archaeological and architectural characteristics of buildings, structures, objects, sites, and districts, which represent elements of the city's cultural, social, economic, political, and architectural history, and foster and encourage preservation, restoration, and rehabilitation of historic resources (City of Chillicothe 2018). The survey extends research and planning into an area that falls largely outside of the southern boundary of the 2022 *Expanded Downtown Area Survey*, which identifies the need for an intensive architectural survey to provide current property information and establish priorities for NRHP nominations [(Mohr 2022:5), (Project Number 29-21-10029-006)]. This work also builds upon earlier documentation of local resources, including the 2002 Historic and Architectural Resources of Chillicothe, the Multiple

Property Documentation Form *Historic and Architectural Resources of Chillicothe, Missouri*, the *Courthouse Square Historic District National Register Nomination*, the *Chillicothe Commercial Historic District National Register Nomination*, the *Chillicothe Industrial Home for Girls National Register Nomination*, and the *Grace Episcopal Church Complex National Register Nomination*. A literature review identified previously recorded resources in the Wabash Railroad and Industrial Neighborhood as well as the City of Chillicothe.

On October 25, 2025, the City of Chillicothe contracted with Amy R. Coombs, Ph. D., who bid as an independent consultant as part of her private consulting practice ARC Architectural History, Design, & Sustainability Services, to complete an intensive-level architectural survey and report including primary and secondary historical research, field reconnaissance, photographic surveying, NRHP evaluations, and spatial distribution analysis to identify potential NRHP-eligible resources and districts within the Wabash Railroad and Industrial Neighborhood.

The objectives of the survey include:

- Develop a historic context including a period of significance and thematic focus for the applied analysis of resources located within the Survey Area,
- Identify and photograph historic properties within the Survey Area,
- Document the historic character and integrity of each property by completing field forms,
- Identify the spatial distribution of historic resources and style types,
- Identify resources eligible for listing on the NRHP,
- Identify the boundaries of potential historic districts, including a potential eligible district concentrated near First and Second streets, Asher Street, and the railroad corridor,
- Make recommendations for future preservation activities.

Methods

Pursuant to 36 CFR 61.6 (e)(3), architectural surveying was conducted using methods consistent with NPS guidelines under the direction of Qualified Professional (QP) historian Amy R. Coombs, Ph. D., who meets the Secretary of the Interior's Professional Qualification Standards for History and holds current status on the Missouri Department of Natural Resources State Historic Preservation Office Archaeology and Historic Preservation Consultants List and Professional Qualifications. Research was conducted in keeping with the Data Categories for Functions and Uses of the *National Register Bulletin 16A* (McClelland 1997:42), the Missouri Department of Natural Resources, State Historic Preservation Office (SHPO) *Standards for Professional Architectural and Historic Survey* (Missouri State Historic Preservation Office 2016), and the *Instructions for Completing the Architectural/Historic Inventory Form* (Missouri State Historic Preservation Office n.d.). All mapping was completed with QGIS, and because the City of Chillicothe and Livingston County did not have shapefiles or an unobscured map of the Survey Area Boundary, building footprints from Microsoft Building Footprints were supplemented with custom geocoded and digitized footprints of outbuildings and boundaries to map the proposed and pre-existing resources and the Survey Area Boundary. Base layers were imported from the Missouri Spatial Data Information Service, Google Satellite, and ESRI.

Literature Review

To identify cultural and historic resources that are listed in or potentially eligible for listing in the NRHP, or that contribute to a historic landmark or district, and to develop a historical context, QP architectural historian Amy R. Coombs consulted the following resources between November 2025 and July 2026:

- **Baker Library Special Collections and Archives, Harvard Business School:** Consultation located accessible collections of Interstate Commerce Commission (ICC) statistics and copies of the Annual Report on the Statistics of Railways published in the first part of the twentieth century.
- **Chillicothe Area Chamber of Commerce Files:** The Executive Director was contacted for support confirming the names and locations of historic factories located near the rail lines.
- **Davenport Public Library Richardson-Sloane Special Collections Center:** The collections of the local newspapers were consulted for information about Otto Rohwedder and the Micro Machine Company or Micro-Westco Company in Bettendorf, Iowa.
- **Hagley Museum & Library:** Digitized collections of American marketing and advertising reports were consulted for information on consumer preference for bread and commodity transport during the mid-twentieth century.
- **Livingston County Assessor's Office Geographic Information System (GIS):** Real-property assessment records and web-based Geographic Information System (GIS), including parcel mapping, assessment information, aerial imagery, and real-estate deed data, were consulted on-site and through the purchase of a temporary log-in credential for remote access. Parcel boundaries, addresses, and recorded construction dates were compared, when possible, with Sanborn Fire Insurance maps, historic newspapers, previous architectural surveys, and other historical documentation.
- **Livingston County Library Somerville Genealogy Room:** Archival collections were consulted for published and unpublished materials concerning the history of Chillicothe, including local histories, newspapers, photographs, maps, and other sources useful for establishing the historical associations of properties within the Survey Area.
- **Livingston County Library Virtual Services, Genealogy & Local History:** Digitized county histories were searched by chapter for business information, lists of factories, commodity exports, and railroad histories; state encyclopedias were searched for bibliographic information; the digital archives of the *Chillicothe Constitution-Tribune* were searched from 1900-1977 for information on companies and mechanical innovations.
- **Milbank Mills, Inc.:** E-mail correspondence with Edward P. Milbank confirmed the history of rail access by the mills.
- **Missouri State Archives, Office of the Missouri Secretary of State, Records and Archives Division:** Online research resources were consulted for historical records relevant to the development of transportation, industry, property development, and individual resources within the Survey Area.
- **Missouri Digital Heritage:** Missouri Digital Heritage provides online access to digitized collections maintained by the Missouri State Archives and the Missouri State Library,

including government records, photographs, maps, manuscripts, newspapers, and other historical materials. The database was searched for documentary and visual sources related to Chillicothe, Livingston County, railroad development, industrial activity, and properties within the Survey Area.

- **National Historic Landmark (NHL) List (National Park Service 2026a):** The NHL contains a list of all NHLs by state. The NHL was searched using the National Archives online database to look for resources in the Survey Area.
- **National Register of Historic Places (NRHP) [(National Park Service 2026b)]:** Resources are found eligible for preservation when staff at NPS review a nomination submitted by a qualified historian and concur with historical and survey findings. The NRHP was searched by downloading all resources listed in New Mexico and searching by county with a database query.
- **Missouri Department of Natural Resources, State Historic Preservation Office (SHPO) Library:** Survey reports and forms previously completed within the City of Chillicothe as part of SHPO-reviewed projects were requested.
- **Missouri Department of Natural Resources, State Historic Preservation Office, Missouri Historic Districts and Sites Map:** This data set depicts the boundaries of localized architectural surveys, NRHP-listed resources, and certified local districts. The Survey Area was located on the map to search for local properties.
- **State Historical Society of Missouri (SHSMO) and the Center for Missouri Studies:** The State Historical Society of Missouri's manuscript, photograph, map, newspaper, and digital collections were consulted for historical information concerning the development of the City of Chillicothe and Livingston County as well as for digitized archives of photographs.
- **University of Missouri MOspace:** Digitized Extension bulletins were searched for information about agricultural and commodity rail transport in Missouri from 1900 to 1985.
- **University of Missouri, Missouri Spatial Data Information Service:** Accessed roads base layer and attended a virtual support session to load and clip the roads for Chillicothe, MO for use in QGIS.
- **Wabash Railroad Historical Society:** The society was consulted for leads on the location of account books or loading or unloading logs that might indicate if Chillicothe companies received or shipped products out via the Wabash Railroad during the period of significance. Though the society was not the direct recipient of Wabash Railroad records, they possess remnants of Wabash documents that were unsystematically set aside long ago and donated by Norfolk Southern.

The consulting historian also conducted secondary-source research between November 2025 and July 2026 by using the following academic databases of peer-reviewed, scholarly historical research:

- **Articles Plus:** This academic database includes access to peer-reviewed full-text studies and papers in the field of history.
- **HathiTrust:** This digital repository created by major research libraries features millions of digitized American first-settlement histories, regional histories, and regional natural histories published in the eighteenth, nineteenth, and early twentieth centuries.
- **JSTOR:** This academic database includes access to peer-reviewed full-text studies and papers in the field of history.

- **Market Research & American Business, 1935-1965, Adam Mathews:** This repository holds scanned copies of American consumer preference studies focused on bread.
- **Newspapers.com:** A subscription was purchased to search records of the Chillicothe Constitution-Tribune published in the 1980s because the county records can only be searched through 1977.
- **SAGE Journals Online:** This academic database includes access to peer-reviewed full-text studies and papers in the field of history.

Survey Area

The approximately 96-acre Survey Area was defined by the City of Chillicothe Historic Preservation Commission to encompass the Wabash Railroad and Industrial Neighborhood and associated industrial, commercial, railroad-related, and residential properties. The boundary follows an irregular configuration organized principally around the historic railroad corridor rather than a uniform arrangement of city blocks. Washington Street (U.S. Route 65), a major north-south commercial thoroughfare, bisects the survey area. The boundary generally follows parcel lines while expanding and contracting along the railroad corridor to incorporate concentrations of properties associated with the historical development of the Wabash Railroad and Industrial Neighborhood. The city-provided obscured boundary maps illustrate the relationship between the selected parcels, the Burlington Northern and Norfolk Southern railroad corridors, and the surrounding street network.

Rather than following a simple rectangular street grid, the survey boundary generally tracks parcels adjoining the Burlington Northern Railroad and Norfolk Southern Railroad corridors and expands outward to encompass concentrations of associated industrial, commercial, utility, and residential properties. The resulting boundary extends from the Chillicothe Municipal Utilities complex and railroad properties at the southwestern end of the survey area northeastward through the neighborhoods surrounding Samuel, Cowgill, Waples, Church, Asher, Madison, Liberia, Conn, and Henry streets before continuing along the railroad corridor toward the industrial properties near Herriford, Brunswick, and Archibald streets. From this area, the boundary follows the railroad northeastward into a predominantly residential area south and southeast of the tracks. In the vicinity of Samuel, Cowgill, Waples, Williams, and Graves streets, the survey encompasses numerous relatively small residential parcels arranged according to the city street grid, while the railroad cuts diagonally across this otherwise rectilinear pattern. The parcel map for this portion of the project area particularly illustrates the contrast between the regular residential blocks and the diagonal alignment of the Burlington Northern and Norfolk Southern railroad corridors.

Near Washington Street, the survey area broadens to include a more heterogeneous concentration of properties surrounding the railroad junction and the streets immediately south of the tracks. Washington Street, which carries U.S. Route 65 and serves as a principal north-south commercial transportation route through Chillicothe, bisects this portion of the survey area. Properties along Waples, Church, Asher, Madison, Liberia, and Conn streets are included south of the railroad, while selected parcels along First Street, Locust Street, Vine Street, and the north side of the railroad corridor are also incorporated into the boundary. This portion of the survey area contains a mixture of residential, commercial, industrial, and railroad-related land uses and includes several

comparatively large parcels adjacent to the railroad amid smaller residential lots farther from the tracks.

Farther east, the survey boundary continues along the railroad corridor through the area surrounding Madison, Parkhouse, Herriford, Brunswick, and Archibald streets. Here, the boundary again encompasses a mixture of smaller residential parcels and substantially larger industrial properties immediately adjoining the tracks. The eastern portion includes industrial parcels associated with the railroad corridor near Herriford and Brunswick streets and extends to the large industrial complex between Archibald Street and the railroad. The juxtaposition of these large industrial tracts with the smaller residential lots to the south is a defining spatial characteristic of this portion of the survey area.

The railroad corridor forms the principal organizing feature throughout much of the Survey Area, while Washington Street provides a major intersecting north-south transportation axis. This boundary permits the intensive-level survey to examine not only individual industrial and railroad-related resources but also the spatial relationship among transportation infrastructure, industrial properties, commercial development, and the residential neighborhoods that developed alongside them.

Field Survey

The consulting historian conducted the intensive-level inventory and evaluation of resources within the defined Survey Area. Fieldwork was conducted in the City of Chillicothe by Amy R. Coombs, Ph. D. between November 22 and November 30 to document the above-ground resources including buildings, outbuildings, empty lots, and streetscapes. Amy R. Coombs, Ph.D., systematically walked the survey area and photographed each accessible property from the public right-of-way. Digital color photographs were taken with an iPhone 16 and a Canon EOS Rebel T7 camera, with high-resolution images meeting a minimum resolution of 1600 × 1200 pixels and 300 dpi. Documentation included visible exterior elevations, associated outbuildings, character-defining architectural features, and representative streetscape views illustrating the spatial relationships among buildings, parcels, transportation corridors, and surrounding development. Field observations recorded foundation, form and massing, structural and exterior materials, fenestration, roof type, and other architectural characteristics, as well as visible evidence of additions, replacement materials, and other alterations. These observations provided the basis for identifying character-defining features and assessing the physical integrity of each resource. The survey was limited to exterior documentation; building interiors were not investigated. The photographic, descriptive, and spatial data collected during fieldwork were compiled to complete the individual architectural inventory forms and associated survey documentation.



Figure 1: This Survey Area Map shows the boundaries of the field survey.

Inventory Forms

Inventory Forms were completed for all 117 resources and delivered to Missouri SHPO as PDFs with 300 DPI color images in JPEG format scaled to a minimum of 1600 x 1200 pixels. The front façade and outbuildings were each documented with at least one photograph. Inventory forms with a photograph were also completed for vacant lots and parcels. Prior to the completion of Inventory Forms, five sample Inventory Forms were submitted on May 11, 2026 for review, and feedback from Missouri SHPO was incorporated into the completion of additional forms in keeping with the Missouri SHPO Architectural Survey Instructions. The Architectural/Historic Inventory Form template created by the Missouri DNR SHPO and posted to the SHPO site was used (Appendix A), and final forms were submitted to SHPO on 8-24-2026.

Evaluation of Above-Ground Resources

After completing field photography, site evaluations, and historical research, the consulting architectural historian Amy R. Coombs evaluated above-ground resources identified within the Survey Area for potential eligibility for listing in the National Register of Historic Places (NRHP). Although the standard 50-year threshold was used to distinguish historic-age resources, the inventory included properties constructed through 1986 so that the survey would remain useful during the review and publication period as additional buildings reached 50 years of age. Thus, buildings constructed during or prior to 1986 were considered significant for their historic status.

Evaluation additionally considered each resource within its relevant historic context and examined both its potential significance and its ability to convey that significance through surviving physical characteristics. Evaluations were completed in accordance with the Criteria for Evaluation codified at 36 CFR § 60.4 and the guidance provided by the National Park Service in *National Register Bulletin 15, How to Apply the National Register Criteria for Evaluation*. Under this framework, a property must possess significance in American history, architecture, archaeology, engineering, or culture and ordinarily must retain sufficient integrity to communicate that significance (Shrimpton 1997:1, 44). The evaluation process therefore involved two related questions: whether a property possesses an important historical or architectural association and whether enough of its historic physical character survived to make that association recognizable.

Accordingly, alterations were evaluated for their effect on the characteristics that convey each property's particular significance rather than treated uniformly. Common changes such as replacement windows, additions, altered storefronts, siding replacement, or modified openings may diminish integrity, but their effect depends upon the property type, date of alteration, period of significance, and criterion under which the property is being evaluated. A resource was recommended as potentially eligible only when the historical research established significance under one or more NRHP Criteria and the surviving property retained sufficient integrity to communicate that significance.

Criterion A

Criterion A applies to properties that are importantly associated with events, activities, developments, or historical patterns. Evaluation under Criterion A requires more than

demonstrating that a building existed during an important period. Rather, the property must have a meaningful relationship to a significant historical development and must represent that association in a manner relevant to the applicable historic context (Shrimpton 1997:12). For the City of Chillicothe Wabash Railroad and Industrial Survey Area, potentially significant Criterion A associations may include railroad transportation, industrial development, agricultural processing and distribution, commerce, residential development, and other patterns identified through archival and contextual research.

This distinction is particularly important for the Wabash Railroad and Industrial Survey Area because proximity to the railroad or occupancy by an industrial business does not, by itself, establish National Register significance. Evaluation considered the importance of the activity represented by a property, the strength of the property's relationship to that activity, its place within the development of Chillicothe, and whether surviving physical characteristics continue to communicate that relationship. The earlier Chillicothe survey similarly identified transportation and industry as interrelated historical themes and concluded that railroad access encouraged the establishment of factories, grain elevators, warehouses, and other businesses dependent upon the receipt of raw materials and shipment of finished products (Mohr 2022:16–17).

Criterion B

Criterion B applies to properties importantly associated with individuals whose activities made demonstrably significant contributions to history. Eligibility under this criterion depends upon the importance of the individual within an appropriate historic context and the strength of the relationship between that person and the property under consideration. A property is not significant under Criterion B merely because a locally prominent owner, businessperson, politician, or other notable individual occupied or owned it. Instead, the property should represent the period during which the individual made the contributions for which he or she is historically significant and should generally be among the properties that best convey those associations (Shrimpton 1997:14–15).

Criterion C

Criterion C addresses significance embodied in the physical characteristics of buildings, structures, objects, and districts. A property may qualify because it is an important example of a building type, architectural style, period, or construction method; represents the work of a significant architect, builder, engineer, or other master; possesses high artistic value; or forms part of a significant and distinguishable collection of resources (Shrimpton 1997:17–20). Evaluation under Criterion C consequently considers not only stylistic appearance but also form, plan, materials, construction technology, workmanship, functional organization, and other physical characteristics relevant to the resource type.

For industrial properties, Criterion C was applied with particular attention to the functional character of industrial architecture. Industrial buildings may have little applied ornament but nevertheless illustrate important building types, construction systems, engineering solutions, or physical arrangements developed for manufacturing, processing, storage, transportation, or distribution. Additions and alterations were therefore considered in relation to a property's historic

industrial function and period of significance rather than automatically being treated as losses of integrity. In some cases, an industrial complex that expanded repeatedly during its productive period may derive part of its historical character from that incremental development.

Criterion D

Criterion D applies to properties that have yielded, or possess the demonstrated potential to yield, information important to understanding history or prehistory. It is most frequently applied to archaeological properties, although the criterion is not legally restricted to archaeological resources. Because the present project is an architectural survey of above-ground resources and does not include archaeological investigation, Criterion D is generally not expected to provide the basis for eligibility recommendations. Nothing in the architectural survey should be interpreted as an evaluation of the archaeological potential of individual parcels unless archaeological resources are specifically addressed elsewhere in the project.

Criteria Considerations

Certain categories of properties are ordinarily excluded from National Register listing unless they satisfy the applicable Criteria Considerations. These include religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties that achieved significance within the past 50 years (36 CFR § 60.4). When a surveyed resource falls within one of these categories, its significance and eligibility must therefore be considered in relation to the appropriate Criteria Consideration in addition to the applicable National Register Criterion.

The inclusion of properties constructed through 1985 in the present inventory should not be confused with a determination that all such resources satisfy the National Register age requirement. The expanded survey date is intended to extend the useful life of the inventory as younger resources cross the 50-year threshold. A property that achieved significance within the past 50 years would ordinarily need to demonstrate exceptional importance under Criteria Consideration G to qualify for National Register listing before reaching the normal age threshold (Shrimpton 1997:41–43).

Historic Districts

In addition to evaluating individual resources, the survey considers whether concentrations of buildings, structures, sites, and objects collectively form potentially eligible historic districts. A district derives significance from the historical or physical relationships among its component resources and should constitute a recognizable concentration, linkage, or continuity of resources associated through historical development, physical planning, or shared characteristics (Shrimpton 1997:5). District evaluation therefore considers the significance of the collection as a whole rather than requiring every component to possess individual distinction.

For the Wabash Railroad and Industrial Survey Area, this approach is particularly relevant because railroad tracks and facilities, industrial buildings, warehouses, commercial properties, residences, streets, and related landscape features may collectively communicate patterns that are less apparent

when each property is considered separately. The 2022 survey identified a potential Chillicothe Railroad and Industrial Historic District based on the concentration and historical relationship of surviving railroad and industrial resources and recommended Criterion A significance in the areas of Industry and Transportation (Mohr 2022:112–114). The present intensive survey provides an opportunity to investigate this potential district more fully and to determine whether additional resources and a revised boundary are warranted.

Integrity

Historical significance alone does not establish NRHP eligibility. A property must also retain sufficient integrity to convey the qualities or associations that make it significant. Integrity is evaluated through seven aspects identified by the National Park Service: location, design, setting, materials, workmanship, feeling, and association. These aspects are interrelated, but their relative importance varies according to the reason a property is significant. Consequently, integrity was evaluated in relation to each resource's historic context, period of significance, property type, and applicable National Register criterion rather than through a simple numerical count of retained aspects (Shrimpton 1997:44–45).

Location concerns whether a resource remains in the place where it was historically constructed or where the significant activity occurred. Retention of location is particularly important because moving a building can sever relationships with surrounding streets, transportation systems, industrial facilities, residences, or other features that help explain its historical function. Within the present Survey Area, location may be especially important for resources whose significance derives from their relationship to the railroad corridor or to a historically associated concentration of industrial properties.

Design encompasses the organization of physical elements that establish a resource's historic form and appearance, including its massing, plan, spatial organization, structural system, roof form, fenestration, circulation, and stylistic characteristics. Alterations such as substantial additions, enclosure of historically open areas, major changes to roof configuration, or reorganization of principal façades may diminish design integrity when they obscure characteristics essential to understanding the property. Conversely, historically significant additions constructed during the period of significance may themselves contribute to the design and development of a property.

Setting concerns the physical environment in which a resource developed. It includes relationships between the property and surrounding buildings, streets, railroad corridors, open spaces, industrial yards, vegetation, and other landscape features. For the Wabash Railroad and Industrial Neighborhood, setting is particularly relevant because the historical organization of industrial and transportation resources may help explain why particular factories, warehouses, processing facilities, and commercial buildings were constructed in their present locations.

Materials are the physical components from which a resource was historically constructed. Evaluation considers the survival of materials important to the resource's character, which may include brick masonry, concrete, structural systems, siding, windows, doors, roofing, industrial components, and architectural finishes. Replacement of individual materials does not necessarily

eliminate integrity; the significance of such changes depends upon their extent and whether they obscure the characteristics necessary for the property to convey its significance.

Workmanship consists of physical evidence of construction practices, craftsmanship, and building technologies. It may be expressed through masonry, carpentry, structural connections, decorative finishes, specialized industrial construction, or other evidence of how a resource was made. For vernacular and industrial buildings, workmanship need not involve elaborate craftsmanship. Standardized construction methods and functional building techniques may themselves be historically meaningful when they illustrate an important type, period, or method of construction.

Feeling is the capacity of a property to evoke the historical character of its period of significance through the combined effect of its physical features and setting. Feeling is therefore dependent to a considerable extent upon the retention of other aspects of integrity. A railroad or industrial property, for example, may retain integrity of feeling when its historic form, materials, relationship to transportation infrastructure, and surrounding industrial setting remain sufficiently intact to make its historic function understandable.

Association is the direct connection between a surviving property and the historical event, activity, person, or development for which it is significant. Association is strongest when the physical resource continues to provide recognizable evidence of that relationship. An industrial building evaluated for its role in Chillicothe's railroad-related economic development, for example, should retain sufficient characteristics of its historic function and context for that connection to remain apparent.

The amount and type of integrity necessary for eligibility consequently depend upon the basis for significance. A property significant under Criterion A or B generally requires sufficient physical integrity to communicate its important historical associations. A resource evaluated under Criterion C ordinarily depends more heavily upon the survival of the design, materials, workmanship, form, or construction characteristics for which it is architecturally significant. District evaluation additionally considers whether the collection as a whole retains the spatial organization, concentration of contributing resources, and historical relationships necessary to convey the district's significance. As National Register guidance emphasizes, determining the aspects of integrity that are essential requires first establishing why, where, and when a property is significant (Shrimpton 1997:44).

Review

Public participation and agency review were incorporated throughout the survey process to provide opportunities for community input and professional review. An initial public meeting was held at 6:00 pm on November 25, 2025 at the Chillicothe Municipal Utilities building located at 920 Washington St. An agenda was prepared in advance and distributed by the Mayor's Office and City of Chillicothe Historic Preservation Commission. During the meeting, the consulting historian Amy R. Coombs, Ph. D. introduced the project, explained the purpose and methods of the architectural survey, answered questions, and solicited information and feedback from community members.

Draft survey materials and reports were also reviewed by the Chillicothe Historic Preservation Commission in August and September 2026, and project deliverables were submitted to the Missouri SHPO for review and approval in September 2026. Comments received through these reviews were considered during preparation and revision of the survey documentation.

A final public meeting was held at 6:00 pm on September 29, 2026 at the City Hall located at 715 Washington St, Chillicothe, MO 64601. The agenda covered the results of the survey and presented the boundaries of the proposed Railroad and Industrial Historic District. The report was shared by the Mayor's Office and City of Chillicothe Historic Preservation Commission in advance of the meeting on the City of Chillicothe website.

Geographical Description

The City of Chillicothe is located near the center of Livingston County in north-central Missouri and, under the Public Land Survey System, it lies in Township 58 North, Range 24 West. The City of Chillicothe is situated within the Grand River Watershed, and the Thompson River flows generally north to southwest of the city, while the Grand River passes south of Chillicothe in a generally west-to-east direction (Missouri Association of Counties n.d.). The surrounding landscape is characterized by gently rolling prairie and floodplain environments associated with the region's waterways, although much of the historical tallgrass prairie and woodland vegetation has been altered by agricultural cultivation and urban development. The Grand River and its floodplain have also influenced the historical transportation landscape; previous research notes that flooding periodically damaged bridges and railroad tracks associated with Chillicothe (Mohr 2022:9).

Land use within the Survey Area is mixed and reflects the historical interaction of railroad transportation, industry, commerce, and residential development. Industrial and transportation-related properties are concentrated near the railroad corridor, while commercial development includes restaurants and freestanding businesses, particularly in relation to major streets. Residential resources include late-nineteenth-century Victorian houses as well as twentieth-century American small houses and other vernacular residential forms. This mixture continues beyond the boundary of the earlier downtown survey.

The physical organization of the Survey Area reflects both the City of Chillicothe's conventional street grid and the transportation corridor that cuts through it. The City of Chillicothe's central area is generally characterized by east-west and north-south gridded streets, with Washington Street forming a principal north-south axis. Within the Wabash Railroad and Industrial Neighborhood, however, the railroad introduces a separate transportation geometry that helps define parcel configurations and the spatial relationship among industrial, commercial, and residential resources. This relationship has deep historical origins. By 1869, Chillicothe's street grid extended outward from the public square, while a separate concentration of commercial activity had already emerged near the railroad depot and freight facilities (Snider 2002a:E-8).

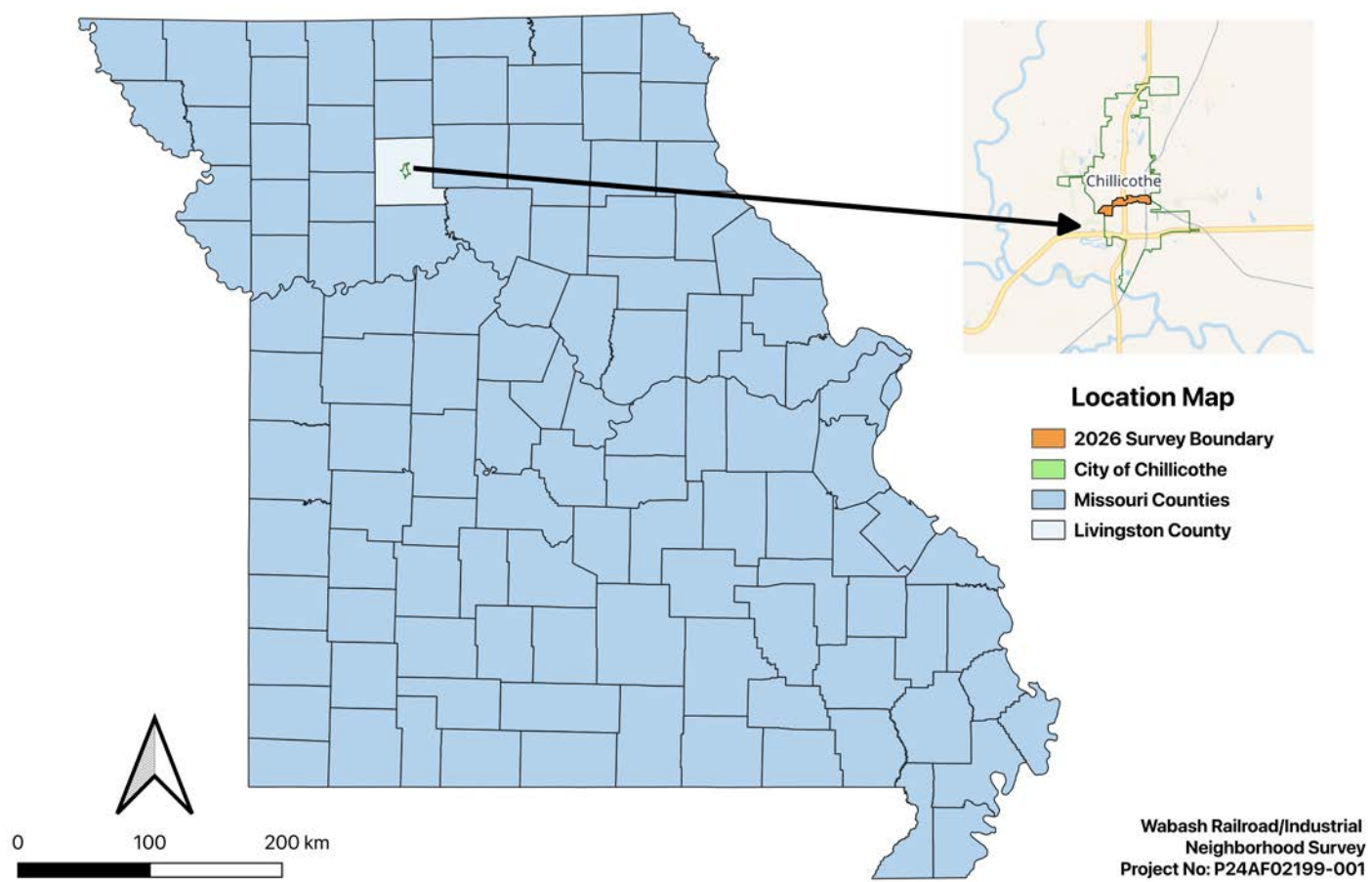


Figure 2: Location map showing the Survey Area within the City of Chillicothe and Livingston County.

Period of Significance

As Thomas K. McCraw observes in his classic work of economic history *Creating Modern Capitalism*, “Economically speaking, the success of the Second Industrial Revolution depended on the integration of mass production with mass marketing, and the mechanization of work that for centuries had been done by skilled craftsmen” (McCraw 1997:326). Like in the City of Chillicothe, in many small towns located in the American Heartland, it was between 1900 and 1985 that new mechanization supported a move to mass production operations that supplemented and sometimes replaced the farmer’s hand and the laborer’s bodily skill with machines capable of performing rapidly, regularly, and on a much larger scale. A period of significance from 1900 to 1985 encompasses the era in which Chillicothe underwent substantial economic, industrial, and commercial development as improvements in transportation, mechanization, and mass production worked together to connect the community to regional and national markets.

Changes in Rail Transportation

The chronology of rail transportation development is central to the period of significance because rail lines linked sources of agricultural commodities and industrial raw materials with factories and processing plants and then carried standardized finished products into regional and national markets. During the period of significance, the railroads formed a new partnership with the commercial sector and facilitated the movement of agricultural commodities, raw materials, fuels, manufactured goods, and processed foods into and out of the city, while local industries adopted increasingly mechanized methods of production. While it was in the nineteenth century that rail transportation networks were first laid and industrial production increased throughput and uniformity, it was in the early twentieth century that rail cars began to transport commodity items from the local industrial competitor that mass-produced the most surplus to customers in neighboring towns and cities. These supply and distribution chains made it possible for electricity, plastics, and new mechanics to transform reaping, flour mills, commercial bakeries, dairies and creameries, fertilizer manufacturers, and other processing operations, which then increased output by relying on the faster delivery times and longer-distance distribution made possible by faster rail networks.

In the Midwest, markets had long histories of volatility that dated to the struggle to produce surplus on family farms that struggled to exceed subsistence production. The alternatives for local economic growth were limited to boom-and-bust-cycle natural resource extraction operations like maple syrup harvesting, timber extraction, and mining. Even in the late nineteenth century, many grain mills paid in flour and not cash. In small heartland towns like the City of Chillicothe, the larger distribution territories made possible by rail lines aggregated small pockets of consumer demand into markets large enough to support increasingly specialized and capital-intensive production.

In the City of Chillicothe, some major industries made the move to the rail line as late as the 1960s and switched entirely to freight trucking only in the mid 1980s or early 1990s when the railroad companies became resistant to single-car loads and altered regional access to major distribution hubs. In this way, mechanized mass production and rail transportation improvements operated

together until the mid to late 1980s: greater productive capacity created a need for larger markets, while rail access made those markets economically accessible. Volatility continued due to the steep local and regional competition, but the convergence of this new mechanization with rail transportation networks capable of supplying raw materials and carrying increased output to larger markets created commercial value through expanded markets.

Changes in Mechanization

It was also in the early to late twentieth century that new forms of mechanization moved American industries towards the assembly line, allowing local producers to profit from mass distribution through local rail networks. Small towns like the City of Chillicothe, which had developed robust industrial and rail networks in the nineteenth century, were positioned to compete with regional industries and take part in a new kind of capitalist economy made possible by the transformation of agriculture, food production, transportation, and eventually mass marketing communications. The First Industrial Revolution of the nineteenth century created more uniform products and increased processing times with the use of steam and fossil-fuel-powered mechanics, but the use of electrical current to automate machinery in the early to mid-twentieth century supported the progressive integration of mechanized tasks into larger systems of production, processing, and distribution. Coal shipped on the railroads was used to make energy that in turn supported mass production.

The period of significance encompasses the expansion and modernization of important agricultural and food-processing industries, including milling, livestock and dairy production, and commercial baking. Examples include the City of Chillicothe's nationally significant association with the introduction of commercially sold machine-sliced bread in 1928 and also milling innovation made possible by automated and tractor-pulled farm harvests during the first and mid twentieth century. Despite the development of the mechanical reaper and the subsequent improvements that spanned much of the mid to late nineteenth century, grain had to be largely cut or bundled by hand within a relatively narrow period, limiting the acreage that could practically be cultivated. The family farm progressively evolved as cutting, gathering, binding, and eventually threshing transitioned from human labor to horse-pulled and, at the dawn of the twentieth century, tractor-towed machinery (Giedion 1948:141–161). This created a steadier supply of local grain to the mills in the City of Chillicothe, and as the twentieth century dawned, new milling technologies were supported with reliable grain inputs and larger supply and distribution chains. The extension of the period of significance to 1985 captures the subsequent maturation of local industrial and commercial systems.

During the period of significance, local industries in the City of Chillicothe built upon the uniformity made possible by the earlier phases of nineteenth-century industrialization. The bread slicing mechanism alone did not transform the market; bread-cutting devices had been patented as early as the nineteenth century but failed to gain widespread adoption. One even had ten parallel sickle-shaped blades attached to a lever. But this machine, like early models of the vacuum cleaner and the dishwasher, was lost to time due a lack of adoption and technology integration—it simply did not work very well. Successful mechanical slicing required an increasingly standardized

product: a uniformly sized and shaped loaf with a regular crust texture (Giedion 1948:194–195). The modern bread slicer therefore depended upon changes within the industrial bakery, the mill, the supply chain, and thus the transportation network.

Kneading was among the earliest bakery operations subjected to sustained attempts at mechanization, followed by technological changes in ovens and baking. Indirectly heated ovens separated the bread more completely from the fuel and combustion process, while continuous or traveling ovens using an endless belt converted baking from the loading and unloading of individual batches into a flowing production process (Giedion 1948:169–178). As the bakery improved and flour density and protein content became more standardized, the timing, temperatures, and movements could be better regulated, producing loaves of increasingly consistent weight, dimensions, texture, and form (Giedion 1948:191–200). Such uniformity was not merely a characteristic of industrial bread; it was a technical prerequisite for new mechanical innovations such as automated slicing. This was made possible by a technological shift that occurred across many industries and required a stable and reliable supply of coal for energy. This report will show that both ingredients and final products were shipped by rail, but if nothing else, the robust transportation lines developed in the nineteenth century also brought coal directly from mines as well as from centralized coal distributors. As local industries followed similar courses of economic development, they were able to innovate and increase the capacity and efficiency of the uniform production methods developed in the nineteenth century to automate, mass produce, and mass distribute.

Thematic Areas of Significance

The thematic areas of Commerce, Community Planning and Development, Industry, and Transportation collectively reflect the City of Chillicothe's transformation during the first half of the twentieth century from a locally oriented agricultural and commercial center into a community increasingly integrated with regional and national systems of production and exchange. Commerce is significant for the expansion and diversification of businesses that supplied local residents while participating in broader markets for agricultural, food, and manufactured products. Community Planning and Development encompasses the physical growth and organization of the city in response to expanding commercial and industrial activity, including the concentration of businesses, manufacturing facilities, warehouses, and related infrastructure along transportation corridors. Industry reflects the mechanization and modernization of local production, particularly milling, agricultural processing, and commercial baking, including the City of Chillicothe's important association with the introduction of commercially sold machine-sliced bread in 1928. Transportation is integral to these developments because railroad connections facilitated both the inbound movement of grain, coal, machinery, manufacturing materials, and other production inputs and the outbound distribution of flour, feed, bakery products, dairy products, agricultural commodities, and other goods. Together, these themes demonstrate the interdependence of transportation, mechanized production, commercial expansion, and the physical development of City of Chillicothe as local businesses increased productive capacity and expanded their distribution and sales geographies.

Historic Context

History of Livingston County, Missouri

The first years of settlement in Livingston County predate the railroads by only about 20 years, and the economy struggled due to the lack of industry and transportation connectivity. Near the meeting point of the two forks of the Grand River, roughly two and a half miles west of the current City of Chillicothe, the first permanent settlement was built by Samuel E. Todd in 1831. Todd raised his first corn crop while living in a small log cabin, and by 1833, several additional families had settled along Medicine and Shoal Creeks, which flow into the Grand River. Attracted by game, wild honey, timber, and potentially productive land, settlers first moved into the valley that stretches along the forks of the Grand River in what is now Livingston County from the more established counties of Chariton, Carroll, and Ray. The growing population led the Missouri legislature to establish Livingston County in 1837, though early settlements nevertheless remained geographically isolated (Boehner 1937:19–20). The Grand River and major creeks were often too broad and deep to ford, while attempts to use waterways for commercial navigation proved unreliable (Boehner 1937:20–21). Before stores were established in Livingston County in 1837, residents had to travel 30 to 50 miles to the Town of Carrollton or the City of Brunswick to trade (Boehner 1937:24).

The family farm functioned as a unit of household subsistence as well as the primary unit of economic production, and this encouraged diversified farms capable of meeting much of a household's own food, fuel, and material needs while producing occasional surpluses for barter or sale. Timber was essential to the household economy, supplying building material and firewood, but due to the burden of labor scarcity, families invested their time in the production of the necessities of survival and only had limited resources to trade, exchange, and invest in the growth of farms and communities (Boehner 1937:22). Even wage labor was commonly compensated with hides, honey, venison, or knitted goods rather than money (Boehner 1937:74–75). During the first decades, ferries, mills, stores, and improved roads increasingly connected Livingston County farms with external markets, gradually shifting the local economy from one centered heavily on household production and local exchange toward commercial agriculture and regional and national distribution. But it was not until the railroads spurred economic growth in the new county seat that the economy substantially improved. The railroad was described in the county history as being of “almost inestimable importance” because it brought immigrants to Livingston County, encouraged new businesses, and opened a new period of economic growth (Boehner 1937:48).

History of the City of Chillicothe, Missouri

Transportation improvements were critical to the City of Chillicothe, which emerged as the commercial and governmental center of Livingston County in 1839, when the recently platted town was officially declared the county seat (Boehner 1937:74). During its earliest years, the City of Chillicothe remained a small and poorly developed settlement with few stores, unimproved streets, and little infrastructure (Boehner 1937:74–75). As late as 1851, the City of Chillicothe supported only a small collection of specialized businesses including a carding machine, two blacksmith shops, and two or three general stores, alongside its professional and governmental

establishments (Boehner 1937:75). Construction of the Hannibal and St. Joseph Railroad began in 1852, and as the developing line improved connections through the City of Chillicothe. Business increased, and the population rose from approximately 800 to 1,200 by 1859 and to 1,800 by 1861 (Boehner 1937:75–76).

A second major connection followed when the Chillicothe and Brunswick line, subsequently incorporated into the Wabash system, reached the City of Chillicothe in 1870, while the Chicago, Milwaukee & St. Paul completed another route through the city in 1887 (Boehner 1937:48–49). By the late nineteenth century, these intersecting lines tied the City of Chillicothe to larger Midwestern markets and made the railroad central to both the movement of people and the circulation of agricultural commodities, raw materials, and manufactured goods to Chicago and beyond. Rail access also encouraged complementary industries: mills could receive grain and ship flour and other milled products, wholesalers could bring in merchandise in greater quantities, and local manufacturers and food processors could reach customers beyond the immediate farming community.

By 1909, twenty-four passenger trains also passed through Chillicothe each day, while the city's connections provided access to such major regional markets as Kansas City, St. Joseph, Omaha, St. Louis, and Chicago (Mohr 2022:20, 36–37). And by 1916, three trunk railroad lines provided outlets in multiple directions, while the Wabash, Chicago, Milwaukee & St. Paul, and Burlington maintained freight-terminal facilities in Chillicothe. The city's boosters further advertised access to water transportation at Kansas City, municipally owned water and power, available industrial sites, and a surrounding 100-mile trade territory containing approximately 1.7 million people and more than 156,000 farms (Graham 1916:page number). In this setting, industries producing clothing, milled grain and feed, baked goods, groceries, ice, fuel, and other commodities could obtain raw materials locally or by rail, process them in Chillicothe, and distribute finished products into a market extending far beyond Livingston County. Rail transportation thus helped transform the City of Chillicothe from a market town serving the surrounding agricultural countryside into a regional node where farming, milling, manufacturing, wholesaling, and food processing converged—a transportation and commercial infrastructure that would later help businesses such as the Chillicothe Baking Company obtain the inputs needed for increasingly mechanized production and market their products to a growing consumer economy.

The Bread Boom

The story of sliced bread began not in a large industrial bakery in Chicago, St. Louis, or Kansas City, but in the City of Chillicothe, Missouri, where a local baker was willing to gamble on an invention that other bakers considered impractical. M. Frank Bench founded the Chillicothe Baking Company in 1921, at a moment when the City of Chillicothe was firmly established as a regional commercial and transportation center (Mouton and Rennells 2026). The city possessed the ingredients of a modern food-processing economy close at hand: flour and cornmeal mills, grain elevators, wholesale grocers, dairies, and bakeries plus a network of family and commercial farms in the surrounding rural landscape. Through local partnerships, agricultural commodities were transformed into consumer goods and moved to market (Mohr 2022:39–40).

Just as important, the City of Chillicothe's rail connections allowed local food processors to serve customers beyond the immediate city and surrounding farms. Though Bench had initially started Bench's Modern Steam Bakery in 1916 on Martin Street at a location that was closer to town, he intentionally chose to build the Chillicothe Baking Company at the corner of Elm Street and First Street near the Burlington & Wabash Railroad Yard (Mouton and Rennells 2026). This positioned the bakery to ship bread by train to markets outside Chillicothe. Thus, when Bench introduced mechanically sliced bread in 1928, he was not simply testing a new product within a small local market; he was operating a bakery in a town that was already connected to a transportation network capable of carrying a perishable, mass-produced consumer good to a wider regional market.

Into this market came Otto Frederick Rohwedder, a jeweler turned inventor who had spent years trying to make commercially pre-sliced bread practical and marketable (Nix 2025:1; Marsden 2014:11). Rohwedder believed that slicing could add convenience and value to commercially baked bread, but many bakers remained skeptical, fearing that a sliced loaf would dry out more rapidly, lose its shape, or fall apart before reaching the consumer (Nix 2025:1; Latson 2015:2; Marsden 2014:11). His efforts suffered a major setback in 1917 when a fire destroyed his prototype and blueprints, forcing him to rebuild the equipment and continue seeking a bakery willing to test the idea commercially (Nix 2025:1; Marsden 2014:11). He eventually found that partner in Frank Bench who purchased a slicer to test Rohwedder's invention (Chillicothe Constitution-Tribune 1928:1; Ross 2013:1–2; Nix 2025:1; Latson 2015:1).

The experiment soon went live, and the power-driven, multi-bladed slicer began cutting fresh loaves, making the Chillicothe Baking Company the first bakery documented as selling automatically sliced bread commercially to the public (Chillicothe Constitution-Tribune 1928:1; Ross 2013:2; Nix 2025:1; Latson 2015:1; Marsden 2014:11). On July 6, 1928, the Chillicothe Constitution-Tribune announced that the Chillicothe Baking Company was introducing something genuinely new to its customers: bread loaves that were sliced before they left the bakery. The newspaper acknowledged that the idea might initially seem "startling," but predicted that consumers would appreciate slices so regular and precise that they were noticeably better than those cut at home (Chillicothe Constitution-Tribune 1928:1). Rohwedder had even experimented with slice thickness before settling on a cut slightly less than one-half inch (Nix 2025:1).

The new pre-sliced loaf was marketed by the Chillicothe Baking Company under the same brand name previously used to sell whole loaves—Kleen Maid Bread (See Figure 1) (Chillicothe Constitution 1922:3 and 1923), (Chillicothe Constitution-Tribune 1928a:1, 1928b, 1928c, 1928d). However the advertising became more sophisticated so as to anticipate customer preference. A 1922 Kleen Maid Bread promotion asked customers to save bread wrappers to compete for prizes such as a radio outfit or pair of roller skates, and a 1923 boasted "When You Buy Kleen-Maid Split-Top Bread You Are Getting Bread and Milk in the Same Package." In contrast, the 1928 advertisements anticipated anxieties about pre-sliced bread and addressed potential user issues (Chillicothe Constitution 1922:3, 1923).

An advertisement that ran in the *Chillicothe Constitution-Tribune* July 10, 1928 just days after the first loaves of sliced bread were sold, used illustrated instructions to show consumers how to open the wrapper, remove a retaining pin used to hold the slices in the shape of a loaf, take the desired slices, and reclose the package. It promised that "Each slice is better than anyone can slice by

BOY'S

Now is the time to get a complete Radio outfit free.

All you have to do is to hustle and get the most "Kleen Maid" Bread wrappers. Two more pair of roller skates to be given away this week to the two bringing the most wrappers this week. Ask your friends and neighbors to buy the Biggest and best loaf of bread in town, "Kleen Maid" and save the wrappers for you. It's anybody's race yet. Get in while the getting's good.

Chillicothe Baking Co.



Here are the reasons why our Kleen-Maid Bread is actually worth more money than any other bread being offered the public in this territory, that we know of:

Everyone has learned to know what the word VITAMINE means. Also, everyone knows that in the making of WHITE FLOUR the wheat berry is robbed of many of the most nutritious elements. The vital germ, or heart of the grain is the most nourishing part, yet this germ and the bran is completely lost in the milling of WHITE FLOUR.

The Wahl Institute of Chicago has just recently discovered how to extract these vital elements from the Bran in a liquid form, thereby making it possible to put these back into the dough and still get a white loaf of bread, and at the same time get those VITAMINES that people have only been able to get in a loaf of WHOLE WHEAT BREAD.

By keeping in close touch with the laboratory and by having a man such as Mr. Burnett to handle these ingredients scientifically, we are able to use this extraction, put back into the bread what the miller takes out and at the same time maintain our white loaf of bread. In addition to that we use a large percentage of Milk, Pure Lard, Cane Sugar, Etc.

These are the things you are entitled to when you spend your dime for a loaf of bread. If you don't get them you are not getting what you should for your money.

When you buy KLEEN-MAID SPLIT-TOP BREAD you are getting Bread and Milk in the same package.

"Let everyone choose with precision the Bread upon which they must depend."

CHILLICOTHE BAKING CO.

Figure 3: Early advertisements for Kleen Maid Bread promoted name recognition.



"Oh, yes and
a loaf of
that bread"

Follow these very simple instructions and you will find our SLICED BREAD a wonderful convenience—a SLICED loaf that remains FRESH.



1—Open wrapper at one end. Do not tear off.



2—Pull out pin. Loaf still held together by pin from other end.



3—Remove as many slices as desired.



4—Fold wrapper back over open end of loaf.

Each slice is better than anyone can slice by hand. A loaf remains fresh as long as an uncut loaf.

You hear this phrase frequently spoken in the grocery stores these days.

People who appreciate bread values, and who like to serve their meals in the most correct manner have learned to insist on Kleen Maid Sliced Bread.

The reason for the rapidly increasing favor being accorded Kleen Maid Sliced Bread is obvious for we have added to a remarkably fine loaf that much appreciated convenience—Perfect Slicing.

Ask any of the people, who say, "A loaf of THAT bread," where it stays Fresh. They'll say, "The fact that it's sliced makes no difference."

Chillicothe Baking Co.

Sliced



Kleen Maid
BREAD

Figure 4: After the introduction of bread, slicing the Chillicothe Baking Company began including instructions for customers to help them remove the pin that held the slices together in the shape of a loaf.

22

Great! isn't it Friends?

Each Slice CORRECT



Each Slice FRESH

Kleen Maid Sliced Bread

TO DO something for people that they appreciate. To furnish them with service that is better than they ever enjoyed before. That's the sort of thing that makes anybody happy.

It has made us happy to know that the public has accepted Kleen Maid Sliced Bread with such enthusiasm.

When we installed our new Fresh Bread Slicer and adopted the slogan, "A Fine Loaf Sold a Better Way", we felt we were doing the public a big favor.

Our Sliced Bread sales prove that the public thinks so, too.

The Family Meal Time saved for mother and for sister. The bread is always served just so. No more sharpening of the old bread knife.	Parties and Teas The perfect slices are always correct and are in keeping with all the other niceties of the hostess' service. Saves her time and effort.	Picnics and Touring A wonderful convenience because it helps do away with the drudgery and leaves more time for enjoying the out-of-doors with greater zest.
A Quality Loaf Nothing has been spared to make Kleen Maid Bread the most satisfying loaf you can buy. It's crammed full of fresh goodness.	A Convenient Loaf With Kleen Maid Sliced Bread in the house all one needs to do is open one end of the wrapper and it is ready to serve. Perfect and Fresh Slices.	

Chillicothe Baking Co.

Sliced  **KLEEN MAID BREAD**

Figure 5: Kleen Maid Bread was rebranded as Kleen Maid Sliced Bread.

hand,” and maintained that Kleen Maid Bread remained as fresh as an unsliced loaf (See Figure 2) (Chillicothe Constitution-Tribune 1928c). A July 13 advertisement associated bread slicing with time savings, reduced waste, better sandwiches and toast, and the mobility of automobile travel (See Figure 3) (Chillicothe Constitution-Tribune 1928d). It identified advantages for the “Family Meal,” “Quality Loaf,” “Parties and Teas,” and “Picnics and Touring.” These more strategic advertisements effectively proposed hypotheses about what consumers wanted. Advertisements explored the specific qualities that might create demand: uniform slices, freshness, convenience, reduced waste, easier preparation, and portability.

Reports suggest that sales increased due to the novelty of the sliced bread and the more aggressive advertising strategies (Chillicothe Constitution-Tribune 1928a; 1928b). The company’s sales of Kleen Maid Bread increased by approximately 2,000 percent within the first two weeks that the brand was advertised as sliced (Chillicothe Downtown Historic Walking Tour n.d.). The experiment proved so successful that the original machine remained in heavy use for about six months before the 10-foot-long metal box with a row of mechanized blades broke down. Fortunately Bench had back ordered at least four replacement slicers from Rohwedder, and this allowed the Chillicothe Baking Company to continue slicing their own Kleen Maid Bread as well as loaves brought to the store by others. Bakeries from as far as St. Joseph and Kansas City began bringing truckloads of bread to be sliced while awaiting delivery of their own machines from Rohwedder and his competing bread slicer mechanics (Chillicothe Downtown Historic Walking Tour n.d., Rennells 2026). Unexpectedly, Bench was soon running a regional food processing facility (Ross 2013:2). Restaurants, diners, cafeterias, and larger-scale food service institutions saved significant labor time by purchasing pre-sliced bread, and the consistency of the thickness of slices created new possibilities for toasters and bread presses that warmed larger numbers of slices so long as they were a consistent size.

Shipping Perishables by Railcar

In a short article about the City of Chillicothe’s long-time relationship with sliced bread that ran June 19, 1981 in the *Chillicothe Constitution-Tribune*, Local Historian Leo Saale recalled that there were too few bakeries in northern Missouri in the 1920s, and that both the Chillicothe Baking Company and the Crookshanks Bakery supplied nearby towns by shipping bread by rail (Plummer 1981b:4). ““They used to bake late at night and meet the Wabash trains. The Wabash had train carts as high as the freight car floor, and every night the bakeries had them loaded to meet every train. That way they would get to Moberly and other towns so folks could have fresh bread in the morning,” Saale said he supposed the bakeries also shipped out their products on Burlington (Chicago, Burlington and Quincy) trains” (Plummer 1981b:4).

By the late 1920s, rail shipments were the most common form of distribution for a growing number of U.S. products, and smaller industries like bakeries were beginning to capitalize on the trend. A Federal Trade Commission study published in 1928 demonstrates that the industrialization of baking involved not only large-scale production but also reliance on rail transport. The commission investigated both wholesale flour distribution and the marketing of commercially baked bread, receiving information from 147 baking companies operating 355 plants; these companies included the four largest bread producers in the United States as well as numerous multi-plant firms (United States Federal Trade Commission 1928:2–3). Among 4,997

miscellaneous wholesale customers reported by 128 commercial baking plants in 1926, 4,568—or 91.4 percent—were retailers served by rail. Only a minority of customers received bread through peddlers, which owned their own horse-drawn wagons or trucks, or out-of-town agents that shipped by truck but also might have used rail (United States Federal Trade Commission 1928:52-54). The commission further reported that bread accounted for approximately 81 percent of bakery business products shipped by rail to retailers (United States Federal Trade Commission 1928:54).

In Livingston County, as in most parts of the U.S., the bakery industry remained small and was dwarfed by the creamery business. Yet the opportunity to mass-produce bread and ship by rail allowed local bakeries to serve an increasingly larger regional market. Though bakery products were hardly mentioned in prior publications, the *Fiftieth Annual Report of the Bureau of Labor Statistics* indicates that \$25,649 of total bakery goods were manufactured in 1929, and this rose to \$29,845 in 1930 despite the strain of the Great Depression. In contrast, the total value of locally produced ice was estimated to be \$18,080, and candy was valued at \$3,462. The sum of local creamery production far exceeded these smaller markets at \$1,227,944.21, though the value of dairy goods dropped significantly to \$853,998 in 1930 (Missouri Bureau of Labor Statistics 1930:76, 1929:69).

Though evidence of local candy shipments has not been uncovered, the Chillicothe Ice & Fuel located next to the Chillicothe Baking Company was noted in the local papers for its advantageous position near the railroad tracks. In June 1916, the City of Chillicothe Secretary of the Chamber of Commerce, Harry W. Graham, published a Saturday Supplement to The *Chillicothe Constitution* that boasted of the city's proximity to the major markets and distribution centers of Kansas City, St. Joseph, Omaha, St. Louis, and Chicago. To illustrate how a local manufacturer used these advantages, Graham used the example of the Chillicothe Ice & Fuel Company that opened in 1909 near the Burlington & Wabash Railroad Yard. The company manufactured and distributed the most perishable of all products—distilled-water ice using condensers, filters, ammonia-coil freezing equipment, and a freezing system with a daily capacity of 25 tons (Graham 1916). By 1916, the company had developed a customer base extending to towns and villages throughout Chillicothe's trading territory, linking industrial-scale ice production to the same regional transportation and commercial networks used by the city's food processors, merchants, and manufacturers (Graham 1916).

In 1928, the Producers Creamery launched as a cooperative dairy processing facility and cold storage. One of the buildings was located on First Street, not far from the Chillicothe Baking Company and the Chillicothe Ice & Fuel. The brick building was designed by local architect R. Warren Roberts, and the stepped parapet front façade faced the railroad tracks. The building was so close to the rail line that dairy products could be walked across the street for loading. The effort to construct this facility began in the spring, and the producers occupied the site through at least 1961, when the local newspaper reported that half of the water consumed in the City of Chillicothe was used by the creamery (Mohr 2022:70).

Yet further down the railroad tracks was the Jenkins Hay Rake and Stacker Company, also noted by Graham for its strategic location along the shipping line. "Since the building of their immense plant here in 1907, the location at this point being determined from the fact that larger and better railroad facilities were offered, the scope of the business has developed to an almost world-wide

extent,” wrote Graham. “It does the work automatically without the aid of hired hands and is a time, labor, and money saver” (Graham 1916). The plant was constructed at the intersection of Brunswick Street and Madison Street, where Milbank Mills is now headquartered; it shipped sweep rakes and automatic swinging stackers that revolutionized harvesting.

The City of Chillicothe’s clothing manufacturers, bakeries, wholesale grocers, fuel dealers, mills, and dairies therefore operated within a commercial environment in which the railroad connected local production and processing with a much larger regional market. Graham actively promoted these transportation advantages to prospective manufacturers, pointing to the 41 factories already operating in the city and to branch plants established by four major companies as evidence that manufacturing could be profitable there. He argued that manufacturers could operate at lower cost in the City of Chillicothe than in larger cities and still draw upon an ample labor supply and nearby sources of coal, minerals, livestock, and cereals (Graham 1916). “There is no city in the State whose immediate future looks so bright as that of Chillicothe, the railroad and highway center and the approaching factory city of North Missouri,” wrote Graham (Graham 1916).

The City of Chillicothe’s own freight traffic illustrates the scale of the regional market that the railroads made possible for food processors and other local industries. A contemporary accounting of shipped products recorded a striking range of processed and perishable goods moving outward from the city. Local mills exported 6,266 barrels of flour, 13,519 pounds of cornmeal, 36,181 pounds of bran and shipstuff, and 100,680 pounds of feed, demonstrating that Chillicothe’s rail economy carried not only grain but substantial quantities of processed mill products (Roof 1913:154). Dairy and other perishable food products likewise entered this distribution network: shipments included 264,832 pounds of butter, 11,026 gallons of milk and cream, and 4,575 gallons of ice cream, alongside 84,146 pounds of canned vegetables and fruits (Roof 1913:154). Particularly revealing for the city’s developing food-distribution economy was the shipment of 113 railroad cars of ice, a commodity essential to the storage and movement of groceries and other perishables before widespread mechanical refrigeration (Roof 1913:154).

Even as freight shipping by long-haul trucks continued to expand in agricultural and food-producing counties as rural roads improved, railroads remained the primary carriers. In Missouri, grain operators preferred railroads to trucks because rail cars were loaded with less labor and less cost, and large-volume shipments were easier to arrange at peak harvest (Harrington and Sawyers 1966:6-7). Though Farmers’ cooperatives began buying trucks at least as early as 1935, rail shipments in Missouri dwarfed all other forms of transportation distribution for grain, cereals, feed, petroleum products, and groceries as well as for fertilizers and lime, of which approximately 59 to 81 percent of all products were shipped by rail (Schiffman and Haag 1937:28-31).

Rail rate increases from 1946 through 1958 motivated a continued shift toward trucks nationwide, but even by the 1960s, about 40% of the total volume of foodstuffs was transported by rail (Moser and Kriebel 1964:4). In the U.S., total intercity freight shipped by rail dropped from 61 percent in 1940 to 43 percent in 1960 (Moser and Kriebel 1964:9). Competing reports suggest that trucks may have been preferred for shipments of premium bakery perishables, such as bread that might turn stale enroute from the plant to the grocery chain. Yet as bread did not spoil like milk or ice cream, it did not require air-conditioned or iced cars, and shipments of bread could be sent by rail so that distributors could prioritize the use of cold trucks for dairy (Kriebel 1966:64).

Much like in the Midwest, railroads nationwide survived the automotive boom because supply chains had been in place since the nineteenth century. A surviving bread box from Meinburg's Bakery in Washington, D.C., dated approximately 1890–1900, provides material evidence that rail supply chains existed well before market studies uncovered the value of rail networks. The wooden box is preserved as part of the Smithsonian Institution National Museum of American History collection, and its rope handles and shipment number indicate that it was used to carry loaves by train from the bakery to businesses in Washington, D.C. and surrounding counties (National Museum of American History 1890–1900). Once emptied, the receiving grocery returned the container to the bakery so that it could be loaded and shipped again. Catalog notes explain that rail delivery enlarged the bakery's potential customer base, demonstrating how railroad transportation allowed even perishable finished bread—not simply grain or flour—to reach more distant markets through a preexisting commercial distribution system that spanned a broad sales territory.

Volatile Markets

The new supply chains that made it possible for Bench to profit from an industrial take-off also supported steep competition that ultimately drove the Chillicothe Baking Company out of business. As an early innovation, the Chillicothe Baking Company's product was far from perfect and customers complained that the long metal pin used to hold the slices in the shape of a loaf left rust spots (Plummer 1981a:4 and 1981b:4). Even after wax paper packaging was automated, customers said that loaves became stale due to the slicing. As Bench's customers were returning loaves, Rohwedder continued selling his slicing machines in partnership with the Bettendorf, Iowa-based Micro Machine Company, which became Micro-Westco in 1936. The company provided manufacturing services for Rohwedder's Mac-RoH Sales and Manufacturing Company (See Figure 4) (National Museum of American History 1928). As the surge in demand for both sliced bread and bread slicers continued, it became clear that the biggest threat to business was local and regional competition.

Since 1921, Crookshank's Bakery had operated a substantial business at 501 First Street near the rail yard and remained in operation under the Crookshank name until 1947 (Chillicothe Expanded Downtown Area Survey 2022:70). Once Crookshank's adopted sliced bread in the late 1920s, the local novelty ceased to belong to the Chillicothe Baking Company alone. The St. Louis-based Gustav C. Papendick, who had also purchased a bread slicer from Rohwedder, experimented with rubber bands to keep the slices together long enough to wrap the loaves (History of Bread n.d.). Papendick eventually developed a cardboard tray that aligned the slices, and this allowed for the mechanized wrapping and packaging of sliced bread. In January of 1931, Papendick lost a patent suit that he waged against the Joplin-Purity Baking Company, which was also slicing and wrapping bread. The judge found in favor of the defendants on the grounds that Rohwedder's bread slicing and wrapping machine constituted a prior art and that Papendick's technology lacked novelty (Papendick, Inc. v. Joplin-Purity Baking Co. 1931:462).

It is unclear how Bench was involved in the suit, but the decision was an augury of the difficult competition in the market and represented the obstacles to making money from further efficiency-based improvements. His widow, Hattie Bench, recalled in a 1981 interview that the Chillicothe Bakery Company closed in part due to fears of unfair competition. According to the article:

Bench and his partner had patented the machine, but while they “kind of waited” figuring out a wrapping solution, Mrs. Bench said, a man from St. Louis picked up their idea, changed the machine a little and started manufacturing slicing machines and turning out sliced bread. The Chillicothe partners sued and there was a trial at Joplin, but they lost.

Said Mrs. Bench, “He had lots of money and our funds were limited. He had changed it just a little bit, but just enough that we lost. He ruined us.”

The first sliced bread was produced in that building in 1928. “The shortage of money came on,” said Mrs. Bench. “And competition got stronger.” The bakery closed in 1931. (Plummer 1981a:4 and Plummer 1981b:4).

Other accounts suggest that Frank Bench sold the Chillicothe Baking Company to Northwest Missouri Baking Company, which soon went out of business due to the financial upheaval of the Great Depression (Mouton and Rennells 2026). Bread slicing continued to be a trend even despite the competition for customers. By the early 1930s, the Continental Baking Company was busy improving a product that would soon sweep the national markets as sliced Wonder Bread (Ross 2013:2).

In 1933, Rohwedder joined the Micro Machine Company as a vice president and launched the Rohwedder Bakery Division, where he rode out the pending market storms brought by World War II in corporate America. By the 1940s, sliced bread had become more than a novelty and was embedded in a mass market large enough that changes in slicing affected national packaging demand, bakery costs, institutional purchasing, and household consumption. More than an isolated mechanical invention, the Rohwedder-style automated slicer was part of a broader development of mass production and mass distribution that impacted other markets, including those for the paper and wax paper used in packaging.

During World War II, a supply-side problem created by wartime scarcity motivated a temporary ban of bread slicing, and Secretary of Agriculture Claude R. Wickard issued Food Distribution Order No. 1 on December 29, 1942 to conserve materials. Among the restrictions placed on commercial bakeries, the order prohibited the making or selling of sliced bread, although it initially permitted loaves weighing two pounds or more to continue to be sliced for sixty days. It also restricted bread to a single thickness of wrapping material and curtailed labels, inserts, and other uses of paper (U.S. Department of Agriculture 1942:11106–11107). The prohibition became effective at 12:01 a.m. on January 18, 1943, however the ban only lasted for a few months, perhaps due to the outcries of bakeries, restaurant owners, and housewives alike (U.S. Department of Agriculture 1942:11107).

The headline for a January 16, 1943 article published in the Chillicothe Constitution-Tribune immediately before the federal prohibition took effect read “Closing Days for Bread Slicing: It Is Hoped Here That Postponement of Order Will Be Received” (Chillicothe Constitution-Tribune 1943:1). The article discusses the effect of the order on the Crookshank Bakery, which stood to lose a significant portion of its market. The government quickly revised the restriction.



Figure 6: A tag on a 1928 Bread-slicing Machine held in the collections of the Smithsonian Institution

An amendment issued January 25 replaced the original two-pound-loaf exception with a narrower institutional exception: sliced bread weighing at least one pound could continue to be sold and delivered in lots of at least twenty pounds to restaurants, hotels, institutions, and commissaries for service with meals. This exception was scheduled to expire March 18, 1943, however, before that date arrived, the government abandoned the slicing prohibition altogether (U.S. Department of Agriculture 1943a:1177). Amendment No. 3, effective March 8, 1943, permitted bakers to resume slicing bread and rolls for household as well as institutional consumption. The Office of War Information explained that the original prohibition had been adopted primarily to conserve waxed paper and reduce bakery costs through reduced wrapping, but the government retained the requirement that bread and rolls use only one thickness of wrapping paper after slicing resumed to conserve packaging materials needed for war efforts (U.S. Office of War Information 1943:319). Slicing soon returned to ordinary bakery production to meet the ongoing heavy demand for prepared staples during a time when mothers were entering the assembly lines and administering municipal functions in place of the many men who served in the war in Europe.

By the time that Rohwedder retired from the Micro-Westco Company in 1951, a loaf of sliced bread sold for 16 cents, and commercial bakeries were competing for consumer preference among standardized packaged brands distributed across mass markets. A series of studies by the Institute for Motivational Research examined bread not simply as a staple but as a consumer product whose purchase involved perceptions of freshness, taste, texture, convenience, and brand identity. Founded by Ernest Dichter in Croton-on-Hudson, New York, in 1946, the institute applied psychological research to the sort of questions the Chillicothe Baking Company had approached through promotion and observed sales in 1928, when it reportedly sold Kleen Maid Bread for 5 cents a loaf (Plummer 1981a:4 and Plummer 1981b:4). For example, a 1959 study sought to identify the “personality” of Arnold’s bread and the emotional, social, nutritional, and economic considerations influencing purchases. Another study that year examined Weber’s bread through consumer loyalty, attitudes toward enriched white bread, nutritional claims, packaging, and advertising appeals (Institute for Motivational Research 1959a:3–8; 1959b:3–7). Research concerning Northridge Farms and the broader white-bread market explored expectations of factory-produced bread and its relationship to qualities associated with homemade or freshly prepared loaves (Institute for Motivational Research 1959b:3–7).

When Rohwedder passed away in 1960 in Concord, Michigan, where his sister and daughter lived, the cost of a loaf of bread had risen to 20 cents, and larger bakeries were becoming increasingly competitive for the resources they could afford to invest in strategic marketing and motivational research. The studies exposed an important tension: consumers valued modern factory bread packaged in plastic for convenience and consistency while associating the ideal loaf with all that Rohwedder’s first partner, Frank Bench, represented—homemade freshness, rugged individuality, locally produced flours, and the aroma of fresh bread in the morning. Consumers were caught between nostalgia for homemade bread and the standardized loaf of modern convenience shopping. Rohwedder’s series of innovations represent the crossroads between two different forms of mechanization, supply chain distribution, and marketing communications. The Chillicothe Baking Companies innovation stood at the intersection of mass production and mass consumption: mechanization created a standardized convenience product, while advertising—and eventually

systematic consumer research—sought to create and sustain a demand cycle that launched a modern economy.

Milling

Less than half a mile east of the Chillicothe Baking Company building, as the crow might fly along the rail tracks, is the Milbank Mills, manufacturer of Silver Moon Feeds and Flour, which is the longest locally operated family business in the City of Chillicothe. Milbank Mills built a business through industrial innovation and rail distribution. The first factory named City Mills was built near the current location of the Hy-Vee Grocery Store at 1210 Washington Street. “My great-grandfather came to Chillicothe in 1867, and picked that location because there was a stream which he could dam, that would create a mill pond, and thus, a source of water for the steam engine which was used to run the mill,” wrote Edward P. Milbank, president of Milbank Mills, in an e-mail response to questions submitted for the current survey (Milbank 2026). Flour and other products were loaded onto train cars and shipped out by rail freight, using first a horse and wagon and then a gasoline-powered truck to transport products to the Burlington, Wabash, and Milwaukee lines.

Milbank Mills converted from traditional stone-burr grinding to roller milling shortly after the technology appeared in the 1880s. Its system employed multiple sets of cylindrical steel rolls together with bucket elevators, scalpings, and screens, creating a mechanized sequence intended to produce precisely milled products. The machinery was initially powered by a steam engine (Milbank Mills n.d.:Part 5). The mill subsequently employed a Corliss steam engine purchased after its display at the 1904 St. Louis World’s Fair, which powered the plant for approximately thirty years before electric motors replaced it (Milbank Mills n.d.:Part 6). These improvements reduced labor requirements while increasing consistency and lowering production costs—the objectives that the company itself associated with its successive investments in machinery (Milbank Mills n.d.:Part 6).

In 1954, the Jenkins Hay Rake and Stacker Company, which occupied the present location of Milbank Mills on Brunswick Street and Madison Street, had fallen on hard times, and their mortgage was foreclosed. Milbank Mills bought the building and the railroad siding at the foreclosure auction. According to Milbank, the purchase was made primarily to obtain direct rail access. Milbank Mills continued in both locations until 1962, when a portion of the original hay rake and stacker factory buildings was demolished, and a new concrete tower was built by Milbank Mills for automated feed manufacturing. At the time of construction, in 1962, the rail siding was used to receive feed ingredients and to ship raw grains.

It was not until the late 1980s and early 1990s, when railroads raised prices and the rate for single car shipments became much higher than for trainload shipments, that Milbank Mills began to transition entirely to trucking. “The last inbound shipment probably [came] sometime around 1985 to 1990,” said Milbank. “Outbound shipments of grain continued, as long as the locally owned rail line was in service to the Norfolk Southern at Moberly, and from there, onto south markets” (Milbank 2026). The cost of transit to Kansas City became uneconomical by rail once the southern end of the local line was abandoned, and the only access was on the former Milwaukee railroad. The increased rail shipping costs encouraged consolidation in the industry. “As we are a small, still independent firm, our shipments are carload, not trainload,” said Milbank. The Mills

now relies entirely on truck transportation for manufacturing and processing ingredients as well as for outbound shipping of the finished product.

From 1900 to 1985, the long arc of the railroad in the City of Chillicothe connected the supply-side innovations of the Second Industrial Revolution—mechanization, concentrated energy, standardized inputs, and increased production—with the demand-side development of mass distribution and larger consumer markets. Whereas a traditional grist mill processed a farmer’s grain and retained a portion as payment, Milbank Mills used the railroad to develop as a commercial “merchant mill” by purchasing grain, processing it, and selling its products to other consumers (Milbank Mills n.d.:Part 10). Milling by-products such as wheat bran and shorts also became marketable inputs: Milbank incorporated them into animal feed and later combined them with other ingredients to manufacture specialized feeds intended to increase the production of meat, milk, and eggs (Milbank Mills n.d.:Parts 9, 12). As the business expanded, ingredients and agricultural and industrial by-products arrived from across the country, while bulk materials were mechanically conveyed, weighed, and mixed within the plant (Milbank Mills n.d.:Part 8). Rail transportation networks therefore allowed processors to draw upon increasingly distant sources of raw materials while finding wider markets for both primary products and manufacturing by-products.

This historic relationship helps explain why innovations such as mechanized milling and automated bread slicing mattered beyond the individual factory. Their commercial value depended upon an industrial and transportation system capable of bringing grain, fuel, machinery, packaging, and other inputs to processors while carrying finished products outward to dispersed consumers. Producers, in turn, had greater incentives to invest in machinery that increased throughput, uniformity, and labor productivity because additional production could be sold beyond the immediate local market. The railroad reduced dependence on immediately local supplies and consumers and lowered the risks associated with expanding production: greater output could be absorbed by geographically dispersed markets rather than only by consumers living near the plant (Giedion 1948:149–168, 188–200).

Architectural Historic Context

Evaluating Railroad Districts for their Transportation Significance

Railroad-related resources are often evaluated according to their demonstrable association with themes associated with transportation as well as for influencing development of commercial or industrial operations through better rail networks. A railroad corridor or rail-related historic district is significant for the transportation provided between a significant class of resources or a significant manufacturing or commerce node and demonstrates the importance of transfer points or terminal markets for commodities, products, or services (Minnesota State Historic Preservation Office and Minnesota Department of Transportation 2019:13–14). Historical studies of high-integrity and significant railroad-related resources often uncover a significant expansion of an industrial, commercial, or agricultural practice due to the influx or distribution of resources made possible by the rail lines.

In the Midwest Region and beyond, nominations for railroad-related districts have established relationships between the growth of local mechanical innovation or manufacturing and the expanded markets and distribution opportunities made possible by the proximity of rail lines to commercial centers. Research demonstrates how mechanical innovation and rail transportation operated together to increase productive capacity and enlarge the geography of markets: mechanized extraction and production generated greater volumes of commodities, while increasingly powerful and efficient rail systems made it possible to move those volumes over much larger distances.

Access to the railroad encouraged Kansas City's grain, livestock, meatpacking, milling, warehousing, and manufacturing industries, and industrial concerns clustered around tracks because railroads supplied both inbound materials and access to outbound markets (Schwenk 2000:3–4; 2010:3–4). By the late nineteenth century, this relationship was particularly evident in the West Bottoms, where railroad livestock transportation stimulated stockyard expansion and where the Union Depot helped establish the district as Kansas City's principal manufacturing and distribution center (Schwenk 2000:4–5; 2010:5–6). Kansas City's status as a national railroad freight center encouraged manufacturers of foods and condiments, chemicals and paints, valves, pumps, tanks, engines, furniture, refrigeration equipment, windmills, and other machinery to establish plants and warehouses near freight lines. Metal fabrication similarly expanded because of the city's central position in the national freight system, while automobile manufacturers took advantage of Kansas City's shipping connections to establish assembly plants (Schwenk 2010:21–22). The Hannibal Bridge's completion in 1869 connected Kansas City with the trading networks of St. Louis and Chicago and markets in the Southwest, making the city a shipping hub between eastern manufacturing regions and western agricultural regions. Commercial-industrial districts consequently formed immediately adjacent to rail lines in Old Town, the West Bottoms, the Crossroads area near Union Station, and the Blue River Valley (Schwenk 2000:1; 2010:1).

The Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri Multiple Property Submission encompasses railroad-associated commercial and industrial resources within the corporate limits of Kansas City, Jackson County, Missouri. The original MPS established three related historic contexts—"The Evolution of Kansas City Railroad Freight Industry, 1859–1950," "Commercial and Industrial Businesses Located Near Rail Freight Facilities, 1865–1950," and "Commercial and Industrial Architecture in Kansas City's Railroad Freight Districts, 1869–1950"—and the 2010 amendment extended these contexts through 1970 (Schwenk 2000:1; 2010:1–2). The Kansas MPS is especially useful for establishing the relationship between mechanization, industrial production, railroad transportation, and expanding market geography. In this integrated interpretation, mechanization increased the scale and efficiency of production, specialized warehouses and loading facilities facilitated handling and distribution, and railroad networks expanded the geographic reach of those products. The later contraction of Kansas City's wholesale trade area as secondary supply centers and truck transportation developed further demonstrates how strongly the earlier geography of distribution had depended upon the railroad freight system (Schwenk 2010:21).

The nomination for Railroad Park in Union City, Obion County, Tennessee, similarly establishes a close relationship between railroad development and Union City's local commercial economy. Union City itself developed as a projected junction of the Nashville and Northwestern Railroad

and the Mobile and Ohio Railroad, and after the Civil War the rebuilt railroads and shared depot became central to the city's economic recovery and development (Poe and West 1997:8–9). The nomination specifically links the role of the rails in exporting agricultural surplus to farmers' transition from a subsistence economy toward a market economy (Poe and West 1997:9). The nomination supports a broader relationship in which railroad transportation expanded access to distant markets and encouraged commercial growth, while the rail company used landscape improvement as another means of attracting passengers and investment. The property was listed under Criterion A in the areas of Transportation and Entertainment/Recreation for its association with the railroad development of Union City's urban landscape and its historic role as a community meeting place, and under Criterion C in Landscape Architecture as a locally significant example of the nineteenth-century railroad garden movement from 1889 to 1946 (Poe and West 1997:1, 6, 8).

The rails were important for bringing material inputs to factories as well as for distributing manufactured or produced goods and resources. The nomination for the Railroad Avenue Industrial District in Bridgeport, Fairfield County, Connecticut, directly connects rail transportation with the location and operation of Bridgeport's factories. The railroad viaduct forms the physical spine of the district, which includes an approximately 50-acre concentration of eleven factories or factory complexes containing twenty-seven major structures along Railroad Avenue and the elevated Northeast Corridor railroad right-of-way west of downtown Bridgeport. Transportation access was one of the chief reasons industry concentrated in this pattern (Clouette, Roth, and Devoe 1984:Geographical Data, 3). For example, the Wilmot and Hobbs mill supplied rolled steel used in sewing machines, typewriters, gun parts, tableware, flooring, and lamps, and its mill consumed large quantities of iron and steel billets delivered directly by railroad cars. The nomination specifically identifies this inbound movement of heavy raw material as evidence of the importance of the New York–Boston main line to industrial establishment along Railroad Avenue (Clouette, Roth, and Devoe 1984:8:3).

Transportation access also supported warehousing and distribution: the D. M. Read department store located its warehouse in the district because of the same transportation advantages that attracted manufacturers, while cold-storage, shipping, trucking, and warehouse facilities functioned alongside production plants (Clouette, Roth, and Devoe 1984:8:4). This history of economic development develops the close relationship between mechanized mass production and expanded sales geography: precision machinery and factory organization increased productive capacity and lowered unit costs, while railroad access brought bulk raw materials into factories and connected Bridgeport producers to the much larger consumer economy of the Northeast and nation.

The Virginian Railway was scientifically engineered to exploit the descending grade from the West Virginia coalfields to Virginia Tidewater, and thus expanded the coal distribution chain through the operation of exceptionally large locomotives capable of hauling 6,000 tons of coal. The nomination for the Virginian Railway Yard Historic District in Princeton, Mercer County, West Virginia describes a roughly 33-acre railroad complex containing 17 resources associated with the development and operation of the Virginian Railway from 1905–1953 (Gioulis 2002:2–6). The nomination recommended the district as significant under Criterion A in Transportation and Community Planning and Development and Criterion C in Architecture, and associated the

expansion of railroad capacity with increased coal production: mines served along the railway increased from 14 mines producing approximately 1.69 million net tons in 1910 to 103 mines producing approximately 7.60 million tons in 1920, while more than 150,000 coal-bearing acres along the route were under development by 1921 (Gioulis 2002:5-6).

This placed the rail yards at the center of local economic development. The arrival of the Norfolk and Western Railroad in the mid-1880s also stimulated business expansion, freight and passenger services, and new stores, while construction of the Virginian Railway produced a substantially larger boom after 1905. Completion of the Virginian Railway to Deepwater in 1909 shifted Princeton's commercial development toward the depot, where stores, hotels, restaurants, clothing stores, and a coal dealer appeared along Mercer Street (Gioulis 2002:3-4). By the mid-1920s, the Virginian Railway shops employed more than 800 men with an annual payroll exceeding \$1 million. Princeton then supported 60 stores as well as wholesale houses, printing firms, a hosiery mill, two ax-handle factories, two flour mills, two brick plants, an iron foundry, two planing mills, a cabinet shop, an ice plant, a bottling plant, and a bakery. The nomination makes the relationship unusually explicit, stating that these businesses "owed their existence to the railroad" and attributing Princeton's growth particularly to the Virginian Railway's machine and repair shops (Gioulis 2002:5).

The Kent Industrial District in Kent, Portage County, Ohio, is an approximately 4.3-acre grouping along both sides of the Cuyahoga River that preserves physical resources associated with two principal periods in Kent's development: its early manufacturing period and its railroad era. The historic context establishes a particularly strong relationship between transportation infrastructure and local manufacturing. From the 1810s through the 1830s, industrial development initially depended on water power: the Franklin Silk Company constructed the surviving stone dam, while diversion of Cuyahoga River water to Akron by the Pennsylvania and Ohio Canal Company deprived the silk enterprise of much of its power and contributed to its failure. The town "languished" until the Atlantic & Great Western Railway opened in 1863. The document therefore presents rail transportation as the infrastructure that revived and transformed an already established water-powered industrial center (Johannesen 1974:3). In economic terms, the district documents a progression from localized industrial production dependent upon river-powered mills to manufacturing situated within a long-distance rail network. Water-control engineering and mill construction made concentrated production possible, while the railroad substantially enlarged the geography through which raw materials, manufactured goods, and commercial traffic could circulate. That relationship would have allowed producers to reach markets far beyond the immediate Cuyahoga Valley and made larger-scale production commercially practicable.

Bridgeport similarly experienced a lag stage that was at least partially ameliorated by rail development. For generations, the town lagged behind other Connecticut industrial centers because its early factories relied heavily on hand production and lacked access to the state's principal centers of precision-machining innovation. This changed as outside capital and technology entered Bridgeport, aided by its harbor, excellent railroad connections, and proximity to New York manufacturing and finance. Large firms generated demand for specialized component manufacturers, machinists, patternmakers, primary-metal suppliers, warehouses, and cold-storage firms, creating an interconnected industrial economy in which technological innovation became continuous (Clouette, Roth, and Devoe 1984:8:1). Innovations in mass-production technology

lowered the cost of goods that had previously been expensive and helped make machine-produced organs, mechanical toys, ready-to-wear clothing, tableware, sewing machines, typewriters, and phonographs available to a much broader consumer population. By the beginning of the twentieth century, Bridgeport's industrial output exceeded that of Waterbury, Hartford, and New Haven (Clouette, Roth, and Devoe 1984:8:1). This was made possible by the built relationships formed between the mechanical innovations integrated by individual manufacturers and expanding transportation networks, which created a reinforcing feedback loop that supported increased demand (Clouette, Roth, and Devoe 1984:8:2–4).

Interpreting Railroad and Industrial Architecture

While railroad and industrial architecture are not defined according a clear stylistic classification, there are commonly noted construction methods, materials, and historical and regional contexts that are frequently described in case studies. Railroad architecture is treated as a functional property type rather than a single architectural style in the Railroad Related Historic Commercial and Industrial Resources in Kansas City, Missouri Multiple Property Submission Forms (Schwenk 2000:33–34; 2010:39–40). Commercial and industrial architecture was shaped as much by function, construction technology, and transportation requirements as by formal architectural style. The depots, terminals, freight houses, tracks and spurs, bridges, viaducts, and related infrastructure formed an integrated transportation landscape, and the document emphasizes that their designs and alterations demonstrate the technological evolution of rail transportation and freight handling (Schwenk 2000:33–34; 2010:39–40). At the building level, the transition from vertically organized factories to horizontal assembly-line plants records the effect of mechanized production on industrial form. At the metropolitan and regional level, railroad freight made that increased productive capacity economically useful by permitting raw materials to reach factories and finished products to move from manufacturing and warehouse districts into regional and national markets. Commercial distribution warehouses were explicitly designed to store and distribute manufacturers' products, while wholesale jobbers purchased goods from multiple manufacturers for resale to retailers (Schwenk 2000:26–27; 2010:31–32). The Kansas MPS identifies three broad property types: Industrial Facilities and Commercial Distribution Buildings, Office and Sales Buildings, and Auxiliary Support Resources, the latter encompassing railroad depots, terminals, freight houses, spurs, bridges, viaducts, and related infrastructure (Schwenk 2000:25–34; 2010:30–40).

The Kansas MPS historic contexts thus establish a direct causal relationship between railroad transportation and the location and expansion of Kansas City's manufacturing, wholesaling, warehousing, and commercial economy. Kansas City's position within national rail corridors determined where factories and wholesale houses located and affected the speed and ease with which freight could be handled. The Kansas MPS establishes registration requirements principally under Criterion A for local significance in Commerce and under Criterion C for Architecture and, where applicable, Engineering. Eligible resources must retain an association with railroad-dependent manufacturing, distribution, storage, or related commercial activities and sufficient integrity to communicate their historic function and period. Character-defining features vary by property type but include proximity and physical orientation to railroad freight lines and spurs; large rectangular or trapezoidal plans shaped by tracks; loading docks accommodating boxcars and

later trucks; flat roofs; masonry, cast-iron, steel, and reinforced-concrete construction; large window openings for daylight and ventilation; and recognizable façade and fenestration patterns.

Location is similarly an evaluation point in the nomination for the East Lawrence Industrial Historic District in Lawrence, Douglas County, Kansas. The compact grouping of late-nineteenth- and early-twentieth-century manufacturing, processing, wholesale-distribution, and warehouse resources are significant under Criterion A in the areas of Commerce, Industry, and Community Planning and Development for its association with Lawrence's economic development, the growth of commercial processing and wholesale distribution, and the shift from river-based industrial activity to rail-dependent manufacturing and distribution between 1883 and 1955 (Schwenk 2005:1–2, 13). The district lies within a larger historic manufacturing and railroad-freight area adjacent to active rail lines, and character-defining features include the district's proximity and orientation to railroad rights-of-way and former spurs; its historic street, alley, and open-space relationships; dark red brick and limestone masonry; load-bearing walls; heavy wood post-and-beam construction; flat or low-slope roofs; parapets; segmental-arched window and loading openings; large loading docks; and the spatial relationship between processing, storage, warehouse, and distribution facilities. The relationship between built industrial forms and the utilitarian rail access points is an important character-defining feature. The nomination emphasizes that these components retain sufficient integrity of design, setting, materials, workmanship, and association to communicate the district's historic industrial character and the processing, storage, and distribution of farm-to-market goods (Schwenk 2005:2, 11, 24).

The Railroad Avenue Industrial District in Bridgeport was listed in 1985 under Criterion C for the cohesive surviving concentration of industrial architecture located around the rail line as well as under Criterion A for Industry for the importance of the production center to Bridgeport's development as Connecticut's leading late-nineteenth- and early-twentieth-century manufacturing center. Character-defining features include the dense placement of factories immediately along streets and tracks and shipping docks and powerhouses crowded onto industrial parcels (Clouette, Roth, and Devoe 1984:1–2, 13).

Other case studies that offer more descriptive evaluations of railroad and industrial architectural features similarly note the importance of relational location evaluation. The Virginian Railway Yard Historic District in Princeton, West Virginia was recommended as eligible for listing on the NRHP for its vernacular railroad and industrial architecture characterized by simple, functional, primarily masonry buildings designed around railroad operations (Gioulis 2002:2, 6–7). The nomination recommended the district as significant under Criterion A in Transportation and Community Planning and Development and Criterion C in Architecture for influencing the development of Princeton, regional industrial commerce, a rail-based coal transportation infrastructure, and its intact railroad architecture (Gioulis 2002:2, 5–7).

The Kent Industrial District in Kent, Ohio, is similarly distinguished by the functional character of industrial and transportation resources. The mill built circa 1850 is an industrial building whose character derives primarily from its scale and construction: five stories, brick upper walls over massive stone ground-story walls, regular flat-linted windows, heavy timber framing, and a nearly 50-foot clear span on the top floor created by roof trusses. The district includes the Main Street masonry arch bridge, an 1830s stone dam and former Pennsylvania and Ohio Canal lock

site, the railroad depot, the nineteenth-century mill or factory on the west bank, and a ca. 1910 former livery stable. Character-defining features include the district's riverine setting; the relationship among the dam, former mill race, mill, bridge, railroad tracks, and depot; the five-story brick-and-stone mill with its heavy stone foundation walls, regular fenestration, timber floor framing and posts, and largely open upper story; and the substantial brick railroad depot. The nomination emphasizes that the resources and their setting retain the character of a nineteenth-century industrial town and reveal the transition from water-powered manufacturing to railroad-centered development. Its largely functional construction is central to the industrial character of the district, although the nomination does not assign the mill a named industrial architectural style (Johannesen 1974:2). The resource was nominated in 1974 before the NRHP established criteria for evaluating integrity; however, it was noted for its significance in architecture, commerce, industry, and transportation.

Interpreting Commercial Style Architecture

Commercial Style resources are also frequently identified in railroad and industrial historic districts. Commercial distribution buildings tended to be more architecturally expressive because they accommodated offices, showrooms, manufacturers' representatives, and wholesale jobbers as well as storage and distribution functions. The Kansas MPS specifically explains that early multi-story factories reflected a vertical division of labor, whereas the adoption of assembly-line production in the second decade of the twentieth century produced a new horizontal factory form, generally one or two stories in height (Schwenk 2000:26–27; 2010:31–32). Late-nineteenth- and early-twentieth-century manufacturing buildings could incorporate contemporary commercial architectural styles, particularly where a building also functioned as a corporate or regional headquarters, while factories increasingly adopted simpler, generic, minimally ornamented designs. Later industrial architecture was simultaneously transformed by mass-produced building materials and new engineering technologies, including structural steel, reinforced concrete, welding, rigid-frame trusses, cantilevers, continuous floor slabs, mushroom columns, electric and compressed-air tools, and other technologies that permitted larger spans and heavier warehouse loads (Schwenk 2000:20–22; 2010:20–24).

The KATY Railroad Historic District in Tulsa, Oklahoma, was listed under Criterion A in the area of Commerce for demonstrating the role of rail tracks in allowing businesses to transfer goods easily to and from outside suppliers and markets between 1913 and 1965 (Ambler, Rosin, and Nugent 2010:7–8). Architecturally, the district is particularly useful for distinguishing Commercial Style from industrial/utilitarian design. Commercial buildings generally take the form of one- or two-part commercial blocks. They are brick buildings with storefronts and restrained detailing, including patterned brickwork, limestone or cast-stone trim, cornices, transoms, bulkheads, corner posts, signage, and flat or stepped parapets. Ornamentation is generally minimal. By contrast, the larger industrial buildings—primarily warehouses and manufacturing facilities—are explicitly described as utilitarian buildings with “little or no discernable architectural style” (Ambler, Rosin, and Nugent 2010:2–3). Thus, in this nomination, Commercial Style refers principally to the architectural treatment and configuration of commercial blocks rather than to the industrial buildings simply because they housed commercial enterprises.

Some other nominations intentionally exclude commercial districts from industrial areas based on the divergent historical contexts and different construction practices. The Railroad Avenue

Industrial District in Bridgeport, Connecticut, does not define a separate Commercial Style, and in fact excludes the predominantly commercial resources along nearby State Street in order to maintain the district's specifically industrial thematic and visual character (Clouette, Roth, and Devoe 1984:Geographical Data, 3). Industrial architecture is described much more precisely. The typical late-nineteenth- and early-twentieth-century factory had plain brick-pier walls, wide segmental-arched windows, long narrow proportions, and flat or shallow-pitched roofs. These were not merely stylistic conventions: pilaster-mill construction concentrated structural loads in thick brick piers and permitted broader windows for natural light; narrow floor plates kept machinery close to windows; and elongated plans accommodated line-shaft systems in which a central shaft powered rows of machines. Sawtooth monitors further increased daylight in manufacturing spaces. Reinforced concrete represented an important early-twentieth-century industrial innovation because it allowed wider structural bays, more window area, and greater fire resistance, while Casco's ca. 1930 steel-frame, glass-curtain-wall addition illustrates a later phase of modern industrial construction (Clouette, Roth, and Devoe 1984:Architectural Significance, 1–2). Railroad-related design is expressed especially through the district's infrastructure rather than through a single architectural style. The massive granite viaduct, approximately fifteen feet above Railroad Avenue, carried four tracks and retained the catenary towers associated with the New Haven Railroad's 1907 electrification; its construction was associated with the railroad's ca. 1895 program to expand the right-of-way from two to four tracks and eliminate grade crossings (Clouette, Roth, and Devoe 1984:7:5).

Results

Prior Research

Listed and Recommended Resources

Within the current 96-acre Survey Area, no historic districts have been previously approved by the City of Chillicothe or listed on the National Register of Historic Places (NRHP), although the *2022 Expanded Downtown Area Survey*, completed by Bentonsport Preservation, LLC, in 2022, identified a potential Chillicothe Railroad and Industrial Historic District as eligible under Criterion A in the areas of Industry and Transportation because of the concentration of surviving railroad infrastructure and industrial buildings associated with the city's transportation and manufacturing development [(Mohr 2022:112–114)(Project No. 29-21-10029-006)]. Of particular importance to the present study, the potential district included railroad infrastructure and industrial buildings and was related to rail transportation because the resources collectively retained sufficient integrity to convey Chillicothe's development as a railroad and industrial center (Mohr 2022:112–114).

The potential Chillicothe Railroad and Industrial Historic District was identified in the *2022 Expanded Downtown Area Survey* and circumscribes eleven resources which include nine contributing resources, such as the Chillicothe Baking Company (Coombs 2026 LS-AS-003-0047), Tootle-Campbell Overall Factory (Coombs 2026 LS-AS-003-005 and LS-AS-003-0050), and Chillicothe Ice & Fuel (Coombs 2026 LS-AS-003-0049). These resources are described as having profited from the railroad, and contributing resources are evaluated for their proximity to

the rail line, which is said to have allowed the receipt of raw materials and shipping of finished products via rail (Mohr 2022:114). The authors of the report established a period of significance of c. 1909, when the Tootle-Campbell Shirt & Overall Factory was constructed, to 1967, when passenger service ended at the Burlington & Wabash Railroad Yard (Mohr 2022:113). Remnant rail tracks and a parking lot are among the resources included in the potential district.

No boundaries were formally proposed for the Chillicothe Railroad and Industrial Historic District, and while the resource was evaluated as a district, it was not proposed to the city or nominated to the NRHP. The potential boundary includes a portion of Elm Street between First and Second Streets and various resources located within the Burlington & Wabash Railroad Yard parcel (11-01.00-01-2-30-08.00). However, as this boundary is drawn but not surveyed, LS-AS-002 numbers were assigned to only some contributing resources, and no forms were prepared for the eleven resources evaluated as contributing and non-contributing. Rather than including all resources in the neighborhood and evaluating for contributing status, the potential boundary was intentionally manipulated to exclude Crookshank's Bakery for its loss of integrity (Mohr 2022:70, 109–114). The drawn boundary thus represents the selective inclusion of a limited number of high-integrity resources. As the 2022 *Expanded Downtown Area Survey* did not include the full industrial neighborhood or rail corridor, the historic significance cannot be contextually evaluated. The potential boundary must thus be resurveyed to evaluate resources that fell outside of the 2022 survey. The authors also noted that further investigation should focus on the Producers Creamery located at 101 Vine Street to understand the construction chronology before a final opinion can be formed as to whether this property contributes to the potential district (Mohr 2022:118). The authors of the 2022 survey also recommended investigating the area south of the railroad tracks to determine whether additional resources should be incorporated into the potential Chillicothe Railroad and Industrial Historic District, thereby directly anticipating the need for the present survey (Mohr 2022:117–118).

Additionally, the 2022 *Expanded Downtown Area Survey* by Bentonsport Preservation, LLC identified the potential North Missouri Lumber Yard District, though no formal boundaries were drawn. The project documented 169 properties representing residential, commercial, governmental, industrial, religious, educational, and other historic uses and evaluated them for individual eligibility and potential historic district status (Mohr 2022:42–44, 117–118). It identified eight industrial properties, most concentrated in the southern portion of its study area around the railroad depot, demonstrating the increasing transition from the commercial downtown to the railroad and industrial landscape approached by the present project (Mohr 2022:44–45).

Two previously listed districts are located in other portions of the City of Chillicothe and provide important comparative information about the history of architectural and economic development and the historical contexts applicable to the evaluation of resources within the present project area. The Courthouse Square Historic District (NRHP Reference No. 02001177), listed in 2002, encompasses the historic governmental and commercial core around the public square. It contains 32 buildings, 24 of which were contributing at the time of nomination, and is significant under Criterion A in the areas of Commerce and Government and under Criterion C for Architecture (Snider 2002b:8-17–8-18). The Livingston County Courthouse, constructed in 1913–1914, anchors the district on the public square established when Chillicothe was laid out in 1837, while the district also contains the Chillicothe City Hall and a concentration of prominent banks, hotels,

retail establishments, and other commercial buildings (Snider 2002b:8-17). The nomination documents a substantial concentration of late-nineteenth-century commercial architecture, with 19 of the district's 32 buildings constructed between 1883 and 1900, and identifies characteristic Victorian features such as projecting bays, ornamental cornices, cast-iron lintels and pilasters, pressed-metal ornament, and decorative brickwork (Snider 2002b:7-4).

The Chillicothe Commercial Historic District (NRHP Reference No. 02001176), also listed in 2002, documents the expansion of the downtown commercial area beyond the courthouse square. The district contains 30 buildings, 24 of which were contributing, with contributing resources dating from approximately 1889 to approximately 1950. It is significant under Criterion A in the areas of Commerce and Government and under Criterion C for Architecture (Snider 2002c:7-3, 8-15). Its resources range from modest one-story vernacular commercial buildings to architect-designed landmarks such as the Chillicothe Post Office and Federal Building and the Strand Hotel, illustrating the changing forms and architectural styles associated with the city's commercial development (Snider 2002c:7-3, 8-15). The nomination is particularly relevant to the current survey because it documents the effects of transportation changes on commercial architecture: Washington Street became part of the Jefferson Highway system, while automobile-oriented businesses, dealerships, garages, and related property types appeared during the early twentieth century as Chillicothe developed into a regional highway center (Snider 2002c:8-19).

The 2002 Multiple Property Documentation Form *Historic and Architectural Resources of Chillicothe, Missouri* (NRHP Reference No. 64500813) offers a contextual framework for evaluating the historic commercial and governmental architecture in the City of Chillicothe and includes nominations of the Courthouse Square and Chillicothe Commercial historic districts (Snider 2002a:E-1–E-31). The MPDF formally developed the historic context “Nineteenth and Early Twentieth Century Commercial Development in Chillicothe, Missouri: 1837–1952” and associated property types for Downtown Commercial Buildings, 1837–1952, and Public Buildings (Government), 1911–1952. It also identified, but did not fully develop, additional themes directly relevant to the present Survey Area, including Early Settlement, 1837–1851; the Railroad Era, 1852–1882; the Victorian Era, 1883–1900; the Highway City, 1901–1952; Industrial Development in Chillicothe, 1859–1952; Residential Development in Chillicothe, 1837–1952; Institutional and Educational Development; and Religious Development (Snider 2002a:E-1).

The City of Chillicothe also has two independently listed historic buildings. The Chillicothe Industrial Home for Girls (NRHP Reference No. 10000182), listed in 2010, is now demolished but once encompassed a campus of multiple related resources. The nominated approximately 46-acre tract represents the best-preserved portion of the former state juvenile institution and was listed under Criterion A in the area of Law/Juvenile Justice. Its period of significance was subsequently clarified by the National Park Service as 1888–1889 through 1969 (Rosin 2010:8-7; National Park Service 2010:SLR-1). Established after the Missouri General Assembly authorized the state's first two juvenile reformatories in 1887, the Chillicothe facility occupied an original 69.26-acre tract at the southwestern edge of the city, and construction of the first buildings occurred in 1888–1889 (Rosin 2010:8-7, 8-9). Architect M. Frederick Bell designed the original buildings, and the campus developed incrementally with cottages, educational facilities, a powerhouse, administrative facilities, and other buildings intended to support a campus-based approach to juvenile rehabilitation rather than a conventional prison environment (Rosin 2010:8-9).

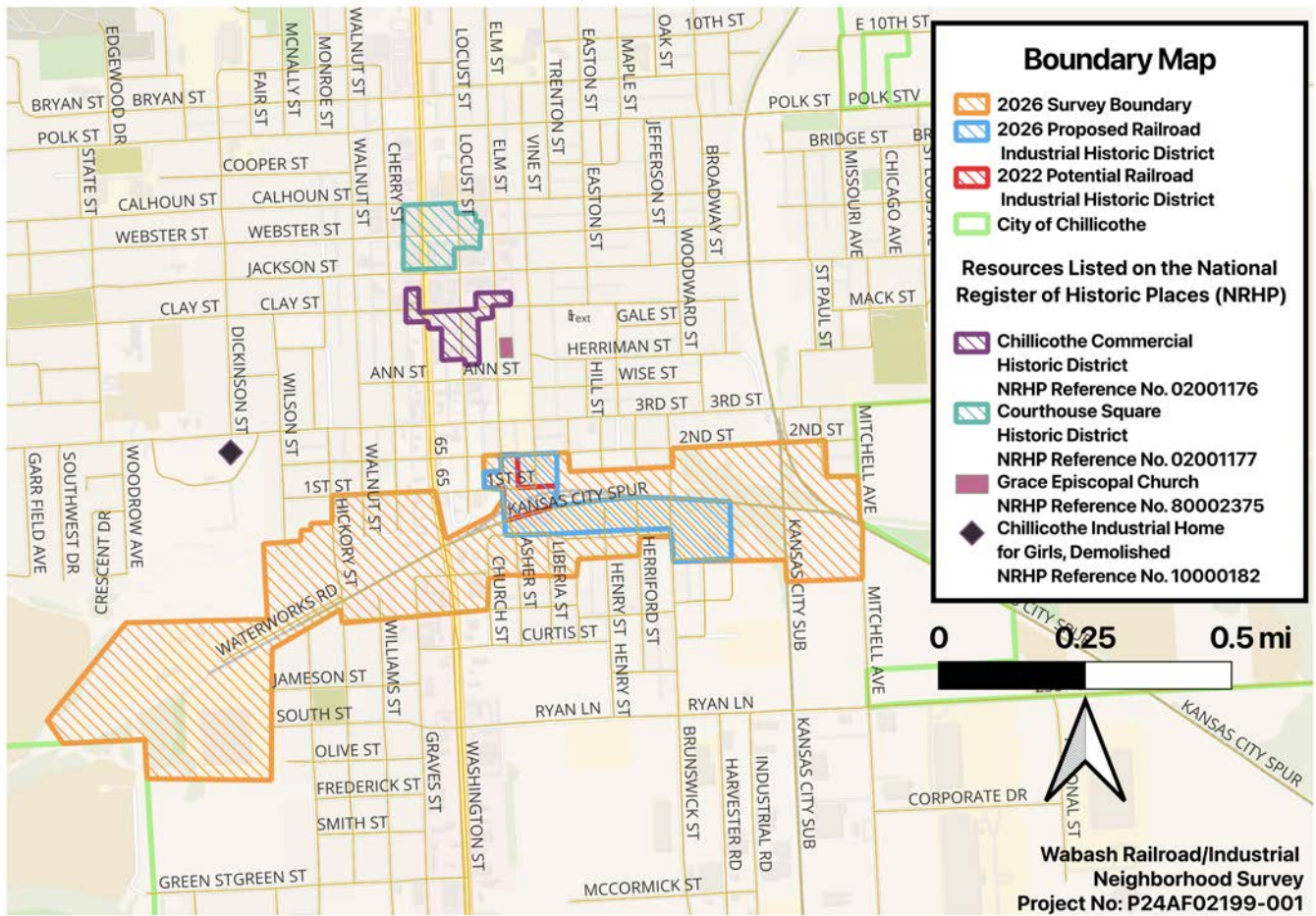


Figure 7: The Boundary Map shows the survey district as it is positioned with respect to NRHP-listed resources in the City of Chillicothe, MO.

The Grace Episcopal Church Complex (NRHP Reference No. 80002375), located at 421 Elm Street outside the present Survey Area, was listed in the National Register in 1980 and provides important documentation of Chillicothe's earliest surviving religious and architectural development. Constructed between 1867 and 1869 according to plans by St. Louis architect J. Beattie, the church is a prefabricated frame building that combines mid-nineteenth-century building technology with simplified Early English Gothic Revival design (Milbank and Johnson 1980:8-1). The nomination identifies significance in Architecture and Religion and describes the building as a remarkably intact example of the small wooden Episcopal parish churches that became common in American rural communities and small towns during the nineteenth century (Milbank and Johnson 1980:8-1). Grace Mission was organized in 1859, and the permanent church subsequently became both a religious center for area Episcopalians and a venue for community functions, lectures, recitals, and other social activities (Milbank and Johnson 1980:8-1, 8-3). The approximately one-acre nominated property therefore provides an important architectural reference point for evaluating Chillicothe's relatively small surviving collection of buildings dating from the period immediately following the arrival of the railroad (Milbank and Johnson 1980:10-1).

The current intensive survey therefore represents a logical extension of this earlier work by examining a geographically and functionally distinct landscape in which railroad infrastructure, industrial facilities, commercial properties, utilities, and adjoining residential neighborhoods can be evaluated together to determine how transportation and industry influenced the physical and economic development of the City of Chillicothe. This earlier documentation demonstrates the central role of transportation in shaping the built environment and establish comparative examples of the building types, architectural treatments, and development patterns, significant within the city. Most importantly, these prior projects position the current study as a continuation and refinement of previous preservation planning. The current survey fills an important geographic and thematic gap by concentrating on the physical relationships among railroad transportation, industrial production and storage, commercial activity, utilities, and adjoining residential development.

Data Analysis

Information recorded on each Architectural/Historic Inventory Form was entered into a single master spreadsheet (the "All Properties" worksheet). Each row represents one surveyed resource and records the SHPO survey number (LS-AS-003), site number, street number and street name, construction date, Livingston County parcel number, NRHP eligibility recommendation, property type, architectural style, story and roof form, a supplemental type field (Property Type II, used to note secondary characteristics such as Metal Clad, Boomtown, Mill, or Craftsman Revival influences), historical use, and whether the resource falls within the proposed historic district. Construction dates were taken from Livingston County Assessor records and compared, when possible, with Sanborn Fire Insurance maps, historic newspapers, and prior survey documentation; circa dates are identified with "c."

On each worksheet, the full data set was sorted by the variable under study so that identical categories were grouped together, and the number of resources in each category was counted. A percentage of the total was then calculated for each category by dividing the category count by the total number of resources (for example, =B123/\$B\$129 in the Architectural Style worksheet),

and the counts were summed to confirm that each table accounts for all 117 surveyed resources. Construction dates were grouped by decade and by 25-year intervals, and two subsets were also calculated: historic-age resources built in or before 1985, and resources built within the 1900–1985 period of significance. The District worksheet was produced by filtering the master data set to the resources located within the proposed district boundary, and construction dates were grouped by 25-year intervals within the period of significance.

Unless otherwise noted, the tables below count each of the 117 inventoried resources once. The Burlington & Wabash Railroad Yard (Site 46) contains both the passenger depot and the freight house on one inventory form and one parcel; in the survey-wide tables the site is classified by its primary building, the passenger depot, while the freight house is discussed separately and is counted individually in the district resource list.

Resources Surveyed

The survey documented 117 properties within the approximately 96-acre Survey Area defined by the City of Chillicothe Historic Preservation Commission, and Architectural/Historic Inventory Forms were completed for all 117 properties. The 117 inventoried properties comprise 92 primary resources that include a primary building as well as 25 properties without a primary building, including 22 vacant lots, two parking lots, and one rail line parcel (See Appendix B).

Historical Use

Historical use was recorded using the function categories of National Register Bulletin 16A. As shown in Table 1, residential use is the largest single category, with 27 properties (23.1%) historically used as single dwellings, one of which is a detached garage recorded as a secondary structure. Industrial uses together account for 24 properties (20.5%): 15 manufacturing facilities (12.8%), seven warehouses (6.0%); and two industrial storage buildings (1.7%) (See Table 1). Twelve properties (10.3%) were historically specialty stores, two (1.7%) are railroad-related, and two (1.7%) are public works facilities associated with the municipal waterworks. The remaining 50 properties (42.7%) are recorded as N/A because they are vacant lots or contemporary buildings for which no historical use could be determined. One vacant lot north of 311 Madison Street is recorded with a historical use of warehouse because its former building served that function. Industrial and railroad-related uses are concentrated along the railroad corridor, particularly around the Burlington & Wabash Railroad Yard at Elm, First, and Second streets and at the Milbank Mills complex near Brunswick, Henry, and Heriford streets. Residential properties are concentrated on the smaller parcels south and southeast of the tracks along Walnut, Cherry, Asher, Church, and Madison streets, while specialty stores are distributed along First Street, Washington Street (U.S. Route 65), Leeper Street, and other streets near the railroad.

Table 1: Historical use of surveyed properties

Historical Use	Number of Properties	Percentage of Total	Notes
Single Dwelling	27	23.1%	Includes one secondary structure (garage)
Manufacturing Facility	15	12.8%	Three also used for agricultural processing and storage
Specialty Store	12	10.3%	
Warehouse	7	6.0%	Includes one vacant lot formerly used as a warehouse
Industrial Storage	2	1.7%	
Public Works	2	1.7%	
Rail Related	2	1.7%	
N/A (vacant lot or contemporary)	50	42.7%	
Total	117	100.0%	

Historical use of surveyed properties, classified using the function categories of National Register Bulletin 16A (n=117).

Table 2: Construction Dates of Surveyed Properties by Decade

Construction Date	Number of Properties	Percentage of Total
1860–1869	1	0.9%
1870–1879	0	0.0%
1880–1889	0	0.0%
1890–1899	2	1.7%
1900–1909	6	5.1%
1910–1919	9	7.7%
1920–1929	11	9.4%
1930–1939	6	5.1%
1940–1949	2	1.7%
1950–1959	9	7.7%
1960–1969	9	7.7%
1970–1979	9	7.7%
1980–1989	6	5.1%
1990–1999	10	8.5%
2000–2009	18	15.4%
2010–2019	11	9.4%
2020–2029	5	4.3%
Unknown (N/A)	3	2.6%
Total	117	100.0%

Surviving properties by decade, from the Livingston County Assessor records (n=117).

Table 3: Construction dates by 25-year interval: all properties, historic-age properties, and properties within the period of significance.

Interval	All Properties	% of 117	Historic-Age (≤1985)	% of 70	Within POS (1900–1985)	% of 67
1850–1874	1	0.9%	1	1.4%	—	—
1875–1899	2	1.7%	2	2.9%	—	—
1900–1924	21	17.9%	21	30.0%	21	31.3%
1925–1949	13	11.1%	13	18.6%	13	19.4%
1950–1974	21	17.9%	21	30.0%	21	31.3%
1975–1999	22	18.8%	12 (1975–1985)	17.1%	12 (1975–1985)	17.9%
2000–2024	33	28.2%	—	—	—	—
2025–2049	1	0.9%	—	—	—	—
Unknown (N/A)	3	2.6%	—	—	—	—
Total	117	100.0%	70	100.0%	67	100.0%

Construction dates of surviving properties by 25-year interval: all properties, historic-age properties built in or before 1985, and properties within the 1900–1985 period of significance.

Built Dates

Built dates within the Survey Area range from 1862 (the house at 86 Walnut Street) to 2025, with three properties lacking a recorded construction date. As shown in Table 2, the decade with the most primary buildings is 2000–2009, which accounts for 18 properties (15.4%), and 44 properties (37.6%) were constructed after 1985 (See Table 2). The number of buildings in each date range reflects the number of parcels that contain a remaining primary historical resource. Because demolition was not well documented during the early years of development, the distribution of buildings by date reflects the resources that survive today, not the total amount of construction in each period. With that limitation in mind, the number of surviving properties rises through the first three decades of the twentieth century and peaks in the 1920s with 11 properties (9.4%). Only two surviving properties (1.7%) date from the 1940s, a decline that may reflect wartime restrictions on building materials or the more limited nature of residential development during the years following the increased industrial activity in the neighborhood. The number then holds steady at nine surviving properties in each decade from the 1950s through the 1970s.

Grouping the dates into 25-year intervals shows that 70 surviving properties (59.8%) were constructed in or before 1985 and are therefore historic-age resources for the purposes of this survey (See Table 3). Of these, 67 date from the 1900–1985 period of significance, representing 57.3% of all surveyed properties and 95.7% of the historic-age properties. The intervals 1900–1924 and 1950–1974 each account for 21 surviving properties (17.9% of the total and 31.3% of the resources within the period of significance). These two intervals correspond to the two principal phases of industrial and residential development along the railroad corridor.

Architectural Styles

Architectural styles were classified using the categories of the Missouri SHPO inventory form and National Register Bulletin 16A. As shown in Table 4, most surveyed properties (90, or 76.9%) have no discernible architectural style and were instead classified by property type and form, as discussed in the following subsections. Seven properties (6.0%) are vacant lots recorded as N/A. Twenty properties (17.1%) exhibit an identifiable style. Commercial Style is the most common, with 14 examples (12.0%), followed by Folk Victorian (three, 2.6%), Craftsman (two, 1.7%, one of which is a bungalow), and Late Nineteenth and Early Twentieth Century American Movements (one, 0.9%). Two additional small houses, at 24 Asher Street (1965) and 7 Church Street (1976), display Craftsman Revival influences but were not classified as styled because they postdate the style's period of popularity.

The architectural classification categories of National Register Bulletin 16A, which the Missouri SHPO inventory form follows, do not include a Folk Victorian style (McClelland 1997). Under the Late Victorian category, the bulletin lists only high-style subcategories such as Gothic, Italianate, Second Empire, Queen Anne, Stick/Eastlake, Shingle Style, and Romanesque. None of these describes the modest vernacular houses in the Survey Area, which combine simple folk house forms with applied Victorian ornament. The bulletin allows surveyors to record styles not on its list under "Other," so this survey adapted the Late Victorian category by recording these houses as Late Victorian: Other: Folk Victorian. The definition follows Virginia Savage McAlester's *A Field Guide to American Houses* (McAlester 2013). McAlester identifies Folk Victorian as a style applied to National Folk house forms, such as the gable-front, gable-front-and-wing, and I-house forms, and distinguishes it by Victorian detailing concentrated on porches and cornices: turned or chamfered porch posts, spindle work friezes, jigsaw-cut brackets, and decorative gable trim. This detailing became affordable for ordinary builders once railroads could deliver mass-produced millwork from regional planning mills.

Table 4: Architectural styles of surveyed properties.

Architectural Style	Number of Properties	Percentage of Total
Commercial Style	14	12.0%
Folk Victorian	3	2.6%
Craftsman	2	1.7%
Late Nineteenth and Early Twentieth Century American Movements	1	0.9%
None	90	76.9%
N/A (vacant lot)	7	6.0%
Total	117	100.0%

Architectural styles of surveyed properties; properties with no discernible style are classified by property type in Table 5 (n=117).

Commercial Style

Commercial Style is the dominant architectural style within the Survey Area and is closely associated with the railroad corridor: 11 of the 14 examples operated as manufacturing facilities, and eight of the 14 lie within the proposed historic district. In this survey, the style is represented principally by one- and two-story brick industrial and commercial buildings with flat roofs, parapets (some stepped or boomtown-fronted), restrained brick or cast-stone detailing, and regular window and loading openings. Examples date from c. 1890 to 1973 and include the Chillicothe Baking Company at 100 Elm Street (1921), the Chillicothe Ice & Fuel building at 104 Elm Street, the Tootle-Campbell Shirt & Overall Factory at 105 Elm Street, the Producers Creamery at 101 Vine Street (1928), and the freight house at the Burlington & Wabash Railroad Yard. Three later Commercial Style manufacturing buildings on Donaldson Drive (1959–1973) lie outside the district.

National Register Bulletin 16A classifies the Commercial Style under Late Nineteenth and Twentieth Century American Movements. The style developed from the late-nineteenth-century commercial architecture of Chicago and was widely adapted for small-town business and industrial buildings from the 1890s through the mid-twentieth century. In the Survey Area it appears as one- and two-story buildings of load-bearing brick with flat or low-pitched roofs, plain wall surfaces, and restrained ornament limited to brick corbelling, cast-stone or stone coping, and simple lintels and sills. Its character comes less from applied decoration than from proportion, the regular rhythm of openings, and the treatment of the roofline. As comparable railroad districts have noted, the style describes the architectural treatment of these buildings rather than simply the fact that they housed businesses (Ambler, Rosin, and Nugent 2010:2–3).

Brick was central to the style and to its use along the railroad. Masonry walls were more fire-resistant than frame construction, an important consideration for bakeries, ice plants, and other operations with ovens, boilers, and fuel stored close to the tracks, and one that lowered insurance risk. Load-bearing brick walls also carried the roof across wide, open interiors suited to production lines and storage, and brick signaled permanence and investment in a way frame buildings could not. The Commercial Style buildings in the Survey Area frequently use a false front, or boomtown, façade. The street elevation extends upward as a rectangular parapet that hides a low gable or flat roof behind it, so that a modest building presents a taller, more substantial face to the street and gains a flat surface for painted signs.

During the early twentieth century, retail storefronts increasingly used large fixed panes of plate glass framed by thin metal members and set above low bulkheads, turning the ground floor into a display window for merchandise. The Commercial Style buildings in the Survey Area did not follow this shift. Because they were used for production, processing, and storage rather than display, they kept smaller, regularly spaced window openings, typically double-hung or multi-light sash set within solid brick walls. These windows admitted daylight and ventilation while preserving wall area for equipment, shelving, and structural bearing, and they were more secure and easier to heat. The survival of this pattern of smaller, repeated openings in brick walls is a character-defining feature of the district's Commercial Style resources and helps



Figure 8: Facing north toward the south elevation of the Chillicothe Baking Company at 100 Elm Street (LS-AS-003-0047; Parcel 11-01.00-01-2-15-05.00).



Figure 9: Facing northeast toward the southwest corner of the Chillicothe Baking Company at 100 Elm Street (Site 47; LS-AS-003-0047; Parcel 11-01.00-01-2-15-05.00).

The Chillicothe Baking Company (LS-AS-003-0047) shows the false front in a restrained form. Its brick street façade rises to a low parapet that conceals the roof, giving the one-story bakery a clean, horizontal profile. Across Elm Street, the Tootle-Campbell Shirt & Overall Factory (LS-AS-003-0050) and the adjoining Tootle-Campbell building at Elm and First streets (LS-AS-003-0005) apply the same brick walls and flat-roofed, parapeted form at two stories. Next door to the bakery, the Chillicothe Ice & Fuel Company building (LS-AS-003-0049) uses it at one story. The fenestration of these buildings distinguishes their industrial function from contemporary retail architecture.

Commercial Style buildings were a defining feature of the railroad districts that grew up across Midwestern cities and small towns in the late nineteenth and early twentieth centuries. In these districts the style gave rail-served businesses a durable, fire-resistant building and a modest but respectable face toward the street, while the interiors and rear elevations remained organized around the receipt and shipment of goods by rail. The Commercial Style buildings clustered around the Burlington & Wabash Railroad Yard in Chillicothe follow this regional pattern and convey the same relationship between architectural form and rail transportation.

Late Nineteenth and Early Twentieth Century American Movements

National Register Bulletin 16A groups several styles that emerged in the United States around the turn of the twentieth century under Late Nineteenth and Twentieth Century American Movements, including the Prairie School, the Chicago School, the Commercial Style, and Bungalow/Craftsman. Unlike the revival styles of the period, these movements rejected historical European precedent in favor of forms suited to American landscapes, materials, and modern building needs. The Prairie School, developed by Frank Lloyd Wright and other architects in the Chicago area between about 1893 and 1920, emphasized horizontality through low hipped roofs, broad overhanging eaves, bands of grouped windows, and continuous belt courses and water tables that tied a building visually to the flat Midwestern landscape.

Railroads carried these ideas well beyond Chicago. Many of the major Midwestern lines, including the Chicago, Burlington & Quincy, which was headquartered in Chicago, issued standardized depot plans from their engineering departments and built hundreds of stations from them across the region. In the brick depots of the 1900s through the 1920s, these plans often adopted a restrained Prairie vocabulary. The style suited depot design in practical ways. Deep eaves sheltered passengers and baggage on the platform, long low proportions echoed the line of the track, and brick walls offered durability and fire resistance next to the tracks.

The Burlington & Wabash passenger depot at 1 Elm Street (LS-AS-003-0046) is the only resource in the Survey Area classified in this category (See Figure 7). The one-story brick depot has a low hipped roof with deep overhangings, a projecting track-side bay under its own hipped roof, a continuous stone belt course at the level of the window heads, a stone water table above a darker brick base, and grouped windows with multi-light transoms. These features reflect the influence of the Prairie School on standardized depot design in the early twentieth century.



Figure 10: Facing northwest toward the southeast elevation of the Burlington & Wabash Railroad Passenger Depot at 1 Elm Street (LS-AS-003-0046; Parcel 11-01.00-01-2-30-08.00).



Figure 11: Facing west toward the east elevation of the dwelling located at 86 Walnut Street (LS-AS-003-0103; Parcel 11-01.00-01-2-22-01.00).

Folk Victorian

Folk Victorian is a vernacular style that was built between 1870 and 1910 and applied Victorian-era ornament to simple National Folk house forms (McAlester 2013). It differs from the high Victorian styles, such as Queen Anne, in that its decoration is added to a symmetrical or simply massed house rather than expressed through complex plans, towers, and irregular rooflines. As rail lines reached small Midwestern towns, they carried mass-produced millwork from regional planning mills and lumberyards, and builders and homeowners of modest means could then buy ready-made brackets, spindles, and turned posts from catalogs and add fashionable detail to otherwise plain, inexpensive houses. Folk Victorian houses are therefore closely associated with the working-class and middle-class neighborhoods that grew up near railroad corridors, depots, and industrial districts in the late nineteenth and early twentieth centuries. In the Survey Area, three Folk Victorian houses stand on the small residential parcels south and southeast of the railroad, a short walk from the depot and the rail-served industries along Elm Street and Madison Street: the two-story gabled ell at 86 Walnut Street (LS-AS-003-0103, 1862) (See Figure 8); the two-story center-gable house at 85 Walnut Street (LS-AS-003-0102, 1923); the one-story gabled ell at 231 Madison Street (LS-AS-003-0071, 1907)

Craftsman

National Register Bulletin 16A classifies the Craftsman style, with its most common form, the bungalow, under Late Nineteenth and Twentieth Century American Movements. The style grew out of the Arts and Crafts movement and was popularized in the early twentieth century by architects such as Charles and Henry Greene in California and by Gustav Stickley's magazine *The Craftsman*. McAlester dates it from about 1905 to 1930 (McAlester 2013). It rejected Victorian ornament in favor of honest expression of materials and structure. Characteristic features include low-pitched gabled or hipped roofs with wide, open eaves; exposed rafter tails; triangular knee braces under the gables; full or partial-width front porches under their own roofs, supported by tapered square columns on brick or stone piers; and grouped windows, often with multi-light upper sashes over single-light lower sashes. Like Folk Victorian houses a generation earlier, Craftsman houses reached working-class and middle-class neighborhoods largely by rail. Pattern books, plan services, and mail-order companies sold inexpensive bungalow designs, and railroads delivered the lumber, millwork, and even precut house kits that made them affordable to railroad and factory workers in towns like Chillicothe. Two houses in the Survey Area retain Craftsman features:

Two houses display Craftsman features: the two-story front-gable house at 57 Wilson Street (1930) and the one-and-one-half-story hipped bungalow with dormer at 71 Walnut Street (1933). Characteristic features include wide eaves, knee braces, and front porches under separate roofs. Both were built late in the style's period of popularity and stand on the small residential parcels south of the railroad corridor. Two later small houses, at 24 Asher Street (LS-AS-003-0024, 1965) and 7 Church Street (LS-AS-003-0039, 1976), display Craftsman Revival influences such as knee braces and front porches under separate roofs. They were not classified as Craftsman because they postdate the style.



Figure 12: Facing east toward the west elevation of the dwelling located at 57 Wilson Street (LS-AS-003-0117; Parcel 11-01.00-01-2-23-06.00).

Property Types

Properties were also categorized by property type, and those that lacked a discernible architectural style were evaluated only by their property type in field 24 of the inventory form. Table 5 summarizes the property types recorded for all 117 properties. Metal clad buildings are the largest single category, with 38 properties (32.5%), followed by vacant lots (22, 18.8%), small houses (19, 16.2%), and early-to-mid-twentieth-century manufacturing buildings (14, 12.0%). Together these four types account for 93 properties (79.5%) (See Table 5).

Metal Clad Buildings

Thirty-eight metal clad buildings are distributed throughout the Survey Area. Most are one-story side- or front-gabled buildings with corrugated or standing-seam metal walls and roofs, few windows, and large overhead doors, and most serve as storage buildings, shops, or warehouses. Assessor dates for these buildings range from 1901 to 2023; 23 were built after 1985, and several of the earliest assessor dates appear to reflect earlier improvements on the parcel rather than the present building. Their presence reflects the replacement of earlier industrial and residential buildings, and in residential blocks they introduce a utilitarian character that differs from the surrounding houses. None is recommended as eligible.

Vacant Lots, Parking Lots, and Rail Line

The Survey Area contains 22 vacant lots and 2 parking lots, which together make up just over one-fifth of the surveyed properties (20.5%). A vacant lot is defined here as a separate tax parcel with no permanent or semi-permanent building. The survey documented each one with an inventory form and photograph because the pattern of vacancy is itself evidence of how the neighborhood has changed. The lots vary considerably in surface and use:

- **Paved lots.** Some are surfaced with asphalt or concrete, including the two parking lots on First Street southwest of Herriford Street (LS-AS-003-0006) and southwest of North Brunswick Street (LS-AS-003-0007). Several paved surfaces are cracked, patched, and broken by vegetation, suggesting little recent use or maintenance.
- **Mown grass.** Other lots are covered in maintained lawn. Several of these function as expanded side yards for adjoining houses but remain on separate parcels.
- **Overgrown.** Other lots have been left unmown and have grown up in weeds, brush, and volunteer trees.
- **Storage and salvage.** A few lots are used for outdoor storage or as informal salvage or junk yards, holding vehicles, equipment, or scrap without any permanent or semi-permanent building.

Many of the vacant lots are the sites of demolished buildings that were never replaced. On these parcels, foundations, concrete slabs, and paved drives may survive, and vegetation has overtaken the ground where a house, warehouse, or industrial building once stood. The vacant lot north of 311 Madison Street (LS-AS-003-0080), for example, is recorded with a historical use of warehouse because its former building served that function. The vacant lot at 604 West Second Street (LS-AS-003-0016) lies within the proposed district among the rail-served industries near the depot. Vacant lots are concentrated along the railroad corridor and on Arthaud, Madison, and

Cherry streets, and their number reflects the loss of historic fabric that followed the decline of rail-served industry and the aging of the worker housing around it. As noted above, demolition in the neighborhood was not well documented, so these lots are an important physical record of buildings that no longer survive. None of the vacant lots or parking lots is recommended as eligible. The one vacant lot within the proposed district is counted as a noncontributing site.

Small Houses and One-Story Frame Dwellings

Nineteen small houses and two one-story frame dwellings form the principal residential property types. Built between 1862 and 2006, most are one-story side-gabled, front-gabled, or hipped houses of wood-frame construction, many with replacement siding and windows. They represent working-class housing built on the small gridded parcels south and southeast of the railroad. No residential property was found to retain sufficient integrity or significance for individual eligibility, and further surveys will need to determine if there is a concentration large enough to form a residential historic district.

Early- to Mid-Twentieth-Century Commercial, Industrial, and Manufacturing

The 14 early-to-mid-twentieth-century manufacturing properties are the most significant property type in the Survey Area. All 14 are historic-age resources (1895–1973), and nine are recommended as eligible, either individually or as contributing resources to the proposed district. They include one- and two-story brick industrial buildings near the Burlington & Wabash Railroad Yard and the multi-story mill, elevator, and feed-manufacturing buildings of Milbank Mills. Of the five not recommended as eligible, Crookshank's Bakery at 501 First Street and the warehouse at Slack and First streets have lost integrity, and the three one-story, flat-roofed plants on Donaldson Drive (1959–1973) are located away from the railroad corridor and are not associated with rail-served industry.

Manufactured Homes

Six manufactured homes, dating from 1967 to 1981, are located on residential parcels on First, Second, Asher, Conn, Herriford, and Madison streets. Manufactured homes are factory-built dwellings constructed on a permanent steel chassis and transported to the site in one or more sections. Those in the Survey Area are one-story, single-section units with flat or low-pitched roofs, metal or vinyl siding, and ribbon or paired windows. Five of the six are recorded with a flat roof. Before 1976 these dwellings were generally called mobile homes.

The National Manufactured Housing Construction and Safety Standards Act of 1974 established federal construction standards administered by the U.S. Department of Housing and Urban Development, which took effect in 1976, and after that the term "manufactured home" replaced "mobile home" for units built to the HUD Code. In the Survey Area, manufactured homes were placed on small residential lots south and southeast of the railroad, often where earlier houses had been removed. They represent an affordable form of housing in a neighborhood whose older worker housing had declined along with rail-served industry. Although five of the six fall within the historic-age threshold, none is associated with the district's areas of significance.

Early- to Mid-Twentieth-Century Commercial, Boomtown, and Square Box

Seven small commercial buildings were recorded: four early-to-mid-twentieth-century commercial buildings (c. 1920–1948), two of which have boomtown fronts (1003 Waples Street, 1927, and 608 West Second Street, 1948); two with false-front parapets (10 Hickory Street, 1910, and 815 Leeper Street, 1925); and one square box building at 100 South Washington Street (1949). The boomtown building at 10 Hickory Street is recommended as eligible.

Institutional

Institutional buildings in the Survey Area are those built for public or governmental functions, such as utilities and municipal services, rather than for private commerce, industry, or residence. Three properties fall into this category, all associated with the City of Chillicothe's public works and utilities: 1425 Waterworks Road (LS-AS-003-0114, 1910), a split-level, flat-roofed building that is the oldest part of the waterworks complex at the southwestern end of the Survey Area; 1611 Waterworks Road (LS-AS-003-0115, 1968), a one-story, side-gabled, metal clad public works building; and 98 South Washington Street (LS-AS-003-0111, 1996), a municipal building.

Utilitarian

Utilitarian buildings are defined in this survey by their use. They were built to serve a practical function, such as storage, equipment housing, or service, with no intent to convey an architectural style. They are constructed of widely available mass-produced materials, typically standard machine-made brick or concrete masonry units (CMUs), and have simple rectangular forms, plain wall surfaces, and no applied decoration. Their design is determined by cost, durability, and the needs of the activity they house. The one-story, side-gabled building northeast of Williams Street at Waples Street (LS-AS-003-0107, 2000), is classified as utilitarian.

Railroad Property Types

Railroad-related properties include buildings, structures, and parcels whose historic or current use is tied to rail transportation. This category includes parcels that are otherwise vacant but are crossed by railroad tracks, since the track, roadbed, and right-of-way are potentially a historic resource. Two properties fall into this category within the Survey Area: the Burlington & Wabash Railroad Yard at 1 Elm Street (LS-AS-003-0046), which contains the passenger depot, the freight house, the brick platform, and remnant tracks; and the parcel northwest of Mitchell Avenue (LS-AS-003-0086), which carries an active track.

Table 5: Property types of surveyed properties

Property Type	Number of Properties	Percentage of Total	Notes
Metal Clad	38	32.5%	41 total metal clad counting the two metal Early to Mid Twentieth Century Commercial/Industrial/Manufacturing and the one metal Institutional resources.
Vacant Lot	22	18.8%	
Early to Mid Twentieth Century Commercial/Industrial/Manufacturing	19	16.2%	14 manufacturing, 4 commercial, 1 industrial; two also metal clad; two with boomtown fronts
Small House	19	16.2%	Includes one detached garage
Manufactured Home	6	5.1%	
Institutional	3	2.6%	One also metal clad
Boomtown	2	1.7%	
One-Story Frame Dwelling	2	1.7%	
Parking Lot	2	1.7%	
Passenger Depot	1	0.9%	Freight depot recorded on same form
Rail Line	1	0.9%	
Square Box	1	0.9%	
Utilitarian	1	0.9%	
Total	117	100.0%	

Property types of surveyed properties, with early- to mid-twentieth-century commercial, industrial, and manufacturing buildings combined into one category (n = 117).

Story and Roof Forms

Because most properties lack a formal style, story height and roof form were also recorded to characterize the building stock (Table 6). One-story buildings dominate, accounting for 75 properties (64.1%), compared with 13 two-story buildings (11.1%), two multi-story industrial buildings (1.7%), one split-level building, and one municipal building. The one-story side-gable form is the most common, with 31 properties (26.5%), reflecting both the small houses and the metal-clad buildings. It is followed by one-story front-gable (15, 12.8%) and one-story flat-roofed buildings (12, 10.3%), the latter chiefly industrial and commercial buildings and manufactured homes. Twenty-five properties (21.4%) have no building.

Table 6: Story and roof forms of surveyed properties

Story and Roof	Number of Properties	Percentage of Total
Multi Story Industrial	2	1.7%
Municipal Building	1	0.9%
One Story Boomtown	2	1.7%
One Story Centre Gable	1	0.9%
One Story Flat	12	10.3%
One Story Front Gable	15	12.8%
One Story Gabled Ell	1	0.9%
One Story Hipped	6	5.1%
One Story L Shape	2	1.7%
One Story Rounded	2	1.7%
One Story Saltbox	1	0.9%
One Story Shed Roof	2	1.7%
One Story Side Gable	31	26.5%
Split Level Flat	1	0.9%
Two Story Boomtown	2	1.7%
Two Story Centre Gable	1	0.9%
Two Story Flat	4	3.4%
Two Story Front Gable	2	1.7%
Two Story Gabled Ell	1	0.9%
Two Story Hipped, Dormer	1	0.9%
Two Story Side Gable	2	1.7%
Vacant Lot	25	21.4%
Total	117	100.0%

Story height and roof form of surveyed properties, recorded to characterize the building stock where no architectural style is present; vacant lots, parking lots, and the rail line are grouped as Vacant Lot (n=117).

Resources Recommended as Eligible for Listing on the NRHP

Eleven of the 117 surveyed resources (9.4%), comprising 11 primary buildings, are recommended as individually eligible for the NRHP. Ten of the 11 lie within the proposed Railroad and Industrial Historic District. The remaining property, the two-story boomtown building at 10 Hickory Street (Site 62, 1910), lies outside the district boundary and is not part of a recommended historic district. No properties less than 50 years of age with exceptional significance were identified. The remaining 105 properties are recommended as not eligible because of age, lack of significance, or loss of integrity.

Table 7: Resources recommended as eligible for listing in the NRHP, with the recommended criteria and areas of significance for each.

LS-AS No.	Address / Historic Name	Parcel	Date	Eligibility Recommendation
LS-AS-003-0046	1 Elm St., Burlington & Wabash Railroad Passenger Depot	11-01.00-01-2-30-08.00	1920	IE; Contributing; A, C
LS-AS-003-0046	1 Elm St., Burlington & Wabash Railroad Freight House	11-01.00-01-2-30-08.00	c. 1890	IE (with depot); Contributing; A, C
LS-AS-003-0047	100 Elm St., Chillicothe Baking Company	11-01.00-01-2-15-05.00	1921	IE; Contributing; A, B, C
LS-AS-003-0049	104 Elm St., Chillicothe Ice & Fuel Company	11-01.00-01-2-15-06.01	1901	IE; Contributing; A, C
LS-AS-003-0050	105 Elm St., Tootle-Campbell Shirt & Overall Factory	11-01.00-01-2-16-02.01	1900	IE; Contributing; A, C
LS-AS-003-0005	Elm St. at 1st St., Tootle-Campbell factory building	11-01.00-01-2-16-02.00	1954	IE; Contributing; A, C
LS-AS-003-0093	101 Vine St., Producers Creamery	11-01.00-01-2-17-01.00	1928	IE; Contributing; A, C
LS-AS-003-0073	309 Madison St.	11-01.00-01-1-19-01.00	1924	IE; Contributing; A, C
LS-AS-003-0027	1 Brunswick St., Milbank Mills	11-01.00-01-1-17-01.00	1895	IE; Contributing; A, C
LS-AS-003-0058	1 Henry St., Milbank Mills	11-01.00-01-1-18-01.01	1953	IE; Contributing; A, C
LS-AS-003-0060	43 Heriford St., Milbank Mills	11-01.00-01-1-18-01.00	1963	IE; Contributing; A, C
LS-AS-003-0062	10 Hickory St., boomtown commercial building	11-01.00-01-2-23-08.00	1910	IE; Outside district; A, C

Resources recommended as eligible for listing in the NRHP, with the recommended criteria and areas of significance for each. IE = individually eligible; C = contributing to the proposed Wabash Railroad and Industrial Historic District. No resource is recommended as eligible under Criterion D.



Figure 13: Facing east toward the west principal elevation of the Tootle-Campbell Shirt & Overall Factory at 105 Elm Street (LS-AS-003-0050; Parcel 11-01.00-01-2-16-02.01) and its adjoining section at Elm Street and First Street (LS-AS-003-0005; Parcel 11-01.00-01-2-16-02.00).



Figure 14: Facing east toward the primary west elevation of Milbank Mills located at 1 Brunswick Street (LS-AS-003-0027; Parcel 11-01.00-01-1-17-01.00).



Figure 15: Facing southeast toward the primary northwest elevation of the Burlington & Wabash Railroad Passenger Depot located at 1 Elm Street (LS-AS-003-0046; Parcel 11-01.00-01-2-30-08.00).



Figure 16: Facing northwest toward the southeast elevation of the Burlington & Wabash Railroad Freight House, the secondary building located at 1 Elm Street (LS-AS-003-0046; Parcel 11-01.00-01-2-30-08.00).



Figure 17: Facing west toward the east elevations of the Chillicothe Baking Company at 100 Elm Street (LS-AS-003-0047; Parcel 11-01.00-01-2-15-05.00) and the Chillicothe Ice & Fuel Company at 104 Elm Street (LS-AS-003-0049; Parcel 11-01.00-01-2-15-06.01).



Figure 18: Facing northeast toward the 1953 grain elevator and attached warehouse complex of Milbank Mills located at 1 Henry Street (LS-AS-003-0058; Parcel 11-01.00-01-1-18-01.01).



Figure 19: Facing northeast toward the MFA warehouse and fertilizer-storage complex located at 43 Heriford Street (LS-AS-003-0060; Parcel 11-01.00-01-1-18-01.00).



Figure 20: Facing west toward the primary east façade of the 1910 brick warehouse located at 10 Hickory Street (LS-AS-003-0062; Parcel 11-01.00-01-2-23-08.00).



Figure 21: Facing north toward the south elevation of the industrial building located at 309 Madison Street (LS-AS-003-0073; Parcel 11-01.00-01-1-19-01.00).



Figure 22: Facing southeast toward the main entrance of the office building of the Producers Creamery complex located at 101 Vine Street (LS-AS-003-0093; Parcel 11-01.00-01-2-17-01.00).

Proposed Historic District – Eligibility Evaluation

The proposed Railroad and Industrial Historic District is recommended as eligible under the period of significance 1900–1985 for demonstrating the relationship between the local mass production of commodities with electricity and the distribution of locally produced goods by rail. The district contains 19 contributing buildings documented on 18 inventory forms, located on 17 Livingston County tax parcels. Eleven buildings are recommended as individually eligible. They include the passenger depot and freight house of the Burlington & Wabash Railroad Yard; the buildings of the Chillicothe Baking Company, Chillicothe Ice & Fuel, the Tootle-Campbell Shirt & Overall Factory, and the Producers Creamery clustered within a block of the yard; the industrial building at 309 Madison Street; and the buildings of the Milbank Mills complex. Contributing buildings range from c. 1890 to 1963.

The railroad buildings, a brick passenger depot with Prairie School influence and a long one-story brick freight house, anchor the western end of the district. One- and two-story Commercial Style industrial buildings of brick masonry with flat or low-slope roofs, parapets, and regular window and loading openings, built between 1900 and 1954, surround the yard along Elm, First, and Vine streets and continue east at 309 Madison Street. At the eastern end, the Milbank Mills complex combines an 1895 two-story mill building with multi-story, metal-clad feed-manufacturing and storage structures built in 1953 and 1963, illustrating the continued investment in rail-served processing after World War II.

Seven buildings and one vacant lot are recommended as noncontributing because of age or loss of integrity. The district retains the physical pattern that defined it during the period of significance: brick and later concrete and metal industrial buildings sited directly along the tracks and former spurs, oriented to loading from railcars and trucks, and separated from the residential blocks to the south by the railroad and Madison Street.

Verbal Boundary Description

The proposed boundary encompasses the 17 Livingston County tax parcels listed below and the Kansas City Spur railroad right-of-way that connects them, as shown on the district map. In the western area, the boundary is formed by Second Street on the north, Elm Street on the west, and Slack Street on the east, and it includes the Burlington & Wabash Railroad Yard and the industrial parcels along Elm, First, Second, and Vine streets. From there, the boundary follows the Kansas City Spur east, enclosing the parcels between the north side of the tracks and Madison Street as far as Stewart Avenue. East of Herriford Street, it extends south of Madison Street to include the Milbank Mills complex.



Figure 23: Facing northwest toward the proposed Railroad and Industrial Historic District

Boundary Justification

The district also documents the full arc of the period of significance within a compact area. The Commercial Style factories around the yard, built between 1900 and 1963, represent the early-twentieth-century phase in which local food processors used nightly trains to reach regional markets. The metal clad and multi-story feed-manufacturing mill structures, built in 1953 and 1963, represent the postwar phase in which rail-served processing expanded through mechanization before shipping shifted to trucks in the late 1980s. Read together, the two ends of the district show the continuity of the relationship between mechanized production and rail distribution that defines the period of significance.

The boundary was drawn to encompass the densest surviving concentration of railroad and rail-served industrial resources in the Survey Area and to follow the rail corridor that historically linked them. It expands the potential Chillicothe Railroad and Industrial Historic District identified in 2022, which contained eleven resources concentrated at the railroad yard, in three ways:

- It includes every resource within the concentration and evaluates each for contributing status, rather than drawing the line around selected high-integrity buildings. For this reason Crookshank's Bakery is included as noncontributing.
- It incorporates the Producers Creamery at 101 Vine Street, which the 2022 survey identified for further study.
- It extends east along the Kansas City Spur to include 309 Madison Street and the Milbank Mills complex, which represent the continuation of rail-served processing into the postwar period.

Residential blocks along Asher, Church, Cherry, Walnut, and Liberia streets are excluded because their resources are not associated with the district's industrial and transportation themes and do not retain sufficient integrity. The parcels on Graves, Waples, and Washington streets, Waterworks Road, and Donaldson Drive are excluded because they are dominated by post-1985 metal clad buildings or, in the case of the Donaldson Drive plants, are not located on the rail corridor.

Associated Railroad Structures and Objects

The Burlington & Wabash Railroad Yard parcel contains railroad features that the 2022 survey identified as contributing: the brick platform and paving, a steel hoist, two pieces of signal equipment, and remnant tracks north and south of the depot. It also contains a stage (c. 2010) and a parking area north of the depot, identified as noncontributing (Mohr 2022:112–114). The Kansas City Spur tracks that link the two areas of the district are also a character-defining structure. It follows the railroad corridor through the southern portion of the City of Chillicothe and consists of two connected areas. The western area is a compact block centered on the Burlington & Wabash Railroad Yard. It is bounded generally by Second Street on the north and Elm Street on the west and extends east to Slack Street. From the south side of this block, the district runs east along the Kansas City Spur, taking in the rail-served parcels between the north side of the tracks and Madison Street, to Stewart Avenue. East of Herriford Street, it widens south of Madison Street to include the Milbank Mills complex at Brunswick, Henry, and Heriford streets.

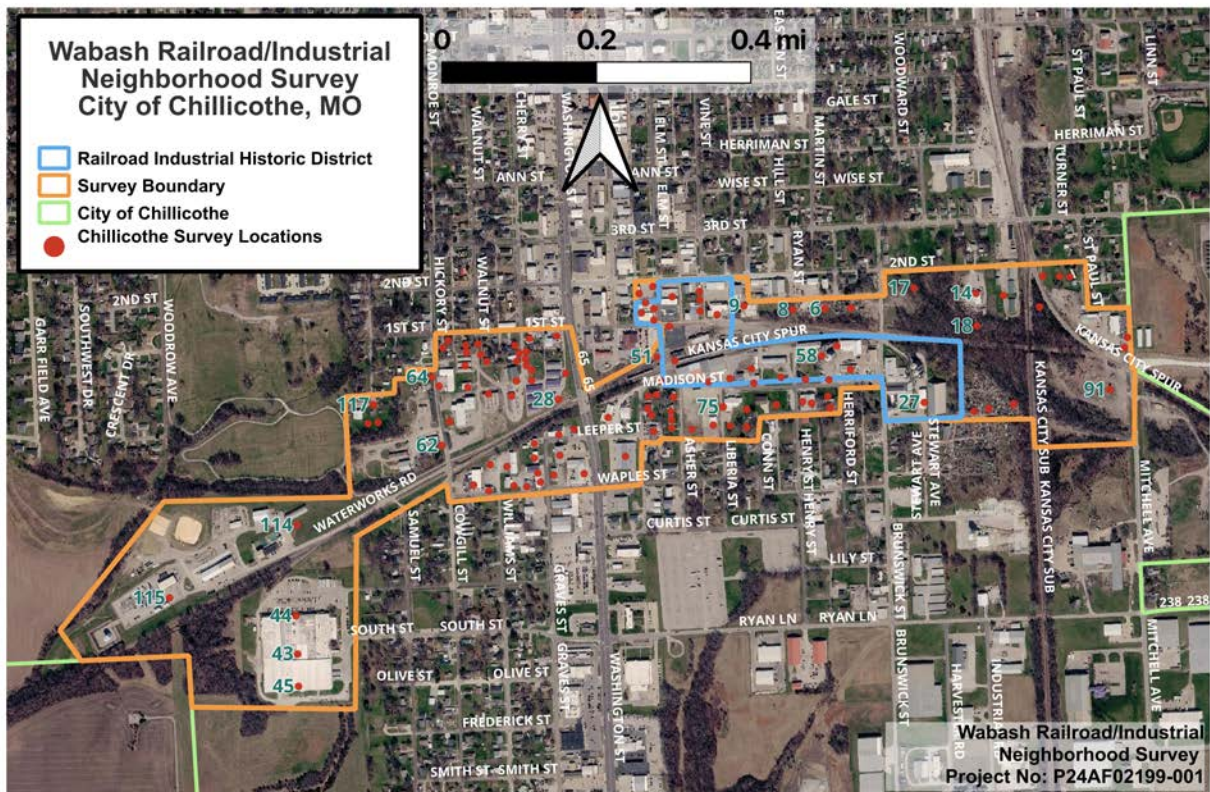


Figure 24: The District Map shows the location of the proposed Railroad and Industrial Historic District within the Survey Area.



Figure 25: Facing north toward the warehouse at Slack Street and First Street (LS-AS-003-0009, noncontributing).



Figure 26: It is recommended as not eligible and noncontributing to the proposed Railroad and Industrial Historic District because of its loss of integrity.

Contributing Resources

Eleven buildings are recommended as contributing to the proposed district. Each was constructed or in use during the period of significance, is associated with rail transportation or rail-dependent industry, and retains sufficient integrity to convey that association. Site numbers refer to the Architectural/Historic Inventory Forms (LS-AS-003).

Eight resources are recommended as noncontributing. They were constructed after the period of significance, lack an association with rail-served industry, or have lost the integrity needed to convey their historic character. They are included within the boundary because they lie within the concentration of contributing resources, and excluding them would leave gaps in an otherwise continuous district.

Table 8: Resources within the proposed district by parcel.

Site	Address / Historic Name	Parcel	Date	Status
46a	1 Elm St., passenger depot	11-01.00-01-2-30-08.00	1920	Contributing
46b	1 Elm St., freight house	11-01.00-01-2-30-08.00	c. 1890	Contributing
47	100 Elm St., Chillicothe Baking Company	11-01.00-01-2-15-05.00	1921	Contributing
49	104 Elm St., Chillicothe Ice & Fuel	11-01.00-01-2-15-06.01	1901	Contributing
50	105 Elm St., Tootle-Campbell Shirt & Overall Factory	11-01.00-01-2-16-02.01	1900	Contributing
5	Elm St. at 1st St., Tootle-Campbell	11-01.00-01-2-16-02.00	1954	Contributing
93	101 Vine St., Producers Creamery	11-01.00-01-2-17-01.00	1928	Contributing
73	309 Madison St.	11-01.00-01-1-19-01.00	1924	Contributing
27	1 Brunswick St., Milbank Mills	11-01.00-01-1-17-01.00	1895	Contributing
58	1 Henry St., Milbank Mills	11-01.00-01-1-18-01.01	1953	Contributing
60	43 Heriford St., Milbank Mills	11-01.00-01-1-18-01.00	1963	Contributing
1	501 1st St., Crookshank's Bakery	11-01.00-01-2-16-03.00	1930	Noncontributing
9	Slack St. at 1st St.	11-01.00-01-1-07-07.00	c. 1955	Noncontributing
15	608 West 2nd St.	11-01.00-01-2-15-01.01	1948	Noncontributing
16	604 West 2nd St. (vacant lot)	11-01.00-01-2-15-01.01	N/A	Noncontributing
11	608 2nd St.	11-01.00-01-2-15-01.00	2017	Noncontributing
74	311 Madison St.	11-01.00-01-1-19-03.00	1953	Noncontributing
76	503 Madison St.	11-01.00-01-2-30-07.00	1981	Noncontributing
61	Between 1 Henry St. and 43 Heriford St., Milbank Mills	11-01.00-01-1-18-01.02	2011	Noncontributing

Parcel Numbers

1. 1 Elm St., Burlington & Wabash Railroad Yard (passenger depot and freight house): Parcel No. 11-01.00-01-2-30-08.00
2. 100 Elm St., Chillicothe Baking Company: Parcel No. 11-01.00-01-2-15-05.00
3. 104 Elm St., Chillicothe Ice & Fuel: Parcel No. 11-01.00-01-2-15-06.01
4. 105 Elm St., Tootle-Campbell Shirt & Overall Factory: Parcel No. 11-01.00-01-2-16-02.01
5. Elm St. at 1st St., Tootle-Campbell: Parcel No. 11-01.00-01-2-16-02.00
6. 501 1st St., Crookshank's Bakery: Parcel No. 11-01.00-01-2-16-03.00
7. 101 Vine St., Producers Creamery: Parcel No. 11-01.00-01-2-17-01.00
8. Slack St. at 1st St., warehouse: Parcel No. 11-01.00-01-1-07-07.00
9. 608 2nd St.: Parcel No. 11-01.00-01-2-15-01.00
10. 608 West 2nd St. and 604 West 2nd St. (vacant lot): Parcel No. 11-01.00-01-2-15-01.01
11. 503 Madison St.: Parcel No. 11-01.00-01-2-30-07.00
12. 309 Madison St.: Parcel No. 11-01.00-01-1-19-01.00
13. 311 Madison St.: Parcel No. 11-01.00-01-1-19-03.00
14. 1 Brunswick St., Milbank Mills: Parcel No. 11-01.00-01-1-17-01.00
15. 1 Henry St., Milbank Mills: Parcel No. 11-01.00-01-1-18-01.01
16. 43 Heriford St., Milbank Mills: Parcel No. 11-01.00-01-1-18-01.00
17. Between 1 Henry St. and 43 Heriford St., Milbank Mills: Parcel No. 11-01.00-01-1-18-01.02

District Evaluation Under the NRHP Criteria

Criterion A. The proposed district is recommended as eligible under Criterion A at the local level in the areas of Industry, Transportation, Commerce, and Community Planning and Development. It is the surviving concentration of resources associated with Chillicothe's role as a rail hub and with the industries that located beside the tracks to receive raw materials and ship finished goods. These include the manufacture of commercially sold sliced bread at the Chillicothe Baking Company, ice and fuel distribution, cooperative dairy processing, garment manufacturing, and milling and feed manufacturing. The spatial organization of the district, with its industrial parcels fronting the tracks and the depot at its center, reflects the influence of the railroad on the city's physical development.

Criterion B. The district as a whole is not recommended as eligible under Criterion B. The Chillicothe Baking Company at 100 Elm Street is individually significant under Criterion B for its association with M. Frank Bench, who introduced commercially sold machine-sliced bread there in 1928, and that association contributes to the district's significance under Criterion A. Otto Rohwedder, the inventor of the slicer, did not live or work at the site, and his significance is associated primarily with his work in Iowa. Research to date has not established that other owners or operators in the district made contributions of the importance Criterion B requires.

Criterion C. The proposed district is recommended as eligible under Criterion C in the area of Architecture as a significant and distinguishable collection of railroad and industrial buildings whose design expresses function, construction technology, and orientation to the rail line. Character-defining features include:

- proximity and orientation of buildings to the railroad right-of-way, platforms, and former spurs;
- load-bearing brick masonry in the early buildings and concrete and metal cladding in the postwar buildings;
- flat, low-slope, and bowstring-truss roofs concealed by flat, stepped, or boomtown parapets;
- regular rhythms of large window openings for daylight and ventilation, and loading doors for railcars and trucks;
- restrained Commercial Style detailing such as cast-stone coping, stone tablets, corbelled cornices, and segmental-arched openings;
- the Prairie School–influenced passenger depot with its hipped roof, deep eaves, and stone belt course, and the freight house with its brick platform;
- the multi-story processing and storage structures of Milbank Mills.
-

Individually, several of these buildings are modest. Together, they form a cohesive industrial landscape whose significance lies in the collection rather than in individual distinction.

Criterion D. This architectural survey did not include archaeological investigation, and there is no evidence that the above-ground resources are likely to yield information important to history. The district is therefore not recommended as eligible under Criterion D. The railroad yard and the sites of demolished industrial buildings may contain archaeological deposits that could be evaluated separately.

Integrity

The district retains sufficient integrity to convey its significance. All contributing resources remain on their original sites along the railroad corridor. The railroad remains in service and the relationship among the depot, the yard, the tracks, and the rail-served industrial parcels is intact. Infill is limited to a few metal clad buildings and one vacant lot. Contributing buildings retain their historic form, massing, roof shapes, parapets, and fenestration patterns. Additions made during the period of significance, particularly at Milbank Mills, are part of the district's historic development. Historic brick masonry, stone and cast-stone trim, corbelled brickwork, the freight platform paving, and mid-century concrete and metal construction survive. Replacement windows, infilled or boarded openings, and the stucco coating of the freight house office diminish but do not destroy these aspects. The concentration of historic industrial and railroad buildings along active tracks continues to convey the character of a rail-served industrial district and its direct link to Chillicothe's industrial and transportation history.

Recommendations

This survey recommends preparing a National Register of Historic Places (NRHP) nomination for the proposed Railroad and Industrial Historic District under Criteria A and C. An individual National Register nomination is also recommended for the Chillicothe Baking Company at 100 Elm Street under Criteria A, B, and C. A reconnaissance survey or resurvey of the residential

neighborhoods south and southeast of the railroad corridor, including the side streets outside the present Survey Area, would determine whether a concentration of housing retains sufficient integrity to form a residential historic district. Historic Preservation efforts, including any design guidelines or ordinances, should preserve, restore, and reconstruct the brickwork on First Street, and development goals should prioritize the renovation of warehouses for mixed-use residential, recreational, retail, office, and art spaces. Any opportunities to open passenger train service, even if on a weekly basis, should be explored to support the on-going preservation and use of the depot.

Summary

The report develops a historic context for the Wabash Railroad and Industrial Neighborhood with a period of significance of 1900–1985. It focuses on the themes of Commerce, Community Planning and Development, Industry, and Transportation, and on the relationship between mechanized mass production and rail distribution that shaped the neighborhood. The consultant identified and photographed all 117 properties within the approximately 96-acre Survey Area and completed a Missouri SHPO Architectural/Historic Inventory Form for each, documenting its historic character, alterations, and integrity. The survey data were compiled and analyzed by construction date, historical use, architectural style, property type, and story and roof form, and mapped in QGIS to show the spatial distribution of historic resources and style types. That analysis showed the Commercial Style and rail-served industrial buildings concentrated along the railroad corridor, with small folk, Folk Victorian, and Craftsman houses on the residential blocks to the south.

Eleven of the 117 surveyed resources are recommended as eligible for listing in the NRHP. The survey also identified and defined the boundaries of a proposed Railroad and Industrial Historic District of 19 resources on 17 tax parcels, eligible under Criteria A and C. Field survey and research refined the potential district anticipated near First and Second streets, Asher Street, and the railroad corridor. The district centers on the Burlington & Wabash Railroad Yard and the industrial buildings along Elm, First, Second, and Vine streets, and extends east along the Kansas City Spur to 309 Madison Street and the Milbank Mills complex. The residential resources on Asher Street were excluded because they are not associated with the district's industrial and transportation themes and lack sufficient integrity. The recommendations below set out the next steps for preservation planning.

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Appendix A: Maps



















Appendix B: Site List

SHPO Survey	Site	District	Street Number	Street Name	Built Date	Parcel	Eligibility	Property Type	Style	Story and Roof	Historical Use
LS-AS-003-000	1	Y	501	1st St.	1930	11-01.00-01-2-	Not Eligible	Early to Mid Twentieth Century	None	One Story Shed Roof	Specialty Store
LS-AS-003-000	2	N	880	1st St.	2000	11-01.00-01-2-	Not Eligible	Metal Clad	None	One Story Front Gable	Specialty Store
LS-AS-003-000	3	N	1016	1st St.	1980	11-01.00-01-2-	Not Eligible	Manufactured Home	None	One Story Flat	Single Dwelling
LS-AS-003-000	4	N	1020	1st St.	1910	11-01.00-01-2-	Not Eligible	Small House	None	One Story Hipped	Single Dwelling
LS-AS-003-000	5	Y	Elm St.	97 1st St.	1954	11-01.00-01-2-	Eligible	Early to Mid Twentieth Century Manufacturing	Commercial Style	Two Story Flat	Manufacturing Facility
LS-AS-003-000	6	N	Herriford St. SW	1st St.	2014	11-01.00-01-1-	Not Eligible	Parking Lot	None	Vacant Lot	N/A
LS-AS-003-000	7	N	North Brunswick St. SW	1st St.	2008	11-01.00-01-1-	Not Eligible	Parking Lot	None	Vacant Lot	N/A
LS-AS-003-000	8	N	Ryan St. SW	1st St.	2014	11-01.00-01-1-	Not Eligible	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	9	Y	Slack St.	1st St.	c 1955	11-01.00-01-1-	Not Eligible	Early to Mid Twentieth Century Manufacturing	None	One Story Flat	Warehouse
LS-AS-003-000	10	N	2	2nd St.	2006	11-01.00-01-1-	Not Eligible	One-Story Frame Dwelling	None	One Story Side Gable	N/A
LS-AS-003-000	11	Y	608	2nd St.	2017	11-01.00-01-2-	Not Eligible	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	12	N	104 East	2nd St.	1900	11-01.00-01-1-	Not Eligible	Vacant Lot	N/A	Vacant Lot	N/A

LS-AS-003-000	13	N	108 East	2nd St.	1981	11-01.00-01-1- Not Eligible 11-01.00	Manufactured Home	None	One Story Flat	Single Dwelling
LS-AS-003-000	14	N	26 West	2nd St.	2006	11-01.00-01-1- Not Eligible 10-01.01	Metal Clad	None	One Story Front Gable	N/A
LS-AS-003-000	15	Y	608 West	2nd St.	1948	11-01.00-01-2- Not Eligible 15-01.01	Early to Mid Twentieth Century Commercial	Comm ercial Style	One Story Boomtown	Specialty Store
LS-AS-003-000	16	Y	604 West	2nd St.	N/A	11-01.00-01-2- Not Eligible 15-01.01	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	17	N	E of N Brunswick St.	2nd St.	N/A	11-01.00-01-1- Not Eligible 10-02.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	18	N	S 26 West	2nd St.	N/A	11-01.00-01-1- Not Eligible 10-01.02	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	19	N	W of IC&Ea	Arthaud St.	2006	11-01.00-01-1- Not Eligible 15-01.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	20	N	W of IC&Eb	Arthaud St.	2009	11-01.00-01-1- Not Eligible 16-01.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	21	N	W of IC&Ec	Arthaud St.	1996	11-01.00-01-1- Not Eligible 16-02.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	22	N	20	Asher St.	1930	11-01.00-01-2- Not Eligible 28-09.00	Small House	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	23	N	22	Asher St.	1957	11-01.00-01-2- Not Eligible 28-08.00	Small House	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	24	N	24	Asher St.	1965	11-01.00-01-2- Not Eligible 28-07.00	Small House	None	One Story Hipped	Single Dwelling
LS-AS-003-000	25	N	103	Asher St.	1967	11-01.00-01-2- Not Eligible 31-02.00	Manufactured Home	None	One Story Flat	Single Dwelling
LS-AS-003-000	26	N	SW	Ashley Ave	1985	11-01.00-01-1- Not Eligible 11-03.00	Vacant Lot	None	Vacant Lot	N/A

LS-AS-003-000	27	Y	1	Brunswick St.	1895	11-01.00-01-1- Eligible 17-01.00	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	Two Story Boomtown	Manufacturing Facility, Agriculture Processing and Storage
LS-AS-003-000	28	N	1	Cherry St.	2017	11-01.00-01-2- Not Eligible 25-04.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	29	N	2	Cherry St.	2007	11-01.00-01-2- Not Eligible 25-03.00	Metal Clad	None	One Story Rounded	N/A
LS-AS-003-000	30	N	59	Cherry St.	1937	11-01.00-01-2- Not Eligible 20-05.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	31	N	70	Cherry St.	1996	11-01.00-01-2- Not Eligible 21-06.00	Metal Clad	None	One Story Side Gable	Specialty Store
LS-AS-003-000	32	N	72	Cherry St.	1929	11-01.00-01-2- Not Eligible 21-07.00	Small House	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	33	N	73	Cherry St.	2001	11-01.00-01-2- Not Eligible 20-04.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	34	N	74	Cherry St.	1956	11-01.00-01-2- Not Eligible 21-08.00	Small House	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	35	N	75	Cherry St.	1930	11-01.00-01-2- Not Eligible 20-03.00	Small House	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	36	N	78	Cherry St.	2019	11-01.00-01-2- Not Eligible 21-01.00	Vacant Lot	N/A	Vacant Lot	N/A
LS-AS-003-000	37	N	S 59	Cherry St.	2011	11-01.00-01-2- Not Eligible 20-06.01	Vacant Lot	N/A	Vacant Lot	N/A
LS-AS-003-000	38	N	SE Page St. and	Cherry St.	2006	11-01.00-01-2- Not Eligible 20-09.00	Vacant Lot	N/A	Vacant Lot	N/A
LS-AS-003-000	39	N	7	Church St.	1976	11-01.00-01-2- Not Eligible 28-04.00	Small House	None	One Story Front Gable	Single Dwelling
LS-AS-003-000	40	N	9	Church St.	1913	11-01.00-01-2- Not Eligible 28-05.00	One-Story Frame Dwelling	None	One Story Hipped	Single Dwelling
LS-AS-003-000	41	N	103	Church St.	2021	11-01.00-01-2- Not Eligible 32-02.00	Metal Clad	None	One Story Side Gable	N/A

LS-AS-003-000	42	N	104	Conn St.	1976	11-01.00-01-1- Not Eligible 22-01.00	Manufactured Home	None	One Story Flat	Single Dwelling
LS-AS-003-000	43	N	400	Donaldson Dr.	1959	11-01.00-02-4- Not Eligible 01-01.00	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	One Story Flat	Manufacturing Facility
LS-AS-003-000	44	N	N 400	Donaldson Dr.	1959	11-01.00-02-1- Not Eligible 06-01.00	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	One Story Flat	Manufacturing Facility
LS-AS-003-000	45	N	S 400	Donaldson Dr.	1973	11-01.00-02-4- Not Eligible 01-04.00	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	One Story Flat	Manufacturing Facility
LS-AS-003-000	46	Y	1	Elm St.	c 1890	11-01.00-01-2- Eligible 30-08.00	Freight Depot	Comm ercial Style	One Story Flat	Transportation , Rail Related
LS-AS-003-000	46	Y	1	Elm St.	1920	11-01.00-01-2- Eligible 30-08.00	Passenger Depot	Late Ninete enth and Early Twenti eth Centur y Ameri can Move ments	One Story Hipped	Transportation , Rail Related
LS-AS-003-000	47	Y	100	Elm St.	1921	11-01.00-01-2- Eligible 15-05.00	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	One Story Flat	Manufacturing Facility
LS-AS-003-000	48	N	102	Elm St.	1901	11-01.00-01-2- Not Eligible 15-06.00	Metal Clad	None	One Story Side Gable	Warehouse

LS-AS-003-000	49	Y	104	Elm St.	1901	11-01.00-01-2- Eligible 15-06.01	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	One Story Flat	Manufacturing Facility
LS-AS-003-000	50	Y	105	Elm St.	1900	11-01.00-01-2- Eligible 16-02.01	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	Two Story Flat	Manufacturing Facility
LS-AS-003-000	51	N	Rail Line	Elm St./Asher St.	c 1920	11-01.00-01-2- Not Eligible 18-02.00	Early to Mid Twentieth Century Commercial	None	One Story Hipped	Specialty Store
LS-AS-003-000	52	N	104	Graves St.	1998	11-01.00-01-2- Not Eligible 35-01.00	Metal Clad	None	Two Story Side Gable	N/A
LS-AS-003-000	53	N	106	Graves St.	1999	11-01.00-01-2- Not Eligible 35-06.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	54	N	116	Graves St.	2023	11-01.00-01-2- Not Eligible 35-05.01	Metal Clad	None	One Story Front Gable	N/A
LS-AS-003-000	55	N	120	Graves St.	1998	11-01.00-01-2- Not Eligible 35-04.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	56	N	Graves 4th Add	Graves St.	2003	11-01.00-01-2- Not Eligible 35-05.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	57	N	Waples &	Graves St.	1978	11-01.00-01-2- Not Eligible 34-04.00	Metal Clad	None	One Story Side Gable	Specialty Store
LS-AS-003-000	58	Y	1	Henry St.	1953	11-01.00-01-1- Eligible 18-01.01	Early to Mid Twentieth Century Manufacturing	None	Multi Story Industrial	Manufacturing Facility, Agriculture Processing and Storage
LS-AS-003-000	59	N	38	Herriford St.	1978	11-01.00-01-1- Not Eligible 21-04.00	Manufactured Home	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	60	Y	43	Heriford St.	1963	11-01.00-01-1- Eligible 18-01.00	Early to Mid Twentieth Century Manufacturing	None	Two Story Side Gable	Manufacturing Facility

LS-AS-003-000	61	Y	Between 1 Henry St. and 43 Herriford St.	Heriford St.	2011	11-01.00-01-1- Not Eligible 18-01.02	Early to Mid Twentieth Century Industrial Boomtown	None	Multi Story Industrial	Manufacturing Facility, Agriculture Processing Manufacturing Facility
LS-AS-003-000	62	N	10	Hickory St.	1910	11-01.00-01-2- Eligible 23-08.00		Comm ercial Style	Two Story Boomtown	
LS-AS-003-000	63	N	55	Hickory St.	1998	11-01.00-01-2- Not Eligible 25-01.00	Metal Clad	None	Two Story Flat	N/A
LS-AS-003-000	64	N	60	Hickory St.	1991	11-01.00-01-2- Not Eligible 23-10.00	Metal Clad	None	One Story Front Gable	N/A
LS-AS-003-000	65	N	65	Hickory St.	1963	11-01.00-01-2- Not Eligible 22-04.00	Metal Clad	None	One Story L Shape	Warehouse
LS-AS-003-000	66	N	815	Leeper St.	1925	11-01.00-01-2- Not Eligible 26-01.00	Boomtown	None	Two Story Front Gable	Specialty Store
LS-AS-003-000	67	N	817	Leeper St.	1925	11-01.00-01-2- Not Eligible 26-02.00	Early to Mid Twentieth Century Commercial	None	One Story Side Gable	Specialty Store
LS-AS-003-000	68	N	102	Liberia St.	1966	11-01.00-01-2- Not Eligible 29-05.00	Metal Clad	None	One Story Side Gable	Warehouse
LS-AS-003-000	69	N	202	Madison St.	c 1970	11-01.00-01-1- Not Eligible 21-01.00	Manufactured Home	None	One Story Flat	Single Dwelling
LS-AS-003-000	70	N	230	Madison St.	1910	11-01.00-01-1- Not Eligible 21-02.00	Metal Clad	None	One Story Front Gable	N/A
LS-AS-003-000	71	N	231	Madison St.	1907	11-01.00-01-1- Not Eligible 18-02.00	Small House	Folk Victorian	One Story Gabled Ell	Single Dwelling
LS-AS-003-000	72	N	232	Madison St.	2006	11-01.00-01-1- Not Eligible 21-03.00	Metal Clad	None	One Story Front Gable	N/A

LS-AS-003-000	73	Y	309	Madison St.	1924	11-01.00-01-1- Eligible 19-01.00	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	One Story Round	Manufacturing Facility
LS-AS-003-000	74	Y	311	Madison St.	1953	11-01.00-01-1- Not Eligible 19-03.00	Metal Clad	None	One Story Front Gable	Warehouse
LS-AS-003-000	75	N	412	Madison St.	1965	11-01.00-01-2- Not Eligible 30-01.01	Metal Clad	None	One Story Side Gable	Specialty Store
LS-AS-003-000	76	Y	503	Madison St.	1981	11-01.00-01-2- Not Eligible 30-07.00	Metal Clad	None	One Story Side Gable	Warehouse
LS-AS-003-000	77	N	604	Madison St.	1913	11-01.00-01-2- Not Eligible 28-01.00	Small House	None	One Story Front Gable	Single Dwelling
LS-AS-003-000	78	N	615	Madison St.	1913	11-01.00-01-2- Not Eligible 28-03.01	Small House	None	One Story Front Gable	Single Dwelling
LS-AS-003-000	79	N	E of 503	Madison St.	2025	11-01.00-01-2- Not Eligible 30-09.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	80	N	N of 311	Madison St.	2002	11-01.00-01-1- Not Eligible 19-02.00	Vacant Lot	N/A	Vacant Lot	Warehouse
LS-AS-003-000	81	N	NW Elm St.	Madison St.	1970	11-01.00-01-2- Not Eligible 28-02.00	Vacant Lot	N/A	Vacant Lot	N/A
LS-AS-003-000	82	N	NW of Herriford St.	Madison St.	2011	11-01.00-01-1- Not Eligible 18-01.03	Vacant Lot	N/A	Vacant Lot	N/A
LS-AS-003-000	83	N	S of 412	Madison St.	2002	11-01.00-01-2- Not Eligible 30-01.01	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	84	N	SE Church and	Madison St.	1913	11-01.00-01-2- Not Eligible 28-03.00	Small House Garage	None	One Story Front Gable	Single Dwelling Secondary Structure
LS-AS-003-000	85	N	30	Mitchell Ave.	1985	11-01.00-01-1- Not Eligible 13-01.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	86	N	SOO-Line Railroad NW of	Mitchell Ave.	1985	11-01.00-01-1- Not Eligible 14-01.00	Rail Line	None	Vacant Lot	Rail Related
LS-AS-003-000	87	N	1212	Page St.	1890	11-01.00-01-2- Not Eligible 23-07.00	Small House	None	One Story Hipped	Single Dwelling

LS-AS-003-000	88	N	W 1212	Page St.	1997	11-01.00-01-2- Not Eligible 23-07.01	Metal Clad	None	One Story Front Gable	N/A
LS-AS-003-000	89	N	351	Primrose St.	2023	11-01.00-01-1- Not Eligible 20-01.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	90	N	W of 351	Primrose St.	2015	11-01.00-01-1- Not Eligible 20-01.01	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	91	N	10	South Mitchell Ave.	2006	11-01.00-01-1- Not Eligible 30-01.01	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	92	N	30	South Mitchell Ave.	1914	11-01.00-01-1- Not Eligible 30-01.00	Vacant Lot	None	Vacant Lot	N/A
LS-AS-003-000	93	Y	101	Vine St.	1928	11-01.00-01-2- Eligible 17-01.00	Early to Mid Twentieth Century Manufacturing	Comm ercial Style	Two Story Flat	Manufacturing Facility
LS-AS-003-000	94	N	114	Vine St.	1920	11-01.00-01-2- Not Eligible 16-04.00	Small House	None	One Story Centre	Single Dwelling
LS-AS-003-000	95	N	118	Vine St.	2020	11-01.00-01-2- Not Eligible 16-05.00	Metal Clad	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	96	N	55	Walnut St.	1968	11-01.00-01-2- Not Eligible 25-02.00	Metal Clad	None	One Story Front Gable	N/A
LS-AS-003-000	97	N	66	Walnut St.	2006	11-01.00-01-2- Not Eligible 22-05.00	Metal Clad	None	One Story Front Gable	N/A
LS-AS-003-000	98	N	70	Walnut St.	2010	11-01.00-01-2- Not Eligible 22-06.01	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	99	N	71	Walnut St.	1933	11-01.00-01-2- Not Eligible 21-05.00	Small House	Crafts man Bunga low	Two Story Hipped, Dormer	Single Dwelling
LS-AS-003-000	100	N	75	Walnut St.	1998	11-01.00-01-2- Not Eligible 21-04.00	Small House	None	One Story Side Gable	Single Dwelling
LS-AS-003-000	101	N	82	Walnut St.	1903	11-01.00-01-2- Not Eligible 22-06.00	Metal Clad	None	One Story Front Gable	N/A

LS-AS-003-000	102	N	85	Walnut St.	1923	11-01.00-01-2- Not Eligible 21-03.00	Small House	Folk Victori an	Two Story Centre Gable	Single Dwelling
LS-AS-003-000	103	N	86	Walnut St.	1862	11-01.00-01-2- Not Eligible 22-01.00	Small House	Folk Victori	Two Story Gabled Ell	Single Dwelling
LS-AS-003-000	104	N	921	Waples St.	1979	11-01.00-01-2- Not Eligible 35-02.00	Metal Clad	None	One Story Side Gable	Industrial Storage
LS-AS-003-000	105	N	1001	Waples St.	2003	11-01.00-01-2- Not Eligible 36-03.00	Metal Clad	None	One Story Shed Roof	Industrial Storage
LS-AS-003-000	106	N	1003	Waples St.	1927	11-01.00-01-2- Not Eligible 36-02.00	Early to Mid Twentieth Century Commercial	None	One Story Flat	Manufacturing Facility
LS-AS-003-000	107	N	NE Williams St. at	Waples St.	2000	11-01.00-01-2- Not Eligible 35-03.00	Utilitarian	None	One Story Side Gable	N/A
LS-AS-003-000	108	N	10 North	Washington St.	2006	11-01.00-01-2- Not Eligible 20-09.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	109	N	80 North	Washington St.	1960	11-01.00-01-2- Not Eligible 20-01.00	Metal Clad	None	One Story L Shape	Specialty Store
LS-AS-003-000	110	N	33 South	Washington St.	1958	11-01.00-01-2- Not Eligible 27-01.00	Metal Clad	Comm ercial Style	One Story Boomtown	Specialty Store
LS-AS-003-000	111	N	98 South	Washington St.	1996	11-01.00-01-2- Not Eligible 34-02.00	Institutional	None	Municipal Building	N/A
LS-AS-003-000	112	N	100 South	Washington St.	1949	11-01.00-01-2- Not Eligible 34-01.00	Square Box	Comm ercial Style	One Story Side Gable	Specialty Store

LS-AS-003-000	113	N	109 South	Washington St.	2011	11-01.00-01-2- Not Eligible 33-01.00	Metal Clad	None	One Story Saltbox	N/A
LS-AS-003-000	114	N	1425	Waterworks Rd.	1910	11-01.00-02-1- Not Eligible 05-01.00	Institutional	None	Split Level Flat	Public Works
LS-AS-003-000	115	N	1611	Waterworks Rd.	1968	11-01.00-02-1- Not Eligible 05-02.00	Institutional	None	One Story Side Gable	Public Works
LS-AS-003-000	116	N	NW of Intersection with Rail Line	Williams St.	1975	11-01.00-01-2- Not Eligible 36-01.00	Metal Clad	None	One Story Side Gable	N/A
LS-AS-003-000	117	N	57	Wilson St.	1930	11-01.00-01-2- Not Eligible 23-06.00	Small House	Crafts man	Two Story Front Gable	Single Dwelling