

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH0697435

FOR NPS USE ONLY	
RECEIVED	FEB 14 1978
DATE ENTERED	MAR 28 1979

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Missouri, Kansas and Texas Railroad Depot at ~~Sedalia~~⁹

AND/OR COMMON

Katy Depot

2 LOCATION

STREET & NUMBER

600 East Third St.

NOT FOR PUBLICATION

CITY, TOWN

Sedalia

VICINITY OF

CONGRESSIONAL DISTRICT

#4 - Hon. Ike Skelton

STATE

Missouri 65301

CODE
29

COUNTY
Pettis

CODE
~~079~~ 159

3 CLASSIFICATION

CATEGORY

DISTRICT

BUILDING(S)

STRUCTURE

SITE

OBJECT

OWNERSHIP

PUBLIC

PRIVATE

BOTH

PUBLIC ACQUISITION

IN PROCESS

BEING CONSIDERED

STATUS

OCCUPIED

UNOCCUPIED

WORK IN PROGRESS

ACCESSIBLE

YES: RESTRICTED

YES: UNRESTRICTED

NO

PRESENT USE

AGRICULTURE

COMMERCIAL

EDUCATIONAL

ENTERTAINMENT

GOVERNMENT

INDUSTRIAL

MILITARY

MUSEUM

PARK

PRIVATE RESIDENCE

RELIGIOUS

SCIENTIFIC

TRANSPORTATION

OTHER:

4 OWNER OF PROPERTY

NAME

Missouri-Kansas-Texas Railroad Company ✓

STREET & NUMBER

701 Commerce Street

CITY, TOWN

Dallas

VICINITY OF

Texas

STATE

75202

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Recorder of Deeds, Pettis County Courthouse

STREET & NUMBER

401 South Ohio

CITY, TOWN

Sedalia

STATE

Missouri 65301

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Missouri State Historical Survey

DATE

1979

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Department of Natural Resources
Office of Historic Preservation

CITY, TOWN

Jefferson City

STATE

Missouri 65102

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Missouri, Kansas & Texas Railroad Depot at Sedalia, Missouri, is located three blocks east of downtown Sedalia on the south side of Third Street at Thompson Avenue. Constructed of red brick on a generous foundation of rock-faced limestone, the building incorporates such distinctive features as a two-story, modified octagonal primary facade, a combination of arched and linteled openings massively framed in rock-faced limestone, slate-covered hip roofs and a broad encircling gallery. Although some deterioration of wood trim has occurred, the depot's exterior appearance is virtually the same as when constructed in 1896.

EXTERIOR

The depot faces slightly northeast, presenting the elongated, northern end of a modified octagonal section as its primary facade. Two and one half stories in height and capped by a steeply-pitched polygonal roof, that section is distinguished by a combination of stilted-arched and linteled openings framed in limestone and interconnected by limestone stringcourses. A hipped wall dormer above the central bay permits the stilted-arched window below to soar above the bounds of the main roofline.

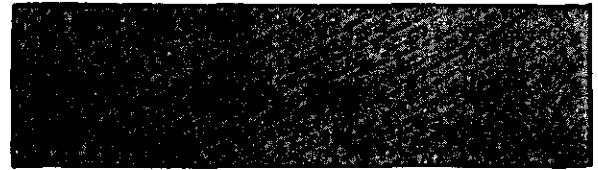
To the south of this modified octagonal north section is a two-story, rectangular block with a medium-pitch hip roof. Five bays in length (north-south), this section is punctuated by flat-headed windows connected at sill level by a limestone stringcourse which wraps around from the octagonal front block. Its juncture with the northern block is marked on the east by a three-sided, one-story bay serving as a ticket office and on the west by a hip-roofed, open passenger pavillion. The pavillion has a hip roof and is supported by squat, wooden columns with foliated capitals.

To the south of this two-story midsection is a one-story rectangular block. The transition between the two sections is marked by a three-sided bay on the east and on the west. Limestone trims the regularly-spaced, flat-headed openings, and the southern end of the section terminates in a three-sided bay. The one-story block is covered by a low-hip roof, which spreads broadly to shelter a gallery which encircles much of the building, running from the passenger pavillion on the west to the ticket office on the east. The gallery is supported by simple wooden posts with curved brackets. Wide shed dormers, with four small fixed lights each, peek through the east and west slopes of the main roof.

The depot measures approximately 201'10" in length from north to south. It measures 49'8" wide across the northern, modified octagonal end, and 31'6" wide in the remaining sections, except at a point about midway, where projecting bays increase the width to 40'.

The walls of the depot are constructed of red pressed brick laid in stretcher bond on a foundation of rock-faced limestone which rises 4' above grade. Foundation blocks are laid in a random ashlar pattern, with a single course of uniformly-sized,

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rectangular blocks capping the foundation level and forming the sills of the first story windows. Below grade, the foundation consists of irregular, massive limestone blocks that vary between 28 and 30 inches in width.

Rock-faced limestone is used to effect for details of the superstructure, becoming one of the depot's most distinguishing features. Limestone stringcourses ring the octagonal block at transom levels of windows of both stories and extend around both two-story sections at second story sill level. Windows and doors are accentuated with Gibbs-like surrounds and capped with massive lintels or stilted arches with radiating voussoirs.

The depot's roof retains most of its original slate tiles. A small percentage of the tiles has been replaced with composition shingles. A shallow, boxed cornice with shaped modillions trims the rooflines of the northern and central sections, while a plain boxed cornice trims the gallery roof. One brick chimney rises along the southern wall of the central section, projecting through the roofline, and another straddles the ridge of the rear section.

INTERIOR

Basement

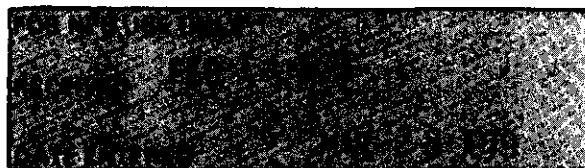
The depot has a full basement, which is divided into five major sections. Alterations in 1962 further divided this space by the addition of thin wooden partitions. Walls and support pillars are constructed of rough-cut limestone, between 28 and 30 inches thick. The main staircase provides access to the central area of the basement, where the steam heating system was once located (this system was later converted to gas). Another stair case, descending from the kitchen, has been eliminated. A coal bin extends 15'9" westward from the main basement wall. Coal was deposited here through plates under the gallery on the depot's west side.

First Floor

The women's waiting room occupied the broad octagonal block of the building. The room has now been partitioned into several rooms and much of the original woodwork has been lost, but a fireplace with massive oak chimneypiece suggest the former richness of the room. Paired columns with foliate capitals flank the fireplace, supporting a massive entablature. Adjoining the mantelpiece on either side are vestiges of the original panelled oak wainscoting which was once found throughout the first floor of the depot.

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The ticket office operated from the small, three-sided bay adjoining the women's waiting room on the southeast. Its ticket windows opened onto the exterior and into the waiting room.

The large men's waiting room, separated from the women's counterpart by the toilet facilities and hall opposite the ticket office, is lined with windows and approached through central doors on the east and west sides. The southeast corner of that room has been altered to accommodate a railroad office. Originally, only a 12' wall between two columns bounded the southern end of this room, permitting access on both sides to the central hallway and staircase beyond.

A smaller, simpler brick fireplace, now sealed, is located in the room beyond the central hall and staircase. This room, which echoes the elongated octagonal shape of the women's waiting room, originally served as an all-night lunch room. It is now used as the MK&T freight office, the only office still operated by the company in the depot and in Sedalia. A skylight, evident in the 1898 plans, has been removed from this room.

The next two rooms south, the kitchen and the serving room, also contained skylights. Today, only the skylight over the former serving room remains. The kitchen has been subdivided into an office and a storage area. The south and east walls of the serving room were removed in 1956 to increase the size of the converted freight room.

The large dining room (now converted to a freight room) was Sedalia's finest when the depot opened in 1896. It is presently filled with debris and railroad equipment. The high ceilings, lit by the four windows of the opposing shed dormers (four etched-glass panes remain), and a large, built-in buffet, centered on the south wall, suggest the former appearance of the original formal dining hall.

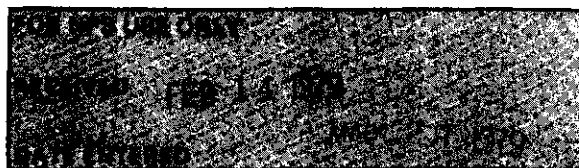
Finally, a baggage room occupied the southern, tri-cornered end of the depot. This room has exposed brick walls, highlighted by massive stilted arches over the windows. The floors here are of rough wood planks of seven-inch width.

Second Floor

The depot's second floor, covering only the octagonal and central blocks of the building, originally housed offices for the telegraph superintendent, resident engineer, road master, train master, dispatcher, superintendent, and the superintendent's clerks. The layout and appearance of the second floor has changed little over the years. The main alterations consist of lowered ceilings and

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fluorescent lighting. Original millwork is retained throughout the second story. Of a simpler variety than that of the first floor, it features moulded surrounds with bull's-eye medallions.

A long, steep staircase leads from the central hallway to the attic. The attic is lighted, but unfinished, with exposed beams and rough wood floors.

General Interior Design Characteristics

The original wood flooring is retained throughout the depot. This consists of oak strips, 2 1/4" wide downstairs and 3 1/4" wide upstairs, except for the baggage room, where rough wood flooring was employed. All ceilings of the first floor and perhaps of the second floor are covered with stamped steel in a floral and geometric pattern. Ceilings have been lowered in much of the building, concealing the finish and condition of the surface underneath.

Oak wainscotting characterized the first floor of the depot originally. Full wainscotting still exists in only a few areas, including the ticket office, parts of the dining room, the lunch room (now painted), the areas adjacent to the massive oak mantelpiece in the women's waiting room, and in the central hall next to the main staircase. However, the chair rail which trimmed the wainscotting remains throughout most of the first floor. Also remaining throughout much of that floor is a broad moulding which embellishes the walls at window-top level.

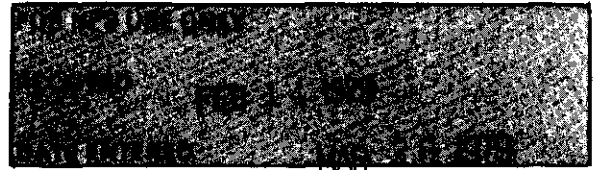
ALTERATIONS

The exterior of the depot retains its original integrity to a remarkable degree. The interior has not been as fortunate, undergoing several alterations. However, many of the modifications, such as lowered ceilings and room-dividing partitions could easily be removed.

A fire on April 24, 1898 resulted in the first alterations. However, according to existing plans, the building was returned to its original condition. Damage estimates ranged from \$5,500 to \$7,000, and included primarily the replacement of lost furniture and office records.

The MK&T installed shelving throughout the basement and second floors in 1943 and, by 1956, had significantly changed the first floor. Alterations made in 1956 included the installation of fluorescent lighting, lowered acoustic ceilings, the complete remodelling of the kitchen and serving areas, the replacement of a door and adjoining windows in the dining room with large freight doors, and the addition of a concrete platform approach along the western rear side of the depot.

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In 1962, contractors for the Minuteman Missile complex in west central Missouri leased portions of the building for use as their headquarters. During their tenancy partitions were added throughout the northern half of the basement and in the octagonal block of the first floor. The exposed limestone walls of the basement were covered with pressed board fastened to wood frames.

Additional alterations included the addition of a staircase leading from the basement to the men's waiting room and the moving of the toilet facilities away from the west wall between the two waiting rooms to the center of that area, creating a hallway on both sides.

SITE

The depot is located along Third Street, six blocks east of Ohio Avenue, the principal street bisecting downtown Sedalia. The building, oriented slightly to the northeast, sits on a triangular plot of land that is bounded by Third Street on the north, Thompson Avenue on the west, and the MK&T tracks to the east. Access and tracks are located on both the east and west sides of the building, but the main line of the Katy has always been the one to the east. Brick loading platforms surround the depot on the north and east and beneath the gallery. The bricks bear the "Coffeyville" inscription, for Coffeyville, Kansas, the location of the factory which provided brick for the MK&T Railroad Company.

Also located on the property, to the rear (south) of the depot is the associated American Express building. Built by the MK&T in 1926 for the American Express Company, it is a red brick, rectangular structure measuring 50' by 24'.

The nominated property consists of the triangular portion of land bounded by Third Street on the north, Thompson Avenue on the west, and a line 12' from the existing MK&T tracks on the east. This property has been in the possession of the MK&T Railroad Company since the early 1870's. Included on the property are both the depot and the American Express building.

CONDITION AND PRESENT USE

The depot is structurally sound and in good to fair condition. Negotiations for the sale of the property are currently underway and nearly complete. The proposed buyer, Mr. Ron Westenhaver of Columbia, Missouri, hopes to renovate the historic structure for commercial use.

8 SIGNIFICANCE

PERIOD

AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW

<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

1895-1896

BUILDER/ARCHITECT

Bradford L. Gilbert

STATEMENT OF SIGNIFICANCE

The Missouri, Kansas and Texas Railroad Depot at Sedalia, Missouri, is significant as an example of an architectural style once common for small and intermediate stations built by the Katy and other railroad companies throughout the country in the late 19th and early 20th centuries. In addition, the Depot serves as a reminder of the importance of the railroad industry to the birth, growth and decline in importance of Sedalia. The Depot also signifies the importance of Sedalia to the history and development of the Missouri, Kansas and Texas Railroad in particular.

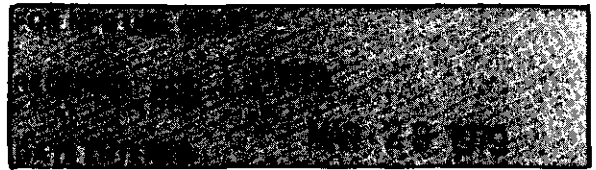
Sedalia's existence is due primarily to a railroad, though not the MK&T. After the people of Georgetown, the early Pettis County seat, failed to see the benefits of luring the Pacific Railroad (later, the Missouri Pacific) to their town, General George B. Smith laid out a town on land he owned and filed the plat of a town called Sedville on November 30, 1857, hoping to attract the railroad there instead. Smith and D.W. Bouldin filed a plat for the city of Sedalia on October 16, 1860. The new plat included the original 160 acres of Sedville, which had existed only on paper, and additional ground south of the eventual site of the Pacific Railroad.

Named after Smith's daughter Sarah (nicknamed Sed), Sedalia did not begin to prosper until January 1861, when the first passenger train of the Pacific Railroad arrived. From that moment, the destiny of the city rose and fell with the fortunes of the local railroads.

In this same time period, General Smith was also instrumental in the organization of another railroad which would play an equal role with that of the Pacific in the shaping of Sedalia's history. On March 20, 1860, with Smith's help, the Missouri Legislature granted a charter to the Tebo & Neosho Railroad Company permitting the construction of a railroad between Neosho, Missouri and a point along the Pacific route in the vicinity of what was to be Sedalia.

Before the Tebo & Neosho could get going, the Civil War began, stalling the project until the war ended. The war was both a misfortune and an advantage to Sedalia. It delayed the building of the town for four years while the war continued, but it also held Sedalia as the terminus of the Pacific Railroad for nearly three years.

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As the terminus, Sedalia prospered by the extensive development of the southwest trade. This trade steadily increased throughout the war in spite of numerous Confederate raids on the wagons. At the close of the war, wagon trains came from south and southwest Missouri, Indian Territory (Oklahoma), southeast Kansas, Arkansas and Texas. These caravans brought hides, furs, pelts and large numbers of cattle and Indian ponies for shipment to the east on the Pacific.³

After the war, the Tebo and Neosho project was revived.⁴ In March of 1866, the state legislature amended the charter to permit construction of the railroad through the same section of the country, but with Fort Scott, Kansas, rather than Neosho, Missouri as the terminus.⁵

Fund raising efforts netted a sum of \$615,000 from the counties along the proposed route by July 1867, all of which was spent in grading the road bed.⁶ Pettis County residents then raised \$75,000 for the building of a northeastern section of the road to Boonville. A further extension to Moberly was proposed and sufficient funds were raised in the counties along this section to begin grading there in 1868.

The Tebo & Neosho project was halted when funds could not be raised to purchase the iron and rolling stock for the railway. It is at this point when the Missouri, Kansas and Texas Railroad entered into the history of Sedalia, Missouri.

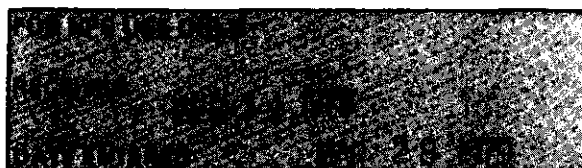
The incorporators of what was to be the MK&T filed a charter with the Kansas Secretary of State as the Union Pacific Railroad Company, Southern Branch, on September 25, 1865. The company was authorized to build a railroad from Fort Riley, Kansas to the intersection of the Neosho River along the border of Kansas and the Indian Territory.

The federal government offered the exclusive right to build a railroad through the territory to the first railroad to reach the borderline. By June 1870 the railroad had won this race and had changed its name to the MK&T. The directors of the Katy now began to search for another railroad charter that would link the MK&T to the east.

Levi Parsons, Chief Executive of the MK&T, instructed Frank Skiddy, President of the Land Grant Railway and Trust Company of New York and a member of the MK&T Board of Directors, to investigate the Tebo & Neosho Railroad. At a meeting with the Tebo & Neosho incorporators in March 1870 at Sedalia's Goat House Inn, Skiddy offered to build the railway if, in return, he received the authority to name the president and secretary of the railroad. The motion was passed. Skiddy was president.⁸

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Just three months later, MK&T work crews arrived in Sedalia and began track laying for the Tebo & Neosho. General Manager Robert S. Stephens had ordered the crews to Sedalia on the same day the railroad reached the Indian Territory. He moved his headquarters to Sedalia soon after that.

The work crews laid track at a high rate of speed. The rail reached Windsor (21 miles) on June 30, 1870. To stir enthusiasm and raise more money, Stephens instituted rail service to Clinton (40 miles) after the rail reached there July 18th. The first excursion train of the MK&T left Sedalia July 23rd, pulled by a highly decorated engine. People cheered the train all along its forty mile trek to Clinton, where a large celebration was staged to welcome the train and its passengers, many of whom were high Katy officials.

After additional money was raised in counties along the route, due partly to the Clinton excursion, the MK&T decided to formally merge with the Tebo & Neosho. On October 19, 1870, the Tebo & Neosho Railroad ceased to exist and the MK&T was well on its way to completing its eastern extension.

The two sections of the Katy were joined February 3, 1871, at the site of Parsons, Kansas. As the railroad pushed farther south through Oklahoma, the company's profits and traffic soared, causing competitors to soon devise schemes to steal business away from the MK&T.

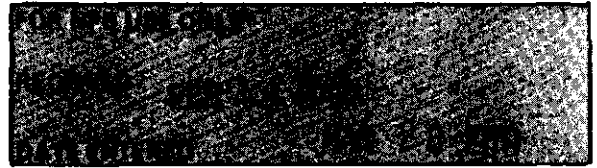
The Atlantic & Pacific Railway (later the Frisco) intersected the Katy at Vinita, Oklahoma and provided a short cut to St. Louis. An ensuing rate war by the A & P threatened to choke off the Katy's gateway or transfer point in Sedalia. Low rates were offered by the A & P to trains willing to transfer from the Katy to the A & P at Vinita. The Missouri Pacific cooperated with the A & P by charging higher rates on their road between Sedalia and St. Louis. This ploy forced the MK&T to create a new route to St. Louis and break the A & P's stranglehold.¹⁰

Construction crews returned to Sedalia to begin tract work on the northeast extension out of town after completing the southern extension to Denison, Texas in April of 1873. Track reached Boonville on May 31, 1873. The Boonville-Moberly section, north of the Missouri River, was finished June 20, 1873.

After a short line between Moberly and Hannibal was purchased, giving the MK&T direct access to Chicago as well as St. Louis (via Moberly), the first through trains ran from Sedalia to Hannibal and from Sedalia to Denison in November 1873.¹¹

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The Missouri, Kansas and Texas Railroad established their general offices in Sedalia in late 1873. From that time until the MK&T was purchased by Jay Gould in 1881, the offices remained in Sedalia and employed a large clerical force. The offices eventually were moved to Parsons due to a Kansas law requiring Kansas corporations to maintain general offices in that state.

In the years after the Civil War, Sedalia and Pettis County experienced the greatest percentage increase in population in their histories. Sedalia grew from an estimated 300 people in 1860-1861 to more than 4,500 in 1870 while the county's population grew from 9,392 in 1860 to 18,706 in 1870.¹²

Accordingly, construction, business and trade dramatically increased. Virtually all of these increases were due to the effects of the two railroads. In addition to the general headquarters of the MK&T, both railroads had located sizable shops here by 1873. By 1875, the MK&T employed over 375 men and the company owned property valued at \$150,000. In that single year, more than 7,000,000 pounds of freight were received here and more than 25,000 tickets were sold to Katy passengers.¹³

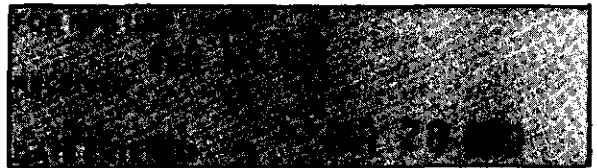
Sedalia already had its second passenger depot open by the time the MK&T opened the line south to Denison and north to Hannibal in 1873. Two Sedalia newspapers noted its status on August 7, 1873 when it was nearly finished. According to the Democrat, the new building was much larger than the one it replaced, which was a structure housing the telegraph office. This building, located two blocks south of the present depot, included "a handsome headquarters for Superintendent Frey, of the Sedalia Division, the telegraphic department, Mr. G.M. Babcock's office, of the supply department and...handsome rooms to be used for the requirements of the other officers of the road."¹⁴

Perhaps due to lack of space, the MK&T later worked out of the Missouri Pacific or Union Depot on Main Street. This arrangement ended May 10, 1896, when the Katy's new two-story depot opened. The new depot was a notable addition to the city, for it served, according to the newspapers, as yet another example of the city's importance and industrious nature, and therefore, it was another reason why the state capitol should be removed from Jefferson City to Sedalia. The capitol removal issue dominated every issue of every Sedalia paper during 1895 and 1896 until Missouri voters defeated the proposal in November 1896.

The new depot demonstrated Sedalia's importance to the MK&T. It was an impressive complement to the existing structures owned by the Katy. The MK&T shops, stockyards, round house, and the hospital for employees working on the Sedalia Division were among the Katy's properties in Sedalia. Except for the depot, all the Katy structures have been destroyed.

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The Sedalia Democrat had announced the plans for the building in a front page article on December 24, 1894, ten days after Katy officials approved the project at a St. Louis meeting. The enthusiastic newspaper account stated that the depot would be the finest on the MK&T line. With the beginning of ground clearing only three days later, the lengthy construction of the depot provided employment for many Sedalians still suffering from the effects of the Panic of 1893.

Preliminary realignment of the tracks near the depot began March 7, 1895, and excavation work began April 22nd. Limestone from the Georgetown quarry, near Sedalia, was used for the foundation. By this time, the projected cost of the depot had risen from \$30,000 to \$45,000.¹⁵

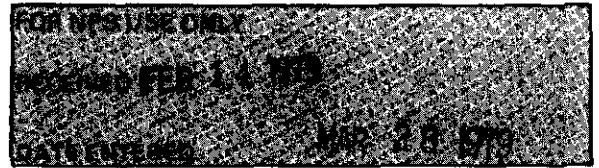
George Goodlander of Fort Scott, Kansas, was contracted to construct the depot. When he began work on September 24th, he had also just begun the construction of a large Katy depot and office building in Parsons, Kansas, where the Sedalia and Neosho Divisions meet.

Sedalia's MK&T Depot was designed by Bradford L. Gilbert (1853-1911), Chief Architect for the New York, Lake Erie and Western Railroad. In that position and as an independent contractor, he designed many stations throughout the east and midwest.¹⁶ He was also in charge of designing the new depot and office building in Parsons.

Standardized designs for small and intermediate stations were produced by the MK&T's engineering department. But for important points along the line where larger facilities were needed, professional architects were often hired. Sedalia's larger depot was needed to accommodate the heavy railroad traffic as well as to house several offices for Katy officials of the Sedalia Division.¹⁷

The design of the Sedalia Depot incorporated many features common to railway stations used by the Katy and other companies in this time period. Sedalia's MK&T Depot was completed at a time when a second generation of depot building was beginning. Railroad lines were replacing wood frame structures with stone or brick buildings. Central heating, located in the basement, replaced fiery stoves. Broad overhanging eaves surrounded the new stations, projecting windows allowed a view of incoming trains, and an exterior combination of rough stone below and stucco or terra cotta above became commonplace on this new wave of depot building.¹⁸ All of these characteristics are present in the Sedalia Depot.

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A formal dining room, all-night lunch room and a full second floor for local railroad officials separate the Sedalia Depot from those in cities of similar size. It had many or most of the features found in much larger depots, but on a smaller scale.

The day following the depot's opening, a favorable account of the dining room was published by the Democrat. The article stated the dining room's menu was one of the choicest ever served in Sedalia. The menu included soup, boiled lake trout, meats, vegetables, roast turkey with dressing, fruits, nuts, strawberries and ice cream with cake and coffee.¹⁹

The same edition also noted that the Katy separated from the Missouri Pacific at six o'clock the preceding morning. This then ended the shared facilities and the uneasy relationship between the two railroads that had competed, sometimes ruthlessly, since the MK&T debuted in Sedalia twenty-six years before.

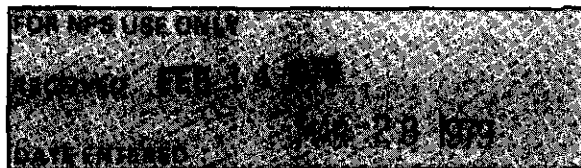
From its role as a railway terminus in the Civil War to the great development caused by the MK&T in the 1870's, Sedalia prospered because the railroads prospered. By the time Scott Joplin, "The King of Ragtime", arrived in Sedalia in 1897, a large "sporting belt" (bars, dance halls, gambling parlors and prostitution houses) had developed along Main Street, due in part to accommodate the large number of railroad employees in the area as well as passengers of both railroads.

Like many other itinerant musicians, Joplin came to seek employment among those business establishments along Main. Among other reputations, Sedalia's sporting belt was known as a hot spot for entertainers or musicians.

However, Joplin also had a special attraction to railroads, making his decision to come to Sedalia somewhat easier. His attraction to the railroads is demonstrated by a blurb on the cover of what is considered to be Joplin's first publication containing elements of ragtime. His "Great Crush Collision March," published in 1896 in Temple, Texas, is dedicated to the MK&T Railway.

Eventually, Sedalia's dependence upon one industry was to have a detrimental effect on the town which had originated, grown and prospered with the railroads. Railroad strikes in the 1920's caused widespread unemployment in Sedalia and severely weakened the local economy. A strike that began in Sedalia January 19, 1922, eventually spread throughout the country.

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Sedalia gradually recovered from strike effects by 1929, just in time for the Depression, when the local MK&T shops closed permanently. By 1940, 8,000 of Pettis County's 33,000 residents were still on public relief.²⁰ Three of Sedalia's banks closed and three of its bankers killed themselves.

The 40's and 50's were a period of gradual decrease in railroad business as the use of automobiles cut into the passenger traffic on the Katy. In May of 1958, the last passenger train passed through Sedalia, 88 years after the first MK&T train went to Clinton.

The depot experienced a brief period of renewed activity in 1962 when it was used as the headquarters for the contractors of the Minuteman Missile system, installed throughout west central Missouri. After that, the depot returned to a state of inactivity.²¹

Today, the MK&T and the Missouri Pacific still roll through Sedalia. The Missouri Pacific shops employ about 150 and the Amtrak trains stop here on the Missouri Pacific rails. The MK&T's presence has been reduced to a staff of seven men operating out of the freight office in the center of the depot's first floor.

Plans for adaptive reuse of the Sedalia depot are currently being developed. Mr. Ron Westenhaver of Columbia, Missouri, is expected to acquire the property and begin renovation in the spring of 1979. Mr. Westenhaver has successfully renovated, expanded and reopened a small Katy depot in Columbia as a restaurant/lounge. A similar business establishment is planned for the Sedalia MK&T Depot.

The survey of Missouri's historic sites is based on the selection of sites as they relate to theme studies in Missouri history as outlined in "Missouri's State Historic Preservation Plan". The Missouri, Kansas and Texas Railroad Depot At Sedalia, therefore, is being nominated to the National Register of Historic Places as an example of the themes of "Architecture", "Technology", and "Economics."

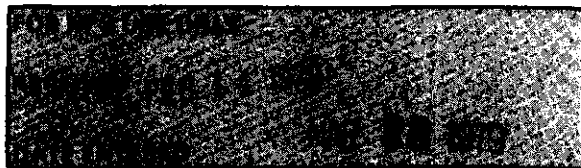
FOOTNOTES

1. Mark A. McGruder, History of Pettis County, Missouri (Topeka: Historical Publishing Co., 1919), pp. 204-205.

2. I. MacD. Demuth, A History of Sedalia, Missouri (Sedalia, Mo.: F.A. North, 1882), p. 122. Smith became involved with the railroads again in the early 1870's, when he sold the property where the depot is now located, plus most of the land still owned by the MK&T south, east and north (across Third) of the depot, to the MK&T for \$480.00 in the early 1870's.

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MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT AT SEDALIA

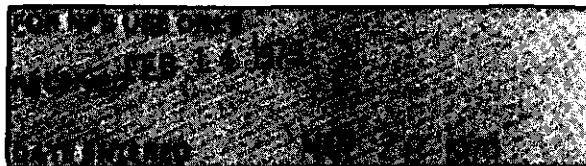
CONTINUATION SHEET

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3. A History of the City of Sedalia, Missouri: 1860-1960 (Sedalia: Hurlbut Printing Co. Inc., 1960), p. 13. Gen. Jeff Thompson led 1500 Confederate soldiers in the attack and capture of Sedalia on October 14, 1864.
4. The Pettis County seat was moved to Sedalia, from Georgetown, by an act of the state legislature on February 15, 1864.
5. I. MacD. Demuth, op cit., p. 122.
6. Ibid., p. 123.
7. V.V. Masterson, The Katy Railroad and the Last Frontier (Norman: University of Oklahoma Press, 1952), pp. 12-13.
8. Ibid., pp. 41-43.
9. Ibid., pp. 79, 81, 87. The section between Sedalia and Parsons was called the Sedalia Division. The section between Ft. Riley and Parsons was the Neosho Division.
10. Ibid., pp. 148-151, 193-199.
11. I. MacD. Demuth, op cit., p. 125.
12. Show Me Through The Years (Warrensburg: 1975), pp. 82, 85.
13. I. MacD. Demuth, op cit., p. 125.
14. "City Items", The Sedalia Bazoo. August 7, 1873, p. 1. A Union Depot was built by the MK&T and the Missouri Pacific on Engineer Street in 1871. It burned in 1877.
15. Information of the depot's construction originates from "Railroad Rumble", a daily column of the Sedalia Democrat, December 24, 1894-May 11, 1896.
16. National Register of Historic Places, Historic Railroad Stations (Washington, D.C.: U.S. Dept. of the Interior, 1974), no. 359; Henry-Russell-Hitchcock, Architecture: Nineteenth and Twentieth Centuries (Baltimore: Penguin Books, 1971), p. 341. Gilbert is said to have introduced "skyscraper construction" to New York with his Tower Building (1888-9).

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17. Robert L. Walters, personal interview with Vernon E. Smith, Valuation Engineer, Missouri, Kansas and Texas Railroad, December 27, 1978.
18. John Droege, Passenger Terminals and Trains (New York: McGraw-Hill Book Co., 1916), pp. 264-268. The incorporation of these features preceded publication of this reference book by twenty years.
19. "Is Light and Airy", Sedalia Democrat, May 11, 1896, p. 4. A fire in the depot on April 24, 1898, damaged the interior of the building, including the dining room. When the depot was repaired, the dining room was not as formal, featuring a horse-shoe shaped counter instead of tables alone.
20. "Sedalia, Missouri: It Is Taking Campaign Calmly", Life, p. 92. The article also included the popular but unsubstantiated fact that Sedalia was the second hardest hit town in the country by the Depression, behind Gary, Indiana, another railroad town.
21. "Profile of a Boom Town", The Sedalia Democrat, May 20, 1962, p. 13.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. "City Items," The Sedalia Bazoo, August 7, 1873, p. 1.
2. Demuth, I. MacD., "A Feast of Cold Facts," Sedalia, Mo.: n.p., 1895.
3. Demuth, I. MacD., A History of Sedalia, Missouri. Sedalia, Mo.: F.A. North, Publisher, 1882.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately 1 acre

QUADRANGLE NAME "Sedalia East, Mo."

QUADRANGLE SCALE 1:24,000

UTM REFERENCES

A	1,5	4,8,0	8,2,0	4,2	8,4	1,7,5	B			
	ZONE	EASTING	NORTHING	ZONE	EASTING	NORTHING				
C							D			
E							F			
G							H			

VERBAL BOUNDARY DESCRIPTION

The nominated property consists of a triangular plot bounded by Third Street on the north, by Thompson Avenue on the west and by a line twelve feet from the existing MK&T tracks on the east.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

I. Robert L. Walters

ORGANIZATION

DATE

January, 1979

STREET & NUMBER

306 West Fifth

TELEPHONE

816/826-5807

CITY OR TOWN

Sedalia

STATE

Missouri 65301

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Shel A. Lopez 2-6-79

TITLE Director, Department of Natural Resources and State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER.

William H. Brown

DATE 3-28-79

KEEPER OF THE NATIONAL REGISTER

ATTEST: *William H. Brown*

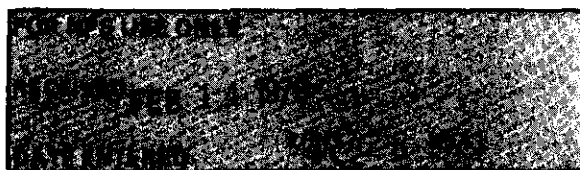
3-1-79

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**



MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT AT SEDALIA

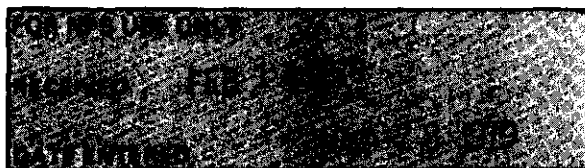
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

4. Droege, John. Passenger Terminals and Trains. New York: McGraw-Hill Book Co. Inc., 1916.
5. Haskins, James, with Kathleen Benson. Scott Joplin, The Man Who Made Ragtime. Garden City, N.Y.: Doubleday & Company, Inc., 1978.
6. A History of the City of Sedalia, Missouri: 1860-1960. Sedalia, Mo.: Hurlbut Printing Co. Inc., 1960.
7. Hitchcock, Henry-Russell. Architecture: Nineteenth and Twentieth Centuries. Baltimore: Penguin Books, 1971.
8. "Is Light and Airy", The Sedalia Democrat, May 11, 1896, p. 4.
9. Lang, Hazel. Life in Pettis County 1815-1973. Sedalia, Mo.: The Sedalia Democrat Company, 1975.
10. Masterson, V.V. The Katy Railroad and the Last Frontier. Norman: University of Oklahoma Press, 1952.
11. McGruder, Mark A. History of Pettis County, Missouri. Topeka: Historical Publishing Company, 1919.
12. National Register of Historic Places. Historic Railroad Stations. Washington, D.C.: U.S. Dept. of the Interior, 1974.
13. "Our \$30,000 Depot", The Sedalia Democrat, Dec. 24, 1894, p. 1.
14. Plans and drawings for the Missouri, Kansas and Texas Railroad Depot in Sedalia, Missouri, 1898, 1943, 1956.
15. "Profile of a Boom Town", The Sedalia Democrat, May 20, 1962, p. 13.
16. "Railroad Rumble", The Sedalia Democrat, December 24, 1894-May 11, 1896, a daily column.
17. "Sedalia, Missouri: It Is Taking Campaign Calmly", Life, October 21, 1940, Volume 9, Number 17, p. 92.
18. Show Me Through The Years. Warrensburg, Mo.: Show Me Regional Planning Commission Staff, 1975.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**



MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT AT SEDALIA

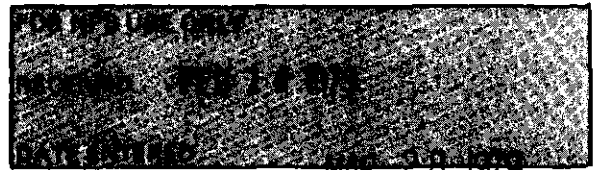
CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

-
19. "The New Depot", The Sedalia Democrat, April 22, 1895, p. 1.
 20. Walters, Robert L. Personal interview with Vernon Smith, Valuation Engineer, Missouri, Kansas and Texas Railroad, December 27, 1978.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**



MAR 20 1979

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT AT SEDALIA

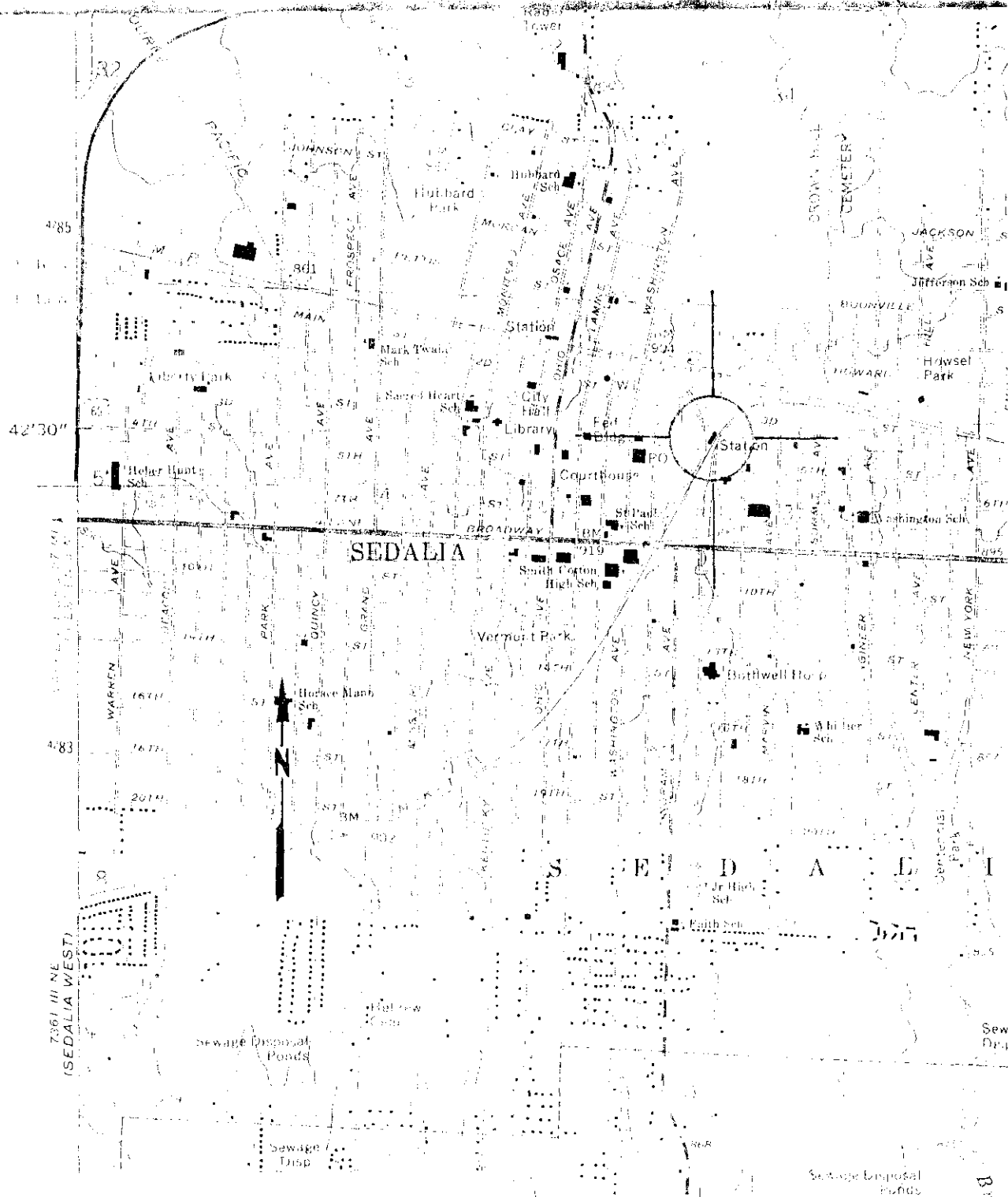
CONTINUATION SHEET

ITEM NUMBER 11 PAGE 1

2. Claire F. Blackwell, editor
Office of Historic Preservation
Department of Natural Resources
P.O. Box 176
Jefferson City

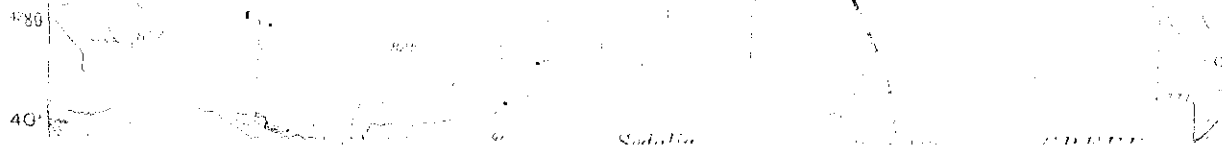
January, 1979
314/751-4096

Missouri 65102



MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
 AT SEDALIA
 U.S.G.S. 7.5' Quadrangle
 "Sedalia East, Mo." (1973)
 Scale: 1:24,000

UTM References: 15/480820/4284175



MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT (Sedalia)

COUNTY: Pettis

LOCATION: 600 E. Third
Sedalia

OWNER: Missouri-Kansas-Texas Railroad Co.
ADDRESS: 701 Commerce St.
Dallas, Texas 75202

DATE APPROVED BY A.C.: January 25, 1979

DATE SENT TO D.C.: February 8, 1979

DATE OF REC. IN D.C.: February 14, 1979

DATE PLACED ON NATIONAL REGISTER: March 28, 1979

DATE CERTIFICATE AWARDED
(AND PRESENTOR):

DATE FILE REVIEWED:

The Missouri, Kansas and Texas Railroad Depot at Sedalia, Missouri, is significant as an example of an architectural style once common for small and intermediate stations built by the Katy and other railroad companies throughout the country in the late 19th and early 20th centuries. In addition, the Depot serves as a reminder of the importance of the railroad industry to the birth, growth and decline in importance of Sedalia. The Depot also signifies the importance of Sedalia to the history and development of the Missouri, Kansas and Texas Railroad in particular.

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT #1
AT SEDALIA
Sedalia, Missouri *Peppers County*
Photographer: Robert L. Walters

December 1978
Neg. Loc.: c/o Robert L. Walters
306 West Fifth
Sedalia, Mo. 65301

View from northeast, showing primary
facade.

MAR 28 1979

FEB 14 1979

SOUTHBOUND



#2

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA

Sedalia, Missouri

Photographer: Robert L. Walters

December 1978

Neg. Loc.: c/o Robert L. Walters

306 West Fifth

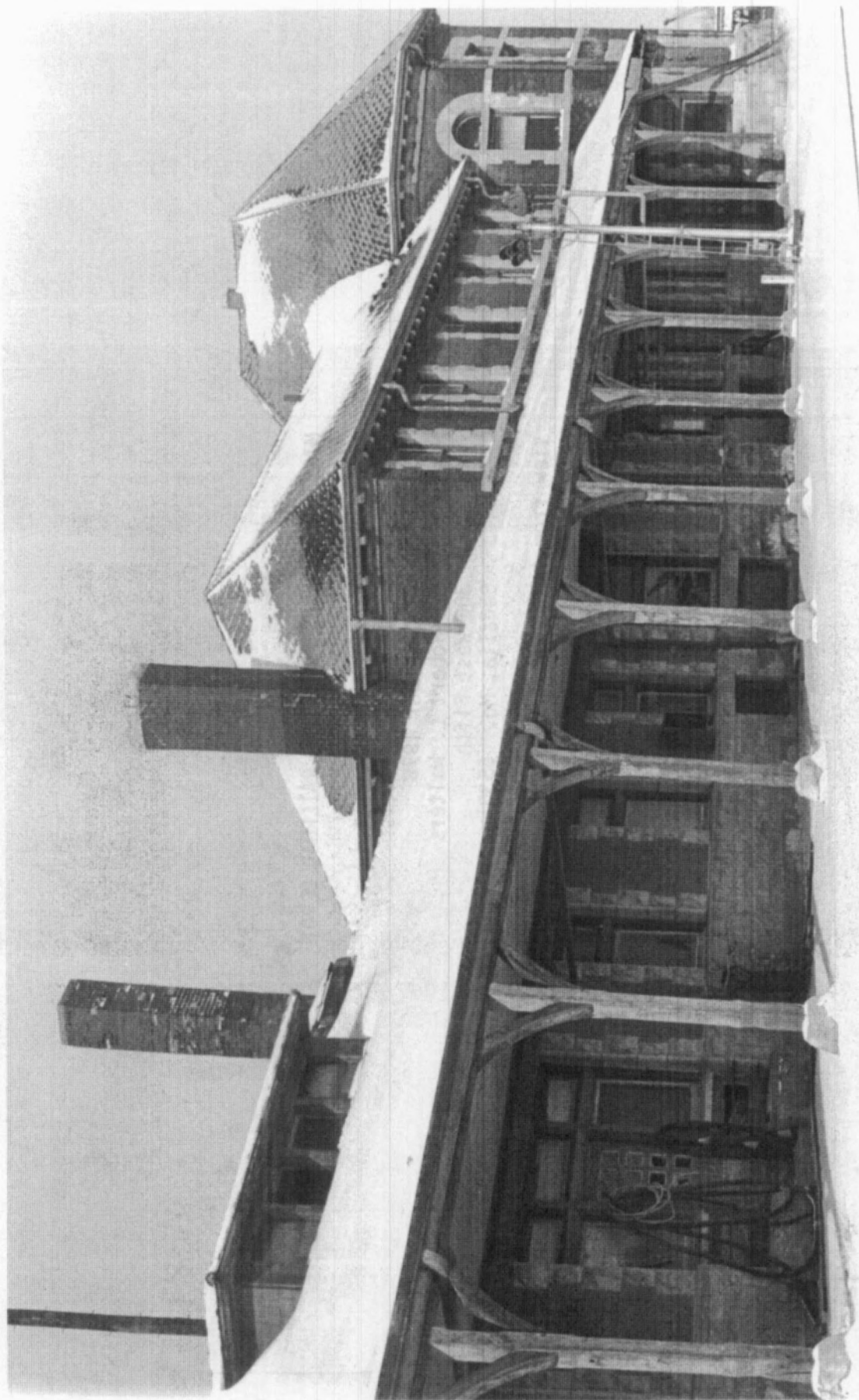
Sedalia, Mo. 65301

MAR 28 1979

View from southeast.

REC-1-349

Rollins County



#3

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA
Sedalia, Missouri

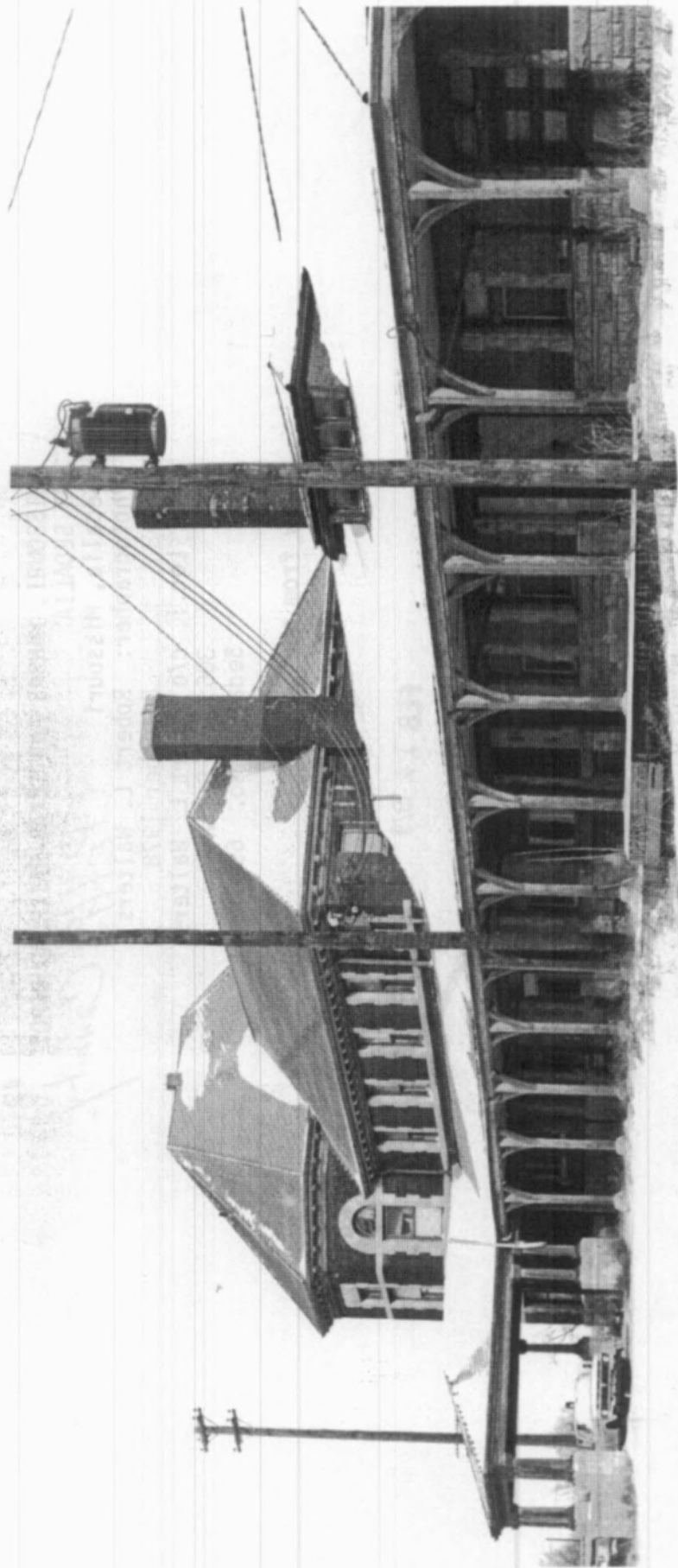
Jefferson County

Photographer: Robert L. Walters
December 1978

Neg. Loc.: c/o Robert L. Walters
306 West Fifth
Sedalia, Mo. 65301

View from southwest.

FEB 24 1979 MAR 28 1979

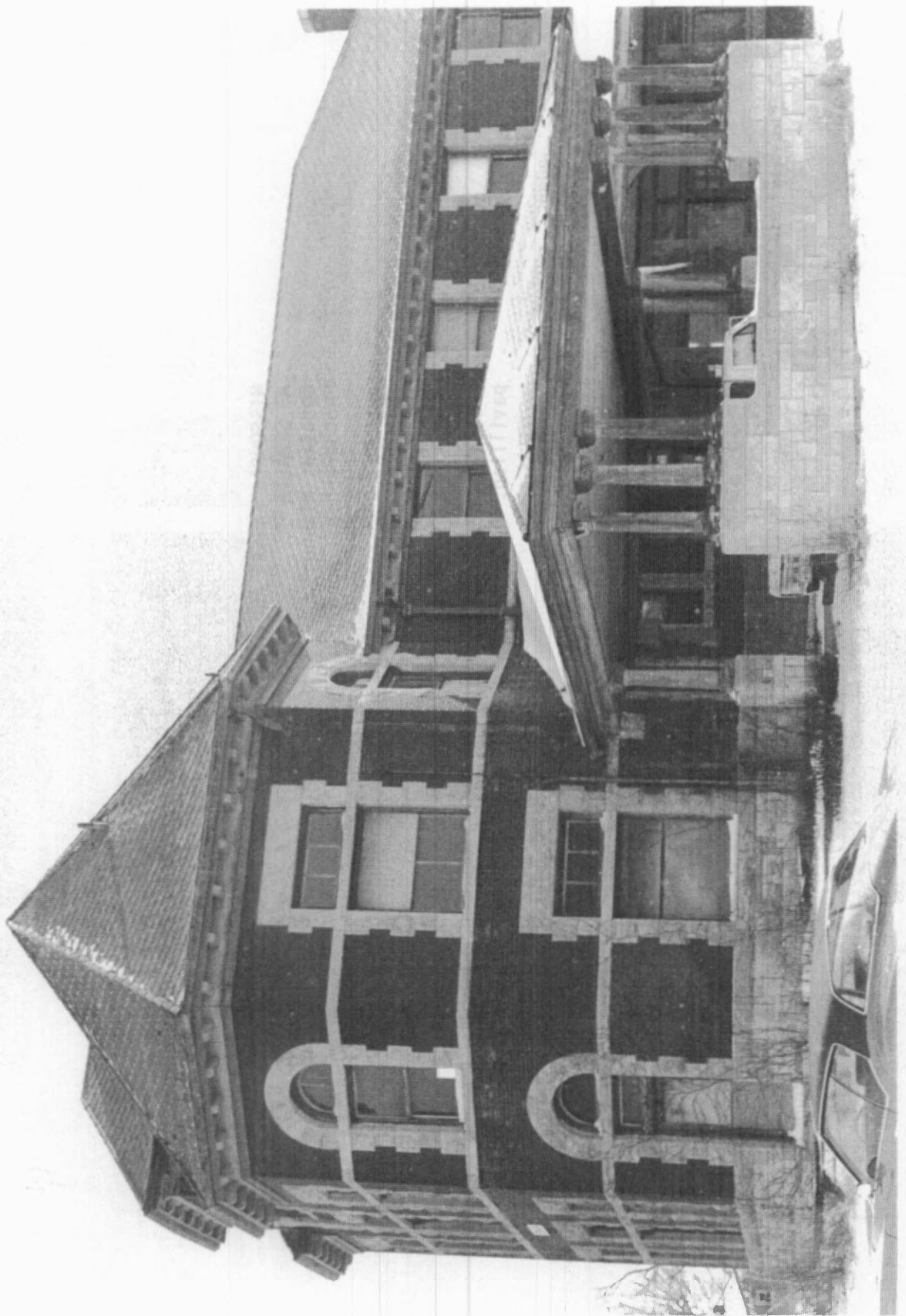


#4
MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA
Sedalia, Missouri *Barth's County*
Photographer: Robert L. Walters
December 1978

Neg. Loc.: c/o Robert L. Walters
306 West Fifth
Sedalia, Mo. 65301

View from northwest, showing passenger
pavillion.

FEB 14 1979 MAR 28 1979



#5

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA

Sedalia, Missouri

Photographer: Robert L. Walters

December 1978

Neg. Loc.: c/o Robert L. Walters

306 West Fifth

Sedalia, Mo. 65301

Detail of primary (northern) facade.

FILE # 979

MAR 28 1979



SEDALIA

#6

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA

Sedalia, Missouri

Photographer: Robert L. Walters
December 1978

Neg. Loc.: c/o Robert L. Walters
306 West Fifth
Sedalia, Mo. 65301

Interior, looking south toward elaborate
oak chimneypiece in women's waiting room.

FEB 14 1979

MAR 28 1979



#7

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA

See photo study

Sedalia, Missouri
Photographer: Robert L. Walters
December 1978

Neg. Loc.: c/o Robert L. Walters
306 West Fifth
Sedalia, Mo. 65301

Detail of oak chimneypiece on south wall of
women's waiting room.

FEB 14 1979

MAR 28 1979



#8

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA
Sedalia, Missouri

Pettis County

Photographer: Robert L. Walters
December 1978

Neg. Loc.: c/o Robert L. Walters
306 West Fifth
Sedalia, Mo. 65301

MAR - 5 1979

Interior, looking south toward buffet in
formal dining room. The upper section of the
buffet originally was lined with a mirror.

FEB 14 1979

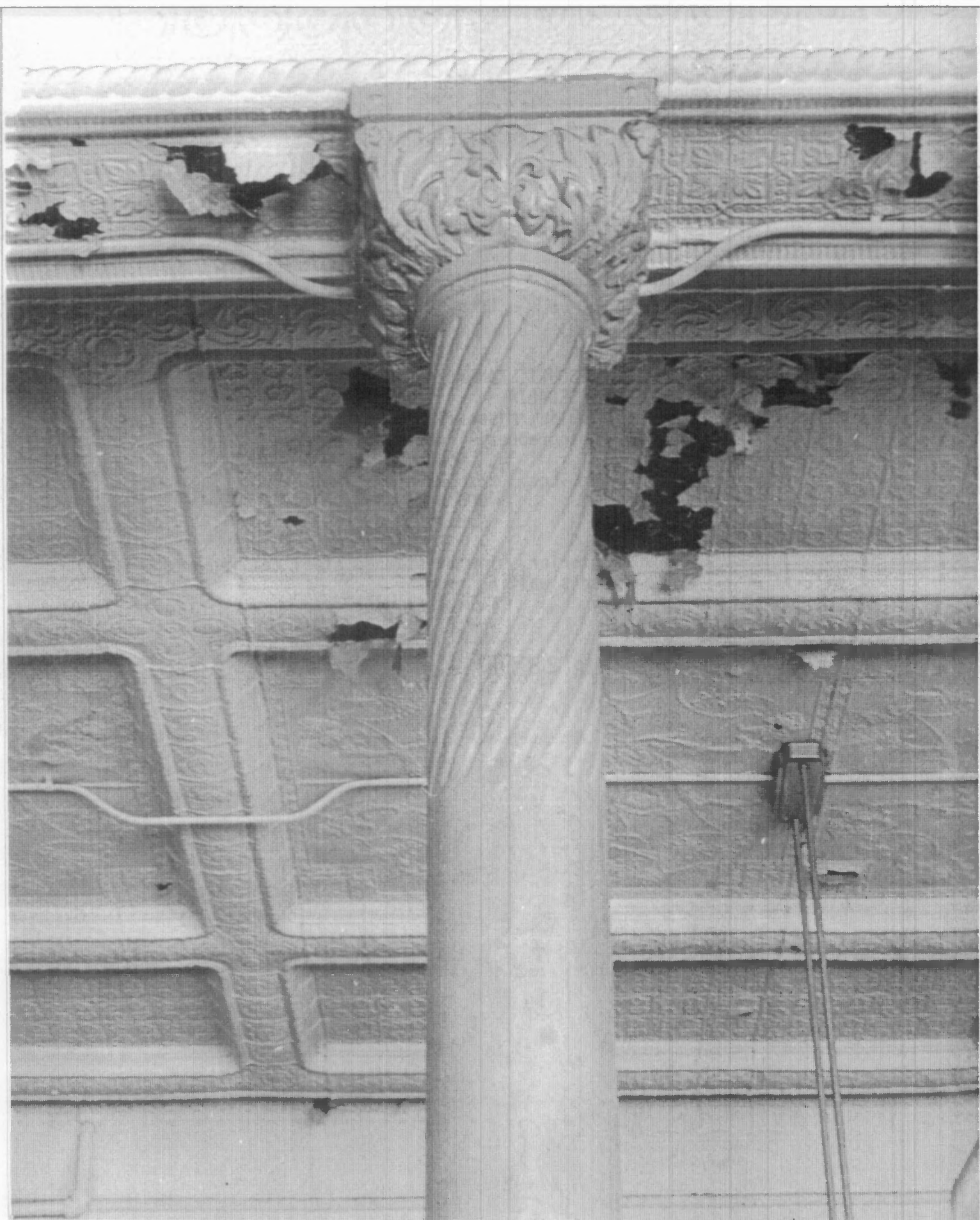


MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT #9
AT SEDALIA
Sedalia, Missouri *Pettis County*
Photographer: Robert L. Walters
December 1978
Neg. Loc.: c/o Robert L. Walters
306 West Fifth
Sedalia, Mo. 65301

Interior, view of stamped steel ceiling of
men's waiting room.

FEB 14 1979

Feb 28 1979



#10

MISSOURI, KANSAS AND TEXAS RAILROAD DEPOT
AT SEDALIA
Sedalia, Missouri

Photo Sedalia

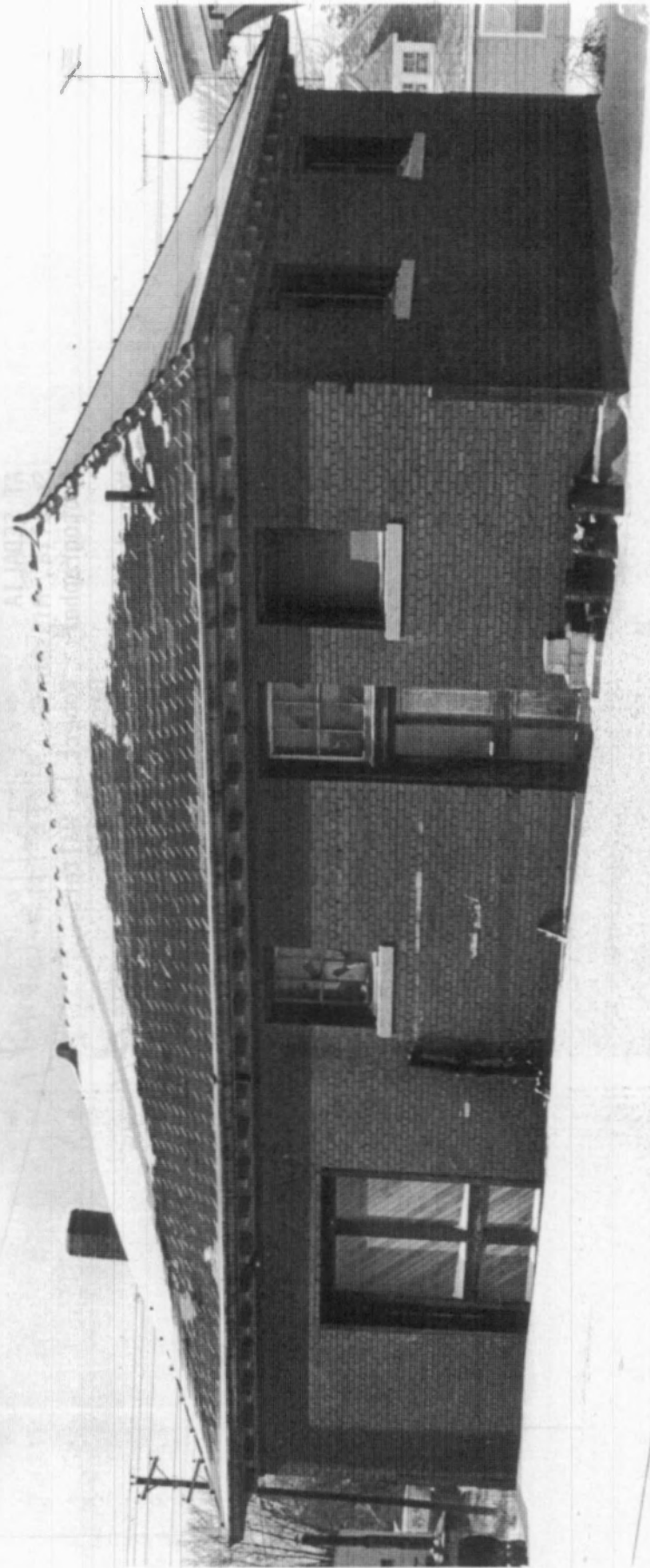
Photographer: Robert L. Walters
December 1978

Neg. Loc.: c/o Robert L. Walters #100716
306 West Fifth
Sedalia, Mo. 65301

View from northeast, showing the American
Express building, located immediately south
of the depot.

FEB 14 1979

MAR 28 1979



EXTRA
PHOTOS

