NPS Form 10-900
(Rev. 10-90)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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

1. Name of Property

historic name Council Grove Missouri, Kansas & Texas Depot

other names/site number

2. Location

street & number 512 E. Main Street [N/A] not for publication

city or town Council Grove [ ] vicinity

state Kansas code KS county Morris code 127 zip code 66846

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Richard D Pankratz D-SHPO 8-14-01
Signature of certifying official Date

KANSAS STATE HISTORICAL SOCIETY
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

Signature of the Keeper Date of Action

I hereby certify that this property is:

☐ entered in the National Register
☐ See continuation sheet

☐ determined eligible for the National Register
☐ See continuation sheet.

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other (explain):

Council Grove Missouri, Kansas Texas Depot
Name of Property

Mor County, Kansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

[X] private
[ ] public-local
[ ] public-State
[ ] public-Federal

Category of Property
(Check only one box)

[X] building(s)
[ ] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

Historic Railroad Resources of Kansas

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

COMMERCE/specialty store

7. Description

Architectural Classification
(Enter categories from instructions)

Late Victorian

Materials
(Enter categories from instructions)

foundation BRICK
walls WOOD
roof ASPHALT
other

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

See continuation sheets.

Council Grove Missouri, Kansas Texas Depot
Name of Property

Morr County, Kansas
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

[X] **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

[ ] **B** Property is associated with the lives of persons significant in our past.

[X] **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

[ ] **D** Property has yielded, or is likely to yield information important in prehistory or history.

Areas of Significance
(Enter categories from instructions)

Transportation
Architecture

Period of Significance
1894-1951

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

Property is:

[ ] **A** owned by a religious institution or used for religious purposes.

[ ] **B** removed from its original location.

[ ] **C** a birthplace or a grave.

[ ] **D** a cemetery.

[ ] **E** a reconstructed building, object,or structure.

[ ] **F** a commemorative property.

[ ] **G** less than 50 years of age or achieved significance within the past 50 years.

Significant Dates
1894

Significant Person
(Complete if Criterion B is marked above)
n/a

Cultural Affiliation
n/a

Architect/Builder
Missouri, Kansas & Texas Railroad Company

Narrative Statement of Significance

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

9. Major Bibliographical References

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

Previous documentation on file (NPS):
☒ preliminary determination of individual listing (36 CFR 67 been requested.
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey #
☐ recorded by Historic American Engineering Record #

Primary Location of Additional Data:
☒State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository:

Council Grove Missouri, Kansas Texas Depot
Name of Property

Morris County, Kansas
County and State

10. Geographical Data

Acreage of Property less than one acre

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	15			3			
2				4			

☐ See continuation sheet.

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

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

11. Form Prepared By

name/title Deon Wolfenbarger/Preservation Consultant

organization Three Gables Preservation date December 1, 2000

street & number 320 Pine Glade Road telephone 303/258-3136

city or town Nederland state Colorado zip code 80466

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

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

Photographs

Representative black and white photographs of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Kate Tirabasso

street & number 301 Hockaday St. telephone

city or town Council Grove state KS zip code 66846

SUMMARY

The Council Grove Missouri, Kansas & Texas Depot (also M-K-T or Katy), built 1894, is located at 512 E. Main Street in Council Grove, Kansas. It is just north of E. Main Street, situated between Durland Park and the railroad right-of-way. The one story wood frame depot building is a *combination depot* subtype, as defined in the "*Railroad Depots*" property type listed in the Multiple Property Submission "Historic Railroad Resources of Kansas" " (hereafter "MPS 'Historic Railroad Resources of Kansas.'") It is a long rectangular building oriented to the railroad tracks, with a large freight room at the north end and the passenger end located closest to E. Main Street. It has stylistic elements of the Late Victorian period, including highly decorative jig-sawn brackets, varying wood siding, and windows with large sashes surrounded by smaller rectangular panes, and was considered one of the more elaborate M-K-T depots in Kansas. The exterior of the depot is virtually unaltered except for a corrugated metal enclosure of the north loading dock. Another addition on the south end of the west elevation may be original to the depot; it is visible in photographs from c. 1921. Interior alterations include partial removal of interior walls between the passenger and office rooms, and altered flooring in these rooms. The depot, a contributing building, retains a high degree of integrity in design, materials (particularly exterior), workmanship, feeling, setting, and location.

ELABORATION

Site: The Council Grove Missouri, Kansas & Texas Depot is located north of the intersection of 6th and East Main Streets, on west side of the railroad line. A gravel road immediately west of the building separates it from Durland Park. That park also contains another unusual M-K-T depot which was relocated to that site. The site is level, and most of the tracks have been removed except for those immediately adjacent to the building. The rail right-of-way has been covered with grass.

Depot: The Council Grove Missouri, Kansas & Texas Depot is a Late Victorian example of a *combination depot* with a basic rectangular form. The building has a gabled hip roof with wide, overhanging eaves feature highly decorative jig-sawn brackets. There is also a gable wall dormer over the station masters' office bay, and gable dormers at both the north and south ends, over the freight doors on both sides of the building, and over the passengers' entrance on the side opposite the tracks. The siding of the building is varied, providing additional surface texture as is typical of theVictorian era. There are vertical boards beneath the window sills and horizontal boards above. The gable end over the station master's bay is decorated with vertical siding and shingles; all siding areas are demarcated by flat boards, and there are corner boards as well.

All windows except for one in the passenger and office sections of the building are original from the depot's Victorian-era of construction. These are tall, double-hung, with large sashes surrounded by smaller rectangular panes. One the south end of the depot, four single-sash fixed windows have replaced the multi-paned double-hung windows. Original four-paneled wood doors in the passenger end have operable multi-pane transoms above. Freight doors are double and have "X" cross braces of flat wood. The freight doors on the west elevation retain their raised platform, but the platform on the track side has been removed. A small loading platform, enclosed in the 1960s with corrugated metal, is on the north end of the depot and has a very low-pitched shed roof. The exterior is little altered from its historic period of significance.

The interior features a passenger's waiting room at the south end, and a station master's office in the protruding east bay. The walls between separating the station master's office from the public waiting rooms have been removed except for approximately five feet at the ceiling, and small sections at either end. These remaining portions of the wall serve to indicate the original floor plan. These rooms have linoleum tile floor (not original) and beaded board walls and ceiling. The wood trim around the windows and doors is fluted and features "bulls-eye" corners. Two interior brick chimneys remain in these rooms. The freight room, located at the north end of the building, has original rough vertical siding and plank flooring and is in original condition.

SUMMARY

The Council Grove Missouri, Kansas & Texas Depot in Council Grove, Kansas, is significant under Criterion A in the area of ***Transportation*** and under Criterion C in the area of ***Architecture.*** In the area of transportation, the depot building is directly associated with the Missouri, Kansas & Texas (M-K-T) Railroad Company. It is a physical reminder of a critical period of Kansas' and Council Grove's history -- a time when the railroads played a significant role in the economy and vitality of the state and the community. It is one of only eleven extant M-K-T Depots in Kansas, and possibly the last remaining on its original site. In the area of architecture, the Council Grove M-K-T Depot (built 1894) is significant as a rare early example of a wood frame *combination depot* subtype, as defined in the "*Railroad Depots*" property type listed in the Multiple Property Submission "Historic Railroad Resources of Kansas," which still remains on its original site. It was built after an earlier depot burned. Due to time constraints in response to the fire, it was probably constructed from a standardized plan which may have been modified to suit the needs of Council Grove. While many of its features were functional, such as the wide, overhanging roof eaves which provided shade and protection for waiting passengers, the multiple dormers were added decorative features which indicated the importance of Council Grove to the railroad company. Other features hinting at its late Victorian era of construction are the highly decorative jig-sawn brackets and varying siding treatment. However, its basic form nonetheless reflects its utilitarian transportation function. The period of significance extends from its construction date, 1894, through 1951, the National Register's arbitrary fifty-year cut-off date.

ELABORATION

Transportation: The Council Grove M-K-T depot is significant for its association with the historic context "Kansas Railroad Companies -- Missouri, Kansas & Texas: 1865-1951." It is one of only eleven remaining M-K-T depots in Kansas, and possibly the last remaining on its original site.[1] As the last remaining historic railroad building located on its original site in the

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[1]A survey in 1994 revealed that there were only three M-K-T depots in their original location out of eleven still extant -- the Council Grove combination depot, a freight depot at Fort Scott (since moved), and a depot at Beagle in southwest Miami County (present status is unknown). A second M-K-T is still extant in Council Grove -- the Sylvan Park depot. It was moved to adjacent to the other depot in Durland Park several years ago. It was a privately-owned depot, built in 1900 by T. W. Whiting.

town of Council Grove, it serves as a physical reminder of the importance of the railroad to the community, as well as of the "intense competition that characterized the building of railroads in Kansas."[2] More so than other Midwestern or east coast states, the settlement and development of Kansas was a product of railroad-building. The central location of the state, "the almost complete absence of navigable streams, and the considerable distance from east to west required some form of mechanically powered, land-based transportation."[3]

Unlike many other Kansas communities, Council Grove was settled much earlier than the arrival of the railroad. As the only trading post between Independence, Missouri and Santa Fe, New Mexico for many years after the opening of the Santa Fe Trail, Council Grove was an important rendezvous site for travelers and traders crossing the plains. However, its security and its ability to grow into a town was dependent, as so many other Kansas communities, upon the arrival of a train line. Not willing to leave its future to chance, the citizens of Morris County voted bonds to the Santa Fe Railway Company in September, 1865, hoping to secure the building of the line through the county. The company did not accept them, however, and constructed its line about twenty-five miles south of the county.[4] On June 29, 1867, another vote was taken for the county to take stock in the Union Pacific Railway Company, Southern branch (which was later renamed as the M-K-T). This vote proved more successful, as Council Grove was selected as a spot along the line of the newly formed railway company and subsequently played an important role in the early history of the Missouri, Kansas & Texas Railway Company.

The company was originally incorporated in Emporia in September 1865 as the Union Pacific Railway Company, Southern Branch (no relationship to the transcontinental Union Pacific Railway Company). The first meeting of the newly-organized Board of Directors was held in the

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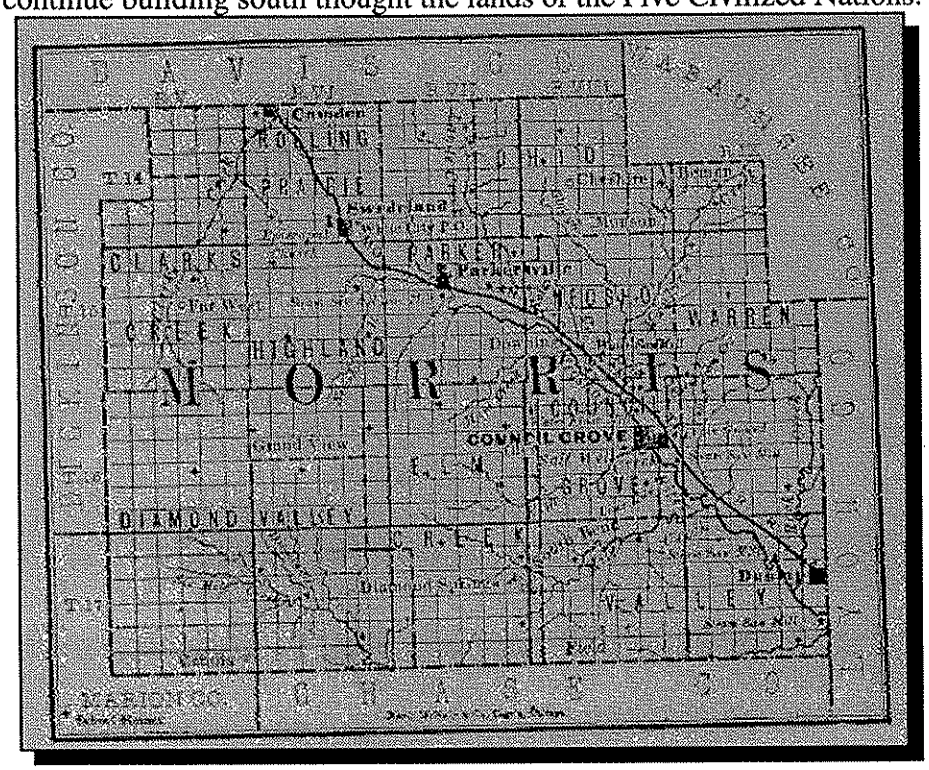
[2] George L. Anderson, "A North-South Link: Missouri Pacific's Proposal: Union-Pacific's Achievement, 1889-1910," Four Essays on Railroads in Kansas and Colorado (Lawrence, KS: Coronado Press, 1971) p. 50.

[3] Ibid.

[4] William G. Cutler, "Morris County: Railroads, Schools, Etc.," in History of the State of Kansas, (Chicago, IL: A. T. Andreas, 1883) from http://raven.cc.ukans.edu/carrie/kancoll/books/cutler/morris/morris-co-p6.html#RAILROADS_SCHOOLS_ETC.

Masonic Hall in Council Grove on March 2, 1866.[5] As noted in the MPS "Historic Railroad Resources of Kansas," the goal of the new railroad company was to build through the Neosho River Valley in southeast Kansas to New Orleans, but its visions changed in 1868 with new leadership.[6] The name of the line was changed in 1869 to the Missouri, Kansas & Texas, and plans for service as a larger regional carrier were also added. The "M-K-T" or the "Katy" railroad, as it was known, was the first to reach the Indian Territory in the three-way race for the sole right to continue building south thought the lands of the Five Civilized Nations.



From William G. Cutler, "Morris County: Railroads, Schools, Etc.," in History of the State of Kansas, (Chicago, IL: A. T. Andreas, 1883).

[5]Kenneth W. McClintock, Council Grove Republican, 27 October 1994.

[6]Deon Wolfenbarger, "Historic Railroad Resources of Kansas," National Register of Historic Places Multiple Property Submission Form, p. .

Initial work on the line began from Junction City to Chetopa in 1868, in a diagonal from northwest to southeast. Work seemed infuriatingly slow to some of the railway company's promoters; by the fall of 1869, only five miles of track had been laid from Junction City. Colonel Robert Smith Stevens was made the new General Manager at this time, with orders to "push ahead with all speed" and full authorization to make whatever changes necessary to accomplish that end. Stevens oversaw the completion of trackage to Council Grove by October 26, 1869. With much fanfare that October, Stevens ran an excursion train down from Junction City to the railhead at Council Grove. On the train was the Governor, as well as state officials commissioned to inspect the line in advance of awarding the company a 125,000 acre land-grant which had been set aside for it. In November of that year, regular passenger and freight trains were running between Council Grove and Junction City.[7] By December 7, sixty-one miles of track had been laid from Junction City to Emporia, and the company was headed straight for the border in the race to Indian Territory.

The original M-K-T depot in Council Grove was built in 1869 just a short distance north of the present depot building, in the 500 block of East Main Street.[8] As with many early depots constructed to serve emerging railroad companies, it was a hastily-built structure which never pleased the citizens of Council Grove. As the Council Grove Republican noted in 1894, "It was a building that was never satisfactory to the town or the traveling public and was ever the subject of unfavorable comment and ridicule. . ." and " . . . it has stood all these years almost an eye-sore from the time it was erected, without having its date changes."[9] After the "union depot" was built in Council Grove in 1887, the original M-K-T depot was used as a freight depot. On April 10, 1890, the business office was transferred back to the old depot, but on May 18, 1894, this building was destroyed by fire.[10]

The Missouri, Kansas and Texas railroad company executives lost no time in assuring the citizens of Council Grove that the company had "plans to erect a fine, modern depot. . ." in the

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[7]Council Grove Republican, 27 October 1994.

[8]"An Old Landmark Gone," Council Grove Republican, 25 May 1894.

[9] "Our New Depot," Council Grove Republican, 23 November 1894, and Ibid.

[10]"An Old Landmark Gone," Council Grove Republican, 25 May 1894.

city. "It will be located near the Katy crossing on Main street. This location will be much more easy of access and we feel sure a good building will be highly appreciated by the company's patrons at this point."[11] Railroad executives visited the town in June, but were uncertain as to whether the new depot would be wood or brick even though work would start sometime in July. However, they assured the residents of Council Grove that the depot "would be a sightly, commodious, comfortable and modern building, in fact one with all conveniences and a building that will please the most fastidious."[12]

Citizens were anxious for news of the depot when by August of that year, work had still not begun. M-K-T executives promised that the company's offices would be in the new building before cold weather, and again assured the community that the new depot would "be a commodious affair, having two waiting rooms, a baggage room and an office."[13] The newspaper reported that "It will be erected just west of their road on the north side of Main Street and will face on that street. It will be a modern style building, . . and in every way will be a credit to the town. Let the good work go on, Council Grove will appreciate it."[14]

Coming off of the national financial panic of 1893, the company executives may have been reluctant to commit to a large brick "county seat" type of depot for Council Grove. However, citizens were anxious to receive virtually any depot that would nonetheless be a credit to their community. Since the loss of the earlier depot building, the Iowa Hotel in town was serving as the depot for the M-K-T. As the Republican noted, "Great need has been felt by our people for a good station building on the "Katy" road in our city for years, but more particularly since the old depot was destroyed by fire last spring."[15] A description of the proposed depot while it was under construction in November was printed in the local newspaper, along with an illustration.

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[11]Ibid.

[12]"New Depot," Council Grove Republican, 29 June 1894.

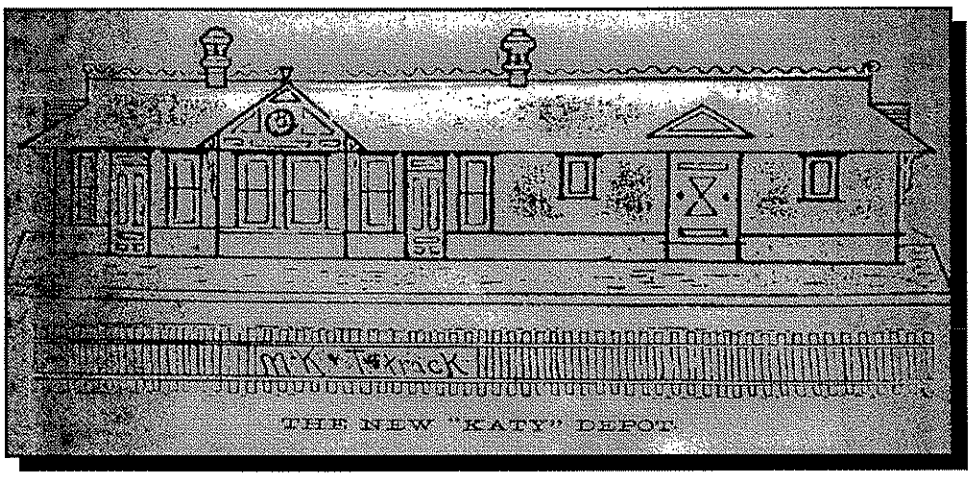
[13]"A New Depot," Council Grove Republican, 10 August 1894.

[14]Ibid.

[15]"Our New Depot, Council Grove Republican, 23 November 1894.

Finally the citizens of Council Grove had an idea of what they could expect for the new M-K-T building:

> The new depot that is fast nearing completion is situated on Main street just west of the Katy tracks. It is on the street car line and much more convenient in every way than the old one. It is 100x22 feet in size and will be a pretty cottage with all modern conveniences, including water system, water closets, two waiting rooms, ticket and telegraph office and freight rooms. The waiting rooms will each be 18x18 feet, the office 14x23 and the freight room 42x18. The eaves will extend over the platform for a distance of about sixteen feet. The large chimneys will be built of vitrified brick made at Coffeyville. The foreman in charge of the construction is George W. Miller, of the bridge and building department.[16]



From the Council Grove Republican, 23 November 1894, p. 5.

The same newspaper article recognized that the M-K-T company had experienced some financial setbacks, but the "company as recently organized is progressive and during these dull times is making money, in fact is now one of the best paying roads in the country. While the Katy is a north and south road it is surprising what an amount of east and west business it is doing."[17]

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[16]Ibid.

[17]Ibid.

c. 1909

Not quite completed by the arrival of cold weather, the new M-K-T depot managed to see the arrival of its first train on the last day of 1894.[18] The depot quickly became the center of activities for the M-K-T company in Council Grove.

Although this particular line was not a vital link to either coast, the Katy was still important to Council Grove and the surrounding agricultural economy. The Council Grove Katy line was part of that company's "Neosho Division," which went from Junction City to Parsons, Kansas. It was key to the shipment of local cattle to market, although this was not the line's sole purpose. As in virtually all small to mid-sized Kansas communities, the depot served as the hub of activity for a town. Historic photographs show a variety of activities and shipments alongside the M-K-T Depot: the American Express agent, passengers, and agricultural produce heading in from or being shipped out to local markets. The Council Grove M-K-T Depot is thus associated with the historic context "Historical overview -- Consolidation: 1891-1917," a period when most railroad companies in Kansas were undergoing significant changes.

As with most railroads, financial troubles and reorganizations were a part of the Katy's history in Kansas and nationwide. In 1900, though, it still maintained a continuous line from Kansas City to Galveston. By 1910, it was the sixth largest railroad in Kansas in terms of track mileage (including subsidiaries) with 438.3 miles.[19] The railroad reorganized in the 1920s after more financial difficulties as the Missouri-Kansas-Texas, but declined rapidly in the 1950s. The

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[18] Council Grove Republican, 4 January 1895.

[19] A History of Railroad Construction and Abandonment Within the State of Kansas (n.p., Kansas Corporation Commission, Transportation Division, 1 October 1972), p. 19.

company managed to last until the 1980s but was finally bought by the Missouri Pacific in 1988.[20]

1953

In Council Grove, the depot was used for its original purpose until the M-K-T abandoned the line in 1957. Sometime during the 1950s, some of the exterior trim was removed. In 1959, the passenger waiting rooms and central office were converted to a laundromat; the interior walls were removed at this time, and the south windows changed. The north end loading dock was enclosed with corrugated metal in the 1960s. The Missouri Pacific Railway Company purchased the portion of the line adjacent to the building for use as a spur, but this was also later abandoned. When the rails were removed in 1995, the company left the section of track immediately adjacent to the depot building. The land on which the depot is sited is presently owned by the Union Pacific Railroad Company and is leased to the private owner of the building. The owner has plans to rehabilitate the building.

Architecture: The Council Grove Missouri, Kansas & Texas Depot is significant for its association with the historic context "Architecture of Kansas Railroads: 1865-1940," and as a rare early example of an on-site frame *combination depot* subtype of the "*Railroad Depots*" property type, as defined in the MPS "Historic Railroad Resources of Kansas." On-site frame combination depots are rare in Kansas for any lines, but are particularly scarce for the Katy line. When inventoried in 1994, there were only three Katy depots remaining on their original sites; one of those has since been moved.

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[20] Robert Collins, Ghost Railroads of Kansas (David City, NE: South Platte Press, 1997), p. 28.

The Council Grove depot has a rectangular floor plan aligned with the railroad track. There were formerly three main use areas -- the waiting rooms for passengers were on the south end, a freight & baggage room on the north end, and central station agent's room. Alterations after its use as a railroad depot have since removed most of the interior walls dividing the passenger room from the central office. The depot was probably constructed from standardized plans which were modified to fit the needs of Council Grove.

In general throughout Kansas, the Katy constructed relatively modest depots. Gable roofs and board & batten siding, both cheaper to utilize, were common features of depots on this line. The bay windows for the station master often did not even have a separate dormer roof, but were set beneath the extended roof eaves. Another roof arrangement typical of M-K-T depots was a type of truncated hip with gable end dormers.[21] Thus compared to the other Katy depots in Kansas, according to H. Roger Grant in Kansas Depots, Council Grove "received on of the nicest" depots on the M-K-T line, which was indicative of the importance of Council Grove to the company at the time of its construction.[22] Features which set apart the Council Grove depot from the other M-K-T depots were its decorative lap siding set above a band of lower vertical siding, a large dormer over the bay window, and smaller dormers over the trackside freight door, and the passenger and freight doors on the opposite side. With the extra architectural detailing, this depot thus served as a prominent symbol of the Missouri, Kansas & Texas Railway Company, as well as the importance of Council Grove.

The Council Grove M-K-T Depot retains its integrity of design as reflected in its scale, footprint, roof shape with multiple dormers, and bay windows. It retains a high degree of integrity in exterior materials as reflected in its varied wood siding and elaborate eave brackets. The changes to the floor plan compromise the interior integrity, but are not severe. The function of the building as a *combination depot* is still clearly evident with the intact freight room on the north end clearly distinguished from the passenger/office end. The freight room is in original condition -- floor, walls, and ceiling. The exterior walls of the passenger and office are also original beaded board. The significant alterations in this portion of the depot are a change in flooring and partial removal of interior walls. However, large brick supports and the remaining portions of the walls serve to demarcate the original divisions of the interior. The depot building is also in

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[21]H. Roger Grant, Kansas Depots (Topeka, KS: Kansas State Historical Society, 1990), p. 94.

[22]Ibid., p. 97.

its original location, and may be one of two remaining M-K-T depots in Kansas on its original site. Although much of the trackage has been removed, the open right-of-way still remains and gives the depot integrity in setting and location. The Council Grove Missouri, Kansas & Texas Depot meets the registration requirements for integrity as outlined in the MPS "Historic Railroad Resources of Kansas."

Bibliography

Anderson, George L. "A North-South Link: Missouri Pacific's Proposal: Union-Pacific's Achievement, 1889-1910." Four Essays on Railroads in Kansas and Colorado. Lawrence, KS: Coronado Press, 1971.

Collins, Robert. Ghost Railroads of Kansas. David City, NE: South Platte Press, 1997.

Council Grove Republican. 27 October 1994.

Cutler, William G. "Morris County: Railroads, Schools, Etc.." In History of the State of Kansas, (Chicago, IL: A. T. Andreas, 1883) from http://raven.cc.ukans.edu/carrie/kancoll/books/cutler/morris/morris-co-p6.html#RAILROADS_SCHOOLS_ETC.

Grant, Roger, H. Kansas Depots. Topeka, KS: Kansas State Historical Society, 1990.

Grant, H. Roger and Bohi, Charles W. The Country Railroad Station in America. Boulder, CO: Pruett Publishing Company, 1978.

A History of Railroad Construction and Abandonment Within the State of Kansas. N.p., Kansas Corporation Commission, Transportation Division, 1 October 1972.

McClintock, Kenneth W. Council Grove Republican. 27 October 1994.

McClintock, Kenneth W. Oral interview.

"New Depot." Council Grove Republican. 29 June 1894.

"A New Depot." Council Grove Republican. 10 August 1894.

"An Old Landmark Gone." Council Grove Republican. 25 May 1894.

"Our New Depot." Council Grove Republican. 23 November 1894

Wolfenbarger, Deon. "Historic Railroad Resources of Kansas." National Register of Historic Places Multiple Property Submission Form.

Verbal Boundary Description

The boundary of the Council Grove Missouri, Kansas & Texas Depot is shown as the heavy "lease" line on the accompanying map entitled "Boundary & photograph map."

Verbal Boundary Justification

The boundary includes the building and the leased land upon which it is sited. Historically, the depot was part of a larger right-of-way associated with the M-K-T railroad. The adjacent land is presently owned by the Union Pacific Company, who is not interested in including the land in the nomination.

The following information applies to the photographs:
Name of photographer: Deon Wolfenbarger
Location of original negative: Kansas State Historical Society; 6425 S.W. 6th Avenue; Topeka, KS 66615-1099.
Date of photograph: 27 April 2000

Further information is listed in the following:
Photograph number
Description of view

1. Looking northwest towards the south and east elevations, exterior.

2. Looking west towards the east (trackside) elevation, exterior.

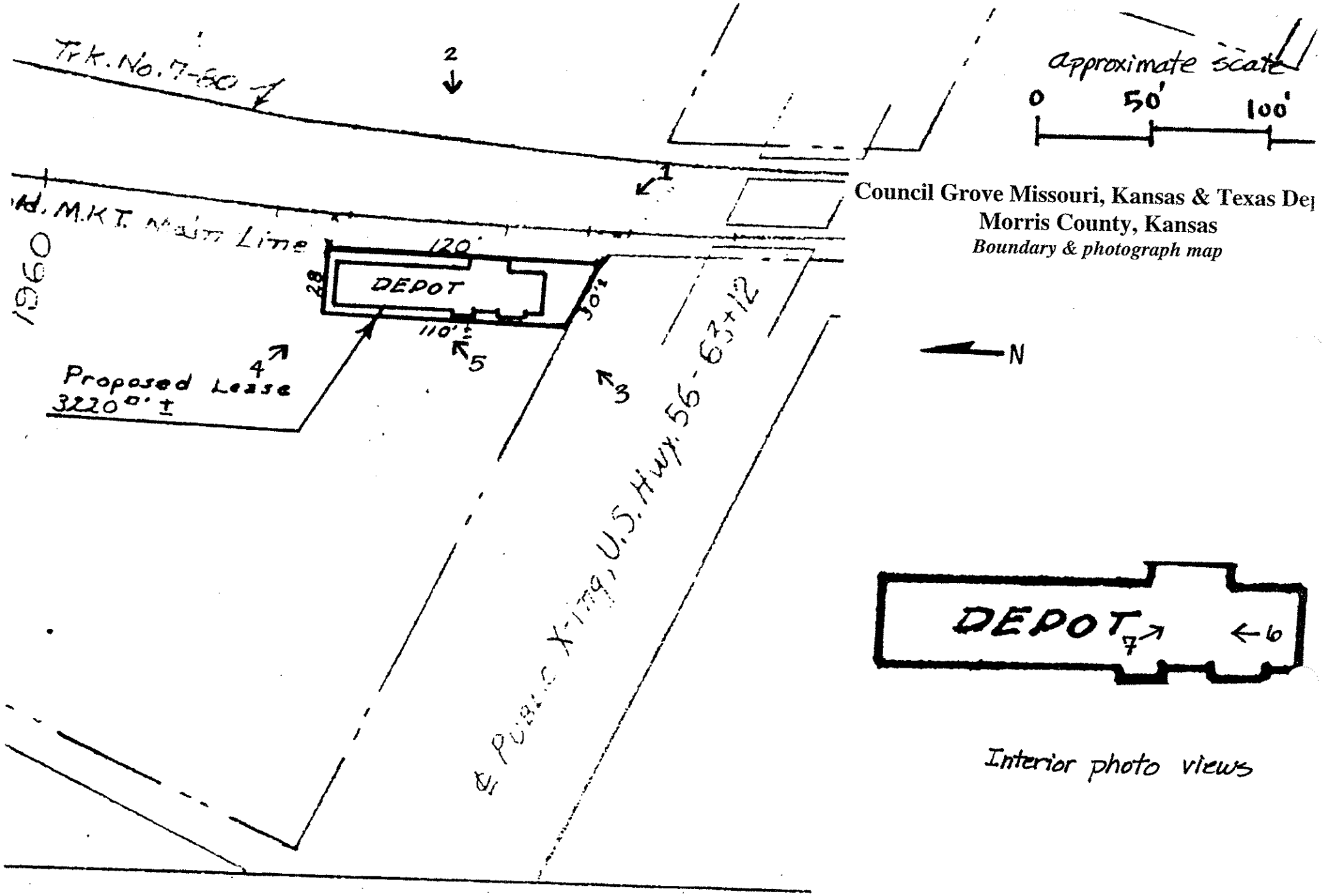
3. Looking northeast towards the west and south elevations, exterior.

4. Looking southeast towards the north and west elevations, exterior.

5. Looking northeast at the eave brackets and freight doors, west elevation, exterior.

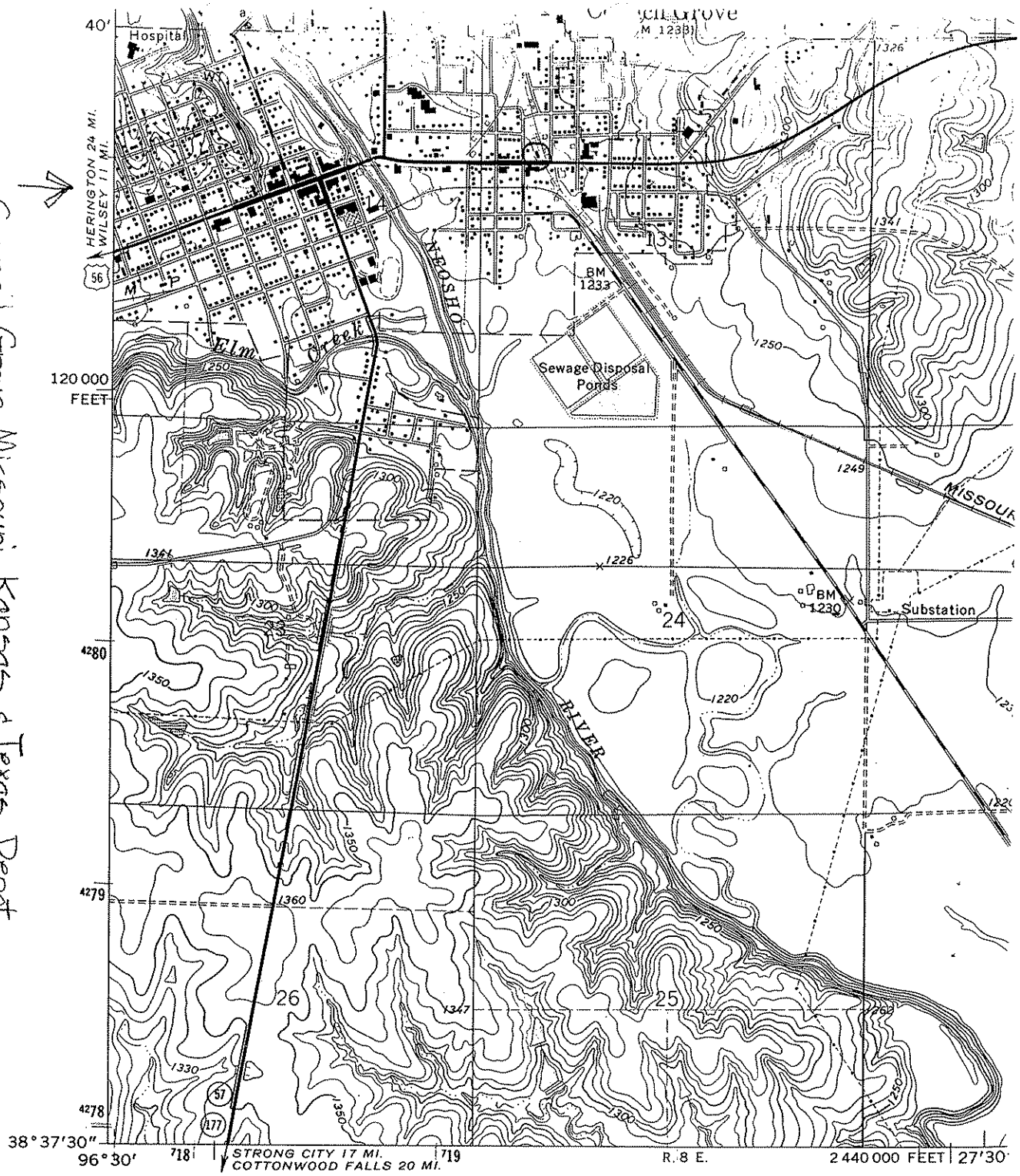
6. Looking north towards the freight room, interior.

7. Looking south/southeast towards the central office and waiting room.



Council Grove Missouri, Kansas & Texas De
Morris County, Kansas
Boundary & photograph map

Council Grove Missouri, Kansas, & Texas Depot
Council Grove; Morris County, Kansas
145 0719275E 4282075N



(WILSEY SE)
6661 II SE

Mapped, edited, and published by the Geological Survey in cooperation with State of Kansas agencies

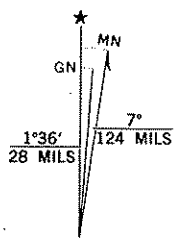
Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1970. Field checked 1971
Underwater contours in Council Grove Lake from USCE maps dated 1944

Polyconic projection. 1927 North American datum
10,000-foot grid based on Kansas coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks, zone 14, shown in blue

Areas covered by dashed light-blue pattern are subject to controlled inundation

To place on the predicted North American Datum 1983, move the projection lines 2 meters north and 25 meters east as shown by dashed corner ticks



UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET