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 Downs Missouri Pacific Depot

other names/site number

2. Location

street & number 710 Railroad Street [N/A] not for publication

city or town Downs [ ] vicinity

state Kansas code KS county Osborne code 141 zip code 67347

3. State/Federal Agency Certification

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

I hereby certify that this property is:

	Signature of the Keeper	Date of Action
[ ] 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):		

Downs Missouri Pacific Depot
Name of Property

Osborne 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
	2	structures
		objects
1	2	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)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

Italian Renaissance

Materials
(Enter categories from instructions)

foundation BRICK
walls BRICK
roof CERAMIC TILE
other

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

See continuation sheets.

Downs Missouri Pacific Depot
Name of Property

Osborne 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.

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.

Areas of Significance
(Enter categories from instructions)

Transportation
Architecture

Period of Significance
1917-1951

Significant Dates
1917

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

Cultural Affiliation
n/a

Architect/Builder
Missouri Pacific 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:

Downs Missouri Pacific Depot
Name of Property

Osborne 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	14S	0539295E	4372450N	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 November 18, 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)

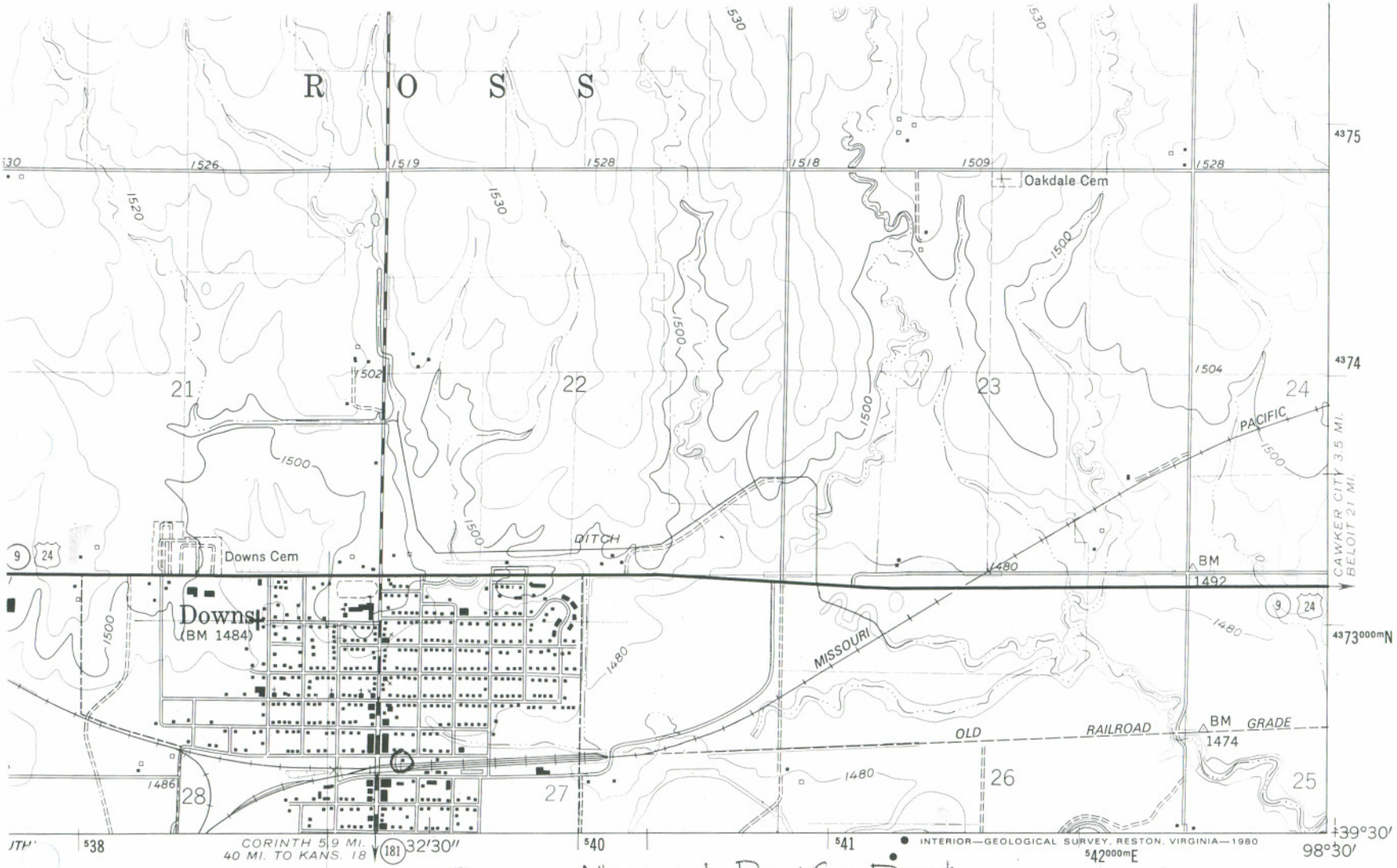
Property Owner

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

name Downs Historical Society (Historic Society of Downs Carnegie Library

street & number _____ telephone _____

city or town Downs state KS zip code 67437



Downs Missouri Pacific Depot

Downs; Osborne County; Kansas

14S 0539295E 4372450N

1000

1 MILE

4000 5000 6000 7000 FEET

1 KILOMETER

AL 10 FEET
AL DATUM OF 1929

ROAD CLASSIFICATION

Primary highway, all weather, hard surface

Light-duty road, all weather, improved surface

Secondary highway, all weather, hard surface

Unimproved road, fair or dry weather

Interstate Route

U. S. Route

State Route

KANSAS

QUADRANGLE LOCATION

MAP ACCURACY STANDARDS
OLORADO 80225, OR RESTON, VIRGINIA 22092
NSAS 66044
VAILABLE ON REQUEST

Revisions shown in purple and woodland compiled from aerial photographs taken 1978 and other source data
This information not field checked. Map edited 1980

DOWNS NORTH, KANS
N3930—W9830/7.5

1960
PHOTOREVISED 1980
DMA 6263 II SE—SERIES V878

BOULDER MAP GALLERY, INC.
BOULDER, COLORADO
(303) 444-1406
www.bouldermapgallery.com

SUMMARY

The Downs Missouri Pacific Depot, built in 1917, is located at 710 Railroad Street in Downs, Kansas. It is located on a .7 acre lot adjacent to the railroad tracks in the center of Downs' downtown commercial district. The one story brick depot building is a "county seat" type depot, as defined in the "*Railroad Depots* -- subtype: *passenger depots*" property type listed in the Multiple Property Submission "Historic Railroad Resources of Kansas" " (hereafter "MPS 'Historic Railroad Resources of Kansas'"). Features such as its overhanging hip tile roof extending to a covered waiting platform on the west end, as well as its separate waiting rooms for men and women, indicate its function as a passenger depot. Stylistically, it is a modest interpretation of the Italian Renaissance style. The exterior of the depot is virtually unaltered from its period of construction. Interior alterations, now historic, include construction of smaller rooms at the west end in the 1930s. The depot thus retains a high degree of integrity in all areas of consideration, especially in the areas of location, association, and feeling. The depot is a contributing building; additionally on the site are two non-contributing structures: a cellular tower and a gazebo.

ELABORATION

Site: The Downs Missouri Pacific Depot is located on a .7 acre lot immediately north of the railroad tracks in downtown Downs, on the southeast corner of Morgan Avenue and Railroad Street. In addition to the depot building, the level lot contains a cellular tower to the east, and a gazebo to the west. There is gravel between the depot and the tracks, and parking is on the north side of the building in a paved area. The western end of the lot contains the "railroad park" -- a grassy area with deciduous shade trees.

Depot: The Downs Missouri Pacific Depot is an Italian Renaissance *passenger depot* with a basic rectangular form (approximately 24' x 83'). There is an additional 22' pavilion covering a waiting platform for passengers on the west end of the building. The depot has a tile hip roof with widely overhanging eaves. The enclosed eaves are supported by large, simply decorated wood brackets. The brick building sits on a concrete foundation and has a stone sill course. Windows in the passenger and office sections of the building are tall, one-over-one, double-hung, and are either paired or single. These windows have transoms above. The windows in the baggage room end are also one-over-one, double-hung, but do not have transoms. A protruding square bay with raised hip roof on the south side of the depot housed the central offices, and features a large segmentally arched window with double stretched rows of radiated brick voussoirs and a keystone. The exterior is unaltered from its historic period of significance.

The interior features a women's waiting room and restroom at west end. Also at the west end is a small roadmaster's room, which was partitioned off of the larger women's waiting room in the 1930s. Between the west end rooms and the central office is the large general waiting room. This has linoleum tile floor, plaster walls and ceiling. The wood trim is simple, and includes a floor rail above a brick sill, chair rail, and ceiling rail. There are two interior doors on the west end of the waiting room (leading to the aforementioned roadmaster's room and women's waiting room), and two doors on the east end, which lead to the men's restroom and the office. These interior doors are five-paneled wood. The office is located just off-center on the south elevation. It features a square protruding bay, and also has tile linoleum floor and plaster walls. The office also has original built-in cabinets and storage shelves. The baggage room is on the east end, and has a rough plank wood floor. The interior is virtually intact except for the room division on the west end, which has since become historic in its own right.

SUMMARY

The Downs Missouri Pacific Depot in Downs, 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 Pacific railroad company. It is a physical reminder of a critical period of Kansas' and Downs' history -- a time when the railroads played a significant role in the economy and vitality of the state and, in particular, to Downs. In the area of architecture, the Downs Missouri Pacific Depot is significant as an excellent example of a "county seat" type depot, as defined in the "*Railroad Depots* -- subtype: *passenger depots*" property type listed in the Multiple Property Submission "Historic Railroad Resources of Kansas." It was constructed from a standardized plan which was slightly modified for the Downs' site. With its tile roof hinting at its Italian Renaissance stylistic origins, the depot was one of the more architecturally significant buildings in Downs. However, its basic form remained completely dependent upon its utilitarian transportation function. The period of significance extends from its construction date, 1917, through 1951, the National Register's arbitrary fifty-year cutoff date.

ELABORATION

Transportation: The Downs depot is significant for its association with the historic context "Kansas Railroad Companies -- Missouri Pacific: 1869-1951." As the last remaining historic railroad building in Downs associated with the Missouri Pacific, 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."[1] 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."[2]

As Kansas moved into its most intense period of railroad-building (from 1865 through 1890, as outlined in the MPS "Historic Railroad Resources of Kansas"), maps of the state showing

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[1] 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.

[2] Ibid.

railroad lines seem to present a virtual maze of rail lines. Lack of planning and the competition between lines was evident, as several small towns sometimes had two or even three competing lines. Communities which were fortunate enough to have several lines were elated; those towns without a line were desperate. These Kansas communities were fervent in their desire to obtain a railroad line, as this was the seen as the single-most important factor critical to a town's survival. Citizens often raised money or voted bonds to help persuade rail companies to locate the line in their community.

The community of Downs, however, was founded by a railroad company, and is therefore associated with the historic context "The Role of the Railroads in the Settlement and Development of Kansas: 1865-1917." Until the coming of the rails in the late 1870s, all of Osborne County was sparsely populated. In spite of the frenetic growth of railroad companies and the seeming maze of lines in Kansas during the 1870s, there were still a few areas of the state suffering from inadequate transportation facilities in this period; oddly, one of these was northwest of the state capitol, Topeka.[3] This undoubtedly affected the rate of population growth in Osborne County, one of the areas of the state without a rail line through the late 1870s. It was not until 1870 that the first permanent settler of European descent in the county arrived. The county was organized in 1871; in May 1872, the town site of Osborne City (the eventual county seat) was selected by a Pennsylvania colony. The county suffered through many of the natural disasters that struck Kansas at this time, including the grasshopper plagues of 1874 and 1875.[4] However, it was due more to the lack of rail transportation than natural disasters that settlers were slow to come to Osborne County.

The town site for Downs was selected when the Central Branch of the Union Pacific Railroad Company decided that this was the place where its line should fork and head westward along each branch of the Solomon River - one branch going southwest toward Osborne, along the South Fork, and the other northwest following the North Fork. The Union Pacific was well recognized for its role in the construction of the first transcontinental line which met in Promontory, Utah in 1869. Although not as well recognized nationwide, the Kansas Division of

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[3]Ibid.

[4]William G. Cutler, "Harvey County," in History of the State of Kansas, (Chicago, IL: A. T. Andreas, 1883) from http://www.ukans.edu/carrie/kancoll/books/cutler/osborne/osborne-co-pl.html#EARLY_HISTORY, cited 12/9/00.

this company was also critical to the overall success of the company. Realizing that the well-known transcontinental line alone would not provide enough revenue for the company, the Union Pacific eventually constructed many feeder lines through the northern portion of Kansas in order to generate additional traffic and revenue.[5] The line through Downs was one of these lines which was critical for shipping agricultural products from north Kansas.

The town laid out at the "Y" junction of the Central Branch tracks was originally called Downsville. It was named after Major William F. Downs, the man responsible for bringing the Central Branch Railroad into the area. The railroad company made Downs the end of the division, and consequently built the first of what would be several roundhouses in the town. A repair shop that employed several men was also constructed. The city grew rapidly after this point, with most of the economy either depending directly upon servicing the railroad, or upon the rails for shipping goods for the adjoining agricultural community. In addition to the mercantile businesses in town, the lumber yard and flouring mills needed the railroad to ship their products.[6] Thus the critical railroad connections and the large service industry necessary to serve the division point town, coupled with the vast surrounding agricultural lands, caused Downs to spring up almost overnight into a city. It is perhaps no wonder that when the first train engine rounded the curve and came into the new town in 1879, a woman was heard to exclaim "Mine eyes have seen the coming of the Lord!"[7] This engine signaled the arrival of the Central Branch of the Union Pacific, and secured the fortunes of Downs and its citizens.

Although the feeder line in Downs was constructed by the Central Branch Union Pacific, from almost the beginning the line better served the needs of the Missouri Pacific Railroad Company. For several years it was operated by the latter company until it was eventually acquired by the "MP" in 1895. This line, later known as the Missouri Pacific Railroad--Central Branch, began its route in Kansas in Wyandotte County. From there it went through Leavenworth County,

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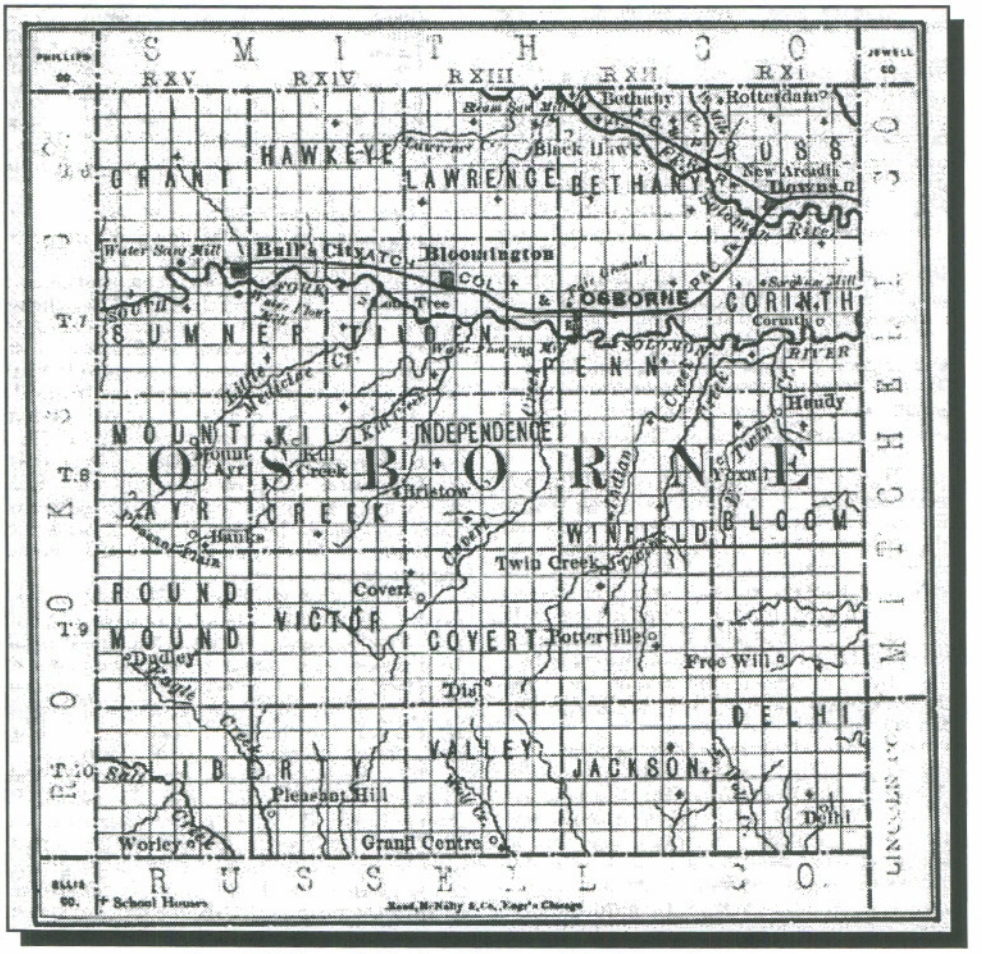
[5]Robert Collins, Ghost Railroads of Kansas (David City, NE: South Platte Press, 1997), p. 67-68.

[6]Cutler, from http://www.ukans.edu/carrie/kancoll/books/cutler/osborne/osborne-co-p5.html#DOWNS.

[7]John Ise, Sod and Stubble: The Story of a Kansas Homestead (New York: Barnes & Noble, Inc, 1938) p. 102.

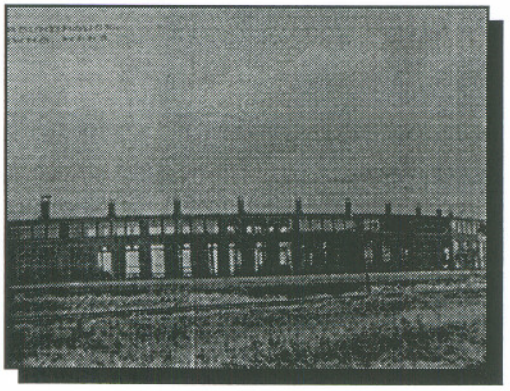
Atchison County, Jackson County, Nemaha County, Marshall County, Washington County, Cloud County, Mitchell County, and into Osborne County at Downs. From Downs one line went through Smith County, Phillips County, and Norton County, while the other left Osborne into Rooks County.[8]



From William G. Cutler, History of the State of Kansas, (Chicago, IL: A. T. Andreas, 1883).

[8]http://history.cc.ukans.edu/heritage/research/rr/mopac.html

The Missouri Pacific, as with many railroad companies, has a convoluted history in Kansas. The operation of the Downs' line prior to its purchase is an example of this history. The Missouri Pacific had been chartered by the State of Missouri on March 12, 1849 and was to "extend from St. Louis via Jefferson City to the western boundary of Missouri and thence to the Pacific Ocean."[9] In the late 1870s, Jay Gould left the Union Pacific and began welding many small individual southwestern railroads into the Missouri Pacific system. After buying control of the Pacific Railroad (as the MP was then called), he later acquired the Iron Mountain; Missouri-Kansas-Texas; International-Great Northern; Texas and Pacific; Galveston, Houston and Henderson; the Wabash; and the Central Branch Union Pacific. Gould's rail empire attained its greatest mileage in 1883 when it embraced 9,547 miles of railroad.[10] Under his direction, the MP expanded its Kansas lines through dummy lines and take-overs. A north-central line went from Atchison through Concordia and Downs, and another line went from Paola through Osawatomie to Ottawa. After it gained control of the Kansas Central from the Union Pacific, it then competed with the Santa Fe in many other parts of the state, such as its central and southeastern lines.[11] As noted, the Missouri Pacific company leased the line through Downs for many years from the Union Pacific. After that company entered receivership during the Panic of 1893, the Downs line was eventually purchased by the Missouri Pacific Railroad Company.


Down's roundhouse

Downs became a major railroad center in north Kansas in the late 1800s and early 1900s. In its heyday, the railroad had eighteen trains running daily servicing both passengers and freight. As a division point for the Missouri Pacific, all engines on the line were serviced in Downs. At one time, the community had several associated railroad structures, including a ten-stall standard Missouri Pacific roundhouse that was the division servicing and fueling point for engines. Until

[9]Missouri Pacific Railroad Company, The Empire that Missouri Pacific Serves! (St. Louis, 1956?), from http://skyways.lib.ks.us/history/mp/mphist.html, cited 12/9/00.

[10]Ibid.

[11]Collins, p. 29-31.

1916, however, the passenger depot in Downs had been a small, modest frame building which combined passenger and freight functions. After the frame depot burned in 1916, the Missouri Pacific responded to citizen's concerns that Downs deserved a depot that signified the importance of the community to the railroad. While it was typical for all communities to feel that their town deserved a better passenger depot, Downs was, after all, a railroad community and citizens here especially desired a station which better reflected their status along the Missouri Pacific line.

The present brick Downs Missouri Pacific Depot was built in 1917 by the Missouri Pacific Railroad Company from designs originating in the "Office of the Chief Engineer" in St. Louis, Missouri.[12] There were a total of three depots constructed from this basic standardized plan on the Missouri Pacific line in north Kansas; the Downs' depot was the smallest of the three.[13] The depot building was operated by the Missouri Pacific Railroad Company until 1982, when the line was purchased by the Union Pacific. The line is presently operated by Kyle Railroad of Phillipsburg, which runs several freight trains weekly. The depot building was deeded over to the present owners in 1999. With the purchase of the adjoining depot park land, they intend to rehabilitate it for use as a community and the location of the Historical Society of Downs Carnegie Library.

Architecture: The Downs Missouri Pacific Depot is significant for its association with the historic context "Architecture of Kansas Railroads: 1865-1940," and as an excellent representative of a "county seat" type depot, as defined in the "*Railroad Depots* -- subtype: *passenger depots*" property type listed in the MPS "Historic Railroad Resources of Kansas." It has a rectangular floor plan aligned with the railroad track, and is divided into three main use areas -- waiting rooms for passengers on the west end, a baggage room on the east end, and central station agent's room. It was constructed from standardized plans which were modified slightly to fit the Downs' site (See Figures 1, 2, and 3). The depot not only served as a symbol of the Missouri Pacific railroad company, but with its Italian Renaissance influence, it was also one of the most architecturally significant buildings in Downs. The size, scale, details, and materials were indicative of the importance of Downs as a railroad community.

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[12]Missouri Pacific Railroad Co., "Brick Passenger Station; Downs, Kansas," [plans] 10 August 1917.

[13]Doug Brush, oral interview, 20 February 2000.

The Downs Missouri Pacific Depot retains its integrity of design as reflected in its scale, floor plan, roof shape, and bay window, and integrity of materials as reflected in its brick exterior and tile roof. The changes to the floor plan are minor -- a partition was added to the west end women's waiting room in the 1930s. The basic arrangement of large general waiting room, central office, and baggage room remain intact. Additionally, since the alteration occurred in the 1930s, it reflects the need of the railroad to modify the building due to changing company needs and is now considered historic. The depot building is also in its original location in the "depot park," and thus retains a high degree of integrity in setting, location, feeling, and association. The Downs Missouri Pacific Depot therefore meets the registration requirements for integrity as outlined in the MPS "Historic Railroad Resources of Kansas."

Figure 1

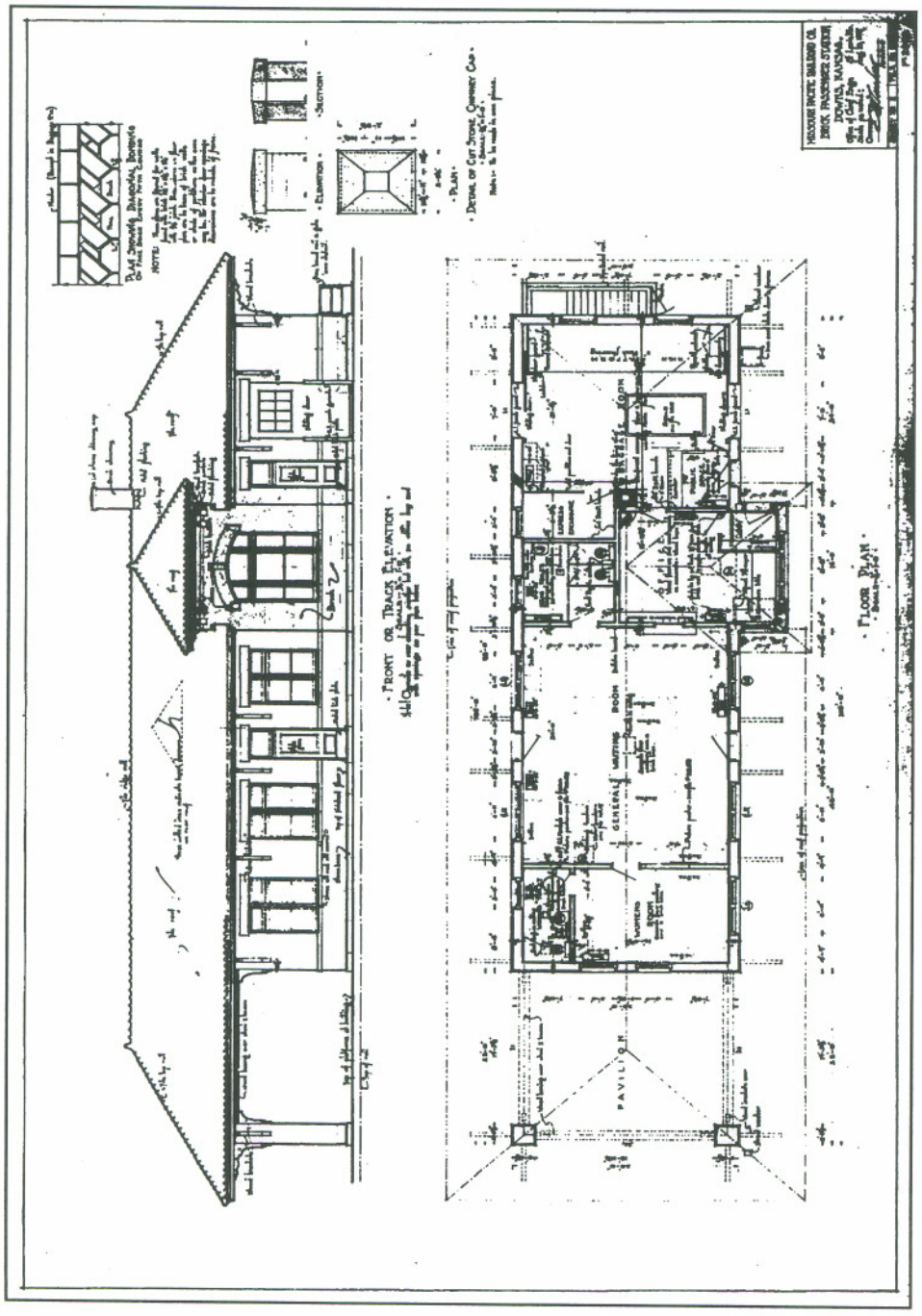

FRONT OR TRACK ELEVATION
FLOOR PLAN
PAVILION
GENERAL WAITING ROOM

Figure 2

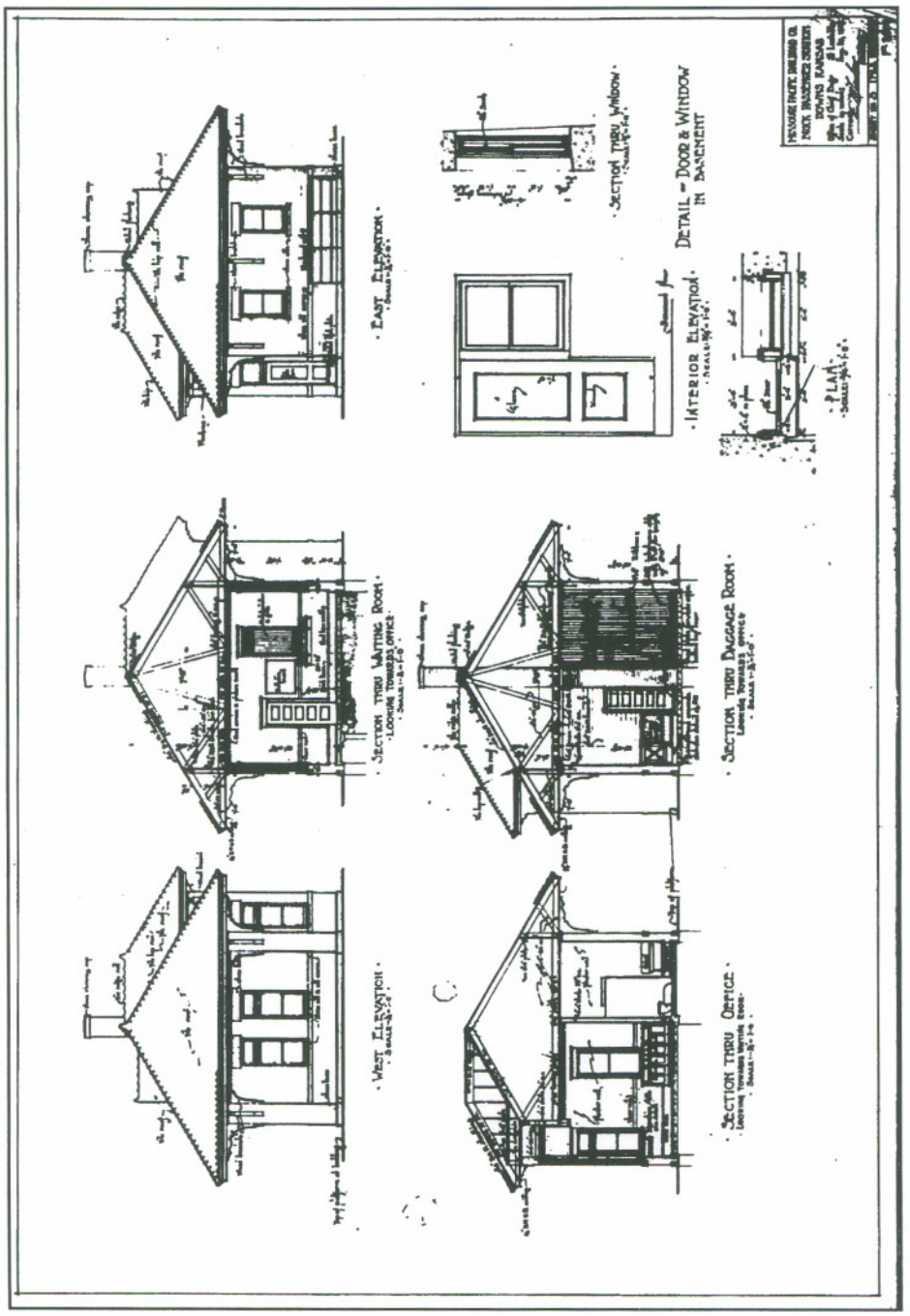
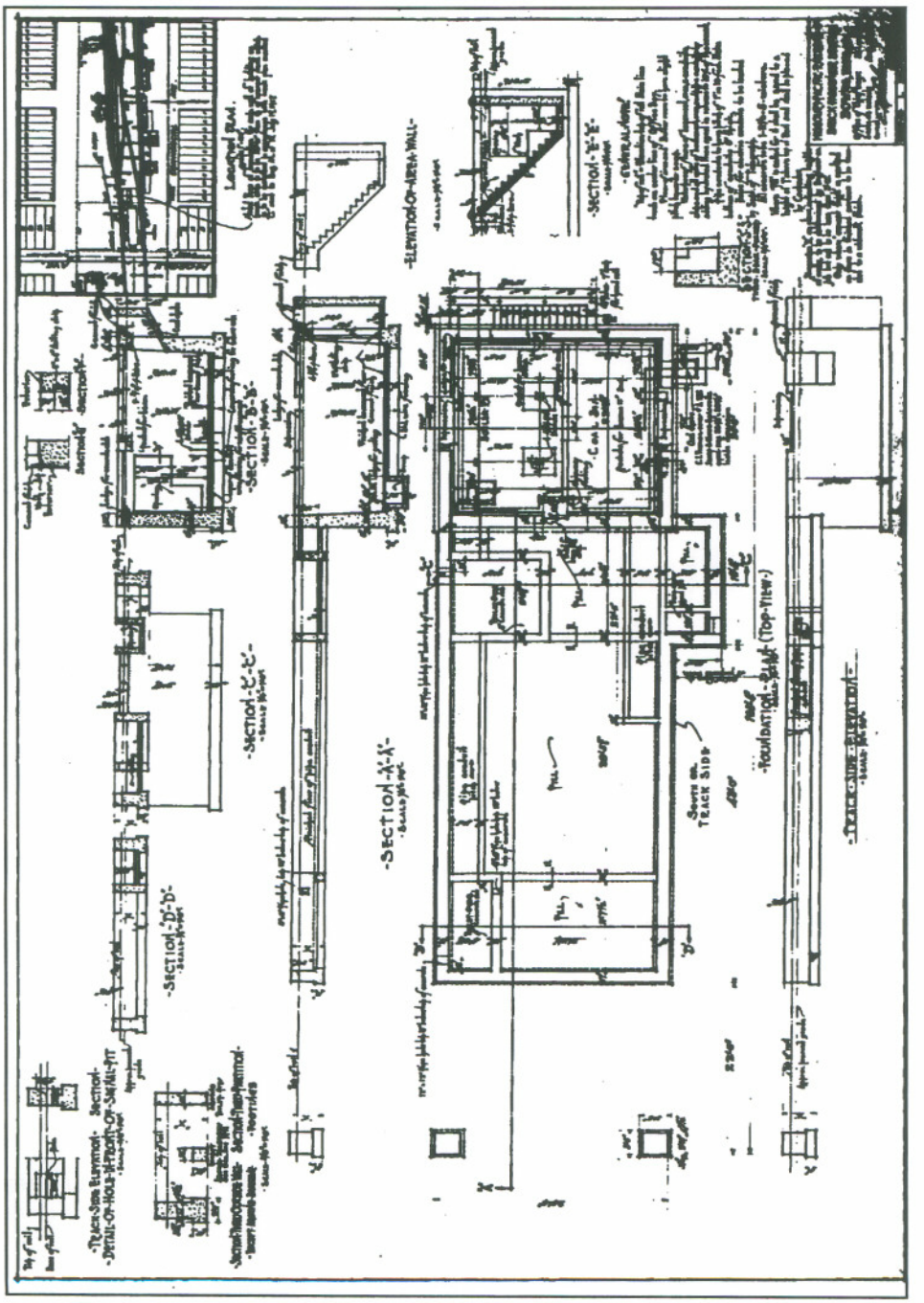

West Elevation
Section thru Waiting Room
Looking Towards Office
Section thru Office
Looking Towards Baggage Room
East Elevation
Section thru Window
Interior Elevation
Detail - Door & Window in Basement
Plan
Missouri Pacific Railroad Co.
Depot, Passenger Station
Downs, Kansas

Figure 3


SECTION "A-A"
SECTION "B-B"
SECTION "C-C"
SECTION "D-D"
SECTION "E-E"
ELEVATION OF REAR WALL
FOUNDATION PLAN (TOP VIEW)
TRACK SIDE

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.

Brush, Doug. Oral interview. 20 February 2000.

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

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.

Ise, John. Sod and Stubble: The Story of a Kansas Homestead. New York: Barnes & Noble, Inc, 1938.

Missouri Pacific Railroad Co. "Brick Passenger Station; Downs, Kansas." [plans] 10 August 1917.

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

Verbal Boundary Description

The boundary of the Downs Missouri Pacific Depot is shown as the heavy line on the accompanying map entitled "Boundary & photograph map." See "Attachment A: Downs Missouri Pacific Depot" for complete legal description of "Sale Tract" and "Depot Building Tract," which combine to form the boundary.

Verbal Boundary Justification

The Downs Missouri Pacific Depot was originally located on land owned by a railroad company, which also included property containing the adjoining railroad tracks and extended beyond the city limits. The present boundaries have been modified to include all land and buildings that are both associated with the nominated property and that are under the ownership of the present private owner of the depot building.

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: 2 February 2000

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

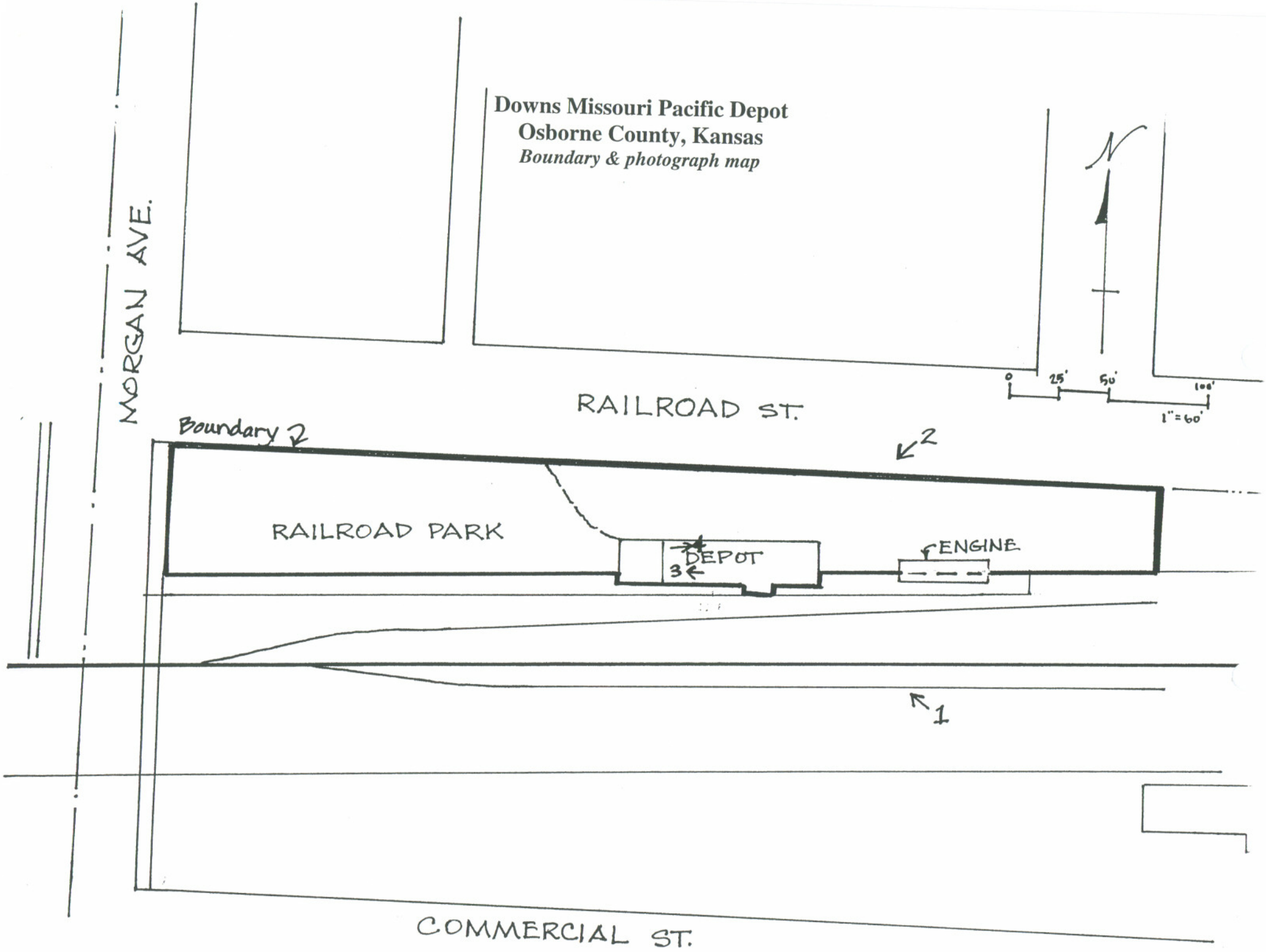
1. Looking northwest towards the south elevation, exterior.

2. Looking southwest towards the north elevation, exterior.

3. Looking west towards the roadmaster's room and women's waiting room, interior.

4. Looking east towards the men's restroom and central office, interior.

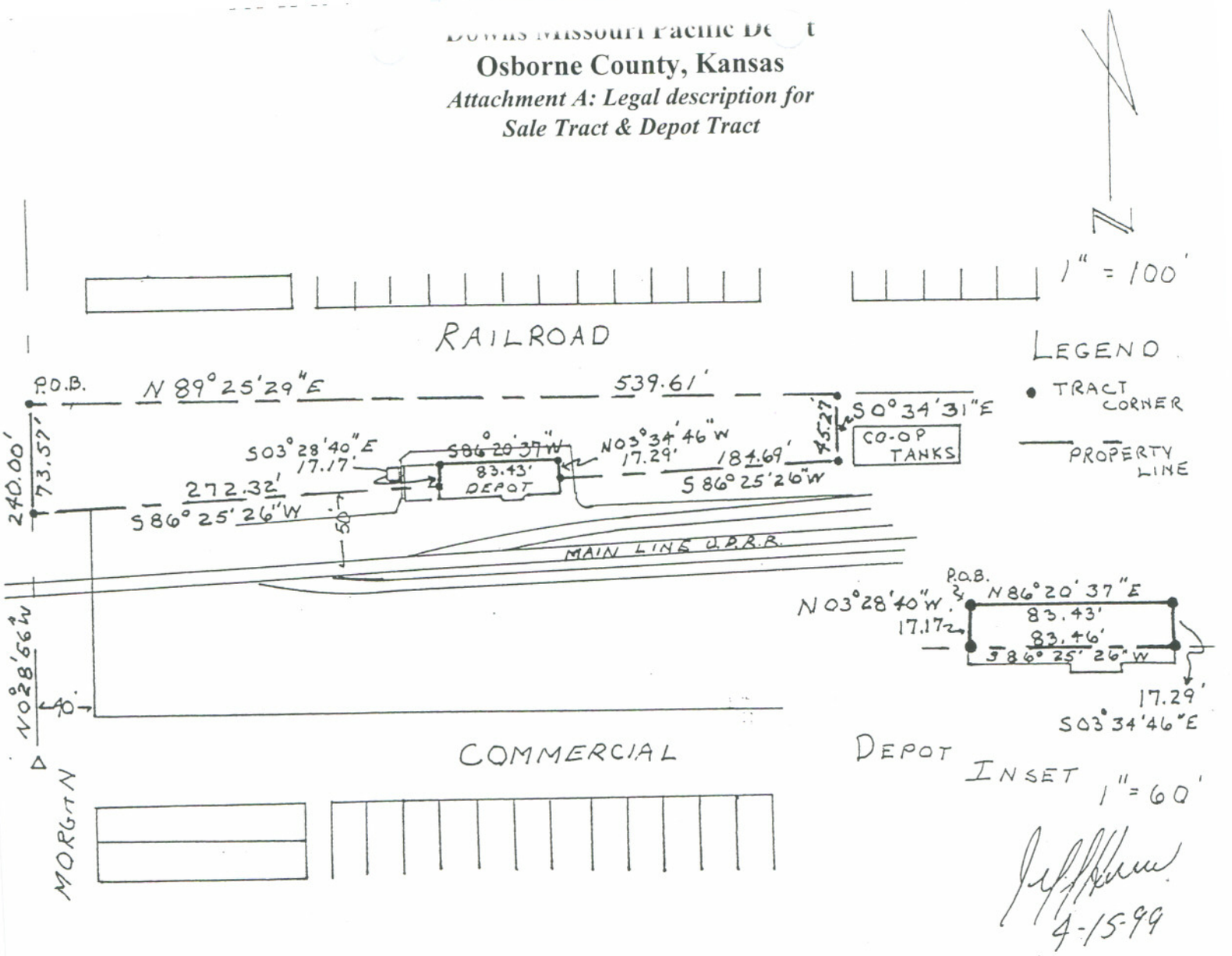
Downs Missouri Pacific Depot
Osborne County, Kansas
Boundary & photograph map



Downs Missouri Pacific Depot

Osborne County, Kansas

Attachment A: Legal description for Sale Tract & Depot Tract



Sale Tract:
A tract of land located in the Northwest Quarter (NW 1/4) of Section Twenty-nine (29), Township Six (6) South, Range Eleven (11) West of the 6th P.M., in the City of Downs, Osborne County, Kansas, described as follows:
Beginning at the Southwest corner of said Northwest Quarter; thence N 00 degrees 28 minutes 56 seconds W along the West line of said Northwest Quarter a distance of 240.00 feet to the Point of Beginning being the South Right of Way of Railroad Avenue extended; thence N 89 degrees 25 minutes 29 seconds E along the South line of said Railroad Avenue a distance of 539.61 feet; thence S 00 degrees 34 minutes 31 seconds E a distance of 45.27 feet to a point 50 feet north of the main line of the Union Pacific Railway; thence S 86 degrees 25 minutes 26 seconds W parallel to and 50 feet from said main line of the Union Pacific Railway a distance of 184.69 feet; thence N 03 degrees 34 minutes 46 seconds W a distance of 17.29 feet; thence S 86 degrees 20 minutes 37 seconds W a distance of 83.43 feet; thence S 03 degrees 28 minutes 40 seconds E a distance of 17.17 feet; thence S 86 degrees 25 minutes 26 seconds W a distance of 272.32 feet to said West line of said Northwest Quarter; thence N 00 degrees 28 minutes 56 seconds W along said West line of said Northwest Quarter a distance of 73.57 feet to the Point of Beginning.
The above described tract containing 0.7031 acres. Subject to road right of way and easements of record.

Depot Building Tract:
Beginning at the Southwest corner of said Northwest Quarter; thence N 00 degrees 28 minutes 56 seconds W along the West line of said Northwest Quarter a distance of 240.00 feet to the South Right of Way of Railroad Avenue extended; thence N 89 degrees 25 minutes 29 seconds E along the South line of said Railroad Avenue extended a distance of 270.95 feet; thence S 00 degrees 34 minutes 52 seconds 'istance of 42.16 feet to the Point of Beginning; thence N 86 degrees 20 minutes 37 seconds E a distance of 83.43 feet; thence S 0. degrees 34 minutes 46 seconds E a distance of 17.29 feet to a point 50 feet north of the main line of the Union Pacific Railway; thence S 86 degrees 25 minutes 26 seconds W parallel to and 50 feet from said main line of the Union Pacific Railway a distance of 83.46 feet; thence N 03 degrees 28 minutes 40 seconds W a distance of 17.17 feet to the Point of Beginning.
The above described tract containing 0.0330 acres. Subject to easements of record.