



**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)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation Concrete

walls Brick

roof Terra Cotta

other Stucco

Describe present and historic physical appearance.

## MISSOURI, KANSAS AND TEXAS DEPOT

**SUMMARY:** The Mission style Missouri, Kansas and Texas Railroad (MKT or Katy) Depot rests on a cast concrete foundation over its basement furnace room. A band of brick veneer wraps around the building below its window ledges, while the remainder of the frame exterior walls are covered with stucco. The roughly rectangular floor plan of the station is interrupted by a projecting bay on the facade and, on the rear elevation, an offset ticket office and record room. Terra cotta tiles sheath the gable roof of the MKT Depot. The roof extends at each gable end to form porticos which served as passenger and baggage handling platforms. Stepped and arched brick parapets at each gable end are supported by three arched columns which sit on concrete piers with brick quoins. All windows and doors, with the exception of the sliding freight doors, are covered with boards or plywood but are largely intact. The Missouri, Kansas and Texas Depot retains sufficient physical characteristics to convey integrity of workmanship, materials, and design, in addition to its integrity of location.

**ELABORATION:** The facade, or southwest elevation, is divided into nine asymmetrically arranged bays. The southernmost bay contains a wide, sliding, wooden freight door which opens into the baggage room. North of the freight door, a gabled dormer with arched and stepped parapet similar to those on the gable ends rises above a projecting bay which houses a telegrapher's station and the patrons' and trainmen's lobby. The parapet is covered with asbestos siding. Paired windows are set in the southwest elevation of the bay, while single windows in its northwest and southeast elevations provided an unobstructed view of the railroad tracks. North of the projecting bay a door with transom provided access to the general waiting room, which was lighted on this elevation by three single windows. A small, narrow window marks the men's rest room. Another door with transom and window on the north end of this elevation opens into the women's waiting room. Two chimneys pierce the roof. The southernmost chimney, shared by the ticket office and baggage room, rises from the ridge, while the northernmost chimney rises on the west side of the ridge and served the general waiting room and the women's waiting room.

The northwest elevation of the depot contains three symmetrically placed windows.

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Missouri, Kansas and Texas Railroad Depot

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The rear, or northeast, elevation is divided into eleven asymmetrically arranged bays. A single window opens in the rear elevation of the women's waiting room, while a smaller window is set in the exterior wall of the women's rest room. A door with transom and three windows provided access to the general waiting room on the rear elevation, as well as on the facade. Below the windows, concrete steps protected by a retaining wall lead down to the basement furnace room. The ticket office and record room project on the south end of the remainder of this elevation. Three windows open in the ticket office and two windows--one small sash and one larger one--light the record room. A single window is set in the abbreviated northwest elevation of the projecting ticket office.

A sliding wooden freight door opens on a raised baggage platform which extends across approximately one-half of the southeast elevation. A second freight door opens level with the portico platform. Both porticos, as well as the walk which ran between the station and the track, are brick laid in a herringbone pattern.

The stepped and arched brick parapets at each gable end are identical. Both are capped with cast concrete coping, and a circular, louvered vent outlined with bricks laid in a rowlock course is centered in each gable. The three arches are formed by four brick rowlock courses. Centered above the arches, the station name, Boonville, is proclaimed in cast concrete letters.

The MKT tracks ran on the southwest side of the station, but have been removed. To the southwest of the current station, the location of the previous depot, which was converted to a freight house, is marked by a wooden platform and ramp constructed of crossties.

**8. Statement of Significance**

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

nationally     statewide     locally

Applicable National Register Criteria     A     B     C     D

Criteria Considerations (Exceptions)     A     B     C     D     E     F     G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Transportation

c. 1912-1939

c. 1912

Architecture

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Cultural Affiliation

N/A

\_\_\_\_\_

\_\_\_\_\_

Significant Person

N/A

Architect/Builder

Unknown

\_\_\_\_\_

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

SUMMARY: The Boonville Missouri, Kansas and Texas Railroad Depot is significant under Criteria A and C. Under Criterion A, it is significant in the area of TRANSPORTATION. The depot is representative of the impact of the railroad on the development and growth of central Missouri towns such as Boonville, and of the transformation of the economy accomplished by the necessary reorientation of the economy from the river to the rails. Under Criterion C, the depot is significant in the area of ARCHITECTURE. The only Mission style depot constructed by the Katy in Missouri, the Boonville depot was also only one of four of this style constructed north of the Red River on the "Missouri Lines" and the only survivor of the four. Its period of significance extends from its date of construction, circa 1912, to 1939, the arbitrary end date assigned by the National Register of Historic Places.

ELABORATION: On May 31, 1873, the Missouri, Kansas and Texas (MKT or Katy) Railroad's Tebo and Neosho line reached Boonville, the first rail line acquired by the town (see "Historic Resources of Boonville, Missouri: The Railroad Era, 1870-1924"). The present depot was constructed circa 1912 as a side, or through, passenger depot. According to the 1917 Sanborn Fire Insurance Company map, the previous depot, which was located on the west, or opposite, side of the track was retained as a freight house and later destroyed. In the 1960s, the passenger depot was converted to storage, and, since 1973, it has been vacant.

Transportation

The Boonville MKT depot is the only remaining building constructed by the railroads in the town. In 1987, the 1902 Missouri-Pacific depot was destroyed. Although the railroads constructed over one hundred types of buildings along their tracks and at their terminals, the depot was the most familiar and important to the people and towns that the railroads served. For most residents, the passenger service provided by the station was the railroad's most important function. In smaller communities, the depot also served as a social focus of the town. The size and style of the standardized

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Missouri, Kansas and Texas Railroad Depot

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depots, such as the Boonville station, also reflected the railroad's assessment of the importance of the town. The construction of the brick veneered and stuccoed frame depot to replace a smaller frame depot implied satisfaction with business and some optimism for its continuance. For example, during the 1920s, the Boonville depot hosted eight trains per day, and Boonville also served as a district headquarters for the MKT.

## Architecture

The Mission architectural style was only one of a number of revivals current in the late nineteenth and early twentieth centuries. According to Lawrence Grow, in Waiting for the 5:05, Berthram Goodhue, architect for the 1915 California-Pacific Exposition, popularized the Mission form as appropriate for public buildings. One of the earliest examples was a San Diego railroad station influenced by Goodhue and constructed in 1914-1915. A number of railroads which served the land boom states of Florida and California adopted the Spanish Colonial or Mission styles for their stations. In addition, the St. Louis-San Francisco, Southern Pacific, and Atchison, Topeka and Santa Fe railroads also constructed similar stations in Oklahoma, Texas, and Missouri. These were closer to the Mission style in construction, but, according to Grow, "more rough hewn and haphazard in design."<sup>1</sup>

The Katy stations were built during what Grant and Hofsommer classified as the MKT's "Early Modern" period. The depots constructed circa 1910-1925 were functional and efficient stations, in contrast to the railroad's ornate "Late Victorian" stations which prevailed from circa 1870-1910. "Early Modern" Katy stations included the standardized station, or "class-depot"<sup>2</sup> and were utilized for country stations by most rail lines. Relatively inexpensive and quickly constructed, the standardized station was designed by the railroad's engineering department. Size and construction of the depot varied according to the relative importance of the town served. A small community with little passenger or freight traffic was served by a frame combination depot, while larger towns received a more substantial, standardized passenger depot and, occasionally, a freight house.

Despite Grow's attribution of the Mission style depots to Berthram Goodhue, four MKT depots north of the Red River on their "Missouri Lines" utilized the Mission style as early as 1910. Designed in the office of the Chief Engineer in St. Louis, the stations were constructed in Caddo and Osage, Oklahoma; Chanute, Kansas; and Boonville, Missouri. Blueprints for the Caddo depot were dated 1910, while the Boonville plans were drafted in July 1911.<sup>3</sup> All four standardized depots employed terra cotta tiled roofs and a stepped and arched parapet supported by arched columns on one or both gable ends as the

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Missouri, Kansas and Texas Railroad Depot

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distinctive features. All four stations were also partially or completely stuccoed. Although standardized, the four depots possessed individual variations. The Boonville depot was the smallest of the four.

In the early 1950s, the Caddo depot was destroyed and, subsequently, the depots at Osage and Chanute were also razed. The Boonville MKT depot, which now faces an empty grade, is the only one of the four MKT Missouri Lines Mission style stations which survives and is the only example of this style of standardized depot constructed by the Katy railroad in Missouri.

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<sup>1</sup>Lawrence Grow, *Waiting for the 5:05: Terminal, Station and Depot in America* (New York: Main Street/Universe Books, 1977), p. 84.

<sup>2</sup>Walter G. Berg, *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students* (New York: John Wiley and Sons, 1893), p. 285; and H. Roger Grant and Donovan L. Hofsommer, "'Katy' Depots of Oklahoma: A Pictorial History," *Chronicles of Oklahoma* 52 (Fall 1974): 331-332.

<sup>3</sup>"Missouri Kansas & Texas Ry. Co., Passenger Station, Boonville, Chief Engineer's Office, St. Louis, July, 1911." Copy in Missouri Cultural Resource Inventory.

**9. Major Bibliographical References**

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: \_\_\_\_\_

**10. Geographical Data**

Acreage of property Less than one acre

UTM References

A 

1	5	5	2	1	7	2	0	4	3	1	3	8	2	0
Zone		Easting					Northing							

B 

Zone		Easting					Northing							

C 

Zone		Easting					Northing							

D 

Zone		Easting					Northing							

See continuation sheet

Verbal Boundary Description

See continuation sheet

**Boundary Justification** The boundary encompasses the single parcel of land that is occupied by the property and its immediate surroundings. The legally recorded lot lines that have been historically associated with the property retain integrity and form the limits of the boundary.

See continuation sheet

**11. Form Prepared By**

name/title Preservation Planning Section  
organization Missouri Historic Preservation Program date May 9, 1989  
street & number P. O. Box 176 telephone 314/751-5365  
city or town Jefferson City state Missouri zip code 65102

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National Park Service

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- "Missouri Kansas & Texas Ry. Co., Passenger Station, Boonville, Chief Engineer's Office, St. Louis, July, 1911." Copy in the Missouri Cultural Resource Inventory.
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- Vyzralek, Frank E.; Grant, H. Roger; and Bohi, Charles, "North Dakota Railroad Depots: Standardization on the Soo Line," North Dakota History 42 (Winter 1975): 4-25.

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Continuation Sheet**

Missouri, Kansas and Texas Railroad Depot

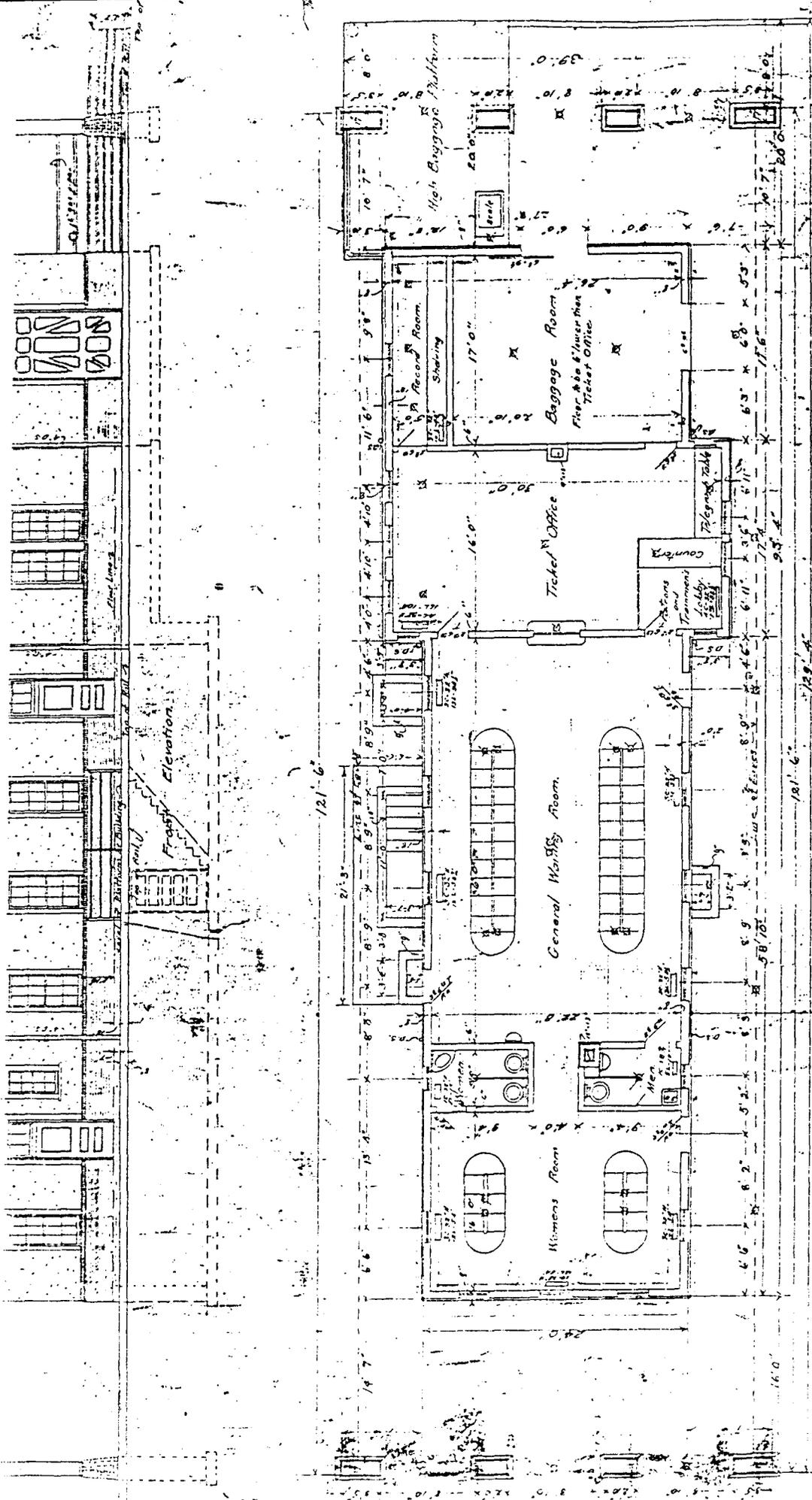
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VERBAL BOUNDARY DESCRIPTION

The property lies within an undesignated parcel lying between Spring and Morgan Streets within the city of Boonville, Missouri. The boundary description delineates an area formed by the depot's brick paved platform and an adjacent wood freight platform. No lot or block numbers are assigned to this area.

Beginning at the northeast corner of a rectangular parcel of land roughly along Spring Street, then following south parallel Rupes Branch 315' to Morgan Street, then 100' along Morgan Street, then 325' northwest along First Street to the northwest corner, then east along Morgan Street 265'.



MISSOURI, KANSAS TEXAS RR DEPOT  
 320 First Street  
 Boonville, Cooper County  
 (from July 1911 floor plan)

Missouri, Kansas and Texas Railroad Depot

320 First Street

Boonville, Cooper County, Missouri.

Steve Mitchell

February 1, 1989

Missouri Cultural Resource Inventory

View from Southwest

# 1 of 7



Missouri, Kansas and Texas Railroad Depot  
320 First Street  
Boonville, Cooper County, Missouri  
Steve Mitchell  
February 1, 1989  
Missouri Cultural Resource Inventory  
View from west  
# 2 of 7



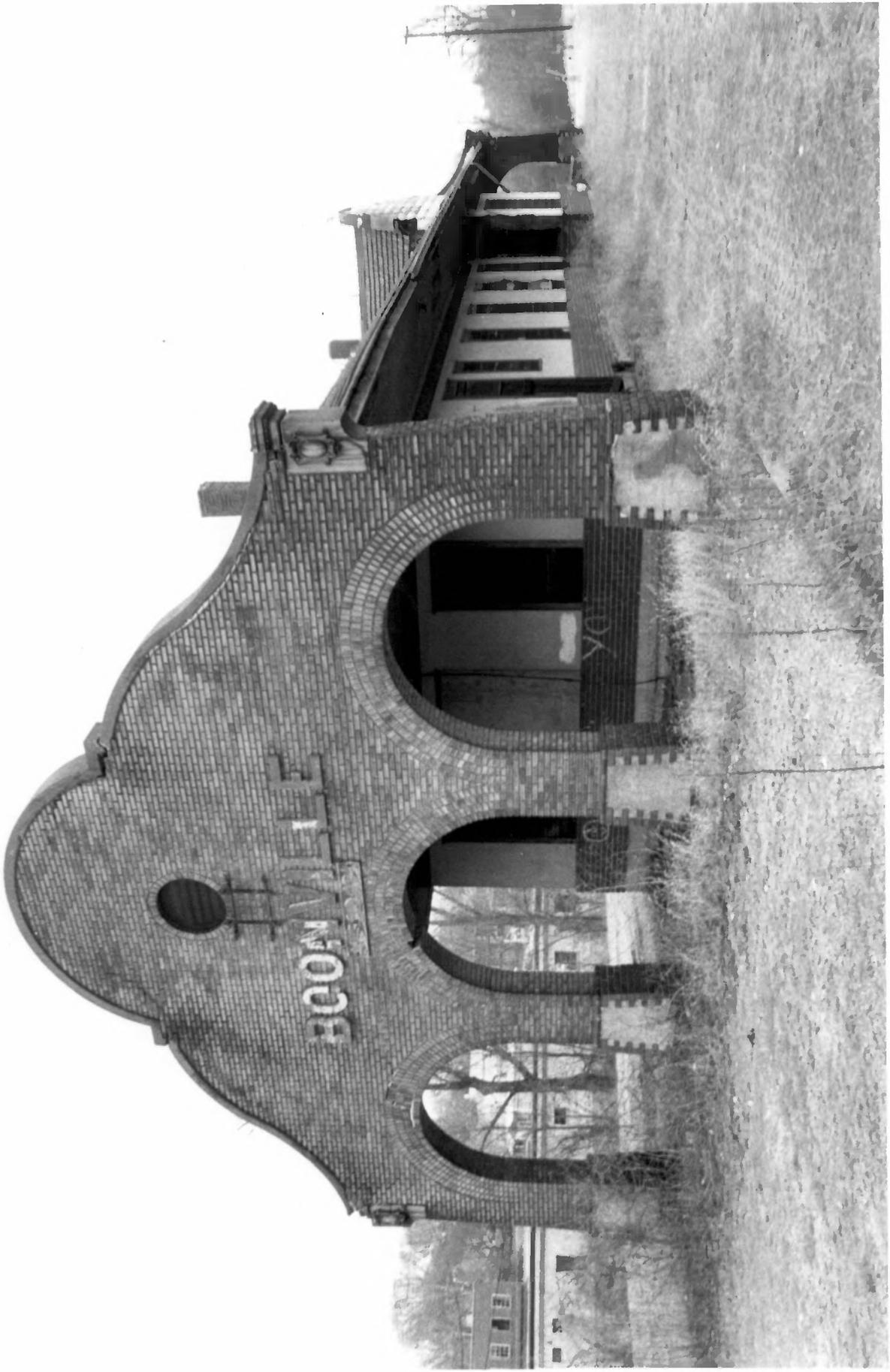
Missouri, Kansas and Texas Railroad Depot  
320 First Street  
Boonville, Cooper County, Missouri  
Steve Mitchell  
February 1, 1989  
Missouri Cultural Resource Inventory  
View from North  
# 3 of 7



Missouri, Kansas and Texas Railroad Depot  
320 First Street  
Boonville, Cooper County, Missouri  
Steve Mitchell  
February 11, 1989  
Missouri Cultural Resource Inventory  
View from East  
# 4 of 7



Missouri, Kansas and Texas Railroad Depot  
320 First Street  
Boonville, Cooper County, Missouri  
Steve Mitchell  
February 1, 1989  
Missouri Cultural Resource Inventory  
View from Southeast  
# 5 of 7



Missouri, Kansas and Texas Railroad Depot

320 First Street

Boonville, Cooper County, Missouri

Steve Mitchell

February 1, 1989

Missouri Cultural Resource Inventory

View from South

#6 of 7



Missouri, Kansas and Texas Railroad Depot  
320 First Street  
Boonville, Cooper County, Missouri  
Steve Mitchell  
February 1, 1989  
Missouri } Cultural Resource Inventory  
View from north of site  
# 7 of 7

