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\* BUTHWELL LODGE STATE HISTORIC SITE

\* KATY DEPOT - SEDALIA

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# Katy depot reflected town's prosperity

The Tebo and Neosho Railroad, originally chartered in 1860, was reorganized in 1866.

The line was to intersect with the Missouri Pacific Railroad somewhere west of the Lamine River. After long and strenuous negotiations, the company agreed to bring the line through Sedalia if local citizens would raise money. After Asa C. Marvin was named Tebo and Neosho president in 1867, the city gave the company \$50,000 in bonds.



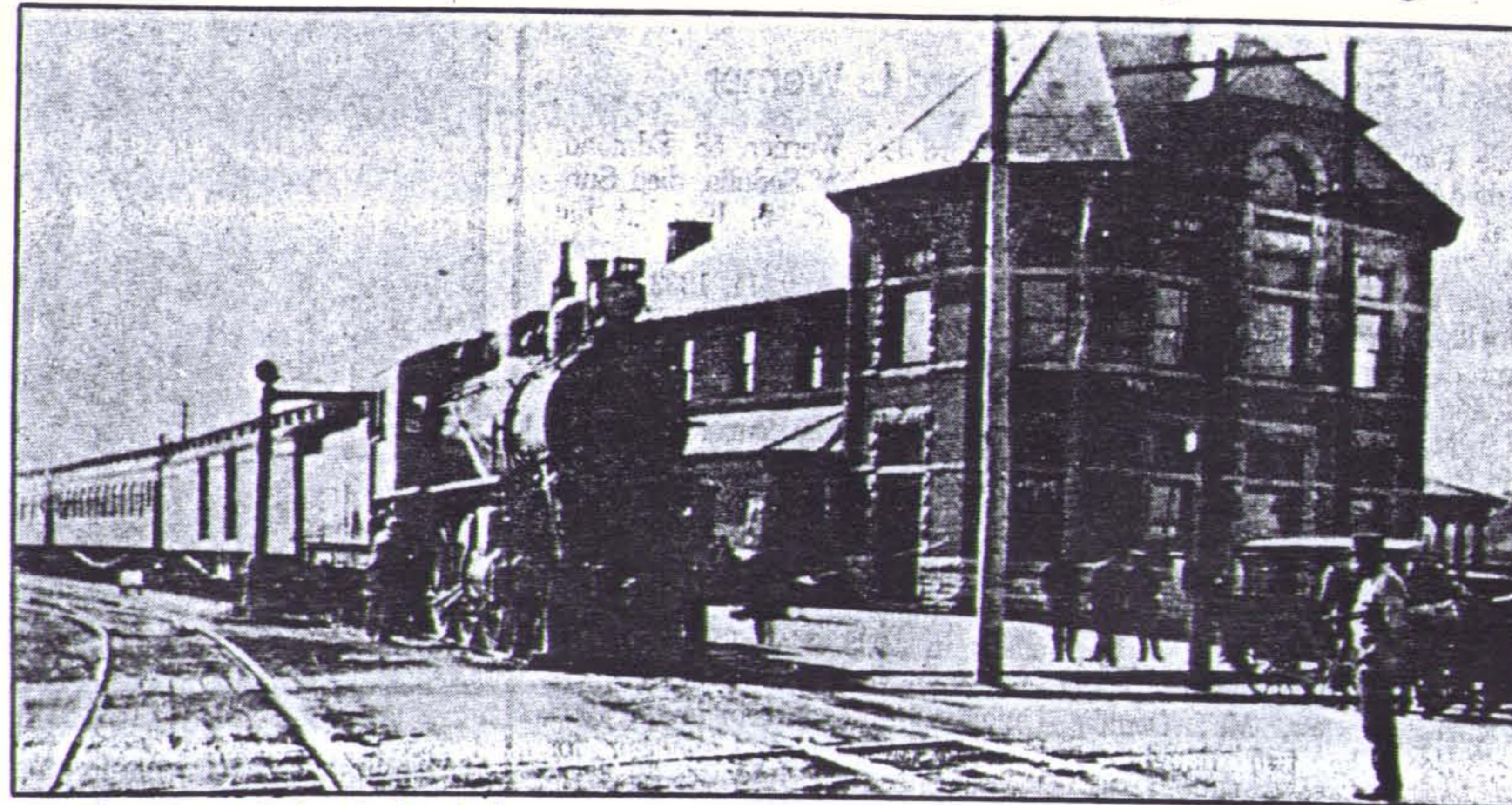
## The Way It Was

By Rhonda Sisemore

Ground was broken in Sedalia and Fort Scott in 1867. That same year, Pettis County gave \$75,000 for a northeastern extension to Boonville.

J.G. Nauman was one of the contractors who worked on the north extension. His employees were paid a daily wage of \$2 for laborers and \$4 for teamsters. By 1869, more than 100 miles of roadbed had been graded, but no rails had been laid.

In October 1869, the Union Trust and Loan Co. of New York contracted to complete and operate the line. They named it the Missouri, Kansas and Texas Railway and ex-



The Katy Depot during the hack days.

tended its line from Hannibal, Mo., to Denison, Texas. The first train from Hannibal to Denison came through Sedalia in 1873.

The first depot was built in 1872.

A new depot was built in 1895. Bradford Gilbert, who designed the building, created a building similar to depots in larger communities. The Romanesque or Richardsonian style was popular at the time, particularly for public buildings, which were to be substantial to reflect the solidity and prosperity of the community.

The depot's grand opening was held on May 10, 1896, but on May 1, the *Sedalia Democrat* reported that the first ticket to Clinton had been sold.

The building, built by George Goodlander, consists of brick. The walls are 18 inches thick and set on a limestone foundation, and the windows are accented with limestone. The downspouts are stamped copper and the downspout collectors are made of cast iron. The two-story wing is octagonal, and the arched windows in this wing had decorative glass transoms.

The interior rooms have pressed tin ceilings, oak moldings and wainscoting and decorative fireplaces. The first floor had waiting rooms, probably separate rooms for ladies and gentlemen, a formal dining room and an all-night lunchroom. The dining room was praised in *The*

*Democrat*; apparently it was one of Sedalia's finest restaurants. At a time when dining out was not a common practice, the newspaper printed an article lauding the depot's dining room as an excellent place "for those who wish a good dinner and do not care to get it at home."

The depot was such an asset to the community that when Sedalia attempted to have the state capital moved here in the 1890s, access to rail transportation and the luxurious depots were considered a point in Sedalia's favor.

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