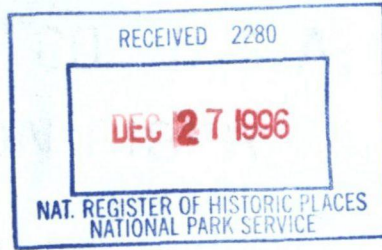


**United States Department of the Interior  
National Park Service**



**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

**1. NAME OF PROPERTY**

**HISTORIC NAME:** Katy Depot  
**OTHER NAME/SITE NUMBER:** MKT Railway Passenger Station

**2. LOCATION**

**STREET & NUMBER:** 3201 Lee Street  
**CITY OR TOWN:** Greenville  
**STATE:** Texas      **CODE:** TX      **COUNTY:** Hunt      **CODE:** 231  
**NOT FOR PUBLICATION:** N/A  
**VICINITY:** N/A  
**ZIP CODE:** 75401

**3. STATE/FEDERAL AGENCY CERTIFICATION**

As the designated authority under the National Historic Preservation Act, 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    statewide   x   locally. (    See continuation sheet for additional comments.)

*Courtis J. Jurell*  
Signature of certifying official      12-16-96  
Date

State Historic Preservation Officer, Texas Historical Commission

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:

- 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): \_\_\_\_\_

*Elson H. Beall*  
Signature of the Keeper      Date of Action  
1-25-97

**5. CLASSIFICATION**

**OWNERSHIP OF PROPERTY:** Private

**CATEGORY OF PROPERTY:** Building

<b>NUMBER OF RESOURCES WITHIN PROPERTY:</b>	<b>CONTRIBUTING</b>	<b>NONCONTRIBUTING</b>
	1	0 BUILDINGS
	0	0 SITES
	0	0 STRUCTURES
	0	0 OBJECTS
	1	0 TOTAL

**NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER:** 0

**NAME OF RELATED MULTIPLE PROPERTY LISTING:** N/A

**6. FUNCTION OR USE**

**HISTORIC FUNCTIONS:**

TRANSPORTATION: rail-related

**CURRENT FUNCTIONS:**

COMMERCE/TRADE

RECREATION AND CULTURE

OTHER: COMMUNITY EVENTS

**7. DESCRIPTION**

**ARCHITECTURAL CLASSIFICATION:** LATE VICTORIAN

**MATERIALS:** FOUNDATION Stone  
WALLS Brick; Stone  
ROOF Asphalt; Asbestos  
OTHER Wood; Metal: Iron; Glass

**NARRATIVE DESCRIPTION** (see continuation sheets 7-5 through 7-9).

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## National Register of Historic Places Continuation Sheet

Section 7 Page 5

Katy Depot  
Greenville, Hunt County, Texas

### DESCRIPTION

The 1896 Katy Depot in Greenville, Hunt County is a Late Victorian eclectic railroad passenger station on a flat 3.29 acre parcel of land just west of the central business district. The design of the 1-story brick and stone building reflects its function; it is long and narrow with waiting room access to the street on the east side and to the platform and railroad tracks on the west. The shallow pitched roof has deep eaves protecting the grade level passenger platform paved with vitreous brick. The site includes the foundation of a freight office building surrounded by several mature trees, one set of tracks currently used by the Dallas, Garland & Northeastern Railroad, and a wide grassy area. Despite the removal of the original rotunda after a storm damaged the roof in 1950, the building retains a high degree of historic and architectural integrity. No other structural changes have been made to the building since 1920.

Greenville, the county seat and largest town, is the commercial and manufacturing center of Hunt County, some sixty miles northeast of Dallas on Interstate Highway 30. The Katy Depot is at the corner of Lee and Wright Streets at the edge of Greenville's downtown business district (see Map-20). Lee Street, a state highway, constitutes one of the two main east/west thoroughfares of Greenville.

When the station opened in 1896, it was surrounded by a hotel on the west side, the Greenville Ice Company to the northwest, a saloon, barber shop, and restaurant to the east, and the MKT freight station across Lee Street to the south. On the site, a tool shed stood to the west of the tracks while to the north of the building was the coal platform and sand shed.<sup>1</sup>

Wright Street to the east, Lee Street to the south, the railroad tracks to the west, and Henry Street to the north border the site (see Map-21). Across Wright Street are the remains of the Greenville Hotel and bus station, victim of an arson fire in June, 1996. Directly south is railroad right of way with an automotive repair shop next to it on the west. A service station occupies the southeast corner of the intersection. A former auto dealership is directly west and a cabinet shop occupies a warehouse across Henry Street to the north.

The brick passenger station dominates the 3.29 acre site. A brick sidewalk borders the building on the east side, next to Wright Street. The grade level brick platform on the west extends around both the north and south ends of the building. The tracks adjacent to the passenger platform have been removed and the bed bricked over. Grass has been allowed to grow through the brick paving north of the building. A large section of the Coffeyville pavers was stolen after the current owner acquired the depot and cleared the vegetation. Until the site can be secured, the paving will remain "hidden."

1. Sanborn Map Company, Insurance map of Greenville, 1898.

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## National Register of Historic Places Continuation Sheet

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Katy Depot  
Greenville, Hunt County, Texas

The 40' x 148' building features a limestone foundation with walls of red pressed face brick with cut sandstone wainscoting. All exterior walls consist of pressed face brick with cut sandstone wainscoting and window sills (photo 6). The 45° angle corners (there are no 90° corners) feature decorative brick beads. Bull-nosed smooth brick surround window and door openings while rusticated brick characterized the flat areas between openings (photo 6). Doors with transoms (some with side lights) consist of painted pine with raised panels. Window sashes are wood as are the beams supporting the west platform canopy (photo 7) and the Eastlake-style stick brackets on the east side (photo 6). Asbestos replaced the original slate roof after the 1950 storm damage. Sections have since been repaired with composition shingles recommended by the Texas Historical Commission.

The deep roof overhang forming a canopy over the passenger platform forms the focus of the west facade facing the tracks perpendicular to Lee Street (photo 3). Decorative beams perpendicular to the building embellish the support beams. Downspouts, held in place by decorative straps, need to be replaced. The cast iron downspout receptacles remain in place. The ticket office bay, between the two waiting rooms, features windows providing north and south views along the tracks.

The prominent - and very decorative - 52 foot brick rotunda over the main waiting room originally formed the focal point of the west side (photo 1, figure 7-9). The arched windows on three sides of the rotunda featured a sunburst masonry pattern similar to that of the interior fireplace surround. A steep tent roof with decorative finial capped the rotunda. The chimney to the south featured a stylized cast iron "MKT".<sup>2</sup>

The east facade faces Wright Street and is similar to the west side except without the agent's bay (photo 4). Roof eaves extend over the sidewalk but are not as deep as the west overhang. Doors are only a few feet from the curb, providing easy access for passengers with baggage.

The south side of the depot faces Lee Street (photo 2). The platform canopy extends halfway across the facade, making two separate roof peaks. The truncated corners and high windows add visual interest.

The north facade (photo 5) includes a baggage platform and sliding door from the baggage room. The platform canopy extends along the track area several feet beyond the building, creating a free-standing section to the north.

Interior walls and ceilings are pine beaded siding. Interior walls and ceilings have not been "slipcovered" with modern materials but maintain the integrity of their original pine beaded siding. Decorative wood lintels trim the fireplace and window and door openings. Prominent picture molding surrounds the

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2. Ibid.

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## National Register of Historic Places Continuation Sheet

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Katy Depot  
Greenville, Hunt County, Texas

waiting rooms just below the coved ceiling (photo 10). The main waiting room features a large brick fireplace with a sunburst design (photo 9). Carved brackets<sup>3</sup> for the raised panel mantel were removed (date unknown) and have been replaced temporarily with plain supports. The original wood tongue and groove flooring remains in the ticket office. The remainder of the building has poured concrete floors, probably installed during the 1920 remodeling of the restrooms when the concrete floor was overlaid with hexagonal ceramic tiles. The beaded siding on ceiling and walls was replaced with painted plaster and tile. Restroom partitions of Texas marble with oak doors were also installed.<sup>4</sup>

A basement, housing the boiler for radiant heat, has almost certainly been filled in, since the access stairway on the west side has been removed and the stair doorway bricked in. This was probably done in 1920 as well, as the stairway once occupied the space for the remodeled colored men's room.

The floor plan of the building serves its function as a railroad passenger station and bows to the racial segregation which existed during most of its years of public use (see Map-22). The colored waiting room was on the north side of the office, with restroom facilities adjacent to it. The mail and baggage room occupied the north end of the depot, with access to the loading platform outside. A 1939 plan shows a baggage master's office in the northwest corner and a high platform with loading on the east side. These features no longer exist. A small office between the baggage area and the former Negro waiting room was used as a records room following the 1920 remodeling.

Restrooms (fixtures have been removed) are on either side of the former records room. The colored waiting room to the south currently serves as office space for the owner's contracting company. A partition has been added from the northeast corner of the ticket office to the east wall to enclose the room.

The ticket office to the west and an open area to the east border the south end of the small waiting room. The main waiting room is adjacent to these areas. On the south end are the fireplace and the entrances to the men's smoking room and women's restroom with bathrooms beyond them on the south end of the building.

Wooden benches provided seating in the two waiting rooms. The main waiting room boasted a stone and brick fireplace on the south end, flanked by doors to the Men's Smoking Room and the Women's Room. Restroom facilities were connected to these lounges at the south end of the building.

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3. Stephen W. Dodge, Architect, Original blueprints, 1895.

4. Missouri, Kansas and Texas Ry. of Texas, blueprints, "Enlargement and Rearrangement; Toilet Facilities in Passenger Station Greenville, Tex.," Dallas, Texas, February 21, 1918, corrected as built July 29, 1921.

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Katy Depot  
Greenville, Hunt County, Texas

The ticket and telegraph office was north of the main waiting room on the west side. The east side featured lunch counters serving the two waiting rooms. Since meals were not provided on the early trains, passengers purchased refreshments at the station to eat on their journey.

The depot retains a high degree of structural integrity. It requires cosmetic work, including repainting inside and out, and the restroom plumbing needs repairs. No major changes other than the removal of the rotunda have been made to the building since 1920. The partition enclosing the contractor's office can be easily removed. The original materials, with the exception of the roof, remain inside and out. The floor plan has changed little since the removal of the rotunda. The lunch counters have been removed. The former colored waiting room now serves as an office for the building's current owner. A partition from the northeast corner of the ticket office to the east wall (the site of the colored lunch counter) now completely encloses the room. Simple brackets have been built for the fireplace mantel to replace the decorative originals (date of removal unknown). The remainder of the building is unchanged. Most of the paved platform adjacent to the building is intact.

The current owner of the depot building has removed numerous coats of paint applied to the exterior, using waterblasting. Roof repairs have been made with materials recommended by the Texas Historical Commission. Benches in the colored waiting room have been restored. Most of the work required to rehabilitate the depot completely is cosmetic (primarily painting) – the structure itself is sound. Decorative elements, like the fireplace brackets, can be reproduced from the original plans. Site restoration and fencing would further protect the property. With the only structural change since 1920 being the removal of the rotunda, the depot maintains a high degree of its historic and architectural integrity.

PARCHMENT DEED

SOUTHWORTH CO, U.S.A.

100% COTTON FIBER

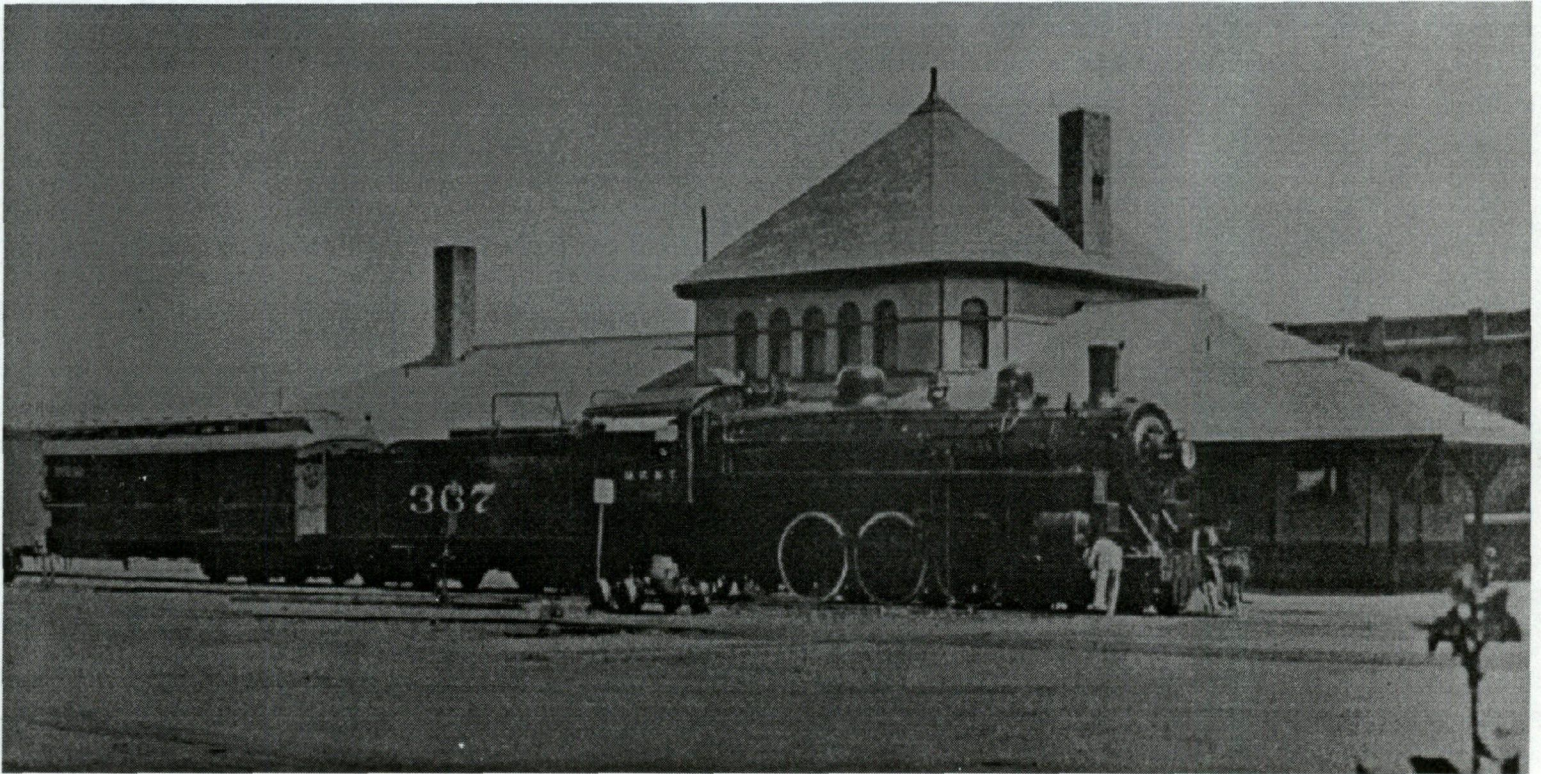
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Katy Depot  
Greenville, Hunt County, Texas

**FIGURE 7-9**  
Katy Depot, ca. 1900



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**8. STATEMENT OF SIGNIFICANCE**

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**APPLICABLE NATIONAL REGISTER CRITERIA**

- 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.
- 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 VALUE, 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:** N/A

**AREAS OF SIGNIFICANCE:** Transportation: rail-related

**PERIOD OF SIGNIFICANCE:** 1896-1946

**SIGNIFICANT DATES:** 1896 1920

**SIGNIFICANT PERSON:** N/A

**CULTURAL AFFILIATION:** N/A

**ARCHITECT/BUILDER:** Dodge, Stephen W., Brooklyn (architect); Thompson & Gray, St. Louis (builder)

**NARRATIVE STATEMENT OF SIGNIFICANCE** (see continuation sheets 8-10 through 8-16).

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**9. MAJOR BIBLIOGRAPHIC REFERENCES**

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**BIBLIOGRAPHY** (see continuation sheet 9-17 through 9-18).

**PREVIOUS DOCUMENTATION ON FILE (NPS):** N/A

- 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 #

**PRIMARY LOCATION OF ADDITIONAL DATA:**

- State historic preservation office (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government
- University (*Texas A&M University at Commerce*)
- Other -- Specify Repository: *Texas Historical Commission Regional Archives*

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Katy Depot  
Greenville, Hunt County, Texas

### STATEMENT OF SIGNIFICANCE

The 1896 Katy Depot, named after the nickname of the railroad company that built it, played an important role in the lives of Greenville residents for nearly 70 years. In an era when intercity travel usually involved taking the train, the Katy Depot functioned as the point of arrival and departure of ordinary citizens as well as visiting celebrities. The station, completed in 1896, while conforming to the long, narrow plan common to many trackside passenger depots, featured a distinctive 2-story rotunda over the main waiting room, making the building unique in this part of the country. Despite the 1951 removal of the rotunda, the depot still possesses most of its original elements that identify it with the period when it played an important part in the history of rail travel in Greenville, supporting listing under Criterion A in the area of Transportation: rail-related at the local level of significance.

Prior to the arrival of the first railroad in 1880, Greenville was a quiet little settlement, without much commerce. Lack of transportation outlets constituted the primary inhibiting factor to growth and development. Without any navigable rivers or a railroad, ox-drawn wagons hauled building materials and trade goods from Jefferson, 120 miles to the east.

Although rail lines surrounded the town in all four directions in the 1870s, each was about thirty miles distant.<sup>5</sup> Only horse drawn stage lines connected Greenville to the rail outlets. Wet weather often interrupted this service, causing wagons to get stuck fast in the black mud. The local newspaper, the *Greenville Herald*, halted publication one winter when impassable roads interfered with the shipment of paper needed to print the weekly news.<sup>6</sup> Merchants sent riders on horseback to the nearest bank in Terrell for deposits and withdrawals. Markets were so difficult to reach that the tiny community only exported small quantities of agricultural products.

According to the *Greenville Banner*, "Business was dull in Greenville, the prospects gloomy and town lots could be bought for a song."<sup>7</sup> All of this changed in the fall of 1880 when the Missouri, Kansas and Texas (MKT or Katy) Railroad extended its line to Greenville.

In February, 1880, the MKT contracted with a group of Greenville businessmen to extend their line from Denison to Greenville. The eighteen men advised the railroad that "We, for the citizens of Hunt County, guarantee to you the right of way for your road through Hunt County and suitable depot grounds, and grounds for cattle pens at Greenville, all of said land and five thousand dollars in money, provided said road is

5. *Greenville Independent*, August 15, 1879.

6. W. Walworth Harrison, "Hunt County's First Railroad," Texas Historical Marker Application, February 21, 1972, 1.

7. *Greenville Banner*, July 4, 1883.

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Katy Depot  
Greenville, Hunt County, Texas

completed to Greenville by October 1, 1880 and suitable rolling stock put thereon."<sup>8</sup> Daniel Upthegrove, N.I. Ross, A. Cameron, Edward Schiff, M.M. Arnold, J.W. Hawkins, W.C. Jones, J.C. O'Neal, J.J. Cooper, Fred Ende, J.T. Jenkins, M.H. Wright, A.B. Watson, F.P. Alexander, W.G. Perkins, Sam D. Stinson, I.N. Harrison, and J.C. Edmonds affixed their signatures to this challenge.<sup>9</sup>

Hunt County's first train pulled into Greenville on October 1, 1880. One of the witnesses to its arrival, six year old A.W. Defee, feared the fire-breathing "monster" would leave the tracks and run him down. He ran for the nearby woods where his older brother later found him and coaxed him to come back and look at the now quiet locomotive.<sup>10</sup>

Most of the right of way for the new rail line was donated. Hunt County Deed Records show that several landowners, including the City of Greenville, were paid (sometimes very little) for lots occupied by the depot and freight office (site of current depot building). T.B. Clark received \$10 for three parcels deeded to the MKT in 1880.<sup>11</sup> David Cameron was paid \$200 the same year,<sup>12</sup> and J.C. Edmonds received \$10 on the transfer of a lot.<sup>13</sup> In 1887, City Alderman Nathan Anderson deeded the railroad a parcel of land for \$100<sup>14</sup> then, acting as agent for the City Council, sold an adjacent parcel owned by the City to the MKT for \$100.<sup>15</sup>

The first MKT depot in Greenville was a wood frame building on the southwest corner of Lee and Wright Streets. The Katy shared this depot with the East Line and Red River Railroad after it was purchased by MKT in November, 1881.<sup>16</sup>

The 3-story brick hotel built by Fred Ende soon after the railroad reached Greenville burned to the ground in 1883, leaving commercial travelers no lodgings when selling their goods to local merchants. Another consortium of businessmen purchased several lots between Lee and Washington Streets, east of the depot, and offered to deed them to William J. Beckham if he built a forty room hotel at Lee and Oak Streets (just west of their parcel). The 50 room Beckham hotel opened October, 1885.<sup>17</sup> It later grew to occupy the lots Beckham

8. "Hunt County's First Railroad," 2.

9. *Ibid.*, 2.

10. *Greenville Herald Banner*, June 30, 1965.

11. Hunt County Deed Records, Deed #42, filed July 28, 1880, Book Z, 336-8.

12. Hunt County Deed Records, Deed #41, filed July 26, 1880, Book Z, 323-5.

13. Hunt County Deed Records, Deed #40, filed July 28, 1880, Book Z, 334-6. This is almost certainly the J.C. Edmonds who was a guarantor. The difference in spelling is a puzzle.

14. Hunt County Deed Records, Deed #112, filed February 2, 1887, Book R1, 132-3.

15. Hunt County Deed Records, Deed #113, filed February 15, 1887, Book R1, 231, 233-4.

16. *Ibid.*, 219. Records refer to the "second story" being used to "spot the semaphores of incoming trains." None of the floor plans show a second floor or catwalk and none of the anecdotal evidence supports this.

17. W. Walworth Harrison, *History of Greenville and Hunt County, Texas*, (Waco: Texian Press, 1976), 301.

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Katy Depot  
Greenville, Hunt County, Texas

“earned” in his bargain with the businessmen. Now the Town House, a residential hotel, the Beckham still stands.

Construction began on the permanent 2-story brick depot in 1895. It was completed in June, 1896 at a cost of \$24,849, less contents.<sup>18</sup> The building plan by Stephen W. Dodge, Architect of Brooklyn, N.Y. cost \$250. The St. Louis firm of Thompson & Gray served as contractor.<sup>19</sup> The depot was built as a passenger station only; a separate building nearby housed the railroad's freight operations.

By this time Greenville was a rail town, and the arrival of four other rail lines in the 1880s and 1890s stimulated the production of cotton and the establishment of commercial and financial institutions.<sup>20</sup> The population grew from 1100 residents in 1880 to 4330 by 1890.<sup>21</sup> The cotton that was too costly to ship by ox-drawn wagon to railheads thirty miles distant became the county's major crop after the railroads arrived. The few thousand bales of cotton shipped from Greenville in 1880 became ten thousand bales in 1881 and more than twenty thousand bales in 1882.<sup>22</sup> Thousands of acres of blackland prairie became cotton fields, while gins, compresses, and oil mills were built to process the crop. The booming town soon had a bank and a 3-story brick hotel. By the 1890s the community shipped more than \$1 million worth of cotton annually and supported 200 businesses.<sup>23</sup> With the freight depot located next to the passenger station, the zone of the Katy Depot constituted the focal point for the coming and going of travelers, business people, information, and the shipping and receiving of goods vital to the area's economy.

The Katy Depot quickly became a city landmark and one of the busiest places in town. “Before the highways were built 12 passenger trains a day rolled into this...station, on the East line from Shreveport to McKinney, the Mineola branch and the Main line to Denison to the north and Dallas southward.”<sup>24</sup>

Special excursion trains carried Greenville area residents to the Fair in Dallas each October. Standing room only crowds took advantage of the \$1 round trip Sunday fare. Greenville historian W. Walworth Harrison had fond memories of riding the Fair Train “when every car and vestibule was jammed with people carrying Concord grapes purchased at the fair while small boys clutched gaily colored gas-filled balloons.”<sup>25</sup>

18. C. W. Gasaway, “Interstate Commerce Commission Bureau of Valuation Report, M. K. T. Ry.,” Form #68R, April 3, 1920, 80-95.

19. K. M. Manger, “Notes on the Greenville Passenger Station,” MKT St. Louis office, May 4, 1951.

20. Ibid.

21. “Hunt County's First Railroad,” 4 and Mike Kingston, ed., *Texas Almanac '92-'93*, (Dallas: Dallas Morning News, 1991), 172.

22. *Greenville Banner*, July 4, 1883

23. Tyler, *Handbook*, 321.

24. *Greenville Herald Banner*, July 18, 1958.

25. *Greenville Herald Banner*, June 30, 1965, 9.

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## National Register of Historic Places Continuation Sheet

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Katy Depot  
Greenville, Hunt County, Texas

The city's first street paving in 1906 extended along Lee Street from Stonewall Street at the courthouse square to the MKT depot.<sup>26</sup> In the 1920s the railroad maintained a small park in the block south of the passenger station. Complete with fountain and flower beds, the park provided a pleasant spot for city residents and out of town passengers to pass the time waiting for their trains. Some time after passenger service to Greenville was discontinued, the City of Greenville leased the park area from the railroad and paved it to provide loading space for commercial buildings west of it.<sup>27</sup> Local preservationists hope to find evidence of the original appearance and arrangement of the park in order to restore the historic environment of the depot and its associated grounds.

Well-known politicians were greeted by their constituents at the Katy Depot, including Harry Truman, who stopped at the Greenville station during his 1948 "whistle stop" campaign tour. He gave a short speech at the station after an introduction by House Speaker Sam Rayburn. He concluded his visit by presenting his wife, Bess, and daughter, Margaret, to the crowd.<sup>28</sup>

Audie Murphy, World War II's most decorated soldier, went to war from the Katy station, having enlisted at the Greenville Post Office (NR 1974) one block east of the depot.

Famous entertainers booked for performances at the King Opera House arrived at the Katy passenger station. Confederate veterans attending three day reunions in 1913 and 1914 rode the Katy to the Lee Street depot. Celebrities, salesmen, merchants, and ordinary citizens came and went via the Katy station for decades.

Greenville's infamous sign, quoting "The Land Man," Will N. Harrison, spanned Lee Street at the depot. Harrison, a local promoter and land developer, coined the phrase "Blackest Land - Whitest People" to describe his hometown. It was meant as a compliment; at that time "white" denoted "fair," "generous," "sincere," "dependable" for many people. And few places could claim soil as black as Greenville's. The Chamber of Commerce adopted the slogan after it gained Harrison an audience with President Woodrow Wilson. In 1921 the Chamber erected the sign, with Harrison's slogan, where it was seen by everyone who traveled through Greenville on the MKT railroad.<sup>29</sup> Long after removal of the sign in the mid-sixties, local residents visiting out of town were asked by former passengers if "the sign" was still there by the depot.

The depot was also a personal landmark for citizens. Families began and ended their vacations at the station. A.W. Defee, the youngster who had run in fear from the first locomotive, took his bride to Tyler on the

26. *History of Greenville and Hunt County, Texas*, 103.

27. *Ibid.*, 271.

28. *Greenville Herald Banner*, September 26, 1988, AA3.

29. *History of Greenville and Hunt County, Texas*, 330-1.

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Katy Depot  
Greenville, Hunt County, Texas

Katy in 1896. He "really got a kick out of the ride. It was really going some place."<sup>30</sup> Others took summer trips to Galveston and to the St. Louis World's Fair in 1904.

Greenville resident Adele Luhn remembers taking her children to the Fair in Dallas in the 1950s. The children were impressed by the marble walls in the restrooms, she says, and insisted on buying "goodies" at the lunch counter. Her most vivid memory of the station, though, is the deafening noise the baggage carts made as their iron wheels rolled over the brick platform.

Before four-lane highways and fast automobiles made the trip to Dallas a short one, Greenvillites took the train to the city to go shopping. As a teenager, Patsy Clark rode the train to shop at Nieman Marcus. She remembers the separate entrances to the segregated waiting rooms.

Mary Virginia Duck, now 85, took the train to visit relatives in Missouri when she was 11 years old. She bought food at the snack bar, then her father asked the conductor to look after her on the trip.

Some personal memories of the depot are more poignant. Many residents remember going to the depot to eagerly await local soldiers returning at the end of World War II. Some remember their first sight of the station when they arrived in Greenville on the orphan train. And for some, the Katy Depot was the place to wait quietly for the coffins of relatives who had died away from home and had returned to Greenville for the last time.

MKT passenger service to Greenville ended in 1965, after many years of declining passenger loads. Katy President John W. Barriger said that "of late, the average patronage on the trains has been about 10 persons a train on the long Kansas City-Dallas route."<sup>31</sup> Passenger trains had been replaced by the family car. When the last train left the Katy station on July 1, 1965 there was no fanfare to mark the end of an era. Witnesses included 94 year old A.W. Defee, who witnessed the arrival of the first Katy passenger train and the departure of the last one.

When passenger service ended, the depot's neighbors included an auto dealership and service station, symbolic of the dominance automobiles now possessed in the area of transportation.

Later in the 1960s, the City of Greenville pushed for demolition of the depot and freight stations, as their dilapidated condition was "causing a severe pain in the neck of civic pride." Downtown merchants favored tearing down the buildings and paving the area for downtown parking.

30. *Greenville Herald Banner*, June 30, 1965, 9.

31. *Greenville Herald Banner*, June 30, 1965, 9.

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Katy Depot  
Greenville, Hunt County, Texas

In February 1968, Katy Vice President of Operations Raymond B. George sent authorization for the City to remove the freight building. The City financed the demolition in exchange for a ten foot strip of right of way along Wright Street. Freight operations were moved into the former passenger station.<sup>32</sup>

The Katy became part of the Union Pacific Railroad in 1988. For some time prior to the merger, freight operations were housed at the Greenville Yard, near the western boundary of the city. While the Union Pacific continued to serve the industrial park, the former MKT tracks adjacent to the downtown depot building were unused until 1992, when the Dallas, Garland and Northeastern Railroad (DGNO) began freight operations.<sup>33</sup>

Violent weather severely damaged the depot roof in 1950. When the slate roof was replaced the rotunda was removed "to avoid possible danger in the event of extremely heavy storm."<sup>34</sup>

The depot currently hosts the Greenville Chamber of Commerce's holiday promotion, the Christmas Train Express. Beginning the day after Thanksgiving, artists, antique dealers, and local merchants display their goods in the main waiting room and women's lounge area, surrounded by artifacts from the old station.

The depot is also used for community events. It is a regular stop on historical tours of the city conducted in conjunction with the annual Cotton Jubilee and downtown promotions.

The Katy passenger station has architectural features unlike any other public building in the area. It is remembered fondly by those who traveled to and from Greenville on the MKT and appreciated by first time visitors who attend Chamber of Commerce events at the depot. The workmanship of the original builders has withstood the test of time; masonry and stone are in excellent condition

The original rotunda made the depot building architecturally significant. It was a remarkable feature for a single story depot in this area. A survey of county historical commissions in 20 northeast Texas counties has failed to find another depot of this type. J.S. Langhart, who is writing a book on Texas depots, stated that a depot with this type of rotunda is unusual in the state,<sup>35</sup> although there are several 2-story stations with domes. The 1910 Southern Pacific station in Nacogdoches has a small tent-roofed cupola over the agent's office.

32. *Greenville Herald Banner*, February 21, 1968.

33. Jimmy Barlow, "Katy Bar the Door," mss., 1993, 2.

34. Manger.

35. J. S. Langhart, letter dated August 27, 1996.

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Section 8 Page 16

Katy Depot  
Greenville, Hunt County, Texas

Winchester, Virginia's Baltimore & Ohio station, built by E. Francis Baldwin in 1893 has a cupola similar to the Nacogdoches station.<sup>36</sup> There has been some discussion of attempting to restore the rotunda, using the original architect's drawings. Restoration will depend on the availability of outside funding to complete the project. Copies of the drawings are on file with the property owner.

The depot's association with historical events and people and its significance in the lives of Greenville residents during the 70 years it was in use make the Katy Depot worthy of preservation. It is still considered a local landmark. Restoration of the building would be an asset in maintaining the historical fabric of the downtown area and would be beneficial to the surrounding area.

36. Janet Greenstein Potter, *Great American Railroad Stations*, (New York: John Wiley & Sons, Inc., 1996), 449 & 290.

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 9 Page 17

Katy Depot  
Greenville, Hunt County, Texas

---

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Hunt County Deed Records

Hunt County Tax Records

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United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

Section 9 Page 18

Katy Depot  
Greenville, Hunt County, Texas

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Additional research assistance provided by:

Dr. James Conrad, Archivist, Gee Library, TAMU-Commerce  
Kevin Cummings  
Stan Golightly  
Greenville Herald Banner  
Kelly Hall, Greenville Chamber of Commerce  
Bonnie Harris, Hunt County Tax Appraisal District  
W. Walworth Harrison Public Library, Greenville  
Chris Kilmer  
Phyl Lauer  
Myron Malone  
Steve Seitz  
L. B. Shelton  
Carol Taylor, Hunt County Historical Commission Chair  
Clay Woods

---

**10. GEOGRAPHICAL DATA**

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**ACREAGE OF PROPERTY:** 3.29

UTM REFERENCES	Zone	Easting	Northing
1	14	769400	3670360

**VERBAL BOUNDARY DESCRIPTION** (see continuation sheet 10-19)

**BOUNDARY JUSTIFICATION** (see continuation sheet 10-19)

---

**11. FORM PREPARED BY** (with assistance from Mary Dillman, THC Historian)

---

**NAME/TITLE:** Judy Woods

**ORGANIZATION:** Hunt County Historical Commission,  
Greenville Chamber of Commerce

**DATE:** September 10, 1996

**STREET & NUMBER:** 3216 Washington Street

**TELEPHONE:** (903) 455-7232

**CITY OR TOWN:** Greenville

**STATE:** TX

**ZIP CODE:** 75401

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**ADDITIONAL DOCUMENTATION**

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**CONTINUATION SHEETS**

**MAPS** (see continuation sheet Map-20 through Map-23)

**PHOTOGRAPHS** (see continuation sheet Photo-24 through Photo-25)

**ADDITIONAL ITEMS**

---

**PROPERTY OWNER**

---

**NAME:** George Warren

**STREET & NUMBER:** 302 Royal Oaks Drive

**TELEPHONE:** (903) 450-1939, (903) 454-2211

**CITY OR TOWN:** Greenville

**STATE:** TX

**ZIP CODE:** 75402

United States Department of the Interior  
National Park Service

## National Register of Historic Places Continuation Sheet

Section 10 Page 19

Katy Depot  
Greenville, Hunt County, Texas

### VERBAL BOUNDARY DESCRIPTION:

The Katy Depot property is bounded by Henry Street on the north, Wright Street on the east, Lee Street on the south, and the Dallas, Garland & Northeastern Railroad tracks on the west. The legal description, filed with the Hunt County Tax Appraisal District, January 1, 1983, is as follows:

Irr. tract – South line Henry Street to North line Lee Street – Pt. Blocks 461 & 505

### BOUNDARY JUSTIFICATION:

The surrounding streets and railroad tracks form obvious boundaries for the property, with the west edge of the railroad right of way chosen for the western boundary because the tracks themselves are integral to the building's history and function. The nominated property includes all land historically associated with the building and that retains its historic integrity.

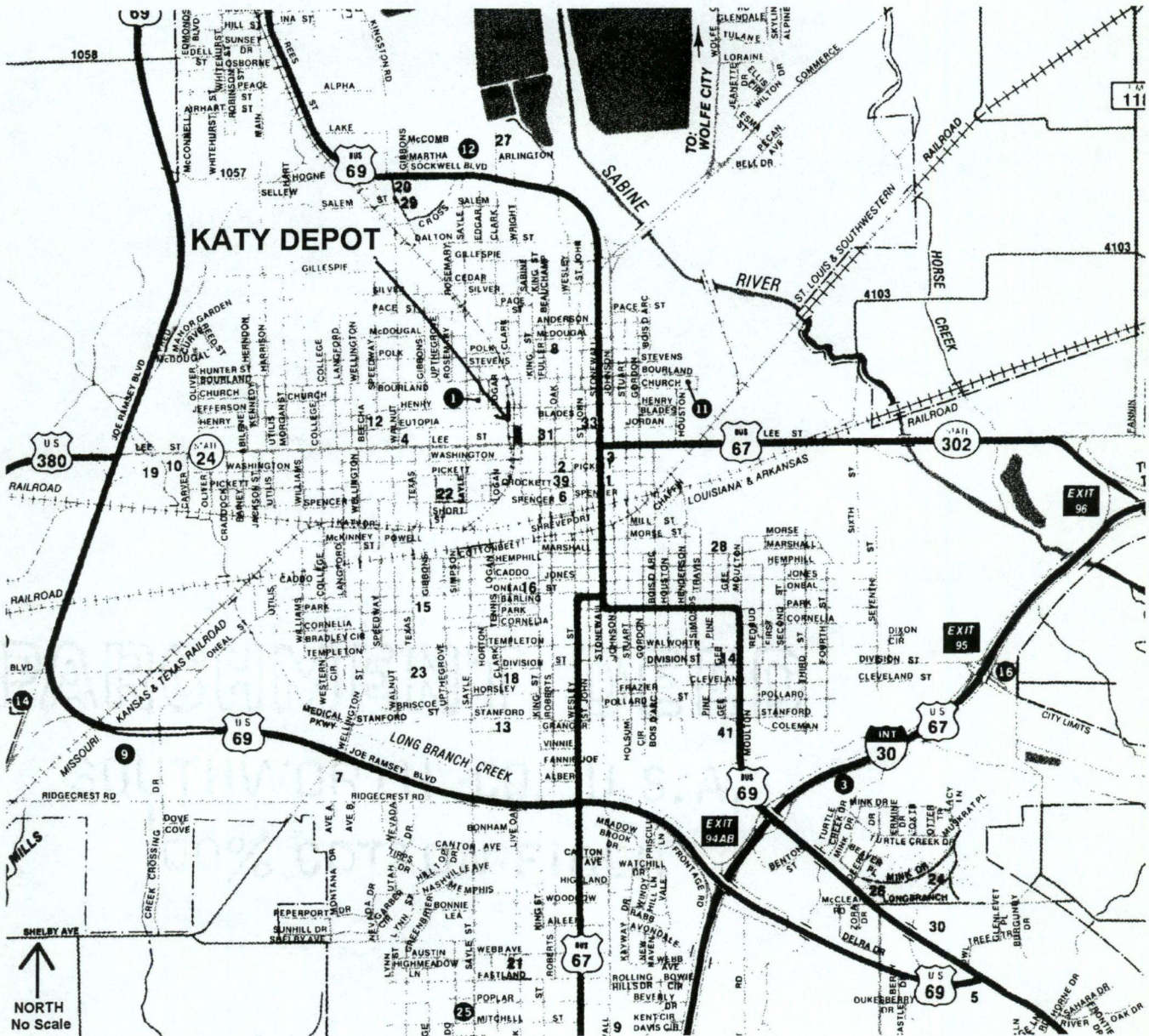
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section MAP Page 20

Katy Depot  
Greenville, Hunt County, Texas

## GREENVILLE CITY MAP



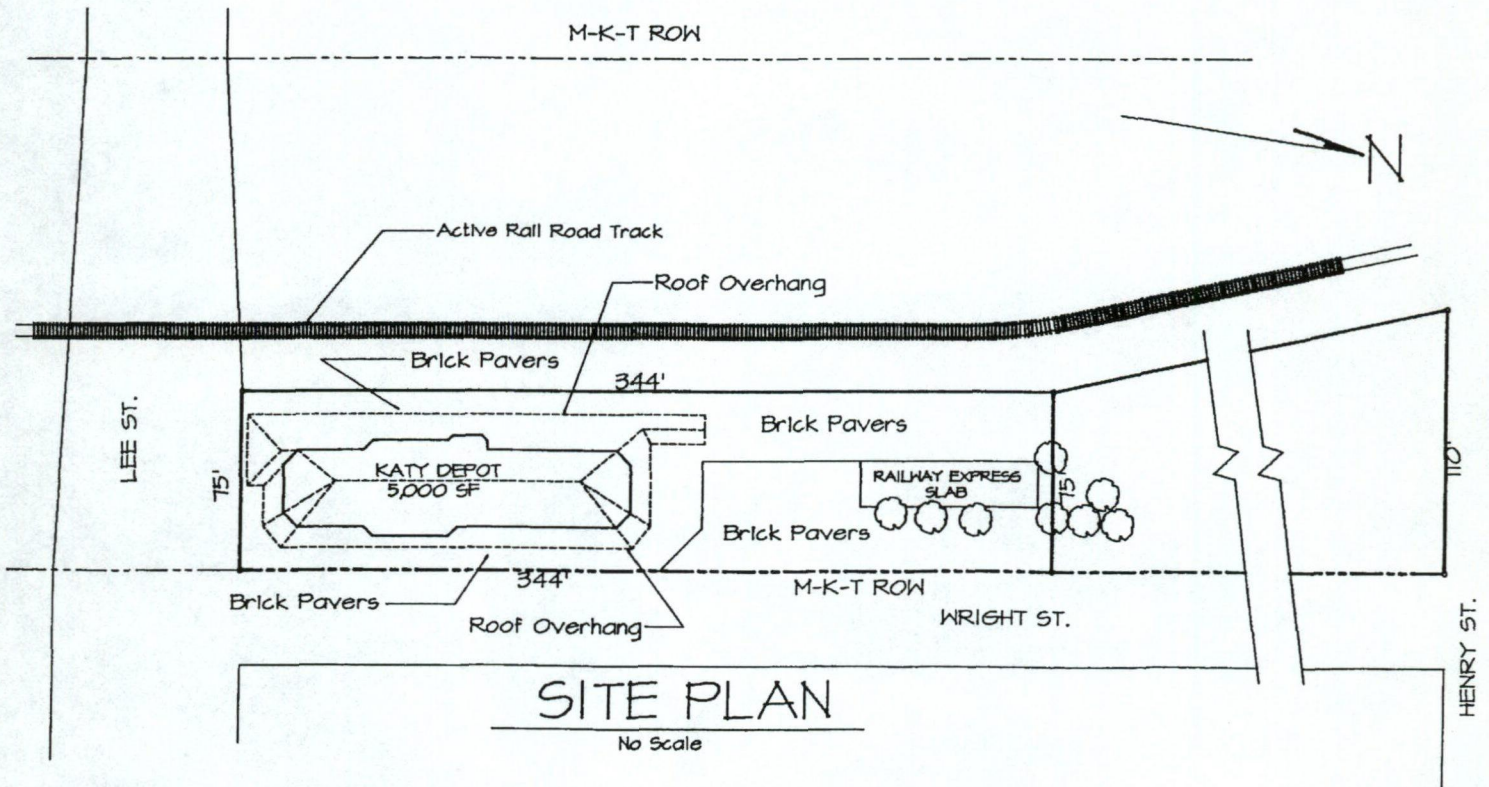
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section MAP Page 21

Katy Depot  
Greenville, Hunt County, Texas

## SITE PLAN



PARCEMENT DÉBRIÉ  
SOUTH WORTH CO. TEXAS  
100% COTTON FIBER

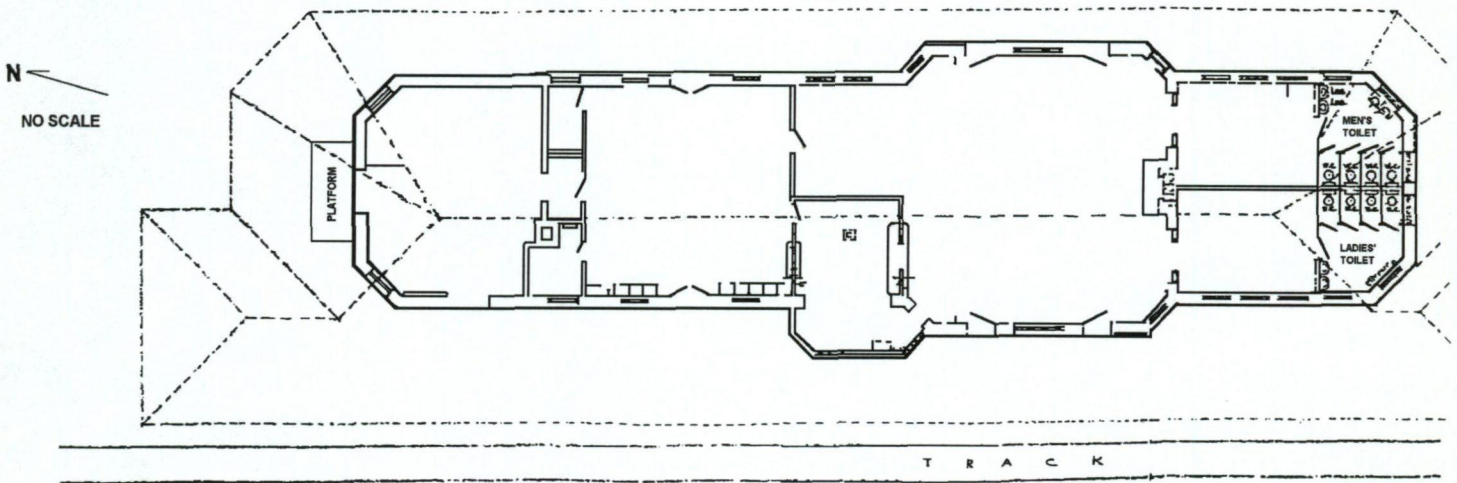
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section MAP Page 22

Katy Depot  
Greenville, Hunt County, Texas

## FLOOR PLAN



PARCHMENT DEED  
SOUTHWORTH CO, U.S.A. P.  
100% COTTON FIBER

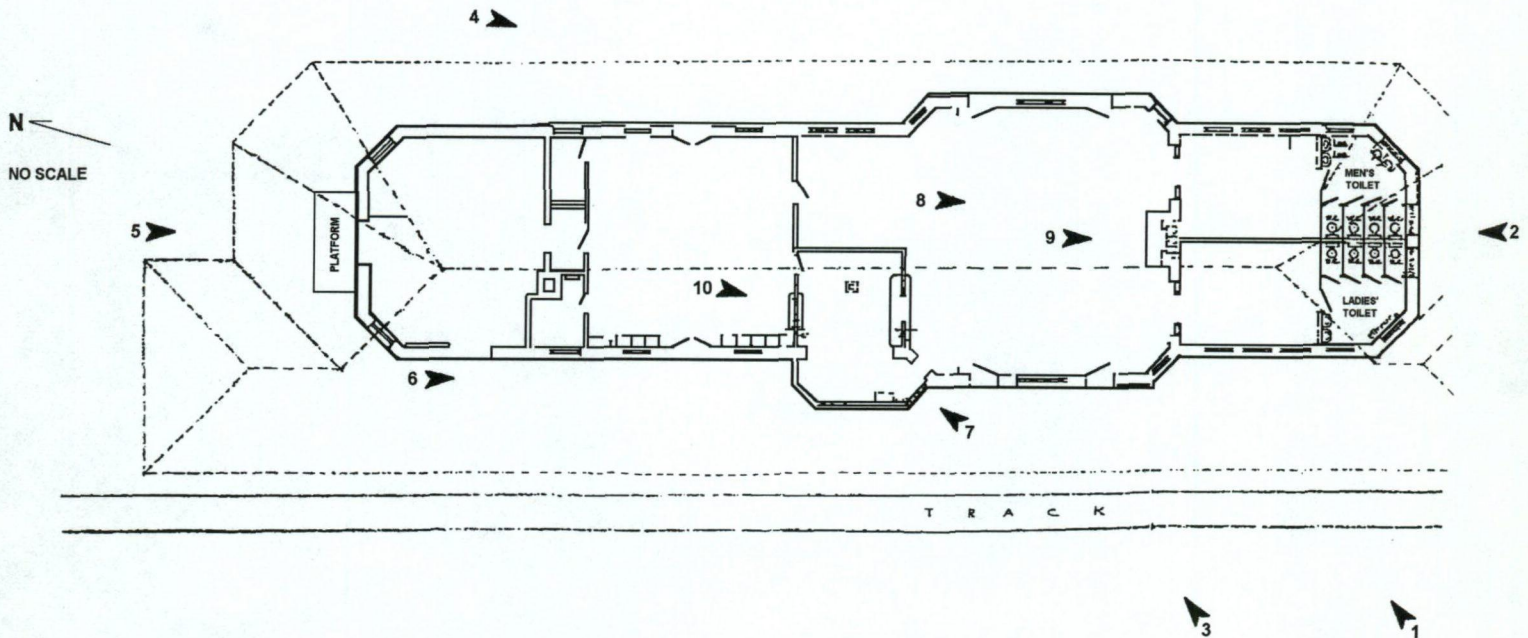
United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section MAP Page 23

Katy Depot  
Greenville, Hunt County, Texas

## CAMERA ANGLES IN RELATION TO PROPERTY



PARCHEMENT DEED  
SOUTH WORTH CO. U.S.A.  
100% COTTON FIBER

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Section PHOTO Page 24

Katy Depot  
Greenville, Hunt County, Texas

**PHOTO LOG**

Katy Depot  
3102 Lee Street  
Greenville, Hunt County, Texas  
Photographer: Clay Woods, unless otherwise noted  
Date: 9-17-96, unless otherwise noted  
Negatives: Regional Archives, Gee Library, Texas A & M University - Commerce, unless otherwise noted  
For camera angles in relation to property, see Map-23

Photo 1 of 10  
West side, showing rotunda  
Camera facing east  
Photographer and date unknown  
Negative: George Warren; 302 Royal Oaks Drive; Greenville, TX 75402

Photo 2 of 10  
South side adjacent to Lee Street  
Camera facing north

Photo 3 of 10  
West side, Dallas, Garland & Northeastern RR tracks in foreground  
Camera facing east

Photo 4 of 10  
East side adjacent to Wright Street  
Camera facing west

Photo 5 of 10  
North side adjacent to Henry Street  
Camera facing south

Photo 6 of 10  
West side detail of sandstone wainscoting and window sills  
Camera facing north

**United States Department of the Interior**  
National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Section PHOTO Page 25

Katy Depot  
Greenville, Hunt County, Texas

---

Photo 7 of 10

West side showing ticket office and entrance to main waiting room  
Camera facing east

Photo 8 of 10

Main waiting room, looking south from lunch counter  
Photographer and date unknown  
Negative: George Warren; 302 Royal Oaks Drive; Greenville, TX 75402

Photo 9 of 10

Sunburst brick fireplace  
South end, main waiting room

Photo 10 of 10

Southwest corner of small (colored) waiting room, looking toward ticket office

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Katy Depot  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: TEXAS, Hunt

DATE RECEIVED: 12/27/96                      DATE OF PENDING LIST: 1/09/97  
DATE OF 16TH DAY: 1/25/97                      DATE OF 45TH DAY: 2/10/97  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 96001625

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N    DATA PROBLEM: N    LANDSCAPE: N    LESS THAN 50 YEARS: N  
OTHER: N    PDIL: N    PERIOD: N    PROGRAM UNAPPROVED: N  
REQUEST: N    SAMPLE: N    SLR DRAFT: N    NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    1-25-97 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in the  
National Register

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



City Of  
Greenville

2315 Johnson  
P. O. Box 1049  
Greenville, Texas 75403-1049

903-457-3160  
FAX: 903-457-3140  
METRO: 903-450-1491

COMMUNITY DEVELOPMENT

December 9, 1998

Judy George  
Texas Historical Commission  
Fax #512-475-3122

This is to certify that the address for the Katy Depot, located in Greenville, Texas, is 3102  
Lee Street.

If you have any questions, you may contact me at (903)457-3166.

Sincerely,

  
Rickey Henderson  
Code Enforcement Officer



TEXAS  
HISTORICAL  
COMMISSION

George W. Bush • Governor  
John L. Nau, III • Chairman  
Curtis Tunnell • Executive Director

*The State Agency for Historic Preservation*

*Additional Documentation Accepted*

December 29, 1998

Carol Shull  
United States Department of the Interior  
National Park Service  
National Register, History & Education  
National Register of Historic Places  
Mail Stop 2280, Suite 400  
1849 C Street, NW  
Washington DC 20240

**RE: Address change for Katy Depot, Greenville, Hunt County, Texas**

Dear Ms. Shull:

Enclosed is a letter from the City of Greenville regarding the Katy Depot (NR 1997). At the time of listing, the nomination erroneously listed the property at 3201 Lee St. **The correct address is 3102 Lee Street.** The owners would like the listing to be changed to reflect the correct address. Please find enclosed a continuation sheet amending the original nomination. *96001625*

Please do not hesitate to contact me if you have any questions regarding this matter. Thank you very much.

Sincerely,

A handwritten signature in cursive script that reads "Mary Dillman".

Mary Dillman  
Historian, History Programs Division  
Texas Historical Commission

enclosures

**United States Department of the Interior**  
**National Park Service**

# **National Register of Historic Places Continuation Sheet**

Section 2 Page 1

Katy Depot  
Greenville, Hunt County, Texas

---

**STREET & NUMBER:** 3102 Lee Street

**CITY OR TOWN:** Greenville

**VICINITY:** N/A

**STATE:** Texas

**CODE:** TX

**COUNTY:** Hunt

**CODE:** 231

**ZIP CODE:** 75401

**NOT FOR PUBLICATION:** N/A

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY NAME: Katy Depot

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Hunt

DATE RECEIVED: 1/12/99      DATE OF PENDING LIST:  
DATE OF 16TH DAY:      DATE OF 45TH DAY: 2/26/99  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 96001625

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT     RETURN     REJECT    2/12/99 DATE

ABSTRACT/SUMMARY COMMENTS:

**Additional Documentation Accepted**

RECOM./CRITERIA Accept

REVIEWER Beall

DISCIPLINE Historian

TELEPHONE \_\_\_\_\_

DATE 2/12/99

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 1 of 10

GREENVILLE



#1  
KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS  
PHOTOGRAPH 2 of 10



#2  
KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 3 of 10



#3

KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 4 of 10



KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 5 of 10



KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 6 of 10



MK

#7

KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO, TEXAS

PHOTOGRAPH 7 of 10



MENS ROOM

WOMENS ROOM



KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 8 of 10

WOMENSE R



#17

KATY DEPOT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 9 of 10



TICKETS

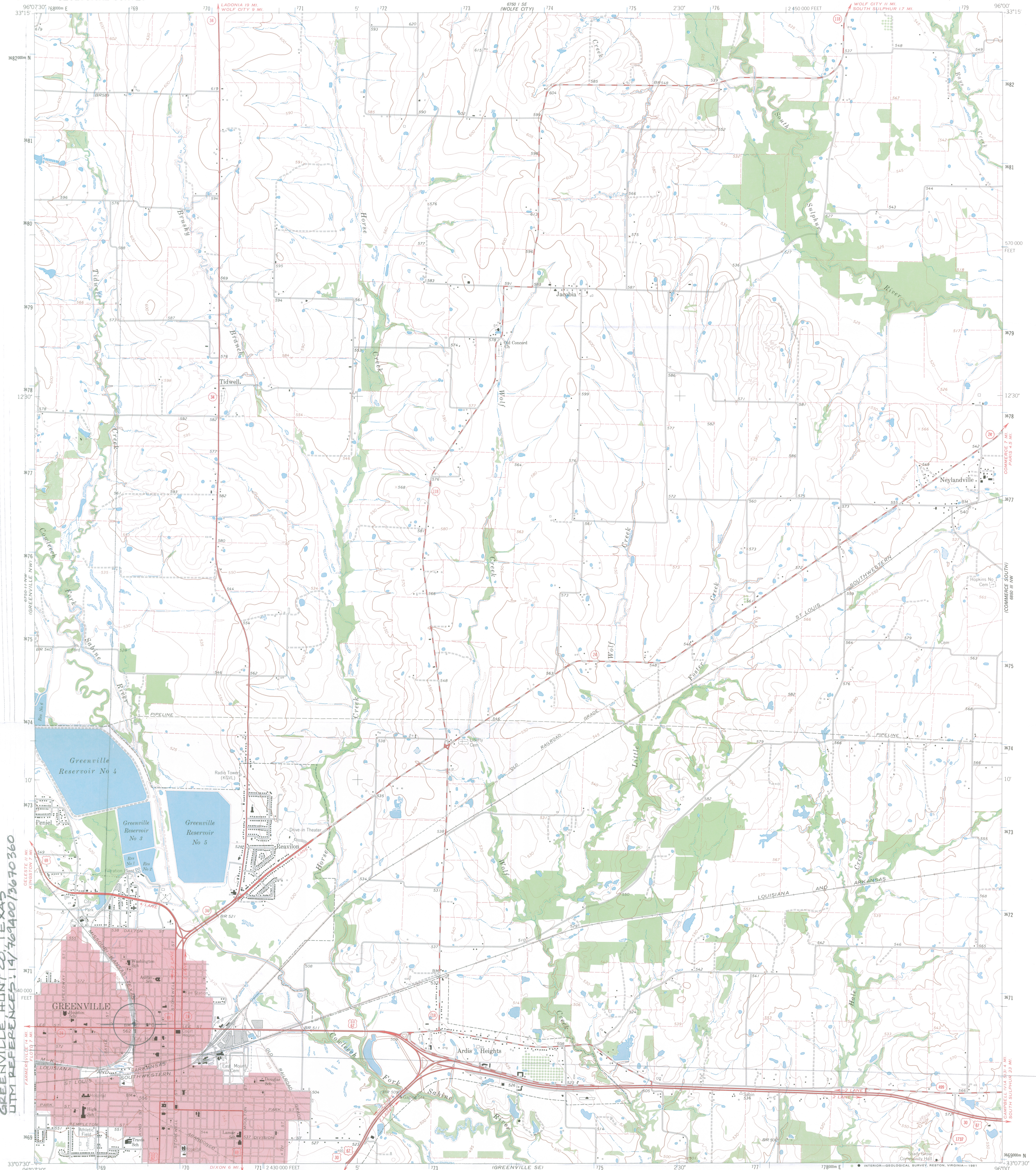


TRUCKS



KATY DE POT  
3102 LEE STREET  
GREENVILLE, HUNT CO., TEXAS

PHOTOGRAPH 10 of 10

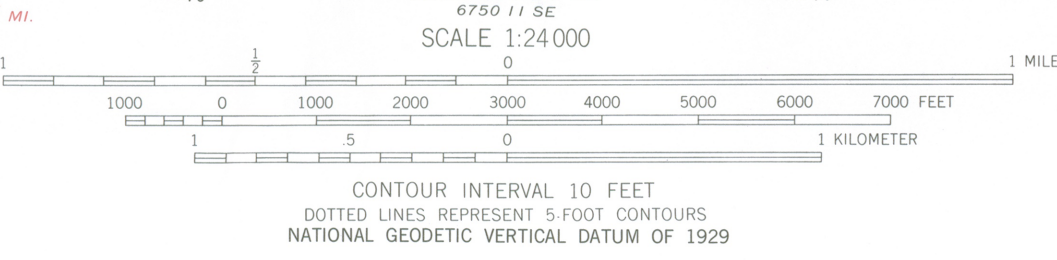
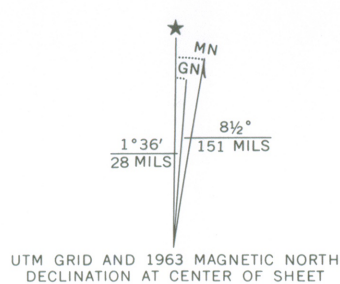


KATY DEPOT  
320 LEE STREET  
GREENVILLE, HUNT CO., TEXAS  
UTM REFERENCE: 14 769400 3670 360

Mapped, edited, and published by the Geological Survey

Control by USGS and USCGS  
Topography by photogrammetric methods from aerial photographs taken 1961. Field checked 1963  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on Texas coordinate system, north central zone  
1000-meter Universal Transverse Mercator grid ticks, zone 14, shown in blue  
Red tint indicates area in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence lines

To place on the predicted North American Datum 1983  
move the projection lines 10 meters south and  
24 meters east as shown by dashed corner ticks



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

3396-114

GREENVILLE NE, TEX.  
N33075-W9600/7.5

1963

DMA 6750 11 NE-SERIES V882



TEXAS  
HISTORICAL  
COMMISSION

*Memorandum*

TO: Carol Shull, Keeper of the National Register  
FROM: Mary Dillman, THC *Mary*  
DATE: December 11, 1996  
RE: Katy Depot, Greenville, Hunt County

---

Judy Woods of Greenville prepared this nomination of the Katy Depot in Greenville, Hunt County, on behalf of the Hunt County Historical Commission and the Greenville Chamber of Commerce. The nomination supports Criterion A in the area of Transportation: rail-related at the local level of significance for the depot's use as a passenger station from 1896-1965 and for its association with the development of rail transportation in Greenville during the period of significance. Although the depot displays architectural elements characteristic of turn of the century depots and retains a high degree of historic integrity, the loss of the character defining rotunda in 1951 limits this nomination to only Criterion A.