

United States Department of the Interior  
National Park Service

APR 10 1989

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Osage City Santa Fe Depot

other names/site number Same

2. Location

street & number 508 Market

not for publication

city, town Osage City

vicinity

state Kansas

code KS

county Osage

code 139

zip code 67801

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
1	buildings
	sites
	structures
	objects
1	Total

Name of related multiple property listing:  
N/A

Number of contributing resources previously  
listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property  meets  does not meet the National Register criteria.  See continuation sheet.

*Roman Power* State Historic Preservation Officer February 25, 1989  
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.

Signature of commenting or other official Date  
State or Federal agency and bureau

5. 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:)

*Alan Byer* Entered in the National Register 5/11/89  
Signature of the Keeper Date of Action

---

**6. Function or Use**

---

Historic Functions (enter categories from instructions)

Transportation: rail-related:  
train depot  

---

---

Current Functions (enter categories from instructions)

Recreation and Culture: museum  

---

---

---

**7. Description**

---

Architectural Classification

(enter categories from instructions)

Late 19th and 20th Century Revivals:  
Mission/Spanish Colonial Revival  

---

---

Materials (enter categories from instructions)

foundation Concrete  
walls Brick  

---

roof Asphalt  
other Concrete  

---

---

---

**Describe present and historic physical appearance.**

The Osage City Santa Fe Depot (c. 1911-1912) is located at 508 Market Street in Osage City, Osage County, Kansas (pop. 2,667). The one story, concrete and brick building lies parallel to the railroad tracks with a northwest facade orientation. The building measures approximately one hundred and sixty-five feet from northeast to southwest and twenty-eight feet from northwest to southeast.

A gable roof covers the building, rafter ends are exposed under the wide eaves. Red clay pantiles originally covered the roof, these were replaced with composition shingling by the 1950s and perhaps earlier. Parapetted square pavilions project from the center of the eastern and western elevations. The parapet is adorned with the Santa Fe logo of a cross inside of a circle. The logo is flanked by whimsical wings. Curvaceous lettering is employed for the words "Santa Fe" that underscore the logo. An open air waiting room projects from the southwestern elevation of the building, originally the space was covered with a flat roof. The waiting room maintains its concrete settees. A one bay, gable roofed, frame storage room projects from the northeastern elevation of the building. Originally a three bay freight depot extended from this elevation, the historical society altered this extension.

A tripartite arched window pierces the main elevation of each projecting pavilion. The tripartite arrangement is comprised of double hung, 8/1-16/1-8/1 wooden windows. An eclectic interpretation of brick quoining surrounds these windows. The remaining fenestration is comprised of rectangular, 8/1 double hung wooden windows which are surrounded with the aforementioned brick quoining. Eight paned, transomed doors pierce the three main elevations, surrounded with the aforementioned brick quoining.

Brick quoining defines the building's corners, arched openings, and gable ends. A brick stringcourse runs underneath the window sill line. The building employs a color scheme of a yellow water table and parapet, a creme body, and red brown brick angle articulation. The concrete walls are one foot thick and are covered with a rough cement cast finish, to simulate stucco.

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

**National Register of Historic Places  
Continuation Sheet**

Section number   7   Page   1  

---

The interior of the depots maintains its original four room layout, its fifteen foot, arched ceilings, and its original wood work. The building maintains a very high degree of architectural integrity, being an excellent example of the standardized architecture that Santa Fe employed for depots in smaller communities during the 1910s.

United States Department of the Interior  
National Park Service

# National Register of Historic Places Continuation Sheet

Section number 8 Page 2

---

The construction contract for this standard Santa Fe depot type was awarded to Harvey Stivers of Kansas City in September, 1911 and the depot was completed in Spring, 1912. The station was described as being the "most modern type." The passenger portion was made of brick with a rough cast cement finish and was trimmed with mottled brick. A tile roof covered the building. A frame freight warehouse abutted the passenger portion to the north, finished with a sand coat. The passenger portion of the depot included a general waiting room, ladies rest room, a ticket office, a baggage room, and a summer waiting room with built-in concrete settees at the south end of the building. The poured concrete Santa Fe logos that adorn the gables of the central projecting pavilions on the east and west elevations clearly mark this station as a Santa Fe depot.

Passenger service to Osage City ceased in the 1970s although Amtrak and freight and coal trains still use the tracks. In 1980 hearings were held before the Kansas Corporation Commissions to close the depot. In May, 1986 the Santa Fe sold the depot to the Osage County Historical Society. This organization runs the Osage County Museum, which is a railroad and mining museum, and has been responsible for the improvements and maintenance to the building. The building retains a moderately high degree of architectural and structural integrity, the major change being the removal of the three-bay, frame freight warehouse and the construction of a one-bay frame unit in its place. The Osage City Santa Fe Depot stands as the only extant depot in its original location in Osage County, a county where approximately twelve Santa Fe and Missouri Pacific depots once stood.

**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
Architecture	1911-1912	1911-1912
Transportation	1912-1939	1912-1939
	Cultural Affiliation	
	N/A	
Significant Person	Architect/Builder	
N/A	Stivers, Harvey: Contractor	

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

The Osage City Santa Fe Depot (c. 1911-1912) is being nominated to the National Register under criteria A and C for its historical association with the Atchison, Topeka, and Santa Fe Railway and for its architectural significance as a standard, brick Spanish mission style depot that the railway company constructed throughout Kansas, Colorado, and Oklahoma in the 1910s.

The Atchison, Topeka, and Santa Fe Railway was incorporated in 1867 and began to build in Kansas soon thereafter. The company's original intended route for the main line of its Eastern Division from Topeka to Santa Fe ran through Council Grove, but the discovery of coal in Carbondale and other sites in Osage County in the mid-1860s caused the main line to be re-routed through Osage City (est. 1869). In 1869 the Santa Fe constructed its first frame station in Osage City, the first Santa Fe train arrived in Spring, 1870. Osage City became the center of coal mining activity from 1885 until 1892, in 1885 the original frame depot was extensively remodeled to accommodate this boom.

In 1910 the Santa Fe began plans to construct a new depot in Osage City. The December 29, 1910 edition of the Osage City Free Press writes that "Superintendent C.T. McClellan of the Santa Fe, in a conference Wednesday morning, assured the Commercial club that a new Santa Fe Depot for Osage City is the first improvement planned for 1911." This assurance was likely the direct result of the Commercial Club's boosterism efforts to secure a new depot for the community. Such an acquisition indicated the community's importance as a busy center for passenger and freight traffic.

The plans for the construction and the completion of the depot are chronicled in the Osage City Free Press between 1910 and 1912. Early projected costs for the depot ranged from \$15,000 to \$22,000, with the actual completed cost being \$13,000. Originally, only a passenger depot was planned for the community, the 1869/1885 frame depot was to be moved to a site north of the new construction and serve as a freight depot. In the end, the old depot was demolished and a combined freight and passenger depot was constructed.

See continuation sheet

**9. Major Bibliographical References**

Grant, H. Roger and Charles W. Bolf, The Country Railroad Station in America. (Boulder: Pruett Publishing, 1978).

Hunsicker, Noble. Osage City Santa Fe Depot. (National Register Draft, 1988).

Osage City Free Press; 29 December 1910, 19 January 1911, 27 July 1911, 21 September 1911, 12 October 1911, 28 March 1912, 16 April 1912, 21 May 1980, 23 May 1980.

Osage City Santa Fe Timetable, 30 December 1917.

See continuation sheet

**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 # \_\_\_\_\_

**Primary location of additional data:**

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

**Specify repository:**

Kansas State Historical Society

**10. Geographical Data**

Acreage of property less than 1 acre

**UTM References**

A 

1	5
---	---

2	5	3	9	1	0
---	---	---	---	---	---

4	2	8	0	0	1	0
---	---	---	---	---	---	---

  
Zone Easting Northing

C 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

B 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

  
Zone Easting Northing

D 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--

See continuation sheet

**Verbal Boundary Description**

The property is located on Lots 20, 22, 24, 26, 28; Block 14, Wetherall Addition, Osage City, Kansas. The property is bounded to the south by Market, and to the east, west, and north by adjacent property lines. The depot lies N/NE parallel to the railroad tracks.

See continuation sheet

**Boundary Justification**

The boundary includes the entire parcel that is historically associated with the property.

See continuation sheet

**11. Form Prepared By**

name/title Martha Hagedorn-Krass, Architectural Historian  
organization Kansas State Historical Society date March 28, 1989  
street & number 120 W. 10th telephone 913-296-5264  
city or town Topeka state Kansas zip code 66612