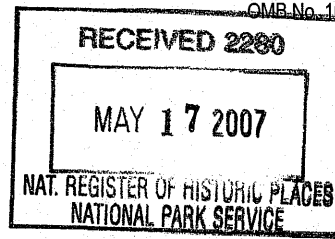


607

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 an 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 10-9000a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name Strong City Atchison, Topeka, & Santa Fe Depot
Other name/site number 017-5250-0010

2. Location

Street & number 102 W Topeka Ave not for publication
City or town Strong City vicinity
State Kansas Code KS County Chase Code 017 Zip code 66869

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

Patricia Palmer DSHPO 5/4/07
Signature of certifying official/Title 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 official /Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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:)

for
Edson H. Ball Signature of the Keeper Date of Action 6-27-07

Strong City A.T. & S.F. Depot
Name of property

Chase County, Kansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
<u>1</u>		buildings
		sites
		structures
		objects
<u>1</u>		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
0

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)

LATE 19TH EARLY 20TH CENTURY AMERICAN MVMT

Bungalow / Craftsman

Materials
(Enter categories from instructions)

foundation STONE
walls BRICK

roof TILE

other

Narrative Description

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

Name of Property Strong City A.T. & S.F. Depot County and State Chase County, Kansas

8. Statement of Significance

Applicable National Register Criteria

(Mark "X" in one or more boxes for the criteria qualifying the property for National Register)

- 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 values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or 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 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

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1912-1955

Significant Dates

1913

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Atchison, Topeka & Santa Fe Railroad Company

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): Primary location of additional data:

- 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 # _____

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Chase County Historical Society

Name of Property Strong City A.T. & S.F. Depot

County and State Chase County, Kansas

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1	Zone	1	4	Easting	7	1	4	8	4	0	Northing	4	2	5	2	2	9	0	3	Zone	Easting	Northing
2	Zone	Easting	Northing	4	Zone	Easting	Northing															

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 Leslie Brittain, Deputy City Clerk

Organization City of Strong City

Date September 13, 2005

Street & number 4th and Chase

Telephone (620) 273-6345

City or town Strong City

State Kansas

Zip code 66869

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 SHPO or FPO for any additional items)

Property Owner

name City of Strong City

street & number PO Box 208

telephone (620) 273-6345

city or town Strong City

state KS

zip code 66869

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16) U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503

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Strong City AT&SF Depot
Chase County, KS

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Architectural Description

The Atchison, Topeka and Santa Fe Depot (c.1913) is located on the southwest corner of Cottonwood Street and Topeka Avenue, Strong City, Chase County, Kansas (pop. 594). It is situated along K-177, a designated scenic byway on the north side of the railroad tracks. The one-story, pressed brick building was built in the Mission style and trimmed with cut stone and decorative brick, with a tile roof. Designed as a combination depot, this building served both railway passengers and freight customers.

Exterior

The 190' x 29' depot features a south-southwesterly façade, approximately 20 feet from the tracks. A clay tile roof and seven-foot eaves with large brackets and exposed rafter tails define the central side-gabled portion of the building. An intersecting front-gabled bay identifies the trackside (south) elevation. Two flat-roof rectangular wings with peaked parapets flank the side-gabled portion of the building. The building features original exterior lighting fixtures and metal downspouts connected to a hidden guttering system. With the exception of the west section of the building where the freight room operated, a narrow limestone belt course circles the building approximately two feet above ground level. The building's 1/1 wood windows are situated atop the limestone belt course. Limestone also trims the depot's parapet walls.

The **south (front) elevation** is comprised of a central side-gabled portion flanked by two flat-roof rectangular wings. A central projecting bay with a front-gabled limestone parapet defines the southern elevation. A limestone Santa Fe Company logo is prominently displayed within the gable. Beneath the logo is the town's name displayed with raised painted iron letters in a traditional Mission-style font. There is a group of three 1/1 double-hung wood windows – with the center window having slightly wider dimensions. Each side of the bay features one 1/1 double-hung wood window. The railroad and ticket offices were housed within this central portion of the building. The projecting bay is flanked by the massive overhanging eaves supported by rounded wooden brackets.

The baggage area, defined by a large double door flanked by small unadorned, fixed wood windows, is located *west* of the projecting bay. There are four rounded wooden brackets – one pair on each side of the freight entrance. Each pair of brackets frames a single fixed three-light wood window. There is a single entrance door with a transom window situated immediately west of the projecting bay that leads to the offices.

A large brick chimney extends upward from the peak of the western gabled parapet. Extending westward from this gabled parapet is an unadorned one-story freight wing with a flat-roof and a stepped parapet. With no limestone belt course or double-hung windows, this section of the southern elevation is

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Strong City AT&SF Depot
Chase County, KS

Section number 7 Page 2

simply defined by the central raised wooden freight door with two 3-light windows. There are two fixed wood windows on either side of the freight door.

The main waiting area is located *east* of the aforementioned projecting bay. A central single entrance door with a transom window is flanked by two 1/1 double-hung wood windows. Much like the baggage and freight section of the southern elevation, there are four rounded wooden brackets – one pair on each side of the entrance. Each pair of brackets frames a single fixed wood window. There is a single 1/1 double-hung wood window situated immediately east of the projecting bay.

Extending from the eastern gabled parapet, which features a limestone Santa Fe Company logo incorporated into the peak of the parapet, is a one-story wing with a flat roof and peaked parapets. The southern elevation of this east section, which contained the restrooms and women's waiting area, features a single entrance door with a transom window with one 1/1 double-hung wood window on either side. Another limestone Santa Fe Company logo is situated above this entrance.

The 29' **east elevation** faces K-177. Raised brick outlines the three evenly spaced 1/1 double-hung wood windows. The middle window features slightly wider dimensions. The town's name is displayed with raised painted iron letters in a traditional Mission-style font. The windows are situated atop a limestone belt course. Limestone also trims the parapet walls.

Like the south elevation, the **north elevation** is comprised of a central side-gabled section flanked by two flat-roof rectangular wings. The major difference, however, concerns the centrally located intersecting front-gable bay, which only slightly projects outward on this rear elevation. A limestone Santa Fe Company logo is prominently displayed within this front gable. Beneath this logo there is a group of three 1/1 double-hung wood windows – with the center window having slightly wider dimensions. Massive overhanging eaves supported by rounded wooden brackets flank the front-gabled bay.

Much like the south elevation, the baggage area, located *west* of the front-gabled bay, is defined by a large double door flanked by small unadorned, fixed wood windows. There are four rounded wooden brackets – one pair on each side of the freight entrance. Each pair of brackets frames a single fixed three-light wood window. The unadorned one-story freight wing contains five evenly spaced fixed wood windows with a raised wooden freight door on each side. Each freight door features two 3-light windows.

East of the aforementioned front-gabled bay is the rear entrance to the main waiting area. Again, a central single entrance door with a transom window is flanked by two 1/1 double-hung wood windows. There are four rounded wooden brackets – one pair on each side of the entrance. Each pair of brackets

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Strong City AT&SF Depot
Chase County, KS

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frames a single fixed wood window. There is a single 1/1 double-hung wood window situated immediately east of the front-gabled bay. The one-story wing with a flat roof and peaked parapets that extends eastward features another limestone Santa Fe Company logo, which is situated above two fixed wood windows.

The building's **west elevation** consists of the side of the unadorned one-story freight wing. A single raised wooden freight door with two 3-light windows is situated at the north corner. Two fixed wood windows (currently boarded) are located south of the freight door.

Originally, a brick platform some 800 feet long was built along the front of the building. At the rear of the building, a 250-foot freight platform was built to allow railroad personnel to unload the freight from the cars directly onto the platform without the use of trucks.

Interior

The interior retains a high degree of integrity. Original intact features include wood trim, the signalman's table, the furnace, plaster walls, doors and windows, wooden benches, ticket counter windows, and light fixtures. Some interior dividing walls have been added in the waiting area, but are reversible. The floors are concrete, except for the wood slat raised flooring in the freight wing. (Please refer to the enclosed drawing for a basic interior layout.)

Summary

The building has some interior and exterior deterioration. For instance, the tile roof leaks in a few areas, some windows are currently boarded to protect the interior from weather, and the painted plaster walls are peeling and crumbling. Many original features remain, however, and the Strong City AT&SF Depot retains its historic architectural integrity.

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Strong City AT&SF Depot
Chase County, KS

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Statement of Significance

The Strong City Atchison, Topeka and Santa Fe Depot (c. 1913) is being nominated to the National Register of Historic Places as part of the Historic Railroad Resources of Kansas Multiple Property Submission. It is being nominated under Criterion A for its association with the transportation history of Strong City, Kansas, and Criterion C for its architectural significance as an example of a county seat-style AT&SF Railroad depot.

Cyrus K. Holliday, a founder of Topeka, began with a modest wish of having a rail line between Atchison and Topeka. The rail company was chartered in 1859. "The aspirations of this small line grew to the prospect of capturing the lucrative trade along the Santa Fe Trail...In 1863 it became the 'Atchison, Topeka & Santa Fe,' a name that would one day be popularized in movie and song to become an American catch-phrase." One of the first lines out of Topeka extended south toward Burlingame and then southwest toward Emporia. By 1872, this line crossed westward through Chase County to reach the Chisholm Trail in what is now Newton.¹

The City of Strong City was organized by the Cottonwood Town Company on February 29, 1872, and the rail line was completed through Chase County by spring 1872. Originally known as Cottonwood Station, citizens voted to change the name to Strong in 1881, in honor of William Barstow Strong, then Vice-President and General Manager of the Santa Fe Railroad system. The county seat, Cottonwood Falls, "had expected to be a main station on the road," but instead the line was directed north through Strong City.² Interestingly, the County was able to secure the railway with out the issuance of any railroad bonds.

Without the railroad, Strong City most certainly would not have prospered as it did. Having a railroad stop in Strong City allowed many businesses to thrive and grow including general stores, groceries, builders, physicians, a druggist, a hardware store, a meat market, and a hotel and restaurant. In the late nineteenth and early twentieth centuries, the railroad was one of the area's largest employers. In the 1870s, for example, some 100 names listed on the payroll. Local stonemasons and builders Barney Lantry & Son contracted with railroad companies for projects throughout the United States.³

¹ This brief history of the Atchison, Topeka & Santa Fe is taken from: Deon Wolfenbarger, *Historic Railroad Resources of Kansas MPS*, National Register of Historic Places form, completed June 2000. Filed at the Kansas State Historical Society, Topeka.

² William G. Cutler, *History of the State of Kansas* (Chicago: A. T. Andreas, 1883). Available online at www.kancoll.org/books/cutler/index.html.

³ Ibid.

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Strong City AT&SF Depot
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They furnished the railroad with large cut stone for depots, bridges, and roundhouses. When Barney Lantry died in 1895, officials of the Santa Fe Railroad from Los Angeles to Chicago attended his funeral services in Strong City.

The first depots were “generally crude structures hastily built during the initial phase of railroad construction.” It was not until “a community proved itself prosperous enough to warrant such a building, [that] a permanent depot was constructed.”⁴ The original Strong City depot was a nondescript wooden building built in 1872 that burned in May of 1902. A new board-and-batten depot was quickly completed on the same location as the original.

By the turn of the twentieth century, railroads knew which of their stations were most important. In 1910, Santa Fe developed several standard depot plans for these upgrades. Among these were combination depots for smaller communities, which were often called “county-seat” depots. In 1912, due to the heavy passenger traffic on the line, the Santa Fe Company built a new larger “county seat” style brick depot at a cost of \$20,000. Craftsman and Mission style qualities included a gabled roof with tile shingles, large brackets, large overhanging eaves, and a projected bay window. These characteristics correspond with those associated with Santa Fe depots of that period as described in the Historic Railroad Resources of Kansas MPS:

The Santa Fe had a series of plans for its ‘county-seat’ type depots. These were its passenger depots in more important towns; most were built of brick and several had architectural styling popular at the time. Mission Revival tile roofs were popular, for example. In deference to the greater needs of these communities, two waiting rooms separated by gender were common. Additional features, added as required by the community’s needs, were flat-roofed waiting verandahs on one end of the building, and drop-off porte-cocheres on the front or “street-side” elevation. Baggage and express parcel rooms, located at the opposite end from the passenger rooms, often had flat roofs as well and varied in size according to the needs of the town.⁵

Construction of the new depot began on November 15, 1912, and was completed and ready for service on June 13, 1913. This new depot was built about 100 feet west of the old one, which was raised. Passengers enjoyed a beautiful green lawn in its place.

The 1912 depot was a combination depot, meaning it had several purposes. It was built to serve large numbers of people while also meeting the needs of the railroad personnel. Passengers were provided

⁴ Wolfenbarger, E-22.

⁵ Ibid., E-24-25.

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Strong City AT&SF Depot
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with their own waiting areas away from the daily operations of the railroad. Women and children were given a separate waiting area on the east end of the building away from the main waiting room. Railroad personnel operated in the center portion of the building. Employees also transferred baggage, goods, and freight from the train to the simple unadorned freight room on the west end of the depot. The depot provided regular mail and freight delivery. Nearly everything the citizens and businessmen of Strong City and Chase County needed came through the depot.

An abundance of passenger traffic and freight delivery continued at the depot for several years. However, the automobile and trucking industries were emerging as alternative modes of transportation, and the railroads began to see decreasing numbers. Railroads became the preferred method for long distance, overland freight transport, while large trucks began moving freight over lesser distances. In 1916, "the nation's rail mileage peaked at 254,037." New construction of tracks slowed significantly after 1917, with "no track miles added in Kansas between 1928 and 1944."⁶

According to the Historic Railroad Resources of Kansas Multiple Property Submission:

The AT&SF built more than 500 depots in Kansas, or about 27% of the depots eventually constructed in the state...Although not greatly different from other rail lines combination depots in their basic room plan, the Santa Fe depots employed a few architectural features that provided a distinctive corporate image for the company. Later replacement brick stations, although generally more customized, were still founded on standardized plans." These "county-seat" stations are successful examples of a corporate architectural style that has become an icon throughout the state.⁷

Passenger service to Strong City ended in the late 1940s. Until recently, the railroad used the facility for offices and storage. Now owned by the City, it sits vacant awaiting renovation. The depot's location along the Kansas Flint Hills Scenic Byway and the Community Connection Trail affords it many possibilities to carry on the transportation legacy of Strong City.

⁶ Ibid., E-11.

⁷ Ibid., E-33.

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Strong City AT&SF Depot
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Continuation Sheet**

Strong City AT&SF Depot
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Verbal Boundary Description

The boundary of the Strong City Atchison, Topeka & Santa Fe Depot is as follows: Commencing at the East line of the SE1/4 of SE1/4 of Section 17, Township 19 South, Range 8 East of the 6th P.M. Chase County, Kansas, and the centerline of the BNSF Railway Company; thence N.67 degrees 16'19"W. (assumed) on the centerline of said Railway Company for a distance of 290.00 feet; thence N. 22 degrees 43'31"E. at right angles for a distance of 18 feet to the True Point of Beginning; thence continuing N. 22 degrees 43'31"E. for a distance of 82 feet to the South line of Block 7 in the Original Cottonwood Addition to Strong City, KS; thence N.67 degrees 16'19"W. parallel with the centerline of BNSF Railway Company and the South lines of Blocks 7 and 11 of said Addition for a distance of 350 feet; thence S.22 degrees 43'41"W. for a distance of 82 feet; thence S.67 degrees 16'19"E for a distance of 350 feet to the True Point of Beginning.

Boundary Justification

The nominated property includes the parcel historically associated with the Strong City Atchison, Topeka & Santa Fe Depot. Until recently, the BNSF Railway Company owned the depot and the land on which it sits. The railroad company transferred the building and land to the City of Strong City.

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Strong City AT&SF Depot
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Photographic Information

1. Strong City Atchison, Topeka & Santa Fe Depot
2. Chase County, KS
3. Photograph by Patrick Zollner
4. February 1, 2006
5. Digital photographs on file at the Kansas State Historical Society

Photo #1: South (front) elevation, view from the southeast

Photo #2: South (front) elevation, view from the south

Photo #3: Baggage doors, south (front) elevation, view from the south

Photo #4: Gutters, north (rear) elevation, view from the north

Photo #5: Freight wing, interior

Photo #6: Offices, interior

Photo #7: Offices, interior

Photo #8: Offices, interior

Photo #9: Main waiting room, interior

Photo #10: Restroom

Photo #11: Exterior chimney

Photo #12: North (rear) elevation, entrance, view from north

Photo #13: North (rear) elevation, eaves and dormers, view from north

Photo #14: North (rear elevation), view from north