



United States Department of the Interior

NATIONAL PARK SERVICE

1849 C Street, N.W.
Washington, D.C. 20240

**Entered in
The National Register
of
Historic Places**

May 17, 2010

Notice to file:

This property has been automatically listed in the National Register of Historic Places. This is due to the fact that the publication of our Federal Register Notice: "National Register of Historic Places: Pending Nominations and Other Actions" was delayed beyond our control to the point where the mandated 15 day public comment period ended after our required 45 day time frame to act on the nomination. The nomination is technically adequate and meets the National Register criteria for evaluation, and thus, automatically listed in the National Register of Historic Places.

Edson H. Beall
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National Register of Historic Places
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United States Department of the Interior
National Park Service

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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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Holyrood Santa Fe Depot
other names/site number 053-2530-0003

2. Location

street & number Between Main Street and Smith Street not for publication
city or town Holyrood vicinity
state Kansas code KS county Ellsworth code 053 zip code 67450

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 at the following level(s) of significance:
 national statewide x local
Patricia Selcher 3-30-10
Signature of certifying official Date
Deputy SHPO
Title State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register
 other (explain:)
John Edson H. Beall 5.17.10
Signature of the Keeper Date of Action
**Entered in
The National Register
of
Historic Places**



5. Classification

Ownership of Property
(Check as many boxes as apply)

Category of Property
(Check only one box)

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

- private
- public - Local
- public - State
- public - Federal

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

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

Historic Railroad Resources of Kansas

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Current Functions
(Enter categories from instructions)

Transportation: Rail-related

Vacant / Not in Use

7. Description

Architectural Classification
(Enter categories from instructions)

Materials
(Enter categories from instructions)

Late Victorian: vernacular

foundation: _____
walls: Wood
roof: Wood: Shingle
other: Brick (chimney)

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Holyrood Santa Fe Depot (1887) is located in downtown Holyrood of the Valley Township in Ellsworth County, Kansas. The depot is in its original location on the north side of the east-west running AT&SF railroad tracks (which have been removed) between Main Street to the west and Smith Street to the east.

Narrative Description

Exterior

Built in about 1886, the 24'x 62' timber and frame depot sits upon a pier foundation and features a rectangular footprint. The building's long elevation faces the tracks and includes a freight area on the west end and a passenger waiting area on the east end. The building's exterior features board-and-batten wood siding, horizontal wood siding covering the building's pier foundation, a wood shingle gable roof, multi-light double-hung wood windows, and a single interior chimney. The building retains much of its original fabric including sliding freight doors, most windows and sashes, interior wood floors, and wainscoting. The walk-in doors have been removed and stored. Decorative elements are also intact and include most eave brackets (two that have fallen) and small window hoods. The building's original exterior paint was a dark red, but was later painted yellow. In 1974, it was painted white. There is a fourteen-foot-wide ramp extending up to the loading dock on the building's west end that extends westward.

East Elevation

The east elevation faces Smith Street and includes the short, gable-end. Five wood eave brackets support the wide overhanging roof. Board-and-batten siding extends from the roofline to the bottom of the windows. Horizontal wood siding covers the area beneath the windows. There are four windows on this elevation – a pair of four-over-four wood sash windows is flanked by a six-over-six wood sash window on either side. The small window hoods are intact. The two middle windows are boarded, but the sashes remain in place. The glass from these windows is not extant.

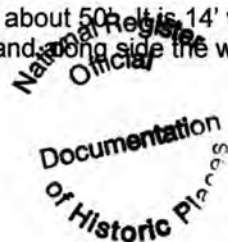
North Elevation

This long elevation includes the passenger waiting area on the left and the freight storage area on the right. Eight wood eave brackets support the wide overhanging roof. Board-and-batten siding extends from the roofline to the bottom of the windows. Horizontal wood siding covers the area beneath the windows. There are three six-over-six wood windows that are boarded up. The swinging wood door has been removed and is in storage, and the door opening has been boarded. There is a six-light transom above the door that is boarded (the glass panes are gone). The small window and door hoods are intact. The two eastern-most windows open into the waiting room, while the third window and the door open into the office.

West Elevation

The west elevation includes the short, gable-end. Four wood eave brackets support the wide overhanging roof – (one eave is missing). Board-and-batten siding extends from the roofline to about three-feet above grade. Horizontal wood siding, which is angled to mimic the slope of the adjacent wood ramp, covers this bottom area. There is a sliding freight door at the northwest corner that leads into the freight room. Above the door is a multi-light transom window (with the glass panes intact) that is boarded. The small hood over the freight door is intact.

An elevated wood freight dock extends westward from the building's northwest corner about 50'. It is 14' wide with a ramp at the west end. It is made of wood beams and wood decking. Attached to the dock and along side the west side of the depot is a 14' wood ramp sloping down to the south.



South Elevation (trackside)

This long elevation faces the railroad tracks and includes the freight storage area on the left and the passenger waiting area on the right. Nine wood eave brackets support the wide overhanging roof. Board-and-batten siding extends from the roofline to the bottom of the windows. Horizontal wood siding covers the area beneath the windows.

The western-most opening is a sliding freight door, with its door track intact, that leads into the freight storage area. Above the door is a multi-light transom window (with the glass panes missing) that is boarded. The small exterior door hood is intact on the exterior. The second opening (from the west) is swinging pedestrian door that leads into a small "conductor's room." The opening is boarded and the door has been removed and put in storage. Above the door is a six-light transom window sash with no glass. It, too, is boarded. The small door hood is intact.

Centrally located on this elevation is a three-bay window defined by a gable dormer roof. The three windows within this projecting bay are boarded. The wood sashes include six lights each, but no glass panes remain. The small window hoods are intact.

East of the bay window is a pedestrian door that leads into the passenger waiting area. The opening is boarded and the door has been removed and put in storage. Above the door is a six-light transom window sash with no glass. It, too, is boarded. The small door hood is intact.

Finally, at the building's southeast corner is a single double-hung wood window with six-light sashes. The glass panes are missing and the window is boarded. The small hood is intact.

Interior

The west half of the building was used for freight storage and the east half of the building housed the office and passenger waiting area. A wall with a ticket window separates the office and the passenger waiting room. The interior of the office and passenger waiting area features typical finishes such as plaster walls and ceilings, wainscoting, wood window and door trim, and wood floors. The condition of these finishes is generally poor, but salvageable. Plaster is pulling away from the lath and has fallen in many places. The office includes remnants of cabinets and built-in features.

The interior of the freight area remains unfinished as it did historically. Interior walls are constructed of diagonal lumber. The north half of the freight room is elevated and contains a wood floor. The south portion of the freight area is sunken to ground level. A centrally located ramp connects the two spaces.



8. Statement of Significance

Applicable National Register Criteria

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

- 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 is 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 old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Architecture
Transportation

Period of Significance

1887-1960

Significant Dates

1887

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

AT&SF Railway

Period of Significance (justification)

The period of significance begins with the building's date of construction in 1887 and extends to 1960, the fifty-year closing date for periods of significance where activities begun historically continue to have importance but no more-specific date can be defined.

Criteria Considerations (explanation, if necessary)

N/A

National Register
Official

Documentation
of Historic Places

Statement of Significance

Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Holyrood Santa Fe Depot (1887) is nominated to the National Register of Historic Places as part of the "Historic Railroad Resources of Kansas" multiple property submission. It is nominated under Criterion A for its association with local and regional transportation history, and under Criterion C for its architectural significance as an example of a late Victorian-era combination depot. The building retains its historic form and materials and meets the registration requirements as outlined in the associated multiple property document.

Narrative Statement of Significance

Historic Context

Atchison, Topeka & Santa Fe Railroad: 1859-1951¹

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 eastern Kansas to reach the Chisholm Trail in what is now Newton. The cattle trade eventually became a large source of income in these early years of the Santa Fe. In addition to Newton, the Wichita branch was constructed because of cattle trade, as was Dodge City, Hutchinson, and others. Besides cattle, buffalo hides were a significant percentage of freight shipped in the 1870s.

As the tracks moved westward through Kansas, the Santa Fe found that the state was not populated heavily enough to generate sufficient passenger and freight business. Therefore, not only did the connections beyond the state become more critical, but efforts were begun to lure settlers to Kansas. The company was motivated to sell their land in order to meet payrolls and pay interest on massive floating debts.² Like other railroad companies, the Santa Fe started a land department, and later an immigration office, to direct the sale of its land acquired from grants and purchases. One particularly ethnic group that settled heavily in Kansas as a result of efforts of the Santa Fe was the Russian-Germans, with the Mennonites having one of the larger blocks. The Mennonites are credited with bringing "hard red winter wheat" with them to Kansas, which eventually became the standard wheat and allowing the state to become a leading wheat producer in the world. The total number of Russian-Germans which immigrated to Kansas in the 1870s alone has been estimated at about 12,000.³

The Santa Fe managed to stay financially solvent after the grasshopper plague and the droughts of the 1870s and was noted for its sensible management. A railroad magazine of the time called it "one of the best roads west of the Mississippi."⁴ Its fame would grow in other areas as well, through the efforts of Fred Harvey and his desire to provide quality food and service to railroad travelers, an amenity that was sorely lacking in the early years of railroads. ...

The AT&SF's fame extended beyond the state for reasons other than the Harvey Houses. After connecting with Pueblo in 1876, and from there Denver, and Santa Fe, the AT&SF moved on through Arizona towards southern California. After some struggles with competing companies, by 1887 the AT&SF connected Chicago with Los Angeles and Houston. The company did not lose sight of the importance of Kansas, however, and it continued to grow here with approximately 200 miles of line constructed in the 1880s.⁵ Other mileage was added through acquisitions and mergers. The company's

¹ This brief history of the Atchison, Topeka & Santa Fe is taken from: Deon Wolfenbarger, "Historic Railroad Resources of Kansas" Multiple Property Documentation Form, National Register of Historic Places, 2001, p. E30-E33. Filed at the Kansas State Historical Society, Topeka. Accessible online at:

http://www.kshs.org/resource/national_register/MPS/Historic_Railroad_Resources_Kansas_mps.pdf.

² Norman E. Saul, "The Migration of the Russian-Germans to Kansas," *The Kansas Historical Quarterly* (Spring 1974): 47. As quoted in Wolfenbarger, "Historic Railroad Resources of Kansas" Multiple Property Documentation Form.

³ Ibid. As quoted in Wolfenbarger.

⁴ Pamela Berkman, ed. *The History of the Atchison, Topeka & Santa Fe* (New York: Smithmark, 1995), p. 13. As quoted in Wolfenbarger.

⁵ Robert Collins, *Ghost Railroads of Kansas* (David City, NE: South Platte Press, 1997) 9, 11. As quoted in Wolfenbarger.

mileage peaked in 1932 at 3,109.9 miles out of 9,282.9 miles statewide, or approximately 1/3 of the total rail miles in Kansas.⁶

It was not only through track mileage that the Santa Fe was the most visible railroad company in the state. The AT&SF built more than 500 depots in Kansas, or about 27% of the depots eventually constructed in the state. Many of these were wood, and like other companies, they utilized standardized plans. 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...

When the AT&SF upgraded its equipment, Kansans were among those who were able to take advantage of emerging railroad technologies. Some communities were served by the "Chiefs" with the newest equipment of the day as well as the fastest schedule. Citizens served by branch lines, on the other hand, traveled on the gas-electric, self-propelled "doodle-bugs." The Santa Fe was considered one of the better managed roads in the West and retained its reputation through the twentieth century. It survived the 1960s by abandoning unprofitable branch lines, cutting back on both passenger and freight service, and concentrating on a variety of fast cross-country intermodal trains. It merged with Burlington Northern in 1994.⁷

Depot Architecture⁸

Like many companies when they first started construction in Kansas, the earliest depots along the Santa Fe were simple, utilitarian structures. Later replacement combination-type depots were still simple buildings, but with the addition of a few inexpensive architectural features that not only were more visually appealing but also helped to create the Santa Fe "look". This consisted of a gable roof building with overhanging eaves and brackets. It was the agent's bay window, while certainly not unique, which gave the Santa Fe combination depots their distinctive look. The three-sided bay had angled or "beveled" side walls with spandrels joining its corners to the eaves of the main roof. Above, the gable dormer had an overhanging bargeboard with corner brackets. Siding was normally horizontal clapboard, but sometimes vertical boards were used. Vertical trim boards helped demarcate the corners, sill level, as well as the corners of the bay windows. This helped to divide the building visually, and rid the building of a 'cheap, primitive look.'⁹ The standardized plans for Santa Fe combination depots often varied just in size.

By having standardized plans prepared internally, the cost of hiring an architect for each station was eliminated. After a short time, railroad companies' prior experience with building depots led them to develop a pared-down building where form met function perfectly – a linear rectangle oriented to the tracks containing a waiting room, agent's office, and a freight/baggage room. This combination depot offered a sheltered area for passengers to wait to board trains, a room for freight and express packages to be stored, and an office for agents to both sell tickets as well as tend to relay orders for trains.

In the area of architecture, railroad depots are significant as the physical reminders that are most clearly recognized by the public for their association with the railroads. The buildings' physical forms are clearly aligned with their function – a rectangular structure aligned with the railroad track generally divided into three rooms, one for each for passengers, baggage, and station agent. Often constructed from standardized plans, many depots are architecturally significant as symbols of corporate identity.

Architecturally, the Holyrood depot fits nicely within the context of early Santa Fe depots in Kansas. This vernacular building has vertical board-and-batten siding with simple Victorian characteristics that include eave brackets, a projecting bay window with a gabled roof, and multi-light windows. The function of the Santa Fe depot required a large overhang to shelter waiting passengers, which was easily achieved with its low-pitched gable roof.

Community and Property History

⁶ *A History of Railroad Construction and Abandonment Within the State of Kansas* (n.p., Kansas Corporation Commission, Transportation Division, 1 October 1972), p. 19. As quoted in Wolfenbarger.

⁷ Collins, p. 12. As quoted in Wolfenbarger.

⁸ This brief architectural history of the Atchison, Topeka & Santa Fe is taken from: Wolfenbarger, "Historic Railroad Resources of Kansas," p. E23-24. Accessible online at:

http://www.kshs.org/resource/national_register/MPS/Historic_Railroad_Resources_Kansas_mps.pdf.

⁹ Roger H. Grant, *Kansas Depots*, (Topeka: Kansas State Historical Society, 1990), p. 47. As quoted in E24.



Holyrood, Kansas

Documentation

The area's first settlers arrived in the early 1870s. Holyrood's centennial publication notes that the "Holyrood" post office was established in June of 1874 and was changed to "Holyrood" on July 26, 1898.¹⁰ A *Holyrood-Bushton News Gazette* article published July 11, 1979 suggests the town's name can be traced back to Holy Rood Abbey near Edinburgh and, later, Holyrood, Ontario. Other sources, including John Rydjord's *Kansas Place-Names*, confirm the name Holyrood has Scottish roots, but, regardless of its origins, the spelling is an interesting story:

...The name was spelled Hollyrood, but, according to local story, a high wind blew one of the letters from the sign on the depot and no one bothered to replace it. After fourteen years, the railroad made the change to Holyrood official.¹¹

The AT&SF Railroad pushed through the area in 1886. The city wasn't incorporated until 1904. By 1910 its population reached 361, and by 1912, the city boasted a bank, a money order post office with two rural routes, telegraph and express offices, telephone connections with the surrounding towns, a grain elevator, a weekly newspaper (the *Banner*), Catholic, Lutheran and Methodist churches, graded and high schools, a hotel, several well stocked mercantile houses. Holyrood also served as a shipping point for a large agricultural district.¹²

Information about the origins and early history of the depot is scarce, but research from various primary and secondary sources reveals a rather complicated beginning. The AT&SF Railroad arrived in Ellsworth County in 1886, and the company's early maps show this particular branch of the railroad beginning at Little River, Kansas, and proposed to continue west through Holyrood and across Barton County.¹³ A revised AT&SF map dated March 1, 1889 shows the railroad to have ended at the Ellsworth/Barton County line.¹⁴ By 1909, however, the company's map indicates the line ended at Holyrood.¹⁵ The line was extended sometime after 1909 and reached Galatia in northwest Barton County in about 1919. Plans were to continue the line to Hays, but Galatia remained the end of the line.

The scenario presented by the early Santa Fe maps is explained in the Kansas Corporation Commission's history of railroad construction and abandonment, which lists the Chicago, Kansas, and Western Railroad Company as having completed the line from Little River to Lorraine, Lorraine to Holyrood, and Holyrood to the west line of Ellsworth County for operation in 1887. It further documents that four miles of track between Holyrood and the west Ellsworth County line was abandoned in 1899, temporarily making Holyrood the end of the line.¹⁶

In his book *Santa Fe: The Railroad that Built an Empire*, James Marshall explains that the Chicago, Kansas, and Western Railroad Company was contracted to construct this line on May 31, 1886, and that the line was open for operation on December 31, 1887. The AT&SF Railroad began their lease of the line from the CK&W Railroad on October 1, 1889, and purchased the line on April 10, 1901.¹⁷

A 1935 *Holyrood-Bushton Gazette* newspaper feature¹⁸ even weighed in on the railroad's early history suggesting the depot had been built in 1886 or 1887 and that the line had extended beyond Holyrood. The article provided no additional information than what is referenced above, but it helps confirm the early history that emerged from the early maps and the two histories.

Another recollection of the depot's history can be found in a book produced in 1986 recognizing Holyrood's centennial.¹⁹

...for years Holyrood was the last station on the Santa Fe line. A turn-style was used to turn the engines for their return trip. (This turn-style was located southwest of the present depot between the depot and fire station.)

¹⁰ *Holyrood Centennial 100 Years 1886-1986*. pp. 4-5 & 7.

¹¹ John Rydjord, *Kansas Place-Names* (Norman: University of Oklahoma Press, 1972), 156. Two earlier newspaper articles are cited as the source of this story: *Hutchinson News*, 2 March 1958 and *Wichita Beacon*, 18 August 1929.

¹² Frank Blackmar, *Kansas: A Cyclopedia of History*, accessible online at: <http://skyways.lib.ks.us/genweb/archives/1912/>

¹³ *Atchison Topeka & Santa Fe Rail Road and Its Auxiliary Roads Map*. March 1, 1887.

¹⁴ *Atchison Topeka & Santa Fe Rail Road and Its Auxiliary Roads Map*. March 1, 1889.

¹⁵ *Atchison Topeka & Santa Fe Rail Road and Its Auxiliary Roads Map*. July 7, 1909

¹⁶ V. L. Wenger (Rate Analyst), *A History of Railroad Construction and Abandonment within the State of Kansas, Vol. 1* (Topeka, KS: Kansas Corporation Commission, Transportation Division Rate Section, June 15, 1972), 26.

¹⁷ James Marshall, *Santa Fe: The Railroad that Built an Empire* (Random House: New York, 1945).

¹⁸ *Holyrood Gazette*. 13 March 1935, p. 4.

¹⁹ *Holyrood Centennial 100 Years 1886-1986*. pp. 4-5 & 7.

The train was the most vital part of the local economy. It came in every day around noon – give or take – and on Saturdays, the steam engine was banked up for the return trip on Monday morning. Associated with it was a lucrative dray service that remained in service for a long time.

The wheat elevator, while small was able to keep the wheat moving with the excellent service of the train. The stockyard was at the extreme east edge of the city. Cattle were driven overland and spent the night in the stockyard.

Holyrood's Santa Fe depot served as both a freight and passenger depot into the mid-twentieth century. Although no recollections have been found noting the depot's closure, local historians recall that freight service ended in the early 1980s. Its passenger service likely ended many years prior. These closure trends mimic what happened across Kansas during the mid-twentieth century. After World War II, the number of railroad stations in Kansas steadily declined. In 1950 there were 1,508 and by 1990 there were only a few hundred.²⁰ The vast reduction in passenger service due to the rise of the automobile is partly to blame as well as new communications technology that rendered the depot agent obsolete. There were also consolidations that left only 7,086 miles of track as of 1988 and railroad abandonment requests continue to be made. Depots that remain are often publicly or privately owned and in varying states of repair. Many of them are museums and some serve as visitor's centers for small towns.



9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

²⁰ Grant, 107. It is not known how many depots remain in Kansas today, but the number has likely dropped from the total in 1990 when *Kansas Depots* was published.

Atchison Topeka & Santa Fe Rail Road and Its Auxiliary Roads Map. Annual Report of the AT&S RR Co.: March 1, 1887 and March 1 1889; Poole Brothers. Chicago: July 7, 1909. Also accessible at: <http://www.kansasmemory.org/>

Berkman, Pamela, ed., *The History of the Atchison, Topeka & Santa Fe.* New York, NY. Smithmark, 1995. p. 8

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Holyrood-Bushton News/Gazette. Holyrood, KS. Dates: July 11, 1979. p. 1.

Holyrood Centennial Committee. *Holyrood Centennial 100 Years 1886-1986.* Ellsworth, KS: Ellsworth Publishing Company. 1986. p. 4-5 & 7.

Holyrood Gazette. Holyrood, KS. Dates: March 13, 1935. p. 4.

Marshall, James. *Santa Fe: The Railroad that Built an Empire.* Random House, New York. 1945.

Wenger, V.L., Rate Analyst. *A History of Railroad Construction and Abandonment within the State of Kansas, Vol. 1.* Kansas Corporation Commission, Transportation Division Rate Section. June 15, 1972. p. 26.

Wolfenbarger, Deon. "Historic Railroad Resources of Kansas" National Register Multiple Property Documentation Form. Topeka: Kansas State Historic Preservation Office, 2001. Also accessible at: http://www.kshs.org/resource/national_register/MPS/Historic_Railroad_Resources_Kansas_mps.pdf

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

Name of repository: Kansas Historical Society

Historic Resources Survey Number (if assigned): _____



10. Geographical Data

Acreeage of Property Less than one acre

Name of Property: Santa Fe Depot
City or Vicinity: Holyrood
County/State: Ellsworth County, Kansas
Photographer: Julie Weisgerber

Description of Photograph(s) and number:

- 1 of 11 South elevation (left) and east elevation (right), facing NW – Photograph taken 12-18-2009
- 2 of 11 West elevation (left) and south elevation (right), facing NE – Photograph taken 12-18-2009
- 3 of 11 East elevation (left) and north elevation (right), facing SW – Photograph taken 12-18-2009
- 4 of 11 North elevation (left) and west elevation (right), facing SE – Photograph taken 12-18-2009
- 5 of 11 East elevation, close-up of Santa Fe logo, facing W – Photograph taken 12-18-2009
- 6 of 11 South elevation, close-up of bay window and eave, facing NE – Photograph taken 10-3-2008
- 7 of 11 Interior – Photograph taken 12-18-2009
- 8 of 11 Interior – Photograph taken 12-18-2009
- 9 of 11 Interior, bay window – Photograph taken 10-3-2008
- 10 of 11 Interior – Photograph taken 10-3-2008
- 11 of 11 Interior – Photograph taken 10-3-2008

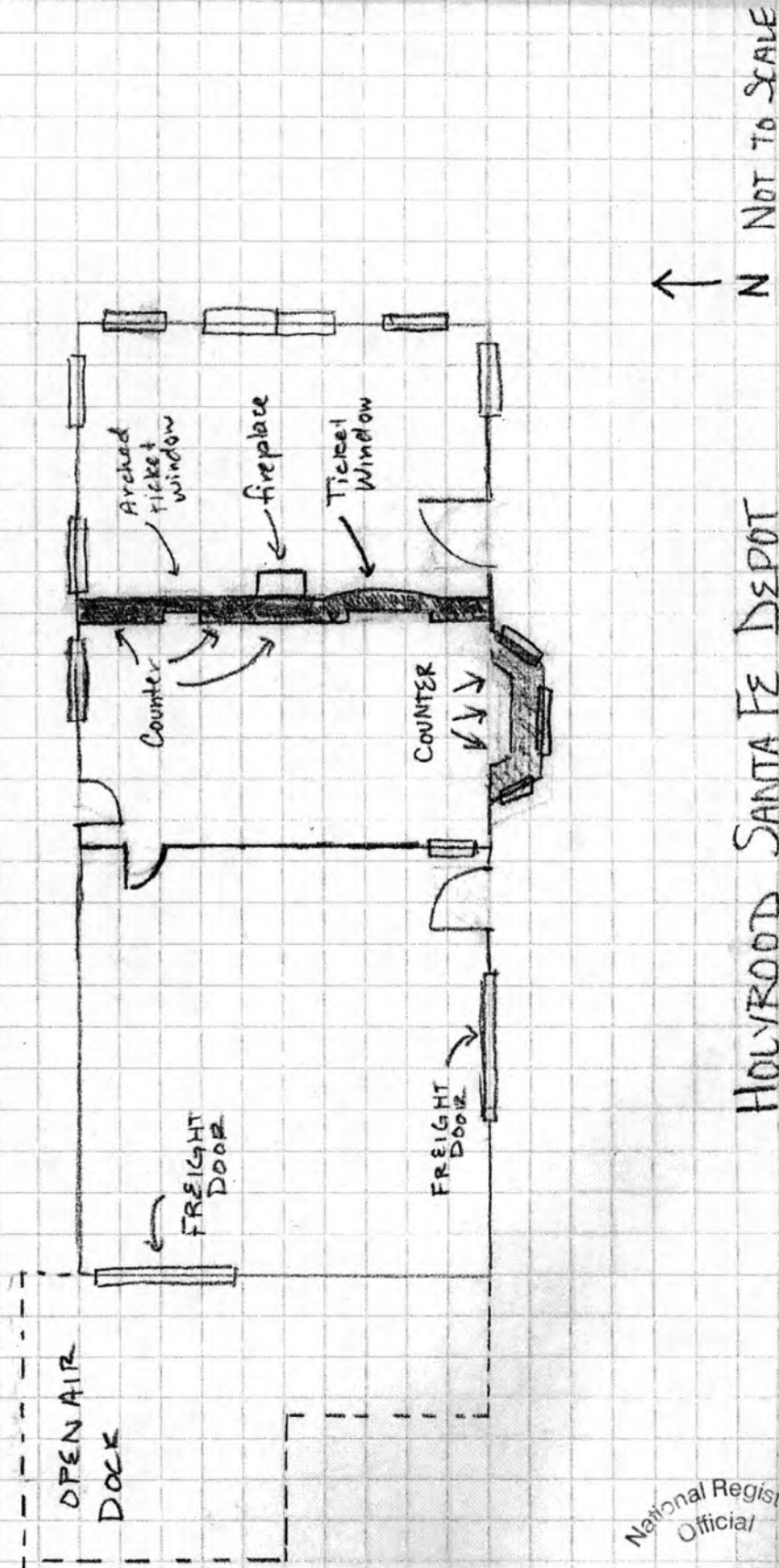
Property Owner:

(complete this item at the request of the SHPO or FPO)

name Iowa Trails Council
street & number PO Box 131 telephone 319-849-1844
city or town Center Point state Iowa zip code 52213-0131

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.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.





National Register
Official
Documentation
of
Historic Places

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Holyrood Santa Fe Depot
NAME:

MULTIPLE Railroad Resources of Kansas MPS
NAME:

STATE & COUNTY: KANSAS, Ellsworth

DATE RECEIVED: 4/02/10 DATE OF PENDING LIST: 5/07/10
DATE OF 16TH DAY: 5/22/10 DATE OF 45TH DAY: 5/17/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000262

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 5.17.10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



































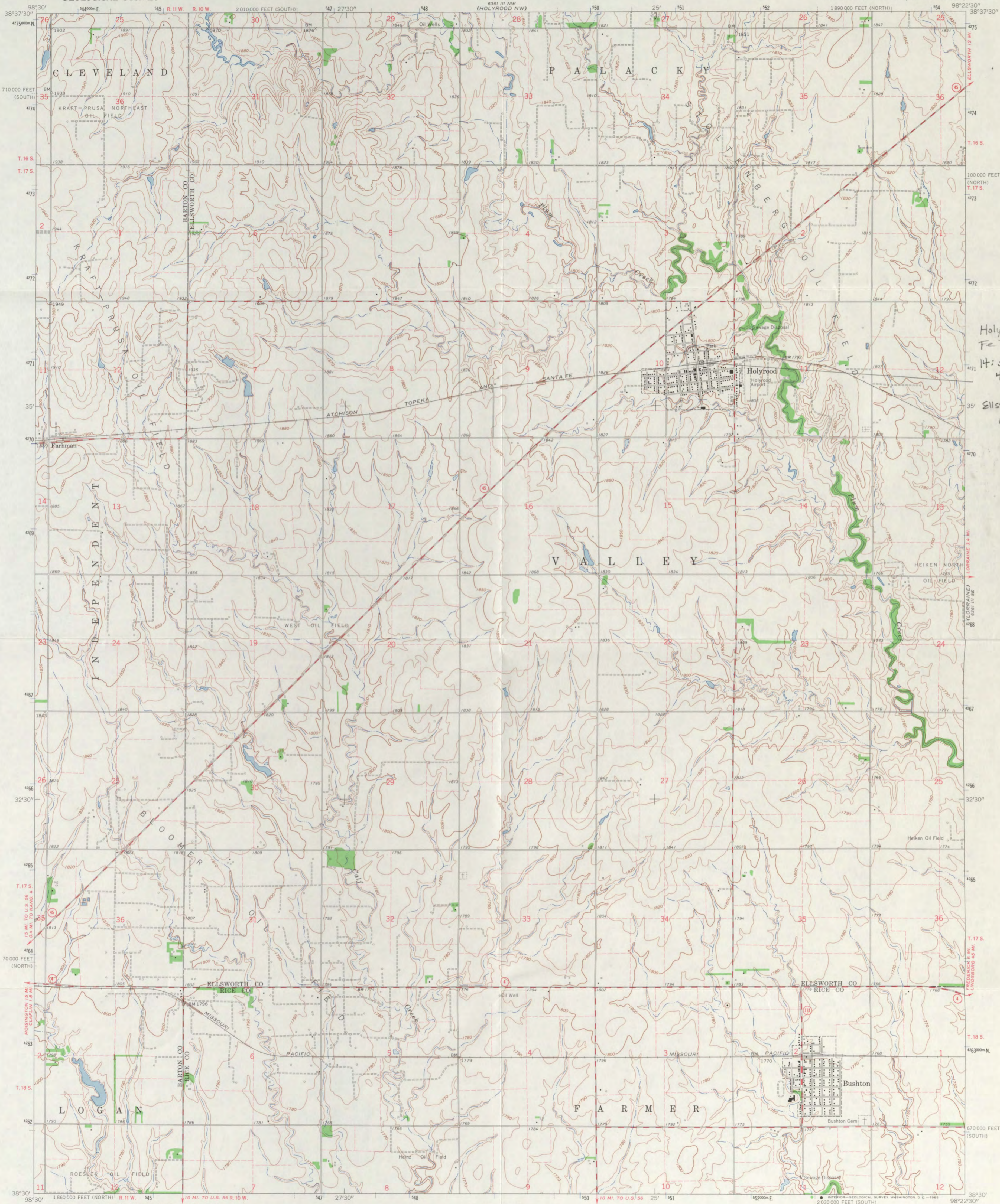






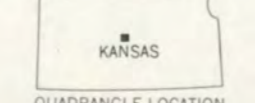
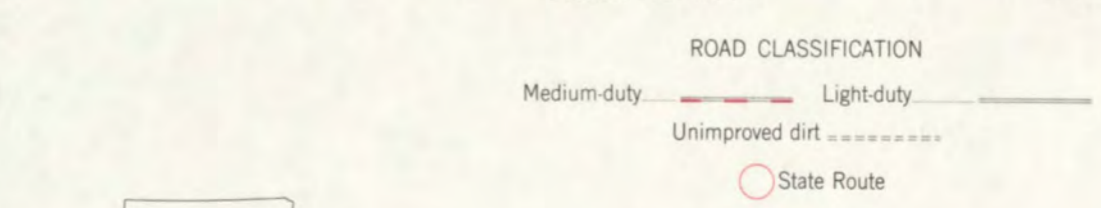
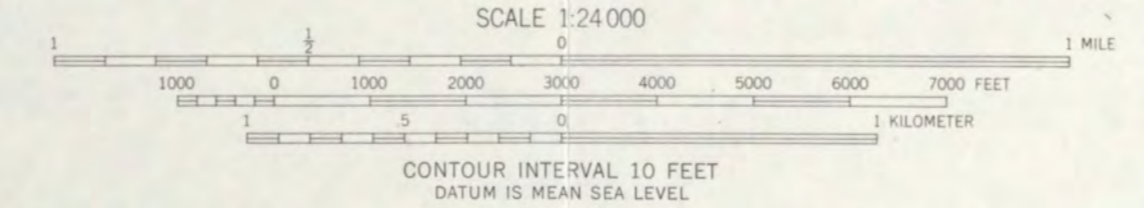
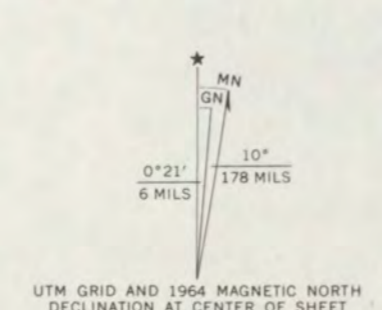






Holyrood Santa Fe Depot
H: 550360 E
4271000 N
Ellsworth Co., KS

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs taken 1959. Field checked 1963-64
Polyconic projection. 1927 North American datum, 10,000-foot grids based on Kansas coordinate system, north and south zones
1000-meter Universal Transverse Mercator grid ticks, zone 14, shown in blue
Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER 25, COLORADO OR WASHINGTON 25, D. C.
AND BY THE STATE GEOLOGICAL SURVEY, LAWRENCE, KANSAS
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

HOLYROOD, KANS.
N 3830—W 922.5/7.5

1964
AMS 6361 III SW—SERIES V878



KANSAS

Kansas Historical Society
Cultural Resources Division

MARK PARKINSON, GOVERNOR

March 31, 2010

Carol Shull
National Register of Historic Places
National Park Service
1201 Eye Street, N. W.
8th Floor (MS 2280)
Washington, DC 20005

Dear Ms. Shull:

Please find enclosed the following National Register nominations (all new submissions):

- Uniontown Cemetery – Willard vicinity, Shawnee Co., Kansas
- Holyrood Santa Fe Depot – Holyrood, Ellsworth Co., Kansas

Additionally, enclosed is a copy of the Fall 2009 issue of *Kansas Preservation* newsletter that I would like to share with Linda McClelland. Could you please see that she receives it?

Do not hesitate to contact me if you have any questions. I may be reached at 785-272-8681 ext. 216 or smartin@kshs.org.

Sincerely yours,

Sarah J. Martin
National Register Coordinator

Enclosures