MP-1946

NPS Form 10-900
United States Department of the Interior
National Park Service

OMB No. 1024-0018

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Nat. Reg. of Historic Places

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 Santa Fe Depot

Other names/site number Santa Fe Station; KHRI #045-3010-01196

Name of related Multiple Property Listing Historic Resources of Lawrence, Douglas County, Kansas (2014)

2. Location

Street & number 413 E 7th Street ☐ not for publication

City or town Lawrence ☐ vicinity

State Kansas Code KS County Douglas Code 045 Zip code 66044

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 Applicable National Register Criteria: ___ A ___ B x C ___ D

Patrick Zollner 11-21-17

Signature of certifying official/Title Patrick Zollner, Deputy SHPO Date

Kansas State Historical Society

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:

x 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:)

Signature of the Keeper 1-5-18

Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply.)

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

Category of Property
(Check only **one** box.)

X	building(s)
	district
	site
	structure
	object

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	**Total**

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.)

Transportation/Rail-Related

7. Description

Architectural Classification
(Enter categories from instructions.)

Mid-Century Modern

Materials
(Enter categories from instructions.)

foundation: Concrete
walls: Brick, Concrete Block, Aluminum & Glass
Curtain Walls
roof: Tar, Gravel
other:

Summary

The Santa Fe Depot located in Lawrence, Douglas County, Kansas is a Mid-Century Modern structure that was constructed in 1955 and is located adjacent to the currently active Burlington Northern Santa Fe Railway line at the northern terminus of the historic East Lawrence neighborhood and four blocks east of Massachusetts Street, the primary central street of Lawrence's commercial district (*Figure 1*). The rectangular building is sited on a northwest-northeast axis parallel with the active rail lines to the northeast; the building is clad with brick and stone. The exterior of the building is nearly unchanged from its original construction, and the interior has had only minor alterations. The Santa Fe Depot is a good example of the Mid-Century Modern Commercial Building property type identified in the "Lawrence Modern, 1945-1975" historic context of the amended *Historic Resources of Lawrence, Douglas County Kansas*.[1]

Elaboration

Figure 1: Contextual map; depot is marked by X.

The Santa Fe Depot located in Lawrence, Douglas County Kansas is a Mid-Century Modern structure designed by Warren Corman and Warren Jones and constructed in 1955. The structure is a single story building with a total area of 4,670 s.f. The building's low pitched, metal decked roof is covered with asphalt roofing and is divided into two distinct levels with the tallest level the portion to the northwest of the structure. The roof edge fascia is anodized aluminum sheet metal approximately 12" tall at the canopy perimeter and 10" tall at the roof perimeter. The fascia is installed with an outward tilt at the top and with a three-part horizontal reinforcing fold pattern that emphasizes the horizontal line of the fascia and building. The roof has wide overhanging eaves with cement plaster surfaces. The flat roofs have built up tar and gravel exterior surfaces. A brick chimney pierces the center portion of the lower roof. The chimney has 37 courses of brick above the roof line. The primary building material is face brick installed over concrete masonry units. The brick is laid in an English bond and is a mix of rough dark and light brown colored units. Cut limestone accents are used throughout the exterior of the structure. These masonry walls sit on a re-enforced concrete foundation and slab, and enclose the glass wall and entryways.

Interacting with the main roofs at critical entry and receiving points are the roofs of the surrounding outdoor receiving canopies that are supported by doubled 2 ½" pipe columns, originally light green (now beige except at track side), that hold a structure of I-beams connected to a steel deck and a tar and gravel surface above. The canopies, like the roof overhangs, also have cement plaster soffit surfaces. The canopies create a large outdoor-indoor flow of space as well as ample shelter for passengers, freight, and baggage. New replacement sidewalks exist on the street side.

South (Street Side) Façade[2]

The south or street-side elevation presents an excellent example of Mid-Century Modern architecture. The facade's abstract composition is an asymmetrical arrangement of masses and sleek horizontal lines emphasized by overlapping flat roofs and wide polished aluminum cornices. This elevation, like the trackside elevation, is designed to indicate the internal functions of the building. The elevation is divided into three sections: the passenger waiting area (west end), the office area (center), and the freight area (east end). The passenger waiting room has a "high roof," which is articulated

[1] Dale Nimz, "Lawrence Modern, 1945-1975," amendment to *Historic Resources of Lawrence, Douglas County, Kansas* National Register Multiple Property Documentation Form (2014): F-28 through F-34.

[2] To simplify this description, the building is described in terms of plan north. Therefore, true southwest (street side) is plan south; true northwest is plan west; true northeast (track side) is plan north; and true southeast is plan east.

Figure 2: Former sign

with a recessed, beige, insulated, fluted metal panel on the street-side. Also articulating this section of the building is part of the receiving canopy described above; this canopy covers the waiting room and main entrance on this elevation. A "low roof" covers the rest of the building to the south of the waiting area.

A glass curtain wall comprises the majority of the passenger waiting room's south wall at the north end of the street-side elevation. This historic curtain wall system is made of Geyser aluminum bar windows with rounded, awning ventilator windows. The glass curtain wall is surrounded by brick on the sides and bottom but is flush with the roof line. Below the curtain wall, a planting area is located between the sidewalk and the station wall; above this planter, the building's canopy steps away from the elevation to allow light into the curtain wall and planter.

The main entrance is located to the south of the curtain wall. The recessed entryway is indicated by a cut limestone wall to the south of the historic aluminum double doors that extends toward the street. The tripartite door and window entryway is designed with brushed aluminum and plate glass and is composed of a solid glass wall and two doors. Centered on the entrance and resting on the south edge of the canopy are the illuminated letters AMTRAK, which were installed within the last ten years. Formerly an illuminated Santa Fe was located on the southwest corner of the waiting area roof (*Figure 2*).

To the south of the recessed entry is the south wall of the central office area. This brick wall contains a long horizontal ashlar stone inset; cut stone surrounds the inset. At the west and east ends of this inset are a pair of historic aluminum one-over one double-hung windows with horizontal mullions (typical); these windows light the women's restroom (west) and agent's office (east). To the west of the agent's office windows is a single double-hung unit that lights the men's restroom. To the east of this stone inset is the freight area's entrance defined by a canopy. The entrance is accessed by a single concrete stoop from a sidewalk. The solid wood door contains historic aluminum hardware. A plate glass sidelight with tall brick bulkhead is to the east of the door; two single-pane horizontal transoms are above the door and sidelight. The entire entry system is wood.

The freight office's south wall extends south from the office area's south wall. The canopy shading the freight area's entry extends east to cover the single opening in the freight office's wall. This window system is similar in design to the Geyser system in the passenger waiting area, only it is constructed of wooden stiles, rails, jambs, and sills. The window system is divided into three vertical sections. At the ground level of each section is an awning window; above these is a second awning window on the east and west ends with plate glass the remainder of the height. In front of this window is a wooden (replacement) planter box atop a concrete base.

The street side elevation ends in the raised concrete loading dock with a receiving canopy and pipe columns on the east end of the building. The recessed garage bay opens into the depot's baggage room. The overhead door is non-historic.

East Façade

The east side of the building is primarily for receiving and dispatching freight and baggage. The façade again presents an overlapping group of flat roofs with wide aluminum cornices. The wall plane is split with the south half recessed. This wall contains a historic grouping of three aluminum double-hung windows with cut stone sill which light the freight office. A canopy covers the concrete loading dock and sidewalk. The east wall of the baggage room contains no openings.

North (Track Side) Façade

The north or track-side elevation is divided into two primary sections: the freight and office areas and the passenger waiting area (west end). The brick north wall of the freight and office areas is a single plane containing eight irregular bays. The baggage room, located at the depot's east end, contains four openings in its north wall. From east to west: Double horizontal rectangular two-light aluminum window units with stone sill approximately 4.5 feet above grade; wooden ten-panel overhead door with windows instead of solid panels in second row from top; horizontal aluminum windows like on east side of overhead door; and a solid pedestrian door with single-light transom. To the west of this door is a single aluminum window unit, similar to the others just described, that lights the file room. To the west of the file room is the boiler room, which has two openings in its north wall: A pair of solid doors with single plate glass transom and a single solid pedestrian door with louvered transom to the west of the double doors. To the west of this single door is a horizontal

Figure 3: The new depot in 1956 (*Kansas Memory*)

ashlar stone inset similar to that found on the street-side façade. This inset is not as long at the south side's, but it too contains paired aluminum double-hung windows at either end; these windows light the ticket office. Below this stone inset is a brick planter.

To the west of the ticket office is the north entrance. This recessed entry is a mirror of the one on the south, but where the south entrance is articulated by the perpendicular limestone wall to its east, the north entry is articulated by a shorter perpendicular brick wall at the its east.

The north wall of the passenger waiting area is a full window wall identical to the south side and resting on a small brick bulkhead. Unlike the south side, however, the window walls wrap the east and west corners. The high roof of the waiting area contains a light green, fluted metal panel that wraps around each corner of the waiting room, like its window wall below. The street-side panel, like its window wall below, is recessed.

By their overlapping, the high wall roof and the canopy cornices provide the strong horizontal lines of modern architecture as well as a protected reception under the broad canopy with double pipe columns and an elegant transition to the street side by way of the waiting room. The track-side canopy extends east to the boiler room's double doors. The south edge of the canopy aligns with the north edge of the waiting room's window wall thus the canopy does not abut the north wall of the ticket office. Along the east and west edges of the track-side canopy are historic illuminated letters spelling out LAWRENCE (*Figure 3*).

West Façade

The west façade of the building, under its protective canopy, is a solid brick wall except for its track side corner, which is wrapped with the glass wall system on the north façade. There are cast iron downspouts embedded in the wall. An ADA ramp with handrail was formerly added adjacent to the concrete slab of this side of the structure.

Interior

The Santa Fe Depot building is divided into three interrelated, asymmetrically composed parts made up of a large rectangle which are: the passenger waiting area and entrance hallway (west end), two interlocking rectangles that make up the freight and baggage areas (east end), and an intervening rectangle that is the double-loaded service corridor (*Figure 6: Floor Plan*). This east-west corridor has a ticket office, boiler room, and file room on the north side and women's bathroom, janitor closet, men's bathroom, and agent's office on the south side (rooms listed in order from west to east). The main interior finishes are concrete, face brick, steel, glass, and cut stone. The building's "high roof" and "low roof" suggest that the complex uses underneath can really be simplified into two parts: a passenger waiting area and a service wing.

The south entry doors open into a glass vestibule with a polished cream terrazzo floor with black flecks (typical). Similarly, a vestibule is also located at the north entry; this vestibule is about one foot longer than the south entry. Both vestibules open again through two glass doors into the north-south passageway separating the waiting area (west) and service corridor (east). The vestibules act as transitional space between the outside and inside, as an environmental buffer zone, and as a light box that brings the maximum amount of light into the interior. In 1955 these doors were the epitome of modern thinking and design. The cut stone wall articulating the south entrance extends into the entrance passageway to form the west wall of the women's restroom. Along the west face of this wall in the hallway is an aluminum and glass case that exhibits train schedules and other notices. The entrance hallway is a passage either from one side of the building to the other or a passage that flows into the waiting room. The entrance hallway has a low ceiling relative to the ceiling of the waiting room, and this low ceiling is what clearly defines this space as a passage. This ceiling treatment is also a defining characteristic of modern architecture.

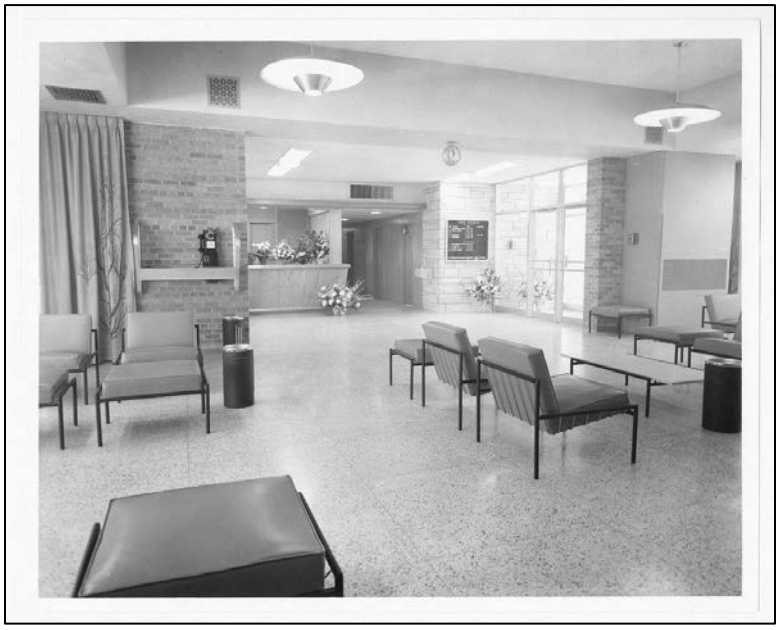

Figure 4: Passenger waiting room in 1956 (*Kansas Memory*).

The waiting area (*Figure 4*), with its much higher ceiling, is a large, open, well-lighted space defined by two window walls (south and north), a brick faced wall of various brown hues (west) and containing a large historic aerial view of the University of Kansas, a polished terrazzo floor, and white acoustical tile ceiling hung from an open web steel joist roof system. The room's east wall is mostly open to the rest of the building; however, at the north and south ends are partial end walls that frame the view. The waiting room is approximately 28' east-west by 38' north-south, but it seems bigger because of the expanded spatial effects created by the indoor-outdoor space under the exterior canopy, which is in full view through the window walls. The space, inside and outside, flows together and seems almost undivided. The light brought into the interior from both directions creates an interior glow on the terrazzo floor, often giving it splashes of light. Light reflects across the west brick wall. The interior of the waiting room makes an excellent example of a "universal" space that provides a sense of expansive freedom within a building.

The historic lighting fixtures in the waiting area enhance the space. The saucer-like, brushed aluminum light fixtures that hang from the waiting room's acoustic tile ceiling fill the overhead space this room, enacting the 1950s modern imagination of flying saucers and beings landing from Mars or from outer space. The hanging and inset ceiling lights are aluminum, incandescent and fluorescent, and are original, as is the hanging clock and the glass and extruded aluminum telephone booth and counter at the north end of the room's east wall. Large environmental systems overhead that drop below the acoustical tile ceiling are boxed in wide brown containers with smooth plastered surfaces. These plastered surfaces were originally painted a light green. The original grilles, which appear to be cast iron in photographs from historic photos, have been replaced in the soffits of these plastered surfaces. The rails which held the light green draperies sweep around the north corners of the waiting room and run straight down the street side windows. These rails are still in place, though the draperies are not.

The ticket office is located to the east of the north vestibule and across the entrance hallway from the waiting room. The office is accessed through a door in the east wall of the north vestibule and through a door in the service corridor's north wall. The office's doors and interior window frames were originally painted light green. The public, working side of the office has a brushed aluminum, sliding Plexiglas wall that the ticket master can open to serve travelers. This Plexiglas system rests on a 5/8 inch "Surfwood" base manufactured by the US Plywood Corporation. The Plexiglas is not original. Corrugated glass and Surfwood form the other exterior wall of the ticket office that runs down the service corridor. The counter is plywood with a linoleum top and a felt underlay. The plans call for a stainless steel trim on the interior and wood trim on the exterior of the counter. The current 12" x 12" vinyl tile floor replaced a 9" x 9" original vinyl tile, and it still exists under the ticket office sink in the southeast sliding door wall closet. Historic built-ins line the east wall of the office.

The double-loaded service corridor has the lowest of the building's dropped acoustical tile ceilings, but its terrazzo floor is a continuation of the terrazzo in the waiting room, the cross passage, and the vestibules. This floor, composed of 5/8" terrazzo, brass divider strips on 3' centers, a 1-1/8" under-bed, and a 6" concrete structural slab, has fine cracks in only a few places, and is in excellent condition. The majority of the service corridor's north and south walls are paneled with plywood, which is a historic finish. The beige baseboards in the corridor are stamped steel. These sturdy baseboards were installed throughout the building, and originally they were all painted a light green.

Along the south side of service corridor from west to east are: the women's bathroom, janitor closet, men's bathroom, and the station agent's office. The cut stone wall of the south vestibule wraps the west corner of the service corridor's south wall before the historic plywood begins. Across the corridor from the ticket counter is the women's bathroom. The door is wood and leads onto a red quarry tile floor in a room with glazed tile walls. The men's bathroom is similarly appointed. Between the janitor closet and men's bathroom, there are three, stacked built-in steel lockers in the wall of the service corridor. These originally were operated with coins but these coin operators have been removed. To the east of the men's bathroom is a framed panel of corrugated glass, lighting the agent's office.

The north side of the service corridor contains only a single door, which leads into the ticket office, and an electrical panel to the east of this door. At the east end of the corridor is a non-historic wood door and partition, leading into the freight area at the depot's east end. The wood partition creates a vestibule between the service corridor at the rooms in this part of the building. Except for the partition wall, the walls of this vestibule are plywood panels and the floor is terrazzo, showing that this space was historically part of the service corridor. The south wall has no openings. The east wall contains two doors: one leads into the freight office to the south and one leads into the baggage room to the north. A door located in the vestibule's north wall leads into the file room. The floors in the file room, baggage room, and freight office are concrete covered with 12" x 12" beige vinyl tile. The original tile on these floors was a 9" x 9" vinyl tile.

The walls of the freight office are furred out drywall surfaces. A historic closet is located in the room's north wall. A wooden cabinet creates the east wall of the freight room's exterior south vestibule. The counter is plywood with a linoleum top and a felt underlay.

The station agent's office is accessed from a single door is the west wall of the freight office, just north of the south entry. A framed opening is located in the west wall of this vestibule. In the agent office's west wall is a closet with sink.

The boiler room and baggage room are open spaces with exposed concrete block walls.

Heating and Cooling Systems

Historically, the heating system had a hot water boiler that served fan coils and a radiant heating system in the concrete slab floor that kept the floor warm to the touch in winter. The fan coil units heated the rest rooms, the vestibules, and the entrance hallway. Although a majority of the buildings is still served by radiant heat, that part of the system that fed the waiting room's west wall was abandoned during a 1982 renovation. At that time a built-out, wooden plumbing run was placed on the waiting room's southwest corner, and a natural gas boiler replaced the old hot water boiler.

The building is cooled by the ventilator glass in the window walls, the wide overhangs, the light green curtains, the other movable windows in the service wing, and originally an air conditioning system. The train handling unit in the waiting room is original and was fed by an external cooling tower. In 1982 a new cooling tower system was installed and an air handling unit was placed in the in the baggage room. The air handling units are fed by condenser water and an open forced draft cooling tower on the track side platform.

Figure 5 (Boundary Map): Boundary extent shown by heavy line around the building and includes the depot, canopies, and those parts of the immediate landscape covered by the canopies (e.g., planters, sidewalks).

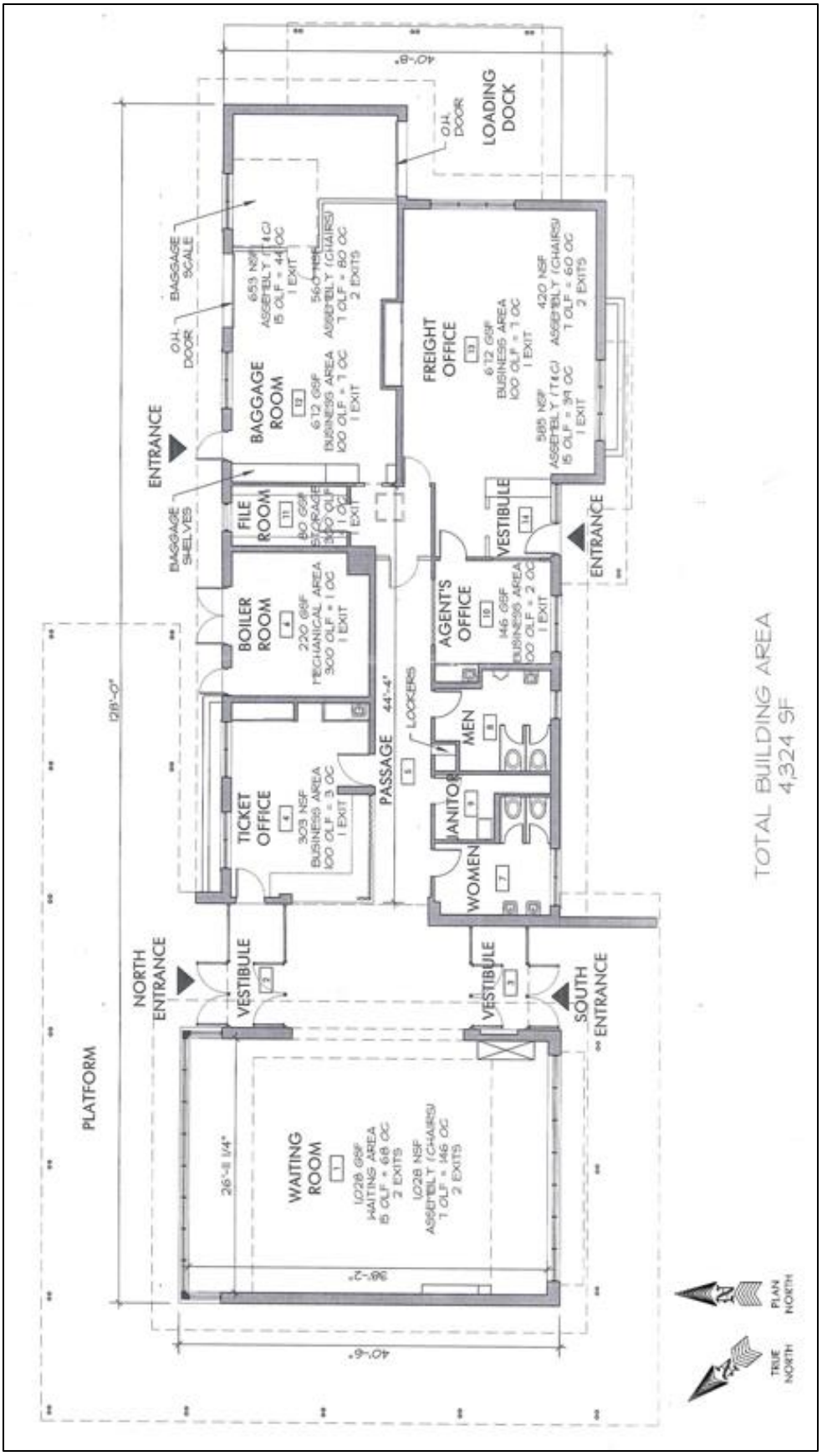

Figure 6 (Plan): Floor plan prepared in 2009 by Hernly Associates

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.
- [x] 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
Architecture

Period of Significance
1955-1956

Significant Dates
1955

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Corman, Warren
Ford, Eleanor
Jones, Warren
Lippitt, John

Period of Significance (justification)
The period of significance incorporates the years the depot was constructed and first opened.

Criteria Considerations (justification)
N/A

Narrative Statement of Significance

Summary

Designed in 1955, Lawrence's Santa Fe Depot replaced an 1883 building that once stood at this location. The nominated passenger depot is an excellent example of "Midwestern Modern" Mid-Century Modern architecture that captured the American imagination in the 1950s and is a model representation of the great cultural change that transformed American life after World War II, especially in Lawrence. The building has changed very little on the exterior, and it retains almost of all its original interior design and materials. In addition to its architectural significance, this station has been in use as a part of the rail transportation network as a passenger depot and office since opening. The Santa Fe Depot is a primary example of the style and type of architecture documented in "Lawrence Modern 1945-1975," and as a Commercial Building property type, the Santa Fe Depot is nominated to the National Register under Criterion C.[3]

Elaboration

Figure 7: Lawrence's 1883 ATSF Depot in ca. 1905 (*Kansas Memory*)

The Railroad in Lawrence

In the 1850's Lawrence was about the same size as Kansas City, Missouri, and Topeka, Kansas, and the town leaders thought rail lines would boost Lawrence into becoming the interchange for all east-west rail traffic.[4] By the early 1860's, Kansas City had almost three times the population of Lawrence, and as a rail hub, it had geographic advantages.[5] Nonetheless, Lawrence strove to attract railroads, and during the decades of the 1860's, 70's, and 80's, its citizens voted for over $900,000 to finance various roads.[6] Lawrence never became the hub for major long distance rail lines, but by 1880 it was served many times a day by the Union Pacific and the Santa Fe Railroad Companies.[7] From 1864 to 1874, the "widespread building of railroads in all directions from Lawrence contributed to the prosperity of the times"[8] The economic development Lawrence derived from the new railroads came from employment on rail-related activity, increased taxable property, and establishing a quick and efficient outlet for produce and materials.[9] Of all the rail lines in and around Lawrence, the Santa Fe Railroad Company grew to be the largest and most successful.[10] The Santa Fe Railroad Company began with a charter written by Cyrus K. Holliday in 1859 in Topeka, who proposed to build a railroad from Atchison, Kansas to Topeka. He envisioned railroads following the old Santa Fe Trail taking goods and settlers westward and bringing back cattle, grain, coal, and minerals.[11] In 1863, President Lincoln signed a land grant to Santa Fe Railroad Company of ten sections of land on each side of the track, all the way across Kansas to the Colorado border,[12] a total of 2,928,982 acres.[13]

[3] Nimz, F-28 through F-34.
[4] I.E. Quastler, "Charting a Course: Lawrence, Kansas and Its Railroad Strategy, 1854-1872," Dennis Domer and Barbara Watkins, eds. *Embattled Lawrence: Conflict and Community* (Lawrence, KS: University of Kansas Continuing Education, 2001), 102.
[5] I.E. Quastler, *Railroads of Lawrence*, *Kansas* (Lawrence, KS: Coronado Press, 1979), 174.
[6] Dale Nimz, "Workers' Housing, Workers' Neighborhood: Historic East Lawrence," in *Embattled Lawrence*, 113.
[7] Kenneth Middleton, "Manufacturing in Lawrence, Kansas 1854-1900," (Lawrence, KS: University of Kansas, MBA Thesis, 1940), 30.
[8] *Ibid*., 32.
[9] Quastler, *Railroads of Lawrence,* 259 & Nimz, *Embattled Lawrence*, 113.
[10] William Cutler, *History of the State of Kansas*, Vol 1 (Chicago: A.T. Andreas, 1883), 244.
[11] James Marshall, *Santa Fe: The Railroad That Built An Empire* (New York: Random House, 1945), 33.
[12] Keith L. Bryant, *History of the Atchison, Topeka and Santa Fe Railway* (New York: MacMillan Publishing, 1974), 10.
[13] Deon Wolfenberger, *Historic Railroad Resources of Kansas,* National Register of Historic Places multiple property documentation form (2000): E-4.

Because of the sparse population west of Emporia, Kansas, the Santa Fe Railroad Company began selling some of its land at very low cost to settlers, and offering low rates on passenger fares and freight rates. A more dense population meant more passengers and more farm freight using the railroad. They sent agents to New York to entice newly arrived immigrants to come to Kansas, and in one year, 1874, between 3,000 and 4,000 immigrants from Russia settled in central Kansas.[14] Santa Fe identified itself closely with the growth and prosperity of the state of Kansas and its "management had attempted to make it emphatically a Kansas road."[15] Thus, the Santa Fe Railroad prospered and by 1912 became the largest railroad in Kansas.[16] Though a very important asset to Kansas, the Santa Fe's presence in Lawrence was at first minimal. Lawrence was a stop on the east-west line, but the main trunk line went through Ottawa. In 1879-80 Santa Fe purchased the Kansas City, Lawrence and Southern Kansas Railroad (KCLS), increasing its lines in eastern Kansas specifically centered in Lawrence. In 1882, Santa Fe announced plans to build a large two-story depot in Lawrence housing the head offices of KCLS, now a subsidiary of Santa Fe, in ten rooms on the second floor.[17]

The first Santa Fe depot in Lawrence was built and occupied by Santa Fe 1883 (*Figure 7*) and was described by the *Lawrence Daily Journal* on May 27, 1883 as "the finest depot in Kansas." It was a large, elaborately decorated brick building, in keeping with the importance of the railroad depot as a gateway that linked the local community to the outside world.[18] Situated along the east-west Santa Fe tracks on the south side of the Kansas River, and near the "Y" intersection for tracks leading south to Baldwin City, Pleasant Hill, and Ottawa, it was four blocks east of the main street of Lawrence. Although most depots of this era were built right on the main street of town,[19] in Lawrence all the established railroad services- repair shops, storage, houses for workers, had from 1865 grown up to the east of the main street in an area known as East Lawrence.[20] The new two-story depot was an elegant addition to the neighborhood of ethnically diverse middle and lower-class houses and businesses.

In July 1951, the Kansas River flooded throughout eastern Kansas. Lawrence was inundated by water on both sides of the river. Some of the low-lying areas of Lawrence south of the river had two to three feet of water, including the Santa Fe tracks and the 1883 depot.[21] All train travel into and out of Lawrence was stopped between July 11 and July 25, 1951.[22] This devastating flood so damaged the old 1883 depot that extensive repairs were necessary. By 1955, the Santa Fe Railroad Company decided to replace the 1883 depot with a new station on the same site and demolition of the old depot began on Friday, April 15, 1955.[23]

While the 1950's marked the start of the dominance of automobile transportation with a vast network of interstate highways planned to span America, the war years had been very busy and profitable for passenger and freight rail business. In the years, 1942-1945, trains carried 90 percent of all Army and Navy freight and 97 percent of military personnel.[24] In 1944, 70 percent of all of America's freight was carried by rail with all other forms of transportation (ships, trucks, pipelines, and planes) carrying the remainder. In the late 1940's and early 1950's other innovations in rail transportation developed, including new diesel-electric locomotives, dome cars/observation cars, air-conditioning, and new streamlined trains.[25] In 1954, the Santa Fe Railroad had its "best year since 1950 and best peacetime year ever."[26] This success was due in part to the population and industrial growth boom in the American Southwest after the war, where Santa Fe dominated rail service, and partly was due to Santa Fe's management. They updated operations and schedules, and adopted new switching methods to manage track usage, spending 500 million dollars on new plant and equipment.[27] Even the names of the passenger trains in this era seem full of energy: The Super Chief, the Oil Flyer, the Antelope, Grand Canyon, and the Lone Star Express. In Lawrence, the University of Kansas received a huge increase in

[14] Norman Saul, "The Migration of the Russian-Germans to Kansas," *The Kansas Historical Quarterly* (Spring 1974): 38-62.
[15] Quastler, *Railroads of Lawrence,* 306.
[16] *Polk Directory*, 1912 Kansas State Gazetteer, 87.
[17] Bryant, 124.
[18] Charles H. Bohi and H. Roger Grant, "Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe," *Kansas History* (Spring 1981): 39.
[19] *Ibid*., 44.
[20] Cathy Ambler, "Identity Formation in the East Lawrence Neighborhoods," (Lawrence, KS: University of Kansas American Studies #770, 1991): 15, 18.
[21] *Lawrence Journal World* (July 13, 1951): n.p.
[22] *Lawrence Journal World* (July 12, 1951): n.p. & (July 25, 1951): n.p.
[23] *Lawrence Journal World* (April 16, 1955): n.p.
[24] *The Railroad*, Atchison, Topeka and Santa Fe Rail Company brochure (1945): 23.
[25] *Quiz on the Railroads and Railroading,* (Washington D.C.: Association of American Railroads, 1956): n.p.
[26] *New York Times* (October 30, 1955): n.p.
[27] *Ibid.*

Figure 8: Lawrence's 1950s ATSF depot shortly after opening (*Kansas Memory*)

student enrollment as veterans came back from the war. The Santa Fe Railroad Company likely hoped this increase in population would result in more rail passengers using the trains and the new Lawrence station.

A New Modern Depot for Lawrence

The idea and meaning of Midwestern Modern architecture is largely unexamined. It was just one of many strands of modern culture that make up the complex architectural history of mid-20th century America. In that period of robust confidence that engulfed the United States after World War II, to be "modern" was to be sleek, fast, efficient, technologically advanced, scientifically-driven, and released from the strictures of history. In cars and trains, modern meant fins, dual colors, dramatic lines in chrome, and powerful engines. In architecture, modern meant a straight-forward, utilitarian elegance created by honest expression of structure and materials without obvious historical references to encumber the facades or interiors. It was not so much a style originally as a set of principles that together had highly recognizable stylistic qualities. Modernism meant a building designed largely from the inside out with a clear, flowing, functional plan expressed clearly by the exterior massing and composition. It meant a building easy to maintain, rid of all "bric-a-brac." Eventually it came to mean steel and glass boxes, but overall, modern meant an architecture that expressed a sense of the new.

Modern ideas, bolstered by new materials such as plastic and aluminum and inventive uses of old materials such as glass, were also pervasive in industrial design and in the production of a vast range of many consumer products available to a young, eager, mobile, middle-class public. Millions of G.I.'s with college degrees and their baby booming families, and many others left farms and small communities for positions in the burgeoning urban industrial and professional workforce.[28] They had jobs and money to purchase a new way of life, which really meant new identities and futures in new places, new living standards in new houses with new gadgets, new cars, and the freedom to use comfortable (air-conditioned), fast and convenient transportation conveyances, such as the train and airplane. They pursued the modern idea of leisure time.

A number of architecture firms, such as Tom Williamson's in Topeka, designed Mid-Century Modern schools "all over Kansas, Iowa, and Oklahoma" and "99% of our work was schools."[29] Warren Corman and Warren Jones, who drew the plans for Lawrence's Santa Fe passenger station, graduated from the University of Kansas's architecture program in 1950 and 1948 respectively, when modernism in the Midwest was on the ascendancy. Corman was involved in the design and construction of most of the modern buildings at the University of Kansas while in the State Architect's Office where he worked on and off from 1950 to 1957.

Corman left the State Architect's office on the urging of Warren Jones, his neighbor and fellow architect, who was working for the Santa Fe Railroad in Topeka. Corman got a $100 raise a month to make this move, so he worked for the Santa Fe for a year and a half. Some of the projects Corman and Jones worked on were: a hump yard near Chicago, a locomotive

[28] A total of 16.4 million men and women served during the 45 months the United States engaged in World War II, and by 1956, 7.8 million of them had received benefits under the Servicemen's Readjustment Act of 1944, commonly called the G. I. Bill. See Mary Beth Norton, David M. Katzman, Paul D. Escott, Howard P. Chudacoff, Thomas G. Paterson, and William M. Tuttle, Jr., *A People and A Nation* (Boston: Houghton Mifflin Company, 1986), 798-800, as well as Chapter 31, "American Society During the Postwar Boom 1954s-1960s," 880-903. For the story of the baby boomers, see Landon Y. Jones, *Great Expectations: American & The Baby Boom Generation* (New York: Ballantine Books, 1986).

[29] Dennis Domer, Interview with Warren Corman, September 5, 2008. Transcript by Tom Harper.

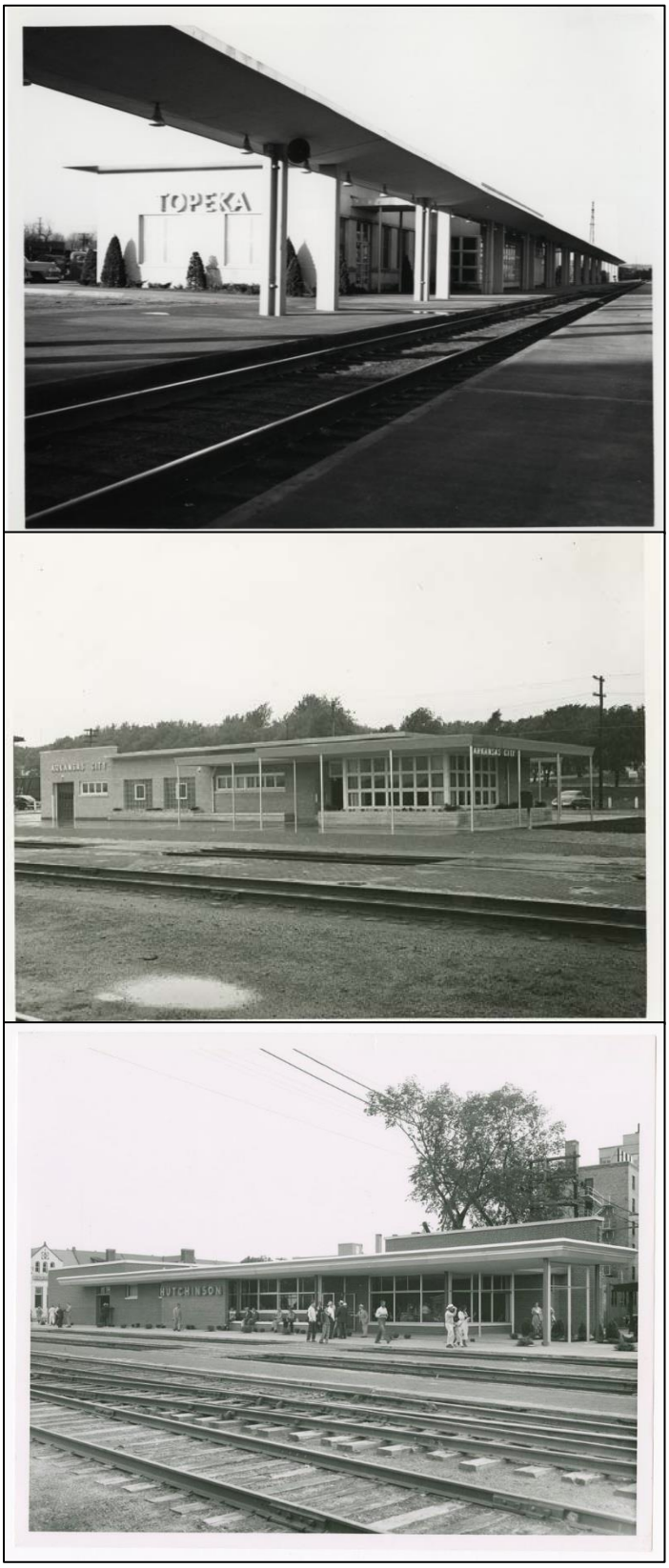

Figure 9: 1950s images of some of Kansas' modern ATSF depots. Topeka (top), Ark City (center), and Hutchinson (bottom) (*Kansas Memory*).

Figure 10: Passenger waiting area of Hutchinson's 1954 depot (*Kansas Memory*).

shop in Argentine (Kansas City, Kansas), and the new modern replacement passenger station in 1955 in Lawrence called the Santa Fe Depot. "I did half the drawings and he (Jones) did the other half. John Lippitt was the head architect but did not do any drawing. Ralph Wagner did all of our inspections. He was an old K-State grad. He inspected this depot, of course."[30] John Lippitt had been the architect of the Eastern Lines division since 1944.[31]

Little concrete information is known at this point about John Lippitt's influence on the post-war architecture of the ATSF buildings. Possibly Lippitt helped usher in a new prototype design for passenger depots, at least for buildings in the Eastern Lines division. Beginning around 1950, ATSF passenger depots in Kansas saw a shift to modernism in their designs, and at least three depots predate Lawrence's: Topeka's new passenger depot was built in 1950, Arkansas City's in 1951, and Hutchinson's in 1954. All three depots feature horizontal flat roofs and canopies, window walls, and similar floor plans with a freight area on one end, service area in the center, and a passenger waiting area on the other end. Interior finishes are similar, as well, and include lowered soffits, open spaces, wood paneling, and drapes over the window walls (*Figure 10*). All three depots are extant; although, the extent to which their interiors retain their historic integrity is unevaluated at this point.

The extent to which Corman and Jones influenced the design of the Lawrence depot is unknown. According to Corman, their boss in Chicago, Charlie Cloverly, demanded a traditional design with classical references to replace the 1883 depot, but Corman and Jones avidly supported a modern design. Corman presented the Lawrence depot's modern design to Cloverly, who readily accepted it. Corman recalls that Cloverly berated him for his incompetent drawing of a large locomotive in front of the building (*Figure 11*) – a tactic Corman claims he used to distract Cloverly from looking at the building's design. Corman credits his ploy with the design's approval, but it is much more likely that Cloverly approved because he had already approved similar designs for modern depots in Kansas, as previously mentioned. Furthermore, Eleanor Ford, Cloverly's assistant, was thoroughly delighted with the proposed design. She had authority to make architectural decisions for the Santa Fe. To make her contribution, she picked the light green draperies for the interior of the Lawrence passenger station. The light green she selected was the "in-color," as well. It was a green that the Santa Fe Railroad had selected to help create the company's thoroughly modern image and was adopted in other Santa Fe modern stations such as the one at Arkansas City.[32] The Santa Fe used this green on the exterior metal panels in Lawrence, and on the interior draperies, baseboards, plaster surfaces, door and window frames of the ticket office, and on the interior walls of the ticket office. The original vinyl tile in the ticket office and in the freight office was also light green.

The building of the new Santa Fe Depot was a big event for Lawrence. When it was dedicated on February 7, 1956, the *Lawrence Journal World* carried a front page story with the headline "Gratitude shown to Santa Fe for Local Progress." At the dedication luncheon the mayor, the Chamber of Commerce president, and various other business leaders and Santa Fe Railroad personnel were among the 175 people who attended. At the time of the dedication, Santa Fe Railroad

[30] Corman is probably right about the division of labor between Jones and him. There are 18 sheets of drawings for the station. Warren Jones did seven by himself. Warren Corman did four by himself. They did five together. Two sheets have no indication about who did them. Corman inked the foundation plan, the roof plan and chimney details, the canopy framing plans, and the elevations. Jones drew the paving plan and details, the floor plan, the roof framing plan, wall sections and details, cross sections and schedules, ticket counter details, and millwork. Together they produced the steel framing connections, the canopy framing plan and steel schedules, walls sections, main entrance doors, telephone counter details, glazed tile details, and freight office mill work. The drawings for the exterior signage and the plans and details for the terrazzo floor are not initialized. Corman and Jones were good friends and they worked well together, and it is likely that each held up his end of the work bargain in their architectural practice with Santa Fe.

[31] *Railway Age* 116 (January 1, 1944): 137. Lippitt was promoted from draftsman when the previous architect, G.C. Lancaster, passed away.

[32] Domer interview with Corman.

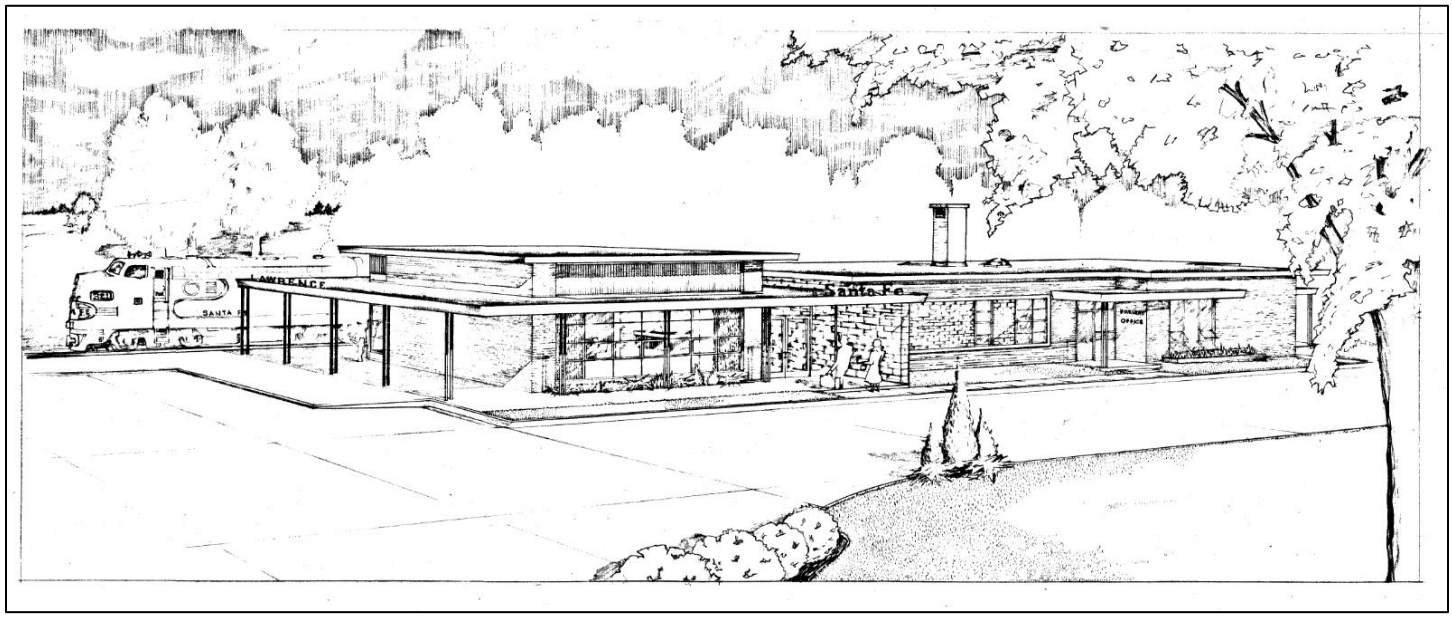

Figure 11: Perspective drawing of the proposed station

Company was the second largest taxpaying agency in Douglas County, so their renewed investment in Lawrence was very important to the city and county. Santa Fe not only built a "plush, ultra-modern" $140,000 new station, they also purchased 160 acres of land, northwest of the downtown to use for further industrial development, which exhibited the railroad's belief in Lawrence as a progressive and growing city.[33] The station continues to be a usable operating passenger station for AMTRAK.

"Lawrence Modern, 1945-1975" Commercial Building Property Type

Lawrence's mid-century Santa Fe Depot is an excellent example of the Commercial Building property type described in the 2014 *Historic Resources of Lawrence* (MPS). Built in 1955 and opened in 1956, the depot meets the age requirement of the MPS. The depot is locally significant as a highly intact Midwest Mid-Century Modern building in Lawrence, a rare occurrence, as many buildings from this time period have been altered. This station retains almost all of its many distinctive characteristics. This railroad station embodies the most advanced thinking in station design at mid-century, and is therefore nominated under Criterion C as a well-preserved example of its type.

[33] *Lawrence Journal World* (February 7, 1956): 1.

9. Major Bibliographical References

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Santa Fe Depot
Name of Property

Douglas County, Kansas
County and State

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 # _____
____recorded by Historic American Landscape Survey # _____

Primary location of additional data:

__x__State Historic Preservation Office
____Other State agency
____Federal agency
__x__Local government
____University
____Other
Name of repository: _____

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property Less than one

Provide latitude/longitude coordinates OR UTM coordinates.
(Place additional coordinates on a continuation page.)

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1	38.971253	-95.230388	3		
	Latitude:	Longitude:		Latitude:	Longitude:
2			4		
	Latitude:	Longitude:		Latitude:	Longitude:

Verbal Boundary Description (describe the boundaries of the property)
The depot currently sits on unplatted land within the boundaries of the City of Lawrence, Kansas in the north half of the NE¼ of Section 31, Township 12 South, Range 20 East. The City owns the depot building itself, along with the building's canopy, adjacent sidewalks, and attached planters; BNSF Railway Company owns the land associated with the depot, including the active tracks. Only that part currently owned by the City (depot building, building canopies, adjacent sidewalks, and attached planters) are included within this nomination. The boundary does not include the adjacent land, tracks, landscape, etc. currently owned by BNSF Railway Company.

Boundary Justification (explain why the boundaries were selected)
The boundaries were selected upon an agreement between both the City (building owner) and BNSF (land owner), in order to allow for nomination.

Santa Fe Depot
Name of Property

Douglas County, Kansas
County and State

11. Form Prepared By

name/title Dr. Dennis Domer, Stan Hernly, edited by Amanda Loughlin (KSHS) & Lynne Braddock Zollner (City)

organization City of Lawrence date Fall 2017

street & number 6 E 6th Street telephone (785) 832-3151

city or town Lawrence state KS zip code 66044

e-mail lzollner@lawrenceks.org

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

name City of Lawrence (Building)

street & number PO Box 708 telephone (785) 832-3151

city or town Lawrence state KS zip code 66044

name BNSF Railway Company (Land); Attn.: Mark Ude, Vice President of Real Estate

street & number 2500 Lou Menk Dr. telephone

city or town Fort Worth state TX zip code 76131

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 100 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.

Additional Documentation

Submit the following items with the completed form:

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: **Santa Fe Depot**

City or Vicinity: **Lawrence**

County: **Douglas** State: **Kansas**

Photographer: **Hernly Associates**

Date Photographed: **September 2017**

Description of Photograph(s) and number, include description of view indicating direction of camera:

01 of 14: Street side elevation, looking NE
02 of 14: Street side elevation, looking NW
03 of 14: Southeast elevation
04 of 14: Track side elevation, looking SW
05 of 14: Northwest elevation
06 of 14: Track side entrance
07 of 14: Building details, exterior
08 of 14: Building details, exterior
09 of 14: Passenger waiting area, looking SE
10 of 14: Passenger waiting area, looking NW
11 of 14: Ticket office, looking NW
12 of 14: Service corridor, looking NW toward waiting area
13 of 14: Women's bathroom
14 of 14: Freight office, looking NW

Figures

Include GIS maps, figures, scanned images below.

01 of 13: Contextual map, Kansas Historic Resources Inventory
02 of 13: Former sign, unknown date and source
03 of 13: The new depot in 1956, *Kansas Memory*
04 of 13: Passenger waiting room in 1956, *Kansas Memory*
05 of 13: Boundary Map, City of Lawrence GIS
06 of 13: Floor plan, Hernly Associates, 2009
07 of 13: 1883 Lawrence depot, *Kansas Memory*
08 of 13: The new depot in 1956, *Kansas Memory*
09 of 13: Topeka, Arkansas City, and Hutchinson depots, 1950s photos, *Kansas Memory*
10 of 13: Hutchinson Depot, ca. 1956, *Kansas Memory*
11 of 13: Perspective drawing of proposed station, 1955
12 of 13: Exterior photo key, Hernly Associates, 2017
13 of 13: Interior photo key, Hernly Associates, 2017

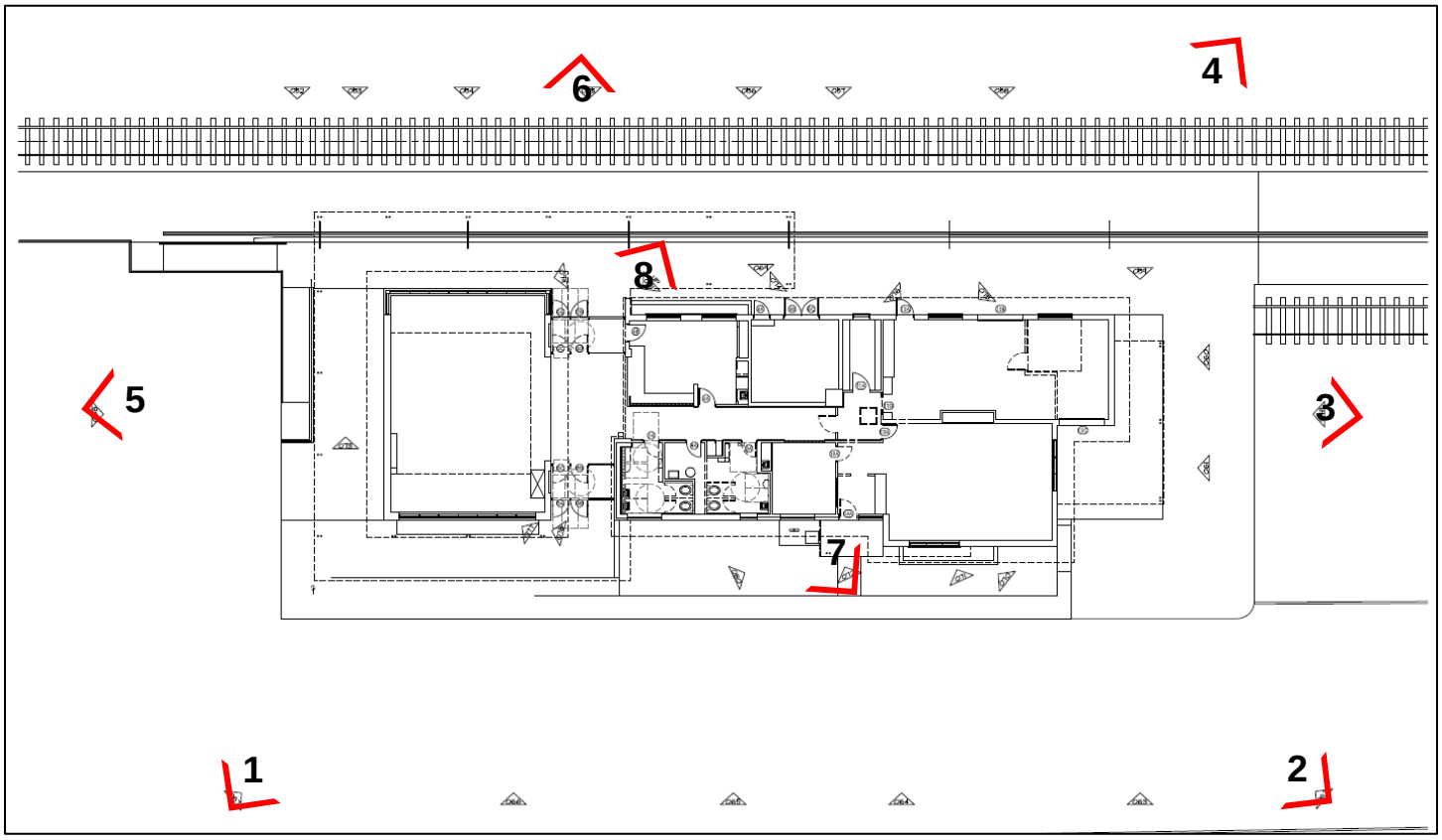

Figure 12: Hernly Associates Exterior Photo Key (NTS).

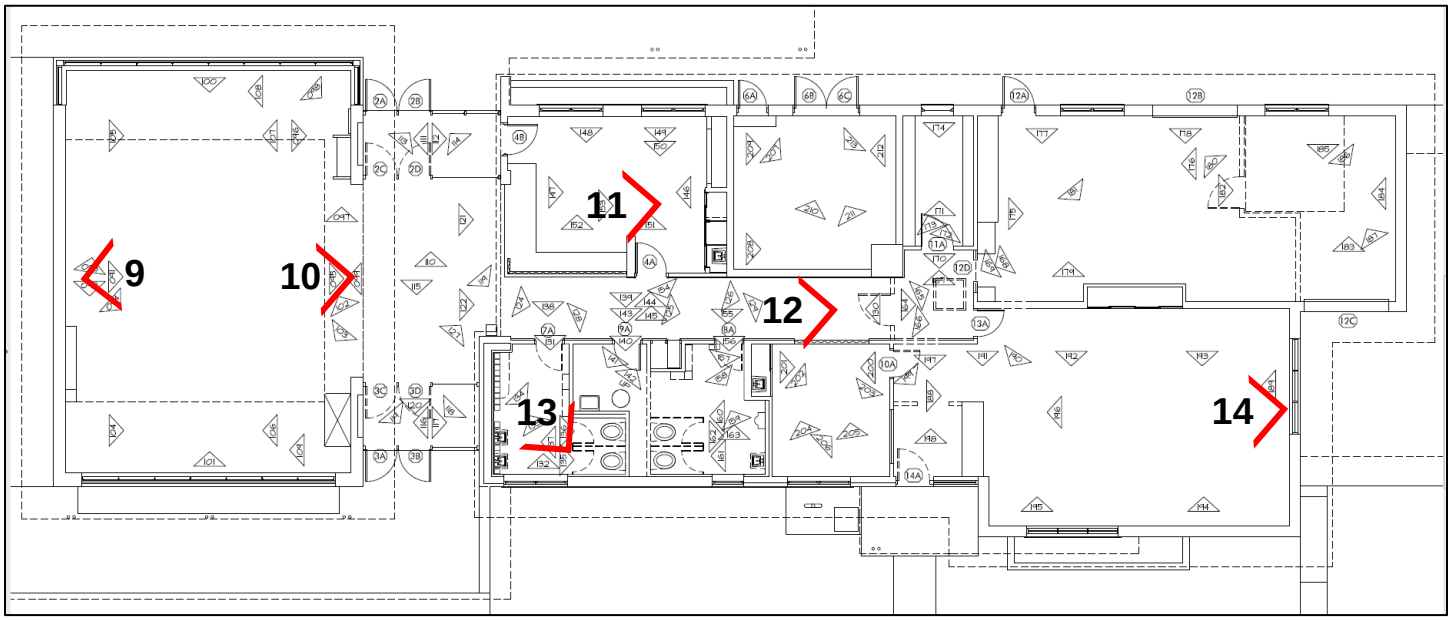

Figure 13: Hernly Associates Interior Photo Key (NTS)


Amtrak


LAWRENCE


PASSENGER
STATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Requested Action:	Nomination
Property Name:	Santa Fe Depot
Multiple Name:	Lawrence, Kansas MPS
State & County:	KANSAS, Douglas

Date Received:	Date of Pending List:	Date of 16th Day:	Date of 45th Day:	Date of Weekly List:
11/21/2017	12/15/2017	1/2/2018	1/5/2018	1/11/2018

Reference number:	MP100001946
Nominator:	State

Reason For Review:

__ Appeal	__ PDIL	__ Text/Data Issue
__ SHPO Request	__ Landscape	__ Photo
__ Waiver	__ National	__ Map/Boundary
__ Resubmission	__ Mobile Resource	__ Period
__ Other	__ TCP	__ Less than 50 years
	X CLG	

__**X**__ Accept _____ Return _____ Reject __**1/5/2018**__ Date

Abstract/Summary Comments:	
Recommendation/ Criteria	

Reviewer Alexis Abernathy Discipline Historian

Telephone (202)354-2236 Date

DOCUMENTATION: see attached comments : No see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

Kansas
Historical Society

6425 SW 6th Avenue
Topeka KS 66615

phone: 785-272-8681
fax: 785-272-8682
kshs.shpo@ks.gov

NOV 21 2017

Sam Brownback, Governor
Jennie Chinn, Executive Director

November 21, 2017

Paul Loether, National Register Chief
National Park Service
National Register of Historic Places
1849 C Street, NW, Mail Stop 7228
Washington, DC 20240

Re: National Register documents for Kansas

Dear Mr. Loether:

Please find enclosed the following National Register documents:

NEW NOMINATIONS from Certified Local Governments (2)

- **William Inge Boyhood Home; Independence, Montgomery County, Kansas** (new nomination)
  - Physical, signed copy of the nomination's first page;
  - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination and letter of support;
  - 1 CD (disk #2) with photographs.

- **Santa Fe Depot; Lawrence, Douglas County, Kansas** (new nomination under "Historic Resources of Lawrence" MPS)
  - Physical, signed copy of the nomination's first page;
  - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
  - 1 CD (disk #2) with photographs.

NEW NOMINATIONS from non-CLG communities (4)

- **German Evangelical Church; Westmoreland, Pottawatomie County, Kansas** (new nomination)
  - Physical, signed copy of the nomination's first page;
  - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
  - 1 CD (disk #2) with photographs.

- **Pottawatomie County Courthouse & Jail; Westmoreland, Pottawatomie County, Kansas** (new nomination under "Historic County Courthouses of Kansas" MPS)
  - Physical, signed copy of the nomination's first page;
  - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination, PDF with 44 letters of support, and PDF with 4 letters in opposition, including from the county commissioners (owner);
  - 1 CD (disk #2) with photographs.

- **Big Brutus; West Mineral, Cherokee County, Kansas** (new nomination)
  - Physical, signed copy of the nomination's first page;
  - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination and .kmz file;
  - 1 CD (disk #2) with photographs.

- **A.S. Allen Buildings; Great Bend, Barton County, Kansas** (new nomination)
  - Physical, signed copy of the nomination's first page;
  - 1 CD (disk #1) with a PDF of the true and correct copy of the nomination;
  - 1 CD (disk #2) with photographs.

RELOCATION APPROVAL REQUEST (1)

- **Sand Creek Truss Leg Bedstead Bridge; Lenora vicinity, Norton County, Kansas – REDACTED NOMINATION**
  (NRIS #03000365) (additional documentation)
  - Physical, signed copy of the documentation;
  - 1 CD (disk #1) with a PDF of the true and correct copy of the documentation and PDF of REDACTED copy of documentation;
  - 1 CD (disk #2) with photograph.

If you have any questions about these enclosed items, please contact me at ext. 216 or Amanda.Loughlin@ks.gov.

Sincerely,

Amanda K. Loughlin

Amanda K. Loughlin
National Register Coordinator
Kansas State Historic Preservation Office

Enclosures