

United States Department of the Interior
National Park Service

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National Register of Historic Places
Inventory—Nomination Form

received MAY 6 1986

date entered JUN 11 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Atchison, Topeka, and Santa Fe Railroad Passenger Depot

and/or common Santa Fe Passenger Depot

2. Location

street & number 781 Shawnee Street _____ not for publication

city, town Leavenworth _____ vicinity of

state Kansas code 20 county Leavenworth code 103

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name M/M Charles Jaster

street & number 516 Olde Creek Court

city, town Leavenworth _____ vicinity of state Kansas 66048

5. Location of Legal Description

courthouse, registry of deeds, etc. Leavenworth County Courthouse

street & number Courthouse Square

city, town Leavenworth _____ vicinity of state Kansas 66048

6. Representation in Existing Surveys

title Kansas Historic Sites Survey has this property been determined eligible? _____ yes no

date 1985-1986 _____ federal _____ state _____ county local

depository for survey records Kansas State Historical Society, 120 West 10th

city, town Topeka _____ vicinity of state Kansas 66612

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Atchison, Topeka, and Santa Fe Passenger Depot (ca. 1887) is located at 781 Shawnee Street in Leavenworth, Leavenworth County, Kansas (pop. 33,656). The one-and-a-half story Romanesque Revival building is constructed of rusticated, random coursed, dark pink, sandstone. It stands on a one-half acre lot just east of the now abandoned Atchison, Topeka, and Santa Fe Railway Company tracks, on the western edge of Leavenworth's central business district. The vacant structure maintains a moderately high degree of external and internal architectural integrity.

The Atchison, Topeka, and Santa Fe Passenger Depot is rectangular in plan but gabled projections and a tower make its massing appear asymmetrical. The building has a triple facade orientation, the north, east, and west elevations each display a different and elaborate treatment. A multi-hipped roof with cross gables sits atop the structure.

Major alterations to the building include the replacement of the original slate roof tiles with asphalt shingles, the loss of the metal roof cresting, the replacement of the tall, corbelled brick chimneys with short, undecorated pots, the addition of a transite, gable roofed freight storage area to the south side, and the boarding up of many of the window and door openings.

The north elevation, which fronts onto Shawnee Street and was the elevation seen upon rail approach from the east, is comprised of three bays. Two pairs of double, 1/1 double hung wooden windows with segmentally arched transoms flank the center, segmentally arched transomed wooden doorway. The mullion which divides the windows continues through the transom, dividing it in half. These openings are presently boarded up. A central gabled projection, with a round arched portal piercing each of its north, east, and west sides, further defines the depot's northern elevation. Rusticated, coursed ashlar voussoirs outline the arched portals. A shuttered, square window pierces the gable's center. Square, coursed ashlar blocks define the gable. A badly deteriorated terra cotta ornament caps the gable's peak. A wooden sign reading Leavenworth hangs from the projection's freize.

The central gabled projection of the north elevation breaks the shed roofed overhang, which extends around the perimeter of the building on the north, east, and west sides. Large wooden, triangular brackets, mounted on stone projections, support the overhang. An incised entablature, which mimics a dentil course runs above the overhang and surround the gabled projection. This entablature treatment is employed on the east, west, and south elevations as well.

The depot's five-bay, east elevation fronts onto a parking area and is the elevation most visible when approaching the building from Leavenworth's business district. It is comprised of a center gabled projection flanked to its immediate south by a tripartite segmentally arched wooden doorway and to its immediate north by a triple grouping of 1/1 double hung, rectangular wooden windows surmounted by rectangular transoms. A double, 1/1 double hung wooden window with a segmentally arched transom, which is divided in half, fenestrates the southern and northern outer bays of the eastern elevation. These openings are boarded over; in addition, the southern openings are barred.

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A rusticated, stone buttress supports the two corners of the projection's gable end wall. An arched portal defines the projections four sides, of which the western side abuts the structure. The two portals on the east-west axis lead into a recession with a tripartite, segmentally arched, wooden doorway built into a brick wall. A grouping of three, narrow, round arched windows fenestrates the projection's gable. Square, coursed ashlar blocks rise above the arches' imposts, repeating the northern elevation's gable treatment. A terra cotta ornament caps the gable's peak. The incised entablature treatment described earlier runs above the overhang and around the gabled projection. The east elevation's central gabled projection breaks the shed roof overhang. Lastly, the two-bay, gabled roofed transite addition extends from the south side of the eastern elevation.

The depot's seven-bay, western elevation fronts onto the now abandoned trackage. The elevation is comprised of three major segments: a two-bay gabled section on the north side; a three-bay tower with a conical roof in the center; and a three-bay section on the south side.

The northern section is comprised of a tripartite segmentally arched wooden window to the north and a tripartite arched wooden doorway to the south. These openings are boarded over. This segment is capped with a gable which pierces the roof, unlike the gables on the northern and eastern elevations, which project. Its fenestration is defined by a group of three rectangular windows topped with round arched transoms. Square, coursed ashlar blocks fill in the gable space above the arches' imposts. A short, undecorated chimney pot rises from the gable's apex.

The center section of the western elevation is comprised of a three-bay, circular tower with a conical roof. Three rectangular, 1/1 double hung wooden windows surmounted with rectangular transoms comprise the fenestration on this level. Three smaller rectangular, 1/1 double hung wooden windows rise directly above the first level windows. These openings are boarded over. The tower's peak is capped with a metal ornament which appears to date from the period of the original slate tile roof and metal cresting. The tower section housed the station master's offices.

The southern section of the western elevation is comprised of a one-bay component housing a 1/1 double hung wooden window with a segmentally arched transom and a recessed two-bay section housing a tripartite, segmentally arched transomed wooden door to the north and a double, segmentally arched transomed wooden door to the south. These openings are boarded over and the doors in the most southern bay are also barred. The shed roofed overhang surrounds the entire west elevation. The incised entablature treatment runs above the overhang. The transite addition extends from the southern side of the west elevation.

The southern elevation of the depot is generally obscured by the transite addition. Visible are the southern side of the western elevation's tower and the one bay comprised of a 1/1 double hung wooden window with a segmentally arched transom, which marks the building as its recesses to the freight area.

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The transite addition (ca. 1944) is roofed with asphalt shingles. It is constructed out of panels which are bolted from the exterior onto interior wooden framing. A raised wooden platform surrounds the addition. Access into the structure is provided by the single doors on the west and south sides and the double doorways on the east side. There is no internal access from the original stone building into the transite addition.

While the transite addition obscures much of the southern elevation, there are two points to consider. One, the southern elevation is the least important to the building from a visual standpoint. Second, in theory, the removal of this structure is easy. Very little alteration occurred to the original stone building when the addition was added. However, transite may be an asbestos containing material, which will complicate the removal process.

The depot's floor plan is comprised of six rectangular areas which housed separate waiting rooms for men and women, the station master's office, a freight office and storage area, a hallway, and restrooms. The eastern portal provides entry into the women's waiting room, which is the building's central space. The station master's office lies directly west of the women's waiting room. A hallway, lying to the north of the women's waiting room, provides access to the men's waiting room through its west wall and to the restrooms through its east wall. The freight office and storage area lies to the south of the women's waiting room and is accessible through this room as well as externally. Its floor has been raised, blocking the arched doorway on the southern wall. This opening has also been boarded over. The transite addition lies directly south of the freight office and storage area but is not accessible through the original structure.

The interior retains much of its original detailing. The transoms are filled in with amber-toned squares of glass, separated by wooden mullions. The rooms maintain their Neo-Classical, stained and varnished door and window surrounds and cornices. The tile-faced fireplaces remained intact until 1983, when they were dismantled and removed. Most of the pieces have been retrieved by the building's present owners, who plan to re-install the tiles and mantles. Hanging fluorescent light fixtures have replaced many of the original gas light fixtures. The ceiling in most of the space is covered with square, acoustic tiles but it has not been significantly dropped.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates	ca. 1887	Builder/Architect	Unknown
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Statement of Significance (in one paragraph)

The Atchison, Topeka, and Santa Fe Passenger Depot (ca. 1887) is being nominated to the National Register under criteria A and C for its historical association with the Atchison, Topeka, and Santa Fe Railway Company (inc. 1867) and for its architectural significance. The Atchison, Topeka, and Santa Fe Railway was the major passenger and freight rail line from Kansas to California in the 1880s and 1890s, promoting settlement throughout the southwest. In 1887, the year that the Atchison, Topeka, and Santa Fe Railway Company established its Leavenworth terminus, the company constructed nearly one thousand miles of railroad track in Kansas. The Leavenworth Atchison, Topeka, and Santa Fe Passenger Depot is an unusual surviving example of the earlier depot designs employed by the company for larger communities. Its high style Romanesque Revival design and massing reflect Leavenworth's importance as a county seat and as a major transportation and commercial center.

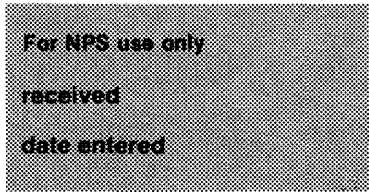
The depot was constructed by the Leavenworth, Northern, and Southern Railway Company (inc. 1885), an affiliate of the Atchison, Topeka, and Santa Fe Railway Company formed to build the company's Leavenworth complex. Upon the depot's completion in 1887, the building was leased from the Leavenworth, Northern, and Southern Railway Company by the Atchison, Topeka, and Santa Fe Railway Company until the major concern purchased it in 1899.

The depot served Atchison, Topeka, and Santa Fe Railway passengers and Kansas City, Leavenworth, and Western Railway's interurban trolley passengers until the late 1930s but accommodated Atchison, Topeka, and Santa Fe Railway freight operations until 1982. In 1983, the property was sold to a private investor, whose plans are to restore and adapt the building for contemporary use.

The Leavenworth Atchison, Topeka, and Santa Fe Passenger Depot is an historically important structure that retains a moderately high degree of architectural integrity. If placed on the National Register it will join the already listed Atchison, Topeka, and Santa Fe Passenger depots in Baldwin City, Newton, and Ottawa; the Union Pacific Passenger Depot in Leavenworth; and the Rock Island Passenger Depot in Wichita.

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BIBLIOGRAPHY

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