

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

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

1. Name of Property

historic name Atchison, Topeka & Santa Fe Passenger & Freight Complex Historic Dist.
other names/site number Santa Fe Depot

2. Location

street & number 902 Avenue H not for publication
city, towns/site number Fort Madison vicinity
state Iowa code IA county Lee code 111 zip code 52627

3. Classification

Ownership of Property		Category of Property		Number of Resources within Property	
				Contributing	Noncontributing
<input type="checkbox"/>	private	<input type="checkbox"/>	building(s)		
<input checked="" type="checkbox"/>	public-local	<input checked="" type="checkbox"/>	district	<u>3</u>	<u> </u> buildings
<input type="checkbox"/>	public-State	<input type="checkbox"/>	site	<u> </u>	<u> </u> sites
<input type="checkbox"/>	public-Federal	<input type="checkbox"/>	structure	<u> </u>	<u> </u> structures
		<input type="checkbox"/>	object	<u> </u>	<u> </u> objects
				<u>3</u>	<u>0</u> Total

Name of related multiple property listing: The Advent & Development of RR in Iowa
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

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

David L. ... Signature of certifying official 1/16/92 Date
State Historical Society of Iowa
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register. Entered in the National Register
 See continuation sheet. 3/5/92
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed for the National Register.
 other, (explain:) _____

Delores Byers Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions

TRANSPORTATION/Rail-related

Current Functions

RECREATION & CULTURE/Museum

7. Description

Architectural Classification

Mission Revival

Materials

foundation concrete

walls brick

roof tile

other _____

Describe present and historic physical appearance.

See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance

Architecture

Period of Significance

1910-1934

Significant Dates

1910-1934

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

C. F. Morse, Chief Engineer of AT&SF RR
J. M. Dunham, Architect, Railway Express

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

See continuation sheet

9. Major Bibliographical References

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

- Primary location of additional data:
- State historic preservation office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Specify repository: _____

10. Geographical Data

Acreage of property Less than 1 acre

UTM References

A

1	5	6	4	2	6	2	5	4	4	9	8	8	3	0
Zone			Easting					Northing						

C

Zone			Easting					Northing						

B

Zone			Easting					Northing						

D

Zone			Easting					Northing						

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title David U. and Sheila M. Sallen date 2-3-1992
organization Sallen Law Office telephone 319-372-8000
street & number 707-1/2 Avenue G state Iowa zip code 52627
city or town Ft. Madison

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The Santa Fe Passenger Depot, the Railway Express Building and the Freight Office Building were part of the original Santa Fe building complex and were used by the railroad until the 1960's (currently the city of Fort Madison leases the properties to the North Lee County Historical Society). The Santa Fe Passenger Depot and the Freight Office Building were designed and built by the Atchison, Topeka and Santa Fe Railroad Company. Each building is reflective of the corporate style of the Santa Fe Railroad during the times the buildings were constructed. The Railroad Express Office was designed by the Railway Express Company of New York, New York in its St. Louis, Missouri office where J. M. Dunham was the resident architect.

The depot and adjacent buildings are situated at the foot of 9th Street on their original sites. To the south, east and west of the depot lies Riverview Park, the Santa Fe rail line and the Mississippi River. To the north of the depot lies the commercial district and Highway 61, the main thoroughfare through Fort Madison. Directly northwest of the depot is situated the Chicago, Burlington and Quincy depot and the Burlington rail line.

Chief Engineer for the Santa Fe in 1909 and the architect for the brick depot was C. F. Morse. Most probably the design of the combination depot was an adaptation of the non-frame depot standard called the "county-seat" brick depot standard. "Brick was the standard construction for the county seat depot, but trim details, as well as exterior finish were changed from case to case . . ." (R. Pounds, Santa Fe Depots - Western Lines, page 22, Kachina Press, Dallas, 1984).

Most often the county-seat depots were not the first depots to be built in a community and this is the case with the Fort Madison depot. A temporary frame (c. 1887) and a more permanent frame passenger and freight depot (c. 1888) preceded the brick veneer depot. Often times the Santa Fe did not replace the frame depot unless the town had "proved itself" to railroad officials (in 1910 Fort Madison was a division point for the Santa Fe as well as the site for locomotive repair and erection shops).

In a February 15, 1981 "Democrat" article entitled What About Fort Madison's Union Station?, discussion was presented lamenting the size and accommodations of the wood frame passenger & freight depot. On October 30, 1907 the "Democrat" reported that Fort Madison people boarded President (of the Santa Fe) Ripley's train to

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ask for a "decent" depot instead of the "little box" then in use. A major step in Santa Fe depot development began in the late 1890's when the rail line discovered the tourist. It was felt something more impressive than the frame depot was needed. A profitable partnership with Fred Harvey led to a combination of depots, dining facilities and in some cases hotel facilities (IBID). As a result of this partnership The Atchison, Topeka and Santa Fe Railroad chose to design its depots in the abode mission style. This was done to lure the tourist westward where this style was most popular.

The Fort Madison brick depot is a fine example of the Mission Revival style. Not only did this style reflect the southwestern area of the railroad, but it also proved to be a useful and cost-conserving style as well. A 1920 article from The Architect and Engineer illustrates this (K. Booker, "Railroad Depots in New Mexico: Southwestern Styles and the Masonry Tradition," p. 4, University of New Mexico, 1970):

"It is not surprising that the Spanish Mission style has found favor with architects for small and medium-sized railway passenger stations. The facilities required in such buildings are nearly all placed on the main floor, necessitating a low building covering considerable ground area. This is one of the principal characteristics of Spanish Mission architecture. The series of arches, or arcades, another prominent characteristic, provides ample means for the passage of large numbers of people to and from the building and the trains. The wide projecting eaves furnish additional shelter from the sun and rail. Last but not least, the simplicity of the design and ease of construction insure moderate first cost."

"Considering further that concrete construction produces a permanent fireproof structure, low in maintenance, repair and insurance charges and immune against decay, the fortunate combination becomes at once apparent."

Blueprints and specifications for the depot were drawn up in September, 1909. In the September 17, 1909 Railway Age Gazette, an article reports that the Santa Fe has authorized the building of a new brick veneer passenger depot at a cost of \$14, 000.

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In the case of the Fort Madison depot, the contractor for the structure was Allen Smith of Fort Madison. Smith also contracted to build railroad facilities in Burlington, Iowa and Galesburg and Chillicothe, Illinois (Conversation with Anthes Smith, grandson of Allen Smith, May, 1991).

The Atchison, Topeka and Santa Fe Railroad Combination Depot was built in 1910 and is a one-story, rectangular shaped edifice constructed of pressed brick that rests on reinforced concrete foundations and is capped with a red tile gable roof of medium pitch. The copings, window sills, caps and copings are of Appanoose stone, obtained from the Fort Madison and Appanoose Stone Company. The building's dimensions are 26 by 202 feet. Mission Revival influences include the building's basic simplicity of form; its round arches or arcades; the color and texture provided by the broad red-tiled roof surface; projecting eaves with exposed rafters; the use of curvilinear dormers; and a square tower reminiscent of early mission church belfries. The building's architecture is similar to another Santa Fe Depot built c. 1909 in Alva, Oklahoma.

Curvilinear dormers with the Santa Fe insignia highlight the depot's red tile roof; three are found in the north and two in the south of the building. Directly underneath each dormer a round arched doorway or window appears. Five rectangular-shaped windows with wooden frames, one rectangular-shaped wooden door and one rectangular-shaped wooden double door, all with stone lintels are located on the north side. The south rectangular-shaped windows and doors are symmetrical to the north side with the exception of a bay located beneath the bell-shaped tower. Currently the windows and doors located on the south side of the depot are boarded up with the exception of the double doors. The open waiting room porch on the east end consists of three arches with two piers. Two concrete seats are 15 feet by 1 foot and are located on the east and west side of the open waiting room.

In 1910 the interior of the depot was based on a linear floor plan that ran east to west and consisted of the following: 1. Women's Waiting Room, 2. General Waiting Room, 3. Entrance and Ticket Office, 4. Two Agents' Offices, 5. a Baggage Room and 6. an Express Room.

In 1945 renovation of the combination depot was contracted to Allen Smith. The renovation consisted of replacement of a window with a door on the south side

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immediately west of the bay. The Women's Waiting Room was eliminated and the Women's Restroom was relocated from the northeast corner to the southeast corner of the depot. The roof was retiled at this time. The glass in the entrance door and in the exterior windows was replaced with glass blocks. The interior walls were covered with wooden paneling while the doors and midway down the walls the trim consisted of oak. It is unclear as to whether the built-in cabinets found in the area between the original baggage room and the ticket office were built in 1910 or 1945. Other built-in cabinets, constructed by the Santa Fe, can be found in the present-day projection room.

The original baggage/freight room, located in the western section of the building remained untouched with the 1945 renovation. The 1910 wainscoting covers the interior walls of the western section of the building (telephone conversation with Anthes Smith, grandson of Allen Smith, May, 1991).

In the early 1970's the North Lee County Historical Society replaced the original linoleum floor with one-foot square rubber floor tiles. The doorway to the baggage room was replaced. The Santa Fe had removed most of the interior furnishings prior to deeding it to the city of Fort Madison for one dollar in 1968. The bench located in the projection room is, however, one of the original benches used by customers of the Santa Fe while waiting for the departure and arrival of the passenger trains.

In 1922 J. M. Dunham was the architect and superintendent of buildings for the Railway Express Agency of New York in the St. Louis, Missouri office. That year the plans were devised for the Railway Express Office. The Railway Express Office was built between December, 1924 and July, 1926. The Railway Express Office adjoins the combination depot and is sympathetic to the depot in architectural style. The Mission Revival influence is reflected in the medium-pitched red tile roof. The structure is constructed of concrete foundations and bricks. Copper flashings encircled the chimney on the eastern corner of the roof and a copper dormer with louvers were located on the eastern and western sections of the roof. The copper flashings and dormers were removed in 1990 when the roof was retiled.

Stone sills - 3-1/2 feet by 6 inches - are underneath each box frame window. Two rectangular-shaped six-pane windows are located on the eastern and western ends of the north part of the structure. Two rectangular-shaped, four-pane windows are

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located to the right of a steel-framed double door on the north section of the building. The linear floor plan presently consists of a copy machine room, a secretary and reception room, a closet, museum archives and storage space. A second floor loft also consists of museum storage space.

In the dock area on the west side of the Express building, the original (to the Express Agency) 6-inch board tong with groove car siding and the plastered walls remain. Examples of the paint colors used by the Express Office (silver and gray) are also still in evidence in the western section of the building. The Santa Fe Freight Office was built between January, 1931 and December, 1934. The exterior of the two-story building is composed of pressed brick with a concrete foundation and there is only a hint of the Mission Revival architectural style in this building. Instead the building style is more utilitarian in nature and is similar to the Hermosa depot which opened in late 1927 as a ticket agency, train order office and Western Union Telegraph Office.

The exterior of the building consists of a rectangular-shaped building with the east and west sides of the building longer than the north and south sides. A rectangular-shaped boiler room attaches to the west end of the building.

Santa Fe emblems appear on the east and west corners of both the north and south sections at the top building. Three lines of inlaid brick decorate the top of the building approximately 4 feet below the stone sill capping the building. This inlaid brick pattern again occurs approximately halfway down the exterior of the building. The rectangular windows are 3 over 1 and several are boarded up on the south side of the building. A photo taken in the early 1940's illustrates not only the Freight Office, but also the wooden framing attached to the building that was used in the loading and unloading of the freight. A fire in the late 1960's--early 1970's unfortunately destroyed the outside wooden structure and also scorched the interior walls of the Freight House.

An open floor plan currently illustrates the Freight House as it appears today. Still intact are showers and the boiler room used by the Santa Fe and its employees. The conductor and brakemen who worked for the Santa Fe used the Freight Office to sleep and shower in. At one time Fort Madison was a major division point for the Santa Fe and thus crews were changed at the Depot-Freight Office complex. Little alteration has occurred to the interior of the Freight Office since the Santa Fe sold the building to the city of Fort Madison.

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Prominently sited in a railyard adjacent to the Fort Madison downtown business district and the Mississippi River, the Atchison, Topeka and Santa Fe Railroad Combination Depot is a one-story, rectangular-shaped edifice constructed of pressed brick that rests on concrete foundations and is capped with a red tile clad, gable roof of medium pitch. Constructed in 1910, this edifice, whose dimensions are 26 by 202 feet, was designed in the Mission Revival Style. Mission Revival influences include the building's basic simplicity of form; its round arches or arcades; the color and texture provided by the broad, red-tiled roof surface; projecting eaves with exposed rafters; the use of curvilinear dormers; and a square tower reminiscent of early mission church belfries. Little altered over the years and adjacent to an active rail line, the building is utilized as a museum by a county historical society.

Fort Madison's Atchison, Topeka and Santa Fe Combination Depot possesses both state and local significance under National Register Criterion C. This building is the only Santa Fe depot in the state, and the only example in the state of that line's conscious effort to advertise its main line west through Arizona, New Mexico and California by designing its passenger stations and hotels to resemble the colonial architecture of those states. This effort not only helped the line attract passengers, but helped popularize the style as well. This depot is not only the prime example of Mission Revival influence in Fort Madison, but must be considered one of the most important in the state as well, since it was the only example of a nationally-recognized railroad corporate style. This building meets the significance and registration requirements outlined in the Multiple Property Documentation Form "The Advent and Development of Railroads in Iowa: 1855-1940," and the registration requirements for the context "Later Development, 1901-1939" outlined in the recently completed "Historical/Architectural property survey in Fort Madison."

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Rebecca Conard and Tracy Cunning, "The Advent and Development of Railroads in Iowa: 1855-1940," National Register of Historic Places Multiple Property Documentation Form, 1990. Approved by NPS in September, 1990, copy at the Historic Preservation Bureau, Des Moines, Iowa.

John Hansman, "Historical/Architectural Property Survey in Fort Madison," Historic Preservation Bureau Survey Report, July, 1990, copies at Fort Madison Historic Preservation Commission and Historic Preservation Bureau, Des Moines.

Fort Madison Survey Inventory Files, Historic Preservation Bureau. A copy of the 1989-90 Hansman Survey is available at the Fort Madison Historic Preservation Commission.

Whiffen, Marcus, American Architecture Since 1780: A Guide to the Styles, Cambridge: M.I.T. Press, 1969.

Withey, Henry F. and Elsie Rathbun Withey, Biographical Dictionary of American Architects (Deceased), Los Angeles: Hennessey & Ingalls, Inc., 1970.

C. T. Morse, Blueprints, Passenger Depot for AT&SF Ry. Company, Sept., 1909, (Chief Engineer) A. T. & S.F. Ry. Co., Topeka, KS.

J. M. Dunham, Architect and Superintendent of Buildings, Blueprint Railway Express Agency on the AT&SF Railway, Fort Madison, August 22, A.T. & S.F. Ry. Co., Topeka, KS.

"Specifications for the Erection of a One Story Veneer Passenger Depot at Fort Madison, Iowa, for the AT & SF Ry. Co.", September, 1909, A.T. & S.F. Ry. Co., Topeka, KS.

Santa Fe Depot, Fort Madison, Iowa, Cost of Project, 1909-1910 A.D., A.T. & S.F. Ry. Co., Topeka, KS.

Brooker, Katherine Ann, Railroad Depots in New Mexico: Southwestern Styles and the Masonry Tradition, Thesis for Master of Architecture, Albuquerque, New Mexico: The University of New Mexico, May, 1981.

Pounds, Robert, Santa Fe Depots: The Western Lines, Dallas, Texas: Kachina Press, 1984.

Conversations with Jack Tieman, retired Railway Express employee for the Fort Madison Office, August, 1991.

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Verbal Boundary Description

All that part of the SW quarter of Section 3, Twp 67 North, Range 4 West of the Fifth Principal Meridian in the City of Fort Madison, Lee County, Iowa, described as follows:

Beginning on a southerly extension of the East line of Tenth Street, 339.6 feet, more or less, South of the North line of Avenue H to a point 13 feet normally distant from and northerly of the centerline of the Atchison, Topeka and Santa Fe Railway Company's westbound main track, said point being the Point of Beginning;

Thence easterly along a line parallel with and 13 feet northerly of the centerline of the westbound main track of the Atchison, Topeka and Santa Fe Railway along a curve to the right having a radius of 2305.01 feet a distance of 76 feet, more or less;

Thence easterly along a line parallel with and 13 feet northerly of the centerline of the westbound mainline tracks of the Atchison, Topeka and Santa Fe Railway, a distance of 225 feet, more or less, to the true Point of Beginning;

Thence continuing easterly on a line parallel with and 13 feet northerly of the centerline of the westbound mainline tracks of the Atchison, Topeka and Santa Fe Railway for a distance of 394 feet, more or less;

Thence northerly along a line at right angles to the previous course for a distance of 58 feet, more or less;

Thence westerly along a line being 71 feet northerly and parallel to the westbound mainline tracks of the Atchison, Topeka and Santa Fe Railway for a distance of 394 feet, more or less;

Thence southerly along a line at right angles to the previous course a distance of 58 feet, more or less, to the Point of Beginning, containing 22,852 square feet, more or less.

Boundary Justification

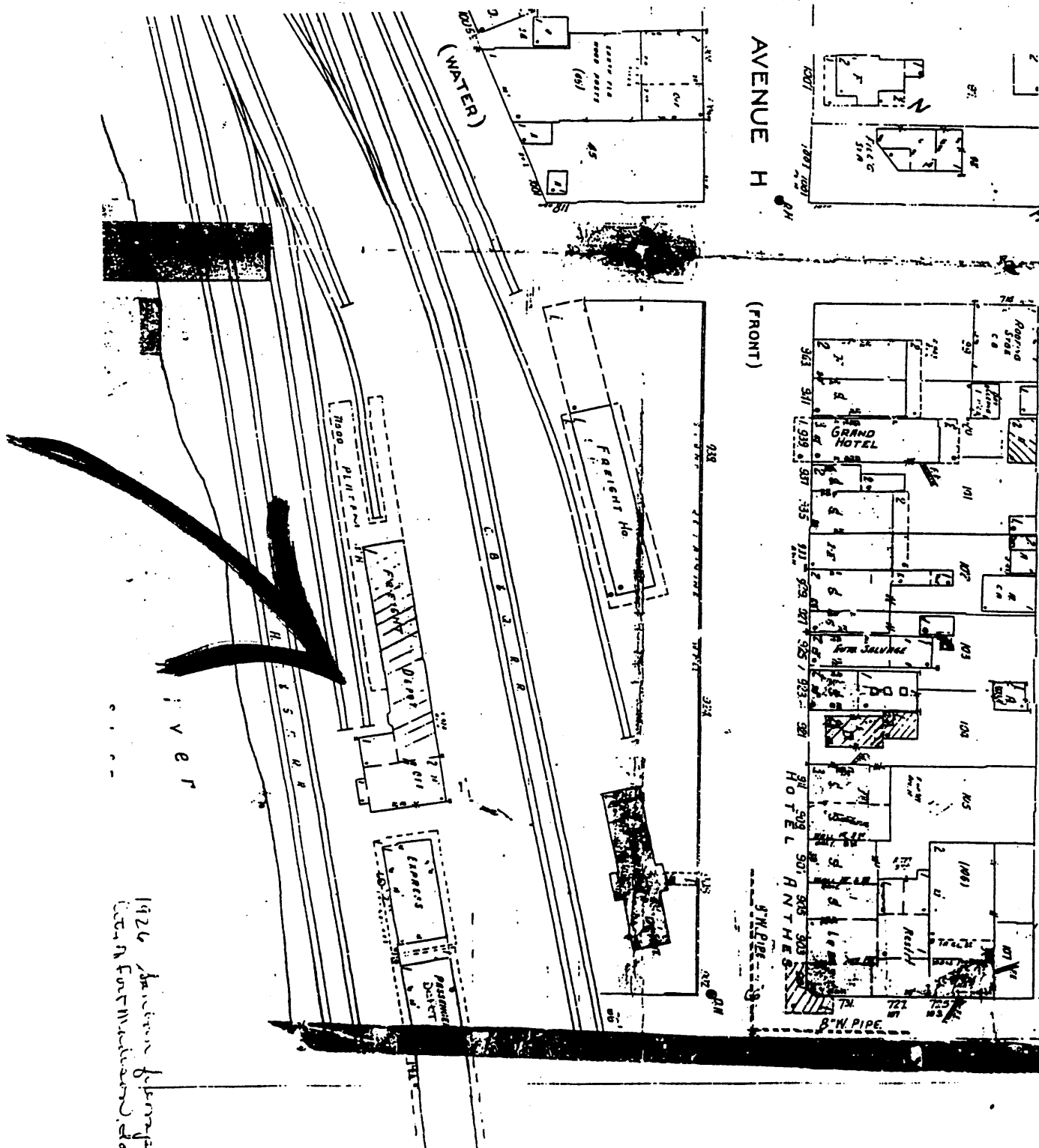
The boundary includes the Santa Fe Depot, Railway Express Agency Building and the Santa Fe Freight Office Building that have historically been part of the AT&SF Passenger Depot and Freight Services and that maintain historic integrity.

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1926 Sanborn Fire Insurance Map, city of Fort Madison, Iowa



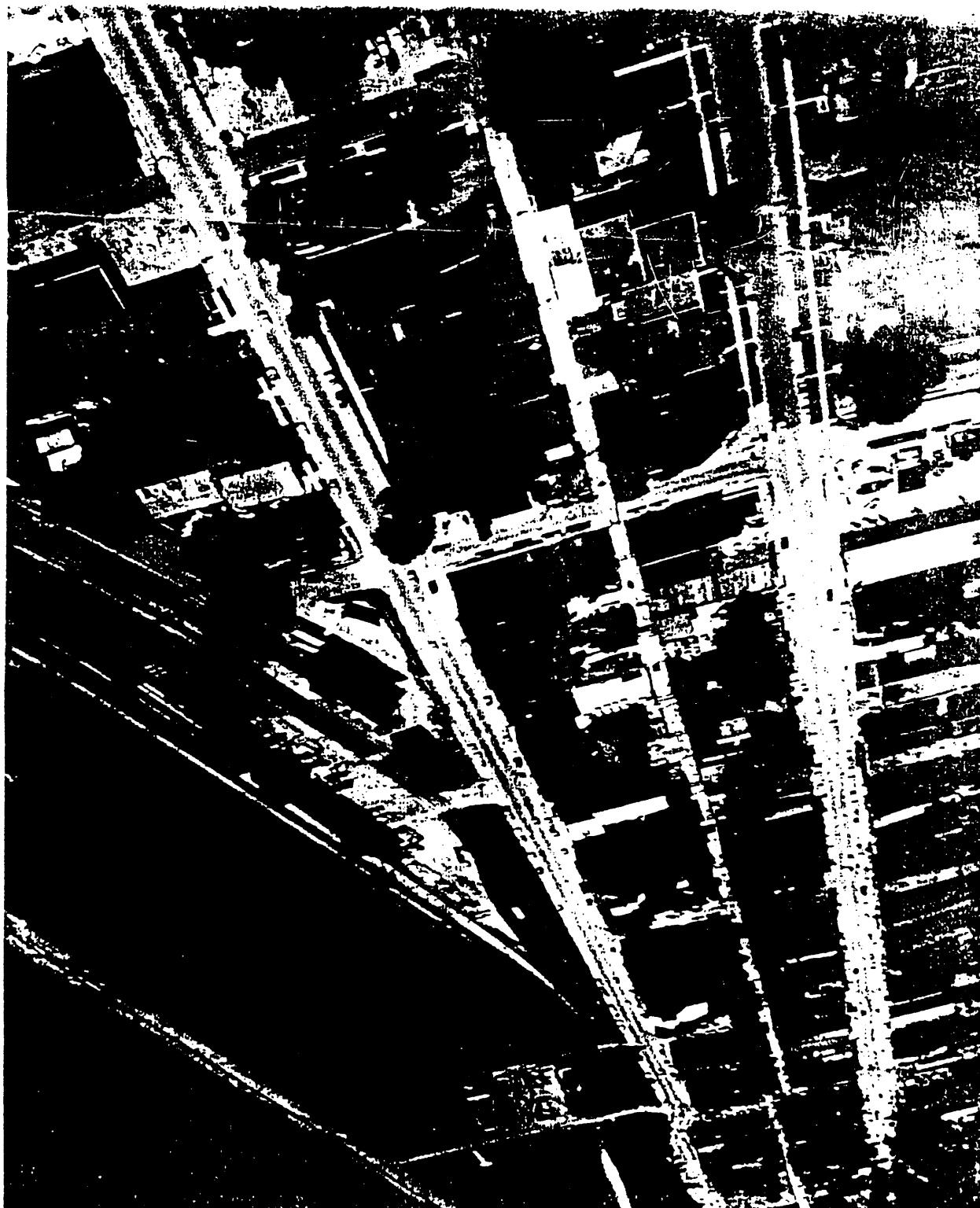
1926 Sanborn fire insurance map
City of Fort Madison, Iowa

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1940 Aerial Photograph of downtown Fort Madison, Iowa

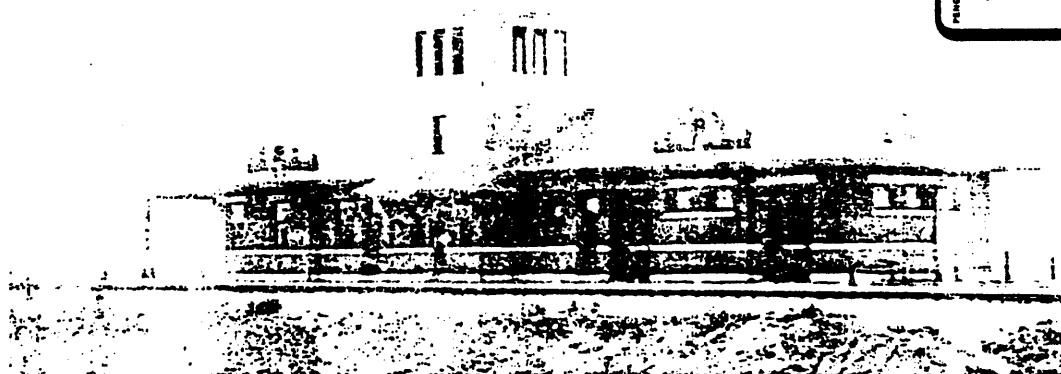


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Copy of photograph of Alva, Oklahoma Depot, one of three built in the same style and similar design as the Fort Madison Depot.

Santa Fe Depot
Appendix #4



Alva, OK (1910)

While not a particularly good photograph, this 1910 view of the Alva depot is the best one located showing the decorative tower over the operator's bay. (Merle Hogue Collection)



This modern photograph showing the waiting room end of the Alva depot reveals some additional details. The lighter colored roof tiles over the bay window conceals where the tower was removed. (Robert E. Pounds)

The former combination depot at Alva was converted to freight service in 1909 when the new passenger depot was completed. (Santa Fe)



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Hermosa, California Depot.

Santa Fe Depot
Appendix # 5
FENCAD - Bryson, N. J.



ABOVE: The Hermosa depot at 619 Pier Avenue taken in Nov. 1961. It opened in late 1927 as a ticket agency, train order office and Western Union Telegraph office. The 20x40 foot structure was built of concrete and contained two rooms. It was demolished on February 23-24, 1969.

[Kurt Baerg Photo]

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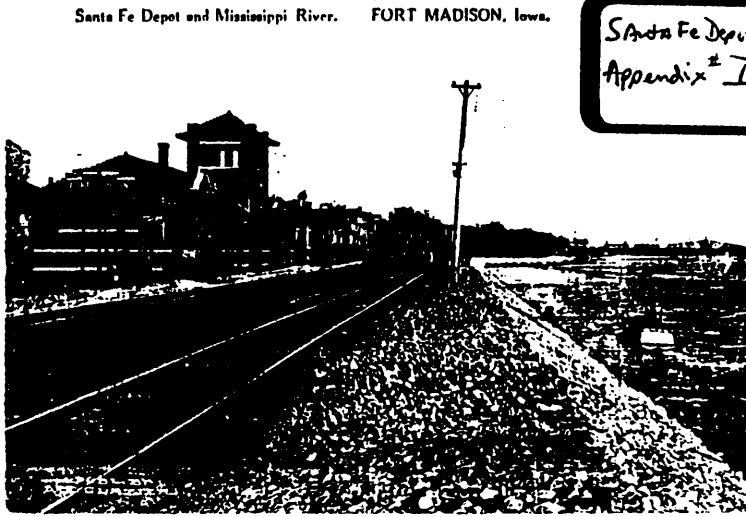
Circa 1910 Santa Fe Depot postcards from collection of David U. Sallen, Fort Madison, Iowa (copies).

Appendix I. Circa 1910 Santa Fe Depot Postcards from Collection of David U. Sallen, Fort Madison, Ia.

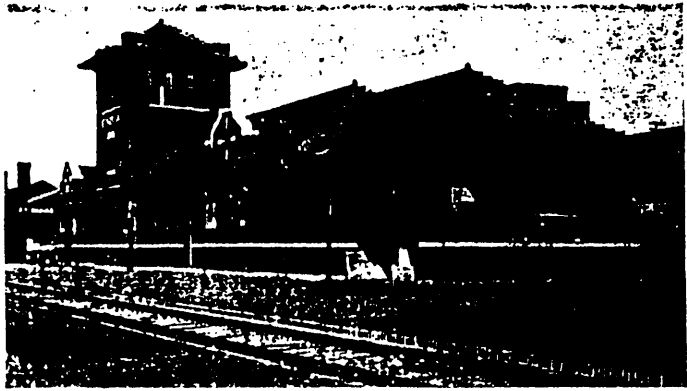
4214. New Santa Fe Passenger Depot, Fort Madison, Iowa.



Santa Fe Depot and Mississippi River. FORT MADISON, Iowa.

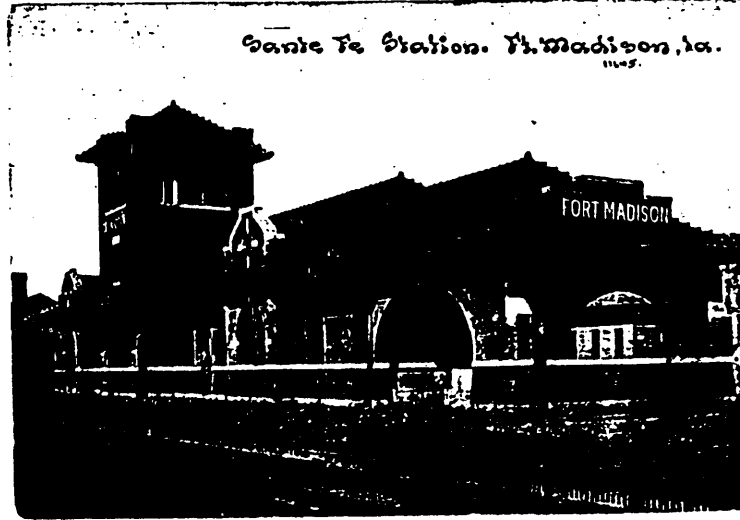


Santa Fe Depot
Appendix # I



SANTA FE STATION, FT. MADISON, IA.

Santa Fe Station. Ft. Madison, Ia.



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CFN-259-1116

Atchison, Topeka, and Santa Fe

Passenger and Freight Complex
Historic District

AVE H (U.S. 61)
C. B. & Q. RY

A.T. & S.F. RY

