

United States Department of the Interior  
National Park Service

**National Register of Historic Places  
listed January 4, 2023**

# 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 Chicago, Burlington & Quincy Railroad Freight Depot

Other names/site number Burlington and Missouri River Railroad Freight Depot, CB&Q Freight Depot

Name of related Multiple Property Listing Historic Railroad Resources of Kansas

## 2. Location

Street & number 118 S. 2<sup>nd</sup> St.

N/A

not for publication

City or town Atchison

N/A

vicinity

State Kansas Code KS County Atchison Code 20005 Zip code 66002

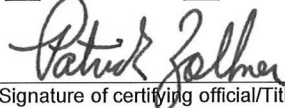
## 3. State/Federal Agency Certification

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 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: x A    B    C    D



Signature of certifying official/Title Patrick Zollner, Deputy SHPO

11-16-22

Date

Kansas State Historical Society

State or Federal agency/bureau or Tribal Government

**Register of Historic Kansas Places 11/05/2022**

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

1/4/2023

Date of Action

Chicago, Burlington & Quincy Railroad Freight  
Depot

Name of Property

Atchison County, Kansas

County and State

## 5. Classification

### Ownership of Property

(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

### Category of Property

(Check only **one** box.)

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

### Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	<b>Total</b>

### Number of contributing resources previously listed in the National Register

N/A

## 6. Function or Use

### Historic Functions

(Enter categories from instructions.)

TRANSPORTATION/Rail-Related (Freight Depot)

### Current Functions

(Enter categories from instructions.)

VACANT

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

OTHER: Freight House

OTHER: Utilitarian

### Materials

(Enter categories from instructions.)

foundation: STONE/Limestone (parged)

walls: BRICK

METAL/Aluminum siding (north elevation)

roof: ASPHALT

other: N/A

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## Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources, if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

### Summary

The Chicago, Burlington, and Quincy Railroad Freight Depot occupies the lot at 118 S. 2<sup>nd</sup> Street in Atchison, Atchison County, Kansas. Initially completed circa 1887, the building currently expresses its circa-1943 remodel. It is a rectangular, gable-roofed building constructed of red brick with minimal cast stone details and a parged stone foundation. On the south elevation, created during the circa-1943 remodel, a stepped brick parapet rises above the roof gable. The building features circa-1943 divided-light wood windows on the south elevation, as well as circa-1887 freight door openings on the east, west, and north elevations. The freight door openings are covered on the exterior, but their historic sliding freight doors are extant on the interior. On the interior, the southern bay contains a one-story volume, constructed circa 1943 within the existing circa-1887 building to house offices. The remainder of the building is one large, open space. Exposed materials—including wood roof joists and decking, wood and steel trusses, brick walls, and concrete floors—characterize the interior. The building retains good historic integrity from its period of significance, 1887 to 1945, as an example of the Freight House subtype of the Railroad Support Structures property type outlined in the “Historic Railroad Resources of Kansas” Multiple Property Documentation Form (MPDF).<sup>1</sup>

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### Elaboration

The Chicago, Burlington, and Quincy Railroad Freight Depot (Depot) first completed construction circa 1887 to serve as a railroad freight house. It replaced an earlier wood-frame freight depot building that stood just to the east. It sits near the west bank of the Missouri River on the east side of South 2<sup>nd</sup> Street at the eastern terminus of Main Street in downtown Atchison, Kansas (*Figures 1-2*). Historically, rail lines ran along the east and south elevations of the Depot, with the rails to the east running between the depot and the Missouri River and the rails to the south leading to a bridge crossing the river (*Figures 3-6*). Currently, the rail lines and bridge to the south are still extant, along with a scattering of service buildings. The rail lines to the east have been removed, and the area where they ran is covered with a grass lawn and a parking lot.

The building originally consisted of a two-story southern half with offices and a one-story northern half for moving freight between wagons and trucks on the west and railroad cars on the east, a type of combination one- and two-story freight house that was found in larger cities (*Figure 7*).<sup>2</sup> Circa 1943, the Chicago, Burlington, and Quincy Railroad remodeled the building, removing the two-story south half and creating a new south exterior elevation (*Figure 8*).<sup>3</sup> The following description is for the building as it currently exists.

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<sup>1</sup> Deon Wolfenbarger, “Historic Railroad Resources of Kansas,” National Register of Historic Places Multiple Property Documentation Form, August 14, 2001, F8.

<sup>2</sup> Wolfenbarger, F8.

<sup>3</sup> It is currently unknown precisely when or why the Depot was remodeled. A 1949 newspaper article about CB&Q’s centennial mentions that the building was remodeled in 1943, but does not elaborate. Another 1969 newspaper article mentions that building materials from the Depot were used in a 1942-1943 remodel of a local school building. “Burlington Lines Celebrates 100th Anniversary of Start,” *Atchison Daily Globe*, February 13, 1949; “Centennial at Trinity Lutheran School,” *Atchison Daily Globe*, April 27, 1969.

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As is typical of the Freight House subtype, the Depot is a rectangular, gable-roofed building oriented on a north-south axis (*Photos 1-15*). The building is red brick and has minimal cast stone details and a parged stone foundation. Detailing is restrained, but includes recessed bays topped with brick dentils, bonded arched headers with cast stone details above freight door transoms, and rowlock arches above the south elevation window banks. On the south elevation, created during the circa-1943 remodel, a stepped brick parapet rises above the roof gable (*Photos 1-3*). The brick and much of the cast stone is currently painted, and metal siding clads the north elevation.

Asphalt shingles cover the gable roof, and bracketed wooden eaves extend along the east and west elevations (*Photos 1, 3-5*). The western eave line was shortened at an unknown date. Non-historic wood paneling covers these eaves and smaller, non-historic wood brackets replaced the originals. The eastern roof line retains its historic beadboard eaves and wood brackets.

Fenestration consists of freight doors with multi-light transoms, which date to circa 1887, as well as multi-light hung windows, which date to circa 1943 (*Photos 1-5, 8, 13-14*). Six bays organize the east and west elevations separated by brick pilasters. From the north, freight doors pierce bays 1, 3, and 5 of both elevations. All but one of the historic sliding freight doors and multi-light transoms on the east and west elevations are still extant. The doors are covered on the exterior with wood panels, while the transoms are either covered with wood panels or bricked over on the exterior. Brick infills the southernmost freight opening on the east elevation on the exterior to make the opening slightly smaller, but the historic door and transom remain on the interior. The center freight door opening on the west elevation has been considerably enlarged and a non-historic overhead door fills the opening, and the historic freight door and transom are no longer extant. Two smaller masonry openings pierce the south bay of the east elevation. Plywood covers the exterior openings, and wood paneling covers the interior, so it is currently unknown if window sashes remain. A historic eight-over-eight hung wood sash window pierces the center of the south bay on the west elevation. Three bays organize the north elevation. A single freight door pierces the center bay. A non-historic overhead door fills the opening and provides access to a concrete loading dock, and the historic freight door and transom are no longer extant (*Photos 4-5*).

Three bays organize the circa-1943 south elevation. Brick arches define each bay. Historic grouped sets of three eight-over-eight hung wood sash windows pierce the east and west bays. A similar grouping fills the center bay, with two eight-over-eight hung wood sash windows and a historic doorway on the west side of the grouping instead of a third window, which leads to a concrete stoop. Non-historic aluminum-frame storms cover the windows and door. The stepped brick parapet caps the elevation (*Photos 1-3*).

The interior of the building is largely one open space with some partitioning at the southern end (*Photos 7, 9-12, 15*). During the circa-1943 renovation, a one-story office space was constructed within the southern bay of the building. It spans the full width of the building and has a false floor and an approximately 9' ceiling, with an open volume above to the exposed trusses (*Photo 10*). This area has been altered since 1943 and it is unclear how much of the historic configuration of this area remains, but it currently contains two larger rooms, including a former walk-in cooler on the western end (*Photos 7, 9*), as well as a utility closet and a small restroom on the eastern end. The northern wall separating the office space from the open freight space dates to circa 1943.

Exposed materials—including wood roof joists and decking, wood and steel trusses, brick walls, and concrete floors—are major character-defining features of the interior space (*Photos 11-12, 15*). The north elevation of the northern wall of the office space is clad with historic, circa-1943 wood paneling and also features a historic, circa-1943 wood ladder (*Photo*

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10). Non-historic finishes within the southern office space include wood paneling and suspended ACT ceilings (*Photo 7*). Historic hard-shell ceilings and historic light fixtures are visible behind the ACT ceilings.

Ceilings, trusses, and concrete floors are raw and unpainted. Brick walls are painted to the north of the 1943 office space; to the south, they remain unpainted above the 1943 office space, but the condition behind partitioning is unknown. The historic wood paneling on the northern partition of the 1943 office space is painted.

### Integrity

The Depot retains good historic integrity and meets the Registration Requirements outlined in the “Historic Railroad Resources of Kansas” MPDF.<sup>4</sup> It clearly conveys its historic function as a railroad freight house subtype of the Railroad Support Structures property type outlined in the MPDF and maintains its association with the development and growth of railroads in Atchison, Kansas.<sup>5</sup>

The Registration Requirements stress the importance of the original location to meet the National Register of Historic Places Criterion A. The Depot sits at its original location on the east side of S. 2<sup>nd</sup> Street at the eastern terminus of Main Street and largely retains integrity of its historic setting. With the railroad tracks and historic railroad bridge over the Missouri River still extant to the south of the building, as well as the extant adjacent historic buildings to the north and west, the loss of tracks that historically ran along the eastern side of the building has a relatively minor impact on the overall setting of the property (*Figures 9-12*).

The building itself meets the Registration Requirements for design and materials, which include “scale, floor plan, roof shape, and construction materials,” as well as fenestration patterns. Under the Registration Requirements, it is also noted that “railroad buildings were routinely modified to meet changing company needs. . . . Such modifications undertaken as part of the ongoing development of changing railroad technology or needs would illustrate the dynamic pattern of historic use.”<sup>6</sup> The Depot falls under this consideration. Initially completed circa 1887, the building was remodeled circa 1943 while still under the ownership and use of the Chicago, Burlington, and Quincy Railroad. The building remains relatively unchanged since the circa-1943 remodel. The building retains its long, rectangular shape, gable roof with bracketed eaves and stepped south elevation parapet, and numerous freight door openings. The configuration of primary interior spaces—including the circa-1943 office build-out and the wide, open depot space—remains intact. Finishes have been added and updated, but historic exposed and raw materials that characterize the building are extant. Workmanship is also evident in the building’s restrained detailing, including its stepped parapet, bracketed eaves, brick pilasters, and stepped and dentiled brickwork. The building effectively communicates the feeling of a utilitarian freight house railroad building and its association with the nineteenth- and twentieth-century railroad industry.

<sup>4</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” F9–10.

<sup>5</sup> Wolfenbarger, F8.

<sup>6</sup> Wolfenbarger, F10.

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## 8. Statement of Significance

### Applicable National Register Criteria

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

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

### Areas of Significance

TRANSPORTATION

### Period of Significance

c. 1887-1945

### Significant Dates

c. 1887 (initial construction)

c. 1943 (alteration)

### Significant Person

(Complete only if Criterion B is marked above.)

### Cultural Affiliation

### Architect/Builder

Unknown

### Period of Significance (justification)

The period of significance, c. 1887 to 1945, begins with the date of the building's approximate construction and ends with the close of World War II, which marks the end of the last period of major railroad activity in Atchison and across the United States.

### Criteria Considerations (justification)

N/A

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**Narrative Statement of Significance**

(Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

**Summary**

The Chicago, Burlington and Quincy Railroad Freight Depot (Depot), located at 118 S. 2<sup>nd</sup> Street in Atchison, Atchison County, Kansas, is locally significant under Criterion A in the area of TRANSPORTATION as an example of the Freight House subtype of the Railroad Support Structures property type described in the “Historic Railroad Resources of Kansas” Multiple Property Documentation Form (MPDF), as well as for its association with the development of Atchison as a regional railroad hub. Applicable historic contexts discussed in the MPDF include “Boom Times for Railroads: 1865-1890,” “Settling Kansas: 1865-1917,” “Consolidation: 1891-1917,” “Between the Wars: 1917-1940,” and “Chicago, Burlington & Quincy: 1865-1951.” The Chicago, Burlington, and Quincy Railroad’s (CB&Q) origins in Atchison began in 1867 with the newly chartered Atchison & Nebraska City Railroad, which went through several mergers and acquisitions before the CB&Q acquired the latest iteration in 1880. Circa 1887, the CB&Q constructed the Depot, which replaced an earlier, smaller depot building. The Depot was constructed near the end of the biggest period of railroad growth in Kansas, and during its historic period, 1887 to 1951, it witnessed and survived periods of railroad consolidation, interwar depression, wartime surge, and eventual decline. Today, it is one of two extant examples of the Freight House subtype within Atchison. The period of significance, 1887 to 1945, begins with the date of the building’s approximate construction and ends with the close of World War II, which marks the end of the last period of major railroad activity in Atchison and across the United States.

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**Elaboration**

The CB&Q Depot and the Historic Railroad Resources of Kansas MPDF

The Atchison Chicago, Burlington and Quincy Railroad Freight Depot (Depot) is locally significant under Criterion A in the area of TRANSPORTATION as a Freight House subtype of the Railroad Support Structures property type described in the “Historic Railroad Resources of Kansas” Multiple Property Documentation Form (MPDF). According to the MPDF, Railroad Support Structures were constructed “to provide the many necessary functions for the maintenance, repair, and operation of a rail line.”<sup>7</sup> The Chicago, Burlington and Quincy Railroad (CB&Q) constructed the Depot circa 1887 in Atchison for two primary reasons: one, to facilitate the movement of agricultural goods from the surrounding region to major city centers and markets, like St. Louis and Chicago; and two, to facilitate the movement of finished goods from more industrial areas back to the agricultural communities of Atchison and the surrounding area.<sup>8</sup> Applicable historic contexts discussed in the MPDF include “Boom Times for Railroads: 1865-1890,” “Settling Kansas: 1865-1917,” “Consolidation: 1891-1917,” “Between the Wars: 1917-1940,” and “Chicago, Burlington & Quincy: 1865-1951.”

Boom Times for Railroads: 1865-1890<sup>2</sup>

The Depot was constructed during a period of immense railroad activity in Kansas and in the United States. From a mere twenty-three miles of track in 1830, over 177,000 miles of track crisscrossed the country by the early 1890s (*Figure 13*).<sup>10</sup>

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<sup>7</sup> Wolfenbarger, F8.

<sup>8</sup> Wolfenbarger, F8–9.

<sup>9</sup> This historic context is discussed in Wolfenbarger, E4–6.

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Much of this activity concentrated in the Midwest and Great Plains regions following the Civil War, and Kansas consistently ranked among the top in terms of mileage among the forty-eight contiguous states. From just sixty-two miles of track at the end of the Civil War, Kansas contained a rail network of nearly 8,860 miles by 1890, placing it second in the country in trackage.<sup>11</sup>

A number of factors spurred this growth. One was the desire to transport goods, including agricultural goods and raw materials from the middle of the country to the east and west coasts as well as finished goods from the east and west coasts into the growing Midwest and Great Plains regions.<sup>12</sup> Another was the migration of white settlers into the middle of the country, pushed by postwar depression in the Northeast and lured by the apparent unbounded possibilities of the frontier.<sup>13</sup> Additionally, railroad construction and the creation of a connection between East and West became a prime method for the United States to both physically and symbolically nation build, something which exponentially gained importance following the Civil War.<sup>14</sup>

The Depot contributed to and exemplified this period of expansion, particularly as it replaced an earlier depot building. Whereas the first depot was a single story and built of wood, the circa-1887 Depot was a larger, combination one- and two-story building with masonry construction.<sup>15</sup> It is unknown if the CB&Q simply replaced the earlier wood-frame building because it needed more space, or if natural disaster damaged the earlier building, necessitating its replacement. Regardless, the fact that it was replaced with a bigger, more costly building when railroad companies sought to limit expenses wherever possible demonstrates the growth of railroads during this period.<sup>16</sup>

Settling Kansas: 1865-1917<sup>17</sup>

In “Historic Railroad Resources of Kansas,” Wolfenbarger argues that the railroad “did more to create towns and shape the development of Kansas and the western United States than any other single force in the nineteenth century.”<sup>18</sup> Indeed, many towns in Kansas and the western United States only exist because of the railroad—they were purpose-built settlements that railroad companies and their subsidiary land companies platted simultaneously with and centered on the

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<sup>10</sup> “Miles of Railroads in the United States, 1830 to 1893,” in *Rand McNally & Co. 's Indexed Atlas of the World* (Chicago: Rand McNally, 1897), <https://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~20788~560069:Miles-of-railroads-U-S-,1839-1894->

?sort=Pub\_List\_No\_InitialSort%2CPub\_Date%2CPub\_List\_No%2CSeries\_No&qvq=q:rand%20mcnally%201897;sort:Pub\_List\_No\_InitialSort%2CPub\_Date%2CPub\_List\_No%2CSeries\_No;lc:RUMSEY~8~1&mi=122&trs=165#.

<sup>11</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” E6.

<sup>12</sup> Wolfenbarger, E4.

<sup>13</sup> Wolfenbarger, E5.

<sup>14</sup> John W. Reys, *Cities of the American West: A History of Frontier Urban Planning* (Princeton, NJ: Princeton University Press, 1979), 525.

<sup>15</sup> *Insurance Maps of Atchison, Atchison County, Kansas* (New York City: Sanborn Map Company, 1883); *Insurance Maps of Atchison, Atchison County, Kansas* (New York City: Sanborn Map Company, 1887).

<sup>16</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” F9.

<sup>17</sup> This historic context is discussed in Wolfenbarger, E16-23.

<sup>18</sup> Wolfenbarger, E16-17.



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railroad.<sup>19</sup> However, the railroad also heavily shaped the development of Atchison, whose white settlement preceded the construction of any track.

As rail networks expanded across the country, the railroad quickly established its importance in the mind of white urban society. People saw the railroad as a romantic, supernatural entity that could conquer nature, transform landscapes, and build cities.<sup>20</sup> A *Chicago Tribune* article from 1851 states that “it matters but little how great may be the natural advantages with respect to a location upon navigable water, if [cities] fail to avail themselves of this new element of power, a decline is inevitable.” In 1852, the *Chicago Daily Democratic Press* declared that because of the railroad, “our city [Chicago] is capable of almost unlimited extension.”<sup>21</sup> People believed, understandably, that the railroad was the key to urban success.

Early settlers of Atchison were no different in the common belief that railroads would lead to a thriving city. They strategically selected a site along a bend in the Missouri River for its location along a waterway, believing that it would be economically advantageous.<sup>22</sup> However, they also knew early on the importance of having a railroad. Atchison first incorporated as a town in 1855, and following its incorporation as a city in February of 1858, one of city council’s first acts was to call an election for a proposition to approve the city’s purchase of \$100,000 in stock to construct a railroad between Atchison and St. Joseph, Missouri. Not only did voters approve the proposition almost unanimously, but a group of citizens also organized to purchase an additional \$100,000 of stock on their own.<sup>23</sup> This was common among early railroad towns; while larger railroad companies received generous government grants and subsidies to build railroads, many smaller railroads relied on enthusiastic local boosterism.<sup>24</sup>

Construction of the Atchison & St. Joseph Railroad began just months later, in May of 1858, and completed in February of 1860.<sup>25</sup> While the city and citizens of Atchison promoted the railroad, it did not, in fact, terminate in Atchison until 1875, when construction finished on the railroad bridge crossing the Missouri River. Instead, it terminated in the township of East Atchison (now called Winthrop), on the Missouri side of the river, and ferries carted goods to and from the railroad.<sup>26</sup> However, this twenty-mile stretch of track was important for Atchison: not only did the Atchison & St. Joseph Railroad connect to the city of St. Joseph, but it also connected to the Hannibal & St. Joseph Railroad, which later connected to the metropolises—and markets—of St. Louis and Chicago.<sup>27</sup> The Atchison & St. Joseph Railroad was also

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<sup>19</sup> John C. Hudson, “Towns of the Western Railroads,” *Great Plains Quarterly* 2, no. 1 (Winter 1982): 36.

<sup>20</sup> John R. Stilgoe, *Metropolitan Corridor: Railroads and the American Scene* (New Haven, CT: Yale University Press, 1983), 3; William Cronon, *Nature’s Metropolis: Chicago and the Great West* (New York: W. W. Norton & Company, Inc., 1991), 72.

<sup>21</sup> Cronon, *Nature’s Metropolis: Chicago and the Great West*, 71.

<sup>22</sup> Sheffield Ingalls, *History of Atchison County, Kansas* (Lawrence, KS: Standard Publishing Company, 1916), 65.

<sup>23</sup> Ingalls, 174.

<sup>24</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” E4.

<sup>25</sup> Ingalls, *History of Atchison County, Kansas*, 174.

<sup>26</sup> “Burlington Lines Celebrates 100th Anniversary of Start.”

<sup>27</sup> William G. Cutler, *History of the State of Kansas* (Chicago: A. T. Andreas, 1883), Part 6, <http://www.kancoll.org/books/cutler/atchison/atchison-co-p1.html>.

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the second railroad in the United States to complete construction in the area between the Mississippi River and the Rocky Mountains; the Hannibal & St. Joseph Railroad, completed in 1859, was the first.<sup>28</sup>

Upon completion of the Atchison & St. Joseph Railroad, the city of Atchison celebrated with a day of festivities, signaling the excitement surrounding the railroad. On the day of the celebration, citizens fired one-hundred gun salutes at regular intervals from midnight until dawn, and at noon, a special train with guests of honor arrived at the East Atchison terminus. An afternoon parade full of bands, oxen pulling carts and wagons, and groups of girls representing each state and territory as well as each Kansas county marched through downtown Atchison, which featured flags and bunting for the occasion. The day ended with a massive barbeque, and music and dancing continued into the evening. The population of Atchison in 1860 was only around 2,600, but reportedly, seven to ten thousand people came from St. Joseph, Kansas City (Missouri and Kansas), Topeka, Lawrence, Leavenworth, and other areas, some as far as New England, to share in the celebration.<sup>29</sup>

The Civil War effectively halted additional railroad construction in Atchison and across the United States, and the Atchison & St. Joseph Railroad was the city's only railroad for seven years. Starting in the late 1860s, however, construction rapidly increased, and several railroads quickly made their way to and from Atchison. These included the Atchison and Pike's Peak Railroad, which reached the Kansas-Colorado border toward Denver in 1867; the Kansas City, Leavenworth & Atchison Railway, which reached Atchison from Leavenworth in 1869; the Chicago, Rock Island & Pacific, which reached Atchison from Leavenworth in 1872; and the Atchison, Topeka and Santa Fe Railway, which reached the Kansas-Colorado border toward Santa Fe in 1873.<sup>30</sup>

As more companies established railroad lines to, from, and through Atchison, the ferry service continued to transport goods and people across the Missouri River, which constrained movement and expansion. In 1875, the city completed its first bridge, constructed of iron with a wood bridge deck to serve both railroad and highway traffic. This bridge opened new possibilities for transportation and finally connected the railroad lines on either side of the riverbank.<sup>31</sup> In 1898, a new through truss swing bridge replaced the 1875 bridge, and it is still extant today.<sup>32</sup>

Atchison did not become a booming metropolis such as Chicago or St. Louis like its early settlers had hoped. Instead, Kansas City won the title of "Gateway to the West" in the mid-1870s and became the major urban center of the region.<sup>33</sup> However, with multiple railroads passing goods and people through the city daily, Atchison did become a commercial and transportation center in its own right.<sup>34</sup> It also grew into a community that arguably would not have existed or developed as it did without multiple railroads providing means by which to transport and receive goods. The CB&Q boasted this fact through to the mid-twentieth century: a 1960 CB&Q advertisement in the local paper proclaims that it "helped in the development of this region—literally, helped put this town [Atchison] on the map" (*Figure 14*).<sup>35</sup>

<sup>28</sup> Ingalls, *History of Atchison County, Kansas*, 174.

<sup>29</sup> Ingalls, 174–76.

<sup>30</sup> Cutler, *History of the State of Kansas*, Section 6; Ingalls, *History of Atchison County, Kansas*, 179–81.

<sup>31</sup> Cutler, *History of the State of Kansas*, Section 6.

<sup>32</sup> Ingalls, *History of Atchison County, Kansas*, 181.

<sup>33</sup> Wolfenbarger, "Historic Railroad Resources of Kansas," E31.

<sup>34</sup> Ingalls, *History of Atchison County, Kansas*, 185.

<sup>35</sup> "On the Map... [Advertisement]," *Atchison Daily Globe*, October 18, 1960, 6.

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### *A Note on Settlement*

It is important to note that, as was the case for all of North America when European colonialists arrived, the Great Plains and the west did not consist of empty land. It was, and had been, inhabited, for centuries by local Native peoples and more recently by eastern Native peoples whom white settlement had pushed farther and farther west onto land initially deemed unprofitable or undesirable. Not only did the railroad symbolize innovation and development, but it was also a symbol and an instrument of continued, systematic colonialization and racial bias.<sup>36</sup> As soon as the railroad made settlement of the Great Plains viable and potentially profitable, previous treaties were once again ignored; Native peoples were first coerced to sell land for virtually nothing, pressured both by the United States government and the poverty into which they had been forced, and finally pushed onto reservations established on the remaining pockets of arid land that were considered unwanted for white settlement.<sup>37</sup>

As settlement rapidly expanded into the Great Plains and the west, this legacy of racial bias continued. Railroad companies frequently recruited people to areas of expansion, both for construction and agricultural labor and for populating the multitude of new settlements. The methods of recruiting for these two purposes were notably different and designed to attract very different people. To provide the labor for laying railroad track and rural agricultural settlement, railroad officials sought non-English-speaking immigrants under the belief that they would “work harder, complain less, and produce more than anyone else.”<sup>38</sup> To populate the urban towns, however, railroad officials and town promoters recruited educated, English-speaking, native-born whites, believing that they would make better merchants and produce more prosperous towns.<sup>39</sup> Additionally, as Chinese immigrants moved to the west coast and began moving eastward into newly settled areas, Congress passed several anti-Chinese immigration laws beginning in the early 1880s.<sup>40</sup> Immigrants were wanted to provide the hard labor that made settlement possible, but they were unwanted and excluded from the actual urban settlement that followed.

### Chicago, Burlington & Quincy: 1865-1951<sup>41</sup>

The Atchison branch of the CB&Q began twenty years prior to the construction of the nominated Depot. In 1867, the Atchison & Nebraska City Railroad received its charter, and in 1871, it reached the Kansas-Nebraska border just north of White Cloud, Kansas. Shortly after, it consolidated with the Atchison, Lincoln & Columbus Railroad, which completed construction in 1872. In early 1880, the Burlington & Missouri River Railroad (B&M), which had been under financial control of the CB&Q since 1857, purchased the Atchison, Lincoln & Columbus Railroad; later that same year, the B&M formally merged with the CB&Q.<sup>42</sup>

<sup>36</sup> Michael P. Conzen, “Understanding Great Plains Urbanization Through the Lens of South Dakota Townscapes,” *Journal of Geography* 109, no. 1 (2010): 5.

<sup>37</sup> David J. Wishart, “Settling the Great Plains, 1850-1930: Prospects and Problems,” in *North America: The Historical Geography of a Changing Continent*, ed. Thomas F. McIlwraith and Edward K. Muller (Lanham, MD: Rowman & Littlefield Publishers, 2001), 299; Jeanne Kay Guelke and David Hornbeck, “The Far West, 1840-1920,” in *North America: The Historical Geography of a Changing Continent*, ed. Thomas F. McIlwraith and Edward K. Muller (Lanham, MD: Rowman & Littlefield Publishers, 2001), 345.

<sup>38</sup> Wishart, “Settling the Great Plains, 1850-1930: Prospects and Problems,” 306–7.

<sup>39</sup> Hudson, “Towns of the Western Railroads,” 46.

<sup>40</sup> Guelke and Hornbeck, “The Far West, 1840-1920,” 347.

<sup>41</sup> This historic context is discussed in Wolfenbarger, “Historic Railroad Resources of Kansas,” E34-35.

<sup>42</sup> Ingalls, *History of Atchison County, Kansas*, 179–80; Richard C. Overton, *Burlington Route: A History of the Burlington Lines* (New York: Knopf, 1965), 170.

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The earliest segment of the CB&Q nationwide began in 1849 as a twelve-mile stretch of track between Aurora, Illinois and Chicago. Like the people of Atchison, citizens of Aurora viewed the railroad as an important economic driver, especially if it could connect directly with a growing urban center like Chicago. However, an outside investment group from the East Coast, led in part by John Murray Forbes, provided the initial capital for the railroad, not the town. This group obtained the charter in February of 1849 for the Aurora Branch Railroad, which completed construction and connected with the Galena and Chicago Union Railroad in September of 1850.<sup>43</sup>

Forbes, a Boston native, was born in 1813 into a wealthy merchant family and made money through his family's connections in the Old China Trade. In the mid-1840s, he left the China Trade and began investing in the United States railroad network, first in the Michigan Central Railroad in 1846, and then in the Aurora Branch Railroad in 1849.<sup>44</sup> Following the success of the Aurora Branch Railroad, Forbes and his group of investors purchased and consolidated several small railroad lines around Chicago, and in 1855, they named the overall network the Chicago, Burlington, and Quincy Railroad.<sup>45</sup> In 1857, Forbes convinced CB&Q stockholders to buy control of the B&M, expanding the potential network of the CB&Q. The B&M continued to operate as a separate affiliate company until 1880, under the increasing leadership of Charles Elliott Perkins.<sup>46</sup>

Perkins was born in Cincinnati in 1840 and spent virtually his entire working career affiliated with the CB&Q. In 1856, at the age of sixteen, he moved to Burlington, Iowa and joined the B&M as a clerk two years later under Forbes's recommendation. As Forbes's cousin, Perkins enjoyed a rapid rise in the company, eventually making his way to vice president and superintendent of the B&M in 1872, and later to president of the CB&Q in 1881, when Forbes moved up from president to chairman of the board.<sup>47</sup>

The CB&Q continued to expand under Perkins's tenure. He had already convinced the CB&Q to merge with the B&M in 1880, a strategic move to bolster the CB&Q as the Union Pacific Railroad gained increasing mileage and industry power.<sup>48</sup> As president, Perkins saw the CB&Q complete lines to Denver, Colorado in 1882, St. Paul, Minnesota in 1886, and Billings, Montana in 1894 (*Figures 15-16*).<sup>49</sup>

It was under Perkins's tenure, and during the period of the largest rail expansion in Kansas, that the CB&Q constructed the nominated Depot in Atchison circa 1887.<sup>50</sup> In the decades before 1880, the state gained approximately 3,400 miles of

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<sup>43</sup> Lloyd Lewis and Stanley Pargellis, eds., *Granger Country: A Pictorial Social History of the Burlington Railroad* (Boston: Little, Brown and Company, 1949), 36.

<sup>44</sup> Overton, *Burlington Route: A History of the Burlington Lines*, 27–28.

<sup>45</sup> Lewis and Pargellis, *Granger Country: A Pictorial Social History of the Burlington Railroad*, 36.

<sup>46</sup> Lewis and Pargellis, 37.

<sup>47</sup> Overton, *Burlington Route: A History of the Burlington Lines*, 60–61, 176.

<sup>48</sup> Although the B&M had officially merged with the CB&Q by the time of the nominated Depot's construction, it is still labelled as the "B&M RR Freight Depot" on the 1887 Sanborn Map. Overton, 169; "Insurance Maps of Atchison, Atchison County, Kansas," 1887.

<sup>49</sup> John F. Stover, *American Railroads*, Second (Chicago: The University of Chicago Press, 1997), 81.

<sup>50</sup> "Insurance Maps of Atchison, Atchison County, Kansas," 1883, Sheet 2; "Insurance Maps of Atchison, Atchison County, Kansas," 1887, Sheets 2-3.

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track; by 1900, Kansas had a reported 8,719 miles—an increase of over 150 percent. During the following period, rail construction slowed to an increase of just over 6.5 percent, with Kansas reaching its peak mileage in 1917 at over 9,300 miles.<sup>51</sup>

Forbes served as chairman of the CB&Q until his death in 1898, and Perkins retired in 1901, just six years before his death in 1907.<sup>52</sup> Both Forbes and Perkins were well known in the railroad industry for their fastidious financial management of both the B&M and the CB&Q.<sup>53</sup> From the twelve-mile line in Aurora in 1849, over 7,900 miles of CB&Q track extended over the Midwest and Great Plains regions by the time Perkins retired in 1901.<sup>54</sup> Over the second half of the nineteenth century, the CB&Q became one of the top four largest railroads in the northern central plains region in terms of mileage, revenues, and stocks and bonds, along with the Chicago, Milwaukee & St. Paul; the Chicago & North Western; and the Chicago, Rock Island & Pacific.<sup>55</sup>

Consolidation: 1891-1917<sup>56</sup>

Across the country, rail companies began to consolidate in the 1870s, spurred by economic panics and depressions. Unlike many other states, Kansas avoided track abandonment until the 1890s, but the financial Panic of 1893 and the Great Freeze of 1894-1895 started in motion the consolidation of railroads and track abandonment in Kansas, as well. Rail construction also slowed, although as Wolfenbarger points out in “Historic Railroad Resources of Kansas,” the state already had over 8,800 miles of track by 1900; therefore, there was also likely less demand for additional track. Most railroad companies during this period increased their total mileage by acquiring and absorbing other companies and their existing lines, rather than constructing new track.<sup>57</sup>

In 1901, the CB&Q followed the national consolidation trend. As Perkins retired and transitioned out of the company, the Great Northern and the Northern Pacific railroads bought control of the CB&Q. The CB&Q continued to operate as a separate affiliate company and maintained its name identity until the mid-twentieth century, but it became part of the larger Northern brand. With a single deal, thousands of miles of track combined under a single network, connecting the Midwest, Great Plains, and Pacific Northwest.<sup>58</sup>

Following the Great Northern and Northern Pacific’s acquisition, the CB&Q continued to expand into World War I, although at a much slower rate than during the previous two decades. The most significant expansion occurred in 1908, when the CB&Q acquired the Colorado and Southern Railroad and the Fort Worth and Denver Railway, which added

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<sup>51</sup> Note: As stated in an earlier section, Kansas contained approximately 8,931 miles of track during the mid-1890s; this number dropped to approximately 8,719 miles by 1900. This was not unusual; while total mileage increased overall until the mid-1910s, it fluctuated in Kansas and elsewhere as railroad companies constructed, bought, and consolidated lines. See Wolfenbarger, “Historic Railroad Resources of Kansas,” E6. Stover, *American Railroads*, 204.

<sup>52</sup> Lewis and Pargellis, *Granger Country: A Pictorial Social History of the Burlington Railroad*, 38; Overton, *Burlington Route: A History of the Burlington Lines*, 253.

<sup>53</sup> Stover, *American Railroads*, 80–81.

<sup>54</sup> Overton, *Burlington Route: A History of the Burlington Lines*, 250.

<sup>55</sup> Stover, *American Railroads*, 78.

<sup>56</sup> This historic context is discussed in Wolfenbarger, “Historic Railroad Resources of Kansas,” E6–10.

<sup>57</sup> Wolfenbarger, E7.

<sup>58</sup> Overton, *Burlington Route: A History of the Burlington Lines*, 263.

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nearly 2,000 miles of track to its network and expanded its reach to the Gulf of Mexico.<sup>59</sup> Most expansion during this period, however, focused on improving links between existing lines and improving methods of operation, rather than building entirely new lines.<sup>60</sup>

Between the Wars: 1917-1940<sup>61</sup>

The United States rail network reached its peak in 1916, with over 254,000 miles of track that connected virtually every part of the country (*Figure 17*).<sup>62</sup> Kansas reached its peak in 1917, with over 9,300 miles, and at that point ranked fifth in the country.<sup>63</sup> However, as Wolfenbarger notes in “Historic Railroad Resources of Kansas,” this number does not include approximately 3,000 miles of ancillary rail in yards and sidings, placing the total number of railroad trackage in Kansas by the 1910s at roughly 12,300 miles.<sup>64</sup>

After over half a century of nearly unbridled growth, the golden age of railroads came to a close after World War I. During the war, new and improved alternative transportation networks began to appear, including highways, air transport, water transport, and pipelines.<sup>65</sup> From the early beginnings of the United States railroad network in the mid-nineteenth century, railroads enjoyed an aggressive monopoly on transportation, especially in the middle of the country. Over the twentieth century, however, railroads lost more and more of the market for both freight and passenger transportation, particularly to trucks and buses, personal automobiles, and airplanes.<sup>66</sup> After World War I, railroads across the country began to experience a steady decline that stretched throughout most of the twentieth century. From the country’s peak mileage of over 245,000 miles in 1916, mileage dropped to around 217,500 by the mid-twentieth century; today, the United States rail network consists of fewer than 140,000 miles.<sup>67</sup>

Like all railroad companies in the United States, the CB&Q experienced hardship during the 1920s and 1930s, caused by an increase in other transportation methods and exacerbated by the Great Depression. However, unlike many other railroad companies, it managed to avoid bankruptcy. In part, this was due to diversified freight; as a granger railroad, its cargo was largely agricultural, but it also carried coal and manufactured goods.<sup>68</sup> Another reason was the Zephyr, the passenger train that the CB&Q developed in the mid-1930s. In an effort to modernize and keep pace with buses and automobiles, the CB&Q invested in new technology based on streamlined trains that were currently being developed in Germany. The result was a sleek, lightweight, stainless steel train with a diesel-powered engine that could go faster and farther without refueling than steam-powered engines. Union Pacific developed a similar train around the same time, but

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<sup>59</sup> Overton, 274.

<sup>60</sup> Overton, 267.

<sup>61</sup> This historic context is discussed in Wolfenbarger, “Historic Railroad Resources of Kansas,” E10–12.

<sup>62</sup> Sam Bass Warner Jr., *The Urban Wilderness: A History of the American City* (New York: Harper & Row, Publishers, Inc., 1972), 89.

<sup>63</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” E9; Stover, *American Railroads*, 78.

<sup>64</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” E9.

<sup>65</sup> Stover, *American Railroads*, 192.

<sup>66</sup> Overton, *Burlington Route: A History of the Burlington Lines*, 407.

<sup>67</sup> Stover, *American Railroads*, 205; “Freight Rail Overview,” U.S. Department of Transportation Federal Railroad Administration, n.d., <https://railroads.dot.gov/rail-network-development/freight-rail-overview>.

<sup>68</sup> Lewis and Pargellis, *Granger Country: A Pictorial Social History of the Burlington Railroad*, 43.

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the Zephyr was the first to establish regular service and was ultimately more successful.<sup>69</sup> Surrounding freight, however, there was little to no growth or innovation.<sup>70</sup>

World War II and Beyond

Amid the general decline over the twentieth century, railroads experienced a brief explosion in activity during World War II. Not only did war-related production increase, necessitating increased transportation of goods, but other methods of transportation that had surpassed railroads in the decades prior slowed due to wartime oil restrictions.<sup>71</sup> While the CB&Q and other railroad companies had begun transitioning to diesel-powered passenger engines in the late 1930s, most freight locomotives were still steam-powered in the early 1940s, giving them an advantage over oil- and gas-powered transportation methods such as trucks and airplanes.<sup>72</sup> In 1942, freight traffic experienced a 34 percent increase from the previous year, a further increase of 14 percent in 1943, and an additional 1 percent increase in 1944. Passenger traffic increased as well, with a 322 percent increase between 1939 and 1944.<sup>73</sup>

It was during this increase in railroad activity, in 1943, that the CB&Q remodeled the depot building, although it is unclear precisely why. One newspaper article from 1949 about the CB&Q's centennial mentions that the building was remodeled in 1943, but does not elaborate.<sup>74</sup> Another newspaper article from 1969 mentions that the Trinity Lutheran Elementary School was able to enlarge and remodel a building of their own in 1943 amidst wartime shortages and restrictions because it used salvaged materials from the Depot building.<sup>75</sup> As Wolfenbarger notes in "Historic Railroad Resources of Kansas," however, railroad depots and support buildings "routinely" changed to serve fluctuating railroad company needs.<sup>76</sup>

Following World War II, railroads quickly fell back into decline as other modes of transportation once again began to dominate. The Interstate Highway System, developed and constructed between the mid-1950s and the early 1990s, cemented the decline, replacing the railroad as the main transportation network of the United States. Trucks and automobiles received a larger and larger share of freight traffic, and personal automobiles prevailed as the preferred means of passenger travel. Air transportation, which could cover more distance faster and more cheaply than the existing rail network, also took a considerable share of both freight and passenger traffic.<sup>77</sup> In a significant contrast to people of the nineteenth century, many of whom viewed the railroad as a lifeline and enthusiastically contributed to local railroad boosterism, people during the second half of the twentieth century increasingly began to view railroads as outmoded and old fashioned.<sup>78</sup> Therefore, the end of World War II marks the end of the period of significance for the CB&Q Freight Depot.

<sup>69</sup> Brian Solomon, *Burlington Northern Santa Fe Railway* (St. Paul, MN: MBI Publishing Company, 2005), 86–87.

<sup>70</sup> Stover, *American Railroads*, 270.

<sup>71</sup> Overton, *Burlington Route: A History of the Burlington Lines*, 480–81.

<sup>72</sup> Stover, *American Railroads*, 270.

<sup>73</sup> Overton, *Burlington Route: A History of the Burlington Lines*, 481.

<sup>74</sup> "Burlington Lines Celebrates 100th Anniversary of Start."

<sup>75</sup> This building is located at 611 N. 8<sup>th</sup> Street in Atchison and is still extant (*Figure 18*). "Centennial at Trinity Lutheran School," 2.

<sup>76</sup> Wolfenbarger, "Historic Railroad Resources of Kansas," F10.

<sup>77</sup> Stover, *American Railroads*, 226–29.

<sup>78</sup> Stover, 229.

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The CB&Q began to consolidate to cut costs, as did other railroad companies across the United States. Sometime between 1961 and 1965, the CB&Q decommissioned and sold the depot building.<sup>79</sup> In 1970, the CB&Q formally merged with the Great Northern and Northern Pacific to form the Burlington Northern Railroad, and in 1995, the Burlington Northern merged with the Atchison, Topeka and Santa Fe Railroad to form the Burlington Northern Santa Fe Railway, which exists today with 32,500 miles of track across twenty-eight states.<sup>80</sup>

After the CB&Q sold the depot building, occupants included the Northeast Distributing Company (later called the Midwest Distributing Company), which distributed beer and liquor throughout the local area, the Hayes Plumbing Company, and Southwestern Bell Telephone Company.<sup>81</sup> In the early 2000s, the city constructed a riverfront park to the east of the building, where track once ran. The building currently sits vacant.

Conclusion

The CB&Q Freight Depot is locally significant under Criterion A in the area TRANSPORTATION for its association with the CB&Q Railroad in Atchison and the historic contexts outlined in the “Historic Resources of Kansas” MPDF. It is also a good example of the Freight House subtype of the Railroad Support Structures property type outlined in the MPDF. The circa-1887 Depot served as a Railroad Support Structure for the CB&Q and contributed to the railroad industry and development in Atchison for approximately three-quarters of a century. Constructed at the height of the nineteenth-century railroad boom, it witnessed and weathered the highs and lows of the industry.

That the Depot was kept in use for so long and has survived largely intact since its period of significance adds to its significance as a Railroad Support Structure property type. The MPDF notes that “support structures have been demolished at an extremely high rate and are among the most threatened of railroad related resources in Kansas.”<sup>82</sup> Additionally, the MPDF notes that CB&Q Freight Depots are relatively rare in Kansas, with only around forty constructed across the state.<sup>83</sup> The Depot is significant as the only extant CB&Q Freight Depot in Atchison, as well as one of two surviving examples of the Freight House subtype in Atchison. Also extant in Atchison is the 1880 Atchison, Topeka, and Santa Fe Railway Freight Depot, located at 200 S. 10<sup>th</sup> Street, which now serves as the home of the Atchison County Historical Society (*Figure 20*). Demolished is the Missouri Pacific Railroad Freight Depot, which stood in the now-vacant 500 block of Main Street.

Situated in its original location and relatively unaltered since its period of significance, the Depot meets the MPDF Registration Requirements of a Freight House subtype of the Railroad Support Structure property type.

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<sup>79</sup> *Polk's Atchison City Directory* (Southfield, MI: R. L. Polk & Co. Publishers, 1961); *Polk's Atchison City Directory* (Southfield, MI: R. L. Polk & Co. Publishers, 1965); “To Review,” *Atchison Daily Globe*, October 19, 1966, 9.

<sup>80</sup> Stover, *American Railroads*, 239, 260; “BNSF Railway Fact Sheet” (BNSF Railway, March 2022), [http://www.bnsf.com/bnsf-resources/pdf/about-bnsf/fact\\_sheet.pdf](http://www.bnsf.com/bnsf-resources/pdf/about-bnsf/fact_sheet.pdf).

<sup>81</sup> *Polk's Atchison City Directory*, 1965; *Polk's Atchison City Directory* (Southfield, MI: R. L. Polk & Co. Publishers, 1975); *Polk's Atchison City Directory* (Southfield, MI: R. L. Polk & Co. Publishers, 1985).

<sup>82</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” F8.

<sup>83</sup> Wolfenbarger, “Historic Railroad Resources of Kansas,” E28.



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**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:**

☐ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other  
Name of repository: \_\_\_\_\_

Historic Resources Survey Number (if assigned): \_\_\_\_\_

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## 10. Geographical Data

Acreage of Property 0.43

### 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	39.560777 Latitude:	-95.115034 Longitude:	3	_____ Latitude:	_____ Longitude:
2	_____ Latitude:	_____ Longitude:	4	_____ Latitude:	_____ Longitude:

### Verbal Boundary Description (describe the boundaries of the property)

The boundary is the current legal parcel, described as located in the Downtown Atchison neighborhood on the tract beginning at the northwest corner of Lot 9, Block 20, E53.5' N36.6' E2.9' N15.9' E44.8' S201.3' WLY33.7' W67.5' N147.2' to point of beginning.

### Boundary Justification (explain why the boundaries were selected)

This boundary is historically associated with the Chicago, Burlington and Quincy Railroad Freight Depot.

## 11. Form Prepared By

name/title	Rachel Alison, Historic Preservation Specialist		
organization	Rosin Preservation	date	June 2022
street & number	1712 Holmes St.	telephone	816-472-4950
city or town	Kansas City	state	MO zip code 64108
e-mail	rachela@rosinpreservation.com		

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**Atchison County, Kansas**

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

name **Richard N. Berger**

street & number **104 N. 6<sup>th</sup> St., Ste 10**

telephone **913-367-3700**

city or town **Atchison**

state **KS**

zip code **66002**

**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: **Chicago, Burlington & Quincy Railroad Freight Depot**

City or Vicinity: **Atchison**

County: **Atchison**

State: **KS**

Photographer: **Brad Finch, f-stop Photography**

Date

Photographed: **April 2022**

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

- 1 of 15:** West and south elevations, view NE
- 2 of 15:** South elevation, view NE
- 3 of 15:** South and east elevations, view NW
- 4 of 15:** East and north elevations, view SW
- 5 of 15:** North and west elevations, view SE
- 6 of 15:** South elevation (R) with rails, railroad bridge, and motor bridge (L), view E
- 7 of 15:** Office space, view SW
- 8 of 15:** Historic windows, view SW
- 9 of 15:** Walk-in cooler, view NW
- 10 of 15:** Main depot space, view S
- 11 of 15:** Main depot space, view NE
- 12 of 15:** Main depot space, view SW
- 13 of 15:** Historic freight doors, view E
- 14 of 15:** Historic transom, view W
- 15 of 15:** Exposed trusses and roof structure, view N

**CB&Q Railroad Freight Depot**

Name of Property

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## Figures

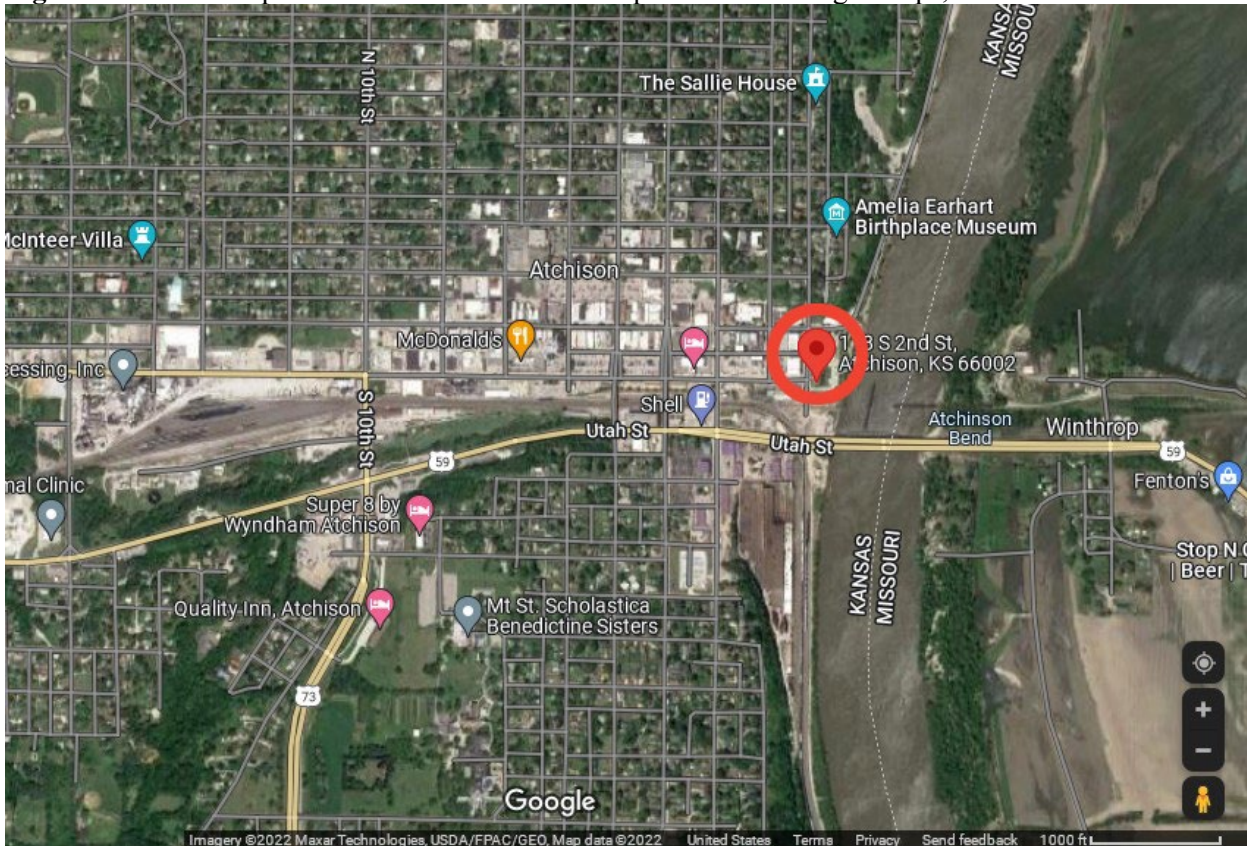
### Figure Log

- 1 of 20:** Context Map
- 2 of 20:** Site Map
- 3 of 20:** 1883 Sanborn Map
- 4 of 20:** 1887 Sanborn Map
- 5 of 20:** 1916 Sanborn Map
- 6 of 20:** 1961 Sanborn Map
- 7 of 20:** C. 1941 historical photograph of the CB&Q building pre-remodel
- 8 of 20:** C. 1960 historical photograph of the CB&Q building post remodel
- 9 of 20:** Context image, view east down Main Street
- 10 of 20:** Context image, view north up S. 2<sup>nd</sup> Street
- 11 of 20:** Context image, view south down S. 2<sup>nd</sup> Street
- 12 of 20:** Context image, view south between Missouri River and Depot building
- 13 of 20:** Miles of Railroads in the United States, 1830 to 1893
- 14 of 20:** CB&Q newspaper advertisement
- 15 of 20:** 1879 Chicago, Burlington and Quincy Railroad Network map
- 16 of 20:** 1892 Burlington Route Network map
- 17 of 20:** 1830-1950 United States railroad expansion maps
- 18 of 20:** Trinity Lutheran Elementary School
- 19 of 20:** Atchison, Topeka, and Santa Fe Railway Freight Depot
- 20 of 20:** Photo Map

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**Figure 1.** Context map. Site is marked with a circled pin. Source: Google Maps, 2022.





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**Figure 2.** Site map. Approximate property boundaries outlined. *Source: Google Maps, 2022.*



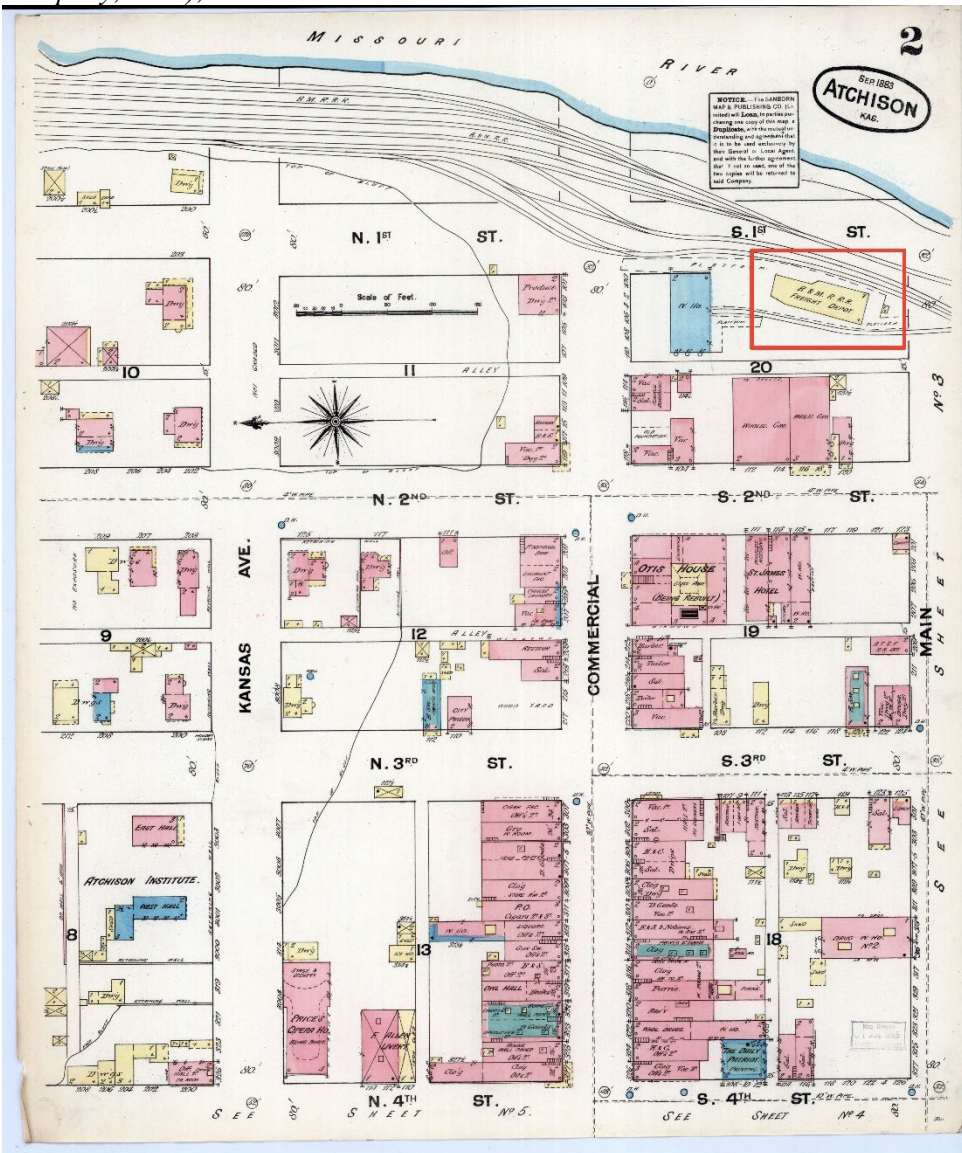
CB&Q Railroad Freight Depot

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**Figure 3.** 1883 Sanborn Map. The c. 1887 freight depot does not yet exist. Former one-story, wood-frame freight depot building outlined. Source: *Insurance Maps of Atchison, Atchison County, Kansas (New York City: Sanborn Map Company, 1883), Sheet 2.*





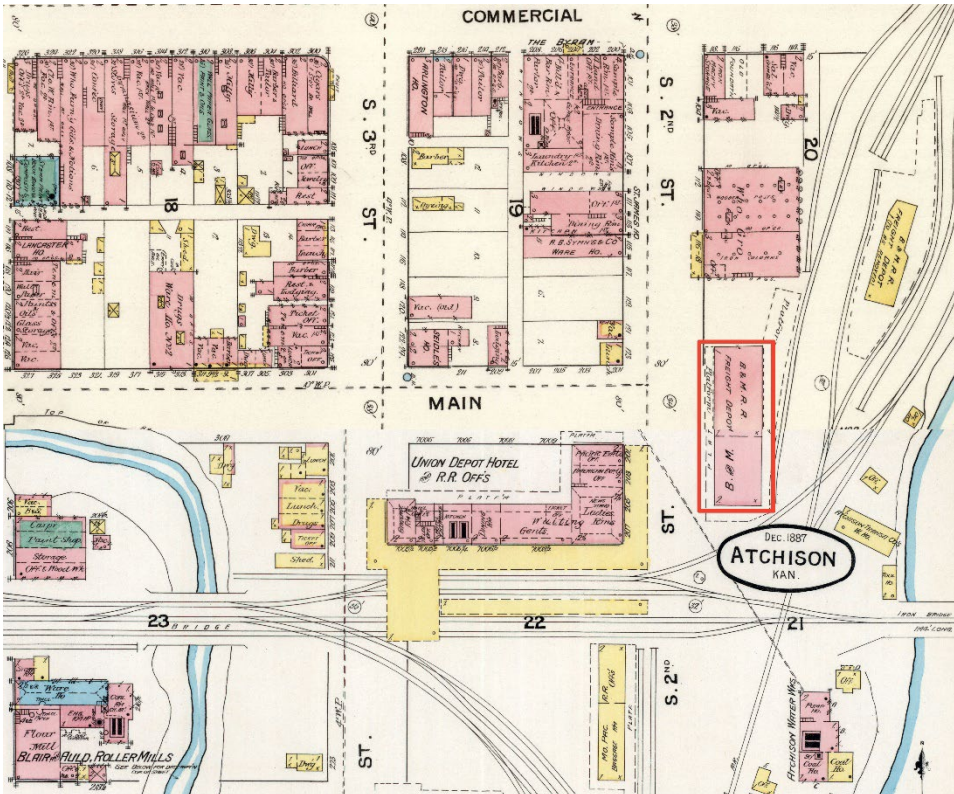
CB&Q Railroad Freight Depot

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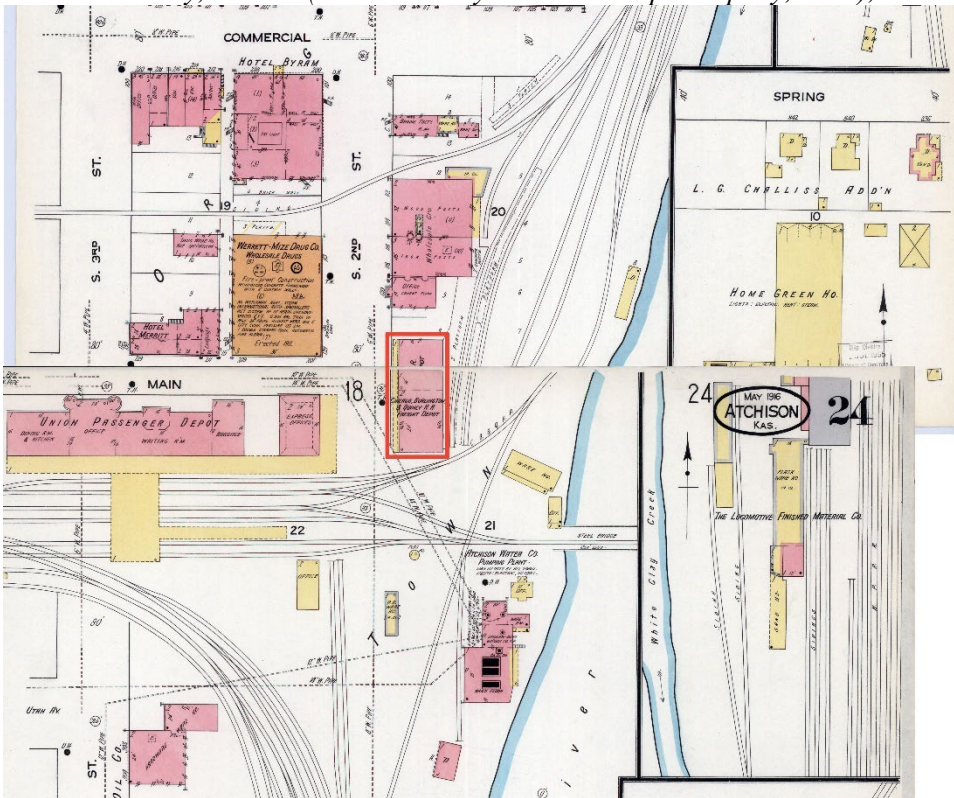
**Figure 4.** 1887 Sanborn Map. C. 1887 freight depot outlined. Note the former one-story, wood-frame freight depot building located to the northeast of the c. 1887 building. Additionally, while the B&M had officially merged with the CB&Q by the time of the nominated Depot's construction, it is still labelled as the "B&M RR Freight Depot" on this map. *Source: Insurance Maps of Atchison, Atchison County, Kansas (New York City: Sanborn Map Company, 1887), Sheets 2-3 combined.*



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**Figure 5.** 1916 Sanborn Map. C. 1887 freight depot outlined. Note that the former one-story, wood-frame freight depot building located to the northeast of the c. 1887 building is no longer shown. *Source: Insurance Maps of Atchison, Atchison County, Kansas (New York City: Sanborn Map Company, 1916), Sheets 2-3 combined.*



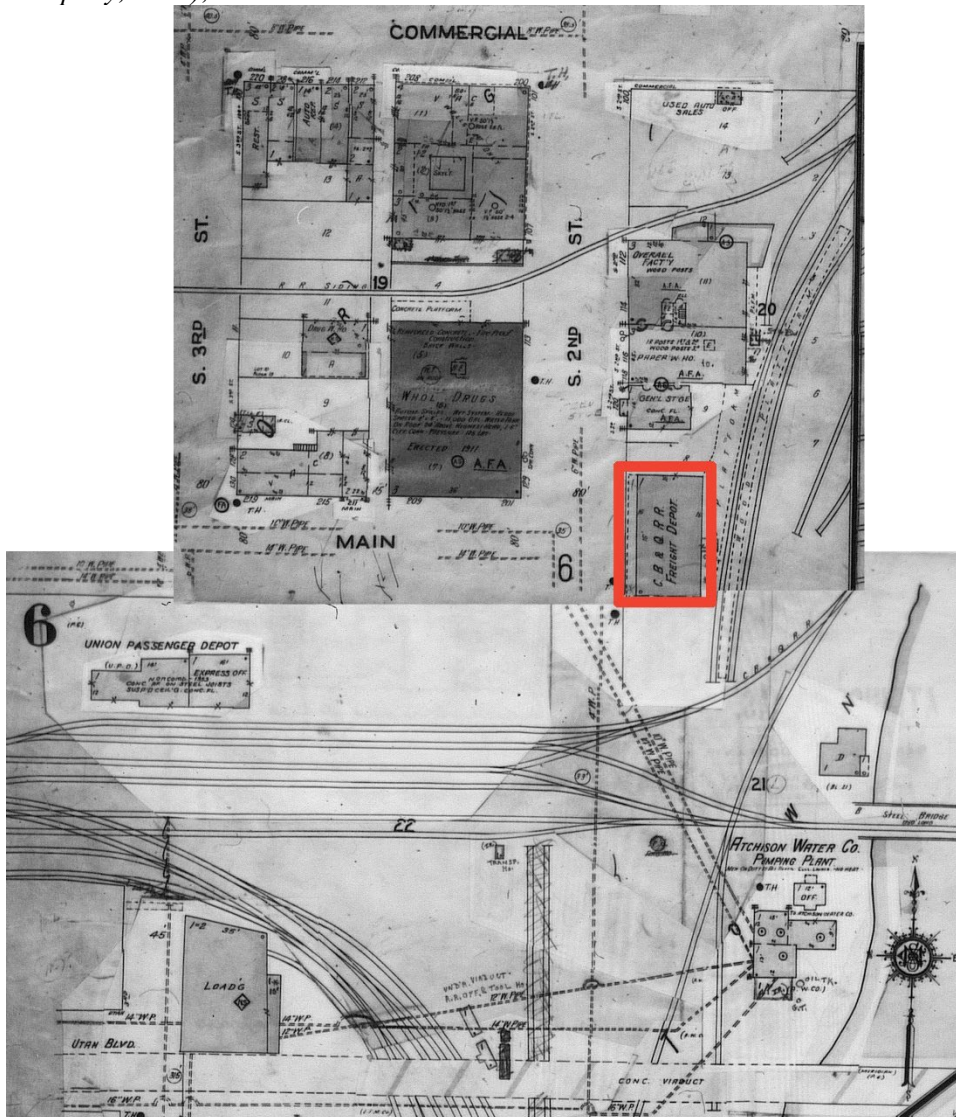
CB&Q Railroad Freight Depot

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**Figure 6.** 1961 Sanborn Map. C. 1943 remodeled freight depot outlined. Note that the building now has only one story and a smaller footprint. Source: *Insurance Maps of Atchison, Atchison County, Kansas (New York City: Sanborn Map Company, 1961), Sheets 5-6 combined.*





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**Figure 7.** C. 1941. The CB&Q Freight Depot pre-remodel. The photographer is facing northeast toward the south façade and west elevation of the CB&Q Freight Depot. *Source: Atchison County Historical Society.*



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**Figure 8.** C. 1960. The CB&Q Freight Depot post remodel. The photographer is facing northeast toward the south façade and west elevation of the CB&Q Freight Depot. *Source: Atchison County Historical Society.*



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**Figure 9.** Context image. View is east down Main Street toward the Depot building, located in the center. *Source: Google Street View, 2022.*



**Figure 10.** Context image. View is north up S. 2<sup>nd</sup> Street (misabeled on Google Maps), with the Depot building on the right. *Source: Google Street View, 2022.*





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**Figure 11.** Context image. View is south down S. 2<sup>nd</sup> Street, with the Depot building slightly visible on the left. *Source: Google Street View, 2022.*



**Figure 12.** Context image. View is south between the bank of the Missouri River on the left and the Depot building on the right. *Source: Brad Finch, April 2022.*



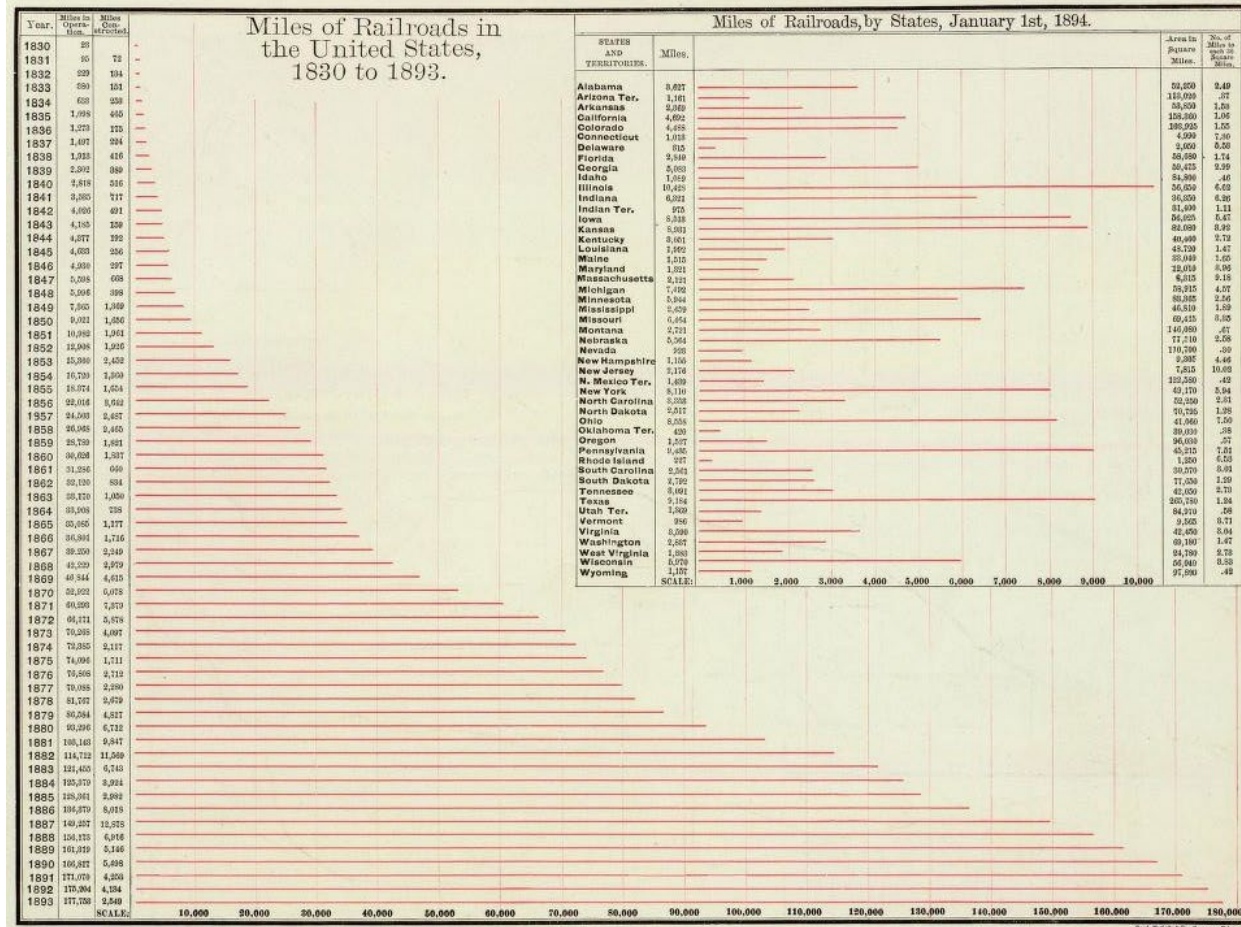
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**Figure 13.** Miles of Railroads in the United States, 1830 to 1893. *Source:* "Miles of Railroads in the United States, 1830 to 1893," in *Rand McNally & Co.'s Indexed Atlas of the World* (Chicago: Rand McNally, 1897).

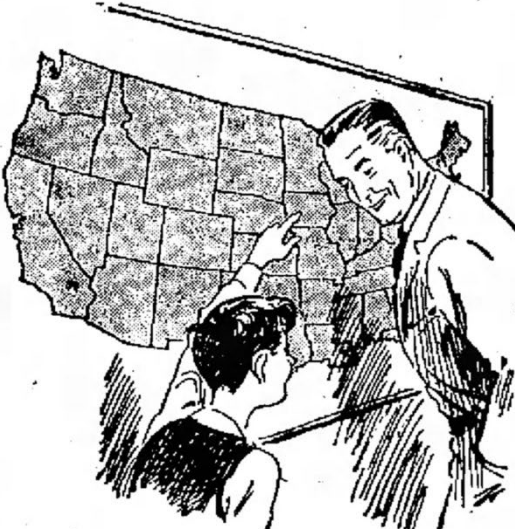




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**Figure 14.** CB&Q (also known as the Burlington Route) newspaper advertisement from 1960. *Source:* "On the Map... [Advertisement]," *Atchison Daily Globe*, October 18, 1960, 6.



**On the map...**

Your home town is on the map for many reasons — because of the people who live here, the goods and materials and services they produce or use, and their importance as a part of this intricate machine we call a nation.

The Burlington plays a part in these reasons. The railroad, years ago, helped in the development of this region—literally, helped put this town on the map. Today, the Burlington brings goods to this town—and carries products off to market. Burlington folks are part of the town itself—good neighbors, just as their Railroad is. And we look forward to many, many years of continued teamwork between the Railroad and the folks it serves.

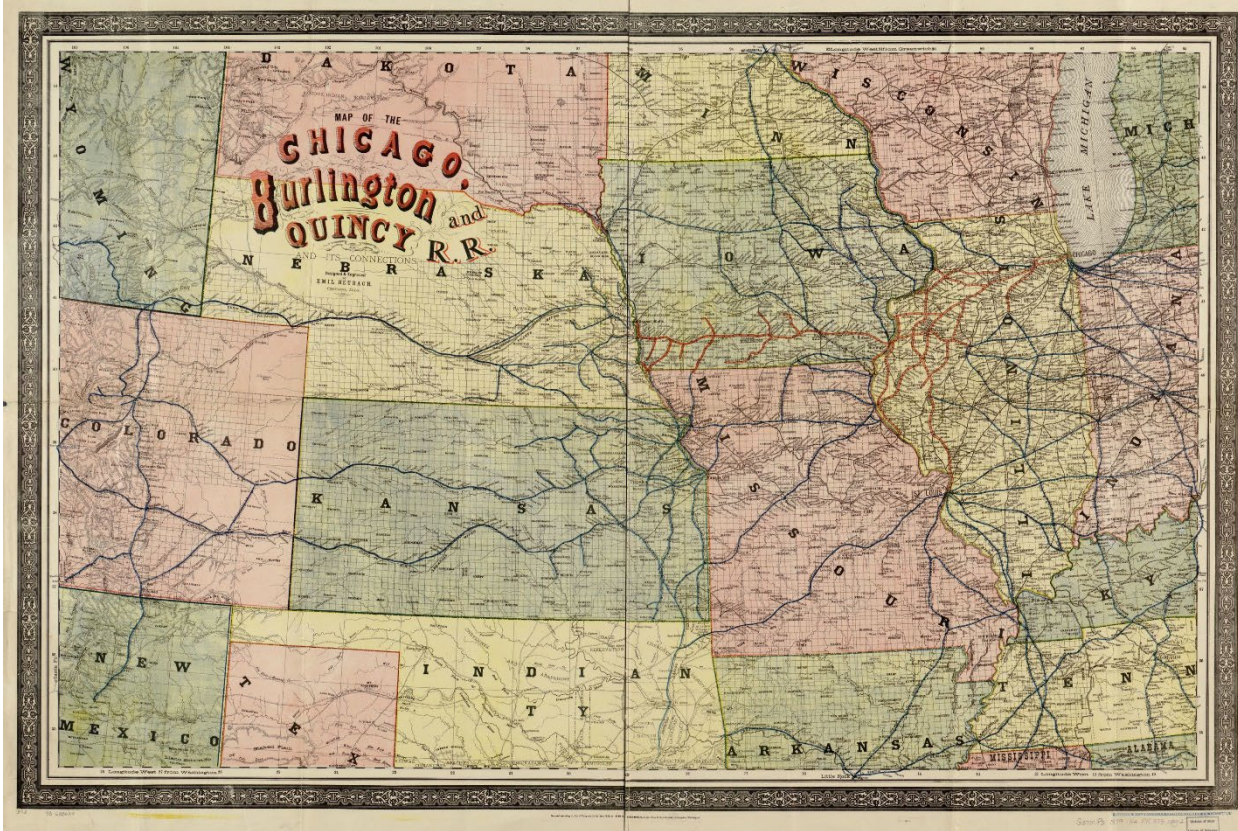
**G. A. TAUCHMAN,  
LOCAL FREIGHT AGENT  
2nd & Main Streets, Atchison  
Telephone No. 602**

**Burlington  
Route**

CB&Q Railroad Freight Depot  
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**Figure 15.** Chicago, Burlington and Quincy Railroad network, 1879. *Source: Emil Heubach, Map of the Chicago, Burlington, and Quincy R.R. (Chicago: Chicago, Burlington, and Quincy Railroad Company, 1879).*

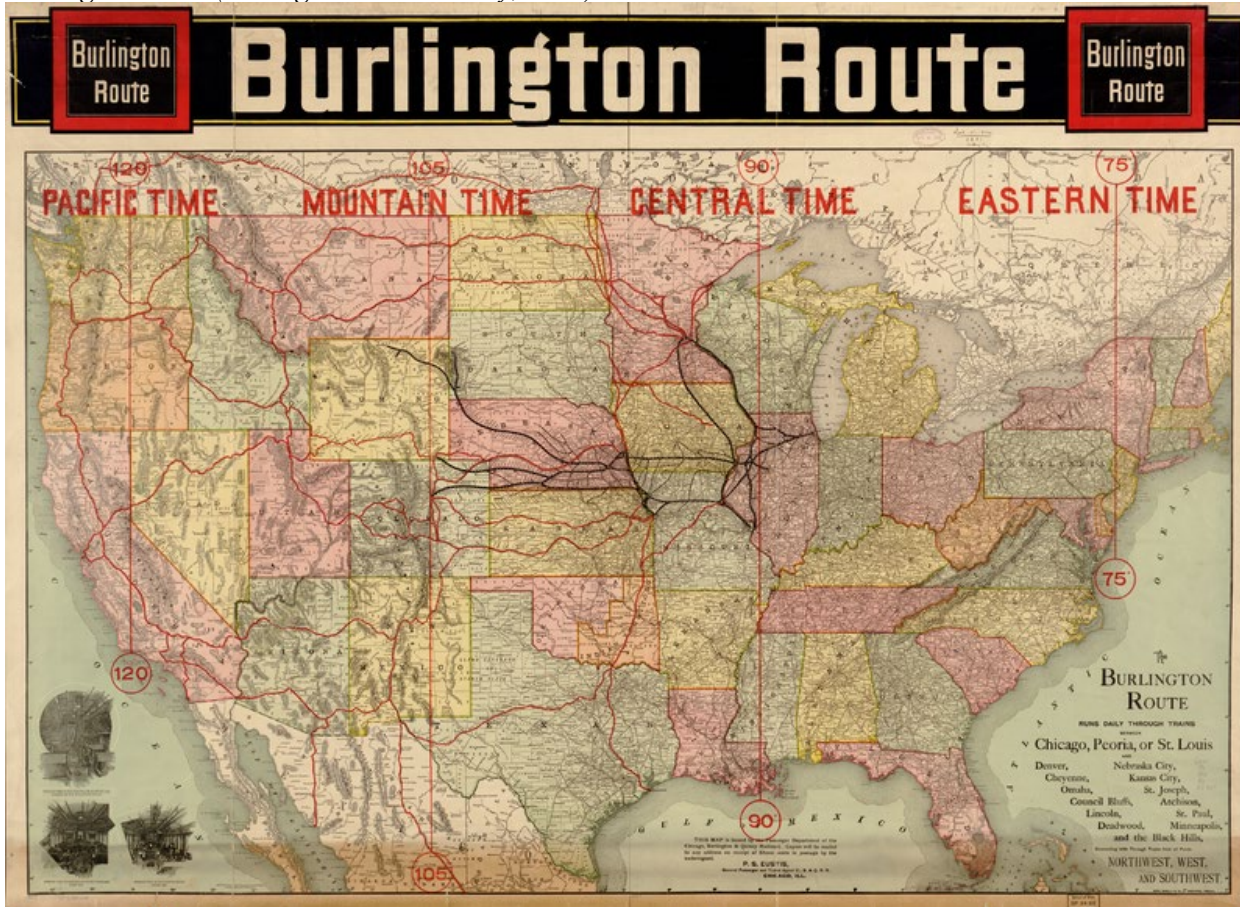




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**Figure 16.** Chicago, Burlington and Quincy Railroad (also known as the Burlington Route) network, 1892. *Source: The Burlington Route (Chicago: Rand McNally, 1892).*



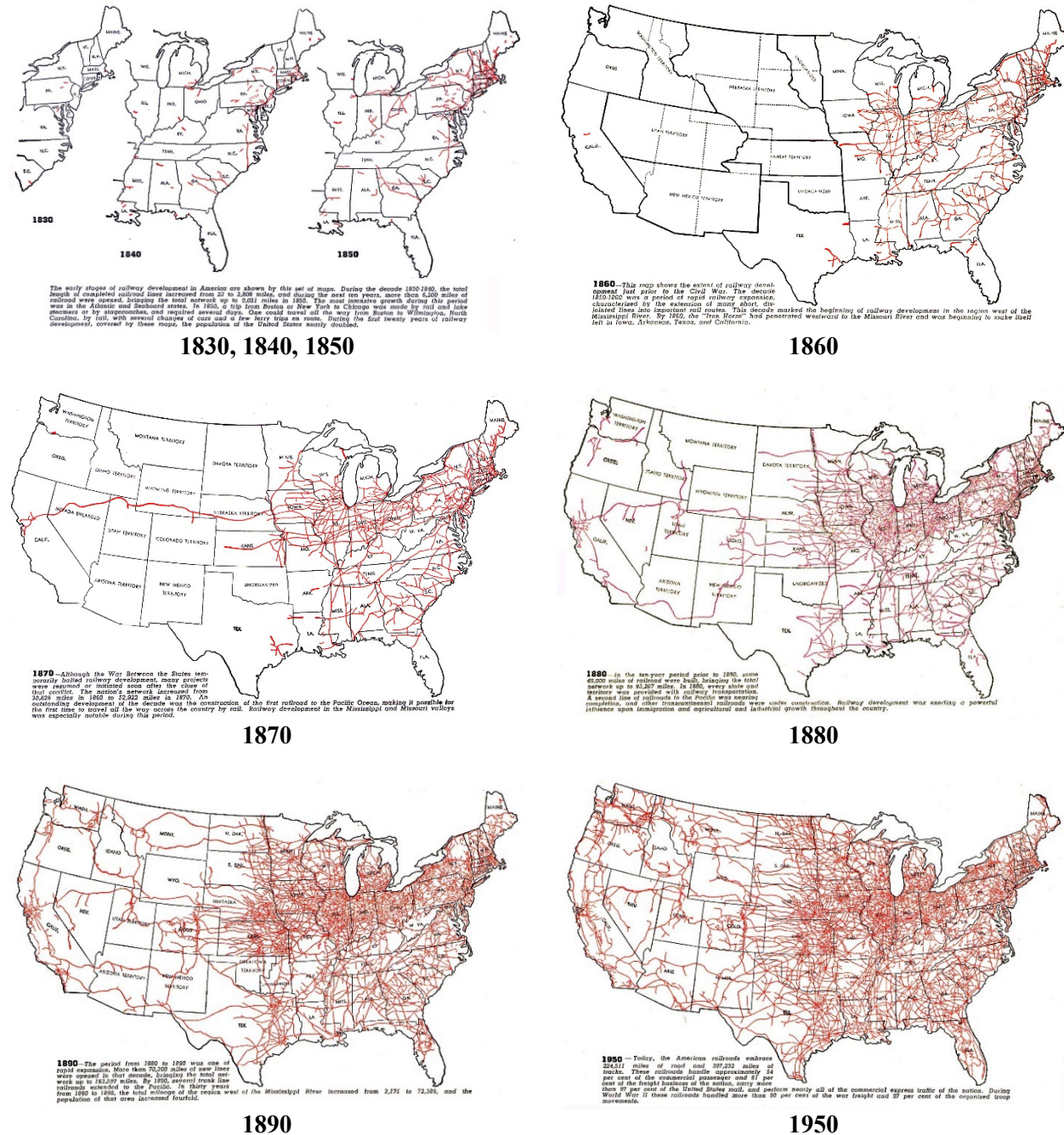
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**Figure 17.** United States railroad expansion, 1830 to 1950. *Source:* Association of American Railroads, *American Railroads: Their Growth and Development* (Washington, D.C.: Association of American Railroads, 1951), [http://www.cpr.org/Museum/RR\\_Development.html](http://www.cpr.org/Museum/RR_Development.html).





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**Figure 18.** Trinity Lutheran Elementary School, located at 609 N. 8<sup>th</sup> Street in Atchison, Kansas. *Source: Google Street View, 2022.*



**Figure 19.** Atchison, Topeka, and Santa Fe Railway Freight Depot, located at 200 S. 10<sup>th</sup> Street in Atchison, Kansas. *Source: Google Street View, 2022.*



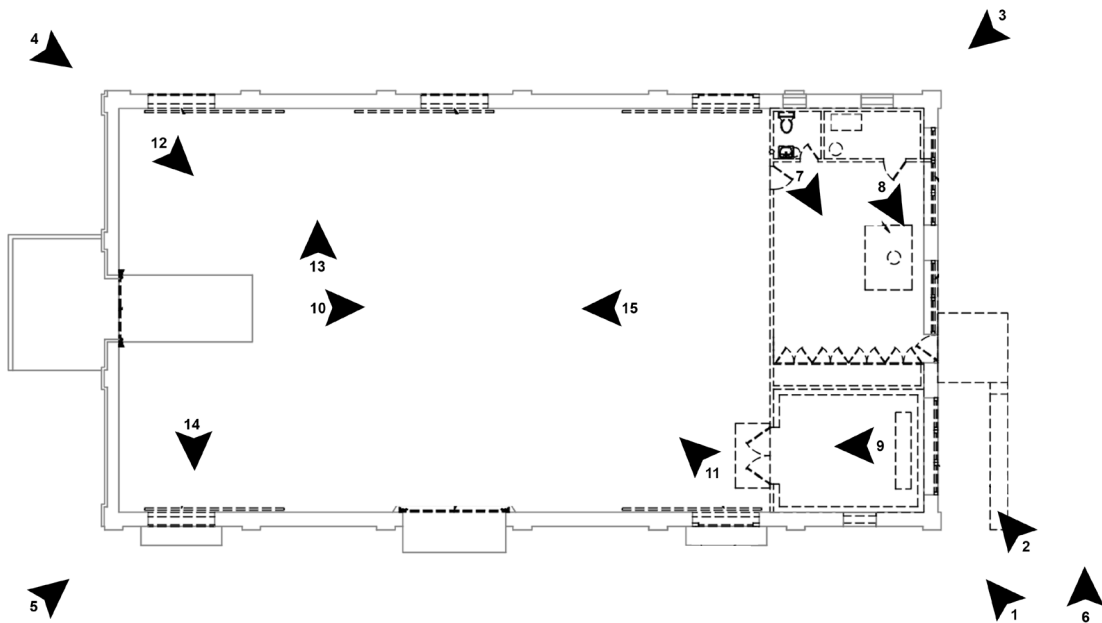
**CB&Q Railroad Freight Depot**

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**Figure 20.** Photo map. This plan reflects the existing conditions of the depot building. *Source: Creal Clark & Seifert Architects/Engineers, Inc.*



CB&Q Freight Depot  
118 S. 2nd St., Atchison, KS  
National Register of Historic Places Photos  
April 2022  
Not to Scale

