

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only
received _____
date entered _____

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

1. Name

historic Santa Fe Depot

and/or common Santa Fe Depot

2. Location

street & number 1601 High Street N/A not for publication

city, town Baldwin City N/A vicinity of ~~Congressional District~~

state Kansas code 20 county Douglas code 045

3. Classification

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

4. Owner of Property

name City of Baldwin City

street & number 801 High Street

city, town Baldwin City N/A vicinity of state Kansas 66006

5. Location of Legal Description

courthouse, registry of deeds, etc. Register of Deeds

street & number Douglas County Courthouse

city, town Lawrence state Kansas 66044

6. Representation in Existing Surveys

title None has this property been determined eligible? yes no

date N/A federal state county local

depository for survey records N/A

city, town N/A state

7. Description

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

Describe the present and original (if known) physical appearance

The Santa Fe Depot in Baldwin City is built on a northeast-southwest axis. It is a single story structure, typical in design of many railroad stations in the early twentieth century. It sits at the west end of town at the edge of a park. Across the tracks to the west are various silos. The building was bought by the city in 1977 and is currently being renovated under the auspices of a special committee of the local historical society. Although it had undergone some alterations in the course of its career as a depot, the building still possesses a high degree of integrity. The rehabilitation is being carried out very carefully so as not to jeopardize this.

The Baldwin Santa Fe Depot is built of buff brick and has limestone detailing. The bell cast hip roof has wide, overhanging boxed eaves supported by large brackets. Now roofed in asphalt shingles, old photographs indicate it was originally roofed with metal shingles. A projecting bay on the track side allowed the station master a clear view of the tracks. On the east side of the building is a porte cochere where entraining passengers were dropped off.

The only windows and doors with straight lintels are those in the original freight section and in the station master's bay. The rest are arched and divided into three vertical sections flanked by smaller double-hung windows. The arches all have limestone springers and keystones. The limestone sills, lintels, stringcourse, and watertable are all bush hammered.

The plan was quite a common one for depots of this size. The entrance under the porte cochere was located directly in front of the ticket windows. To either side of the entrance were a ladies' rest room and a men's rest room that could be entered only from the respective waiting rooms. The northeast end of the depot was the women's waiting room, the station master's office was in the center, and the men's waiting room was on the southwest side of that. The freight room was at the extreme southwest end of the building.

The part of the depot containing the station master's office and women's waiting room is virtually unaltered. The baseboards, chair rails, and hall door trim are all intact, and the ladies' waiting room still has its fireplace. The trim around the ticket window in the front hall is complete and the cabinets in the station master's office are all in place. Throughout the building the woodwork in doors and windows is in very good shape. Beneath the floor of the women's waiting room is a copper coil water cooling system. Ice was packed around the coils and water piped in through the system and cooled. The water dispenser to which it was attached was located next to the ticket window. It has been removed.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number 7

Page 1

At some point the men's waiting room was converted to additional freight space. This may have occurred when passenger service was discontinued in the mid-1950's. The doorway between the front hall and the men's waiting room was blocked. This will be reopened in the course of the rehabilitation. The fireplace in the men's waiting room was removed at some time. Because of dry rot the entire floor in that room has been removed and will be replaced with a similar flooring system.

8. Significance

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

Specific dates 1907 **Builder/Architect** Office of the Architect; Atchison, Topeka and Santa Fe Railway Co.

Statement of Significance (in one paragraph)

Railroads played an integral role in the settling and growth of large portions of the midwest and west. The establishment of a depot could mean boom or bust to a town. Boosterism was rampant on the prairie, and much of it was centered around getting or improving a local train depot. The construction of the substantial brick Santa Fe depot in Baldwin City in 1906-1907 was the culmination of a long campaign to get the railroad to improve the facilities there. Fairly typical in design and plan, the importance of this station is indicated by the depot's having been built in brick rather than wood.

In April, 1904, O. G. Markham, Acting Mayor of Baldwin, traveled to the Santa Fe railroad's home offices in Topeka to discuss the inadequacy of the old frame depot with railroad officials. Passenger and freight service were increasing steadily at that time, and the demand on the old station was too much. Markham was informed that no money was available that year, but that Baldwin needed and deserved a large, commodious depot and would be one of the first towns on the system to be provided with one.

On March 2, 1906, the Baldwin Ledger reported that F. C. Fox, general superintendent of the Eastern Grand division of the Santa Fe, had announced the 1906 budget. It was stated that four new depots would be constructed in Kansas. Three were to be large brick buildings for the El Dorado, Baldwin, and Argentine stations. El Dorado's would be the largest and cost \$15,000, while Baldwin's and Argentine's were to be similar to each other and cost \$10,000 apiece. The article also noted that the Mayor had been told that a landscape gardener would be sent to Baldwin to work with the city council on plans for beautifying the vacant lots east of the depot. When completed the intention was for the building to be situated in a park setting. Grant and Bohi point out in The County Railroad Station in America that these "depot parks" were very common during the heyday of the passenger train. The appearance of the station was of central importance for it acted as terminal as well as gathering point.

On April 15, 1906, the contract for the new station was finally let. The Baldwin Ledger commented on April 20 that the "depot will be a splendid ornament to the town as well as meeting a long felt necessity."

United States Department of the Interior
National Park Service

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 1

Work on the depot started in mid-July and in January, 1907, the building was ready for use.

The Baldwin Depot served as the main means of transportation, mail delivery, and communication to and from Baldwin City. Although not as grand as big city terminals, it was no less important, for it was the hub of community activity. Along with serving the daily needs of Baldwin, the depot was the site of such special events as the arrival of Presidents Roosevelt and Taft in 1910 and 1911, respectively.

Passenger service ceased in the mid-1950's, and freight service ended in the mid-1960's. The depot will once again assume some of its former importance to the community when the renovation is completed. It will house a small museum, and the former waiting and freight rooms will serve as community rooms.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO AMENDMENT.

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received

date entered

Continuation sheet

Item number 9

Page 1

Baldwin Republican. Various issues, July 1906.

Original plans and elevations from the A.T. & S. F. Railway Company.

Information for this nomination completed with the assistance of Mary Louise Hancuff and Loren K. Litterer of Baldwin City.

9. Major Bibliographical References

Baldwin Ledger. Various issues 1904-1906.

(see continuation sheet)

10. Geographical Data

Acreeage of nominated property less than 1 acre

Quadrangle name Baldwin City

Quadrangle scale 1:24000

UMT References

A

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

B

Zone			Easting				Northing						

C

Zone			Easting				Northing						

D

Zone			Easting				Northing						

E

Zone			Easting				Northing						

F

Zone			Easting				Northing						

G

Zone			Easting				Northing						

H

Zone			Easting				Northing						

Verbal boundary description and justification

Lot #'s 3, 4, 12, 13 in Media Addition, Baldwin City. This depot has occupied this site since its construction.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Nora Pat Small, Architectural Historian

organization Ks. State Historical Society-HPD date 9-16-82

street & number 120 West Tenth telephone 913 296-3251

city or town Topeka state Kansas 66612

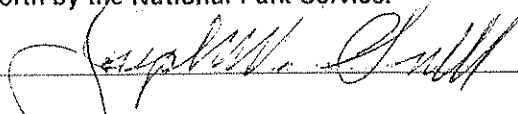
12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title Ex. Director & State Historic Preservation Officer date 9-16-82

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

SANTA FE DEPOT
UTM REFERENCE:

15/308820/4293860

