

United States Department of the Interior  
National Park Service

NATIONAL REGISTER  
LISTED

MAY 06 2009

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 *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Leavenworth Terminal Railway & Bridge Company Freight Depot

other name/site number 103-3020-0115

2. Location

street & town 306 South 7<sup>th</sup> Street N/A not for publication

city or town Leavenworth N/A vicinity

state Kansas code KS county Leavenworth code 103 zip code 66048

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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. I recommend that this property be considered significant  nationally  statewide  locally. (  See continuation sheet for additional comments.)

Patrick Zollner Signature of certifying official/Title Patrick Zollner/Deputy SHPO Date 3/24/09

Cultural Resources Division, Kansas State Historical Society  
State or Federal agency and bureau

In my opinion, the property  meets  does not meet the National Register criteria. (  See continuation sheet for additional comments.)

\_\_\_\_\_  
Signature of certifying official/Title Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

Signature of the Keeper

Date of Action

- entered in the National Register.  
 See continuation sheet.
- determined eligible for the National Register  
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:) \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Leavenworth Terminal Railway & Bridge Company Building  
Name of Property

Leavenworth County, KS  
County and State

**5. Classification**

**Ownership of Property**  
(check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(check only one box)

- building(s)
- district
- site
- structure
- object

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

**Name of related multiple property listing**  
(Enter "N/A" if property is not part of a multiple property listing.)

Historic Railroad Resources of Kansas

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

0

**6. Function of Use**

**Historic Function**  
(Enter categories from instructions)

TRANSPORTATION/Rail-related

**Current Function**  
(Enter categories from instructions)

VACANT/NOT IN USE

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

LATE 19<sup>TH</sup> & EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENT

**Materials**  
(Enter categories from instructions)

foundation	Stone
walls	Brick
	Metal
roof	Asphalt
other	

**Narrative Description**

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet(s) for Section No. 7

**8. Description**

**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 of age or achieved significance within the past 50 years.

**Narrative Statement of Significance**

(Explain the significance of the property on one or more continuation sheets.)

**Areas of Significance**

(enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

**Period of Significance**

1893-1959

**Significant Dates**

1893

**Significant Persons**

(Complete if Criterion B is marked above)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

Unknown

See continuation sheet(s) for Section No. 8

**9. Major Bibliographical References**

**Bibliography**

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

**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 Name of repository:

Leavenworth Public Library

See continuation sheet(s) for Section No. 9

Leavenworth Terminal Railway & Bridge Company Freight Depot  
Name of Property

Leavenworth County, KS  
County and State

## 10. Geographical Data

Acreage of Property Less than one acre

### UTM References

(Place additional boundaries of the property on a continuation sheet.)

1 1/5 3/3/4/6/3/7 4/3/5/3/5/8/9  
Zone Easting Northing

2 / / / / / / / / / / / / /  
Zone Easting Northing

3 / / / / / / / / / / / / /  
Zone Easting Northing

4 / / / / / / / / / / / / /  
Zone Easting Northing

### Verbal Boundary Description

(Describe the boundaries of the property.)

All of Lots 2-7, & E 4.4' of Lot 8, & E 132' of vacated Canal Street, & S 10' of E 12' of Lot 27, & S 10' of Lots 28-32 & the vacated alley adjacent, Block H, Rankin Subdivision, Leavenworth, Leavenworth County, Kansas.

Property Tax No. 052-077-35-0-10-11-002-01-0-01

### Boundary Justification

(Explain why the boundaries were selected.)

The boundary for the historic property includes the parcel of land associated with the resource.

See continuation sheet(s) for Section No. 10

## 11. Form Prepared By

name/title Elizabeth Rosin & Kristen Ottesen  
organization Rosin Preservation, LLC date August 2008  
street & number 215 W. 18<sup>th</sup> Street, Suite 150 telephone 816-472-4950  
city or town Kansas City state MO zip code 64108

## Additional Documentation

Submit the following items with the completed form:

### Continuation Sheets

**Maps** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs:** Representative **black and white photographs** of the property.

**Additional items:** (Check with the SHPO or FPO for any additional items)

## Property Owner

name/title Greenamyre Rentals, Inc.  
street & number 2500 South Second Street telephone 913-651-9717  
city or town Leavenworth state KS zip code 66048

**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. 470 *et seq.*).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior  
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**NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET**

Section Number 7 Page 1

Leavenworth Terminal Railway & Bridge Company Freight Depot  
Leavenworth County, Kansas  
Historic Railroad Resources of Kansas MPDF

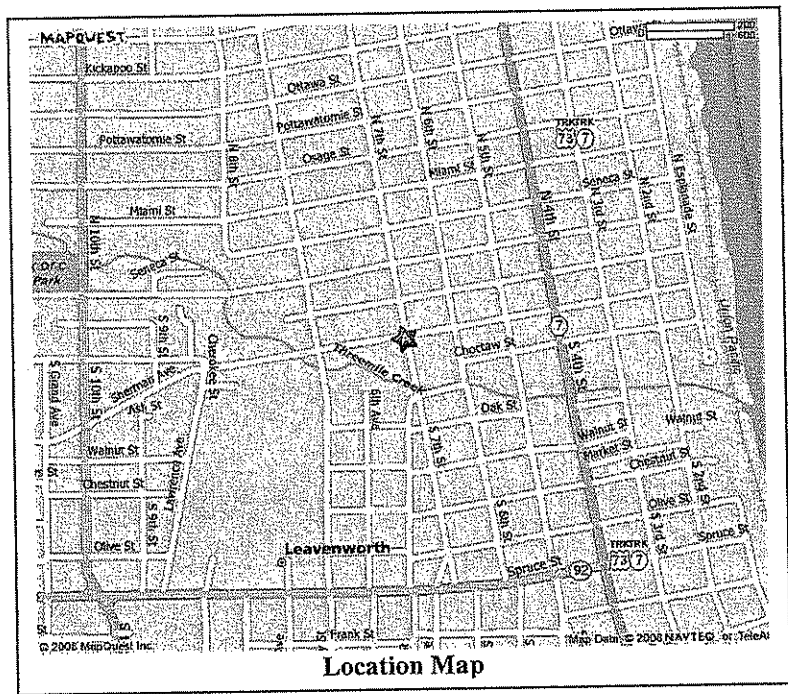
**SUMMARY**

The Leavenworth Terminal Railway & Bridge Company Freight Depot (Terminal Depot) is located at 306 South 7<sup>th</sup> Street Leavenworth, Leavenworth County, Kansas, at the southwest corner of the downtown commercial district. The Terminal Depot sits on the west side of 7<sup>th</sup> Street just south of the intersection with Choctaw Street and alongside an abandoned railroad right-of-way. The Terminal Depot has two conjoined components, both constructed in 1893: a two-story brick office block with a flat roof and a one-story freight room with a shallow gable roof. The rectangular building has an east-west orientation that parallels the former track alignment. Loading docks flank the freight room on the north, south and west. Large overhead doors on these elevations facilitated the transfer of goods between rail cars, the freight room, and wagons or trucks. The massing, form, architectural features, and materials of the Terminal Depot illustrate the Freight House property subtype described in Section F of the Multiple Property Documentation Form "Historic Railroad Resources of Kansas." The Terminal Depot retains good integrity, although many of the windows and doors have been altered. Replacement windows installed in the original masonry openings have a double-hung one-over-one configuration that is compatible with the building's historic character. Corrugated metal and fiberglass panels cover the window openings of the one-story freight room. A majority of the building's historic form, features, and materials are intact. The Terminal Depot retains sufficient integrity of location, design, and materials to communicate feelings about and associations with its period of significance.

**ELABORATION**

**SETTING**

The Terminal Depot anchors the southwest corner of downtown Leavenworth, an industrial area that developed during the second half of the nineteenth century. The building is one-half block south of the Leavenworth Downtown Historic District.<sup>1</sup> It is also located midway between the National Register-listed Atchison, Topeka and Santa Fe Railroad Passenger Depot on the west side of downtown and the (Old) Union Depot on



<sup>1</sup> The Leavenworth Downtown Historic District was listed on the National Register on 26 April 2002.

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Leavenworth Terminal Railway & Bridge Company Freight Depot  
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Historic Railroad Resources of Kansas MPDF

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the east side of downtown near the Missouri River.<sup>2</sup>

A concrete sidewalk abuts the front (east) elevation of the Terminal Depot. A series of gravel lots surrounds the Terminal Depot. These include the former rail yard immediately west and south of the building. Across the street to the east is a vacant lot, now used as a surface parking lot. Three Mile Creek flows south of the former rail yard.

**OFFICE BLOCK**

Exterior

The two-story office block is a simple red brick structure with a flat composition roof surrounded by parapets on the north, south, and east. Patterned brick work ornaments the cornice of the parapet walls. A non-historic metal cap tops the parapet. A faded band of painted signage encircles the walls between the cornice and the second story windows. Courses of contrasting darker brick create a striped pattern in the north and south walls.

Fenestration defines bays on the primary (east) and south elevations. The east elevation has five bays and the south elevation has two bays. The north elevation presents a solid brick wall without openings. The north and south elevations have no openings. The window openings have limestone sills and brick jack-arch heads framing non-historic aluminum double-hung windows with a one-over-one configuration. The basement windows (three on the east elevation and one on the south elevation) are filled with brick, although they retain their historic segmental arch heads.

The main entrance to the office block occupies the north end of the front (east) elevation. The doorway was partially filled with brick to accommodate a smaller non-historic aluminum-framed glazed door.

Interior

The office block historically had an open plan on all three floors (basement, first, and second). The first floor remains substantially free of partitions. A historic brick vault situated on the west wall extends into the freight room. Non-historic partitions divide the second floor, which has been renovated as a residential apartment. Non-historic partitions in the basement defined storage areas for building tenants.

A brick wall encloses a stair tower at the north end of each floor. It contains a wood staircase with a simple metal pipe railing.

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<sup>2</sup> The Santa Fe Depot, 718 Shawnee Street, was listed on the National Register on 11 June 1986; the Union Depot, 201 South Main Street, was listed on the National Register on 11 March 1982.

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Leavenworth County, Kansas  
Historic Railroad Resources of Kansas MPDF

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Finishes in the office block are straightforward. Exposed brick walls are painted and have simple wood baseboards. Windows have plain wood casings. Doorways at the north end of the first and second have fluted casing with bulls-eye corner blocks that were typical of the building's period of construction. Tongue-and-groove floors and ceilings are painted. In the basement, the concrete floors are paint and covered with vinyl tile in some locations. The stone and brick walls are also painted, and gypsum board covers the ceiling.

**FREIGHT ROOM**

Exterior

The freight room extends west from the office block. The shallow gable roof of the tall, one-story mass is nearly as high as the roof of the office block. Four steel I-beams, standing vertically, divide the north and south walls into three bays. Between the I-beams and on the west wall, corrugated metal panels clad the exterior. Corrugated fiberglass panels fill the window openings in the upper wall area. The original cladding material is unknown.

The structural I-beams are also visible inside the freight room. They support steel roof trusses that span the width of the room and extend outward beyond the walls. Outside the building, metal angle braces support the trusses as the roof forms canopies sheltering loading platforms that run the length of the building. The loading platforms have wood floors that rest on the raised limestone foundation.

Filling the center bay of the south elevation (facing the historic rail yard) and the west bay of the north elevation (providing vehicular access) are massive wood doors that slide up to access the building. Bracing divides the faces of the doors into three large triangles that are filled with beadboard. At the north end of the west elevation is a smaller, historic, paneled wood overhead door. Non-historic metal overhead doors, similar in size to the historic door in the west elevation, fill two additional bays on the west elevation and one on the north elevation. The west elevation also has a non-historic, metal slab pedestrian door.

Above the massive doors in the north and south elevations, there are openings with wood sills that may have held windows, although there is no evidence of sashes. Presently, translucent fiberglass panels fill three of the four openings, as well as a large area over the door on the south elevation.

Interior

The freight room is a single, open space with an unfinished wood plank floor. Wood planks also cover some sections of lower wall on the north and south sides of the room. The walls otherwise are devoid of finish material. At the ceilings the metal trusses, purlins, and wood roof decking remain exposed. A series of small, non-historic skylights pierce the roof, allowing natural light into the space.

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**INTEGRITY**

The Terminal Depot retains integrity in the areas of setting, location, and design. The replacement of windows and doors has partially compromised its integrity of materials and workmanship. Non-historic materials in the freight room include metal and fiberglass panels, metal garage doors, and skylights. The office block has non-historic windows and doors that fill the original openings. In spite of these alterations, the building clearly communicates its historic function as a railroad freight house and reflects the attributes of the Freight House Property Subtype described in Section F of the Multiple Property Documentation Form "Historic Railroad Resources of Kansas." The platform and doors facing the alley on the north and south elevations distinctly communicate information about the building's historic relationship to both rail and wagon/truck transportation. Likewise, the open, unfinished freight room reflects the utilitarian function of the space for the transfer of large items from one side of the building to the other, while the two-story office block communicates the importance of the building within company operations.



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Leavenworth Terminal Railway & Bridge Company Freight Depot  
Leavenworth County, Kansas  
Historic Railroad Resources of Kansas MPDF

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**SUMMARY**

The Leavenworth Terminal Railway & Bridge Company Freight Depot (Depot) at 306 South 7<sup>th</sup> Street, Leavenworth, Leavenworth County, Kansas is locally significant under National Register Criterion A for the area of TRANSPORTATION and under Criterion C for the area of ARCHITECTURE. As described in the Multiple Property Documentation Form (MPDF) "Historic Railroad Resources of Kansas," the Terminal Depot possesses the distinct characteristics of a Railroad Support Structure, specifically the Freight House Property Subtype, as defined in the MPDF. It also reflects the evolution of rail transportation in Leavenworth and is the sole surviving freight depot in Leavenworth from this period of development. The building's simple design and orientation to the former rail yard illustrate the functional architecture and operational features of a freight depot. As described in the MPDF, most Kansas freight depots were located close to the commercial center of town. The Terminal Depot's location at the intersection of Choctaw and 7<sup>th</sup> Street is at the southwest corner of Leavenworth's central business district. The Terminal Depot also clearly matches the physical characteristics ascribed to freight houses in the MPDF. These include a rectangular footprint with the long axis aligned paralleling the railroad tracks; brick, wood, or stone construction; a combined massing of one and two-story blocks; and multiple large freight bays in the long elevations. The design of the Terminal Depot clearly expresses its historic function. The Terminal Depot is an excellent example of a Railroad Freight House constructed in Kansas at the end of the nineteenth century. The period of significance for this property is 1893 to 1959. This period begins with the date of construction and ends with the fifty-year closing date for periods of significance where activities begun historically continue to have importance but no more-specific date can be defined.

**ELABORATION**

**THE LEAVENWORTH TERMINAL RAILWAY & BRIDGE COMPANY**

Multiple railroad companies began laying tracks to Leavenworth during the middle of the nineteenth century. The Kansas and Missouri Bridge, completed in 1872 just north of downtown Leavenworth, provided an easy river crossing for trains, wagons, and pedestrians and encouraged the expansion of railroads in the community. By 1897 railroads passing through Leavenworth included the Atchison, Topeka & Santa Fe Railroad; the Union Pacific Railroad; the Missouri Pacific Railroad; the Chicago Great Western Railway; the Kansas City, St. Joseph & Council Bluffs Railroad; and the Chicago, Rock Island and Pacific Railroad.<sup>3</sup>

Elmore W. Snyder and Vinton Stillings formed the Leavenworth Terminal Railway & Bridge Company in

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<sup>3</sup> Sanborn Map and Publishing Company, Ltd, *Sanborn Fire Insurance Map of Leavenworth, Kansas* (New York: Sanborn Map Company, 1897), Sheets 27 & 6, database online, <http://proxy.kclibrary.org:2269/> (accessed July 30, 2008).

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January 1892 with the goal of building a second bridge across the Missouri River at Leavenworth and expanding the city's railroad infrastructure. The company was capitalized with stock of \$600,000.<sup>4</sup> In addition to Snyder and Stillings, the company officers included Edward Carroll and W.B. Nichols (both of Leavenworth) and George S. Madison of Chicago.<sup>5</sup>

The following year, the company erected the Terminal Bridge, which carried railroad tracks (as well as vehicles and pedestrians) from the town of Stillings on the Missouri side of the river to Leavenworth, landing at Choctaw Street.<sup>6</sup> The new bridge soon became the primary river crossing for rail traffic at Leavenworth.<sup>7</sup> The Leavenworth Terminal Railway & Bridge Company also constructed railroad tracks, spur tracks, and a freight depot at 7<sup>th</sup> and Choctaw Streets. The Company leased its tracks and facilities to the Chicago Great Western Railroad; the Kansas City, St. Joseph & Council Bluffs Railroad; and the Chicago, Rock Island & Pacific Railroad.<sup>8</sup>

The Chicago Great Western Railroad Company purchased the Terminal Bridge in 1910 (and presumably the tracks and property affiliated with the company).<sup>9</sup> In 1926 the bridge closed to pedestrian and vehicular traffic, and by the mid 1980s the bridge was abandoned. The bridge, the affiliated side yard tracks, and the west end of the freight room were demolished around the turn of the twenty-first century.

Elmore Snyder

Elmore Snyder was born and educated in New York and moved to Illinois in 1876 at the age of 26. Two years later he moved to Clifton, Kansas where he and his brother established a bank. Snyder moved to Leavenworth in 1883 and became a grain merchant.<sup>10</sup> In 1888 he became president of Manufacturers' National Bank of

<sup>4</sup> "Elmore W. Snyder," *Kansas: A Cyclopedia of State History, Embracing Events, Institutions, Industries, Counties, Cities, Towns, Prominent Persons, Etc*, Volume III, Part 2 (Chicago: Standard Publishing Company, 1912), transcribed December 2002 by Carolyn Ward for the Kansas GenWeb Project, internet, [http://skyways.lib.ks.us/genweb/archives/1912/s3/snyder\\_elmore\\_w.html](http://skyways.lib.ks.us/genweb/archives/1912/s3/snyder_elmore_w.html) (accessed April 28, 2008).

<sup>5</sup> Fifteenth Annual Report of the Board of Railroad Commissioners, State of Kansas (Topeka: J.S. Parks, 1898), 66.

<sup>6</sup> Ibid.

<sup>7</sup> Ray Heady, "Old Bridge at Leavenworth Too Late for Great Destiny," *Leavenworth Times*, Leavenworth County Historical Society and Museum, accessed online at the Kansas GenWeb Project <http://skyways.lib.ks.us/genweb/leavenwo/BRIDGE.htm> (accessed April 28, 2008).

<sup>8</sup> Board of Railroad Commissioners, 66-67.

<sup>9</sup> "Former C&NW Leavenworth Bridge." *Wikimapia*, online, [http://wikimapia.org/5121576/Former\\_C\\_NW\\_Leavenworth\\_Bridge](http://wikimapia.org/5121576/Former_C_NW_Leavenworth_Bridge) (accessed August 5, 2008). The company had previously purchased the Terminal Depot, according to the 1905 Sanborn Map.

<sup>10</sup> William E. Connelley, "Elmore W. Snyder," *A Standard History of Kansas and Kansans* (Chicago: Lewis Publishing Company, 1918), transcribed November 11, 1998 by Tom and Carolyn Ward for the Kansas GenWeb Project., <http://skyways.lib.ks.us/genweb/archives/1918ks/bios/snyderew.html> (accessed April 28, 2008).

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Leavenworth. He was also president of the Home Riverside Coal Company, which operated three mines. He was active in the Republican Party and in the Masonic Lodge. Snyder was president of the Leavenworth Terminal Railway & Bridge Company for seventeen years. Snyder's son, Charles E. Snyder, was also involved with the company.<sup>11</sup>

Vinton Stillings

Vinton Stillings was born in Ohio and raised in Leavenworth. He was educated at Exeter Academy in New Hampshire and attended Heidelberg University in Germany while traveling throughout Europe. Upon his return to Leavenworth, he became an attorney but never practiced. In 1888 Stillings was associated with construction of a pontoon bridge across the Missouri River, which was modeled after one he studied at Cologne, Germany. He desired to construct a permanent bridge across the Missouri River at the same location as the pontoon bridge. Enlisting Elmore Snyder's assistance, he planned and built the steel Terminal Bridge. Stillings was a member of the Kansas State Senate from 1904 until 1916.<sup>12</sup>

**THE LEAVENWORTH TERMINAL AND BRIDGE RAILWAY COMPANY FREIGHT DEPOT**

The Leavenworth Terminal Railway and Bridge Company erected a freight depot and rail yard at 7<sup>th</sup> and Choctaw Streets to service the railroads that leased its tracks. In 1883, prior to construction of the freight depot, development in the area was haphazard. The three-story Southwestern Hotel occupied the future freight depot lot. A two-story grocery building anchored the south end of the block, and tracks for the Atchison, Topeka and Santa Fe Railroad ran down the center of Choctaw Street. Other commercial businesses flanked 7<sup>th</sup> Street, and houses dotted the side streets.<sup>13</sup> These conditions remained through the end of the decade.<sup>14</sup>

The Terminal Depot, constructed in 1893, appears on the 1897 Sanborn Map. A rail yard with seven spur tracks now fills the area between the Terminal Depot and Three Mile Creek. On the other side of Three Mile Creek,

<sup>11</sup> "Elmore W. Snyder," *Kansas: A Cyclopaedia of State History, Embracing Events, Institutions, Industries, Counties, Cities, Towns, Prominent Persons, Etc.*, Volume III, Part 2 (Chicago: Standard Publishing Company, 1912), transcribed December 2002 by Carolyn Ward for the Kansas Gen Web Project, [http://skyways.lib.ks.us/genweb/archives/1912/s3/snyder\\_elmore\\_w.html](http://skyways.lib.ks.us/genweb/archives/1912/s3/snyder_elmore_w.html) (accessed April 28, 2008).

<sup>12</sup> William E. Connelley, "Vinton Stillings," *A Standard History of Kansas and Kansans*, (Chicago: Lewis Publishing Company, 1918), transcribed February 10, 2000 by Tom and Carolyn Ward, Columbus, Kansas, <http://skyways.lib.ks.us/genweb/archives/1918ks/bios/stilliv.html> (accessed April 28, 2008).

<sup>13</sup> Sanborn Map and Publishing Company, Ltd, *Sanborn Fire Insurance Map of Leavenworth, Kansas* (New York: Sanborn Map Company, 1883), Sheet 12, database online <http://proxy.kclibrary.org:2269/> (accessed July 30, 2008).

<sup>14</sup> Sanborn Map and Publishing Company, Ltd, *Sanborn Fire Insurance Map of Leavenworth, Kansas* (New York: Sanborn Map Company, 1889), Sheet 22, database online <http://proxy.kclibrary.org:2269/> (accessed July 30, 2008).

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about a block south of the Terminal Depot, a passenger depot occupies a former cigar box factory.<sup>15</sup>

By 1905 the passenger depot was gone and replaced by more rail tracks serving the Terminal Depot. The Sanborn Map published that year identifies the building as the Terminal Freight House of the three affiliated railroad companies. Industrial expansion in the vicinity of the Terminal Depot was noticeable. Neighboring businesses included lumber yards, grain elevators, stock yards, and manufacturing operations. There were a few remaining dwellings north of Three Mile Creek, but most of the nearby residential development was concentrated south of the creek.<sup>16</sup>

The Terminal Depot served its historic function into the late twentieth century. More recently the building was renovated to house a retail boutique on the first story and an apartment on the second story. It currently sits vacant.

Several other railroad companies built freight depots in Leavenworth around the same time as the Terminal Depot. The Union Pacific and the Missouri Pacific Railroads had freight depots near the Missouri River south of Union Depot, Leavenworth's main passenger station. Northwest of the Leavenworth Terminal Railway Depot, the Atchison, Topeka and Santa Fe Railroad had a freight depot at the northwest corner of Broadway and Shawnee Streets and a passenger depot at the center of the block facing Shawnee Street one-half block to the south. Like the Terminal Depot, Leavenworth's other freight depots consisted of a two or three-story office block attached to a one-story freight room flanked by loading platforms. The Terminal Depot is the only surviving freight depot in Leavenworth from this golden age of railroad construction.

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<sup>15</sup> Sanborn Map and Publishing Company, Ltd, *Sanborn Fire Insurance Map of Leavenworth, Kansas* (New York: Sanborn Map Company, 1897), Sheet 23, database online <http://proxy.kclibrary.org:2269/> (accessed July 30, 2008). It is unclear from available information if the passenger depot was also affiliated with the Leavenworth Terminal Railway and Bridge Company.

<sup>16</sup> Sanborn Map and Publishing Company, Ltd, *Sanborn Fire Insurance Map of Leavenworth, Kansas* (New York: Sanborn Map Company, 1905), Sheet 28, database online <http://proxy.kclibrary.org:2269/> (accessed July 30, 2008).

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**MAJOR BIBLIOGRAPHICAL REFERENCES**

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**PHOTOGRAPHIC INFORMATION**

**Photographer:** Brad Finch  
F-Stop Photography  
Kansas City, Missouri

**Date of Photographs:** June 2008

*Digital images submitted with nomination on CD-ROM*

Photograph Number	Description	Camera View
1.	South and east elevations	NW
2.	East elevation	W
3.	North elevation	S
4.	North and west elevations	SE
5.	South and west elevations	NE
6.	South elevation	N
7.	Interior of Freight Depot	SW
8.	Interior of Office Block first floor	NW
9.	Interior of Office Block first floor	SE
10.	Interior of Office Block stairwell	NE
11.	Interior of Office Block second floor	SE

LEAVENWORTH  
TERMINAL RAILWAY  
+ BRIDGE CO  
FREIGHT DEPOT

LEAVENWORTH,  
LEAVENWORTH COUNTY,  
KANSAS

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