

United States Department of the Interior
National Park Service

National Register Listed
January 2, 2013

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 Eureka Atchison, Topeka & Santa Fe Railroad Depot
other names/site number KHRI # 073-395

2. Location

street & number 416 E 5th Street not for publication
city or town Eureka vicinity
state Kansas code KS county Greenwood code 073 zip code 67045

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 x 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

SEE FILE
Signature of certifying official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

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:
___ 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 _____ Date of Action _____

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

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

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

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

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1	0	Total

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

Number of contributing resources previously listed in the National Register

Historic Railroad Resources of Kansas

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: Rail-related

Current Functions
(Enter categories from instructions)

Commerce / trade: business / office

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th & Early 20th Century American

Movements: Prairie School; Craftsman

Late 19th and 20th Century Revivals: Mission

Materials
(Enter categories from instructions)

foundation: Concrete

walls: Brick / Stucco

roof: Tile

other:

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary

The Atchison, Topeka and the Santa Fe Depot (built 1917) is located on two blocks west of downtown Eureka in a residential area. The property is bound by Mulberry Street on the west, Maple Street on the east, 5th Street on the south, and 7th Street on the north. The one-story brick and stucco building was built in the Prairie and Craftsman styles and trimmed with decorative wood corbels and retains the original tile roof. Designed as a combination depot, this building served both railway passengers and freight customers. In addition to the depot, the two-block area includes four non-contributing ancillary buildings, and a small creek known as Walker's Run that passes through the west edge of the two blocks. There two gravel driveways and parking areas – one on the west side of the building and one on the east. The nomination boundaries have been limited to the south one-third of the property so as to exclude the non-historic ancillary outbuildings.

Exterior

The railroad track has been removed, but it originally passed parallel to the depot's east elevation in a north-south direction. A newer raised brick sidewalk surrounds the south half of the building. An intersecting hipped-roof bay identifies the trackside (east) elevation. There is an interior brick chimney near the north end of the building at the baggage section. The building's most prominent feature is its low-pitched green clay-tile hipped roof and large overhanging eaves with paired wood eave brackets. Separating the stucco wall from the roof is a single row of header brick, which wraps around the entire building. The exterior walls made of tapestry brick and stucco rest atop a concrete foundation. Battered pilasters define the bays and are found at the building's corners. The upper one-quarter of the exterior walls is stucco and the bottom three-quarters is tapestry brick; these sections are separated by a cast stone trim. The windows are original wood sashes each with a cast stone sill. Generally speaking, each grouping of windows is framed by pilasters and eave brackets. At the base of every exterior corner of the building are small red cast-iron corner protectors known as wheel guards.

The freight area is defined by a flat-roof section at the north end of the building. Like the main part of the building, this section features brick and stucco exterior walls, but there are no battered pilasters. Each of the nine wood windows in the freight section has nine lights and a stone sill. There are three freight door openings – one each on the east, north, and west elevations.

The **east (trackside) elevation** includes a single-door entrance into the primary waiting area space. The wood door has a segmental arch top and includes vertical wood panels on the bottom with nine clear lights above. The door is set within a slightly projecting entrance that includes decorative brickwork topped by a cast-stone segmental arch. A Santa Fe company logo made of stucco and brick is displayed above the door at the roofline. In the soffit above the door is one hanging globe light fixture (replica). On either side of this entrance is a three-part window arrangement that includes a large fixed center sash topped by a 10-light transom that is flanked by two narrower fixed sashes each topped by a six-light transom. Another three-part window arrangement is near the south corner of this east elevation, but this arrangement includes a large fixed center sash topped by an eight-light transom that is flanked by two narrower fixed sashes each topped by a four-light transom. In the soffit above this window arrangement is a hanging globe light fixture (replica).

This east elevation includes an intersecting hipped-roof bay that originally housed the railroad office. This projecting bay features battered pilasters at the corners and a centered three-part window arrangement that includes a large fixed center sash that is flanked by two narrower fixed sashes each topped by a four-light transom. The center eight-light transom has been removed and filled in with a stucco finish. There is a single-sash fixed window with a four-light transom on the north and south elevations of this projecting bay.

North of this projecting bay is a wood freight door leading into the former baggage room. This door, which has two four-light fixed sashes, is at ground level and features a newer concrete pad outside the opening. Adjacent to the north of this opening, there are two nine-light sashes with cast-stone sills.

The remainder of the east elevation includes the flat-roof freight section, which has a wood freight door flanked by four nine-light sashes with cast-stone sills. This wood freight door includes two four-light fixed sashes, but it is slightly raised off the ground.

The **north (side) elevation** is narrow and has just two openings: a nine-light sash with cast-stone sills and a non-historic overhead door set within the historic freight door opening. A wall-mounted globe light fixture (replica) is next to the freight door.

The **south (side) elevation** faces 5th Street and is defined by a centered projecting bay with a flat roof that has a large overhang supported by wood eave brackets. The bay includes a three-part window arrangement that includes a large fixed center sash topped by a 10-light transom that is flanked by two narrower fixed sashes each topped by a six-light transom. A single cast-stone window sill visually ties the three windows together. The soffit within the large overhanging eave includes one hanging globe light fixture (replica) that is centered on this elevation. There is no ornamentation on either side of this projecting bay other than the battered corners and eave brackets.

The west elevation is very similar in appearance to the east elevation. The freight section on the north end includes a wood freight door flanked by four nine-light sashes with cast-stone sills. The wood freight door includes two four-light fixed sashes and is slightly raised off the ground. On either side of the freight door are wall-mounted globe light fixtures (replicas).

Like the east and south elevations, the portion of the building topped by the hipped roof features battered pilasters. Within this section, there is a secondary pedestrian entrance and another freight door leading into the baggage room. These entrances are raised and are accessed by a concrete and brick platform. Above the pedestrian door are two nine-light sashes with cast-stone sills.

The remainder of this elevation is slightly projected from the north end. Centered on the west elevation is a pair of fixed single-light sashes each topped by a six-light transom. There is a single-door entrance into the primary waiting area. The wood door has a segmental arch top and includes vertical wood panels on the bottom with nine clear lights above. The door is set within a slightly projecting entrance that includes decorative brickwork topped by a cast-stone segmental arch. A Santa Fe company logo made of stucco and brick is displayed above the door at the roofline. On either side of this entrance is a three-part window arrangement that includes a large fixed center sash topped by a 10-light transom that is flanked by two narrower fixed sashes each topped by a six-light transom. Another pair of windows is near the south corner of this west elevation. These fixed sashes are topped by four-light transoms. There are several globe light fixtures (replicas) hanging from the soffit along this west elevation.

Interior (See Figure 2 for floorplan)

Although the use of the building has changed to offices and storage, it retains the original interior room arrangement. The south half of the building served as a waiting area, the center part of the building served as a ticket office and baggage area, and the north section accommodated freight transportation.

Train travelers and depot visitors entered through the southernmost doors on either the east or west elevations. These doors lead into a large open central waiting area, which includes historic wood trim and baseboards, plaster walls, crown molding, and replica hanging light fixtures. The original colored concrete floor has been covered with carpet and tile walkways. Wall sconces have been added to the east and west walls. Heat and air conditioning vents have been installed unobtrusively on the ceiling. The original men's restroom is situated in the southwest corner of this waiting area, and adjacent to the restroom door is a historic wall-mounted drinking fountain. The original three-part ticket window is centered on the north wall of the waiting room and adjacent to this is six-light wood door leading into the former ticket office. A double-door with transom centered on the south wall leads into a ladies' waiting room, which occupies the southernmost part of the building. These doors have 10 lights.

Today, the ladies' waiting room serves as a business conference room. The space retains the same level of integrity as the main waiting area. It includes historic wood trim and baseboards, plaster walls, and crown molding. Heat and air conditioning vents have been installed unobtrusively on the ceiling. The original women's restroom is accessed through a door in the west wall of the ladies waiting area, and it now functions as an office.

The ticket office, which today functions as office space, retains a high degree of integrity. The original desk, complete with original hardware on the drawers and cabinet doors, is attached to the south wall beneath the ticket window. The agent's desk is extant within the trackside bay. A wood chair rail encircles the room. There is a door along the north wall of the ticket office at the east corner that leads to the baggage area. The baggage and freight areas retain a high degree of integrity and remain unfinished as they did historically. The walls are both painted brick and unpainted, the floor of the freight room is concrete, and the ceiling rafters are exposed.

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

(Enter categories from instructions)

- Transportation
- Architecture

Period of Significance

1917-1962

Significant Dates

1917

Significant Person

(Complete only if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Architect: ATSF architect E. A. Harrison –
Chicago

Chief Engineer: C. F. H. Felt - Chicago

Builder: Unknown

Period of Significance (justification)

The period of significance begins with the construction of the building in 1917 and extends to 1962, the 50-year cutoff date established by the NPS to provide sufficient passage of time to allow objective evaluation of significance at the time of nomination.

Criteria Considerations (explanation, if necessary)

N/A

Narrative Statement of Significance

(Provide a summary paragraph that includes the level of significance and applicable criteria. Elaborate on the property's history and argue the property's significance according to the criteria selected.)

Summary

Eureka's Atchison, Topeka and the Santa Fe (ATSF) Depot is nominated to the National Register of Historic Places as part of the *Historic Railroad Resources of Kansas* multiple property nomination for significance in the areas of transportation and architecture. It is an example of the Railroad Depot property type (Combination Depot subtype) as described in *Historic Railroad Resources of Kansas* MPDF. This second-generation depot was built in 1917 during a period of economic boom in south-central Kansas after the discovery of oil in Greenwood and Butler counties. The building is an excellent example of Prairie-style architecture and includes elements of Mission and Craftsman styles.

Elaboration

Euro-American settlers were in the Eureka area along Fall River as early as 1857, but the community's growth and development was largely delayed until after the Civil War. The town was laid out by the Eureka Town Site Company in 1867, it was incorporated in 1870, and it was selected as the seat of Greenwood County in 1872.¹ Railroad development through the area in the 1870s and 1880s attracted investment, cattle ranchers, and settlers, and by 1880, the county's population totaled 10,548.² Negotiations between local leaders and railroad companies began as early as 1870 and there were several bond elections regarding proposals by various railroad companies. However, the first railroad to follow through and build its line through Eureka was the Kansas City, Emporia, and Southern Railway Company (a subsidiary of the Atchison, Topeka, and Santa Fe) in 1879. The St. Louis & San Francisco pushed through in 1880, and the Missouri Pacific developed through Eureka in 1882.³

This railroad activity contributed to Eureka's development in the late 19th and early 20th centuries. Eureka's population reached 2,333 by 1910, and the town included a wagon factory, broom factory, flourmill, four banks, hotels, and two newspapers.⁴

The founder of Topeka, Cyrus K. Holliday, formed the Atchison, Topeka, and Santa Fe Railroad company in 1859. In 1863, he obtained a land grant for 2,931,247.54 acres, which he would receive only if the railroad could reach the Colorado border within ten years. This grant laid out the route for the line from Atchison to Topeka continuing along the route of the Santa Fe Trail through southwest Kansas into Colorado. They met this goal and pushed farther westward, but also continued to develop lines in Kansas – some 200 miles more during the 1880s. The company's mileage peaked in 1932, and it owned roughly one-third of all Kansas tracks. The Atchison, Topeka & Santa Fe Railroad built more than 500 depots in Kansas. Many were simply constructed and made of wood using standardized plans. Later replacement stations featured more permanent brick construction and a distinctive corporate design, but still based on standard designs.⁵ The nominated depot in Eureka was one of these second-generation depots.

¹ William G. Cutler, *History of the State of Kansas – "Greenwood County"* (Chicago: Andreas Publishing Co., 1883). Transcription accessed online 13 September 2012 at www.kancoll.org.

² Historical Census Browser. Retrieved 13 September 2012, from the University of Virginia, Geospatial and Statistical Data Center: <http://fisher.lib.virginia.edu/collections/stats/histcensus/index.html>.

³ Frank Blackmar, *Kansas: A Cyclopaedia of State History, vol. 1* (Chicago: Standard Publishing Co., 1912), 792-795. Transcription accessed online 13 September 2012 at <http://skyways.lib.ks.us/genweb/archives/1912/>.

⁴ Blackmar, *Kansas: A Cyclopaedia of State History, vol. 1*, 599.

⁵ Deon Wolfenbarger, *Historic Railroad Resources of Kansas* National Register multiple property documentation form (Topeka: Kansas Historical Society, 2001), E30-E31. Accessed online 13 September 2012 at http://www.kshs.org/resource/national_register/MPS/Historic_Railroad_Resources_Kansas_mps.pdf

The lucrative cattle trade in Kansas provided a major reason for this and other railroads, such as the Kansas Pacific, to push westward. Texas cattlemen herded their stock north to the railheads in Kansas to places like Abilene, Newton, Wichita, and later Dodge City. As railroad lines and branches developed, stockyards were placed close to these lines – including two at the edge of Eureka to ensure that lease-grazing arrangements were profitable.⁶

The ATSF built or acquired several branch lines in Kansas, including this roughly 75-mile section through Eureka known as the Howard Branch, which connected Emporia in Lyon County to the north with Moline to the south in Elk County. The line entered Greenwood County from the north passing south through Madison, Hamilton, Eureka, Climax, and Severy.⁷ (Figure 4) These branch lines were usually formed and operated by a subsidiary company, which “kept the management out of some legal problems, and allowed mortgage bond issues which were not obligations of the ATSF.”⁸ This particular line was developed by the Kansas City, Emporia, & Southern Railway Company, a subsidiary of ATSF.⁹ The Howard Branch allowed the railroad access to the fast-developing farming and ranching country in south-central Kansas.

The first train pulled into Eureka on July 4, 1879 on the ATSF line. Founding resident Albert Frazier met this first train and, in his capacity as local bus driver and transfer agent, would later shuttle passengers to and from the depot and the hotel, which were just three blocks apart. The Greenwood Hotel, which was listed in the National Register in 2005, was built in 1883 to accommodate train passengers, businessmen, and cattlemen.¹⁰

The first ATSF depot in Eureka was built in 1879 at this same location east of downtown. Talk of replacing the depot appeared in the local newspapers beginning in 1916. The *Eureka Herald* reported that the railroad had budgeted for a new depot, which would be a “\$15,000 brick structure...just south of the old building.”¹¹ By September 1916, the newspaper reported that “workmen are busy moving the old structure from its present site to a location on the west side of the tracks...” and “plans and specifications for the new building are in the hands of the contractors.”¹² By this time, the cost of the depot had grown to \$20,000. Construction was well under way by January 1917 the finishing touches were completed by June. A banquet celebrating the completion of the new station was held on June 28. Santa Fe Railroad officials on hand included “Payson Ripley, division superintendent; W. E. White, building superintendent; E. J. Shakeshaft, Gen. Pass. Agt.; F. B. Marsh, Gen. Frt. Agt.; W. F. Ryus, traveling live stock agent; G. R. Gilfillan, assistant live stock agent; J. F. Jarrell, publicity agent; R. B. Cunningham, division freight agent; P. L. Girardet, traveling freight agent; C. C. McGuire, road master.”¹³ The banquet was served by the women of the local Methodist Church.

The early twentieth century brought new interest in the area with the discovery of oil in Butler and Greenwood counties. By the mid-1920s, Greenwood County produced a million barrels each month, making it an attractive area for investment and development.¹⁴ The railroad served bulk oil dealers, and the 1924 Sanborn Fire

⁶ Donelda Perkins, *Greenwood Hotel* National Register of Historic Places nomination (Topeka: Kansas Historical Society, 2005), 15.

⁷ At the time of this writing, there is just one other ATSF depot on this Howard Branch that is listed in the National Register of Historic Places – in Madison. Built in 1879 and expanded in 1915 and 1920, the Madison building is a first-generation wood-frame combination depot that was added to the National Register in 1991.

⁸ Keith L. Bryant, Jr., *History of the Atchison, Topeka & Santa Fe Railway* (Lincoln: University of Nebraska Press, 1974), 55.

⁹ Cutler, *History of the State of Kansas – “Greenwood County”*. Transcription accessed online 20 September 2012 at www.kancoll.org.

¹⁰ Donelda Perkins, “Greenwood Hotel” National Register of Historic Places nomination (Topeka: Kansas Historical Society, 2005), 14.

¹¹ *Eureka Herald*, 18 May 1916, p. 1.

¹² *Eureka Herald*, 28 September 1916, p. 1.

¹³ *Eureka Herald*, 5 July 1917, p. 1.

¹⁴ Craig Miner, *Discovery! Cycles of Change in the Kansas Oil and Gas Industries, 1860-1987* (Wichita, KS: KIOGA, 1987), 160-164. See also: Christy Davis, “Robertson House” National Register of Historic Places nomination (Topeka: Kansas Historical Society, 2010), 7.

Insurance Map notes the existence of an oil supply storage facility adjacent to the depot. (Figure 3) The construction of the depot in 1917 and its ancillary structures that are now gone were part of a greater building boom throughout town that resulted in new and remodeled residences and commercial buildings.

The ATSF Railway Company experienced great transition during the mid-20th century – both in technology and services offered. The first dieselized engines hit the ATSF lines in the 1930s, but didn't run regularly on the Howard Branch until 1950.¹⁵ The company survived the post-World War II years by abandoning unprofitable branch lines, cutting back on both passenger and freight service.¹⁶ Trains along the Howard Branch provided both passenger and freight service until the mid-1950s when passenger service ended.

The Eureka depot closed on April 30, 1971, and by 1980 the City of Eureka was in search of a buyer for the building. The newspaper reported that the city commissioners agreed to sell the building to Charles Ritchie for \$8500 to be used as offices and storage. The building was then deeded to Edward L. and Naomi F. Sowder in March 1982, to Citizens National Bank in 1987, to Ranch Aid Inc. the same year, to Marlen W. and D Janelle Allen in 1997, and to Invena Corporation in July 2001. The Invena Corporation is responsible for the building's recent rehabilitation.

Architecture

Like most depot designs, which had largely become standardized by the 1910s, form followed function. This new combination freight-passenger depot was a linear rectangle oriented to the tracks and included a waiting room, ladies' waiting room, restrooms, ticket office, baggage room, boiler room, and freight room. Standardization allowed railroad companies to develop a distinct corporate identity, particularly with their "county-seat" type depots. According to the *Historic Railroad Resources of Kansas* MPDF, these depots were located in more important towns and most were built of brick and reflected popular architectural styles of the time, particularly the Mission style. These "county-seat" depots, such as the Eureka station, were "successful examples of a corporate architectural style that has become an icon throughout the state."¹⁷

It is not known if there are other extant depots along the former ATSF lines that mimic this same style and plan, but none has been found. The station in Eureka exhibits characteristics of a few popular early 20th century styles including Prairie, Craftsman, and Mission. Its Prairie features include a low-pitched hipped roof, widely overhanging eaves, grouped tall casement windows, and a general horizontal emphasis. Mission elements include the use of a tile roof and arched entryways, while Craftsman elements consist of eave brackets and interior hardware and woodwork. Prairie-style architecture can be found elsewhere in Eureka, including the National Register-listed Robertson House.

This particular depot was designed by ATSF architect E. A. Harrison and chief engineer C. F. W. Felt – both of Chicago. Harrison is known to have designed many impressive buildings while working for the ATSF, several of which are listed in the National Register. These include two properties in Amarillo, Texas (the ATSF Railway Company Depot and Locomotive and the Santa Fe Building), the ATSF Passenger Depot in Colorado Springs, Colorado, and the ATSF Depot in Panhandle, Texas. The only other Kansas depot designed by Harrison that is listed in the National Register is in Newton. These few examples represent various popular styles of the early twentieth century including Tudor Revival, Gothic Revival, Mission, and Spanish Revival.¹⁸ Felt was a native of Massachusetts, graduated from the Massachusetts Agricultural College in 1886, and began working for the ATSF Railway that same year. He became chief engineer in 1913. His prior position as chief engineer of the Eastern and Western lines had been based in Topeka, Kansas.¹⁹

¹⁵ Bryant, 311.

¹⁶ Wolfenbarger, E-33.

¹⁷ Wolfenbarger, E24-25; 33.

¹⁸ National Park Service, National Register of Historic Places database. Accessed online September 20, 2012 at <http://nrhp.focus.nps.gov/natreghome.do?searchtype=natreghome>

¹⁹ No Author, "Personal," *Railway World* 57 (January-December 1913): 385-386. Accessed online 20 September 2012 at <http://books.google.com>.

9. Major Bibliographical References

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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 # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: **Kansas Historical Society**

Historic Resources Survey Number (if assigned): N/A

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage)

UTM References (See continuation pages for Lat/Long coordinates and map)

(Place additional UTM references on a continuation sheet)

1	_____	_____	_____	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The entire parcel is described as follows Legal Lots one (1), Two (2) and Three (3) of block forty three (43) and lot one (1) in block (42), in the original town site of Eureka and that portion of sixth street lying between lot 1 of 42 and lot 3 of block 43 as shown on the original town plat of the city of Eureka.

The nominated area, however, includes only a portion of the entire parcel presently associated with the depot. That portion includes the south one-third of the parcel that is bound by E. 5th Street on the south, N Mulberry Street on the west, and N Maple Street on the west as illustrated on the attached map on page 16.

Boundary Justification (explain why the boundaries were selected)

The nomination boundary includes the south one-third of the current parcel so as to exclude the non-historic ancillary buildings on the north two-thirds of the parcel. The nominated area includes the historic ATSF depot and a portion of the former trackbed east of the depot.

11. Form Prepared By

name/title Larry Coleman
organization Coleman Management date 5-2-2011
street & number 223 N Main telephone 316-665-6122
city or town Eureka state KS zip code 67045
e-mail lcoleman@colemanmanagement.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Name of Property: Eureka ATSF Depot
City or Vicinity: Eureka
County/State: Greenwood County, Kansas
Photographer: Photos 1-9 Amanda Loughlin; Photo 10 Larry Coleman

Description of Photograph(s) and number:

- 1 of 10 West and south elevations, facing NE
- 2 of 10 South elevation, facing N
- 3 of 10 South and east elevations, facing NW
- 4 of 10 Overall building showing east elevation (baggage/freight area at right), facing W
- 5 of 10 Entrance into waiting area west elevation, facing E
- 6 of 10 Interior of waiting area (men's restroom at far corner) and double-door entrance to ladies waiting area on south wall, facing SW
- 7 of 10 Ticket window on north wall of waiting area, facing N
- 8 of 10 Ticket window inside office, showing built-in desk/cabinets, facing SW
- 9 of 10 Bay window along east wall of office, facing E
- 10 of 10 Interior of freight room, showing non-historic overhead door on north elevation, facing NW

Property Owner:

(complete this item at the request of the SHPO or FPO)

name Invena Corporation – Contact: Matt Wilson
street & number 416 E 5TH ST telephone (620) 583-8630
city or town Eureka state Kansas zip code 67045

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 18 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.

Figure 1: Original Site Plan

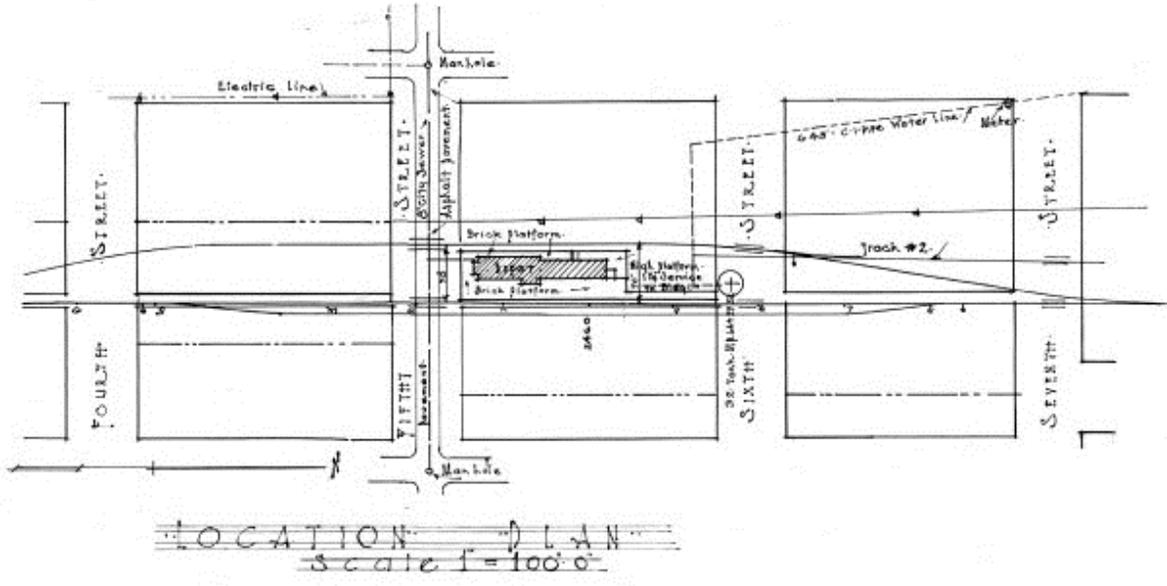


Figure 2: Original Floorplan

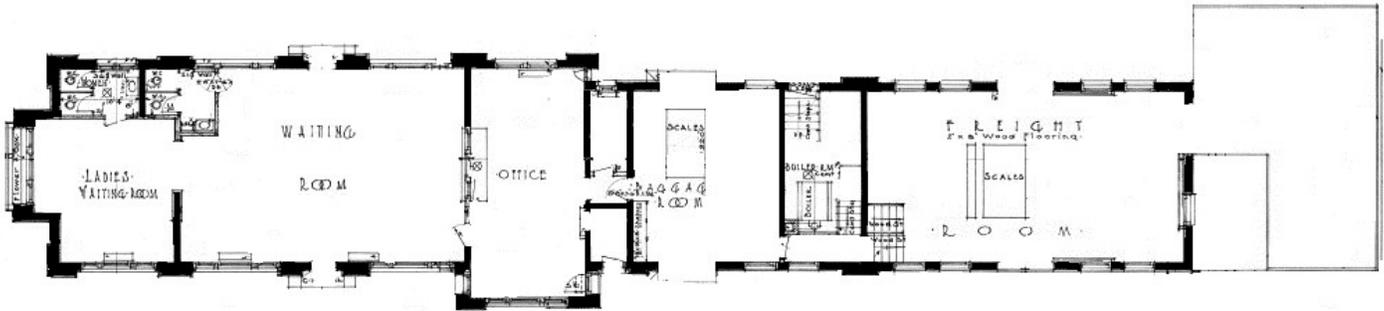


Figure 3: 1924 Sanborn Fire Insurance Map, page 7

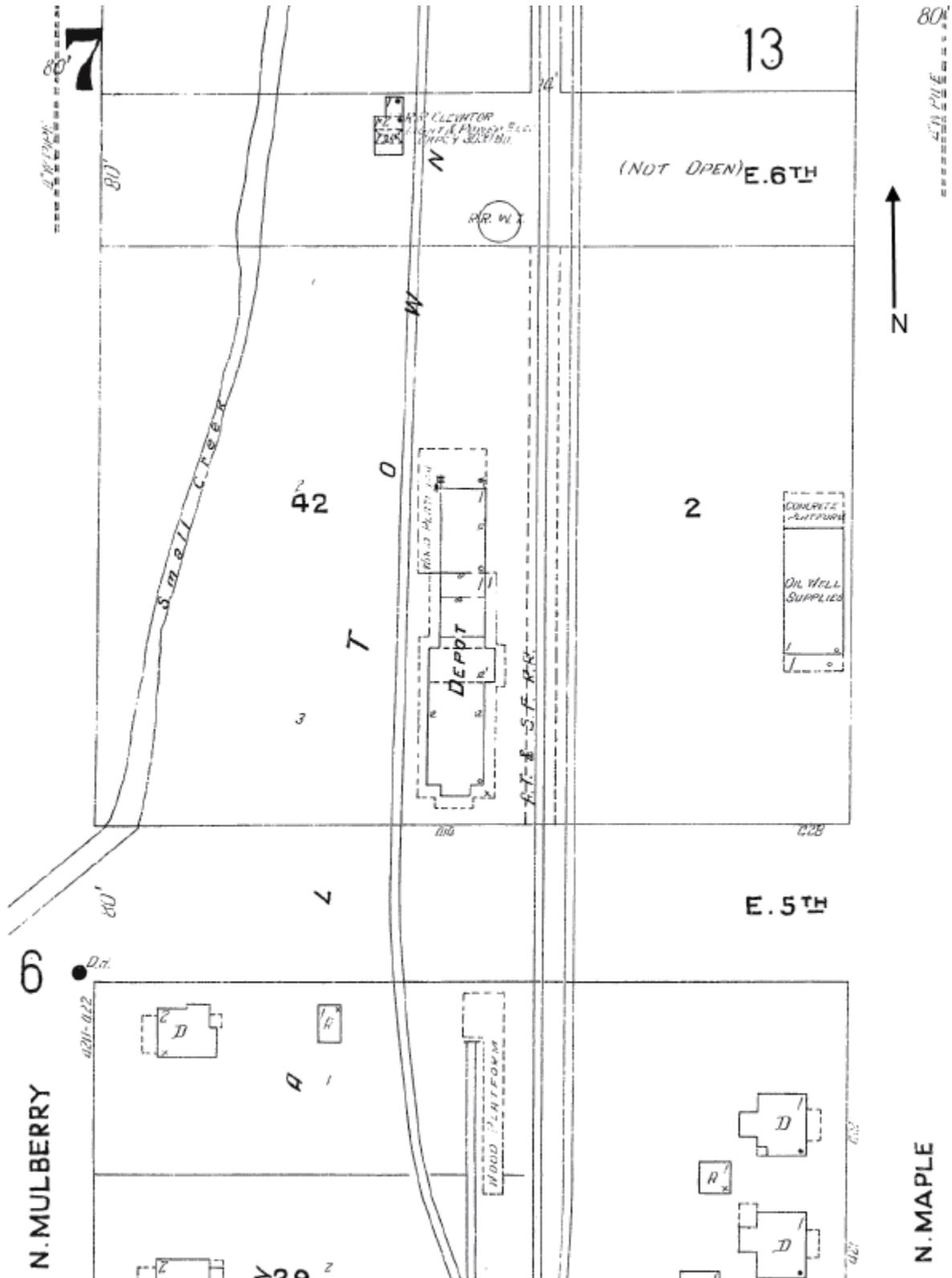
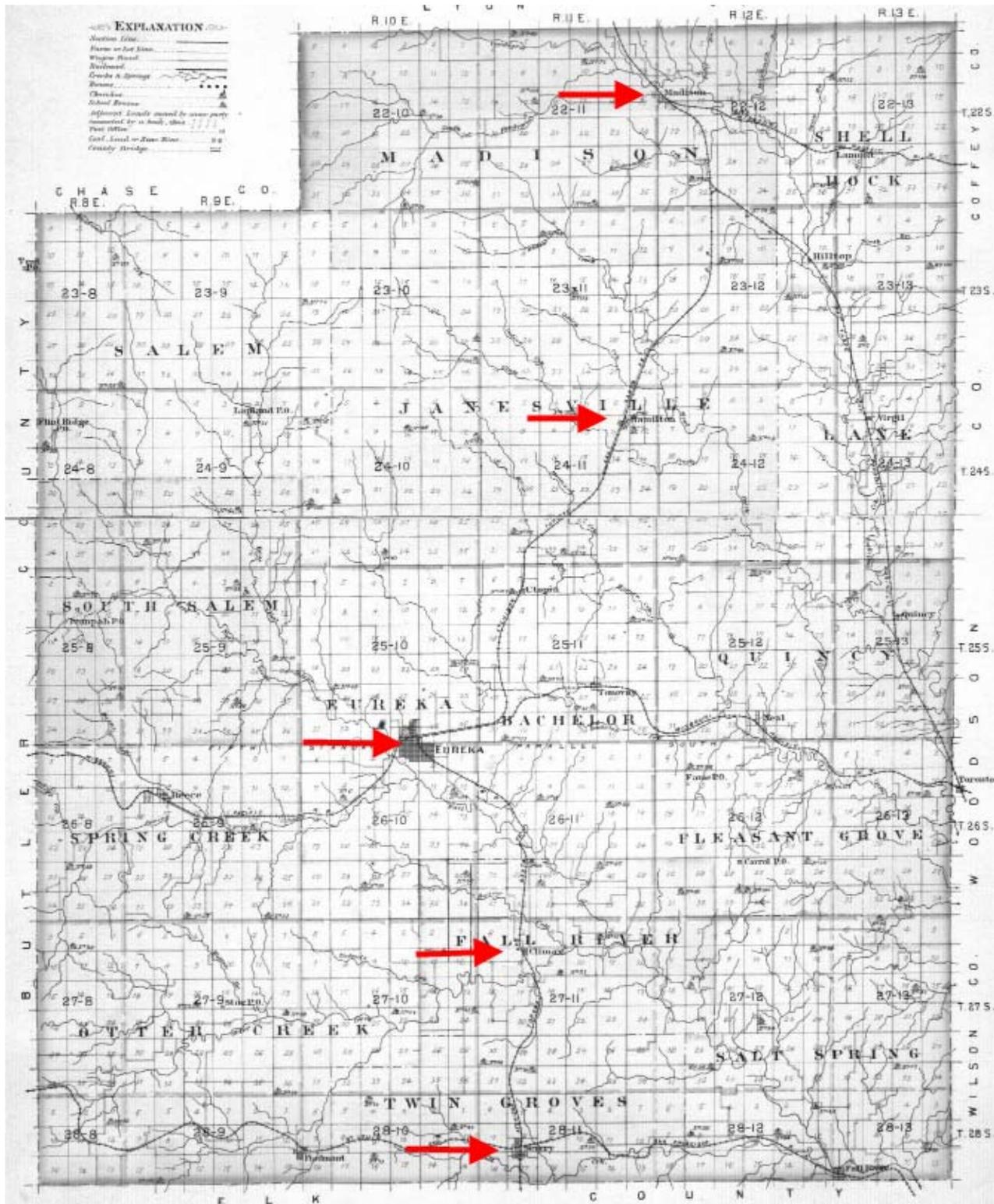
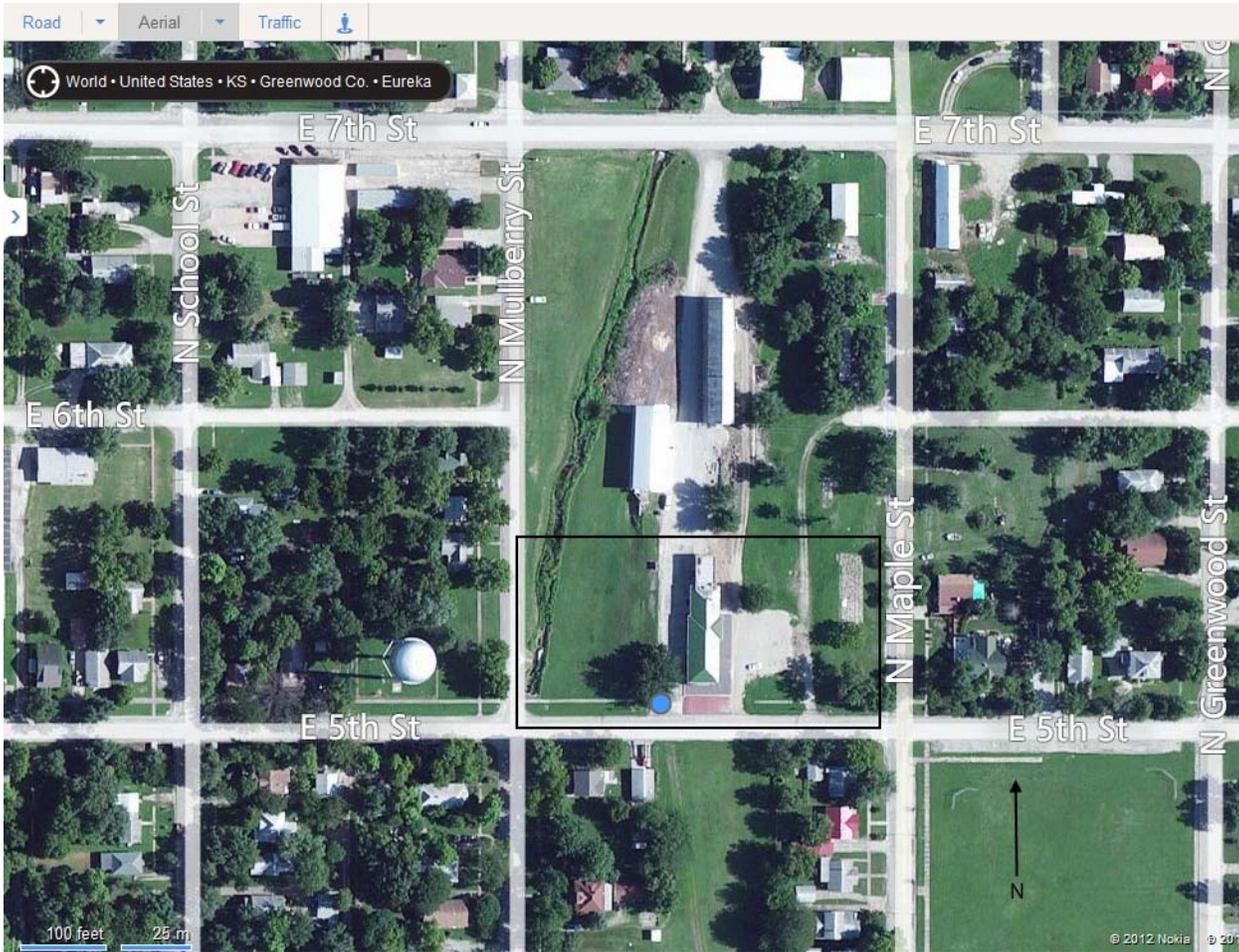


Figure 4: Plat Book of Greenwood County, Kansas (Northwest Publishing Co., 1903), 3. Accessed online at <http://www.kansasmemory.org/item/209403>

Showing the Greenwood County communities through which the ATSF Railroad passed.

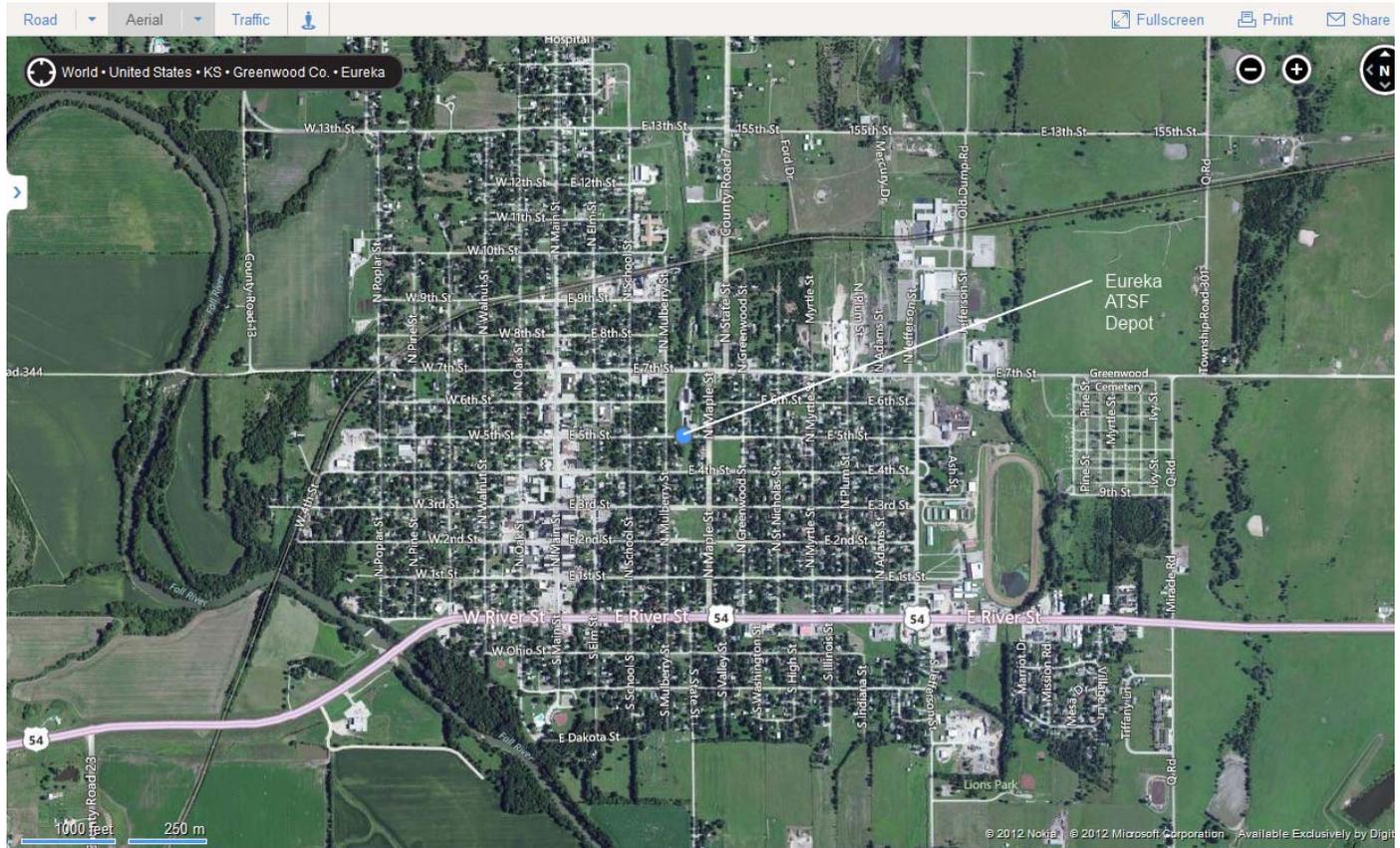


Map / Site Plan



Eureka ATSF Depot
416 E 5th Street
Eureka, Greenwood County, KS
(Datum: WGS84) Lat/Long: 37.823367 -96.289383
Black rectangle denotes nomination boundary (southern one-third of the parcel)
Bing.com

Contextual Map



Eureka ATSF Depot
416 E 5th Street
Eureka, Greenwood County, KS
(Datum: WGS84) Lat/Long: 37.823367 -96.289383