

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations 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 EL DORADO MISSOURI PACIFIC DEPOT

other names/site number 015-1540-0010

2. Location

street & number 430 NORTH MAIN STREET not for publication

city or town EL DORADO vicinity

state KANSAS code KS county BUTLER code 015 zip code 67042

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.)

Ramon Power STATE HISTORIC PRESERVATION OFFICER, MARCH 29, 1994
Signature of certifying official/Title Date

KANSAS STATE HISTORICAL SOCIETY
State of 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:

- 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): _____

Signature of the Keeper

Date of Action

_____	_____
_____	_____
_____	_____
_____	_____

Name of Property

County 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		Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION: rail-related

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE.

7. Description

Architectural Classification

(Enter categories from instructions)

LATE 19TH AND 20TH CENTURY REVIVALS:

Mission/ Spanish Colonial Revival

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof CERAMIC TILE

other WOOD

Narrative Description

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

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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

SOCIAL HISTORY

ARCHITECTURE

Period of Significance

1918

Significant Dates

1918

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

TUCKER, E. M. (ARCHITECT)

Narrative Statement of Significance

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

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:

Name of Property

County: State

10. Geographical Data

Acreage of Property LESS THAN ONE ACRE

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid for Zone 1, Easting 689320, Northing 4188000

UTM grid for Zone 3, Easting, Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title: MARTHA HAGEDORN-KRASS, ARCHITECTURAL HISTORIAN
organization: KANSAS STATE HISTORICAL SOCIETY
date: MARCH 29, 1994
street & number: 120 W. 10th
telephone: 913-296-5264
city or town: TOPEKA
state: KANSAS
zip code: 66612

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

(Complete this item at the request of SHPO or FPO.)

name: CITY OF EL DORADO, BRUCE RAMSBERG- CITY ENGINEER
street & number: 220 EAST 1ST, P. O. BOX 792
telephone: 316-321-9100
city or town: EL DORADO
state: KANSAS
zip code: 67042

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.

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DESCRIPTION

The El Dorado Missouri Pacific Passenger Depot (c. 1918) is located at 430 North Main Street in El Dorado, Butler County, Kansas (pop. 11,504). The elongated, one-story, red brick building is surmounted by three, red tile, ridge-hipped roofs and stands on a concrete foundation surmounted by a limestone sill. Wide, overhanging eaves supported by large, wooden brackets provide sleek elegance and style definition to the building. Older photographs show the brackets, eaves, doors, and windows in a dark color, today they are white. The building is a very restrained interpretation of Mission style, as it lacks the identifiable curvilinear parapet. The building maintains a northeast facade orientation, positioned in relationship to the railroad tracks. The overall dimensions of the building measure 186 feet in length and 26 feet in width.

Three units comprise the building: a terminal containing the waiting room, the baggage room and toilets stands in the center, it is flanked to the west by an open pavilion and to the east by a breezeway that extends into an express room. Each unit is covered by a ridge hipped roof. The roof covering the terminal is slightly higher and wider than the roofs covering the two exterior units. Two semi-circular dormers pierce the terminal's northern roof slope. Brick chimneys pierce the roof ridge of the express room and the baggage room.

Transomed, 1/1 double hung, wooden windows, grouped in pairs, threes and singly, fenestrate the terminal. One-over-one double hung, wooden windows fenestrate the express bay. Limestone lintels surmount these windows, a continuous limestone beltcourse underscores the terminal windows, sills underscore the express bay windows.

Access to the terminal is provided by a transomed wooden door that pierces the center of the southern elevation, as well as by a wooden freight door that pierces the eastern side of the same wall. Three transomed wooden doors and wooden freight doors provide access to the terminal from the track side. Wooden freight doors pierce the center walls of the express room on both the north and south sides, a single wooden door pierces the western wall. A transomed door pierces the eastern wall of the ticket office. Steps leading to the boiler room and coal room descend against the terminal's eastern wall of the pavilion. The basement rooms stand beneath the baggage room, the basement space below the remainder of the terminal was originally filled in.

The interior of the building maintains its overall floorplan and detailing. The terminal is comprised of a central waiting room with a ticket office on the northern wall. A baggage room flanks the waiting room to the east, toilets and a the women's lounge flanks the waiting room to the west. A breezeway extends to the east of the baggage room, terminating in the express room.

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Plaster walls cover the brick surface in the terminal, although the brick is exposed in both the baggage and express rooms. Varnished door and window surrounds and chair railing accentuate the waiting room. A three course brick baseboard projects slightly from the wall plane in the waiting room. Painted crown moulding accentuates the waiting room's upper wall.

Extant loading docks fill the baggage and express rooms. The baggage room scale has been removed. The building's flooring is wood, it is covered with a heavy, linoleum type material. The toilets are extant, as are some original light fixtures.

The building maintains a high degree of architectural integrity. In 1992 Friends of the Depot was formed to preserve the building. With the help and support of the city, the community, and the railroad, Friends of the Depot have successfully leveraged ISTEA funds to pay for the building's rehabilitation. Ownership of the depot was recently transferred from the Union Pacific to the City of El Dorado. When the rehabilitation is complete, the depot will serve as classroom space for Butler County Community College continuing education programs.

MEMO TO NATIONAL REGISTER FILE: EL DORADO MISSOURI PACIFIC DEPOT

RE: June 9, 1994 telephone conversation between Martha Hagedorn-Krass and Jim Waugh,
Friends of Depot

The floor in the main terminal is concrete, not wood. The west portion of the passenger waiting room is covered with linoleum floor tile. The remainder of the concrete floor is not covered. The concrete floor in the baggage room is colored red.

The wooden platform in the express room was added in the late 1950s, when the express company moved out of the depot. The loading dock on the south side of the express room was added at this time as well. The nomination file contains a 1927 photograph of the south side of the express room that shows the original configuration.

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SIGNIFICANCE

The El Dorado Missouri Pacific Passenger Depot (c. 1918) is being nominated to the National Register under criteria A and C for its historical association with the growth and development of El Dorado, Kansas and for its architectural significance as an example of the custom designed, Mission style depot constructed by the Missouri Pacific during the early 20th century. The depot was designed by E. M. Tucker, Chief Engineer for the Missouri Pacific Railroad Company in August 1917.

The St. Louis, Fort Scott and Wichita Railroad began construction in Butler County in 1879, reaching El Dorado in 1883. Soon after the line arrived in El Dorado, the St. Louis, Fort Scott and Wichita was acquired by the Missouri Pacific Railway.

Missouri Pacific constructed its first depot in El Dorado in 1883. The wooden depot was replaced by the present brick structure in 1918, three years after the discovery of the El Dorado Oil Field. El Dorado's population soared from 4,000 to 16,000 people following the discovery of oil.

Production at El Dorado's Oil Field increased rapidly between 1917 and 1918. In 1918 the El Dorado field produced 29 million barrels of oil, comprising 64% of the Kansas total and more than 6% of the national output. The oil from the El Dorado field was of vital importance in the strategic plans of the Allied High Command in World War I. This oil production was of little value without an efficient way to transport it to where it was needed.

To meet America's wartime demands, government representatives, refinery officials and railroad officials developed rail transportation plans for oil from the Mid-Continent fields to the eastern markets. The government took control of the railroads, and imposed a limitation on new construction in an attempt to funnel all resources into the war effort. El Dorado's situation with the depot was unique because of the strategic value of the oil. In this atmosphere, construction of the Missouri Pacific depot began.

In January 1918, the old wooden depot was 150 feet east of its original location. Construction of the new \$40,000 depot began in May 1918 and was completed in autumn 1918.

"Work on the new Missouri Pacific depot is going steadily ahead now, and the foundation for the structure is nearly completed. The building is being built just west of the old building, and will be more centrally located for the public. According to the official of the road here the depot will be one of the best on the line and will be plenty large enough to take care of the road's business here for sometime to come." (Walnut Valley Times, 22 May 1918)

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Plans for the Missouri Pacific's El Dorado depot were issued by the company in August 1917. The depot was specially designed for the location, but includes some standardized details for brick stations such as doors, windows and grilles. The plans were revised in September 1917 to include an express room, this design was further revised in October 1917 and January 1918.

The elongated, one-story, red brick depot is surmounted by a red tile, ridge-hipped roof and stands on a limestone foundation. The building is a very restrained interpretation of Mission style, as it lacks the identifiable curvilinear parapet. Through the use of the red ceramic tile roof and the wide, overhanging eaves supported by large wooden brackets, the building achieves enough of the general appearance of Mission style to be classified as such. Two semi-circular dormers pierce the terminal's northern roof slope. Older photographs show the exterior woodwork in a dark color, today it is white. Clearly, stylistic influences of the day are apparent in the depot's design, but the functionality of the stylistic identifiers seem to take precedence. H. Roger Grant writes that "most Missouri Pacific custom-designed buildings featured hipped roofs," further noting that the company viewed hipped roofs as attractive and affordable. (Grant, 1990, p. 59)

In addition to fulfilling its important transportation roles, the depot provided a communication center for the community. News and mail were delivered to the depot by train. A telegraph was located in the ticket agent's office. American Express Railway Express Company moved into the east wing of the depot in 1920. "When the passenger station was completed two years ago, it was planned to have the express company occupy the east wing, but on account of the delay in the building of the freight office the clerical force of the company has had to occupy it." (El Dorado Times, 10 August 1920)

The Missouri Pacific terminated passenger service at El Dorado on April 9, 1958, but continued to use the building for freight and maintenance activities. The Union Pacific Railroad, after purchasing the Missouri Pacific line, attempted to demolish the depot in 1986. The City of El Dorado blocked the Union Pacific's bid to destroy the structure by refusing to issue a demolition permit. Water service to the depot was terminated in May 1987.

In 1992 Friends of the Depot was formed to preserve the building. With the help and support of the city, the community, and the railroad, Friends of the Depot have successfully leveraged ISTEPA funds to pay for the building's rehabilitation. Ownership of the depot was recently transferred from the Union Pacific to the City of El Dorado. When the rehabilitation is complete, the depot will serve as classroom space for Butler County Community College continuing education programs.

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SELECTED BIBLIOGRAPHY

El Dorado Republican, 11 May 1917.

El Dorado Times, 10 August 1920; 10 April 1958; 8 January 1993.

Grant, H. Roger. Kansas Depots. (Topeka: Kansas State Historical Society, 1990).

"Missouri Pacific Railroad Brick Passenger Station, El Dorado, Kansas." Office of Chief Engineer, St. Louis, Missouri. (August 18, 1917) E. M. Tucker, Architect. 6 Sheets.

"Missouri Pacific Railroad Brick Passenger Station, El Dorado, Kansas- Special Drawing X." Office of Chief Engineer, St. Louis, Missouri. (September 6, 1917; January 31, 1918) E. M. Tucker, Architect. 2 Sheets.

Missouri Pacific Railroad Company. "Typical Details for Brick Passenger Stations." Office of Chief Engineer, St. Louis, Missouri. (June 20, 1916) E. M. Tucker, Architect. 3 Sheets.

Walnut Valley Times, 21 January 1918; 29 January 1918; 29 March 1918; 4 May 1918; 22 May 1918.

Wagh, Jim. "El Dorado Missouri Pacific Depot National Register nomination draft." 1992.

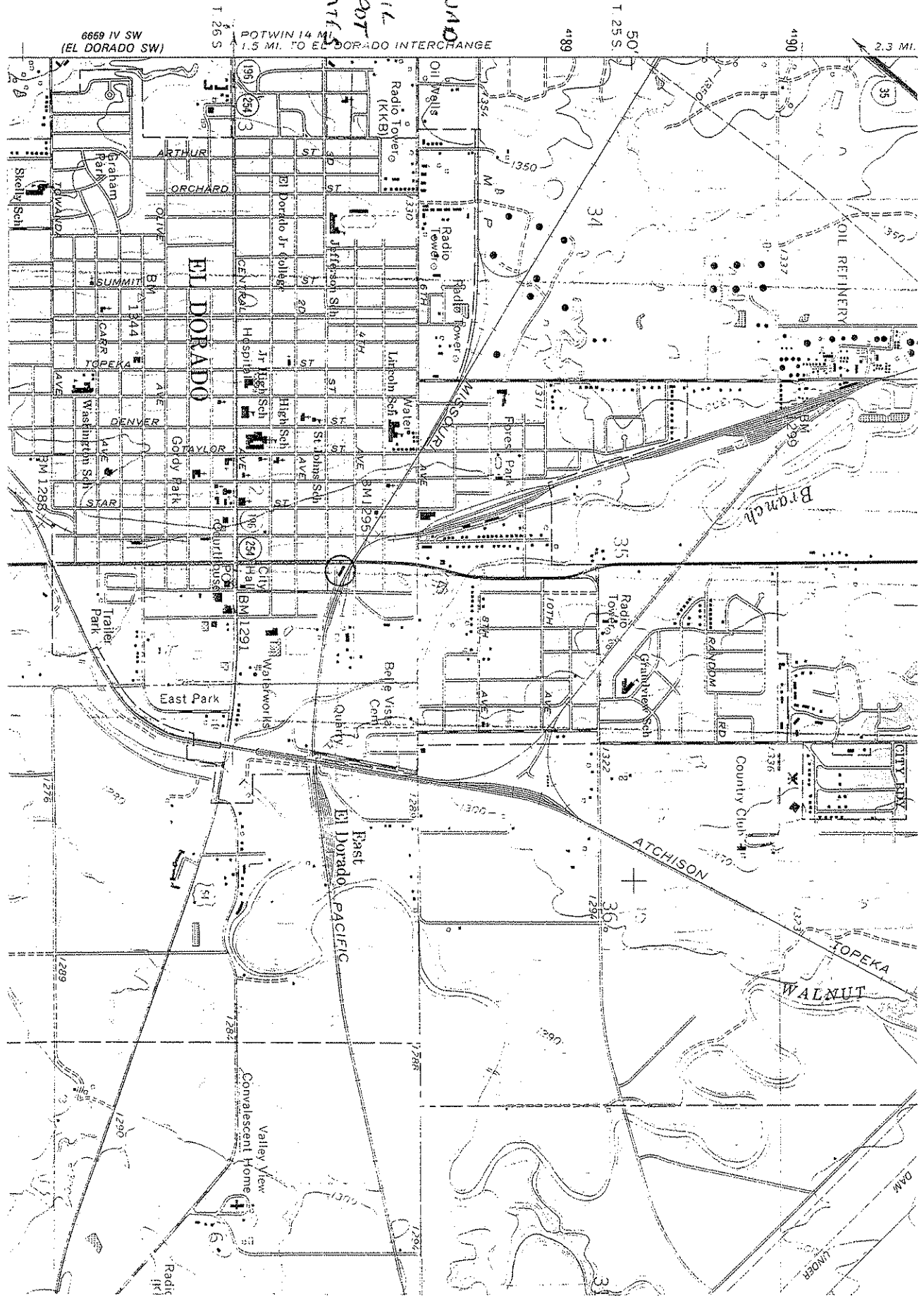
VERBAL BOUNDARY DESCRIPTION

The nominated property is located on the SW1/4, SW1/4, NE1/4, NE1/4, S. 2, T. 25S, R. 5E in El Dorado, Butler County, Kansas. The property is bounded to the northeast by the Union Pacific railroad tracks, to the northwest by North Main Street, and to the southwest and southeast by adjacent property lines.

BOUNDARY JUSTIFICATION

The boundary includes the entire parcel that is historically associated with the property.

EL DORADO AVENUE
MISSOURI OFFICE
PASSENGER DEPT
DTM COORDINATES
14 689320
418800



6669 IV SW
(EL DORADO SW)

POTWIN 14 MI
1.5 MI. TO EL DORADO INTERCHANGE

T 255

4190

2.3 MI.

T 265

4189

501

4190

35

330

34

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