NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

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 ATCHISON, TOPEKA AND SANTA FE RAILWAY DEPOT

other names/site number 057-1370-0019

2. Location

street & number E. WYATT EARP BLVD. ☐ not for publication

city or town DODGE CITY ☐ vicinity

state KANSAS code KS county FORD code 057 zip code 67801

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.)

Richard D Pankratz D-SHPO 06/02/2000
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: 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:)

ATCHISON, TOPEKA AND SANTA FE RAILWAY DEPOT
Name of Property

FORD COUNTY, KANSAS
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		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)

RECREATION AND CULTURE: THEATRE
SOCIAL: CIVIC
VACANT / NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN: ROMANESQUE

Materials
(Enter categories from instructions)

foundation STONE: LIMESTONE
walls BRICK
roof ASPHALT
other

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

ATCHISON, TOPEKA AND SANTA FE RAILWAY DEPOT
Name of Property

FORD COUNTY, KANSAS
County and State

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)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1897 - 1925

Significant Dates

1897 - 1898, 1907 - 1909, 1912 - 1914,
1924 - 1925

Significant Person
(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

HOLLAND, J.C. - ARCHITECT
FELLOWS AND VAN SANT, BUILDER

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

9. Major Bibliographical References

Bibilography
(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:

ATCHISON, TOPEKA AND SANTA FE RAILWAY DEPOT
Name of Property

FORD COUNTY, KANSAS
County and State

10. Geographical Data

Acreage of Property One Acre

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	14	410780	4178960
2			
3			
4			

☐ 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 BOOT HILL REPERTORY COMPANY

organization (SAME) date

street & number P.O. BOX 661 telephone

city or town DODGE CITY state KS zip code 67801

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 DODGE CITY

street & number P.O. BOX 880 telephone

city or town DODGE CITY state KS zip code 67801

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.

The Dodge City Santa Fe Railway Passenger Depot (1897-98, 1907- 1909, 1912- 1914, 1924-1925) serves as Dodge City's premier example of Richardsonian Romanesque architecture. The depot's heavy stone foundation, masonry walls, stonework, round-topped arches, bands of windows, and tower are hallmarks of that style. The depot is located on E. Wyatt Earp Boulevard and Central Avenue in Dodge City, Kansas (pop. 22,000).

The two story (a middle section has three stories) red brick and stone depot is roofed with red, clay tiles and copper valleys. The building's 32,000 square feet includes the first and second floors, the third floor observatory and a basement space under the original main building. The structure faces south and measures three hundred fifty feet long from east to west and thirty feet wide from north to south.

The architectural firm of Gossen/Livingston Associates, Inc. (Wichita) and a structural engineer completed an analysis and recently declared the building structurally sound, but renovations are planned to stabilize the exterior elements such as window frames, doorways, roofing, and brick re-pointing.

The depot is on the south side of a four lane street (E. Wyatt Earp Blvd.--A.K.A. Hwy 56 and Hwy 50). A north/south two lane street (Central) ends on the north side of E. Wyatt Earp Blvd. just northwest of the depot. Public parking lots are on the north side of E. Wyatt Earp to the north and northwest of the depot.

A two story building of 5,000 square feet (c. 1913), which currently houses the Boot Hill Repertory Company's Homestead Theater was the Harvey Girls Dormitory. It is approximately 20 feet to the east of the structure. A remnant of a landscaped park that once surrounded the depot is about 30 feet to the east of the depot and south of the Harvey Girls Dormitory. The park space is about one block long and around 50 feet in width. Two sun dials, about 25 feet in length, are located in the park remnant space.

The Santa Fe Railway Company freight depot (c. 1913) is one block to the east (on the east side of the sun dial park). It is currently being renovated and developed by private enterprise. The depot's south side is bordered by Santa Fe Railway Co. railroad tracks that are still active. Two blocks west is the intersection of W. Wyatt Earp Blvd. and Second Ave. (Hwy 50, 56, 283) with a traffic flow count of 18,615 vehicles daily per the Kansas Department of Transportation.

The building is composed of eight block components of two stories. A three story rectangular block stands in the center. Pressed copper decorative balconies are attached under the windows of the third story on the north and south facades. Three blocks are wider in width than the center block. The remaining block components are narrower in width still.

All facades of the exterior building walls have a base of stone quarried from Castle Rock, Colorado. Red brick bearing walls extend from the stone base to the roof line. A horizontal buff colored masonry follows the building below the bottom of the second floor window openings, with the exception of three block components on the west end. Instead of buff colored masonry, this decorative feature is stone. The buff colored masonry also adorns the peaked red brick walls on the third floor on the north and south facades. A decorative terra cotta cornice surrounds the building under the roof line and at the top of red brick walls. Projecting from the first floor elevation of the third block component from the west end on the southern trackside facade elevation is a flat roofed three quarter rounded bay. Early photographs show a turret roof on the rounded bay.

Red, clay tiles cover gabled roofs on all nine block components of the building. Stone carvings adorn spaces between all first floor window and door openings on three fourths of the southern trackside beginning on the west end. A covered entry way in front of a doorway projects from the building elevation of the second block component from the east end of the southern facade.

On the north facade, a one story addition projects from the structure's three story component. It has a stone base and identical window configurations so it can be assumed this is part of the original building construction.

Fenestration on the second floor is a mixture of 1/1 double hung flat arched windows and 1/1 double hung windows surmounted by fanlight transoms. First floor windows have arched brick lintels at the top of window openings. Rounded features of windows on the first floor contain a diamond pattern window glass. The first floor windows are currently covered with protective wood inserts to protect the leaded glass in the windows, which were being vandalized after the property was deserted and before it was donated to the city.

Between1907 and 1909 an addition to the first and second floors on the west end for hotel rooms changed the roof line considerably. Between 1912 and 1914, an addition was made to the first and second stories on the east end of the building added office and sleeping quarters for the railroad employees, and expanded and remodeled the lunchroom and dining room of the Harvey House. The design was the same as on the west end of the building.

A one-story addition with a brick facade and a basement underneath was added to the north side in 1924-1925 to provide food preparation and storage for the Dodge City Harvey House operations as well as the dining car service that Fred Harvey managed on the Santa Fe passenger trains.

Of the building's 32,000 square feet, including the first and second floors and the third floor observatory (there is also a basement), the only space presently occupied is the west end of the first floor by AMTRAK.

The floor plan of the original 1897-98 section of the building is unaltered. Interior decoration and features of the

center section of the structure were altered between 1907and 1909 when the western second floor hotel rooms were constructed. This center section, which faces south, was the hotel office and lobby for the Harvey House Hotel. The original floor treatments of terrazzo tile and concrete on the first floor have remained unaltered in the lobby and dining room. The wall treatments, major fixtures (hotel desk and staircase), heavily varnished woodwork, and fireplace have also survived. Portions of original stenciling are still evident. The original ornamental metal ceiling remains intact. The brass electric lighting fixtures, which are shown in photographs of the interior of Harvey House Hotel lobby, are still hanging from the ornate ceiling.

The second floor of the depot served two purposes: the west half and third floor observatory served as the Harvey House Hotel; and the east end served as offices and sleeping quarters for Atchison Topeka and Santa Fe Railway employees. This level is basically unchanged in terms of partitioning, stairs, windows, etc., with some fixtures remaining.

The third one story addition and basement, which were added in 1925 to the north side of the depot contain some original flooring, woodwork, and wall treatments. Some alterations were made through the years by the ATSF.

A portion of the west end of the depot, which was originally the ATSF waiting room, is presently occupied by AMTRAK. This area was remodeled in 1946 and currently features ca. 1960s interior decor. The remaining area on the west end was originally baggage area and is intact and currently used by Burlington Northern Santa Fe Railway for storage.

The depot is currently in need of repairs to stabilize the structure. Some of the damage was caused by vandalism when the building was vacant and not secured. The building is now protected against intrusion. The Boot Hill Repertory Company plans to work on the stabilization of the building. Improvements include removing roof tiles; replacing roofing felt and tiles (the majority of the historic roofing tiles on the building are in excellent condition and will be used); re-pointing the brick exterior walls; repairing the window frames and glass; painting; and general maintenance to the exterior. Future plans call for the interior renovation of the entire structure.

The Dodge City Santa Fe Railway Passenger Depot (1897- 1898, 1907- 1909, 1912- 1914, 1924- 1925) is presented for nomination to the National Register of Historic Places under two criteria. The first criterion (A) is for its historic significance with the growth and development of Dodge City as well as its association with the Atchison, Topeka and Santa Fe Railway Company. The second criterion (C) is for architectural significance as the premier example of Richardsonian Romanesque architectural style in Dodge City. Designed by J. C. Holland and Co., Topeka, KS., and constructed by Fellows and Van Sant Company, Topeka, the brick and stone depot embodies the distinctive characteristics of that style.

Early Dodge City (1872-1895)

The importance of the ATSF Railway Company to the establishment and growth of Dodge City is indicated by the town charter date of 1872, the same year that Atchison, Topeka and Santa Fe Railway Company built rails into the Dodge City area. A. A. Robinson, engineer and assistant in charge of construction of ATSF Railway, supervised the original town plat layout. Dodge City Town Company's earliest advertisements proclaimed advantages of settlement at Dodge City--prominent among these advantages was the location of an Atchison, Topeka and Santa Fe Railway depot in Dodge City. A review of the railway company's structures, and their additions, built in Dodge City since 1872 chronicles the expansion and economic vitality of the railway company and the Dodge City region.

As the Railway Company built track through Dodge City, the fledgling frontier town quickly acquired a large transient population and trade grew rapidly. According to Fredric R. Young's, Dodge City: Up Through a Century in Story and Pictures: "Rails that came to Dodge City in September, 1872, were used to bring freight and passengers into the City. Freight included supplies and carload lots of whiskey and beer. Buffalo hides, meat and tongues were transported from Dodge City to eastern markets."

Railroad business boomed in Dodge City as a result of buffalo hunting. Atchison, Topeka and Santa Fe Railway records report that the company shipped (from Dodge City) 459,453 buffalo hides, 2,250,400 pounds of buffalo meat and over 10 million pounds of bones between 1872 and 1874. "Huge mounds of hides and later bones covered the area around the small Dodge City railway station waiting for shipment." (L.L. Waters: Steel Trails to Santa Fe).

For a short time boxcars and a loading dock served as a depot and railroad office. In 1873, ATSF built a more permanent structure located at the foot of Central Street (then called Railroad Avenue). Across the street to the north and west was the famous Dodge House Hotel, saloon and billiard hall.

In addition, Dodge City was a shipping point for government freight by wagon south to Indian Territory. The military stored supplies in a large government warehouse once located on the site of the present Santa Fe Depot. The original

town plat shows the location of the warehouse and depot, which were located at the intersection of Central Avenue and Front Street. The west line of Fort Dodge Military Reservation ran north-south approximately along present Central Avenue (formerly known as Railroad Avenue). All Dodge City's commercial and residential development lay west of Railroad Avenue and just west of the present depot building.

A noticeable decline in shipments of buffalo hides and meat from Dodge City occurred after four years of intensive buffalo hunting. However, by then ATSF recognized the tremendous potential of cattle shipments from the end of the line settlement. Prior to 1876, cattle shipping revenue from eastern Kansas cowtowns was more significant to the ATSF Railway compared to Dodge City's shipment. But ATSF moved its main cattle operation to Dodge City when Kansas legislators changed the cattle quarantine line to west of Wichita in 1877. The quarantine line prevented Texas longhorns from entering into Kansas east of the line because longhorns carried a tick adversely affecting domestic cattle raised on ranches in settled regions of the state.

ATSF built a small stockyard in 1874, and by 1875, Dodge City was a regular shipping point for Texas cattle along the Western Trail and the Dodge City Cut-off, which were branches of the Chisholm Trail. Then, Santa Fe built a larger stockyard in Dodge City where a booming cattle trade for over 10 years earned Dodge City nicknames like "Cowboy Capital" and "Queen of the Cowtowns." The places and the personalities of the times, including the Dodge House, Front Street and Boot Hill, Bat Masterson and Wyatt Earp became a part of the legend that is Dodge City.

Texas drovers and cattle buyers swelled the small 1870s population numbers during the spring, summer and fall months creating a boom town which attracted gamblers, soiled doves, etc.

The ATSF threatened town leaders with removal of Dodge City's terminal status if gunmen were not stopped from shooting at locomotives and train crews. They (ATSF) wanted saloons closed on Sundays and restrictions on gambling and dance halls. Though local lawmen could do little to protect railroad property, the company did not remove its operations because of the significant revenue gained from the town's cattle trade. However, the ATSF refused to build new facilities in Dodge City because of the town's immoral reputation. Local citizens lobbied to no avail for a replacement of the existing passenger facility. (L.L. Waters: Steel Trails to Santa Fe)

Perhaps because of the tremendous Texas cattle trade, and military business derived from Fort Dodge, an agriculture economy developed later in the Dodge City region compared to eastern parts of Kansas.

Transient economies that delayed an agriculture economy from developing in the Dodge City region included businesses whose customer bases ended when Fort Dodge closed in 1882 and the Texas cattle trade. Dodge City's businesses boomed due to the cattle trade with all kinds of vice establishments, clothing and supply stores and

stockyard receipts. Some business activity derived because of free publicity from accounts in eastern newspapers and dime novels relating wild escapades in Dodge City, a kind of publicity not desirable to local citizen groups striving to establish a civilized town. Missing were farmers needed by railroad land companies to raise products for shipment. Cattle interests depended on sparse population to free up land for grazing. Capital for low interest loans for farmers was used instead for cattle trading. By 1875 Ford Co. had 41 acres in corn and 1/2 acre in wheat. (Craig Minor: West of Wichita)

However, Dodge City (and ATSF) benefited from the large cattle drives from Texas to Dodge City for nearly 10 years until 1885 when the Kansas Legislature moved the quarantine line west of the frontier town. The cattle industry continued on a smaller scale with cattle from Texas and Mexico and finally, most livestock shipments were from areas to the west. Other factors causing declining cattle shipments included barbed wire fencing and homesteads of increasing numbers of settlers.

As the Texas cattle trade declined, farming of grain products and raising of domestic livestock carried Dodge City's region through the changing economies of the 1880s and 1890s. Ford County Immigration Society advertisements extolled the virtues of farming in Ford County. Waters, in Steel Trails to Santa Fe wrote: "By the mid-1880s, agents of ATSF sold most of the land grant west of Dodge City."

The Atchison, Topeka, & Santa Fe Railway was known for building carbon copy depots. The company, however replaced them with more substantial brick ones where heavier traffic justified the investment. The Globe Livestock Journal , September 8, 1885 reported the feelings of the citizens of Dodge City: "What about a new passenger depot for Dodge City; it is becoming an old song with us...It is the most important station on the line and it has the poorest depot facilities." Dodge City Times, October 8, 1885, stated:

"People have been expecting the Santa Fe railroad company would make some improvements in Dodge City, in the way of erecting depot buildings, round houses, machine shops, and an eating house. The failure to put up these desirable and necessary structures has been charged to the immoral conduct of Dodge City, the railroad company preferring a moral purification in the city before investing in buildings.....

The present depot building was built in 1872, when the railroad was constructed, and probably answered all of the requirements at that time, and for a few years subsequently. But the depot building has outgrown the buffalo period, and is wholly inadequate for present demands. The little, dingy room, which has become black with 13 years of smoke, and lousy and greasy by the overlasting lounging of the tramp and the Arab, is not fit for a respectable pig pen, or a sheep corral."

These were years of railroad speculation. Six railroads planned to build into Dodge City. Only one, the Rock Island-Pacific Railroad, completed its intentions. With the security of the railroad companies and an agricultural base, the City Fathers began to show further interest in "easternizing." As early as 1886, utilities such as electric lights, sewers, water works, streetcars and telephone systems were installed. Although the City experienced a financial crisis in 1891, the economic base of the community soon stabilized.

Though Dodge City and the area's agricultural economy showed signs of growing, the company did not initiate a new depot and new railroad facilities for Dodge City until after 1895. Santa Fe Railway Company's financial difficulties marked the first part of the decade. Undoubtedly local citizens knew of the Company's problems. Perhaps this explains no references in the community's newspapers of a local campaign for a new depot prior to 1896.

Discussing the railroad traffic in the 1880s and 1890s, in Steel Trails to Santa Fe, L.L. Waters writes:

"Santa Fe freight traffic between 1881 and 1896 was closely correlated with the fortunes of agriculture, especially in Kansas.....it was a time of increased passenger travel because of developments in the far west, widely advertised vacation areas connected by ATSF rail lines and aggressive programs designed to encourage immigrants to settle on ATSF undeveloped grant land."

Dodge City's Santa Fe Depot 1896-1898

Due to its geographic location, the Dodge City station was the division point between Hutchinson and Lamar, Colorado. Though the buffalo and cattle trades were over by 1885, the Dodge City station continued its division point activities and status. But, the ATSF did not build a distinctive station in Dodge City until the late 1890s.

After nearly six years of management changes and economic strife, the ATSF Railway Company was sold December 10, 1895, for 60 million dollars. Edward P. Ripley was named President.

"Within the first six months of operation Ripley turned the Atchison around. The railway's first Annual Report on June 30, 1896, showed a net of $3,382,806.00....Some of the improvement came as a consequence of the national economic recovery, but much of the credit was Ripley's....Throughout the remainder of the 1890s Ripley and his associates continued to revitalize the system....The entire physical plant of the ATSF changed under Ripley's tenure as he enlarged shops, built new depots and stations, purchased modern tools and machinery, and erected water-treatment facilities and storage tanks on the western lines....Between 1896 and 1916 the revenues of the ATSF increased with virtually unbroken regularity. Only the panic of 1907 slowed the growth of the corporation's income and profits." (Keith Bryant, Jr.: History of the Atchison, Topeka, and Santa Fe Railway)

"The Rehabilitation of the Santa Fe Railway System," Kansas Historical Collections, V. XIII (1913-1914), p. 451 reports the revenue, expenses, and net income from 1896 to 1912. The table shows an increase in net income from 1896 to 1912 of $30,888,230.69.

Dodge City facilities were among the first to benefit from Santa Fe's rebuilding program. H. Rogers Grant writes in Kansas Depots , "Companies (railroads) spent more liberally on their busiest stations. By the turn of the century, they knew which places were important railroad and trade centers. This coincided with their efforts to upgrade significantly their physical plants to meet ever-growing demands for their services."

Plans for improvements in Dodge City included side tracks, a round-house, shops and a new passenger depot, as well as rehabilitated yards. ATSF's reason for building a structure the size and grandeur of the Dodge City depot in a small settlement on the edge of undeveloped territory are multiple, including Dodge City's division point status. In addition, the town's reputation as a tough town faded and respectability was the norm in the 1890s.

Dodge City was the last stop before and after a vast area of undeveloped region so the increasing number of passengers carried by ATSF required a significant rest stop here. Though freight revenues from regional agriculture products were minimal, signs indicated that the agriculture economy would grow. Evidence of the importance of agriculture to the region and the railroad in the 1890s is found in local newspapers dedicating extensive columns to agricultural news.

Discussion in the local newspapers about the railroad's plans to construct a new depot and eating house occurred as early as September 1896. In addition to finally achieving a ten-year plus goal of a new depot, the construction also heralded an important transformation of the Dodge City landscape, ushering in an even greater degree of urban sophistication.

A newspaper account in the Globe Republican , April 8, 1897, shows local citizens considered the new depot representative of the importance ATSF Railway Company placed in Dodge City's development and describes the facility to be built:

DEPOT AND EATING HOUSE WILL BE A MAGNIFICENT STRUCTURE

"Dodge City needs a stimulation of that pride that will revive the old time spirit, when energy and prosperity was on every hand, and growth and happiness prevailed. We do not mean the return of "boom times" but a return of a good healthy growth of business. This condition will probably be realized before many months pass away, from favorable indications already appearing. Cattle and farming are in better prospect than in the past; and the expenditure of

$50,000 in this City by the Santa Fe Railway Company, in the construction of a magnificent Depot and eating house and a beautiful park, is an evidence of not only the Company's faith in the city and county's welfare, of public necessity, but also faith in the prosperity of the Company, and the consequent welfare of the community generally.....

The building is to be of brick and stone with stone concrete foundation; tile roof; corrugated iron mansard; and windows of plate glass. The main waiting rooms; baggage and express offices; tick office; lunch counter; hotel office, 26.2 x 30 feet; dining room, 33.10 x 49.5 feet; sample rooms; kitchen; bakery; store room; refrigerators and all the necessary appurtenances of a well-equipped hostelry. The second story is 175 x 42 feet, and is divided into commodious chambers and bedrooms."

Landscaping for a "beautiful park" mentioned in the preceding Globe article included space dedicated to construction of sun dials. The sundials were designed in 1897 by a Santa Fe division engineer to remind passengers that their watches should be reset in Dodge City. Originally ornamental, the ATSF Railroad Company redesigned the dials in 1928 to accurately record the time of day.

The new Dodge City Harvey House restaurant and hotel, and others established along the ATSF line, resulted from the ATSF Company's long relationship with Fred Harvey, a restaurateur whose excellent services were synonymous with the ATSF.

"The relationship between Harvey and Santa Fe management allowed both to profit and have confidence in their joint operation. The railroad supplied the buildings, and Harvey equipped them. The railroad provided coal, ice and water, and hauled Harvey employees and supplies for free. When Harvey found good water hard to obtain in the West, the railroad brought spring water to the houses in steel tank cars....In 1896, when Edward P. Ripley became president of the Atchison, Harvey found an ally as positive in his regard for the restaurateur as W.B. Strong (former ATSF president) had been. A new contract combined the houses, diners and hotels into one operation based on a profit-sharing system. With Ripley's full cooperation, blessing and enthusiasm, the Harvey system entered into a second period of expansion....

"The first "Harvey Houses" lacked the picturesque charm of later houses, but they served fine food. Before "El Vaquero" (known simply as the Harvey House until 1914 when named "El Vaquero" by ATSF) opened in Dodge City, the Harvey House operated in two old boxcars on stilts: one served as the dining room, the other the kitchen. The architecture was crude, but the food and service were not. Fred Harvey ordered that pies would be cut in four pieces, not the traditional six. Water for the coffee would brought to the restaurants by tank car and not from nearby alkali-laden streams." (Keith Bryant, Jr.: History of the Atchison, Topeka, and Santa Fe Railway)

Dodge City's town leaders recognized the importance of ATSF Railway Company's investments to the community by

organizing a "society affair that would be remembered with pleasure and pride by all"... and attended by town citizens, "state railway officials and other prominent Kansas parties and members of the press of the principal newspapers of the state." The Globe Republican printed an article in its March 3, 1898 issue written by the editor of the Hutchinson News reporting on the opening of the depot:

"There was a time, so history records, when Dodge City was reputed to be 'tough.' And those stories of ancient days are told with interest by the people of the present, just as the pioneers of Eastern Kansas recount the tales of how they jayhawked horses from Missouri with Bibles and Sharps rifles. The 'early days' are now reminiscence and for years Dodge City has been pursuing the path of peace and quietude."

Articles from the Globe Republican-December 9, 1897, February 24, 1898, and March 3, 1898, describe the grand opening of the new depot.

In articles on the actual construction of the building, printed September 30, 1897, the Globe Republican describes the building's interior and details related to the structure.

Water table is made from Cottonwood, Kansas stone.

500,000 bricks were used in the construction.

The total cost of copper for the roof was $2,000. Below the tile on the roof there are two courses of imperial felt paper, water proof.

The building is 256 feet long and at widest point it is 52 feet wide. There are one, two and three stories. The west room is for the depot and adjoining on the east are the express and baggage rooms; ladies' and gents' waiting rooms; lunch counter; dining room; hotel office; kitchen; store room; on the first floor. In this basement is the boiler room, root cellar, coal house, store room, laundry. The bakery and refrigerator rooms are on the first floor and also room for milk and butter and pantry, etc. A large sample room for commercial traders is on the first floor.

In the second story there are 28 sleeping rooms, besides ladies' parlor, and five sleeping rooms in the third story.

The kitchen laundry, bakery and wherever fire is kept are made fire proof with corrugated iron and eyebeams (sic). No wood is used except the doors and frames.

James Cuthbert, a resident of Topeka has had charge of the masonry and brick work.

Dodge City's Santa Fe Depot's construction, and later improvements, did indeed reflect the importance of Dodge City's division point status with the ATSF Railway Company due to increased freight and passenger revenue. Changes to the Depot not only reflected the increased prosperity of ATSF but increased values of property and commodities of Ford County and other southwestern counties. Biennial reports of the State Board of Agencies show statistics of growth in population, acres planted, aggregate farm grain and livestock commodity dollar values--1893 - 1908.

In History of the Atchison, Topeka and Santa Fe Railway, Bryant reports: "Between 1897 and 1917 passenger traffic increased in volume by 600 percent even as rates fell 2.293 cents per mile to 2.276 cents (for freight charges.) The number of passengers carried rose dramatically from 3,536,968 to 14,200,421....The enormous growth of passenger traffic can be attributed to the vast population explosion in the Southwest and to the vigorous promotional efforts of the company."

As ATSF continued to expand so did the passenger depot at Dodge City. By 1909, a second level extension added to the west end of the depot allowed for more hotel rooms. Photographs taken in 1910 show this expansion. With the addition, the roof line and west elevation changed considerably. Local newspapers chronicle ATSF's expansions. The Journal Democrat's September 27, 1907 edition reports:

The management of the Santa Fe determined some time ago to enlarge the Harvey House and Depot here to meet the demands of increased traffic and to facilitate the large business of the company at this point...the improvements will add much to the company's equipment here as well as to the city which will benefit by another modern building.

A.A. Robinson, ATSF engineer, in an 1870s study of various routes for building rails to Santa Fe, New Mexico, concluded the best route from an engineering point of view was a mainline from Dodge City proceeding to Wagon Mound (a famous Santa Fe Trail landmark in northeastern New Mexico) and skirting most of the mountains. The company chose instead to build from the end of line west of Dodge City to Colorado for economic reasons.

The line having been built to Pueblo, when the question of building to New Mexico came up in 1877, there could be no hesitation as to what route to take; no scheme for extensive construction had been developed nor could be with the then financial condition of the country. Local interests had to be considered; the coal fields at Trinidad being an important one. At the time and even now it is in my judgment a serious question, had the direct line from Dodge City been available, whether it should have been chosen or not. (letter of A.A. Robinson to W.B. Strong, Las Vegas, NM, March 15, 1881, Waters: Steel Trails to Santa Fe)

The ATSF proceeded with this route in 1911 when they formed an umbrella company called The Dodge City and Cimarron Valley Railway to build a line from Dodge City to Elkhart, KS, beginning in 1912.

As early as 1864, Kansas Legislators passed an enabling act for counties to vote bonds for railway company subsidies. But it wasn't until 1912, Ford County and other counties affected by the extension of the new railway line, used the legislation to vote bonds for subsidies to build the Dodge City and Cimarron Valley Railway line. A newspaper article in the January 10, 1912 Dodge City Globe reports, "The railroad bonds in Dodge City were carried in the special election by a big vote. The majority in favor of the bonds was about 400. At no time during the day or evening was an active opposition to them and the vote was almost unanimous on that proposition." Dodge City's growth continued to expand along with the fortunes of the ATSF Railway Company. On October 12, 1912, the Dodge City Globe headlines read "A Quarter Million Dollars Worth of Improvements are Being Made in Dodge Now."

Sale of land of the ATSF land grant along the route began that same year (1912.) The early 1920s marked the final years of 150,000 acres in land sales averaging between $7.50 to $22.00 per acre. A stipulation attached to sales required buyers to follow a Kansas State Agricultural College and ATSF developed plan of crop rotation and diversification. Severe reverses of the 1930s dust bowl years (1933-1937) brought financial losses but succeeding years were revenue-producing years for the railroad. (Waters, Steel Trails to Santa Fe)

ATSF freight proceeds accelerated due to the new rail line as indicated by statistics of population, acres planted, aggregate grain and livestock commodities dollar values--1915-1928. Passenger travel increased as well for the new line created a shorter route to the west coast. Consequently, another addition to the Harvey House facilities occurred in 1914. This added a first and second story addition of the east end of the building for ATSF employee sleeping quarters and offices, expanded and remodeled the lunchroom, dining room and lobby of the Harvey House.

Other facilities built to support the Harvey House and Santa Fe Operations included the Dormitory Building (c. 1913) to the northeast of the Depot and the Freight Office to the east (c. 1913.) The Freight Office replaced the wood freight depot which is in the 1909 photograph. The Dodge City Journal, August 8, 1913 reports:

The Harvey people are expending nearly $50,000 in improvements this summer. The new dormitory is now under roof; it will accommodate forty of the house help. And the help will have the same accommodations as the guests of the hotel. Steam heat, hot and cold water in every room, and first-class beds and furniture.

Concurrently, new construction occurred in Dodge City encompassing new residences, a new courthouse, new commercial buildings, a church, a hospital, and a library. According to a Dodge City Globe article, October 12, 1912:

Do you know that during this week $241,000 worth of building is going on in Dodge City? Almost a quarter of a million dollars worth of improvements in one town of 5000.....Does that make you feel a little proud of the town? And Ford

county is just as prosperous as its capital, in fact it is the increase in population and wealth of the surrounding county that is pushing Dodge to its utmost to equip itself to supply the demands of its customers. A county that has doubled in population in the last ten years and is growing by leaps and bounds is enough to make any town hustle.

Continued economic viability of ATSF and the Dodge City region continued into 1920s. New building construction in the 1920s included new schools, churches, more commercial buildings and residences and a new city hall. A January 9, 1930 Dodge City Journal chronicled 1929 as a landmark year in expenditures for construction in Dodge City:

Father Time has turned another page in his Book of Eternity and 1929 has joined the tired procession of ghost-years trailing into oblivion. The old year is gone forever, but it has left its mark in Dodge City, old Cowboy Capital of the West, which fifty years ago had for its only thoroughfare the famous Front Street with its straggling shacks, rough buildings and swinging doors. The past twelve months have brought to Dodge City the greatest building program it has ever known, over one million dollars having been spent in the erection alone of new business buildings and dwelling houses here.

The history of the fifty years which culminated in this million dollar achievement reads like an epic of progress and prosperity. From a rough frontier town with only sod houses and frame shacks to a wheat center with mills, distributing plants, warehouses and fine residences Dodge City has forged ahead with the determination and sagacity made possible only by pioneer ancestry. Indeed, it was the inherited vision of pioneer stock that caused Dodge Cityians to embark on a million dollar building program in 1929. The town, whose very roots are buried in the sod that once knew only stamping, jovial cowpunchers, gunmen, buffalo hunters, frontiersmen, sturdy mothers with flocks of bright eyed children and belligerent sheriffs, has only reflected the courage and far sightedness of its pioneer settlers in achieving such a goal in the past year. One wonders what a lean faced cowboy of a half century ago would say if he could be shown the new towering 500,000 bushel terminal grain elevator, the fine warehouse of the International plant, the new First National Bank building whose towering roof has changed Dodge City's skyline? Perhaps he would be amazed, but one rather believes that he would nod and say----"It was for this that I built my campfire on these western plains, faced solitude and braved dangers.

ATSF added a third one story addition (and basement) in 1925 to the north side of the Depot providing room for food preparation and storage to support the Dodge City Harvey House operations as well as supporting the dining car service that Fred Harvey managed on the Santa Fe passenger trains. The March 26, 1925 Dodge City Daily Globe report: "The changes which are to be made will make El Vaquero one of the best Harvey Hotels on the Santa Fe system." The company also renovated hotel rooms in the west end.

Agricultural production reached a peak in the region during this time due to the advent of power machinery---trucks,

tractors, etc. Dodge City's community construction of public and private buildings escalated considerably. According to "The Earth," published by the Santa Fe System Lines in a May 1929 article, "Being its chief supply center and primary market, Dodge City has kept pace with the development of the territory around it and today is one of the most progressive cities in this state."

The Final Years: 1926-1948

ATSF scheduled no new construction to the passenger depot in Dodge City during the 1930s, a time of economic difficulties due to the dust bowl years. However, passenger travel for ATSF remained strong. According to the Dodge City Daily Globe (June 12, 1930): "The Santa Fe's schedule for passenger trains on the mainline sends eight eastbound and eight westbound through Dodge City." Local newspapers periodically remarked on ATSF passenger travel. However, faster trains (like ATSF's "Super Chief") decreased the need for railroad stops in Dodge City. In addition, dining cars became a more convenient way to service ATSF passengers. The Company did continue minor improvements to the Harvey House dining room. The Dodge City Globe, August 17, 1934 reported: "The newly remodeled and redecorated Harvey House dining room was opened Friday to the traveling public, after being closed for several weeks."

After World War II, passenger travel decreased. First to feel the rapid decline after 1946, was the Harvey system which established their famous eating houses every 100 miles along the Santa Fe rails through Kansas, Colorado, Texas, New Mexico, Arizona and California. In 1948, the Dodge City Fred Harvey Hotel dining portion (El Vaquero) closed its doors. Local Dodge Citians recreated the 1898 celebration that heralded the beginning of a local establishment synonymous with good food for nearly a century. The Dodge City Journal, June 17, 1948 reported:

Harvey House Ends 50 Years Service
The El Vaquero, better known as the Harvey House, dining room and lunch room service opened 50 years ago in Dodge City on Feb. 22, 1898, was closed last Thursday night when a farewell dinner was served to eight persons present at the opening.

The closing of the El Vaquero, synonymous with Dodge City and good food for half a century, was caused by dining cars on all trans-continental trains taking the place of the famous eating houses. Those at LaJunta and Clovis, New Mexico also were closed.

Hotel rooms continued to be available and a newsstand was kept in operation for a time after the closure of the Harvey House. With the growth of automobile travel and the subsequent decline of rail passenger traffic and sleeping cars, in the mid-1950s, the hotel portion of the Harvey complex also closed.

Though Dodge City continues to retain its division point status with the Santa Fe Railway Company, most train traffic is freight except for one eastbound and one westbound AMTRAK passenger train daily. The Santa Fe Railway Company moved its offices to another location in Dodge City. The Depot is no longer utilized as it was the first fifty years after construction. An extremely visible feature of the Dodge City community, the structure's immense size and location on the main thoroughfare of the City constantly remind local citizens and travelers of the importance of railroad shipping and passenger travel in the development of Dodge City as well as the nation.

In an article entitled "Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe," published in Kansas History, authors Charles W. Bohi and H. Roger Grant write:

The overall importance of depots became readily apparent: communities commonly boasted stations at the head of main street, with buildings designed to serve travelers, hotels, and cafes, for example, clustered around them. Usually, too, the principal local businesses--grain elevators, coal, stock and lumber yards--were found nearby. In a very real sense railroads were the communities' link to the outside world and depots their gateway.

The consistently pleasing form of most Santa Fe depots and the obvious attention paid their design make them an especially significant part of the state's architectural history.

Architecture, the Architect and the Builder

ATSF Railway Company retained J. C. Holland, a prominent Topeka architect, to design the Dodge City passenger depot. Holland began his professional career working for an architectural firm in 1876 in Toledo, Ohio. He completed a degree in architecture in 1881 and 1882 at Cornell University, Ithaca, New York. He came to Topeka in 1885. In 1895, he was elected State Architect by the State Board of Public Works. Holland, known for his specialty of designing public buildings, resigned from his governor-appointed position as architect for the State of Kansas to become the special architect for ATSF. He held this position until 1899, when he returned to private practice. Holland's work was primarily in the design and construction of public buildings.

Banister Fletcher writes in A History of Architecture, pg. 599 "H. H. Richardson (1826-1886) led the architectural idea designs of his day greatly influencing later architects in public building designs." Holland's Richardsonian Romanesque architectural design of the Dodge City depot reflects the influence of Henry Hobson Richardson (1838-96). Richardson's Romanesque adaptations were very popular for large public buildings during the 1880s. After his death in 1886, other architects, following his lead, designed buildings in this style, though they were not common. In 1888, a monograph on Richardson's life and work was published which greatly increased interest in the style. Most examples are an outgrowth of this revival and were built in the 1890s. Architectural trends in the United States were

rebelling against the picturesque eclecticism of the High Victorian Style. Architecture during this era was greatly influenced by archaeological excavations of the day, which encouraged the use of purer classical elements.

Because they were always of solid masonry construction (masonry veneering techniques were not yet perfected), Richardsonian Romanesque buildings were much more expensive to build than were those Late Victorian styles which could be executed in wood. For this reason, they are mostly architect-designed landmarks. Scattered examples occur throughout the country but are most frequent in larger cities of northeastern states. Richardsonian Romanesque structures represent a clear and distinct style. Major hallmarks include large, hipped roofs, impressive round-arched doorways, short, round, or polygonal towers with low-pitched conical roofs, squat chimneys, and heavy lintels. This style proved quite successful for the construction of public buildings. Dodge City's Atchison Topeka and Santa Fe Railway Depot exemplifies the Richardsonian Romanesque style with its heavy stone foundation, masonry walls, stonework, round-topped arches, banded windows, and tower.

Richardsonian architecture became a hallmark of urban aspirations and material progress in cities across the country. The architecture was closely identified with cities and city building. The railroad companies enhanced the popularity of the style in Kansas, however it was only selected for locations where the companies wanted to make an architectural as well as a financial statement. The style worked well for the Dodge City location, symbolizing the spirit of city building and commitment by the railroad.

The Santa Fe usually was responsible for the erection of most of these unique structures (non-standard depots). Examples abound....For instance, the company hired the Topeka architectural firm of J. C. Holland & Co., in the 1890s to design depots at Fredonia and Winfield....Holland's architectural firm designed Topeka's ATSF depot with features similar to Dodge City's depot original design.(L. L. Waters: Steel Trails to Santa Fe)

ATSF retained the company of Fellows and Van Sant, a leading Topeka firm of contractors and builders, to construct the Dodge City passenger depot. Fellows served as Topeka's mayor, his first term beginning in 1895. In an article in Carter's Monthly, November, 1897, Fellows was featured in a section on Topeka.

Since 1888, one of the most prominent firms of contractors in Topeka has consisted of F.E. Van Sant and C.A. Fellows, under the name of Fellows & Van Sant. This firm has built many extensive and costly business blocks and residences in this and other states since beginning business.

ATSF chose another well known contractor from Topeka, James Cuthbert, for the masonry and brick work on the Dodge City Santa Fe Railway Depot. Cuthbert earned his education in Scotland, his birthplace, and he apprenticed as a stone builder before he came to America in 1872. Though he did not hold an elected position, he was active in the

Republican party and with Topeka community interests for many years. Cuthbert's firm, Cuthbert & Sargent, became known all over the state for their work as general contractors with a specialty in stone construction. They owned a plant in Topeka equipped for all kinds of masonry, cut stone and brick work. According to Kansas: a cyclopedia of state history, embracing events, institutions, industries, counties, cities, towns, prominent persons, etc:, Cuthbert formed a partnership with Smith, Sargent & Company in 1883 but in 1887:

The firm became Cuthbert & Sargent and so continued until March 1, 1910, when the partnership was dissolved and the firm became Cuthbert & sons. This firm does general contracting, but makes a specialty of stone construction....

Dodge City's Atchison, Topeka and Santa Fe Depot is an imposing monument to the importance of the railroad to Dodge City. The Atchison, Topeka, and Santa Fe Railway helped shape the city's history, economy, and social development as much as the individuals who settled the city. This fine example of Richardsonian Romanesque architecture is one of the few remaining 19th century buildings standing in Dodge City and an integral part of the town's history.

Globe Republican, 2/1/1895, 6/14/1895, 9/3/1896, 2/25/1897, 4/8/1897, 6/12/1897, 9/30/1897, 10/14/1897, 12/9/1997, 1/14/1898, 2/24/1898, 3/3/1898

Dodge City Times, 10/8/1895

Dodge City Globe, 1/10/1912, 10/12/1912, 6/11/1913, 6/23/1914, 1/5/1917, 3/26/1925, 6/12/1930, 5/11/1934, 9/3/1936, 8/17/1934, 6/10/1948, 5/17/1952

High Plains Journal, 12/3/1953

Dodge City Journal, 8/8/1913, 6/17/1948

Journal Democrat, 1/18/1907, 9/27/1907

Livestock Journal, 9/8/1885

9th Biennial Report of State Board Agencies of Kansas, Vol. XIV, 1893-94, Pub., 1895

11th Biennial Report of State Board Agencies of Kansas, Vol. XVI, 1897-98, Pub., 1899

16th Biennial Report of State Board Agencies of Kansas, Vol. XXI, 1907-1908, Pub., 1909

20th Biennial Report of State Board Agencies of Kansas, Vol. XXV, 1915-1916, Pub., 1917

24th Biennial Report of State Board Agencies of Kansas, Vol. XXIX, 1923-24, Pub., 1924

26th Biennial Report of State Board Agencies of Kansas, Vol. XXVI, 1927-28,

Braddock, Betty "Welcome to Dodge City Please Adjust Your Watch," The Dodge City Legend. (Jan/Feb/Mar, 1992) pp. 10-11

Baisinger, W.C. "History of Sun Dials," Santa Fe Magazine, Nov. 1, 1944

Santa Fe Magazine, December, 1952

Webster, E. H., "50 Years Of Kansas Agriculture," Kansas Historical Collections, V. XII (1911-1912), pp. 60-64

Hull, O.C., "Some Review of Fifty Years, Railroads In Kansas," Kansas Historical Collections, V. XII (1911-1914) pp. 451-468

Gleed, C.S., "The Rehabilitation Of The Santa Fe Railway System," Kansas Historical Collections, V. XIII (1913-1914) pp. 451-468

Ford County Immigration Society, Dodge City and Ford County, 1887

Bryant, Keith L., Jr. History Of The Atchison, Topeka and Santa Fe Railway. (New York, McMillan Publishing Co., Inc., 1974)

Waters, L. L. Steel Trails to Santa Fe, (Lawrence, University of Kansas Press, 1950)

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

Minor, Craig, West of Wichita, (University Press of Kansas, 1986)

Young, Frederic Dodge City, Up Through the Century In Stories and Pictures. (Boot Hill Museum, Inc., 1972)

Wenzl, Tim Discovering Dodge City's Landmarks. (Spearville News, Inc., 1980)

The Earth, (Published by Santa Fe System Lines, Vol. XXXVI, No. 5, May, 1929)

Fletcher, Banister, A History of Architecture, (B.T. Batsford, 94, High Holborn New York: Charles Schribner's Sons MCMV)

The Topeka Mail, (Arthur Capper Publisher, May 22, 1896)

Western Historical Association, "The Province and the States," pg. 528 & 529, (Weston Goodspeed, LL.B Vol VII, 1904)

Connelley, William, A Standard History of Kansas and Kansans, (Lewis Publishing Co., Vol IV, pg. 1742 & 1743, 1918)

Carter's Monthly, (John Carter Publisher, Vol. XII, pg 589, 1897)

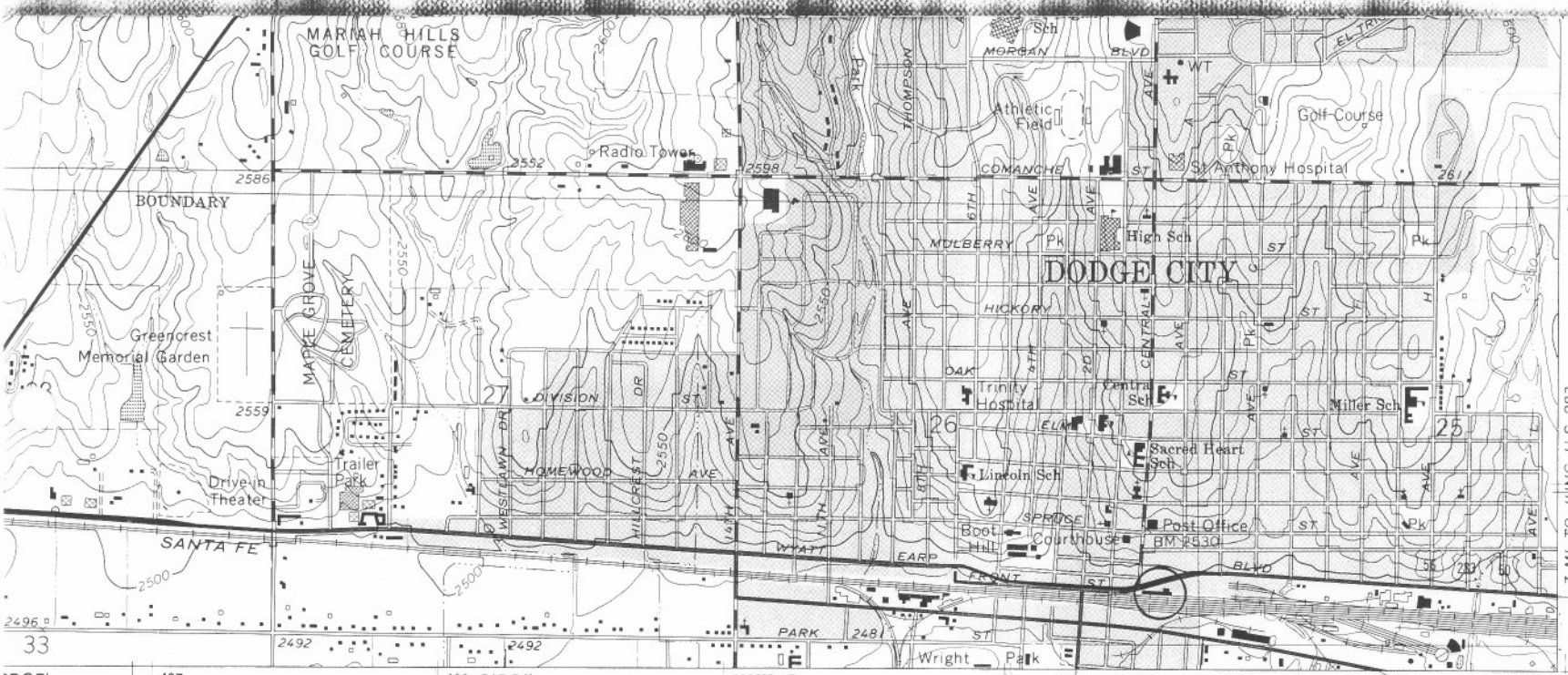
Topeka Mail and Breeze, (Historical Edition, May 22, 1896)

VERBAL BOUNDARY DESCRIPTION

The nominated property stands on the SE4, SE4, SE4, NW4, S. 26, T26S, R25W on a tract that measures 61.5 feet along the western boundary, 364.35 feet along the northern boundary, 187.9 feet along the eastern boundary and 343.33 feet along the southern boundary. The tract is an irregularly shaped, four-sided geometric figure whose northern boundary runs at a diagonal, paralleling Wyatt Earp Boulevard. The property is bounded to the west by the intersection of Central Avenue and Front Street, to the south by railroad tracks and the east by an adjacent property line.

BOUNDARY JUSTIFICATION

The nomination includes a one-acre tract that contains the depot. Historically, much more acreage and many more buildings were associated with the Atchison, Topeka and Santa Fe Railway at this location. This document only recognizes the depot as a nominated property and therefore restricts the acreage nominated to include only that immediately under and around the depot.



INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1984

ATSF Passenger Depot
UTM Coordinates
14 410780
4178960

(FORT DODGE)
6059 III NW

1 MILE

4000 5000 6000 7000 FEET

1 KILOMETER

VAL 10 FEET
IC DATUM OF 1929

ROAD CLASSIFICATION

Heavy-duty

Light-duty

Medium-duty

Unimproved dirt

U. S. Route

AL MAP ACCURACY STANDARDS
COLORADO 80225, OR RESTON, VIRGINIA 22092
EY, LAWRENCE, KANSAS 66044
ND SYMBOLS IS AVAILABLE ON REQUEST

KANSAS

QUADRANGLE LOCATION

Revisions shown in purple compiled from aerial photographs taken 1982 and other sources
This information not field checked. Map edited 1984

Purple tint indicates extension of urban area

DODGE CITY, KANS.

N3745—W10000/7.5

1968
PHOTOREVISED 1984
DMA 5959 I SE–SERIES V878