NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

073-3450-0004

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Madison Atchison, Topeka and Santa Fe Railroad Depot

other names/site number Madison Santa Fe Depot
073-3450-0004

2. Location

street & number Third and Boone ☐ not for publication

city, town Madison ☐ vicinity

state Kansas code KS county Greenwood code 073 zip code 66860

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☒ building(s)	1	____ buildings
☒ public-local	☐ district	____	____ sites
☐ public-State	☐ site	____	____ structures
☐ public-Federal	☐ structure	____	____ objects
	☐ object	1	____ Total

Name of related multiple property listing:
N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. ☐ See continuation sheet.

Signature of certifying official — State Historic Preservation Officer — October 10, 1991 Date

Kansas State Historical Society
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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

6. Function or Use

Historic Functions (enter categories from instructions)
TRANSPORTATION: rail-related, train depot

Current Functions (enter categories from instructions)
VACANT/NOT IN USE

7. Description

Architectural Classification
(enter categories from instructions)

OTHER: board and batten, gable roof rectangle

Materials (enter categories from instructions)

foundation WOOD: log (piers)
walls WOOD: weatherboard (board and batten)
roof ASPHALT; ASBESTOS
other WOOD

Describe present and historic physical appearance.

The Madison Atchison, Topeka and Santa Fe Railroad Depot (c. 1879, 1915, 1920) is located at Third and Boone Streets in Madison, Green Wood County, Kansas (pop. 940). The one-story, board and batten building stands on wooden piers. A gable roof covers the building, its north slope covered with asphalt shingles and its south slope covered with asbestos tiles. A gabled dormer bay projects from the building on the track side.

The building maintains a northeast facade orientation, fronting the location of the track bed. The tracks are non-extant. The building measures 100 feet long from northwest to southeast and 20 feet wide from southwest to northeast.

A herringbone pattern brick sidewalk abuts the depot on its track side and the wraps around the building's northwest end where the passenger waiting room is located. A heavily built, wooden plank and pier ramp extends from the building's southeast elevation, providing access to the freight room. Other ramps and stairs that may have existed on the street side of the building are non-extant.

The Madison station was constructed in 1879 and included a 20 foot by 60 foot depot, a 219 foot platform and a 4 foot by 8 foot privy; a water tank with a 20 foot diameter; a 100 foot by 100 foot stock yard; a 15 foot by 15 foot wind mill; two 12 foot by 16 foot tool houses; and an 8 foot by 8 foot pump house. The depot is the 1879 station's only extant structure.

The depot was constructed in three phases, each phase continued the board and batten siding and the pier foundation. The original 20 foot by 60 foot depot was constructed in c. 1879. In c. 1915 the building was extended 8 feet on the west side to provide more space for the passenger waiting room and in c. 1920 the east freight room was lengthened by 32 feet.

The c. 1915 extension provided an additional window on both the northeast facade and the southwest elevation. To achieve this addition the c. 1879 northwest gable wall of the depot was removed

[XX] See continuation sheet

from the building and reattached to the new 8 foot addition. This change is evident in the historic photographs that accompany this nomination. Period photographic documentation for the c. 1920 extension is not available, but it appears that the c. 1879 southeast gable wall of the depot was removed from the original structure and reattached to the new addition.

The building's wide eaves are supported by decorative wooden brackets formed in the shape of a semi-inverted "V" with an "X" inside of the "V". Two different bracket designs are used, the original brackets from the c. 1879 period are employed on the original sections of the building, including the two gable ends and display fluting and circular beads. The brackets from the c. 1915 and c. 1920 expansion periods are plain, with no decoration. Additionally, a slightly curved bracket without cross members finishes the corners of the gabled dormer bay. A plain entablature concludes the building's eave treatment.

The Madison depot was painted a deep clay red upon construction and at a later time was painted yellow. Presently, only vestiges of the paint remains, as the building has not been painted for thirty years. The Santa Fe trade-mark and the city's name are still visible on the northwest gable end and almost worn away on the southeast gable end. Period photographs chart the approximate time that the classic Santa Fe black cross within a white circle trade-mark was painted on either gable end of the building, placing this date at c. 1908.

The building's classic gabled dormer bay projects from the building on the track side, sitting slightly off-center to the northwest in the original 20 foot by 60 foot configuration. The three sided bay is surmounted by a gabled dormer and is finished with board and batten siding. Each face of the three sided bay is fenestrated by a 6/6 double hung sash. The wood planes above the windows which fenestrate the angled sides of the bay are covered with diagonal boards. Four slightly curved brackets finish the corners of the bay, projecting from the angled sides of the bay to support the extending corners of the gabled dormer. The dormer received no fenestration but does have an austerely decorative vergeboard which is supported by a curved bracket.

Six-over-six double hung sash comprise much of the building's fenestration, these windows light the waiting room and the office. Plywood and metal cover many of the windows, protecting the glass

and wood, since the building is currently vacant. Transoms surmount the passenger doors and some of the freight doors. Two stationary windows pierce the southwestern elevation just below the eave line, lighting the baggage room.

The building retains its paneled passenger doors and plank freight doors, the freight doors slide on tracks and some of the doors are fenestrated. A wooden stringcourse runs the length of the building on its track side, this element is not present in period photographs.

A corbelled brick chimney rises from the northwestern end of the building, between the passenger waiting room and the office.

The Madison depot exhibits a simple, four room floorplan, with the office located in the gabled dormer bay, flanked by the waiting room to the northwest and the baggage and freight rooms to the southeast. The interior detailing is plain.

Narrow, painted, tongue and groove wooden members panel the walls and ceiling of the office and the passenger waiting room; a chair rail is employed in these rooms. Narrow tongue and groove flooring is employed for the c. 1879 and c. 1915 sections of the building. The doors and windows in the passenger waiting room and the office are defined by simple, undecorated surrounds. The paneled doors are retained. The office retains its built-in furniture, which includes a desk, drawers and cabinets. Two ticket windows pierce the interior wall between the office and passenger waiting room.

The walls in the freight and baggage rooms are not finished, but for the interior wall dividing the original baggage and freight room from the office; this wall is finished with tongue and groove paneling. Wide plank flooring is employed in the c. 1920 freight room. The roof trussing is exposed in both the c. 1879 and c. 1920 sections of the freight and baggage rooms. The original refrigeration room stands in the northeast corner of the c. 1920 freight room. The sliding tracks for the freight doors are visible and workable in the c. 1920 addition.

The depot maintains a high degree of architectural integrity and a moderate degree of structural integrity. The City of Madison, the owner of the depot, has received a Heritage Trust Fund award from the Kansas State Historical Society to repair the deterioration problems of the depot.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
ARCHITECTURE	1879- 1920	1879, 1915, 1920
TRANSPORTATION	1879- 1940	1879, 1915, 1920

Cultural Affiliation
N/A

Significant Person
N/A

Architect/Builder
UNKNOWN

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Madison Atchison, Topeka and Santa Fe Railroad Depot (c. 1879, 1915, 1920) is being nominated to the National Register under criteria A and C for its historical association with the growth and development of Madison, Kansas and for its architectural significance as an example of a nineteenth century, Atchison, Topeka and Santa Fe Railroad Company depot.

The Atchison, Topeka and Santa Fe Railroad Company was incorporated in 1859 and laid its first track in Kansas in 1869. The railroad was the major passenger and freight line from Kansas to California in the 1880s and 1890s, promoting settlement across the high plains and the southwest. The Atchison, Topeka and Santa Fe Railroad Company was reorganized in 1895, and thereafter was known as the Atchison, Topeka and Santa Fe Railway Company. For the purposes of this nomination, the company will be referred to as the Atchison, Topeka and Santa Fe Railroad Company. The Santa Fe, the common name for the company, will also be used in the text.

The Kansas City, Emporia and Southern Railroad Company was organized in 1877 as a subsidiary company for the Atchison, Topeka and Santa Fe Railroad Company to build the line from Emporia to Howard. Strikes, bond disputes, and difficult winters delayed the construction of the railroad, which reached Madison in May 1879. (Madison Times; 2 February 1878, 23 February 1878, 13 April 1878) The line was originally laid as narrow gauge but in 1880 it was converted to standard width. The company was consolidated into the Kansas City, Emporia and Southern Railway Company in October 1882 and acquired by the Atchison, Topeka and Santa Fe Railroad Company in April 1901. (Santa Fe Industries, Inc., 1984, p. 112)

"Like most of the counties containing rich agricultural lands and the possibilities of numerous thrifty towns, Greenwood has been the recipient of overtures from many railway companies .... On April 24, 1877, it was decided (by Greenwood County residents), by a vote

☒ See continuation sheet

of 831 to 682, to accept the offer of the Kansas City, Emporia and Southern Railway Company. This provided for the issuance of $4,000 of the bonds of the county per mile of the track built; the funding of the bonds at the expiration of thirty years, and the privilege of taking them up at any time after five years on giving twelve months' notice of intention to do so. It was also provided that their cash value in such a case should be 85 per cent of their face. This road was built through the county in 1879, and now has its terminus in Howard, Elk County." (Andreas, 1883, p. 1199)

"The opening of the Santa Fe Railroad in the county in 1879 was crucial to the development of the grazing-leasing arrangements with the Texans. Before that time, cattle had either been herded on the trail all the way from Texas as in the early big drives or had come in from out-of-county railheads such as Emporia or Burlington. The driving distance required such time and weight loss that leasing would have been impractical. However, along the new railroads' main and spur lines, numerous stockyards began to appear around the county, including two at the edge of Eureka, and another at Climax, Sallyards, Utopia, Virgil, Batesville, Beaumont, and at the Landergrin spur, a section of track laid specifically to transport cattle. From the northern part of the county, the western hills shipped to Matfield Green and Bazaar, and the rest went out either through Madison, or on north to Root Station, Olpe, or Emporia." (History of Greenwood County, Kansas, V. I, 1986, p. 87)

The Madison Santa Fe Railroad depot was constructed in c. 1879, although the exact date of construction can not be verified. The Madison News terminated publication between May 1878 and April 1879, reacting to the delay of the construction of the railroad, therefore no chronicle of the construction of the depot exists. However, it is known that the depot was constructed before the railroad line reached Madison in May 1879. (Madison News; 30 May 1879, 20 June 1879)

The construction of the Madison station is recorded in the "List of Buildings of the A. T. & S. F. R. R. and Leased Lines," which is a journal listing the buildings and structures constructed by the railroad between c. 1869 and not after 1885. ("List of Buildings of the A. T. & S. F. R. R. and Leased Lines," Goebel Collection 176, p. 30) Each list includes the dimensions, cost, and the year of construction of each building and structure at a station.

The Madison station included a 20 foot by 60 foot depot, a 219 foot platform and a 4 foot by 8 foot privy which cost $1400 to construct, a water tank with a 20 foot diameter which cost $1400 to construct, a 100 foot by 100 foot stock yard costing $600 to construct, a 15 foot by 15 foot wind mill costing $500 to construct, two 12 foot by 16 foot tool houses which $140 each to construct, and an 8 foot by 8 foot pump house which cost $100 to construct. ("List of Buildings of the A. T. & S. F. R. R. and Leased Lines," Goebel Collection 176, p. 30) The depot remains as the station's only extant structure.

When the Kansas City, Emporia and Southern Railroad Company established the Madison station, the company expected that Madison would become a shipping point of some significance, hence the stock yard and large water tank. Madison did achieve the company's expectation, becoming one of the main shipping points for cattle and agricultural goods out of the Flint Hills after Bazaar. It is interesting to note that the depot, its platform and privy cost an equal amount to construct as did the water tank.

The depot site was located southeast of the existing Madison townsite. "Considerable controversy developed within the community as to whether the town should be moved to the depot .... Those favoring the move, deciding that the obvious advantages of proximity to the depot outweighed the expense and inconvenience of a move, soon prevailed." (Wilson, 1991, p. 5) In June 1879 a new town company was organized to survey the new site of Madison which would be "near the depot." (Madison News; 30 May 1879, 20 June 1879) Each member of the new town company pledged to move the buildings and businesses that they owned to the new town site. Only one month later the Madison News declared that, "The new town is the town- the only Madison." (Madison News; 4 July 1879)

Andreas describes Madison in 1883 as having, " .... a lusty life of its own .... The town now has a population of 300 and is rapidly growing. There are two drug, two hardware and two general stores, three groceries, a restaurant, harness and shoe-shop, a millinery store, a meat market, carpenter-shop, hotel and grist-mill...." (Andreas, 1883, p. 1199)

"The Atchison, Topeka, and Santa Fe shaped railroad station architecture in Kansas more significantly than any other firm .... The Santa Fe erected a variety of both standardized and custom-designed depots from the 1870s through the 1950s." (Grant, 1990, p. 29) The standardized plans were regularly updated and by 1910

the company had five standardized plans for main line depots and four standardized plans for branch line depots.

The early depots were plain, inexpensive board and batten one-story, gabled roof buildings with a gabled dormer bay on the track side. These buildings exhibited simple, four room floorplans, with the office located in the gabled dormer bay, flanked by the passenger waiting room and the baggage and freight rooms. Generally the board and batten depots were painted a deep clay red upon construction and at a later time were painted yellow, as in the case of the Madison depot.

The Madison depot's design may not have originated from a standardized plan, but its board and batten siding, gabled, dormer bay and its simple interior plan certainly recall the design elements which were standardized by the company. The depot was constructed in three phases, each phase continuing the board and batten siding and the pier foundation. The original 20 foot by 60 foot depot was constructed in c. 1879. In c. 1915 the building was extended 8 feet on the west side to provide more space for the passenger waiting room and in c. 1920 the east freight room was lengthened by 32 feet. The two expansions speak to the obvious need for more space at the depot, reflecting the boom in the Madison economy during these years.

The c. 1915 extension provided an additional window on both the northeast facade and southwest elevation. To achieve this addition the c. 1879 northwest gable wall of the depot was removed from the building and reattached to the new 8 foot addition. This change is evident in the historic photographs that accompany this nomination. Period photographic documentation for the c. 1920 extension is not available, but it appears that the c. 1879 southeast gable wall of the depot was removed from the original structure and reattached to the new addition.

The retention of the gable ends and the pier foundation construction speak to the environment of austerity and functionality within which the depot was constructed. The pier foundation construction selected for the c. 1879 construction of the depot was selected for reasons of economy. The pier foundation required less time to construct than a masonry foundation and was less expensive. The pier foundation construction also allowed the building to be moved easily, although the Madison depot does not appear to have been moved. The retention of the gable ends is a sensible approach to expanding the existing building, allowing the

building to retain its original appearance from each gable end while at the same time providing for more space within the depot.

Period photographs chart the approximate time that the classic Santa Fe cross within a circle trade-mark was painted on either gable end of the building, placing this date at c. 1908. The trade-mark was created in 1901 and popularized within the company in the November 1908 issue of The Santa Fe Magazine, providing the c. 1908 date of trade-mark application to the Madison depot with a high degree of plausibility. (The Santa Fe Magazine, January 1929, pp. 75- 76)

The cross within a circle is a universal motif that has many symbolic references. As the Santa Fe trade-mark, the cross is representative of both the intersection of train tracks and the religious cross, with Santa Fe in the center of the cross. The circle that is divided by the cross is symbolic of the wheels of rolling stock. The trade-mark appeared on depots as a black cross within a white circle, but Santa Fe employed different color combinations for other applications, such as a blue cross within a white circle for printed material and a white cross within a black circle for the nose of its engines.

From the year of its construction in 1879 to 1884 the value of the depot dropped from $1400 to $580 and there is no explanation for this drop other than just standard depreciation. In 1885 Madison was incorporated as a third class city, and this incorporation seems to be reflected in the depot's insurance value over the next several years. Between 1886 and 1889 insurance records for the Atchison, Topeka and Santa Fe Railroad Company show the value of the Madison depot at $700. In 1891 the depot's value jumps to $1100 and the only explanation for this increase seems to be a coat of paint, as the building did not receive its additions until after 1915. "The Santa Fe depot, water tank and other buildings at the place have just received a coat of paint, making the same present a different appearance." (Madison News; 26 September 1890, p. 4)

The Atchison, Topeka and Santa Fe Railroad served as Madison's only rail line until 1887, when the Missouri Pacific constructed its Madison line and depot. The nonextant Missouri Pacific depot stood one block east of the Santa Fe depot and served the community until 1942 when the line was closed. The competition between the two lines may be reflected in the increased value shown for the Santa Fe depot in 1891.

The establishment of Madison as a shipping point for cattle and other agricultural goods provides an additional justification for the $400 increase in the value of the Santa Fe depot between 1889 and 1891. During the decade of the 1890s the Madison News includes many accounts of this growth. "The Santa Fe is shipping a great deal of stock over its road from Madison." (Madison News; 28 August 1890) In 1894, 500 cars of cattle and hogs, 75 cars of hay, 13 cars of fescue and flax, and 18 cars of apples were shipped from Madison.

"Madison enjoyed modest growth as a trading center for cattlemen and farmers and by 1920 had the respectable population of 749. However, then the oil boom struck and by 1925 the population had all but doubled to 1439. It peaked in 1930 at 1647 people in the city, with nearly 2000 more in the surrounding township .... The first oil production near Madison commenced in 1921 with the bringing in of the first well, the Galdys Belle on the Harlan in Rock Valley, three and three-quarters miles north of town. By 1923, the flood of incoming workers to this and other fields in the area had created an acute housing shortage in Madison." (History of Greenwood County, Kansas, V. I, 1986, p. 44)

"The first passenger cars ever run over the new road passed over the line from Emporia to Homer Creek last Sunday. The train consisted of two elegant coaches drawn by a dashing little engine Echo. About one hundred and twenty passengers were aboard .... " (Madison News; 20 June 1879)

Twenty years after the first train arrived in Madison, two passenger trains and two freight trains stopped at the depot each day. "The passenger trains had three cars and made the trip from Madison to Emporia in 42 minutes. The cost for a one way ticket for this journey cost $.42, or about $.02 per mile. Horsedrawn dray wagons would haul freight from the train depot to Madison merchants. Before telephone service was established in 1902, the depot's telegraph office served Madison's rapid communication needs." (Wilson, 1991, p. 6) The Santa Fe terminated its passenger service in the 1940s in Madison, though it continued to transport freight until 1975, when the line was abandoned.

The depot maintains a high degree of architectural integrity and a moderate degree of structural integrity. The City of Madison, the owner of the depot, has received a Heritage Trust Fund award from the Kansas State Historical Society to repair the deterioration problems of the depot.

9. Major Bibliographical References

SEE CONTINUATION SHEET.

[XX] See continuation sheet

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:

- [XX] State historic preservation office
- [ ] Other State agency
- [ ] Federal agency
- [ ] Local government
- [ ] University
- [ ] Other

Specify repository: KANSAS STATE HISTORICAL SOCIETY

10. Geographical Data

Acreage of property Less than 1 acre

UTM References

	Zone	Easting	Northing
A	14	751080	4225000
B			
C			
D			

[ ] See continuation sheet

Verbal Boundary Description

The nominated property is located on Block 8, Madison Original City, in Madison, Greenwood County, Kansas. The property is bounded by Third Street to the west and Boone Street to the south and by adjacent property lines to the north and east. The railroad tracks that bounded the depot on its northeast facade have been removed.

[ ] See continuation sheet

Boundary Justification

The boundary contains all property historically associated with the depot, although the original station complex contained a privy, a water tank, a stck yard, a wind mill, two tool houses, and a pump house. These structures are nonextant.

[ ] See continuation sheet

11. Form Prepared By

name/title Martha Hagedorn-Kras, Architectural Historian

organization Kansas State Historical Society date October 25, 1991

street & number 120 W. Tenth telephone 913-296-5264

city or town Topeka state Kansas zip code 66612

Andreas, A. T. History of the State of Kansas. (Chicago: Andreas, 1883).

Bryant, Keith L., Jr. History of the Atchison, Topeka and Santa Fe Railway. (Lincoln: University of Nebraska, 1974).

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

Grant, H. Roger and Charles W. Bohi. The Country Railroad Station in America. (Boulder: Pruett Publishing, 1978).

Greenwood County Historical Society. History of Greenwood County, Kansas. V. I. (Topeka: Jostens Publishing, 1986).

"List of Buildings of the A. T. & S. F. R. R. and Leased Lines," BK CEO #213. Goebel Collection 176, Manuscripts Collection, Kansas State Historical Society.

Madison Times; 2 February 1878, 23 February 1878, 13 April 1878.

Madison News; 30 May 1879, 20 June 1879, 4 July 1879, 28 August 1890, 26 September 1890.

Santa Fe Industries, Inc., The Atchison, Topeka and Santa Fe Railway Company and Other Affiliated Companies. Manual No. 88. 1984.

"The Santa Fe Trade-Mark," The Santa Fe Magazine, January 1929.

Wilson, Anne B. "Madison Santa Fe Depot." (National Register nomination draft, 1991).

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1975

ROAD CLASSIFICATION

Primary highway, hard surface

Light-duty road, hard or improved surface

Secondary highway, hard surface

Unimproved road

Interstate Route

U. S. Route

State Route

QUADRANGLE LOCATION

MADISON, KANS.

N3807.5—W9607.5/7.5

1973

AMS 6760 II NW—SERIES V878