NPS Form 10-900
(Rev. 10-90)

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 any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional 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 Halstead Santa Fe Depot

other names/site number Halstead Heritage Museum and Depot

2. Location

street & number 116 E. First Street [N/A] not for publication

city or town Halstead [ ] vicinity

state Kansas code KS county Harvey code 079 zip code 67056

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this XX 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 XX meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally XX statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Richard D. Pankratz D-SHPO 8-14-01
Signature of certifying official 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 for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. 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

Halstead Santa Fe Depot
Name of Property

Harvey County, Kansas
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

[X] private
[ ] public-local
[ ] public-State
[ ] public-Federal

Category of Property
(Check only one box)

[X] building(s)
[ ] district
[ ] site
[ ] structure
[ ] object

Number of Resources within Property

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.)

Historic Railroad Resources of Kansas

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/museum

7. Description

Architectural Classification
(Enter categories from instructions)

Prairie

Materials
(Enter categories from instructions)

foundation BRICK
walls BRICK
roof CERAMIC TILE
other

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

See 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)

[X] **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.

[X] **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 a 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)

Transportation
Architecture

Period of Significance
1917-1951

Significant Dates
1917

Significant Person
(Complete if Criterion B is marked above)
n/a

Cultural Affiliation
n/a

Architect/Builder
Atchison, Topeka, & Santa Fe Railroad Company

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 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:

Halstead Santa Fe Depot
Name of Property

Harvey County, Kansas
County and State

10. Geographical Data

Acreage of Property 1.477 acres

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	14S	0631285E	4207305N	3			
2				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 Deon Wolfenbarger/Preservation Consultant

organization Three Gables Preservation date December 1, 2000

street & number 320 Pine Glade Road telephone 303/258-3136

city or town Nederland state Colorado zip code 80466

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 the SHPO or FPO.)

name Halstead Historical Society

street & number 116 E. First Street; P.O. Box 88 telephone 316-835-2267

city or town Halstead state KS zip code 67056

SUMMARY

The Halstead Santa Fe Depot, built in 1917, is located at 116 E. 1st Street in Halstead, Kansas. It is on a 1.477 acre site located adjacent to the railroad tracks in the center of Halstead's downtown commercial district. The one story brick depot building is a "county seat" type depot, as defined in the "*Railroad Depots*" property type listed in the Multiple Property Submission "Historic Railroad Resources of Kansas" " (hereafter "MPS 'Historic Railroad Resources of Kansas.'") Features such as its overhanging tile roof extending on the passenger end, as well as its separate waiting rooms for men and women, indicate its function as prominent "county seat" depot. Stylistically, it is an eclectic building showing influence from the Prairie, Craftsman, and to a lesser extent, the Mission Revival style. Both the exterior and interior of the depot are virtually unaltered. The depot, a contributing building, thus retains a high degree of integrity in all areas of consideration, especially in the areas of location, association, and feeling.

ELABORATION

Site: The Halstead Santa Fe Depot is located immediately south of the railroad tracks in downtown Halstead, east of Main Street and northwest of the intersection of E. 1st and Spruce streets. There is a large "depot park" between 1st Street and the railroad tracks, which is a level grassed area. The tracks were formerly level with the site, but are now raised and are separated from the depot site by a chain link fence. Parking on the south side of the building is reached by a 1st Street entrance, and a walk constructed of brick salvaged from the north side of the depot leads to the building. Large grain elevators are located north, east and west of the depot.

Depot: The Halstead Santa Fe Depot is a *combination depot* with eclectic architectural features applied to a basic rectangular form. As a combination depot which nonetheless was of the large, "county seat" type, the Halstead Santa Fe depot is comparatively long -- over 140 feet. This added length accommodated not only separate waiting rooms for men and women, but separate baggage and cargo rooms on the freight end as well.

The depot has a tile gable roof with widely overhanging eaves over the passenger end, and a flat roof on the freight end. The overhanging eaves have large corner brackets and exposed rafter tails. The brick building sits on a concrete foundation and has a stone sill course. Windows in the passenger and office sections of the building are tall, 8/1, double-hung. The west end has a band of five windows covered with a pent roof. Large square brick piers pierce the roof plan at the west end and accentuate the corners. A protruding square bay with gable hip roof on the

north side of the depot housed the central offices, and also features a band of five windows. This corresponds to a bay on the south elevation which features the passenger entry doors. Two sets of doors on the freight (east) end of the depot are demarcated by a pedimented lintel course. There is a tall chimney on the east end for the heating system, which is beneath the raised east wood loading dock. The exterior is virtually unaltered from its historic period of significance.

The interior is little altered as well, with original floor plan and several historic features. The passenger side features several rooms with historic lighting. Here the walls beneath the wainscoting are concrete scored to resemble tile, and are plaster above. There are tile floors and the ceilings, which retain original light fixtures, are plaster. The original wood trim is simple flat molding, and the doors are wood paneled, some with upper glass sashes. The central office has original telegraph equipment and teletype machine. Interior windows into the central office and baggage area have frosted glass with leaded panes. In addition to the separate waiting rooms which are used for displays, there are two bathrooms (although one is presently used for storage). The freight portion of the depot is intact as well. There are two rooms, both entered from the outside of the building -- one for passenger baggage, and the other for cargo. Exposed brick is on the exterior walls, and interior divisions are beaded board. The ceiling is open to the braces. Stairs on the east end lead down to the furnace. The baggage room also retains one of its scales. The interior retains a high degree of integrity in design, materials, and workmanship.

SUMMARY

The Halstead Santa Fe Depot in Halstead, Kansas, is significant under Criterion A in the area of ***Transportation*** and under Criterion C in the area of ***Architecture.*** In the area of transportation, the depot building is directly associated with the Atchison, Topeka & Santa Fe Railroad Company. It is a physical reminder of a critical period of Kansas' and Halstead's history -- a time when the railroads played a significant role in the economy and vitality of the state and the community. In the area of architecture, the Halstead Santa Fe Depot is significant as an excellent example of a "county seat" type depot, as defined in the "*Railroad Depots*" property type listed in the Multiple Property Submission "Historic Railroad Resources of Kansas." It was probably constructed from a standardized plan which was modified for Halstead. Its roof varies from other Santa Fe "county seat" type depots, being gable without a Mission Revival parapet. However, the Mission Revival influence is still evident, as are the Prairie and Craftsman styles. The brick exterior with tile roof and separate waiting rooms for men and women are indicative of the importance of Halstead to the Santa Fe railroad company. Nonetheless, its basic form clearly reveals its utilitarian transportation function. The period of significance extends from its construction date, 1917, through 1951, the National Register's arbitrary fifty-year cutoff date.

ELABORATION

Transportation: The Halstead Santa Fe Depot is significant for its association with the historic context "Kansas Railroad Companies -- Atchison, Topeka & Santa Fe: 1859-1951." As the last remaining historic railroad building in Halstead associated with the AT&SF, it serves as a physical reminder of the importance of the railroad to the community, as well as of the "intense competition that characterized the building of railroads in Kansas."[1] More so than other Midwestern or east coast states, the settlement and development of Kansas was a product of railroad-building. The central location of the state, "the almost complete absence of navigable streams, and the considerable distance from east to west required some form of mechanically powered, land-based transportation."[2]

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[1] George L. Anderson, "A North-South Link: Missouri Pacific's Proposal: Union-Pacific's Achievement, 1889-1910," Four Essays on Railroads in Kansas and Colorado (Lawrence, KS: Coronado Press, 1971) p. 50.

[2] Ibid.

As Kansas moved into its most intense period of railroad-building (from 1865 through 1890, as outlined in the MPS "Historic Railroad Resources of Kansas"), maps of the state showing railroad lines seem to present a virtual maze of lines. Lack of planning and the competition between lines was evident, as several small towns sometimes had two or even three competing lines. Communities which were fortunate enough to have several lines were exalted; those towns without a line were desperate. These Kansas communities were fervent in their desire to obtain a railroad line, as this was the seen as the single-most important factor critical to a town's survival.

Halstead was one of the communities which was fortunate to have more than one line. It was also a community that was dependent upon the railroad for its settlement and growth; the Halstead Santa Fe Depot is thus associated with the historic context "The Role of the Railroads in the Settlement and Development of Kansas -- Settling Kansas: 1867-1917." The first settler in the county just barely predated the arrival of the railroad, but Halstead was not founded until after the arrival of rail into the county. The first passenger train entered Newton, the county seat, on July 17, 1871. In the spring of 1872, a settlement was made in the vicinity of what is now known as Halstead. A large stockholder in the Atchison, Topeka & Santa Fe Railway Company laid of a town site one and a half miles east of the present town in the summer of that year. However, the Halstead Town Company was instead successful in the spring of 1873 laying out a town on a 480 acre tract in its present location.

Settlement in the Halstead township was directly affected by the marketing efforts of the land and immigration departments of the AT&SF. As noted in the MPS "Historic Railroad Resources of Kansas," the AT&SF company particularly encouraged the immigration of Russian-German Mennonites to Kansas through advertising, newspaper articles, excursions through Kansas, and assistance with immigration.[3] Harvey County was one section of Kansas which was settled by the Mennonites attracted by the offers of the AT&SF, and Halstead township in particular had been largely settled by the Mennonites.[4]

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[3]Deon Wolfenbarger, "Historic Railroad Resources of Kansas," National Register of Historic Places Multiple Property Submission Form, pp. 18-19.

[4]William G. Cutler, "Harvey County," in History of the State of Kansas, (Chicago, IL: A. T. Andreas, 1883) from http://www.ukans.edu/carrie/kancoll/books/cutler/harvey/, cited 1/17/00.

The growth and development of Harvey County as affected by the railroads mirrors that of the entire state in many ways besides the settlement induced by railroad advertising. Vast buffalo herds were once prevalent, but had vanished in just a few years after the first train entered the county. The last buffalo in Harvey County was killed in 1875, just four years after the arrival of the railroad.[5] Severe storms, hail, and sleet killed herds of cattle and damaged property in 1872, and in August 1874, the grasshopper plague forced many settlers to abandon their homes and businesses.

Throughout all the trials of the early settlers' hardships, the Atchison, Topeka & Santa Fe Railroad Company continued its promotion of Kansas and Harvey County. The company was originally organized in 1859 by Cyrus K. Holliday, the founder of Topeka, as a small line between Atchison and Topeka. In 1863 it became the "Atchison, Topeka & Santa Fe." The "Santa Fe," as it was known throughout Kansas and the West, started laying tracks in 1868 with its eastern terminus as Topeka. One of the first lines out of Topeka south towards Burlingame, then on south and west in an attempt to take on the monopoly on the cattle trade that was held by the Kansas Pacific. Tracks were laid to Emporia by July 20, 1870, and then a year later they reached the Chilsolm Trail in south-central Kansas, establishing the town of Newton in Harvey County.[6] Halstead is located on this first line, later known as the "Kansas" route of the AT&SF. That route eventually started in Atchison County, then led through Jefferson County, Shawnee County, Osage County, Lyon County, Chase County, Marion County, and on into Harvey County, stopping first at Walton, Newton, and then Halstead. From Harvey County, the line went through Reno County where it split into two branches -- one went through Reno and Stafford counties, and the other through Reno, Rice, Barton, and Pawnee. Both ended up in Edwards County, where the line continued through Ford County, Gray County, Finney County, Kearny County, Hamilton County, and on through to the Colorado border. From there, the line went into New Mexico and into Santa Fe.[7]

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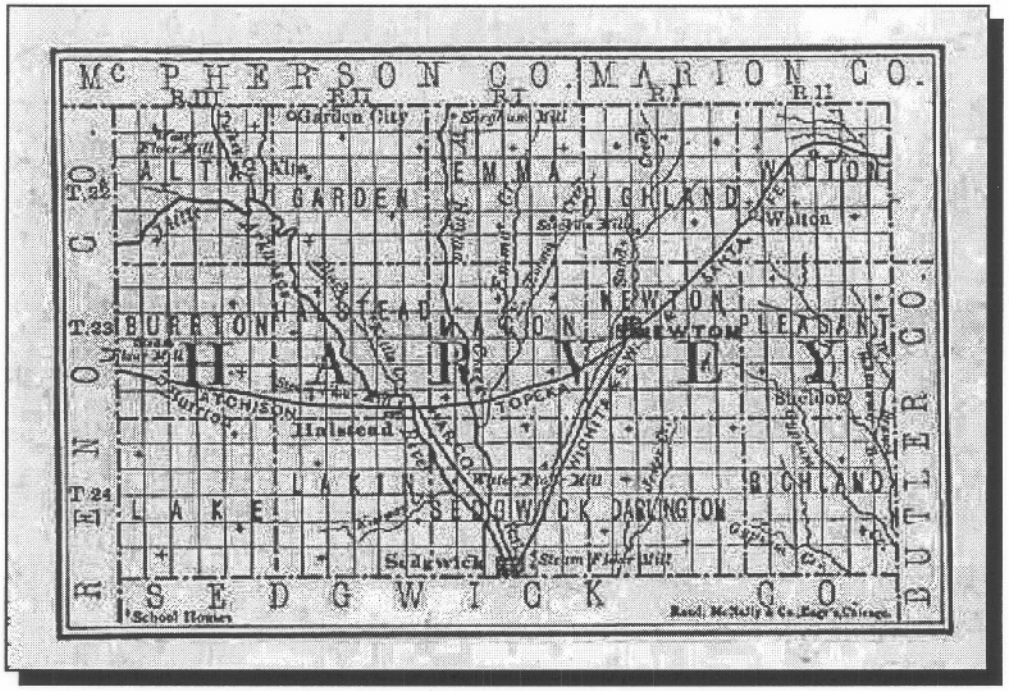
[5]Ibid.

[6]Robert Collins, Ghost Railroads of Kansas (David City, NE: South Platte Press, 1997), p. 9.

[7]Stephen Chinn, "Atchison, Topeka & Santa Fe Railroad" (*Early Railroad History in Kansas Web Site,* http://history.cc.ukans.edu/heritage/research/rr/santafe.html, cited 1/17/00).



From William G. Cutler, History of the State of Kansas,
(Chicago, IL: A. T. Andreas, 1883).

As noted in the MPS, the Santa Fe not only managed to stay financially solvent after the grasshopper plague and the droughts of the 1870s, but actually flourished in Kansas and eventually became the largest company (in terms of track mileage, etc.) in the state. The AT&SF was not the only railroad line in the Harvey County or Halstead. Again, reflective of the general history of railroad development in the state, the county saw the formation and decline of several companies without a single rail ever having been laid. Early in June, 1871, the Wichita & Southwestern Railroad Company was organized, with Newton serving as the starting point and Sedgwick City as the principal station. The Memphis & Newton Railroad Company was incorporated August 15, 1872 but shortly became defunct. September 1, 1872, the Newton, King City & Ellsworth railroad company was organized. That company managed to get as far as a preliminary survey before it, too, failed. The St. Louis & San Francisco railroad was a company

which managed to construct lines in Harvey County. It entered the county at Sedgwick City, and running northwest hit the main line of the Atchison, Topeka & Santa Fe Railway at Halstead.[8]

Historic photo postcard of the Halstead Santa Fe Depot

The Halstead Santa Fe Depot was constructed during a period of financial strength for the AT&SF railway company, and is associated with the historic context "Historical overview -- Consolidation: 1891-1917." The depot was built in 1917 at a cost of approximately $25,000; the Halstead Independent noted at the time that "the Santa Fe has provided Halstead with the most modern station that can be built. . . with steam heating, electric lights, toilets, sewer facilities. . . it is a station capable of meeting the needs of a town 10 times our size."[9] The "county-seat" type depot building was indicative of the importance of the community to the company. As one of the better managed railroad companies in Kansas, the AT&SF stayed profitable for many years when other companies failed. Four to five freight trains came through Halstead each day, as well as

[8]Cutler.

[9]In "Halstead Heritage Museum and Depot" (Pamphlet, Halstead Historical Society, n.d.)

two passenger trains during the mid-twentieth century. However, changing modes of transportation forced the company to begin cutting back; it survived the 1960s by abandoning unprofitable branch lines, reducing both passenger and freight service. The Halstead Santa Fe depot ceased operations in the early 1970s. In 1988, the Santa Fe Railway company sold the depot building for the purpose of demolishing it. In direct response to this potential loss to the community, the Halstead Historical Society was formed that same year for the sole purpose of saving the building from demolition. After nearly four years of negotiations, the Society purchased the building from Santa Fe in March, 1992 for $5,000.[10] Over the next three years, society members donated labor and raised nearly $50,000 to restore the Depot and develop a Historical Museum. The Halstead Heritage Museum and Depot was re-dedicated with opening ceremonies on March 18, 1995.

Architecture: The Halstead Santa Fe Depot is significant for its association with the historic context "Architecture of Kansas Railroads: 1865-1940," and as an excellent representative of a "county seat" type depot as defined in the "*Railroad Depots*" property type listed in the MPS "Historic Railroad Resources of Kansas." However, unlike most "county seat" depots, it served as a *combination depot*, rather than solely as a passenger depot. The building has a rectangular floor plan aligned with the railroad track, and is divided into three main use areas -- waiting rooms for passengers on the west end, baggage and freight rooms on the east end, and central station agent's room. It was probably constructed from standardized plans which were modified slightly to suit the needs of Halstead. As noted by H. Roger Grant in Kansas Depots, the Santa Fe was replacing some of its more important depots with ones that were "both handsome and practical."[11] However, the attraction for standardization still remained, especially for those buildings that were combination depots, such as Halstead's.

The architectural styling of the Santa Fe depot at Halstead varies from others noted in Grant's Kansas Depots book - it does not feature the low-slung hip roof of several examples; neither does it have the Mission Revival parapets at the gable ends as found in other Santa Fe "county seat" depots. Details similar to the Mission Revival depots popular with the Santa Fe are present on the Halstead depot, however, as is the influence of the popular Prairie and Craftsman styles, with

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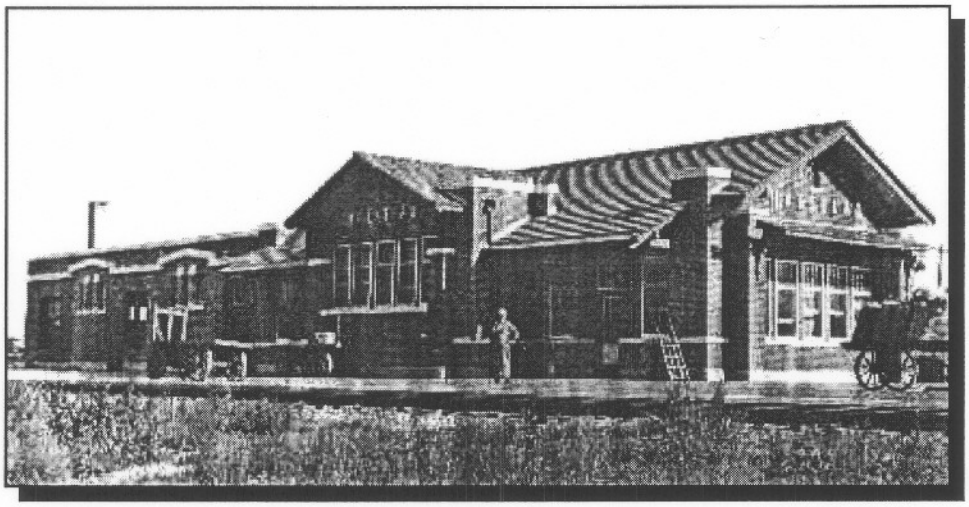
[10]Ibid.

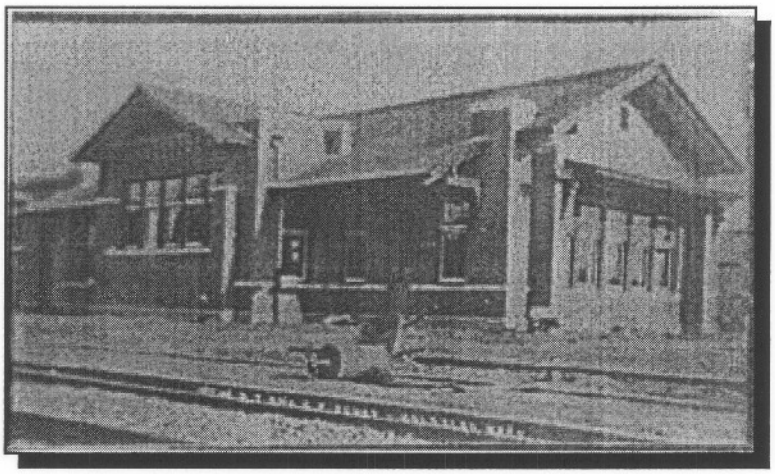
[11] H. Roger Grant, Kansas Depots (Topeka, KS: Kansas State Historical Society, 1990), p. 48.

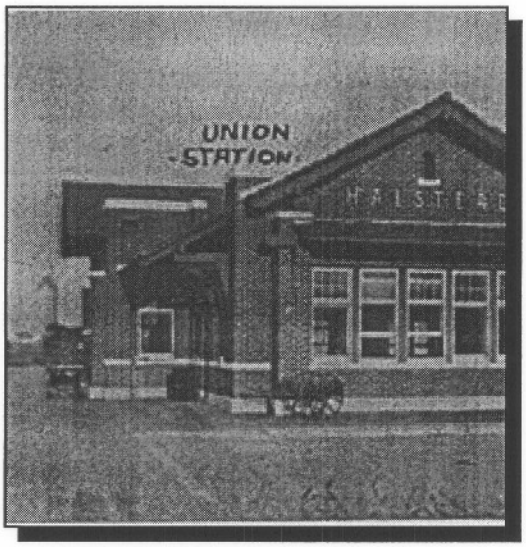
the wide, overhanging roof eaves and brackets. Although clearly fitting a pattern established by the AT&SF railroad company, thus remaining a recognizable symbol of the company, the Halstead Depot manages to be distinctive as well. As with other "county seat" type depots, the size, scale, details, and materials of the building were indicative of the importance of Halstead to the Santa Fe company.

The Halstead Santa Fe Depot retains its integrity of design as reflected in its scale, floor plan, roof shape, and bay window, and integrity of materials in its interior and exterior. The floor plan, a critical element of design which reflects the building's function, is evident with the separate waiting rooms for men and women on the west end, separate baggage and cargo rooms on the east, and the central office. The depot building is also in its original location in the "depot park," and thus retains a high degree of integrity in setting, location, feeling, and association. The Halstead Santa Fe Depot therefore meets the registration requirements for integrity as outlined in the MPS "Historic Railroad Resources of Kansas."

Historic views of the Halstead Santa Fe Depot






UNION
STATION

Bibliography

Anderson, George L. "A North-South Link: Missouri Pacific's Proposal: Union-Pacific's Achievement, 1889-1910." Four Essays on Railroads in Kansas and Colorado. Lawrence, KS: Coronado Press, 1971.

Chinn, Stephen. "Atchison, Topeka & Santa Fe Railroad" *Early Railroad History in Kansas Web Site,* http://history.cc.ukans.edu/heritage/research/rr/santafe.html, cited 1/17/00.

Collins, Robert. Ghost Railroads of Kansas. David City, NE: South Platte Press, 1997.

Cutler, William G. "Harvey County." In History of the State of Kansas, (Chicago, IL: A. T. Andreas, 1883) from http://www.ukans.edu/carrie/kancoll/books/cutler/harvey/, cited 1/17/00.

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

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

"Halstead Heritage Museum and Depot." Pamphlet, Halstead Historical Society, n.d.

A History of Railroad Construction and Abandonment Within the State of Kansas. N.p., Kansas Corporation Commission, Transportation Division, 1 October 1972.

Wolfenbarger, Deon. "Historic Railroad Resources of Kansas." National Register of Historic Places Multiple Property Submission Form.

Verbal Boundary Description

The boundary of the nominated property is represented by the following legal description:

a portion of the SE 1/4 of Section 35, Township 23 South, Range 2 West of the 6th principal Meridian in Harvey County, Kansas, described as follows: Beginning at the point of the East line of Main Street in Halstead, Kansas that is 25.00 feet South of the centerline of the Atchison, Topeka and Santa Fe Railroad, said point being 532.75 feet North and 50.00 East of the intersection of the centerline of Main Street with centerline of Second Street; thence East parallel with centerline of said railroad 585.00 feet; thence with a deflection angle of 90 degrees 49'40" right-south parallel with the East line of Main Street 110.00 feet; thence with a deflection angle 89 degrees 10' 20" right-West parallel with the centerline of said railroad 585.00 feet to the East line of Main Street 110.00 feet to the point of beginning containing 1.477 acres.

Verbal Boundary Justification

The Halstead Santa Fe Depot was originally located on land owned by a railroad company, which also included property containing the adjoining railroad tracks and extended beyond the city limits. The present boundaries have been modified from the original to include all land and buildings that are both associated with the nominated property and that are under the ownership of the present private owner of the depot building.

The following information applies to photographs 1-2:
Name of photographer: Deon Wolfenbarger
Location of original negative: Kansas State Historical Society; 6425 S.W. 6th Avenue; Topeka, KS 66615-1099.
Date of photograph: 20 February 2000

The following information applies to photographs 3-:
Name of photographer: Mike Bollinger
Location of original negative: Kansas State Historical Society; 6425 S.W. 6th Avenue; Topeka, KS 66615-1099.
Date of photograph: 1 March 2001

Further information is listed in the following:
Photograph number
Description of view

1. Looking southeast towards the north (trackside) and west elevations, exterior.

2. Looking northeast towards the south and west elevations, exterior.

3. Looking west towards the south and east elevations, and loading dock, exterior.

4. Looking northeast towards the southwest corner, roof trim details, exterior.

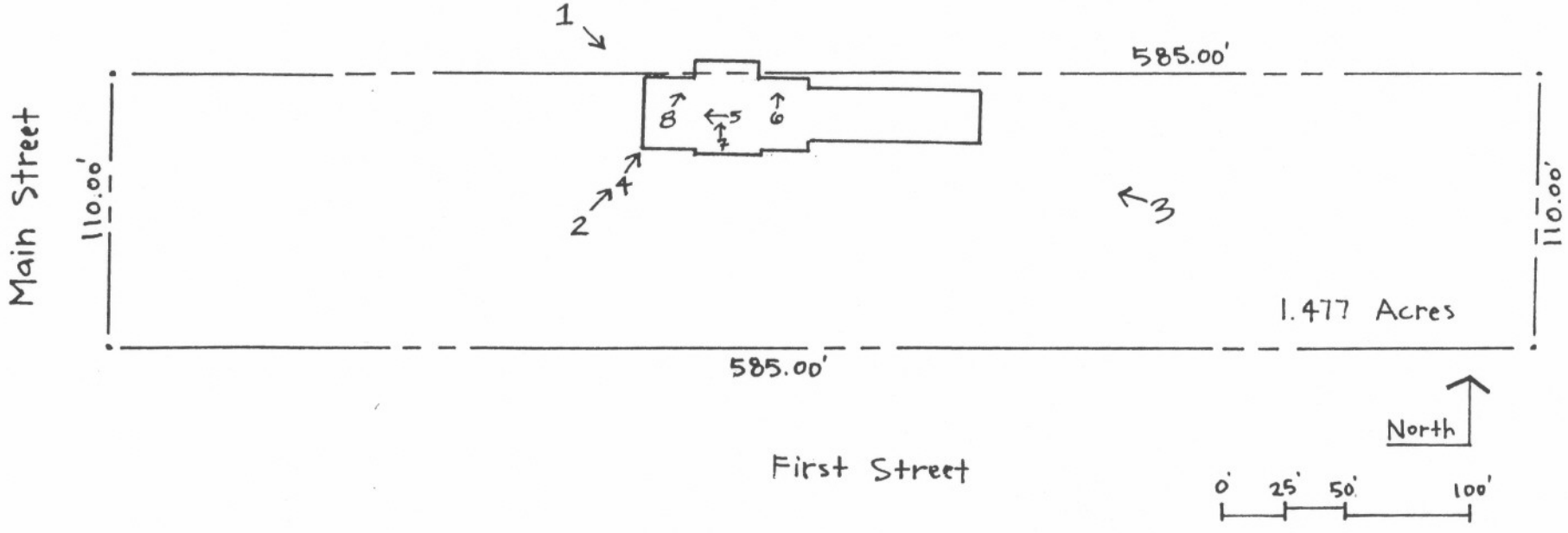
5. Looking west towards women's waiting room, interior.

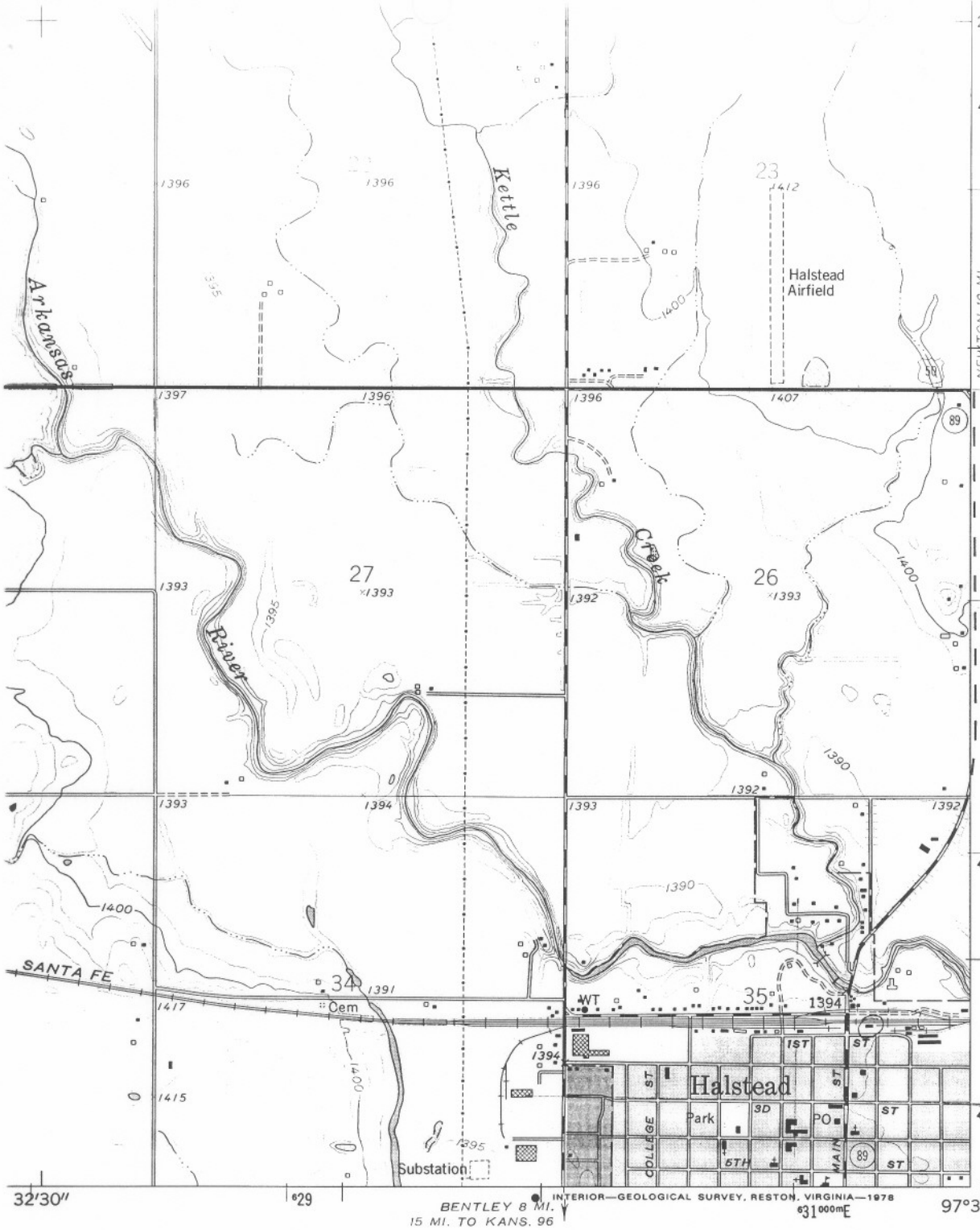
6. Looking north in men's waiting room, interior.

7. Looking north towards central office, interior.

8. Looking east in women's waiting room towards central office, interior.

Halstead Santa Fe Depot
Harvey County, Kansas
Boundary & photograph map





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www.bouldermapgallery.com

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ROAD CLASSIFICATION

Heavy-duty — Light-duty

Medium-duty — Unimproved dirt

U. S. Route — State Route

KANSAS

QUADRANGLE LOCATION

HALSTEAD, KANS.

N3800—W9730/7.5

1959
PHOTOREVISED 1978
AMS 6460 II SE-SERIES V878