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 Kingman Santa Fe Depot

other names/site number The Depot

2. Location

street & number 201 East Sherman [N/A] not for publication

city or town Kingman [ ] vicinity

state Kansas code KS county Kingman code 095 zip code 67068

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

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)

Mission Revival

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
1910-1951

Significant Dates
1910

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:

Kingman Santa Fe Depot
Name of Property

Kingman County, Kansas
County and State

10. Geographical Data

Acreage of Property less than one acre

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

	Zone	Easting	Northing		Zone	Easting	Northing
1	14S	0578410E	4166225N	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; Anita Cheatum

organization Three Gables Preservation date December 19, 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 Anita Cheatum

street & number 201 East Sherman telephone 316-532-3355

city or town Kingman state KS zip code 67068

SUMMARY

The Kingman Santa Fe Depot, built in 1910, is located at 11201 East Sherman Street in Kingman, Kansas. It is located adjacent to the railroad tracks in the center of Kingman's downtown commercial district. The one story brick depot building is a "county seat" type depot, as defined in the "*Railroad Depots* -- subtype: *passenger 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, exterior covered waiting room, and 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 Mission Revival, as well as Prairie and Craftsman styles, which was built from standardized plans developed by the Santa Fe Railway Company. Both the exterior and interior of the depot retain a high degree of integrity in all areas of consideration, especially in the areas of design, materials, setting, location, association, and feeling.

ELABORATION

Site: The Kingman Santa Fe Depot is located immediately north of the railroad tracks in downtown Kingman, south of the intersection of Spruce and East Sherman Streets, approximately one block east of South Main Street. There is a large "depot park" between Main Street and the depot building, which is a level grassed area containing a grove of ash trees. The tracks are level with the depot park and are separated from the site by an iron fence. There is parking is on the north side of the building. An eight foot wide brick sidewalk, bordered by brick curbing, leads from the depot to Main Street. Off site, the rail tracks split on the east to head both north and east, and on the west split to head both south and west.

Depot: The Kingman Santa Fe Depot is a *passenger depot* with eclectic architectural features applied to its basic rectangular form. As a "county seat" type, the Kingman Santa Fe depot is comparatively long -- nearly 120 feet. This added length accommodated not only separate waiting rooms for men and women, but separate baggage and freight rooms on the east and a covered waiting verandah on the west end as well.

The depot has a tile gable roof with widely overhanging eaves over the passenger end, and a flat roof on both the freight/baggage end and over the outdoor waiting platform. There are intersecting gable roofs for central projecting bays on the north and the station agent's bay on the south. All gable ends have a Mission Revival-influenced parapet, with round-arched peaks

featuring the Santa Fe cross-in-circle logo. The wide overhanging eaves on the main gable roof have large corner brackets and exposed rafter tails. The flat roof portions of the depot have a castellated parapet, except for trackside on the freight end which also has a round-arched Mission parapet with Santa Fe logo.

The brick building sits on a concrete foundation and has a high stone sill course. Windows in the passenger and office sections of the building have flat stone lintels and are tall, double-hung, with the upper sash consisting of narrow multi-panes topped with small triangular and diamond panes. The protruding square bay gable roof on the south side of the depot housed the central offices, and features a tripartite window set within a large, round arched opening with keystone. Windows and transoms over the doors in the freight end of the depot have smaller, square sashes with similar narrow multi-panes topped with small triangular and diamond panes. There are two sets in the east end of the building, leading to the separate baggage and freight rooms. The twenty-three foot long covered verandah on the west end has large round arched openings with keystone on three sides, and has concrete benches for waiting passengers. The verandah formerly had brick flooring, which was removed when a loading dock was installed later. Except for the removal of loading docks and brick flooring, the exterior is virtually unaltered from its historic period of significance.

The interior is little altered as well, retaining its original floor plan and several historic features. The women's waiting room is on the west end of the building. Centered between that room and the men's waiting room is a hallway with women's and men's restrooms on the north, and the agent's office on the south. The hallway features barrel-arched ceilings with interior pilasters at the ends. The passenger portion of the depot features concrete floors, plaster walls with chair rail molding (removed from the women's waiting room), fourteen foot high ceilings, and simple flat wood trim. The 14'x14' central agent's office retains original communications equipment, semaphore levers, and built-in cabinets. At the east end of the building (just east of the men's waiting room), is the freight room and baggage room. These rooms have brick floors and elements of the freight scales; both have entry doors from the exterior of the building. There are steam radiator pipes on the interior wall separating the freight and baggage room. There is a small basement where the boiler for the steam heating system (no longer in use) and the former coal bin is located. The interior retains a high degree of integrity in design, materials, and workmanship.

SUMMARY

The Kingman Santa Fe Depot in Kingman, 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 Kingman'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 Kingman Santa Fe Depot is significant as an excellent example of a "county seat" type depot, as defined in the "*Railroad Depots* -- subtype: *passenger depots*" property type listed in the Multiple Property Submission "Historic Railroad Resources of Kansas. Although representative of a "county seat" depot, it was nonetheless constructed from standardized plans by the Santa Fe company. Similar to other depots constructed in Kansas for the Santa Fe, it has a tile gable roof with parapets influenced by the Mission Revival style. The materials used in the building, such as the brick construction and tile roof, as well as the separate waiting rooms for men and women and the exterior waiting platform, are indicative of the importance of Kingman 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, 1910, through 1951, the National Register's arbitrary fifty-year cutoff date.

ELABORATION

Transportation: The Kingman 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 Kingman 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.

Kingman was one of the communities which was fortunate to have more than one rail line. Although the founding of the town predated the introduction of railroad into the county, Kingman was nonetheless a community that was dependent upon the railroad for its growth. The Kingman Santa Fe Depot is thus also associated with the historic context "The Role of the Railroads in the Settlement and Development of Kansas: Settling Kansas: 1865-1917." As the county seat of Kingman County, the original town site was surveyed and platted in March, 1874 on the north side of the Ninnescah River. In 1878, a new town company located a town on the high ground south of the river, which it was hoped would absorb the older town. Lack of well water forced everyone to move back over to the north side, however. Growth was relatively slow up to the arrival of the railroad. Up until 1883, the town had a population of only 350.[3] That year, however, a branch of the Wichita and Western railroad was begun. Grading began in August from Wichita to Kingman, and track finally reached Kingman on June 6, 1884. The importance of the arrival of the railroad to Kingman's citizens was not understated in the Kingman Courier:

> During Kingman's brief existence as a city, she has known few days of such general rejoicing as last Monday. For two weeks past the current topic of conversation was the advent of the railroad. As it advanced mile after mile up the valley, the excitement heightened and increased until last Sunday the workmen came within hailing distance of the corporate limits, and the greater part of the population turned out to witness the process of construction. The old and young, the pious and the ungodly, all went out to the deep cut just east of town where the men were at work, totally oblivious to the sanctity of the blessed Sabbath. Of the

[3]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/kingman/kingman-co-p3.html#KINGMAN

> crowd of four or five hundred that assembled to witness the work, none were so pious as to condemn it -- all were ready to recognize it as a matter of extreme necessity. . . . Monday morning work was resumed and by ten o'clock the track had reached the city limits. During the afternoon the crowd of spectators increased, and by the time the laying and leveling and spiking had reached Main street, nearly one thousand people crowded around to see the first engine make its passage across the principal thoroughfare of the city. The Kingman Cornet Band was out discoursing enlivening music and the spikes sank into the ties to the measure of the sweet strains. Engine No. 90 . . . was the first to make the crossing. While the engine slowly pulled across the people noiselessly watched its engine No. 90. . . It was given with a will, there being scarcely a male hat that was not swung in the air.[4]

The citizens were so grateful to the railroad employees that the town had prepared a supper for the nearly two hundred employees. It was supposed that the joy of seeing the arrival of the first engine might have caused some townsfolk to lose their heads, but the residents were mindful of the gravity of the situation. "Fearful that some of the citizens might carry their rejoicing a little too far, the authorities watched carefully the places where it was supposed liquor might be dispensed, but the precaution was unnecessary. The general happiness was of the rational kind and did not run to lawlessness."[5]

Passenger trains began running the next week after the arrival of the line, and almost as quickly, the train became a fixture in Kingman social and economic life. "Thursday evening Jim Smythe flung his grip aboard the train and then monkeyed around among the boys until the train and grip had departed. He has the honor of being the first man to miss a train in Kingman."[6] With the trains came new settlers, and the freight goods needed for the new residents began arriving nearly as quickly as passengers. Lumber cars were consigned for new houses in town, and Kingman's economy was soon dependent upon the railroad. Pure rock salt was discovered nearby in 1887; additions to Kingman were hastily platted, and workers moved to town, giving the town a brief

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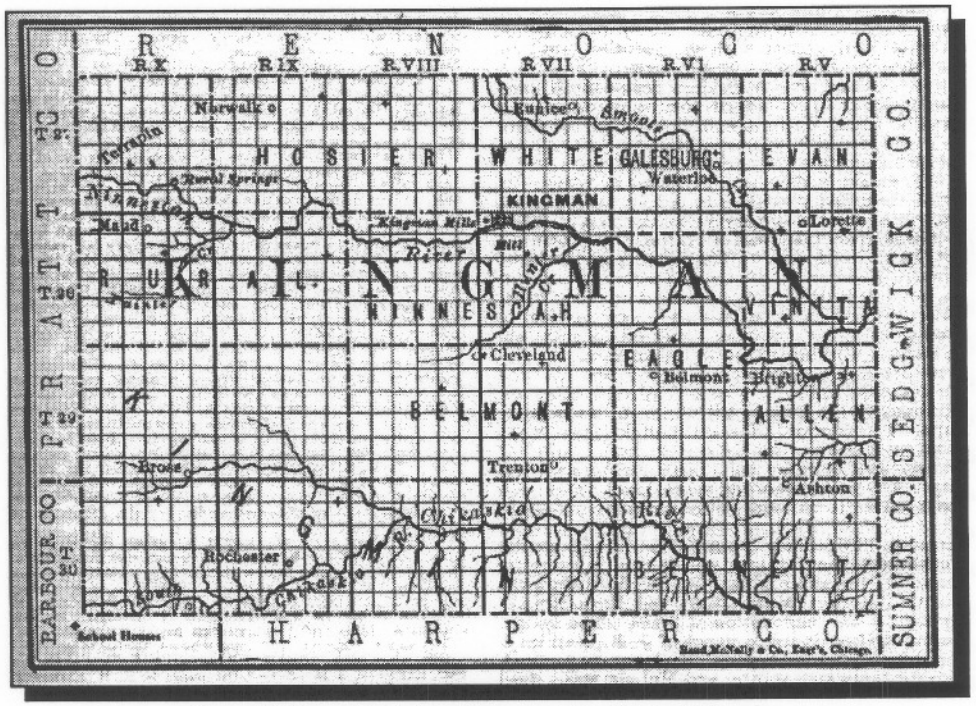
[4]The Kingman Courier, 6 June 1884.

[5]Ibid.

[6]Ibid.

boom period and giving it the name of the "Queen of the Ninnescah." The railroad was essential to the development of this industry.



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

Additional lines were necessary as Kingman grew. Trackage was laid to Pratt by 1887; the Wichita and Western Railroad was consolidated in 1889, becoming the Kingman Pratt and Western Railway. This company went bankrupt, though, and the line was acquired by the Atchison, Topeka & Santa Fe Railway on December 31, 1898.

Although not the only railway line through Kingman (the Missouri Pacific also operated out of the town), the Atchison, Topeka & Santa Fe was the most important line in the community. This 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. 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. Part of its growth was due to the consolidation of other smaller Kansas lines, such as the Kingman Pratt and Western Railway, into the AT&SF. As one of the better managed railroad companies in Kansas, the AT&SF stayed profitable for many years when other companies failed. However, changing modes of transportation forced the company to begin cutting back after World War II; it survived the 1960s by abandoning unprofitable branch lines, reducing both passenger and freight service. Its history in Kingman is reflective of the events that occurred throughout the state.

As in the rest of Kansas, the Santa Fe railroad was integral to the economy of Kingman until the advent of the automobile. Regular passenger trains were used on the Kingman Santa Fe line until the 1930s, at which time it was more economical to run a mixed train. Passengers in the 1940s and early 1950s often used the Doodlebug, a self-contained track vehicle which hauled passengers, freight, and mail. At this time, the line was known as the AT&SF "Wichita Sub."[7] Increasing competition and the ease of automobile traffic led to the last passengers riding on the Kingman Santa Fe line in May 1967. In 1949, the Santa Fe Railway began hauling truck freight in order to keep competitive with changing modes of shipping (see Section E, pp. 11-12, MPS "Historic Railroad Resources of Kansas"). Steam-powered locomotion was common until March 1952, when the first diesel train came over the line. In January 1994, the line from Wichita to Pratt and from Kingman south and west was sold to OmniTrax of Denver, the parent company of the Central Kansas Railway. Central Kansas is a short line railroad which still runs trains on this track once or twice a week - more often during the summer wheat harvest.

With the arrival of the track into Kingman in 1884 came the town's first depot building. As with most communities just entering the era of railroad transportation, it was merely a wooden building which was quickly erected. Perhaps indicative of Kingman's status as the county seat, however, it was not a temporary structure or "shack," but rather was a typical wooden combination depot of the period. After the present brick depot was built in 1910, the former combination depot was moved and used as a freight depot. This depot was demolished in 1947.

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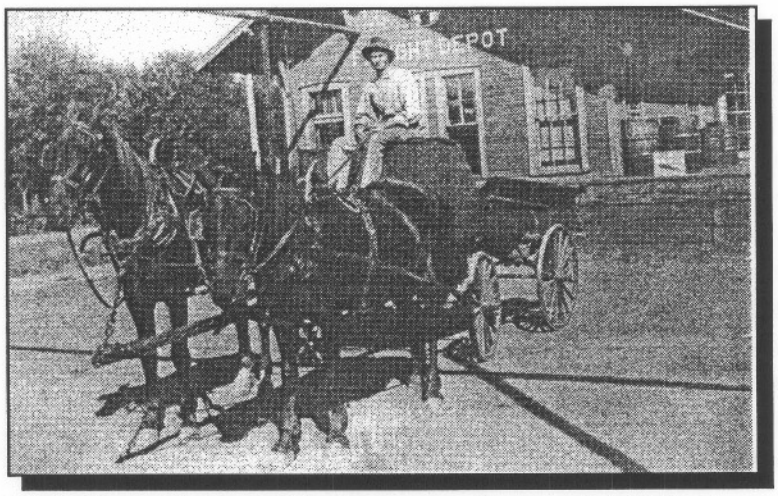
[7]In 1998, only two depots were remaining on their original location along this sub-line, as cited from Stephen Chinn, "Atchison, Topeka & Santa Fe Railroad" (*Early Railroad History in Kansas Web Site,* http://history.cc.ukans.edu/heritage/research/rr/santafe.html, cited 1/17/00).



Original wood depot c. 1914, after move and use as a freight depot

Like most communities in Kansas, the citizens of Kingman were not satisfied with the frame depot initially constructed when the railroad first came to town. The condition of the wood depot, the importance of a depot building to Kingman, and the need for a better depot were all voiced in these words from the Leader-Courier in 1910, in anticipation of the construction of a new depot building by the Santa Fe:

> There has not been a time in the past twenty years when the depot facilities at Kingman were adequate to meet the demands of business, and the erection of the new passenger depot, will fill a long-felt want, and will at the same time, naturally create a more cordial feeling between the Santa Fe and its patrons at this point. And logically so, for improvements of the character proposed materially add to the good appearance of our city, hence add to the value of all other city properties. Another thing. The new arrival or the person passing through the city is naturally impressed favorably or unfavorably by first impressions received. A poorly equipped and small depot with dilapidated surroundings naturally creates a bad impression and indicates a lack of thrift and up-to-datedness, which has an ill effect on the mind of the observer, whereas a neat, and well appointed depot, and surroundings to correspond, give a variable impression, which counts for much; and the new depot is going to be modern in appointment and appearance, hence

> the feeling of satisfaction of every citizen of this city and county at the sight of the new depot plans and the assurance that it will speedily be an actual reality.[8]

The newspaper was replete with a description of the much anticipated new depot:

> The new depot will be 32 x 119 feet, with platform all around the same, 180 feet in length to connect with the present platform. . . There will be a brick walk 8 feet wide and 470 long, bordered by a brick curbing on a concrete base, to connect with city pavement. . . At one end of the building there will be a summer waiting room 20 x 23 feet, with a double row of concrete seats across the center, and a single row against the outer wall. Adjoining this open room will be a ladies' waiting room 23 x 24, with a corridor between the office and lavatories, leading to the men's waiting room, which is to be the same size as the ladies' room. The office will occupy a space 14 x 14 in the center of the building, facing the track with the ticket window opening into the corridor. Across from the office will be the toilets, equipped with the very best grade of plumbing fixtures. . . There will be separate rooms for baggage and express at one end of the building of ample size to make convenient the handling of the baggage and express. The furniture will be finished in fumed oak and of a design such as used in all first class stations on the Santa Fe.[9]

In spite of the thorough description of the anticipated building, after its construction the citizens were less concerned with the details than they were with the final results, especially in comparison to the former depot:

> Figures and dimensions are of little interest to the public making use of the new conveniences. It is enough that there are two waiting rooms, ample for all ordinary purposes, and an outside covered waiting room with concrete seats, where overflow crowds at summer excursions may find room. All is spick and span within, the finish of solid oak, the floors concrete. The building is heated with steam, and hereafter the radiance of the latest improved electric lights will take the place of that dim, murky, uncertain gloom which has pervaded the Santa Fe waiting rooms now for 25 years. . . . The ticket room seems small, but when

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[8] Leader-Courier, 25 August 1910.

[9] Ibid.

> one considers that instead of the usual bunch of a half dozen to a dozen men working or staying inside of the old one, there will be only the ticket agent, telegrapher and cashier in this one . . . Kingman has waited a long while for this depot, but it is safe to say that nobody regrets the wait, now that the road has done even better than it promised and built a depot larger and finer than the city expected to get. Architecturally it is an ornament to the city, and strangers alighting for the first time and look about them will at once be favorably impressed with the place of which the road thinks enough to build such a depot for it . . . .[10]

The Kingman 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 brick "county seat" style depot was built at a cost of $13,480.98 to the Santa Fe company. At the same time of its construction, the surrounding station land was upgraded as well. The local newspaper not only noted the brick walk connecting the site with the city paving, but the fact that the "scrub" trees to the east of the building had been razed, and it was soon to be sown in grass. A small grove of trees were planted west of the depot, and the "depot park" was later used for many city events, such as band concerts.

When the Santa Fe Railway began hauling truck freight in 1949, the company made alterations to the depot building. It closed off the west end of the hallway and the arches of the open air waiting room, removed two of the west windows in the ladies waiting room as well as the door and one window of the north wall, and added an overhead door. To accommodate the freight, an indoor dock was built in both of the waiting rooms, and an outdoor dock outside the ladies waiting room. An interior door to the ladies rest room was moved as well. Chair rail molding was removed at that time. The Santa Fe also installed a lowered ceiling in the hallway, office, and former men's waiting room (this was removed during rehabilitation, exposing the original curved ceilings). Changes such as these were not uncommon for railway companies, in their attempts to keep current with changing modes of transportation. Since it was not economical to construct new buildings, existing depots were modified to meet changing uses. The Santa Fe company continued to make minor modifications to the Kingman depot, as evidenced by the 1953 floorplans of the agent's office.

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[10] Kingman Journal, 20 January 1911.

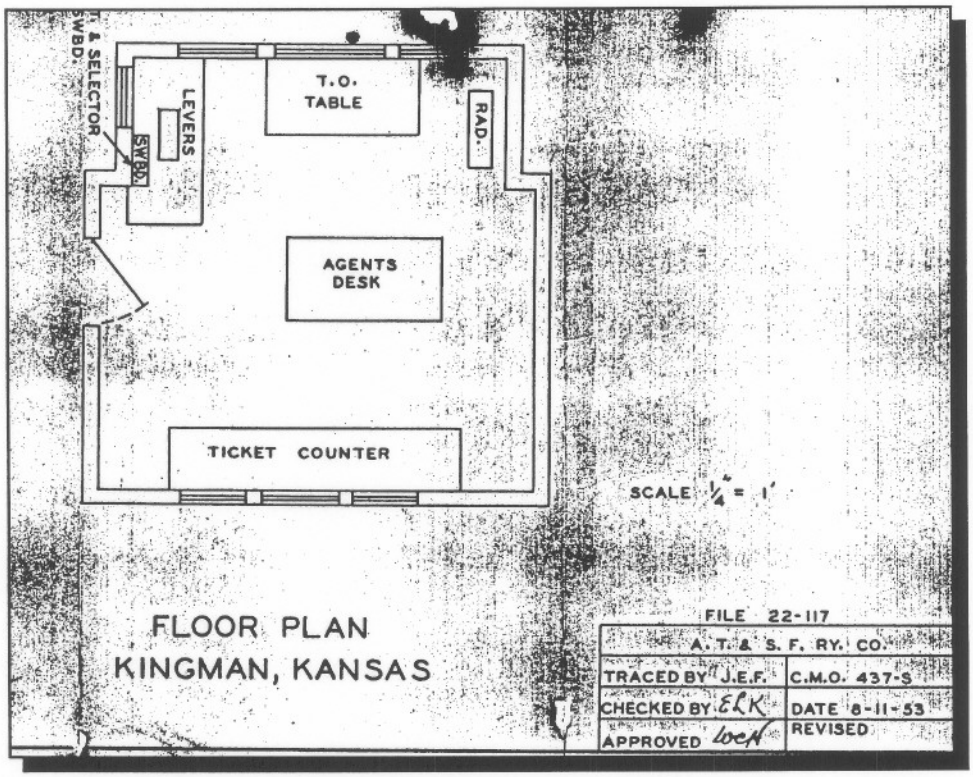

Figure 3. *Changes to the agent's office, dated 1953.*

With the lack of passenger traffic, the brick sidewalk leading from the depot to Main Street became neglected and was buried under dirt and grass for several years. While the Santa Fe still owned the property, two ladies received permission to restore the sidewalk. They spent the summer hauling away loads of dirt. When they were finished, the townspeople began to notice the depot itself. Within a year after Central Kansas took possession, the local citizens received permission to give the depot a cosmetic restoration. Many people spent several hours scraping, repairing, and painting the building.

In January 1994, OmniTrax (parent company of the Central Kansas Railway) took possession of the depot from the Santa Fe. Central Kansas used the depot for storage and as a crew change until the building was purchased in April 1999 by the present owner. Although privately owned, the operation of the building is under the authority of "The Santa Fe Depot Foundation," a non-

profit group. It houses the Cannonball Welcome Center for tourist information. Railroad memorabilia is currently being added to make the main part of the building with plans to expand it into a railroad museum. At the present time, the former Ladies Waiting Room is used for small meetings and gatherings. The freight and baggage rooms and the basement are used for storage. During rehabilitation of the depot, both the indoor and outdoor docks were removed, and the door (not ADA compatible) was re-installed. The three windows openings were restored using original brick found under the docks, and plans are to continue the rehabilitation work on the depot building.

As with virtually all Kansas communities, the growth and development of Kingman was directly affected by the railroads. As the last extant building in town associated with the Santa Fe Railroad, the Kingman Santa Fe depot is significant for the role that railway transportation had on the economy of the town.[11] The depot was not only the center of everyday activities essential to the functioning of the town and surrounding agricultural community, but it was also the location of many special activities throughout the years. Agricultural trains stopped to give local farmers an education in farming practices. In 1925, the "Opportunity Special," a train geared towards educating wheat farmers, stopped in Kingman. It brought "college experts and wheat men from all over the country." Local farmers were encouraged to exhibit their wheat and compete for prizes.[12] Due to the success of this three-week tour of Kansas, the Santa Fe continued the agricultural trains. At each stop, there was a lecture program lasting about an hour, after which the train was opened for viewing of the exhibits. All the exhibits were provided by the agricultural college except for one car prepared by the Kansas State Grain Inspection Department. Exhibits included a model wheat belt kitchen and machinery used in wheat farming.[13]

Other events important to the social life of Kingman occurred at the depot. Special trains brought people from Pratt and Wichita during the Kingman's annual Cattlemen's Picnic. The

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[11]Kingman has the unusual distinction of having two brick depots still remaining on their original location. The other depot, built for the Missouri Pacific Railway Company, is presently vacant and in deteriorating condition.

[12]Kingman Journal, 10 July 1925.

[13]The Santa Fe Magazine, September 1927.

high school also used the trains to go to sporting events. An important historical event still remembered by many around Kingman was the day that Company L, 137th Infantry, 35th Division of the Kansas National Guard Troop shipped from the depot in January 1941. The company, which served overseas during World War II with many casualties, marched from the breakfast at the Armory through Main street down to the depot building.

> An immense crowd was present at the depot to bid the men farewell. The soldiers assumed a matter-of-fact attitude as they waited but there were plenty of tears as the time came for the final embrace of mothers, wives, sisters and sweethearts and Dad's handshake and parting admonition to 'Be good.' It was a quiet, sober crowd that saw the train leave and the question in the minds of all was: 'I wonder when they'll be back?'[14]

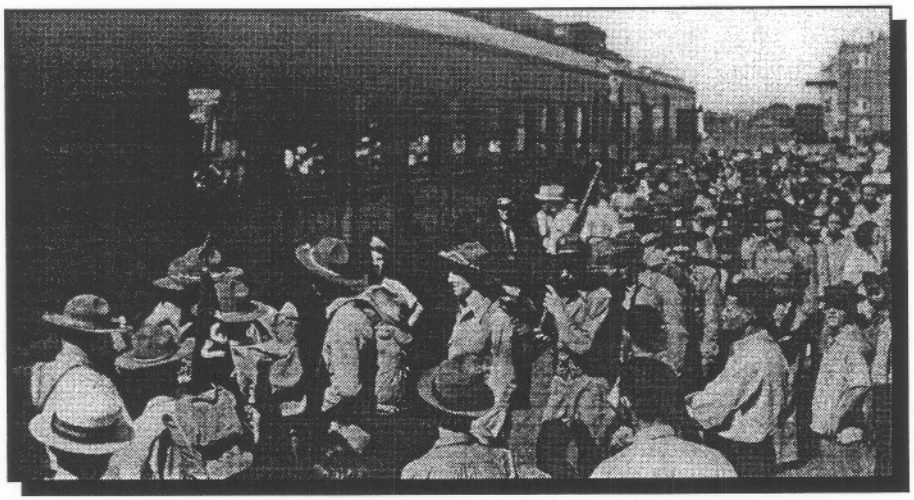

Figure 4. *Company L, 137th Infantry, Kingman National Guard, departing for training in 1941.*

Architecture: The Kingman 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* -- subtype: *passenger depots*" property type listed in the MPS "Historic Railroad Resources of Kansas." The

[14]Kingman Journal, 10 January 1941.

building has a rectangular floor plan aligned with the railroad track, and is divided into three main use areas -- waiting rooms for passengers, a central station agent's office, and baggage and freight rooms on the east end. There is also an outdoor waiting room covered by a flat-roofed verandah on the west end. The Kingman Santa Fe Depot was probably constructed from standardized plans which may have been modified slightly to suit the needs of Kingman. As noted by H. Roger Grant in Kansas Depots, early in its history the Santa Fe recognized the value of standardized plans, especially for smaller, wood combination depots. However, after the turn of the century the attraction for standardization still remained, even for the larger "county seat" depots. At this time, the company was replacing some of its more important depots with ones that were "both handsome and practical."[15] Several examples in Grant's book resemble the depot at Kingman, evidence of standardization. The Kingman depot has the "signature" Mission Revival parapets at the gable ends, massive brackets supporting the roof wide, overhanging roof eaves, and the central agent's office bay intersecting the main roof with two small decorative windows. In addition to the overall design clearly fitting a pattern established by the AT&SF railroad company, thereby serving as a recognizable symbol of the company, the top of the parapets feature a stylized logo of the company -- the cross-in-circle herald.

As previously noted in the 1911 newspaper article after the completion of the depot, the size, scale, details, and materials of the building were indicative of the importance of Kingman to the Santa Fe company. The building, with dual waiting rooms and open air waiting platform, was constructed of No. 1 Coffeyville brick, trimmed with Bedford stone and topped with dark green glazed tile. The Kingman Santa Fe Depot retains integrity of the features which are reflective of its significance as a county-seat depot. Integrity of design is shown 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 related to the building's transportation function, is evident with the separate waiting rooms for men and women flanking the central agent's office, separate baggage and freight rooms on the east, and the exterior waiting platform. 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 Kingman Santa Fe Depot therefore meets the registration requirements for integrity as outlined in the MPS "Historic Railroad Resources of Kansas."

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

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Verbal Boundary Description

The boundary of the Kingman Santa Fe Depot is shown as the heavy dashed line on the accompanying map entitled "Survey Kingman Santa Fe Depot 1999." Also included in the boundary is an eight foot wide extension from the west end of the property along the south side of east Sherman Street to the right-of-way of South Main Street, containing the historic brick sidewalk.

Verbal Boundary Justification

The Kingman 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 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, as well as an eight foot brick sidewalk from the west end of the property to South Main Street. This sidewalk was historically associated with the depot, and permission from the City of Kingman has been granted for its inclusion with this nomination.

The following information applies to photographs 1-4:
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 5-9:
Name of photographer: Anita Cheatum
Location of original negative: Kansas State Historical Society; 6425 S.W. 6th Avenue; Topeka, KS 66615-1099.
Date of photograph: 19 April 2000

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

1. Looking northwest towards the south and east (baggage end) elevations, exterior.

2. Looking northeast towards the south and west (verandah end) elevations, exterior.

3. Looking southwest towards the north and east elevations, exterior.

4. Looking southeast towards the north and west elevations, exterior.

5. Looking east in the hallway, interior.

6. Looking southwest from the hallway through ticket window into the agent's office, interior.

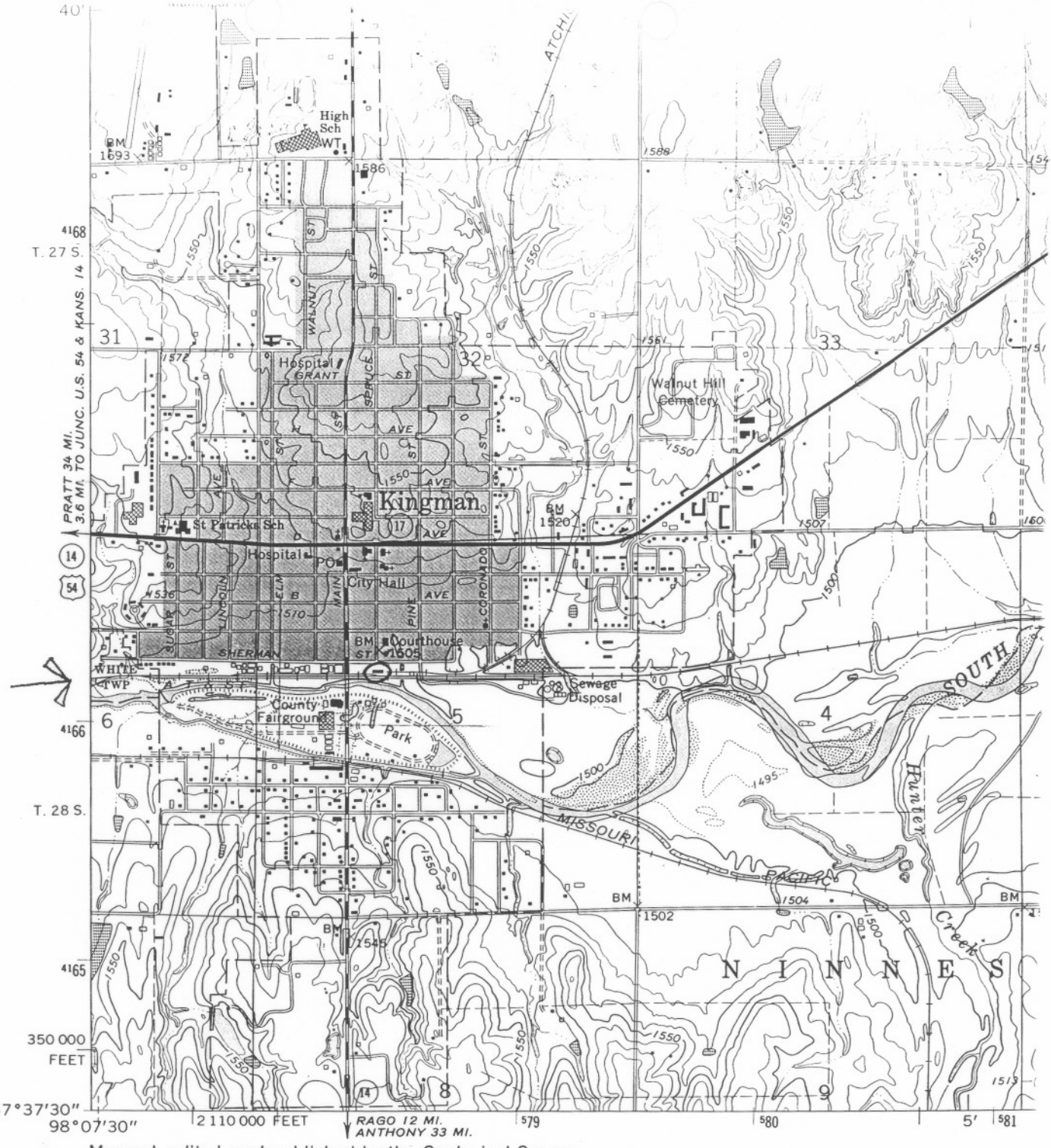
7. Looking east in the men's waiting room, interior.

8. Looking northeast in the men's waiting room, interior.

9. Looking southwest in the women's rest room; freight scales; interior.

10. Looking east in the freight room; partial freight scales, radiators, and wood walls; interior.

Kingman Santa Fe Depot
Kingman; Kingman County, Kansas
UTM 14S 0578410E 4166225N



(CLEVELAND) 6359 II SW

Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS

Topography by photogrammetric methods from aerial photographs taken 1965. Field checked 1967

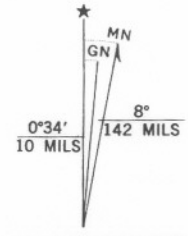
Polyconic projection. 1927 North American datum
10,000-foot grid based on Kansas coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks, zone 14, shown in blue

Red tint indicates area in which only landmark buildings are shown

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

To place on the predicted North American Datum 1983, move the projection lines 29 meters east as shown by dashed corner ticks

Revisions shown in purple compiled from aerial photographs taken 1981 and other sources. This information not field checked. Map edited 1983



UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

FOR