n No. 10-300 (Rev. 10-74)

103-3020-023

UNITED STATES DEPARTMENT O HE INTERIOR
NATIONAL PARK SERVICE

ATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONL
RECEIVED
DATE ENTERED

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
(Old) Union Depot

AND/OR COMMON
N/A

2 LOCATION

STREET & NUMBER
201 South Main

N/A NOT FOR PUBLICATION

CITY, TOWN
Leavenworth

N/A VICINITY OF

CONGRESSIONAL DISTRICT
No. 2 Jim Jeffries

STATE
Kansas

CODE
20

COUNTY
Leavenworth

CODE
103

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
	N/A	__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
V. B. Greenamyre

STREET & NUMBER
201 South Main

CITY, TOWN
Leavenworth

N/A VICINITY OF

STATE
Kansas 66048

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Register of Deeds

STREET & NUMBER
Leavenworth County Courthouse

CITY, TOWN
Leavenworth

STATE
Kansas 66048

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Historic Sites Survey

DATE
1971

__FEDERAL X STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS
Kansas State Historical Society

CITY, TOWN
Topeka

STATE
Kansas 66612

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

Sited at 201 South Main on a terrace between the Missouri River and the City of Leavenworth, the former Union Depot is a 200-foot-long, two-story masonry building. Built on a slope, the Romanesque Revival depot appears from the west to be a single-story structure, but the eastern facade reveals the true amplitude of the building. The foundation is of stone, and all decorative detailing of the brick structure is of sandstone.

The eastern facade is very imposing. The main block of the building, which is fifty feet wide, has a two-and-a-half story cross-gable which runs through to the west facade where it appears as a two-story projection. The north-south ridge line ends in gables that are trimmed with sandstone set in a stepped pattern but finished with a smooth raking cornice. The freight and baggage section which extends to the south is not so wide as the main section of the building, and the roof is hipped on the south end.

Originally the entire roof was covered with red slate, and the ridge roll was of copper, as were the gutters. Today the east and west slopes of the far northern portion of the roof have been covered with asphalt shingles, and there is no ridge roll on that portion of the roof. The rest of the roof maintains the original materials.

The main entrances on the east and west facades are distinguished by low, wide arches. The second story windows on the track side and the ground floor windows on the street side are finished with gauged brick arches outlined with a projecting brick molding. These windows are regularly disposed on both facades and are placed in pairs on the main section. The pattern of windows on the south portion of the building is different, their order being (from north to south) two single arched windows, one double arched window, one single arched window, a double arch, and two single arches. The windows on the south end wall are also arched. The north end wall has been covered with a shed. These windows create a pleasantly varied arcade effect around three-fourths of the building.

On the eastern facade a stone lintel course defines the ground floor, and a stone string course runs just beneath the second story windows. This stone-work is continued around to the front where it runs the length of the southern portion of the building, stopping just to the south of the main entrance. A stone sill still remains on the first window to the north of the entrance.

There is a chimney in the south gable-end wall of the main section, and a massive exterior chimney trimmed with sandstone quoins, in the center of the north half of the west facade. This chimney is irregularly shaped and has a stone belt course which runs across it about two-thirds of the way up.

The cross gables on the east and west facades are highly decorated. Both gables are trimmed in the same manner as the north and south gables, with stepped sandstone. The corners are finished with sandstone quoins and have corbelled corner posts with foliated pendants and incised finials. The finial is missing from the north post on the east facade.

Inside, partitions have been put up to create office space, but original walls are still there. The two double iron staircases which led down to the boarding area are both still intact, although one has been floored over. Essentially, there have been no irreversible changes made to the original configuration of interior spaces.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
X 1800-1899	X COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
__1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1886-1888 BUILDER/ARCHITECT "unknown"

STATEMENT OF SIGNIFICANCE

The design, ornamentation, and quality of materials found in the old Leavenworth Union Depot are evidence of Leavenworth's position in the first rank of Kansas cities during the nineteenth century. Begun in the fall of 1886 and completed in 1888, the construction of the Depot reaffirmed Leavenworth's aspirations as a center of transportation and commerce. Also, since the Romanesque features and massing of the building reflect the influence of the architect H. H. Richardson, whose work was widely imitated after his death in 1886, the Union Depot was a timely interpretation of an architectural style that became very popular for the next several years.

The old Leavenworth Union Depot is most imposing when viewed from the ground beside the tracks along the Missouri River. This was the perspective from which the building was viewed by passengers arriving in and departing from Leavenworth. The depot is sited on the first terrace above the Missouri River, very near the bluff formed by the second terrace. Leavenworth's main business district is west of the depot at a level with the second story. Passengers discharged at the first story, climbed broad iron stairs to the second floor and walked out onto the streets of the city.

William Jordy wrote in volume 3 of American Buildings and Their Architects "The eighties marked the penetration of H. H. Richardson's use of Romanesque motifs to the midwest from New England. . ." The Depot contains all of the elements of the popularized Richardsonian Romanesque style. The low, round arches, the ponderous masonry wall, and the contrasting colors were all characteristic of structures built in a Romanesque vein.

Chronology

A telegram sent to the Leavenworth Daily Times from Boston was published March 26, 1885, to announce the beginning of the Union Depot project. "A conference this morning between President Adams and General Manager Calloway resulted in an agreement to build a new depot at Leavenworth immediately, the Union Pacific railway deeming it important for the interests of their road. The Missouri Pacific is expected to join in the work. Leavenworth is to be congratulated." The Union Pacific initiated planning for the project, and the Times concluded later in an article September 1, 1886, that "it has been

largely due to the tenacity that it has exhibited throughout that the other railroad companies effected arrangements to build a union depot."

Bids for the preparation of the site were accepted August 28, 1886. A few days later the Times reported that work was progressing rapidly. In its comment, the symbolic importance of the Depot was implied. Because of the construction, "the old part of the city is and will continue to assume its wanted busy appearance."

Although Leavenworth had been the largest and most developed city in Kansas during the Civil War and immediately thereafter, it had lost the competition with Kansas City for the location of a railroad bridge across the Missouri River in 1867. Leavenworth did not grow nearly so rapidly as Kansas City during the next twenty years. In a period of general prosperity during the late 1880's, however, Leavenworth was the scene of feverish land speculation. Residents dreamed that a new rise to prominence was possible. This time, instead of steamboats and wagon trains, lines of converging railroads were to be the basis of Leavenworth's economic growth.

A building committee of railroad officials with a representative of the Leavenworth community supervised the construction of the Union Depot. The Union Pacific, Chicago & Rock Island, Santa Fe, and Missouri Pacific Railroads were the principal companies involved. Adam Geiger had the contract for grading the site and furnishing labor. The Beatty Brothers of Wamego, Kansas, were awarded a masonry contract to prepare for laying the foundation. The site work represented an outlay of at least $25,000. James McGonigle of Leavenworth received the contract for the brick and stone superstructure. This was awarded September 29, 1886, by a committee consisting of A. Kimball (Chicago & Rock Island), Syl. T. Smith (Union Pacific), C. W. Smith (Santa Fe), and Len T. Smith from Leavenworth.

Later in November, the city voted to issue bonds for construction of the Leavenworth Northern & Southern Railroad. By the time the depot was built, the Leavenworth & Olathe Railroad was also organized. On New Year's Day, 1887, the Leavenworth Daily Times reviewed the past year: "several important matters have been consummated in which our city is deeply interested. We refer in particular to the securing of two competing lines of railroad to be completed and in operation in the near future. The new union depot will be completed this year..." A week later in an editorial entitled "Our Prospects" the newspaper boasted that "the Union Pacific roads are friendly to Leavenworth as shown by their firm stand taken in forcing the building of the Union Depot..."

After the grading, excavating, and building of a massive retaining wall against the river bluff in 1886, no work on the depot was done during the winter. Work commenced again in March, 1887. The Times reported March 8, "the debris is being cleared away prepatory to laying the foundation walls of the new depot. By April 23 the frames for the doors and windows of the first story were being put in position."

When the Leavenworth Standard discussed the new building March 3, 1887, the total cost of the project was estimated at $125,000. All four major railroad lines including the Missouri Pacific as well as the two new short lines were listed as participants in the depot company.

The Union Depot was essentially complete by January 1, 1888. "For the accommodation of several of the railroads a handsome new Union Depot has recently been built at a cost of $100,000. It is 200 feet long, fifty feet wide, two stories high with sheds on the east side extending over the different tracks. The first story contains waiting rooms, baggage rooms, express and ticket offices." In an earlier description, the Times reported that eight independent tracks would be laid, extending to the banks of the river, and "covered with iron roofs similar to the central depots at Kansas City and St. Louis."

Optimism in Leavenworth was high as the new year, 1888, began. The Times insisted that all railroads going west or southwest would be compelled to go through Leavenworth, "it being too large and important to be ignored." As an indication of prosperity, the newspaper reported, "All the railroads are doing a large business and the freight handled by the roads from Leavenworth the past year shows an increase of 25 percent over the previous year."

Although the Union Depot building was substantially complete by January 1, 1888, it did not formally open until November. The delay was caused by the Missouri Pacfic Railroad Company's objections to the operating contract proposed by the Leavenworth Railway and Depot Company. When the Missouri Pacific refused to have the disagreement arbitrated by the state board of railroad commissioners, Len T. Smith, one of the depot company directors, announced that the depot would be opened November 1, 1888, "whether the Missouri Pacific goes in or not."

Despite the participation of lesser railroad companies, the Union Depot was primarily a facility planned and supported by the Union Pacific Company. The Depot was used as a station until 1963 when the property was sold to V. B. Greenamyre. Since that time most of the space in the building has been used by the Besel Mechanical Contracting Company as

an office, shop, and warehouse. The Greenamyre real estate office is also located in the building.

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO AMENDMENT.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(see continuation sh)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY approximately 1/2 acre

UTM REFERENCES Leavenworth Quadrangle Scale: 1:24,000

	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
A	15	335410	4353670	B			
C				D			

VERBAL BOUNDARY DESCRIPTION

(see continuation sheet)

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
N/A			
STATE	CODE	COUNTY	CODE
N/A			

11 FORM PREPARED BY

NAME / TITLE Julie Wortman, Architectural Historian; Dale Nimz, Program Assistant, Nora Pat Small, Architectural Historian

ORGANIZATION Kansas State Historical Society DATE

STREET & NUMBER 120 West Tenth TELEPHONE 913 296-3251

CITY OR TOWN Topeka STATE Kansas 66612

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE Joseph M. Snell

TITLE Executive Director, Kansas State Historical Society DATE Jan. 27, 1982

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

ATTEST: DATE

KEEPER OF THE NATIONAL REGISTER

GPO 892-453

Articles

"City News," Leavenworth Daily Times September 4, 1886.

"City News," Leavenworth Daily Times March 8, 1887.

"City News," Leavenworth Daily Times April 23, 1887.

"It Will Be Built," Leavenworth Daily Times October 19, 1886.

"Our Prospects," Leavenworth Daily Times January 9, 1887.

"Railroad Facilities," Leavenworth Daily Times January 1, 1888.

"The New Union Passenger Depot," Leavenworth Standard March 3, 1887.

"The New Year," Leavenworth Daily Times January 1, 1887.

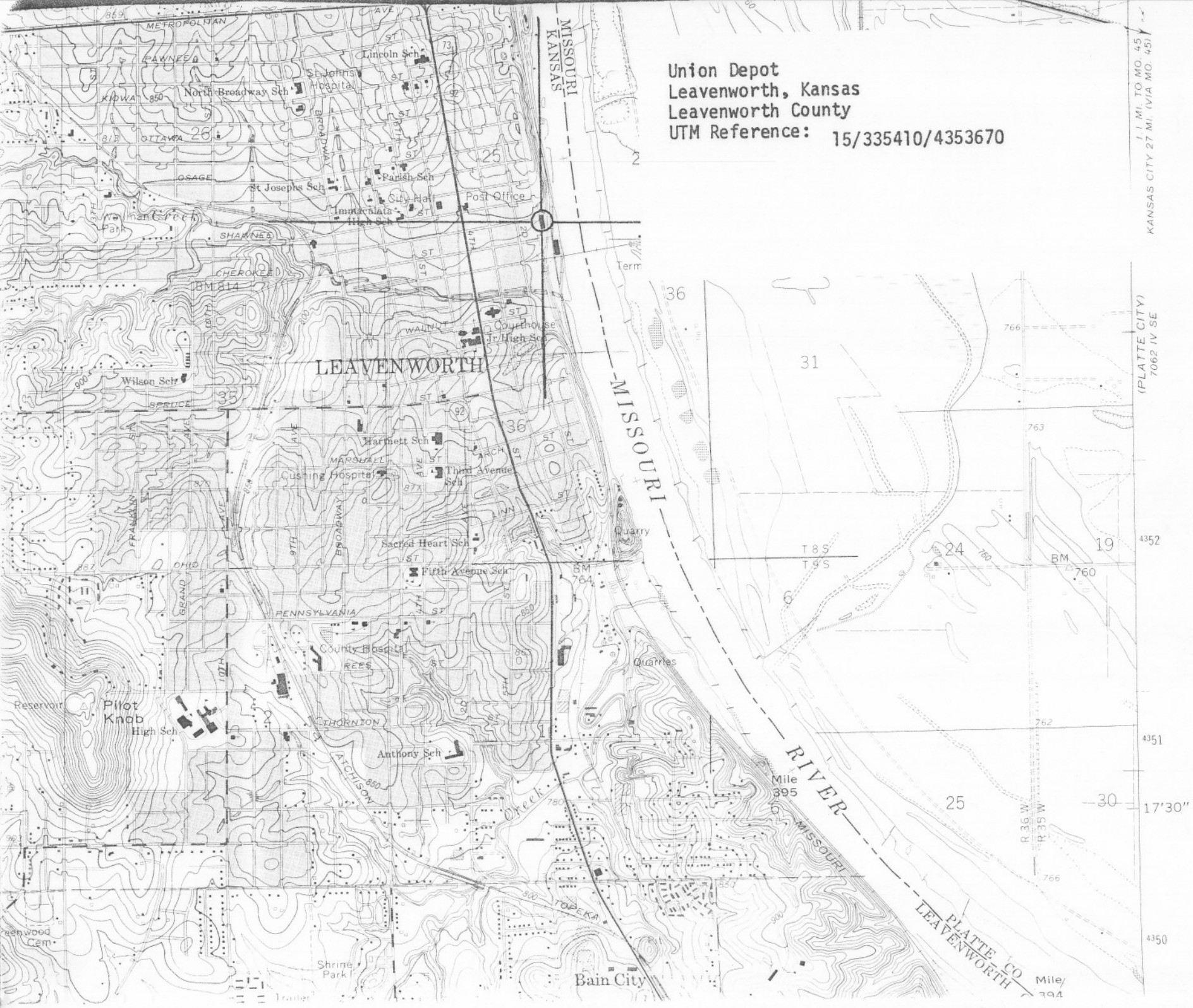
"The Union Depot," Leavenworth Daily Times September 1, 1886.

"The Union Depot," Leavenworth Daily Times September 29, 1886.

"Union Depot Award," Leavenworth Daily Times August 8, 1886.

"Will Be Opened Nov. 1," Leavenworth Standard October 27, 1888.

Maps of Leavenworth City (New York: Sanborn Map Company, 1924).

Lots numbered one (1) through eleven (11) in block numbered two (2) and all of lot numbered one (1) in block numbered three (3), except the north one (1) foot thereof, and the vacated portion of Delaware Street lying between said blocks numbered two (2) and three (3), extending easterly from Main Street to the east line of said blocks two (2) and three (3) extended, all in "Leavenworth" (also known as Leavenworth City Proper and Leavenworth City original town) according to the map or plat of said "Leavenworth" on Record in the office of the Register of Deeds in and for said County of Leavenworth, Entitled "Plat of Leavenworth K. T." in Leavenworth County, State of Kansas.

Union Depot
Leavenworth, Kansas
Leavenworth County
UTM Reference: 15/335410/4353670