

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Atchison, Topeka and Santa Fe Railway Passenger Depot

Other names/site number: Lamar Depot; Colorado Welcome Center; Lamar Chamber of Commerce/5PW.324

Name of related multiple property listing: Railroads in Colorado 1858-1948

2. Location

Street & number: 109 East Beech Street

City or town: Lamar State: CO County: Prowers

Not for Publication: N/A Vicinity: N/A

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide local

Applicable National Register Criteria:

A B C D

<p><u>Dr. Abby K. Norton</u> <u>28 May 2019</u></p> <p>Signature of certifying official/Deputy State Historic Preservation Officer Date</p> <p>_____</p> <p>State or Federal agency/bureau or Tribal Government</p>
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<p>In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.</p> <p>_____</p> <p>Signature of commenting official: Date</p> <p>_____</p> <p>Title : State or Federal agency/bureau or Tribal Government</p>

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- 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.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u> </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u>3</u>	structures
<u>1</u>	<u>2</u>	objects
<u>2</u>	<u>5</u>	Total

Number of contributing resources previously listed in the National Register: 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail-related

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: Rail-related

COMMERCE/TRADE: Organizational

RECREATION AND CULTURE

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Prairie School

Materials: (enter categories from instructions.)

Principal exterior materials of the property:

Foundation: Concrete

Walls: Brick; stone

Roof: Metal

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Completed in 1907, the Atchison, Topeka and Santa Fe (AT&SF) Railway Passenger Depot in Lamar, Colorado, is a rectangular-plan, one-story, hip-roof, railroad passenger depot exhibiting characteristics of the Prairie School style. The 2,490-square-foot brick masonry building is located within Lamar's central business district and was built to replace a wood-frame combination passenger and freight depot constructed in 1888 after the town's first depot burned. Originally consisting of a waiting room area and ticket office to the west and an express office and baggage room extending to the east, the depot currently houses the Colorado Welcome Center and the Lamar Chamber of Commerce. It is a fine example of the passenger depot property type as defined in the National Register of Historic Places Multiple Property Documentation Form, *Railroads in Colorado, 1858-1948* (NRIS.64500743, accepted March 13, 1998). The depot's integrity is high—the exterior has been minimally altered over time and retains the key character-defining features present at the time of its construction and during its use as railroad depot.

The depot stands facing south onto a large parking lot accessed from East Beech Street. US Highway 50/287 (Main Street) runs north/south along the western edge of the property and the BNSF Railway tracks (previously AT&SF tracks) run parallel to the depot along its north side. A concrete platform provides access from the depot to the tracks where Amtrak's *Southwest Chief* passenger train stops twice daily.

The nominated parcel includes the depot and its surrounding brick paving; *Short Fuse on a Slack Rope*, a sculpture standing within the brick-paved area on the depot's south side; a landscaped area to the east of the building and a landscaped area to the west containing a Wind Turbine Blade and interpretive signage; a large asphalt parking lot to the south; a landscaped area at the southern edge of the property that contains the AT&SF Locomotive No. 1819, a Windmill, and Water Tank; the angled parking area along Beech Street; a small landscaped area at the property's southwest corner containing a *Madonna of the Trail* monument; and a small landscaped area at the property's southeast corner. The nomination boundary does not include the concrete passenger boarding platform, black metal fencing, light poles, or railroad tracks north of the depot.¹

Narrative Description

The depot's exterior walls are red brick masonry and the foundation concrete. A partial basement with board-formed concrete walls exists below grade under the east portion of the waiting room area. Windows are primarily a mix of historic single-hung wood windows with diamond-patterned, divided-light transoms and small, square, historic wood windows with the same diamond pattern set in groups of three or four. All windows are covered by non-historic wood storm windows. Many windows feature continuous limestone lintels and sills. Single lintels consist of rectangular horizontal stones with a brush hammered finish and smooth borders; continuous lintels feature the same style of rectangular stones alternating with thin, vertically-oriented

¹ The railroad tracks were installed in May 1886 and are now serviced by the BNSF Railway, which owns the property north of depot. "Santa Fe Trail & Historic Byway Corridor Plan: Section 4," <http://www.santafetrailsenicandhistoricbyway.org/empsec4.html>.

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stones of the same design and material. Single sills are rectangular, smooth-finished limestone; continuous sills feature alternating small and large rectangular smooth-finished stones. The roof is covered with red metal tiles designed to convey the appearance of a clay tile roof. Roof overhangs are deep, with beadboard soffits and non-historic green painted-metal gutters, continuous except where broken by projecting bays on the depot's north and west sides. Each bay is covered by a red metal-tile hip roof that reflects the bay's faceted walls and features deep overhangs, beadboard soffits, and decorative surface-applied faux rafter tails. A tall brick chimney rises from the main ridgeline of the east wing.

South Side (Front)

The south side of the depot includes the passenger terminal section to the west and the baggage/express office section to the east (Photo 1). The south wall of the passenger terminal section is symmetrical in design. At the center is a shallow, rectangular projecting mass, with brick piers at its corners and a group of four small, square, wood windows centered high on its south-facing wall (Photo 6). The square wood windows feature diamond-patterned glazing and share a continuous limestone lintel and sill that span the space between the corner piers.

East and west of the central projecting mass are five-panel wood entry doors with diamond-patterned, divided-light wood transoms (Photos 5 & 7). Each door is flanked by single-hung wood windows with transoms that match those above the doors. A continuous limestone lintel spans each group of doors and windows. The windows rest on a sill course that extends from the projecting mass around the full extent of the passenger terminal section. Suspended from the soffit above the east door and aligning with the lintel is a rectangular, painted wood sign that reads, "CHAMBER OF COMMERCE." Affixed to the door below is a smaller brass sign that reads "WELCOME LAMAR CHAMBER OF COMMERCE." Above the west door, a matching suspended sign reads "COLORADO WELCOME CENTER." Affixed to the door below this sign is a brass sign that reads "COLORADO WELCOME CENTER," with a small brown address sign below.

The south wall of the baggage/express office section has a single, rectangular, diamond-patterned, divided-light wood casement window, with a lug lintel and sill, mounted high at the west end of the wall (Photos 8 & 9). To the east are two large openings that hold wood sliding double doors. Each door has two recessed panels filled with diagonally-oriented boards and a single light in the upper portion of the door that is covered by a decorative wrought-iron grill. The doors are covered by non-historic six-light wood storm windows. The faces of the lug lintels over the west and east door openings have stenciled signage reading "BAGGAGE" and "EXPRESS," respectively.

East Side

The east wall of the building is narrow, with a group of three square, diamond-patterned, divided-light wood casement windows set high on the wall and joined by a continuous limestone lintel and sill (Photo 3). A portion of the exterior wall breaks the roof plane at the center of this side forming a small parapet. The parapet is stepped, with limestone caps and white metal letters spelling "LAMAR" attached to its east-facing surface.

North Side

The north side of the depot faces the concrete platform and railroad tracks and includes the baggage/express office section to the east and the passenger terminal section to the west (Photo 2 & 10). The north wall of the baggage/express office section mirrors the south wall, with two large door openings holding wood double doors covered by large non-historic wood storm windows. The large storm window covering the east double doors includes a wood door with a single large light. A small rectangular wood window sits to the west of the doors.

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The north wall of the passenger terminal is symmetrical in design. At the center is a projecting bay with angled sidewalls and a faceted hip roof with deep overhanging eaves and decorative faux rafter tails (Photos 12 & 13). The bay extends above the primary eave line, interrupting the roof and gutters. Each side of the bay has a single-hung wood window with diamond-patterned, divided-light transoms above. A continuous limestone lintel extends across the bay's three walls and the limestone sill course continues across the full extent of the passenger terminal on this side. Surface-applied white metal letters identical to those on the east parapet spell "LAMAR" and are mounted to the top of the bay's north-facing wall.

To the east and west of the bay, the north side mirrors the south side in design and materials, with five-paneled entry doors flanked by single-hung wood windows with matching transoms and continuous lintels above. Suspended from the soffit over the east entry door and aligning with the lintel is a sign that reads "COLORADO WELCOME CENTER" (Photo 2).

West Wall

The west wall of the building is narrow with a projecting bay that matches the bay on the depot's north side in design and materials (Photo 4). The continuous limestone sill course extends across the full extent of the west wall.

Interior

The depot's interior spaces were rehabilitated in 1991 to adapt the depot to its new use as a visitor center and offices of the Lamar Chamber of Commerce (See Floor Plan). During the rehabilitation, efforts were made to retain historic interior doors, baseboards, door and window trim and chair rails; as well as the historic ceiling height and open feel of the waiting room and baggage areas (Photos 14 & 15). The large sliding freight doors on the south side of the building retain their original hardware and continue to function as they did historically. On the north (platform) side of the building, the eastern doors have been converted to hinged doors and the western doors fixed in place. A historic AT&SF freight scale is displayed within the express office/baggage area.

Landscape

The landscaping surrounding the depot was altered in 1991 when an adjacent building to the southwest was demolished and the depot rehabilitated. The area immediately surrounding the depot is paved with non-historic red brick pavers installed in 1991. The paved area south of the depot contains a number of non-historic features, including a bench, small concrete planters, and the sculpture, *Short Fuse on a Slack Rope* (discussed separately below). On the north side of the depot, concrete sidewalks extend from the brick-paved area along the north edge of the property (Photo 16). South of the depot a concrete sidewalk separates the parking lot from the depot and the landscaped areas to the east and west of the building (Photo 17). Cast-iron light poles installed in 1997 are set along the north edge of the sidewalk. West of the depot, the light poles are painted red; east of the depot the light poles are painted green.

On the west side of the building, the landscaping includes a row of deciduous trees planted along the south edge of the sidewalk that runs along the north property line. The grass lawn south of these trees contains several free-standing, non-historic informational signs—including a History Colorado roadside marker—a flagpole, a modern freestanding illuminated box sign with LED component identifying the property as the Historic Lamar Depot, Colorado Welcome Center and Lamar Chamber of Commerce, and a Wind Turbine Blade (discussed separately below). East of the depot is a small grass lawn with three deciduous trees.

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The asphalt parking lot can be accessed via three curb cuts—one on the west side providing access from US Highway 50/287; two on the south side providing access to and from Beech Street—and from Enchanted Forest Road at the northeast corner of the parking lot. The parking lot is separated from the angled parking area along Beech Street by a grass lawn.

Madonna of the Trail Monument, contributing object

The *Madonna of the Trail* monument (5PW.59), one of twelve in existence across the United States, is located within a small landscaped area at the southwest corner of the property (Photo 19). The Daughters of the American Revolution (DAR), in collaboration with the National Old Trails Road Association, sponsored creation of the monuments to mark the location of the National Old Trails Road and memorialize the role women played in Euro-American settlement of the west. US Highway 50/287, which passes through Lamar, is part of the National Old Trails Road.

The sculpture atop the monument was designed by artist August Leimbach in collaboration with Arlene B. Nichols Moss of the DAR. Born in Germany in 1882, Leimbach came to the United States in 1910 and settled in St. Louis, Missouri. Leimbach provided architectural sculpture for the 1915 Panama-Pacific International Exposition in San Francisco, California, before working with Moss to create the design for the *Madonna of the Trail* monuments. The DAR placed sculptures in all twelve states along the National Old Trails Road—Maryland, Pennsylvania, West Virginia, Ohio, Illinois, Indiana, Kansas, New Mexico, Arizona, California, and Colorado. Lamar's *Madonna of the Trail* monument was dedicated on September 24, 1928. Harry S. Truman was president of the National Old Trails Association at the time of the dedication; although he is listed on the printed program as a speaker, he was unable to attend the dedication ceremony.

Cast from algonite, a rose-colored, cast-stone material produced by the Algonite Stone Manufacturing Company in St. Louis, the *Madonna of the Trail* sculpture faces west and features a mother wearing a sun bonnet, cradling a baby in her arm while holding a rifle in the other hand, and a small boy holding onto her apron. The sculpture stands atop a rectangular algonite pedestal, the bottom of which has been painted white. The inscriptions on each side of the base read as follows:

- West Face: MADONNA OF THE TRAIL / N.S.D.A.R. MEMORIAL / TO THE / PIONEER MOTHERS / OF THE / COVERED WAGON DAYS
- South Face: A PLACE OF HISTORICAL LORE / NOTED FOR INDIAN LODGES; / SHELTER FROM STORM AND HEAT; / FOOD SUPPLY FOR BEAST; / BIVOUAC FOR EXPEDITIONS; / SCENE OF MANY COUNCILS.
- East Face: THE NATIONAL / OLD TRAILS ROAD
- North Face: IN COMMEMORATION OF "BIG TIMBERS" EXTENDING EASTWARD AND WESTWARD ALONG ARKANSAS RIVER APPROXIMATELY TWENTY MILES AND OF BENT'S NEW FORT, LATER FORT WISE, 1852-1866.

The monument stands in its original location and has not been altered. The sculpture's setting has changed somewhat since with the creation of the surrounding parking lot and alterations to the streetscape ca. 1991; however, the monument otherwise retains excellent integrity.

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Water Tank, Windmill and AT&SF Locomotive No. 1819, non-contributing structures

On the south edge of the property, adjacent to the angled parking area along Beech Street, is an area fenced off with black chain-link fence containing a Water Tower, Windmill, and AT&SF Locomotive No. 1819. The three resources have been positioned to create the appearance of a railroad water station (Photo 18).

Water Tank

The elevated water tank is supported by timber trestle bents. Comprised of wood staves secured by iron hoops, the round water tank features a conical wood shingle roof with a wood finial and a metal water delivery spout. The tank is painted red and features the white painted words "AT & SF RAILROAD LAMAR, COLORADO." During the nineteenth and early-twentieth century, water tanks like this one were located along railroad tracks to supply water to locomotives' boilers. Water was stored in the tanks and delivered to a locomotive's boiler via gravity through a hinged spout located at the base of the tank that was pulled into a vertical position when not in use. The tank was brought from Iowa to Lamar by the Emick family who restored the water tank on their ranch before it was installed on the depot property in 2011.

Windmill

West of the Water Tank is a fixed-wheel windmill supported by a timber tower. The windmill features thin wood blades painted red and white and a vane with the lettering "US MODEL-E-/U.S. WIND ENGINE & PUMP CO. BATAVIA, ILL." Manufactured ca. 1900-1920s by the U.S. Wind Engine and Pump Company based in Batavia, Illinois, windmills like this one were used to pump water for a variety of uses throughout the west, including filling railroad water tanks.² Its 18' span is rare. The Emick family purchased the windmill in Illinois in 2008 and renovated it prior to installation on the depot property in 2011.

Atchison, Topeka and Santa Fe Railway Locomotive No. 1819

South of the Water Tower and Windmill, facing east, is AT&SF Locomotive No. 1819. Built in 1906 by Burnham, Williams & Co. in Philadelphia, Pennsylvania, for the Atchison, Topeka and Santa Fe Railway, AT&SF Locomotive No. 1819 hauled freight and passengers from 1906 until it was retired in 1953.³ The locomotive is an 1800 class Prairie-type locomotive with a 2-6-2-wheel configuration. It is one of fifty-seven 1800-class Prairie-type locomotives built for the AT&SF. The locomotive was originally powered by a compound steam engine. In 1927 AT&SF Locomotive No. 1819 was enhanced to run more efficiently using new "Schmidt superheater" technology.⁴ The 2-6-2 locomotive type was used primarily for freighting and, though it continued to be used, rail companies stopped making this locomotive type because of the way its wheel configuration deteriorated tracks overtime.⁵ The locomotive sits on a short section of rail surrounded by gravel. Style guides for these trains depict them painted either olive green with gold accents or black with white accents, suggesting the current paint scheme is historic. AT&SF Locomotive No. 1819 was moved from the former Carnegie Library in Lamar to its current location in February 1991.

² Batavia Public Library, *Windmill City: A Guide to the Historic Windmills of Batavia, Illinois*.

<http://www.bataviainhistory.org/media/784105/binder3.pdf>; Clayton B. Fraser and Jennifer H. Strand, *Railroads in Colorado 1858-1948*, Multiple Property Documentation Form (NRIS.64500743, accepted 3/13/1998), 175.

³ Hoehn Architects PC, Architectural Inventory Form for AT&SF Railroad Passenger Depot (5PW.324), October 2012, on file at History Colorado; "SF1819," (2013). <http://www.rgusrail.com/coatsf1819.html>. Burnham, Williams & Co. became Baldwin Locomotive Works in 1909.

⁴ "SF1819," <http://www.rgusrail.com/coatsf1819.html>.

⁵ Steve Glischinski, *Santa Fe Railway* (St. Paul: Voyageur Press, 2008).

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Given that the Water Tank, Windmill, and AT&SF Locomotive No. 1819 were moved to the depot property 1991-2011 and stand within an artificial setting that did not exist historically, these resources are considered non-contributing.

Short Fuse on a Slack Rope Sculpture, non-contributing object

A sculpture entitled *Short Fuse on a Slack Rope* is located just outside the building on the south side (5PW.101). Made of bronze, this sculpture features a rancher roping a bull and is dedicated to the Euro-American settlers of Prowers County (Photo 6). It was created in 1992 by sculptor Justin I. Young Jr., a well-known artist and resident of Lamar. A plaque on the sculpture reads: "Perseverance is the virtue of the West, symbolized by this determined cowboy, roping an equally determined bull. Like a fractious bull, land may be owned but it cannot always be controlled. Therefore, this monument is dedicated to the pioneers of Prowers County who lassoed an untamed country, then hold on tight!" The sculpture was dedicated on site in July 1993 and is not of sufficient age to be considered historic.⁶

Wind Turbine Blade, non-contributing object

In the landscaped area west of the depot is a 111'-long blade from a General Electric wind turbine mounted on concrete piers (Photo 20). The blade was installed on the property ca. 2013 to commemorate the fact that the first wind farm in Colorado was installed at the Emick Ranch outside Lamar.

Alterations

Comparison of the depot with historic photographs of the building suggests that very few changes have occurred to the exterior of the building since it was first constructed in 1907 (Figures 5 & 8). The roof was replaced in 1991 when the City of Lamar acquired ownership of the building and it was rehabilitated to house the Colorado Welcome Center and the Lamar Chamber of Commerce. The replacement coated-metal tiles are shaped differently and lower in profile than the original barrel-shaped roof tiles and the replacement ridge caps do not include the original roof's decorative features; however, the roof retains the appearance of a typical historic clay tile roof. Also in 1991, the large double doors on the north and south sides of the depot's east wing were covered by modern wood six-light storm windows with muntins that match the location of the historic freight doors' stiles and rails. On the north side of the building, the modern storm window covering the eastern double doors includes a single-light wood door that allows access to the interior through the historic double doors. In addition, simple wood storm windows were installed over all windows and transoms. No other exterior alterations or additions to the depot building appear to have been made since the 1991 rehabilitation took place.

When the City of Lamar acquired the depot, the interior was modified to accommodate the Colorado Welcome Center and the Lamar Chamber of Commerce (See Floor Plan). An office space and modern ADA compliant bathrooms were added in the northeast corner of the waiting room wing and a small kitchenette and storage room added to the express office/baggage wing. A restroom area, added on the south wall of the waiting room wing sometime after 1907, was converted to office/storage space. The modern carpet and tile was installed and the interior walls given an orange-peel finish. Coves were added to the ceiling to hide upgraded electrical wiring and modern lighting installed. It is unclear when the walls of the ticket booth documented in the 1919 Sanborn map were removed.

⁶ Smithsonian Art Inventory, "Short Fuse on a Slack Rope,"

http://www.waymarking.com/waymarks/WM7G4A_Short_Fuse_on_a_Slack_Rope_Lamar_CO.

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During the 1991 rehabilitation the historic brick pavers surrounding the building were replaced, the parking area reconfigured, and new sidewalks and light poles installed along with new grass, shrubs, trees and other plantings. AT&SF Locomotive No. 1819 was moved from the former Carnegie Library in Lamar to its current location in February 1991. In 1992, the sculpture *Short Fuse on a Slack Rope* was installed outside the main entrances on the south side of the depot and visitor information signage added west of the depot ca. 1991-93. In 2011, the Water Tank and Windmill were moved to the property and placed near the AT&SF Locomotive No. 1819 within a chain-link fenced area on the south edge of the property. The Wind Turbine Blade was added in the northwest corner of the depot grounds ca. 2013.

Integrity

The Lamar Depot retains its historic characteristics of location, setting, design, materials, workmanship, feeling and association to a high degree and displays sufficient integrity to convey its significance as a Prairie School railroad depot built by the Atchison, Topeka and Santa Fe Railway in 1907 to serve the rail transportation needs of Lamar, Colorado, and the surrounding region.

Location

The Lamar Depot retains excellent integrity of location. The depot stands in its original location in Lamar, Colorado, adjacent to the former AT&SF tracks, which are now part of the BNSF Railway.

Setting

The presence of the active railroad tracks and platform north of the depot strongly support the building's integrity of setting. Historic Sanborn maps and photographs also indicate that the landscape surrounding the depot appears much as it did historically. The depot parcel continues to be bounded by active railroad tracks to the north, US Highway 50/287 to the west, and Beech Street (formerly West Santa Fe Avenue) to the south, with a portion of South Fourth Street extending into the parcel on the depot's east side. Vehicle parking continues to be located on the depot's south side. The lawns historically located west and south of the depot were modified ca. 1991 by a new parking lot configuration and further altered by the addition of the Water Tank, Windmill, AT&SF Locomotive No. 1819 and a small number of non-historic objects; nevertheless, the depot's historic park-like setting adjacent to the rail line remains essentially intact.

Design

The Lamar Depot retains good integrity of design. The building has received no additions and retains its original fenestration pattern, historic windows, transoms and doors, and the distinctive stone details that emphasize the building's strong horizontal lines. The design of the roofing material has changed somewhat; however, the historic roof form remains fully intact and the replacement roofing material conveys a strong sense of the original roof's appearance. The storm windows and windows installed in front of the large historic double doors and the baggage/express office wing have been designed to minimize their visual impact and allow the design of the historic windows and doors to remain visible from the exterior.

Materials

The Lamar Depot retains good integrity of materials. With the exception of the original roof tiles, the depot retains all of its exterior historic materials and some interior materials.

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Workmanship

The depot retains its features that speak to the aesthetic principles and craftsmanship associated with the Prairie School and early 1900s architecture, including its red brickwork with thin mortar joints, stone detailing, multi-light diamond-patterned windows, and beadboard soffits.

Feeling

The presence of active railroad tracks adjacent to the building, coupled with the depot's continued use as a passenger train depot and its high integrity of exterior materials and design conveys a strong sense of what rail travelers to and from Lamar experienced during the early twentieth century.

Association

The Lamar Depot conveys its association with the AT&SF railroad and rail transportation during the early- to mid-twentieth century through its continued use as an Amtrak passenger depot and retention of design features typical of depots constructed by the AT&SF during the early 1900s. Intact features that speak to its use as a passenger depot and baggage/express office include its rectangular plan, parallel orientation to the adjacent rail line, large freight doors, and exterior building signage. The Lamar Depot follows the same basic design as the AT&SF depots located in Garden City, Kansas, and Rocky Ford and Las Animas, Colorado, (5OT.190 and 5BN.415), and retains features that express the AT&SF's preference for the Prairie School and Mission/Spanish Colonial Revival styles when designing its early twentieth-century depots.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

ARCHITECTURE

Period of Significance

1907-1969

Significant Dates

1928

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Atchison, Topeka and Santa Fe Railway Passenger Depot is locally significant under Criterion A in the area of Transportation for serving as the primary contact point in Lamar, Colorado, for passenger services provided by the AT&SF Railway. As historians Charles H. Bohi and H. Roger Grant have pointed out, “In a very real sense railroads were the communities’ link to the outside world and the depots their gateway.”⁷ At the AT&SF Railway Passenger Depot, Lamar residents could purchase a ticket to cities and towns along the AT&SF line from Chicago to Los Angeles and make connections to communities large and small throughout the United States. Likewise, the depot was the place where many visitors and prospective new residents from across the country first set foot in Lamar, thus shaping their initial impression of the community. The depot continues to serve as a passenger depot, thus the period of significance for Transportation extends from 1907, the date the depot went into service, until 1969—fifty years prior to its nomination—in accordance with National Register guidance. The building is also locally significant under Criterion C in the area of Architecture as an excellent representation of a Prairie School passenger depot built by the AT&SF during the early 1900s. The AT&SF effectively employed standardized designs for its depots, and the building exemplifies the Prairie School influenced brick passenger depot design utilized by the AT&SF ca. 1907. Typical of the passenger depot type, the rectangular plan building contained waiting rooms, a ticket office, and an express office and baggage room. A three-side bay facing the tracks provided railroad staff with a comprehensive view of track activity from the building’s interior. The building’s character-defining features consistent with the Prairie School style include its low-pitched hipped roof with wide overhanging eaves; red brick walls with contrasting buff-colored stone coursing designed to emphasize the building’s horizontal lines; groups of small square windows set high on the wall, and diamond-patterned lights. The period of significance for Architecture is 1907, the year of the depot’s construction. The depot meets the registration requirements for the passenger depot property type established in the National Register of Historic Places Multiple Property Documentation Form, *Railroads in Colorado, 1858-1948* (NRIS.64500743, accepted 3/13/1998). More specifically, the depot retains excellent integrity, including that of location, and is demonstrably associated with the construction and/or operation of a significant railroad line, therefore meeting the requirements for significance under Criterion A. Furthermore, it embodies the distinctive architectural design or construction methods associated with a significant railroad line, therefore meeting the requirements for significance under Criterion C.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Criterion A: Transportation

The AT&SF played a critical role in the development of southeastern Colorado and the town of Lamar in particular. The railroad provided an efficient way for ranchers and farmers to get their cattle and crops to market, transported the goods and materials needed to build and sustain a community, and connected settlers with the world beyond their 160-acre claim. In his history of Lamar’s first one-hundred years, local historian Hal O. Kesler described the wide open prairie surrounding Lamar and the role the AT&SF played in Lamar’s history:

⁷ Charles W. Bohi and H. Roger Grant, “Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe,” *Kansas History* 4 (Spring 1981), 39.

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Under such conditions, transportation assumes major significance in the development of a city. It is the means for interaction with the rest of the country, a defense against isolation. Much of Lamar's early progress, a successful, thriving settlement from the very first day of the auction sale of town lots, may be attributed to its location on the Santa Fe right of way.⁸

From its inception in 1886 Lamar was a railroad town, developed to encourage settlement in eastern Colorado and demand for the services provided by the AT&SF. The town's first depot, forcibly moved to the townsite from Amos Black's ranch, served as the contact point for both passenger and freight services and was quickly replaced after an 1888 fire destroyed the small wood-frame building.

As was typical in railroad towns, the new depot was centrally located within the town, adjacent to the AT&SF tracks and the town's Main Street (Figure 4). Larger than the first depot, the 1888 wood-frame combination depot continued to house both passenger and freight services. Buildings that served travelers such as hotels and cafés were located nearby as were local businesses important to the town's economy such agricultural mills and lumber yards.

Construction of the 1907 Atchison, Topeka and Santa Fe Railway Passenger Depot was a symbol of the town's success and stature. By the early 1900s, the town had grown significantly, increasing demand for both freight and passenger services and warranting the construction of larger railroad facilities. The 1907 depot was the first and only depot in Lamar devoted solely to passenger services. Freight operations were housed in a separate depot located on Hickory Street to the west of Main Street on the north side of the tracks (Figure 7). This was likely the 1888 combination depot, moved and repurposed to handle freight services only. Although many towns along the AT&SF line grew large enough to warrant separate passenger and freight depots, not all were identified by the AT&SF as worthy of the extra expense required to construct a masonry depot of architectural distinction. Visitors and residents traveling to and from Lamar by rail passed through a building that identified the town as a thriving and important place and served as a point of pride for local officials and the community at large.

The depot provided travelers with ticketing services and a comfortable waiting room where they could purchase snacks and drinks. Baggage could be stored and collected in a room adjacent to the waiting room and packages could be sent or picked up at the depot's express services office. As Clayton B. Fraser and Jennifer H. Strand point out in the Multiple Property Documentation Form, *Railroads in Colorado 1858-1948*, in towns across Colorado like Lamar, railroad depots also served as a "point of social and familial contact, as loved ones came and left and citizens congregated here for special occasions...."⁹ Given the prominence of the depot within Lamar, it is not surprising that the grounds were chosen as the site for one of the twelve *Madonna of the Trail* monuments installed in 1928-28 by the Daughters of the American Revolution (DAR), in collaboration with the National Old Trails Road Association to mark the location of the National Old Trails Road and memorialize the role women played in Euro-American settlement of the west. Lamar celebrated the unveiling of the monument with a large public dedication ceremony on September 28, 1928 (Figure 14).

From 1920 until ca. 1950, the AT&SF routed six to eight passenger trains through Lamar. The rise of the automobile and development of the Interstate Highway System during the 1950s, resulted in a steadily declining demand for passenger rail services. In 1971, Amtrak reduced passenger service to one train passing east and

⁸ Hal O. Kesler, *Lamar, Colorado: Its First Hundred Years, 1886-1986*, (Shawnee Mission, KS: Kes-Print, 1986), 63.

⁹ Fraser and Strand, 161.

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west through Lamar daily. This service remains active today on Amtrak's *Southwest Chief*, which travels daily between Chicago and Los Angeles.

Criterion C: Architecture

The AT&SF Railway Passenger Depot is an excellent example of the standardized Prairie School depot design utilized by the AT&SF to construct a number of passenger depots east of La Junta, Colorado, during the early 1900s. The AT&SF passenger depots in Garden City, Kansas, as well as Rocky Ford (5OT.190), Las Animas (5BN.415, State Register listed May 14, 1997), and Lamar in Colorado, are all based on the same standardized plan developed by the AT&SF with a few minor variations.

According to historians Charles H. Bohi and H. Roger Grant, "There exists no better example of a railroad that effectively employed carbon copy depots than the Atchison, Topeka & Santa Fe Railway."¹⁰ Standardization was critical to a railroad's success and considerable effort was spent establishing standard practices in all phases of business. The AT&SF began using standardized plans for its wood-frame depots in 1895, developing additional standard designs as technology and taste demanded. Depot standardization allowed the AT&SF to take advantage of economies of scale—materials and sub-assemblies could be manufactured or bought centrally and building material inventory managed more effectively. After 1900, The AT&SF increasingly turned over branch line construction to subcontractors and standardized plans allowed the AT&SF to maintain control over the design and construction of its depots. Standardization also encouraged brand recognition, and AT&SF depots shared a distinct familial resemblance despite variations in style.¹¹

The standardized design employed by AT&SF in Lamar exhibited the strong influence of the emerging Prairie School style and incorporated elements consistent with the AT&SF brand. Originating in Chicago during the early 1900s, the Prairie School emerged from a desire to create an indigenous American architecture free from the influence of European precedents. Led by Frank Lloyd Wright and other like-minded Chicago architects, proponents of the style looked to the rolling landscape of the Midwestern prairies for inspiration, producing buildings with a strong horizontal emphasis that eschewed ornate decoration and celebrated natural materials. Common features included low-pitched hip roofs, deep overhanging eaves, brick walls with horizontal bands of contrasting masonry, windows set in linear groups, and geometrically patterned window glazing.¹²

It is not surprising that the AT&SF, founded in Kansas, would appreciate an architectural style inspired by the Midwestern prairie. The majority of masonry depots built by the AT&SF during the early 1900s west of La Junta, however, reflected a strong southwestern influence, also unsurprising given that the railroad serviced much of Texas, New Mexico, Arizona, and California. Many AT&SF depots featured elements of the Mission and Spanish Colonial revival styles such as shaped parapets and tile roofs. Prairie School depots built in Garden City, Rocky Ford, Las Animas, and Lamar reflected the southwestern character of the AT&SF brand by incorporating red tile roofs, a feature not commonly associated with the Prairie School.

The depot is also an excellent example of the passenger depot type as defined in the Multiple Property Documentation Form *Railroads in Colorado 1858-1948*. According to the MPDF:

¹⁰ Bohi and Grant, 40.

¹¹ Robert E. Pounds, *Santa Fe Depots, the Western Lines: A route-by-route and station-by-station look at the depots of the Western Lines of the Atchison, Topeka and Santa Fe Railway*, (Dallas, TX: Kachina Press, c1984), 17-19.

¹² Virginia Savage McAlester, *A Field Guide to American Houses*, (New York: Alfred A. Knopf, 2013), 552, 564; History Colorado, *Colorado's Historic Architecture & Engineering Guide*, <https://www.historycolorado.org/colorados-historic-architecture-engineering-guide>.

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Passenger depots were built at stations where traffic was sufficient to warrant separate passenger and freight facilities. Like combination depots, their size, configuration, construction and detailing varied from railroad to railroad and location to location... Typically located in larger towns and cities, passenger depots in Colorado often featured masonry construction and individual designs, with substantial architectural detailing. They functioned in conjunction with nearby freight houses-warehouse buildings used for temporary storage of goods being shipped or received by rail.¹³

Historic Context

The city of Lamar, Colorado, is located approximately 200 miles southeast of Denver within Prowers County and the lower Arkansas River Valley. From its origin near Leadville, Colorado, the Arkansas River flows east across Colorado and Kansas before bending southeast to join the Mississippi River on Arkansas's eastern border. The earliest occupants of Arkansas River Valley were nomadic hunter-gatherers with limited crop cultivation occurring along the river's banks as early as 1000 BC. In the seventeenth century, the semi-sedentary Jicarilla Apache grew corn, beans and squash along the river before they were forced from the valley by the Comanche. By the early 1800s, Comanche territory stretched across southeast Colorado and much of Kansas, New Mexico, Oklahoma and northern Texas.

The region was acquired by the United States as part of the Louisiana Purchase in 1803, and explorer Zebulon Pike led a US Army expedition along the Arkansas River three years later. By 1821, American, Mexican, and Native American traders were operating along the Santa Fe Trail connecting Missouri and what was then the Nuevo México province of Mexico. The trail's northern route, the Mountain Branch, followed the Arkansas River to Bent's Fort, passing about nine miles north of present-day Lamar.

Euro-American settlement of the Lamar area began in earnest after passage of the 1862 Homestead Act and signing of the 1867 Medicine Lodge Treaty, which opened Native American lands to American settlers. By 1873, when the Atchison, Topeka and Santa Fe Railway (AT&SF) reached Prowers County, several large cattle ranches were operating in the area. The arrival of the AT&SF encouraged the establishment of several new settlements along its route, including the town of Lamar, and the AT&SF, along with the Denver & Rio Grande Railway, was a driving force behind population growth in southeastern Colorado during the late-nineteenth and early-twentieth centuries.

In 1859, Cyrus K. Holliday founded what became the Atchison, Topeka and Santa Fe Railway with the intention of establishing a rail line between the Kansas towns of Atchison and Topeka. Holliday soon conceived of a larger and potentially more lucrative goal, a railroad stretching from Kansas to New Mexico along the Santa Fe Trail.

In 1863, as part of its program to encourage railroad development across the western United States, the federal government granted Holliday's railroad nearly three million acres of land—but only if it reached the Colorado border within 10 years.¹⁴ The AT&SF met its goal and with millions of acres at its disposal began selling land to the general public to create demand for its services and raise funds for further expansion. To help facilitate these sales, the railroad encouraged the establishment of General Land Offices in towns along its route.

¹³ Fraser and Strand, 159.

¹⁴ Deon Wolfenbarger, *Historic Railroad Resources of Kansas* Multiple Property Submission (NRIS.64500223, accepted 10/11/2001), 4.

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In 1873, the Colorado and New Mexico Railroad laid track from the Kansas state line to Granada, Colorado, before an economic downturn halted further progress. The AT&SF provided service along the line, with one passenger train running each way daily between Atchison, Kansas, and Granada.¹⁵

Two years later, the Colorado and New Mexico Railroad, Pueblo and Arkansas Valley Railroad and AT&SF partnered to extend the line from Granada to Pueblo.¹⁶ In a letter to its stockholders, AT&SF shared its excitement at the prospect of expanding farther into Colorado:

The importance to our property of this extension of our line to the Rocky Mountains, where we can secure the increasing trade of Southern Colorado and New Mexico can hardly be overestimated. It will place us within easy reach of abundant supplies of coal and lumber; open a market in the mining districts for the agricultural products of the Arkansas Valley; and place our line in a favorable position to secure the mountain travel, which is yearly increasing, as the climate and scenery are becoming known, and the facilities for travel are improved.¹⁷

The tracks reached Pueblo in March 1876 and the New Mexico territorial border by 1878. The AT&SF worked to encourage settlement within its newly extended service area. When plans for a General Land Office at Granada fell through, the railroad enlisted the help of Kansas real estate developer Isaac R. Holmes to find a suitable replacement. Holmes, a developer and former AT&SF land agent, had been instrumental in the establishment of the land office in Garden City, Kansas.

Holmes first approached cattle rancher Amos R. Black, hoping to secure land for a new townsite adjacent to the Blackwell depot. The depot, located about 15 miles west of Granada, stood at an AT&SF siding on Black's ranch. Holmes attempted to convince Black to donate the land surrounding the depot for development of a new town. When Black refused, Holmes acquired land three miles to the west from Edward and Bertha Fitzgerald and began efforts to develop a town.¹⁸ The Lamar Town and Land Company, with investors including Colonel A. S. Johnson, the AT&SF's Land and Tax Commissioner, was organized to sell lots within the new town.¹⁹ Holmes named the settlement Lamar in honor of President Grover Cleveland's secretary of the interior, Lucius Quintus Cincinnatus Lamar, in the hopes that it would help encourage the federal government to establish a land office in the new town.

With the AT&SF's backing, Holmes informed Black that the Blackwell depot would be moved to Lamar. The angry rancher responded to the news by seeking a legal injunction to block the move. Before the injunction could be issued, however, Black was lured to Pueblo by a bogus telegram claiming his presence was required for "important business." During his absence, a Santa Fe work crew from La Junta loaded the Blackwell depot

¹⁵ Kelser, 64.

¹⁶ As part of the agreement, the Colorado and New Mexico and Pueblo and Arkansas Valley railroads consolidated and formed the Pueblo and Arkansas Valley Railroad.

¹⁷ Atchison Topeka and Santa Fe Railroad Company, *Documents Relating to the Atchison Topeka and Santa Fe Railroad Company: Vol. III* (Boston: n.p., 1893), 174.

¹⁸ Frederic J. Athearn, *Land of Contrast: A History of Southeast Colorado*, BLM Cultural Resources Series (Colorado: No. 17); https://www.nps.gov/parkhistory/online_books/blm/co/17/chap9.htm.

¹⁹ Colorado Encyclopedia, "Prowers County," <https://coloradoencyclopedia.org/article/prowers-county>; Wolfenbarger, 30; Hoehn Architects P.C., *City of Lamar, Colorado Cultural Resource Survey: Architectural & Historical Survey Report*, October 2012, 14; <https://www.myrepresentpast.com/home/railroads/atchison-topeka-santa-fe-railroad-history5.html>

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onto flatcars, moving it to the Lamar townsite. The wood depot was placed next to the existing AT&SF tracks and a rail line switch hastily constructed.

The morning of May 24, 1886, a special excursion train from Garden City rolled into Lamar carrying prospective buyers and the sale of town lots began. By five o'clock, over \$45,000 worth of lots had been sold, and within six weeks the price for lots had catapulted from \$200 to \$1,500.²⁰ By July 1, 1886, an estimated five hundred people lived in Lamar and in November 1886, the town voted to organize an official town government, with a local election held the following month.²¹ The town grew quickly around the rail depot and the financial opportunities it supported. By 1888, a commercial district had formed.

On March 17, 1888, a fire burned through nearly an entire block of Lamar.²² Much of the early town was constructed of wood, making it vulnerable to fire.²³ The blaze reportedly began in D. C. Marker's hardware and carpentry business and damaged several Main Street buildings, including the Lamar depot and a number of rail cars on the nearby tracks.²⁴ After the fire, the Lamar depot was temporarily replaced by four railroad boxcars set on blocks and operations and passenger services continued as normal. However, town developers and administrators considered the temporary depot an eyesore, and it was quickly replaced by a new wood-frame combination passenger and freight depot completed on June 23, 1888.²⁵ The new depot stood on the south side of the AT&SF tracks just west of Main Street (Figure 4).

In 1889, the Colorado General Assembly passed legislation that created Prowers County from a portion of Bent County and Lamar became the permanent county seat.²⁶ The town remained vulnerable to fire, with significant fires occurring in 1890, 1891, 1893, and 1894. Despite these setbacks, the town persisted and began to grow. In 1892, the Lamar Milling & Elevator Company constructed a mill one-half mile east of the 1888 depot and three years later the American Beet Sugar Company completed its Lamar factory. These businesses, along with ranching, contributed to the economic growth and development of Lamar during the 1890s and relied on the AT&SF to help distribute their goods.²⁷ By 1906, the population of Lamar had reached 3,000, and two lumberyards, the Lamar Milling & Elevator Company, and the Lamar Seed Company were operating in the vicinity of the 1888 depot.²⁸

The national economic downturn in 1893 forced the AT&SF to reorganize, but the railroad survived and carefully expanded in subsequent years. In the early 1900s the AT&SF replaced a number of older wooden combination depots in growing Colorado towns with more architecturally striking brick passenger depots and separate freight depots.²⁹ In September 1906, the *La Junta Tribune* announced that work was underway on a new AT&SF depot in Rocky Ford and the following month work began on a new passenger depot in Lamar.³⁰

²⁰ Hoehn Architects, 16.

²¹ *Ibid.*, 17.

²² "A Big Blaze in Lamar," *The Bent County Register* vol. 2 no. 41 (March 24, 1888); 2.

²³ Hoehn Architects, 16.

²⁴ "A Big Blaze in Lamar." 2.

²⁵ Hoehn Architects, 15.

²⁶ *Ibid.*, 17.

²⁷ *Ibid.*, 18.

²⁸ *Ibid.*, 19.

²⁹ Between 1900 and 1910, the AT&SF constructed a number of new brick depots in Colorado, including depots in Las Animas (5BN.415), Rocky Ford (5OT.190), Lamar (5PW.324), Holly (5PW.73), Fowler (5OT.292), and Manzanola (5OT.421).

³⁰ *La Junta Tribune*, October 13, 1906.

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The AT&SF effectively utilized standardized designs for a large percentage of its depots and the Rocky Ford (5OT.190), Lamar, and Garden City, Kansas, depots, all completed in 1907, as well as the 1903 Las Animas Depot (BN.415), followed the same Prairie School-inspired design (Figure 10).

The new Lamar passenger depot was constructed south of the AT&SF tracks, east of Main Street. The handsome brick passenger depot and a new freight depot located west of Main Street on the north side of the tracks housed the passenger services previously offered through the 1888 wood-frame combination depot. Based on historic photographs and Sanborn maps, it is likely that the 1888 depot was moved to a location west of Main Street on the north side of the tracks and repurposed for freight services only (Figures 4, 6, 7). The freight depot apparently remained in service until 1963 and was demolished in the 1970s.³¹

From 1920 until circa 1950, the AT&SF routed six to eight passenger trains through Lamar; an equal number of freight trains also passed through the city. During the late 1960s, the railroad reduced passenger service to three trains in each direction daily. On May 1, 1971, Amtrak began providing service with one train passing east and west through Lamar daily; this service remains active today.³² In November 1991, the City of Lamar acquired the depot property through a Quit Claim Deed. The building was rehabilitated for use as a Colorado Welcome Center and Lamar's Chamber of Commerce.

On September 22, 1995, the AT&SF merged with the Burlington Northern Railroad to form the Burlington Northern & Santa Fe Railway. On January 24, 2005, the railroad's name was officially changed to BNSF Railway. The BNSF Railway currently owns and operates the tracks and platform adjacent to the depot.

³¹ Pounds, 35

³² Kesler, 65.

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9. Major Bibliographical References

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): 5PW.324

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10. Geographical Data

Acreage of Property 1.67 acres

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- 1. Latitude: _____ Longitude: _____
- 2. Latitude: _____ Longitude: _____
- 3. Latitude: _____ Longitude: _____
- 4. Latitude: _____ Longitude: _____

Or

UTM References

Datum (indicated on USGS map):

NAD 1927 or NAD 1983

- 1. Zone: 13 Easting: 708859 Northing: 4218440
- 2. Zone: Easting: Northing:
- 3. Zone: Easting: Northing:
- 4. Zone: Easting: Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

A parcel of land containing 1.67 acres of land, more or less, situated in the SE ¼ of Section 31, Township 22 South, Range 46 West, 6th PM within the corporate limits of the City of Lamar, Prowers County, Colorado, documented on the following aerial map and more particularly described as follows:

From Point A at the northwest corner of the parcel, extending 84'34'10" northeast for 380' to Point B, then 05'17'53" southeast for 169' to Point C, then 84'34'10" southwest for 380' to Point D, then 05'17'53" northwest for 169' to return to Point A.

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Boundary Justification (Explain why the boundaries were selected.)

The nomination boundary includes the historic depot building, *Madonna of the Trail* monument and a sufficient portion of the surrounding landscape to convey the historic setting. The platform and tracks are under separate ownership and are not included in the nomination boundary.

11. Form Prepared By

name/title: Angie Cue, Lamar Community Development Manager, and Amy Unger, History Colorado

organization: City of Lamar

street & number: 102 East Parmenter

city or town: Lamar

state: CO

zip code: 81052

e-mail: community@ci.lamar.co.us

telephone: 719-336-1448

date: 8/8/18

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15-minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

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Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered, and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Atchison, Topeka and Santa Fe Railway Passenger Depot

City or Vicinity: Lamar

County: Prowers

State: Colorado

Photographer: Angie Cue, unless otherwise noted.

Date Photographed: August 8, 2018, unless otherwise noted.

Location of Original Digital Files: 102 East Parmenter, Lamar, CO 81052

Photo	Description
1 of 20	South side, camera facing northeast. Photo by Amy Unger, March 7, 2019.
2 of 20	North side, camera facing south.
3 of 20	East side, camera facing west.
4 of 20	West side, camera facing east.
5 of 20	South side, west entrance, camera facing north.
6 of 20	South side, central portion of waiting room section and <i>Short Fuse on a Slack Rope</i> sculpture, camera facing north. Photo by Amy Unger, March 7, 2019.
7 of 20	South side, east entrance, camera facing north.
8 of 20	South side, baggage and express office wing, camera facing northeast. Photo by Amy Unger, March 7, 2019.
9 of 20	South side, baggage and express office wing, camera facing northwest.
10 of 20	North side, baggage and express office wing, camera facing south. Photo by Amy Unger, March 7, 2019.
11 of 20	North side, project bay, camera facing southwest.
12 of 20	West side, roof detail, camera facing northeast.
13 of 20	Soffit detail.
14 of 20	Former waiting room interior. Photo by Amy Unger, March 7, 2019.
15 of 20	South side of former express office/baggage room area with historic sliding freight doors. Historic freight scale visible at right. Photo by Amy Unger, March 7, 2019.

AT&SF Railway Passenger Depot
Name of Property

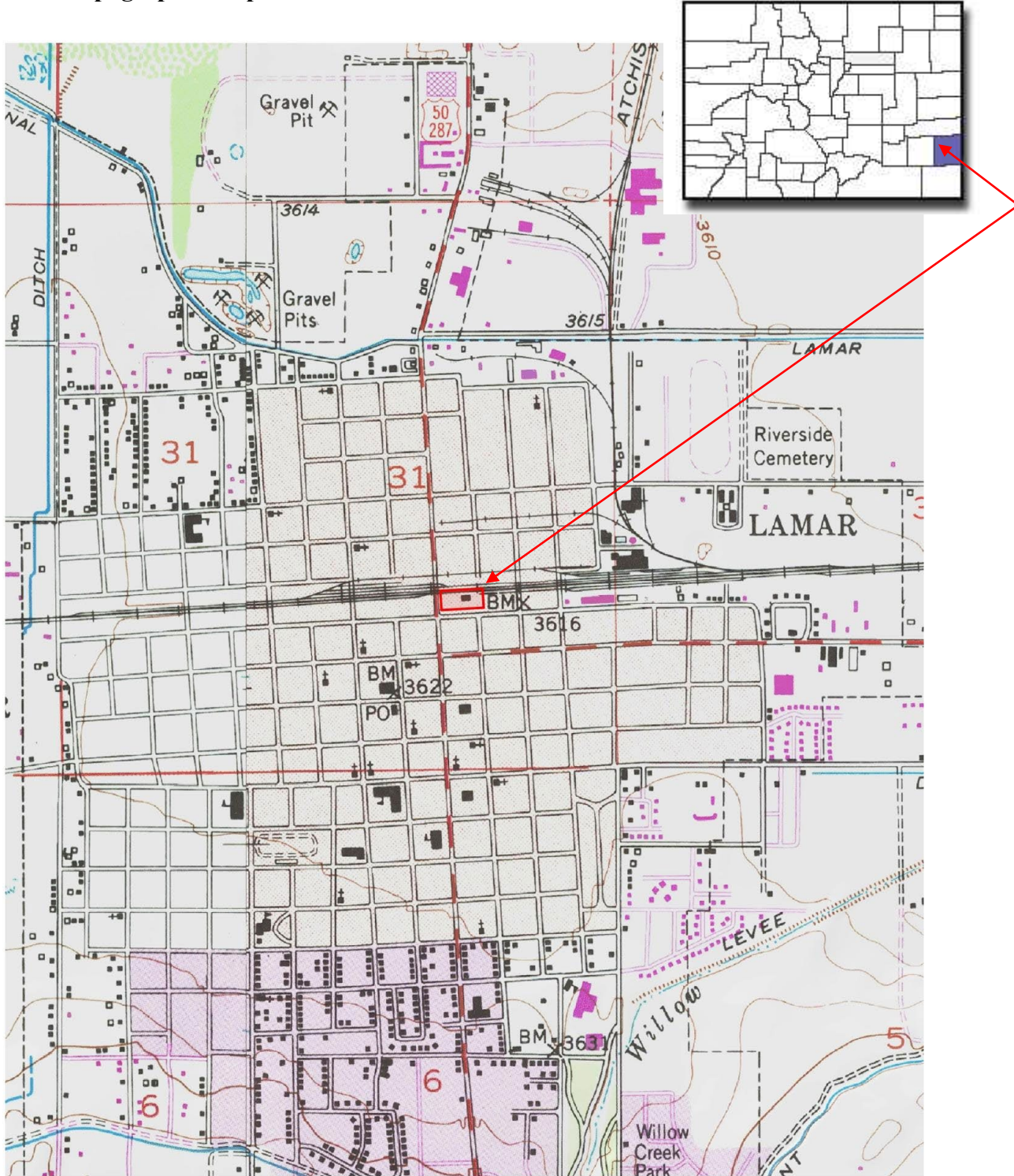
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- 16 of 20 Fencing along north property line separating depot from platform and railroad tracks to the north.
Photo by Amy Unger, March 7, 2019.
- 17 of 20 South parking area, camera facing north.
- 18 of 20 Water Tank, Windmill and AT&SF Locomotive No. 1819 on south edge of property, camera
facing north.
- 19 of 20 *Madonna of the Trail* monument, camera northeast.
- 20 of 20 Wind Turbine Blade in northwest corner of the property, camera facing northwest.

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USGS Topographic Map



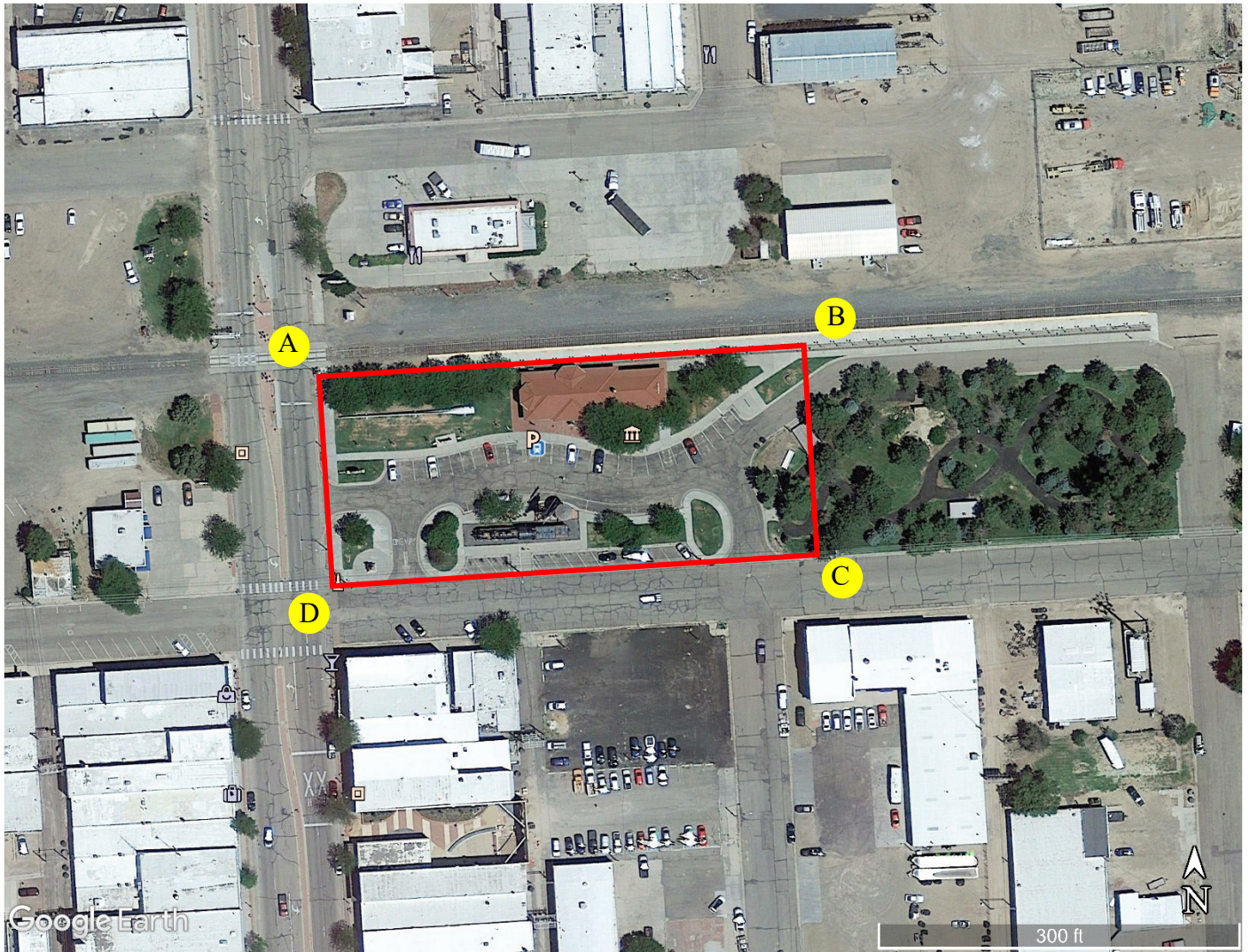
Mercator Projection
WGS84
USNG Zone 13SGC
CalTopo



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Aerial Map

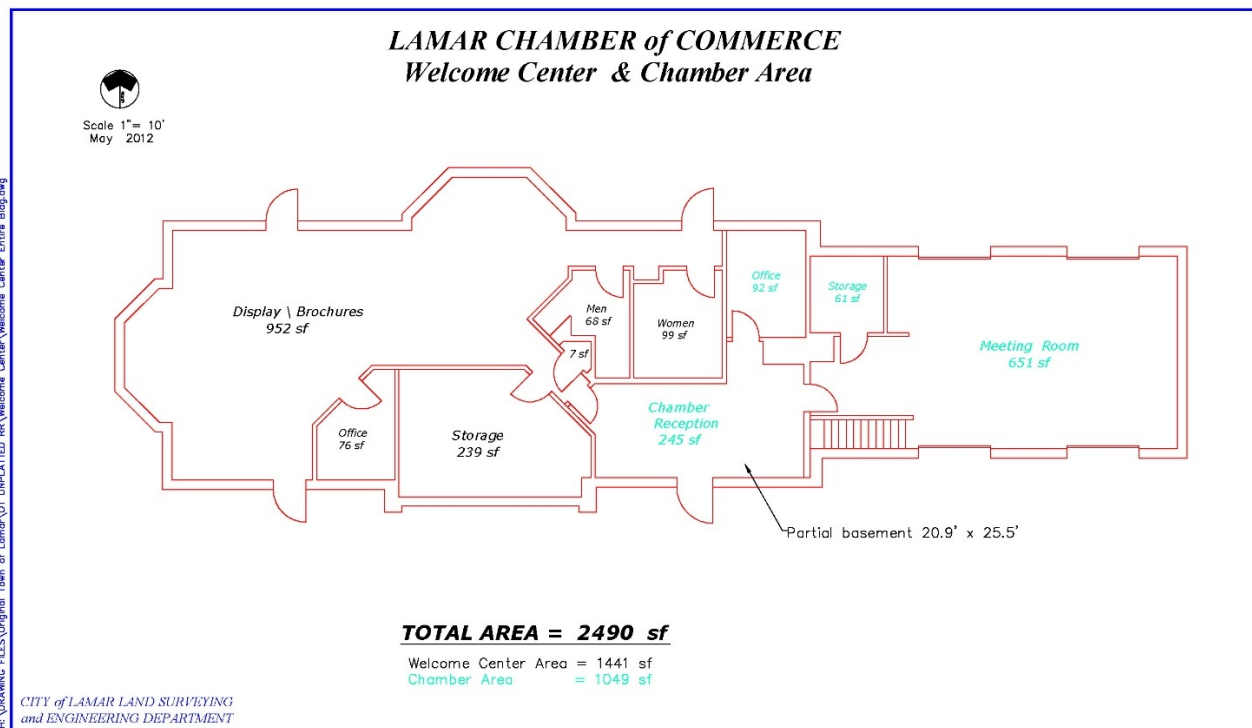
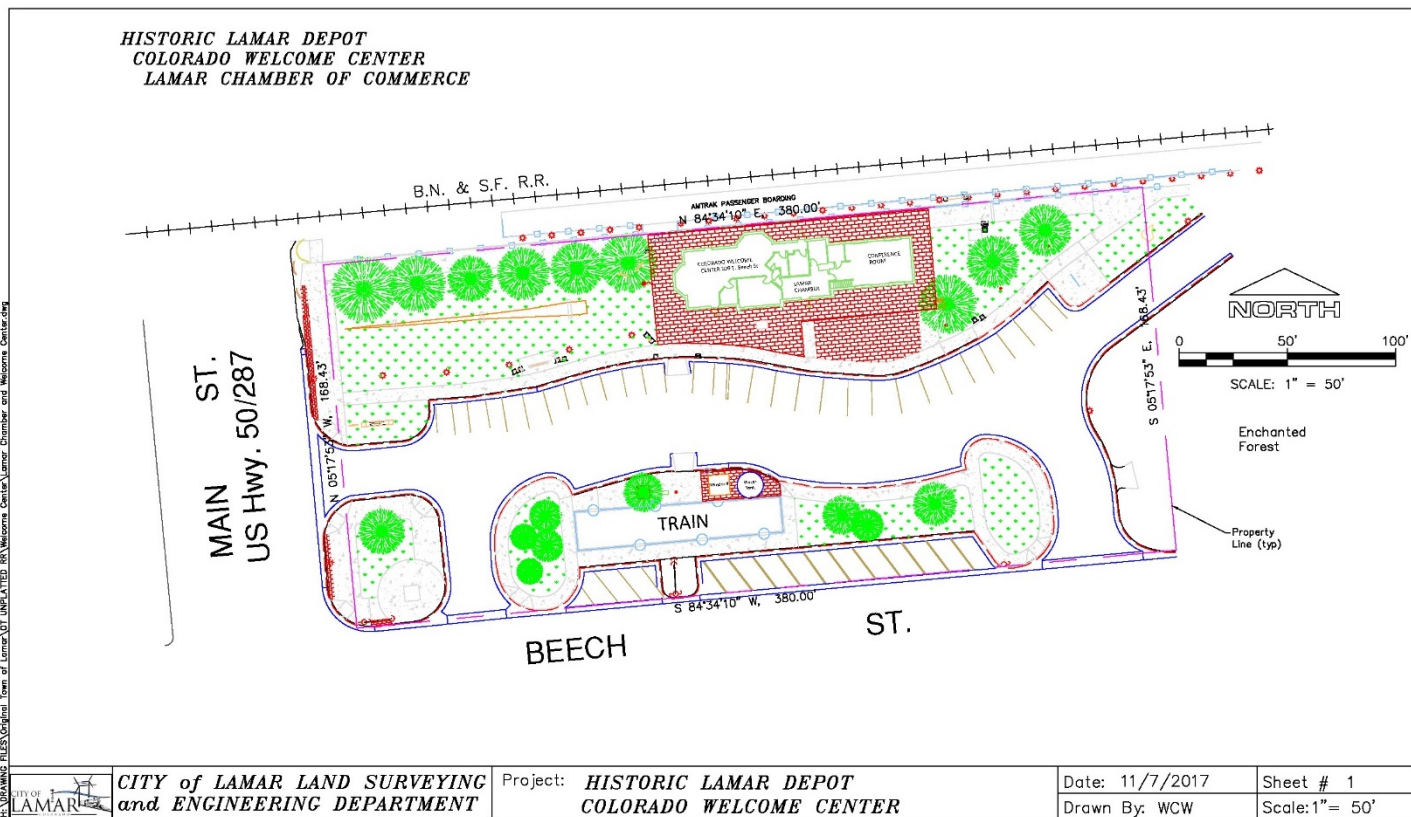


Source: Google Earth (2018 Imagery)

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Sketch Map and Floor Plan



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Historic Figures

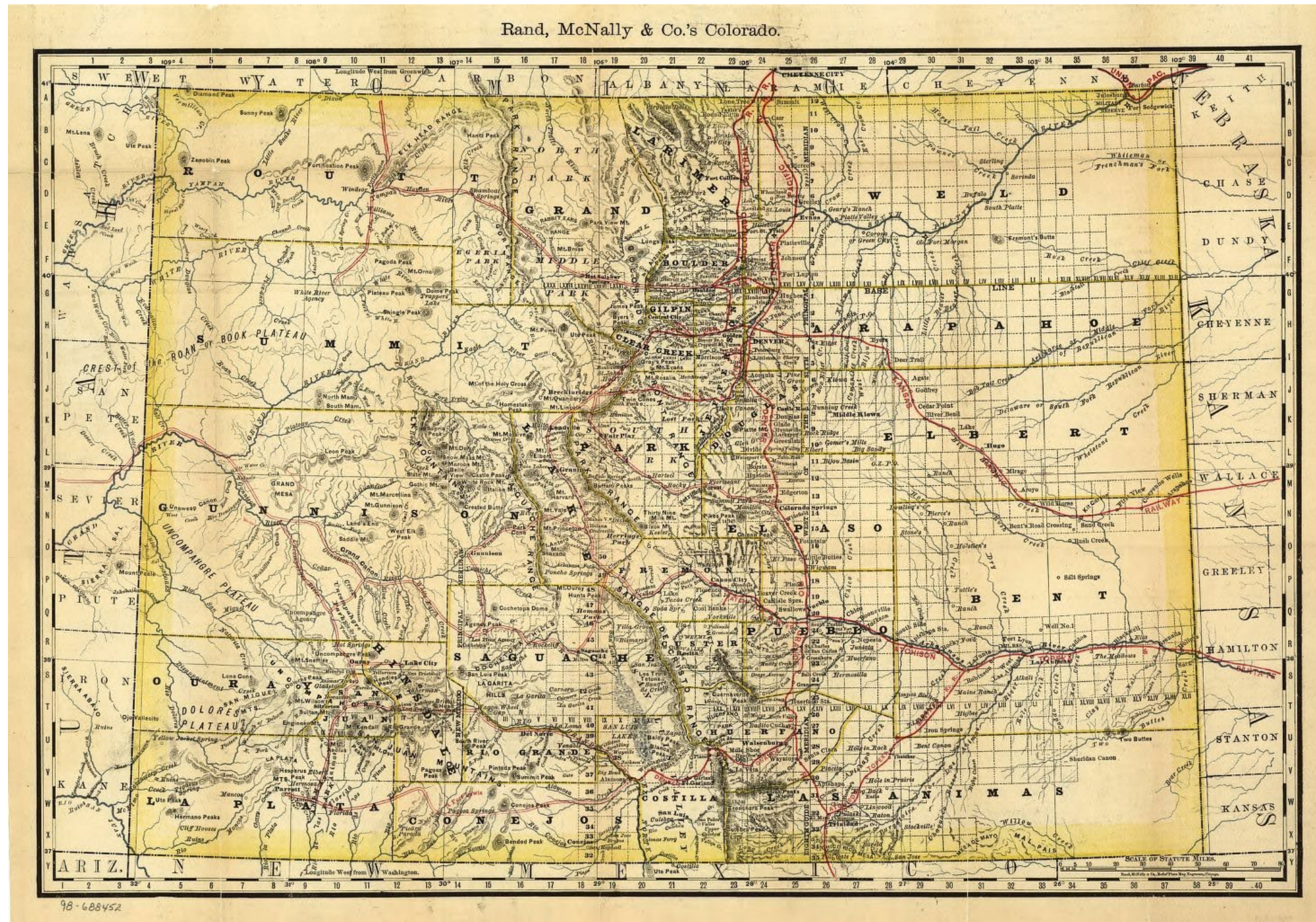


Figure 1: Rand McNally Co. map of Colorado ca. 1880s documents the extent of the AT&SF Railroad Company tracks in Colorado. (Library of Congress, <https://www.loc.gov/item/98688452/>)

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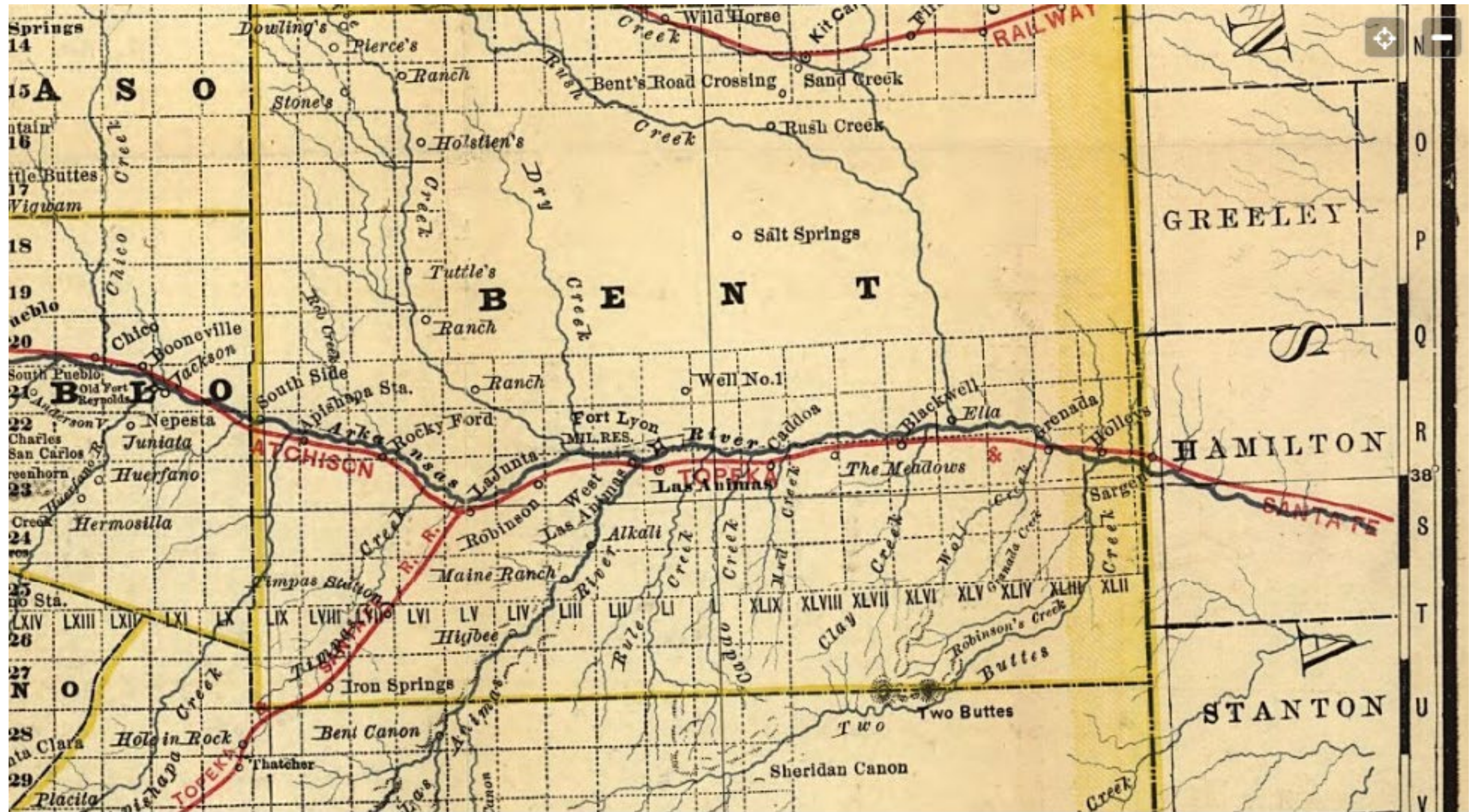


Figure 2: Detail of ca. 1880s Rand McNally and Co. map documenting the AT&SF Railroad Company tracks in what was then Bent County and the Blackwell railroad station west of Granada (Library of Congress, <https://www.loc.gov/item/98688452/>).

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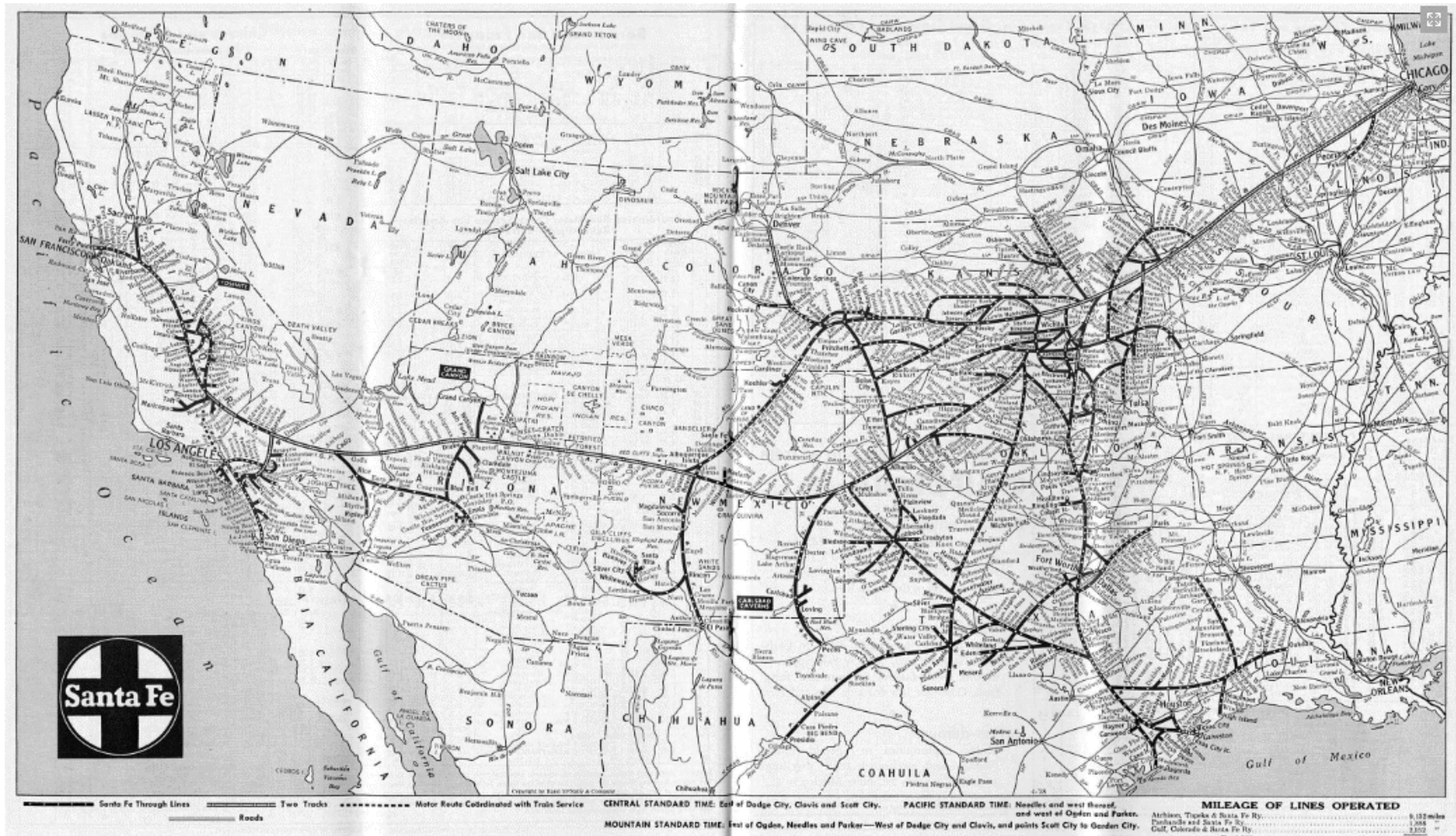


Figure 3: Map of AT&SF Railroad Company Lines in the American southwest ca. 1958. (<https://www.american-rails.com/atchison-topeka-and-santa-fe.html>)

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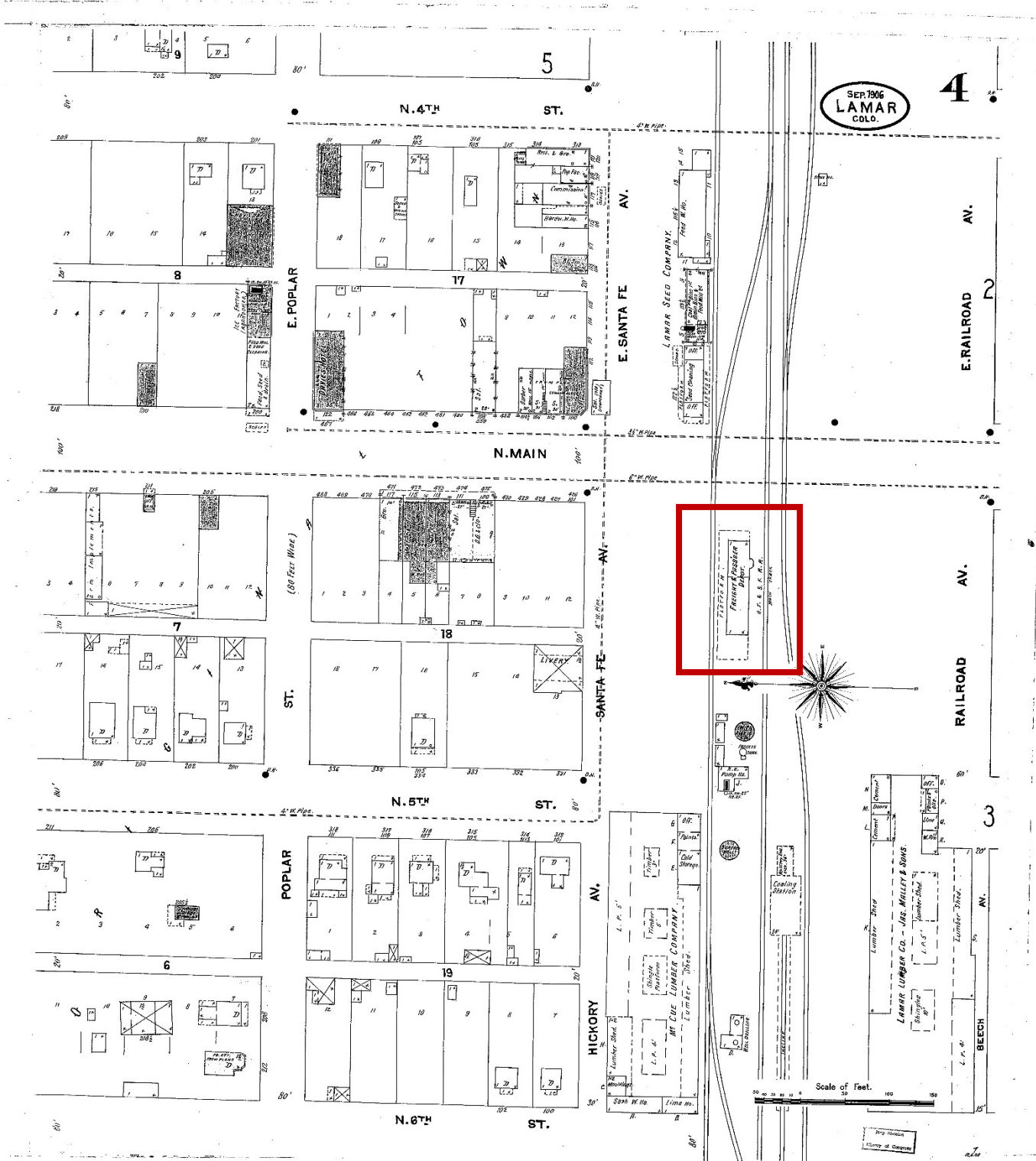


Figure 4: 1906 Sanborn Map documents Lamar's 1888 combination passenger and freight depot east of Main Street adjacent to the AT&SF tracks.

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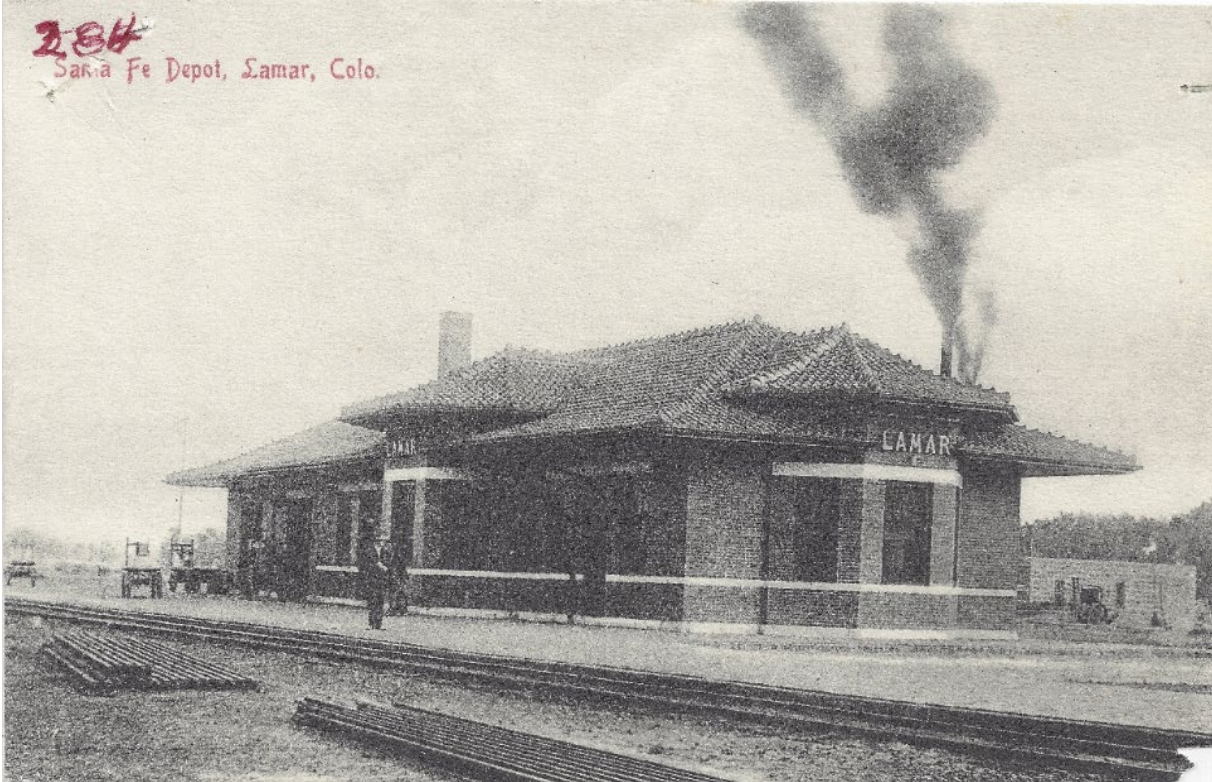


Figure 5: AT&SF Railway Passenger Depot postcard, ca. 1907. (Big Timbers Museum Archives)



Figure 6: AT&SF Freight Depot in 1931. Based on its size and design it is likely that this building is the 1888 combination freight and passenger depot documented on the 1906 Sanborn Map, moved and repurposed in 1907 to handle freight services only. (Kansas Historical Society)

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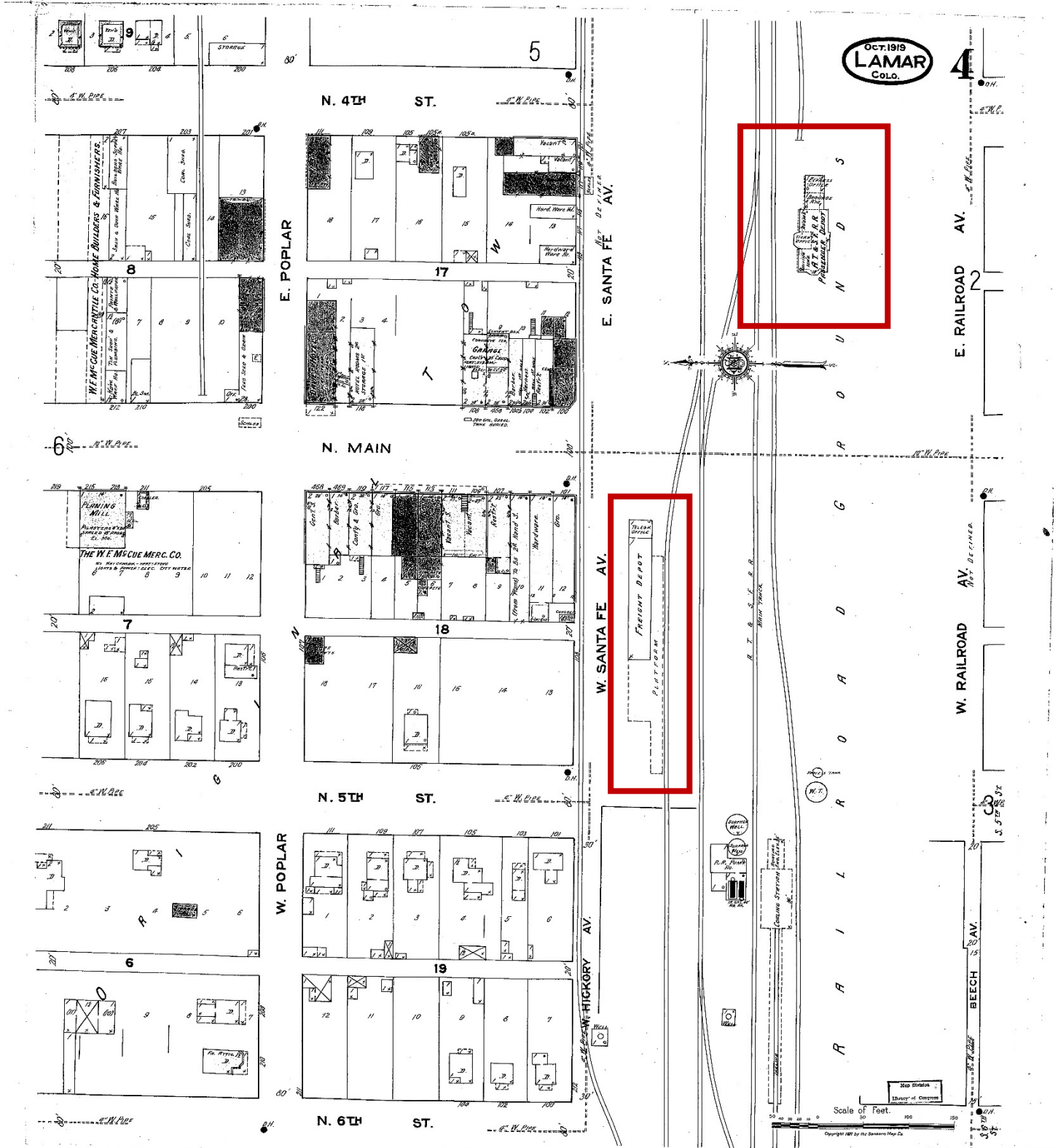


Figure 7: The 1919 Sanborn Map documents the location of the 1907 passenger depot and separate freight depot to the west.

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Figure 8: AT&SF Railway Passenger Depot ca. 1908. (Big Timbers Museum Archives)

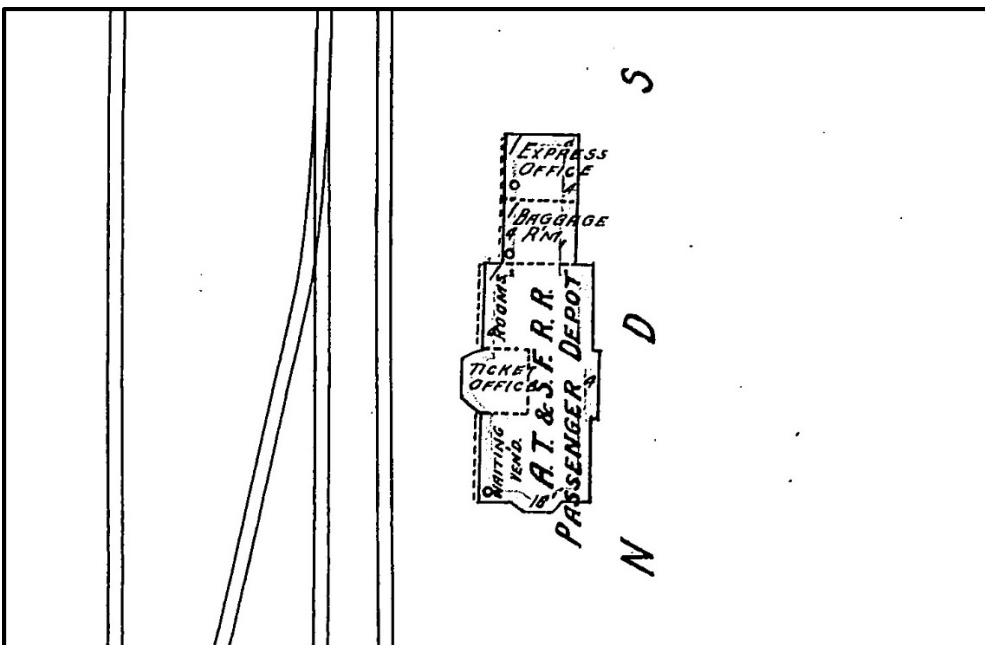


Figure 9: The 1919 Sanborn Map documented the interior layout of the 1907 passenger depot.

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Figure 10: The AT&SF passenger depots in Garden City, Kansas, (top) Las Animas, Colorado, (5BN.415) (middle) and Rocky Ford, Colorado, (5OT.190) (bottom), followed the same standardized design as the Lamar depot with some minor variations. (Source: Pounds, *Santa Fe Depots, the Western Lines*/Finney County Historical Society/John McCall Collection/Frank O. Kelley Collection)

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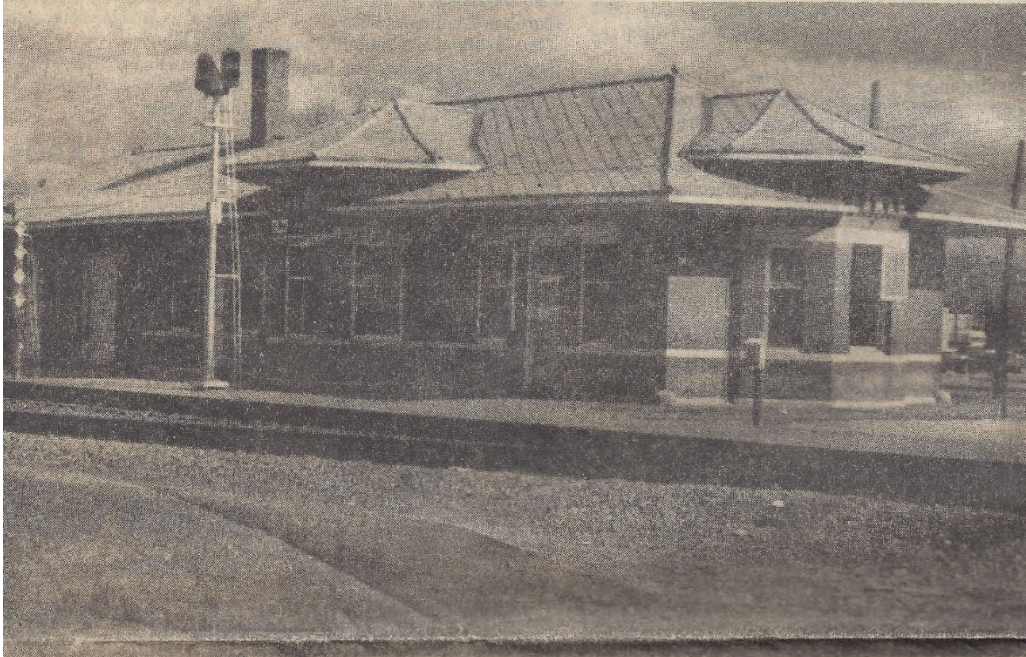
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As it looked in 1907

The Santa Fe Depot was nearing completion in this photo provided by Charlie Bates. The doors remained to be hung and the order pole and

tracks were not yet in place in front of the structure. Notice the tile roof.



The Depot today

The Santa Fe Depot as it looks today after 77 years of service.

(Photo by Virgil Cochran).

Figure 11: A 1984 *Lamar Daily News* article included photos of the depot in 1907 and 1977.

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Figure 12: Lamar depot in 1973. (Source: Pounds, *Santa Fe Depots, the Western Lines*/Collection of Harold K. Vollrath)



Figure 13: 1991 *Lamar Daily News* photo, documenting demolition of the Chamber of Commerce building formerly located between the depot and Beech Street.

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Figure 14: Dedication of the *Madonna of the Trail* monument took place on September 28, 1928 (Big Timbers Museum Archives)

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Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.