

United States Department of the Interior
National Park Service

National Register Listed
1-20-2012

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 an 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 10-9000a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name ATSF Motive Power Building
Other name/site number 177-3161

2. Location

Street & number 1001 NE Atchison not for publication
City or town Topeka vicinity
State Kansas Code KS County Shawnee Code 177 Zip code 66616

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 nationally statewide locally. (See continuation sheet for additional comments.)

SEE FILE

Signature of certifying official/Title Kansas State Historical Society Date _____

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 official /Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is

	Signature of the Keeper	Date of Action
<input checked="" type="checkbox"/> entered in the National Register. _____ <input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined eligible for the National Register _____ <input type="checkbox"/> See continuation sheet.		
<input type="checkbox"/> determined not eligible for the National Register _____		
<input type="checkbox"/> removed from the National Register _____		
<input type="checkbox"/> other, (explain:) _____		

ATSF Motive Power Building
Name of Property

Shawnee County, Kansas
County and State

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

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
1	0	total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)
NA

Number of contributing resources previously listed in the National Register
0

6. Function or Use

Historic Functions
(Enter Categories from instructions)

COMMERCE/TRADE: Business

Current Functions
(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN
MOVEMENTS: Commercial Style

Materials
(Enter categories from instructions)

Foundation - Concrete

Walls - Brick

Roof - Asphalt

Narrative Description

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

ATSF Motive Power Building

Name of Property

Shawnee County, Kansas

County and State

8. Statement of Significance

Applicable National Register Criteria

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

- 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 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 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

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

Areas of Significance

(Enter categories from instructions)

Commerce

Period of Significance

1910 - 1960

Significant Dates

1910-construction; 1930 addition

Significant Person

(Complete if Criterion B is marked above)

NA

Cultural Affiliation

NA

Architect/Builder

Santa Fe in-house designer; Francis M. Spencer-contractor/builder

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): Primary location of additional data:

- 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 # _____

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Santa Fe Railroad

ATSF Motive Power Building
 Name of Property

Shawnee County, Kansas
 County and State

10. Geographical Data

Acreage of Property- 2.23 acres

UTM References

(Place additional UTM references on a continuation sheet.)

1	1	5	2	7	0	1	0	6	4	3	2	6	2	4	2	3								
	Zone		Easting						Northing							Zone	Easting							
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 Brenda R. Spencer

Organization Spencer Preservation Date 15 September, 2010

Street & number 10150 Onaga Road Telephone 785-456-9857

City or town Wamego State Kansas Zip code 66547

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 SHPO or FPO for any additional items)

Property Owner

Name Richard D. Kready, Pioneer Motive Power Place, L.P

Street & number 1200 S. Kansas Avenue Telephone 785-232-1122

City or town Topeka State KS Zip code 66612-1331

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16) U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 2050

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 7 Page 1

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

7. Narrative Description

The Motive Power Building was constructed in 1909-1910 to serve as offices to the adjacent railroad shops. The building is located east of the Santa Fe shops at the base of the Branner Street Viaduct, constructed by Santa Fe for improved access to the shops and building. Reflecting modern construction techniques with its exposed concrete structure, the Motive Power building reflects Progressive Era tenants of simplified, symmetrical facades with applied ornament. Classified as a Commercial Style building with Classical Revival detailing, the entablature at the central entrance and massive cornice brackets are the original building's only ornamentation.

The building is comprised of two parts: the north portion is the original structure, constructed in 1910. It is a 3 ½ -story concrete structure. The south portion of the building was constructed as an addition in 1930. It is a 4-story concrete structure with a connecting bay that includes a below-grade loading dock between the two parts (forming a "U"-shaped plan). Both structures have basements that are partially above grade and are defined by an exposed concrete skeleton grid that has been painted white. Each bay within the grid is generally comprised of red brick walls with replacement windows.

The original building faces north toward Atchison Avenue. The front facade is five bays wide, symmetrical with a central entrance, raised above grade. The entry is framed by a cast-stone entablature with fluted round Doric columns. A simple concrete stepped cornice caps the original building. The Santa Fe Railroad logo is cast into the cornice over the central entry and on the entablature surrounding the entry. Fluted cornice brackets with dentils/drops correspond to the skeletal grid, further defining each bay.

The south addition is distinguished from the original building on the north by its height and treatment of the building cap. It has a cast-stone cornice band with a brick parapet that has a simple stone cap, but replicates the cornice brackets on the original building. The 4th floor is recessed one bay on the corners of the building. The 4th floor window in the center on the east and west sides of the addition is a tripartite unit with a stone surround. A cast-stone panel with the blue Santa Fe Railroad insignia is inset in the center of the parapet. The primary entrance into the addition is located on the west side of the connector bay. A second entrance is located at south end of the west facade. Each of these west entrances are defined by a cast-stone surround. A secondary entrance is also located at the south end of the original building. A ramped loading dock provides exterior access on the east side of the connector bay, at the basement level.

The interior of the building has been remodeled on multiple occasions and generally is comprised of contemporary partitions, sheathed columns, carpet or tile floor coverings, and suspended ceilings. The concrete structure is exposed at the ceiling in some areas. Original extant features include a vault in the original building; the stairways with cast-iron railings and newel post, and the auditorium with original balcony, proscenium and stage in the addition.

Site

The Motive Power Building is located on the east side of the Santa Fe shops in the Oakland neighborhood of Topeka. The shop complex is located northeast of downtown Topeka, east of the I-70 loop through downtown and south of the Kansas River. The original building, the north half of the existing building, fronts NE Atchison and is bordered on the west by NE Branner Street and the vacated SE 1st Street on the south. The railroad shops are located west of the building but the Santa Fe yards extend beyond the site on the west and south. The Branner Street viaduct was constructed by Santa Fe

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 7 Page 2

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

to access the shops and Motive Power Building in 1924. The viaduct is elevated over the parking lot on the west side of the Motive Power Building. A paved alley defines the eastern border of the site with the rear of residential lots abutting on the east side of the alley. Our Lady of Guadalupe Church, a prominent landmark in the Oakland neighborhood is located across the street, north of the Motive Power Building on Atchison.

The site is generally paved with parking on the south and west sides of the building and an alley on the east. A small paved parking area is located off Atchison at the front of the building. The building is setback on the north and west with a small lawn and mature trees. A concrete sidewalk extends around the perimeter of the building on the north and west and provides access to the multiple building entrances. The loading dock, located on the east side of the connecting bay, is accessed from the alley on the east. The ATSF fire station was located on the site, south of the Motive Power Building, constructed in 1930 with the addition (no longer extant). An aerial photograph and map are provided in "Additional Documentation."

North/Original Building

The building is comprised of two rectangular forms with a narrow connecting bay on the west that creates a U-shaped footprint. The north block is the original structure, constructed in 1910. It is five bays wide and eight bays long. The concrete structure is exposed, defining the bays vertically and the floors horizontally. Red brick walls infill the concrete grid, with windows in each bay, at each floor level. The foundation/basement level is concrete and a concrete cornice caps the building, completing the structural grid. The cornice is a simple squared projection with a stepped parapet above culminating with the Santa Fe Railroad insignia in the center, over the front entry. The projecting cornice is supported by large brackets that are fluted with dentils at the bottom. The brackets give the vertical concrete bands the appearance of pilasters, although the structural grid is flush with the brick infill. All of the concrete components are painted white, contrasting with the red brick.

Three-and-a-half-stories in height, the basement level is partially exposed above ground. The front building entrance is raised a half-story above grade, accessed by concrete steps in the center of the north facade. A one-story rectangular entablature is supported by fluted Doric columns at the front entrance and features the Santa Fe Railroad insignia. A replacement, the entry bay is comprised of a set of aluminum-framed glass doors with sidelights and transom. The entrance originally provided exterior access to the basement through arched openings on the east and west sides of the entry bay. Evidence of the former arches is visible but the openings have been infilled. The basement windows and the former window well along the north facade have also been infilled. These alterations likely occurred with the 1930 addition when the primary entrance was likely changed to the new addition.

The original windows varied in style based on location. The first floor featured Chicago-style tripartite windows comprised of double-hung units flanking a central single light, with transom panels above. The basement and upper level windows were paired double-hung units, with smaller windows located on the 2nd floor above the entablature, and flanking the front entrance at the basement level. According to the original drawings, the double-hung units were uniquely configured with a smaller upper sash. The windows have formerly been replaced on both buildings. The replacement units are aluminum-framed with double-glazing and an anodized finish. Although clearly contemporary, the replacement windows fill the original masonry openings and are similar in style to the original windows. The brick sills and lintels are flush; on the upper windows, the lintels are a vertical stretcher course and the sills a vertical header course. The basement windows have squared concrete returns with no delineation of sills and lintels.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 7 Page 3

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

The east and west sides are similarly configured with the exception of a secondary entrance on the west facade. The sides are eight bays wide. The center two bays are narrower than the flanking end bays, resulting in subtle distinctions in the fenestration. The ground floor windows are paired versus tripartite units on the remaining bays, and there is no masonry pier between windows on the upper levels and basement at the center bays. The end bays project slightly and feature a stepped parapet, defining the ends of the building. A secondary building entrance is located on the west facade, one bay in from the south end, resembling the configuration of the front entrance but without the entablature. The entry is above-grade accessed by concrete steps; the base of the stairs features an arched opening at the basement level. The entrance is comprised of a single door with flanking windows. A brick bulkhead is in place beneath the windows. Like the front doors and windows, the doors are contemporary replacements, but this entrance retains the arches at the basement level. Also unlike the front of the building, the sides retain the original basement window openings and a concrete window well along the entire facade. The south facade of the original building is visible from the east side of the building with detailing matching the rest of the building. A steel fire-escape is in place at the center bay, providing access from the roof/penthouse bay.

A penthouse, originally used as the blueprint room, extends above the roofline on the south half of the building. The penthouse is two bays wide and located one bay inset from the south end of the building; it has non-historic metal siding and some wood infill. Obscured by the parapet, the roof on the main building and penthouse are flat with a tar coating. The south addition also has a flat roof, obscured by the parapet with multiple roof ventilators.

Connecting Bay

A narrow bay was constructed at the time of the south addition, to connect the addition to the original building. The connector bay is three bays wide north to south and aligns with the west facades of the original building and addition. Matching the construction and materials of the two flanking sections, the connector has an exposed concrete structural grid and red brick infill with pairs of windows in each bay. The center bay is slightly wider than the two end bays and has a set of tripartite windows on the upper floors and a secondary entrance on the 1st floor. The entrance is above grade accessed by concrete steps that are framed by stone half-walls. A cast-stone surround features turned pilasters framing the doors. The entry is comprised of a pair of contemporary doors with glass sidelights and a transom. The connector lacks the ornamentation seen on both buildings. There is no cornice but the vertical concrete bands extend above the roofline with a triangular cap and have a blue tile inset, matching the tile in the Santa Fe Railroad insignia on the parapet.

On the east, the connecting bay is asymmetrical in form with a one-story bay extending further west that serves as a ramp to the basement level, and a three-story bay that forms an L-shape footprint abutting the north side of the south addition. The connecting bay serves as a mechanical/service bay at the basement level and generally as a corridor on the upper levels.

South Addition

The original building was doubled in size with the construction of an addition, south of the original building, in 1930. As noted above, the addition is connected to the original building by a three-story structure. The addition, constructed twenty years after the original building, closely matches the style and detailing of the original structure. Close inspection reveals subtle distinctions in the massing and detailing.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 7 Page 4

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

The addition is 4 ½ - stories in height with the basement level partially exposed above grade, like the original building. It is a concrete building with an exposed structural grid and red brick walls. Also like the original, the basement is concrete and the building has a projecting cornice. However, the cornice is cast-stone and has not been painted. A stone frieze/band is located beneath the cornice and a brick parapet extends above, capped by a simple stone cap. A stone pediment defines the center bay on the east and west facades and the windows in the center bay of the 4th floor feature an elaborate stone surround. The addition is five bays wide, matching the original structure however; it is seven bays long, one bay shorter than the original building. This difference is downplayed through articulation of the facade. The center five bays are symmetrical with stone detailing. The end bays are three-stories in height, stepping back to full height one bay in. Furthermore, the end bays feature cornice brackets that match the original building, versus the stone frieze capping the center bays.

The west facade serves as the front of the addition with an entrance at the south end bay on the west facade. The entry features a simple stone surround similar to the entrance in the connecting bay. The surround features a tiled Santa Fe Railroad insignia and turned pilasters framing the door.

Although no drawings or photographs have been found to document the original openings, it is likely that the original doors and windows were similar in style to those on the original building. The primary difference is that the upper floors of the addition house an auditorium and therefore, there are some deviations in the size of openings at the balcony and back stage areas. Some openings on the south facade are infilled with brick that matches the exterior facade. The infill appears to be original to the building's construction, likely reflecting utilitarian backstage spaces that required limited natural light. A set of double-doors are located backstage, in the center bay of the 3rd floor. A steel fire escape provides egress from these doors.

With the exception of the entry bay, the east facade is identical to the west, including the recessed end bays on the 4th floor, the central pediment, and ornate stone window surround at the center bay of the 4th floor. A steel fire-escape is located in the center of the east facade, providing a second exit from the auditorium on the 3rd floor. Like the original building, a common window well runs along the basement windows. On the east facade, mechanical equipment is extant at some openings and, as noted above, the east side of the connecting bay serves as a rear service area.

Interior

The interior of the building has been modified on multiple occasions and reflects the long-term use as the railroad shops office building. The level of historic integrity varies based on location. With few exceptions, the existing finishes are contemporary with original finishes formerly removed or severely compromised.

The north section, comprised of the original building, retains little historic character on the interior. The basic circulation plan corresponds to the original design but the stairs and corridors have been modified with new walls and finishes. The plan configuration is generally an "L" shape connecting the front entrance in the center of the north facade, to the rear entry at the south end of the west facade. An elevator is located on the east side of the central corridor, at about the mid-point of the north-south corridor. The elevator retains its original location, although there were originally two elevator cars and only one remains. A vault was located south of the elevator and is extant on each floor. The vault has a simple, painted metal door. The restrooms, originally flanking a light shaft, were originally located on the

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 7 Page 5

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

north side of the corridor, inside the rear entry. The restrooms remain in this general location although the light shaft is now used for mechanical space, and the restrooms have been expanded, reducing the width of the corridor. Stairs were originally located in the corridor, inside each entrance. The rear stair was likely removed when the building was expanded in 1930. The front stair remains but has been enclosed, reducing the width of the stairway. Offices have been partitioned throughout each floor. Originally, individual offices were located along the north end of each floor and rooms were partitioned around the elevator core and restroom core. The remainder of the space was generally large rooms/offices for clerks. The basement level is the only location with plaster walls exposed, although some plaster walls likely remain in place throughout the building obscured by current finishes.

The exposed walls are contemporary, most extending only to the height of a suspended ceiling. The concrete structure is exposed and visible above the suspended ceiling with remnants of plaster walls and ceilings in select locations.

Sanborn Maps date the south addition to 1930, and the connecting bay was built at the same time. No plans have been found to document the original design and configuration of these spaces. However, the connecting bay, essentially served as an expanded corridor connecting the two buildings. An opening was cut in the south wall of the original building, extending the corridor from the rear entry into the connecting bay. The addition included two primary entrances on the west facade, one in the center of the connecting bay and one at the south end of the west facade. A stairway is located inside the southwest corner of the south building, and the new main stair, a split stairway, was located in the center of the north end of the south building, accessed by the corridor in the connecting bay. The entrances and the stairways remain in their original location and the stairways generally retain their original design and materials with an ornamental brass balustrade. A plaster arch spans between two columns on each side of the double-stairway framing a stair lobby at the north end of the addition. The arches are extant and visible in most locations although the stair lobby has been enclosed with contemporary wall construction on some floors and the top of the arch is obscured by a suspended ceiling in some locations.

The first and second floors of the south addition were generally large open spaces with some contemporary walls partitioning offices or rooms around the perimeter. These areas have contemporary finishes including a suspended acoustical-tile ceiling and carpet. The only exposed historic features are the stairways and plaster arches noted above. The basement level retains the original office configuration with a central corridor featuring paneled wood doors with operable transoms and some interior windows into the corridor. Walls are generally plaster with concrete floors and exposed concrete structure at the ceiling.

The most historically-intact interior space is the auditorium, located on the third floor of the south addition. This is a two-story space with a balcony at the north end and stage on the south. The proscenium arch is extant, as is the wood stage. The auditorium has a wood floor and acoustic panel ceiling, laid in an intricate geometric design. Original light fixtures are in place, as are wood theater seats in the balcony. The fourth floor is split to include back stage support functions and the balcony seating, with the two-story auditorium/gymnasium between.

Summary

The Motive Power Building retains a significant degree of historic integrity and is an excellent example of a Progressive Era, Commercial Style building. Constructed in 1910, the building took its current form

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 7 Page 6

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

following its expansion in 1930. With the exception of the replacement windows and doors (and alteration of some openings), there have been few alterations to the building's exterior.

Remodeled on multiple occasions to meet the ever-changing needs of the railroad shop offices, the interior of the building retains a lower degree of integrity. The original building entrances and basic circulation patterns remain. The interior of the original building and the first and second floors of the south addition have been compromised by contemporary alterations. Exposed walls and finishes throughout these areas are contemporary. Character-defining features on the building's interior include the auditorium and stairways in the south addition. The basement retains some original features and finishes with plaster walls and paneled wood doors with operable transoms.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 7

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

8. Statement of Significance

The Atchison Topeka & Santa Fe (ATSF) Motive Power Building was constructed in 1910 as the railroad shop offices. The motivation behind the new structure was to house the office departments of the motive power and mechanical departments in one building. The original structure was doubled in size with an addition in 1930 and continually served as the shop office building until its closure in 2002. The ATSF Motive Power Building is being nominated to the National Register under Criteria A. Significant on a local level in the area of Commerce and Trade, the Motive Power Building exemplifies the long-term commitment Santa Fe made to Topeka when they located their first shops in Topeka, and is a physical reflection of the shared history of Topeka, Oakland and Santa Fe as the railroad and city grew.

The building's period of significance spans from the building's construction in 1910 to 1960, reflecting the fifty-year age threshold. The Motive Power Building continually served the railroad as its shop offices from 1910 until 2002. It took its current form with the 1930 addition and retains a high degree of historic integrity.

Topeka and Santa Fe

Cyrus K. Holliday was among a small party to select a site on the bank of the Kansas River in November of 1854. Holliday became president of the organization to plat and sell lots in a town they named "Topeka." This was only the first of Holliday's actions that would forever give him a place in Topeka's history. Perhaps best known as the first president of the Atchison Topeka and Santa Fe Railroad, Topekans have Holliday to thank for his tireless efforts to link the futures of Topeka and Santa Fe Railroad. As a member of the Territorial Legislature, Holliday introduced a bill in the 1859 session, to incorporate the Atchison and Topeka Railroad. As president of Santa Fe, Holliday's early efforts suffered setbacks with the drought of 1859, the grasshopper plague of 1860, and the Civil War. Holliday worked relentlessly lobbying local, state, and national officials for support of the railroad. Two years after Kansas attained statehood, in 1863, Congress acquiesced with a land grant of nearly three million acres, which the company would receive only if the railroad was able to reach the Colorado border within ten years.¹ The route was to be from Atchison to Topeka and then southwest along the Santa Fe Trail. The name of the company was changed that year, to the Atchison, Topeka & Santa Fe Railroad. In October 1868, nearly ten years after the granting of the first charter, the work building the road was begun.² When Santa Fe started laying tracks in 1868, its eastern terminus was Topeka, rather than Atchison. It wasn't until 1872 that complaints from Atchison citizens finally resulted in construction of a link between Atchison and Topeka.³ The ATSF line reached Dodge City in August of 1872 and the company met their deadline of reaching the Colorado border in 1873.⁴

During ATSF's early years, Holliday's efforts were divided between advancing the railroad and getting "his town," Topeka, selected as the state capital. Holliday had served as a legislator since statehood and served three terms as mayor of Topeka. Holliday surprised many when he announced that he would not seek a fourth term as mayor and supported Henry Bartling as the mayoral candidate. Bartling was elected in 1873. And shortly after the election, with Holliday working in the background, the city of Topeka issued \$100,000 in general obligation bonds for the assistance of the Atchison, Topeka and

¹ Pamela Berkman, *The History of the Atchison Topeka & Santa Fe*, (New York: Smithmark, 1995) 8.

² William G. Cutler, *History of the State of Kansas*. (Chicago, IL: A.T. Andreas, 1883).

³ Deon Wolfenbarger, *Historic Railroad Resources of Kansas* National Register Multiple Property Documentation Form, 2001: 30-31.

⁴ Cutler.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 8

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

Santa Fe Railroad. Holliday convinced railroad officials to agree to strict conditions in order to receive the bonds. The company agreed “to forever hereafter permanently maintain and keep its said general offices, principal machine, car, and repair shops at the said city of Topeka....bound unto said city of Topeka in the penal sum of two hundred thousand dollars to be paid to the said city of Topeka...” Risking a penalty of \$200,000, Holliday not only secured the initial location of Santa Fe offices and shops for his city, but also secured for Topeka the permanence of their location.⁵

The Santa Fe Shops in Topeka

Having operated for more than a decade with no commitment on a permanent location of its main shop, Topeka’s commitment of bonds in 1873 started a building program that forever changed the face of Topeka. A small, two-stall roundhouse had been built in Topeka in 1868. In 1874, one large shed was erected to house the car, machine, and blacksmith departments. This shop building was used that first winter, as a dormitory for several hundred land-seeking Mennonites.⁶ An announcement in the *Commonwealth* newspaper July 31, 1878 heralded, “At last the Atchison, Topeka & Santa Fe Railroad Company has purchased of J.R. Mulvane and Theo. Terry, the King Wrought Iron Bridge Manufacturing and Iron Works that have so long lain idle.”⁷ That acquisition, renovated for railroad use, gave Santa Fe its first adequate shops. As the line grew, shops were established outside of Topeka with Nickerson and Dodge City also becoming repair centers.⁸ In 1881, the Topeka shops underwent a great expansion, an investment of \$200,000, nearly doubling their size.⁹ Corresponding to an increase in locomotive size, a new, larger roundhouse was built, closer to the main shops, in 1882. Growth of the shops reflected expansion of the rail line and technological advancements. Santa Fe celebrated its 25th anniversary in 1897 announcing *The Player* – “The Finest Locomotive in the West planned and built in Topeka.” The new tandem compound passenger locomotive was named for its designer, John Player, master mechanic of the Santa Fe road.¹⁰

The turn of the century represented a new era for Santa Fe. In May 1900, a *Topeka Capital* headline called out, “Great Boom for Santa Fe Shops.” The company asked Topeka citizens to support a bond proposal to acquire a new site for the shops. The shops were relocated to the Oakland neighborhood in 1902. When completed, the investment was nearly \$400,000 and employed 3,000 men. In 1910, the new Machine and Boiler Shop and new car repair building were completed. The shops covered nearly 120 acres and each of these buildings measured nearly 900 feet in length. 1911 headlines touted “The Santa Fe Has Built, in the Topeka Shops, the Largest Locomotive in the World.” Previously purchasing their Mallet Locomotives from Baldwin Locomotive Works, the new shop facilities allowed Santa Fe to build their own locomotives, reducing operational costs. *Santa Fe Magazine* featured a 38-page article “The Santa Fe in Topeka” noting that “among the largest and most completely equipped railroad shops plans in the United States is that owned by the Santa Fe and located in Topeka.” “A Glimpse of the Santa Fe Shops” in the 1911 *Topeka Capital* captured the feeling of pride the city took in the railroad and specifically, the shop facilities, “Other cities are known for their industries of which they are proud...but here in the shops of the Santa Fe in the city of Topeka, with 50,000 inhabitants, are built the largest locomotives in the world, modern passenger and freight cars, motor cars which make the world sit up

⁵ William E. Treadway, “The Santa Fe – A Child of Topeka,” (Topeka, KS: Shawnee County Historical Society, No. 56, December, 1979) 1-5, 160-161.

⁶ “Shops are Largest,” *Topeka Journal*, October 28, 1968.

⁷ Warren Taylor, “The Shops Make Headlines,” (Topeka, KS: Shawnee County Historical Society, No. 56, December, 1979) 103-105.

⁸ “Shops are Largest.”

⁹ Taylor, 104.

¹⁰ *Ibid*, 105.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

Section Number 8 Page 9

and take notice..." The article also noted that one of the features of the shop group was the new motive power office building, occupied in January this year (1911).¹¹

In 1921, an average of 2,600 men was employed at the shops with the monthly payroll averaging \$280,802 – over \$3 million annually. The Depression hit Santa Fe like the rest of the county. Layoffs were announced; slack business on the line being the reason cited. In 1938, the shop was down to three-day work weeks for several months. With the war eminent, Santa Fe announced a major development program in 1939 to include reconstruction of 900 box cars in Topeka and an accelerated locomotive and car repair program. By 1941, headlines boasted Santa Fe's war efforts. The article stated, "National defense demands ...have reached the vast Santa Fe railroad shops here now – and a new box car is rolling out into service every hour." By 1943, the company had added over 600 employees and in 1944, women filled traditional jobs held by men as the shops increasingly lost laborers to the draft.¹²

Repair of steam locomotives was the primary role of the shops through the late 1940s and early 1950s. With the transition from steam to diesel power, changes were eminent. Diesel locomotives required much less servicing than steam engines and the shops entered a transitional period. During World War II, Santa Fe enlarged and remodeled the freight car shop to accommodate a special type of box car for high-class loadings. With its new function focused on freight cars, the Topeka facility became the largest and most modern anywhere.¹³

President Eisenhower announced his plans for an interstate highway system in 1954 and the Federal Highway Act was passed in 1956. The Kansas Turnpike was completed in October 1956, paralleling the Santa Fe Railroad. With the resulting loss of passenger revenues, many local passenger trains were discontinued. In October 1967, the federal government took all the mail off the railroads, moving it to the airlines. The resulting loss of revenues forced further reduction in passenger service. Santa Fe discontinued all passenger trains on April 30, 1971, after 102 years of serving the traveling public. The next day, May 1, 1971, the National Railroad Passenger Corporation (Amtrak) took over the operation. Only one train passed each direction through Topeka. And again, the shop facilities adapted.¹⁴

The 1966 tornado had caused extensive damage to the shops, leading to further enlargement and modernization of the facilities. The car shop was previously 900' in length; the enlarged facilities measure 2,090 feet from east to west.¹⁵ Santa Fe celebrated their 100th anniversary in 1968. Conversion to freight car construction and repair proved a successful transition from production and repair of steam locomotives. More than 900 new freight cars were built in Topeka in 1968. The year also marked closure of the Wichita shops which resulted in a move of 150 families to Topeka and an increase in the shop production.¹⁶ In 1969, the Topeka shops received orders for 1,325 new rail cars, part of 2,600 new freight cars Santa Fe planned to build that year.¹⁷ At that time, the shops occupied 140 acres of land on which there were 125 buildings and 20 miles of track.¹⁸ By the late 1970s, the freight car shop was building five new cars a day, in addition to repairing freight cars. In 1977, 3,657

¹¹ Ibid, 108-110.

¹² Ibid, 179-180.

¹³ "Shops are largest."

¹⁴ Taylor, 167.

¹⁵ "Shops are largest."

¹⁶ "Santa Fe's Growth Outstanding," Topeka Capital, March 4, 1969.

¹⁷ "Large Order for Santa Fe Shops."

¹⁸ "Santa Fe's Growth Outstanding," Topeka Capital, March 4, 1969.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 10

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

cars were given heavy repair and 3,278 were given light repairs. Santa Fe has built or equipped over 44,000 freight cars with shock control since building the first freight car in 1958 at the Topeka shops.¹⁹ The Atchison, Topeka & Santa Fe railway officially ceased operations on December 31, 1996 when it merged with the Burlington Northern Railroad to form the Burlington Northern and Santa Fe Railroad (BNSF). The railroad maintains a strong presence and commitment to Topeka. BNSF remains one of the largest employers in the city. They built a new office building in Topeka in the 1980s and, although the Motive Power Building was vacated by the railroad in 2002, the adjacent shops have actually expanded. The Topeka shops continue to build and service locomotives and freight cars for the BNSF line.

The Santa Fe Shops and Oakland

Present-day Oakland was settled prior to statehood by families including Charles Sardou and Gilbert Billard in 1854. However, it was not until 1886 when J.B. Bartholomew and John Norton, as the Central Investment Co., bought up farms in the area that Oakland attracted residents by significant numbers. The original plat, bounded by Chester, Straight, North, and Center Avenues, was named Oakland Center. The town was promoted as an escape from the "city" life of Topeka enhanced by its location adjacent to the new "resort-like park, Oakland Grove Park. Bartholomew and Norton invested in a local transit company to provide access from Quinton Heights to Oakland Center. The developers advertised "there is not one shanty in Oakland;" lots that originally sold for \$75 climbed to \$1000 in a short period. This early success was based on Oakland's country resort image, to escape the city. Oakland Center was organized in 1889; its name was shortened to Oakland and was incorporated as a city of the third class.²⁰

Contributing greatly to the area's growth, Santa Fe Railroad relocated their shops to Oakland in 1902. The first Oakland city election was held February 2, 1904. By 1915, the city was thriving with a population of 1,800. Santa Fe built the Branner Street Viaduct in 1924 for improved access to their Motive Power Building and shops. By 1925, Oakland's population had grown to 2,500 and on October 25, 1926, Oakland was annexed by the City of Topeka as the city's 7th ward.

The City of Topeka's *Oakland Neighborhood Plan* (2004) describes Oakland's immigrant heritage. Now widely known for its annual Mexican Fiesta, Oakland's first immigrants were German-Russians. German-Russians began arriving in Kansas in the 1870's. Many of these immigrants moved on to central Kansas, but a large number stayed in Topeka to work for Santa Fe. At first, the immigrants moved to North Topeka along the banks of the Kansas River, particularly the Little Russia area. Following Santa Fe's relocation of their shops in 1902 and the flood of the Kansas River in 1903, many moved to the German-Russian area on the east side of the shops, in Oakland. Santa Fe encouraged development of the area by building working class homes for their workers. The shops continued to bring laborers to Oakland and expanded the town to the south around the shops. Oakland turned into a working-class city, quite different from its origins as a country resort.²¹

According to the *Neighborhood Plan*, the Mexican Revolution, the 1903 Kansas River Flood, World War I, and Santa Fe, were the primary factors that brought the first Mexican immigrants to the Oakland area to live and work. The United States was faced with a shortage of labor due to war while Mexico was

¹⁹ Gomer Jones. "Topeka Shops Today," (Topeka, KS: Shawnee County Historical Society, No. 56, December, 1979) 158.

²⁰ Eileen Charbo, "Oakland's First Hundred Years," (Topeka, KS: Shawnee County Historical Society, No. 64, November, 1987) 1-5.

²¹ Oakland Neighborhood Plan," (City of Topeka, March, 2004) 3-7.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 11

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

struggling with revolution. A stoppage of European immigration during wartime left industry leaders challenged to find new labor forces. Santa Fe, like many major industries, literally met potential laborers at the country's southern border and offered travel expenses to the cities where labor was needed, such as Topeka. The first Mexicans arriving in Topeka mostly lived in the area known as La Yarda or Little Mexico, near 6th Avenue and Shunga Creek. In 1914, Pedro Lopez and Father Ocampo assisted with organizing a new Mexican Catholic Parish in Oakland. They rented a small building at the corner of Crane and Branner, across from Santa Fe's new Motive Power Building, which would serve as the parish church for eight years. In 1923, a new parish church and school, Our Lady of Guadalupe, were built and in 1924, the Branner Viaduct was constructed right in front of the church. "Damage money" was paid to the church, financing the construction of Guadalupe Hall, the activity center and home to fundraising activities. Father Quartero formed the Fiesta Mexicana in 1932 to help raise money for the Our Lady of Guadalupe School. The Fiesta has grown into a week-long carnival, one of the largest annual celebrations in Topeka and a successful fundraiser for Our Lady of Guadalupe. The City of Topeka evacuated La Yarda in 1939 due to unsanitary conditions. Many of the residents moved to Oakland, on the east side of the Santa Fe Shops. Construction of new Our Lady of Guadalupe facilities began in 1947 and in 1953, the existing parish school was completed across the street from the Motive Power Building.²² Santa Fe was continually a prominent physical and economic presence in the Oakland neighborhood from the time they relocated their shops there in 1902.

The Motive Power Building

Excavation began for the new Santa Fe Shop Office Building, named the Motive Power Building, in 1909. An article in the *Topeka Daily State Journal* in October 1909 announced that houses occupying the site at the corner of Branner and Crane (later renamed Atchison), were being moved and that excavation would begin the following week. The article went on to describe the new shop offices:

It is to be a four-story structure built of brick and cement blocks, and will be 72 feet wide by 120 feet long. When completed, all the office departments of the motive power and mechanical departments will be in the same building. The basement of the new office structure will be occupied mostly by the mechanical department who has jurisdiction over the entire system. The testing forces will also occupy a portion of the basement. The first floor will be occupied by John Purcell, superintendent of the shops, superintendent of the mechanical department, the telegraph department and the bonus supervisors of the division and local shops. The second floor will be the suites of the assistant superintendent of motive power, the mechanical engineering department, and the clerks and office forces of each. The third floor will contain the offices of the superintendent of motive power, the electrician, the electrical engineer, general airbrake instructor, general boiler inspector, and the blue print room. The new structure is to be "modern in every detail" with two passenger elevators, large lavatories and washrooms, and all the modern conveniences. The building will be set back from the street to make room for a lawn, cement walks and drive. The article included a rendering of the new shop office (provided in "Additional Documentation").²³

Original drawings of the building, revised in January, 1910, illustrate subtle changes in the design and appear to reflect the actual construction (provided in "Additional Documentation").²⁴ The builder of the Motive Power Building was F. M. Spencer and Son. Francis Spencer had been engaged as a building

²² Ibid, including quotes from "The Little City that Was, The Story of Oakland as a City and a Neighborhood" by Kris Schultz, 2002.

²³ "Railroad News," *Topeka Daily Capital Journal*, October 1909.

²⁴ Original drawings acquired from BNSF Railroad.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 12

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

contractor since 1888. Some of his more notable contracts included the Santa Fe Hospital in Mulvane, Kansas, several railroad commissions like the Santa Fe depot and office building in Marceline, Missouri and a Union depot in Salina, and the New England Building and St. Francis Hospital, in addition to the Motive Power Building in Topeka.²⁵

A dinner at the Commercial Club, given in December 1909 to honor E.P. Ripley, president of Santa Fe cited the numerous accomplishments and plans of the railroad in Topeka. A new office building was under construction in downtown Topeka, which would house the nearly 1,000 employees of the general offices. Also under construction, at a cost of nearly \$200,000 were the new shops offices which would house the 300 employees now located in various shop buildings.²⁶ The Motive Power Building was occupied in January 1911. An undated postcard provides an early view of the completed building (following in "Additional Documentation").²⁷ Home to the railroad's shop offices, the Motive Power Building is locally significant as a reflection of Santa Fe's role as one of Topeka's major employers and its long-term commitment to Topeka as home to the railroad shops, as well as, ATSF's corporate offices.

The original Motive Power Building was expanded in 1930 with a large addition on the south and a corridor that connected the addition to the original building. Also included in the 1930 expansion was a two-story, free-standing fire department, located south of the addition. This building served as headquarters for the ATSF Railroad Fire Department Headquarters.²⁸

Santa Fe's commitment to its employees was demonstrated early on by the company's establishment of hospitals, YMCA's and developing affordable homes for its employees. The Oakland neighborhood was home to a great number of Santa Fe workers and the Motive Power Building functioned almost as a community/social center. The building served not only as the Santa Fe shop offices, but as a community center for its employees and their families. The auditorium, on the top floor of the 1930 addition, was used for social activities and included performances by the Santa Fe employees' band.

The shop employees ardently competed with teams from the general offices, and others in the community in athletic leagues and recreational activities. Some accounts actually credit Santa Fe employees for inventing the game of softball. In 1916, a group of employees at the Motive Power Building adapted rules of baseball and modified the ball itself, to accommodate a smaller playing area – the lot south of their building²⁹. Due to space constraints, the bases were placed closer together. Indoor bats and balls proved unsatisfactory to the participants and the upholstery shop experimented with a larger, softer ball. Successful in their adaptations, a fast-paced, two inning "softball" game evolved, that could be played over the noon hour. By 1920, a league developed, results and statistics of which were published in the *Topeka State Journal*. Later teams of Santa Fe employees completed against softball teams in a city league.³⁰

This family-friendly corporate/social culture continues. At the time of its closure in 2002, a portion of the Motive Power Building was being used for child-care and after-school activities. Santa Fe has long been

²⁵ William Elsey Connelley, *A Standard History of Kansas and Kansans*, (Vol. 4, 1918) accessed on-line at books.google.com.

²⁶ "Was A Big Event – Ripley Dinner by Commercial Club a Success," *Topeka Journal*, December 11, 1909.

²⁷ Author's personal collection.

²⁸ Sanborn Fire Insurance Map, 1933-50.

²⁹ Some accounts mention adapting the game to play indoors in the Motive Power Building.

³⁰ Bob Knecht and Virgil Dean, "Play Ball—Kansas Style," (Topeka, KS: Kansas State Historical Society, 1997) and "Softball" accessed on-line at kshs.org/kansapedia/softball/12208.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 8 Page 13

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

recognized for its commitment to its employees and the Motive Power Building played a prominent role in the lives of many Santa Fe shop employees and their families.

Summary

The Motive Power Offices of the Santa Fe Railroad are an excellent representative of the prominence and importance that the railroad played in the development of Topeka. Santa Fe's location of their offices and first shops in Topeka in 1874 sealed the long-term relationship between the railroad and the city. Their move to Oakland in 1902 was one of many expansions of the shop facilities that would make the railroad shops one of Topeka's largest industries and change the future of the Oakland community. Surviving the industry's transition from steam to diesel power and the termination of passenger service, the shops evolved to meet the railroad's changing needs but retained a prominent presence in the city for more than one hundred years.

The Motive Power Building doubled in size in 1930, continually served as the shop offices for the Santa Fe Railroad until the building's closure in 2002. The building and the adjacent shops (not included in this nomination) are a physical reminder of the role Santa Fe played in the development of Topeka, and the role Topeka, and one of the city's founding fathers Cyrus K. Holliday, played in the development of the Santa Fe Railroad.

The building retains integrity of location, setting, design, materials, and workmanship reflecting its original design and character. The ATSF Motive Power Building is nominated to the National Register of Historic Places under Criteria A, locally significant in the area of Commerce and Trade.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 9 Page 14

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

9. Bibliography

Blackmar, Frank W., ed., Kansas: a cyclopedia of state history, embracing events, institutions, industries, counties, cities, towns, prominent persons, etc. Chicago, IL: Standard Pub. Co., 1912.

Connelley, William Elsey. A Standard History of Kansas and Kansans. Vol. 4, 1918. Accessed on-line at <http://books.google.com/books>.

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

Fifty Years of Santa Fe, Santa Fe Magazine. Vol. 17, No.2: January, 1923. 27-47.

"General Office - Motive Power at Topeka, Kansas for the AT & SF" *Original Design Documents*, Revised January 1910.

"Half A Million – What Santa Fe will spend in Topeka Buildings", Topeka Daily State Journal. 26 October, 1909.

Potter, Zenas L. "Industrial Conditions in Topeka," The Topeka Improvement Survey. Topeka, KS: Topeka Improvement Survey Committee, 1914.

"*Railroad News*", Topeka Daily State Journal. October, 1909.

Ripley, John W. ed. *The Santa Fe in Topeka*. Topeka, KS: Shawnee County Historical Society. No. 56, December, 1979.

Ripley, John W. ed. *Oakland's First One Hundred Years & Ghost Towns of Shawnee County*. Topeka, KS: Shawnee County Historical Society. No. 64, November 1987.

Sanborn Maps for Topeka, Shawnee County Kansas, 1913, 1933-1950, and 1933-1955.

Santa Fe Magazine. 1909 - 1931.

Santa Fe Railroad Clipping Files. Kansas State Historical Society.

Topeka Capital.

Topeka Journal.

Topeka Capital Journal.

Wolfenbarger, Deon. *Historic Railroad Resources of Kansas Multiple Property Nomination to the National Register of Historic Places*, 2000.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section Number 10 Page 15

**ATSF Motive Power Building
Topeka, Shawnee County, Kansas**

10. Geographic Data

Verbal Boundary Description

The property is defined by the following legal description:

Lots 2 through 34 (even), a part of Lot B, part of Lots 1-33 (odd), and a part of Lot A, all on Branner Street and a part of the vacated Branner Street, all in the Revised Klein's Addition to the City of Topeka, Shawnee County, Kansas, being more particularly described as follows:

Beginning at the Northwest corner of said Lot 34 on Branner Street; thence East along the North line of said Lot on an assumed bearing of S89°59'31"E, 124.88 feet (125 feet Plat) to the Northeast corner of said Lot 34; thence S00°00'31"E, along the East line of said Lots 2 through 34 and Lot "B", 472.35'; thence N89°51'08"W, 219.35 feet; thence N00°09'01"E, 191.36 feet; thence N07°03'06"E, 99.59 feet; thence N00°37'28"E, 164.87feet; thence N89°59'29"E, 48.02 feet; thence N00°00'31"W, 13.94 feet; thence N89°59'29"E, 32.19feet to a point on the West line of said Lot 32 on Branner Street; thence N00°00'31"W, 32.79 feet to the Point of Beginning. Containing 2.23 acres more or less and subject to two easements.

Boundary Justification

The boundary reflects the site on which the building is located and described by the legal description above.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

**ATSF Motive Power Building
Topeka, Shawnee**

Section Number- **Error! Reference source not found.** Page 16
County, Kansas

Photographs

Photographer: Brenda R. Spencer

Date: 2010

Original Files: Digital image files provided on disc with nomination.

<u>Photo #</u>	<u>Date</u>	<u>Camera Direction</u>	<u>Description</u>
1	12-19-06	SE	Front/north facade
2	8-24-10	SE	Front entry on original building, north facade
3	8-24-10	S	Cornice detail over front/north entry
4	12-15-10	SE	West facade with parking lot in foreground
5	12-15-10	SE	Building entrances along west facade
6	9-8-10	SE	Main entrance in connector bay, west facade
7	8-24-10	E	Detail of cornice and window surround, West facade of 1930 addition
8	8-24-10	NE	Cornice detail on 1930 addition, southwest corner
9	8-24-10	SE	Entry at south end of 1930 addition, west facade
10	9-8-10	NE	View of building from Branner Viaduct
11	8-24-10	N	South facade, view of building from alley on east
12	8-24-10	SW	West facade from NE corner of building
13	12-9-10	S	Original north stair, extant in basement
14	12-9-10	E	Vault extant with original steel doors, basement corridor North/original building
15	8-24-10	S	East side of basement, original building
16	12-9-10	S	Basement corridor, 1930 addition
17	8-24-10	S	Original partition wall in basement on west side of 1930 addition
18	8-24-10	SE	Room in SE corner of basement, 1930 addition
19	8-24-10	NW	Detail of doors and windows in basement corridor, 1930 addition
20	12-9-10	S	First floor stair (typical) at corridor inside north entry, original building
21	8-24-10	SE	Office space on upper floors (typical)
22	8-24-10	N	Entry vestibule/corridor inside west entry, connector bay
23	8-24-10	N	Main stair at north end of 1930 addition, with plaster arch looking toward corridor in connector bay 1 st floor
24	8-24-10	E	Main Stair at north end of 1930 addition (typical)
25	8-24-10	N	Main Stair at north end of 1930 addition – auditorium, looking toward corridor in connector bay
26	8-24-10	S	Stage and proscenium arch on south end of auditorium, 3 rd floor-addition
27	8-24-10	NE	N end of auditorium with balcony
28	12-9-10	NE	Original openings (doors and windows) on north wall of auditorium, under balcony
29	8-24-10	N	Detail of patterned acoustic tile ceiling in auditorium
30	8-24-10	W	Stairs to balcony at N end of auditorium
31	8-24-10	W	Detail of fixed theater seats extant in auditorium balcony
32	8-24-10	W	South stair, from 2 nd floor of 1930 addition
33	8-24-10	SW	South stair from 1 st floor
34	12-9-10	NE	Stairs to penthouse, near south end of N/original building (South stair in original building was removed when addition was

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

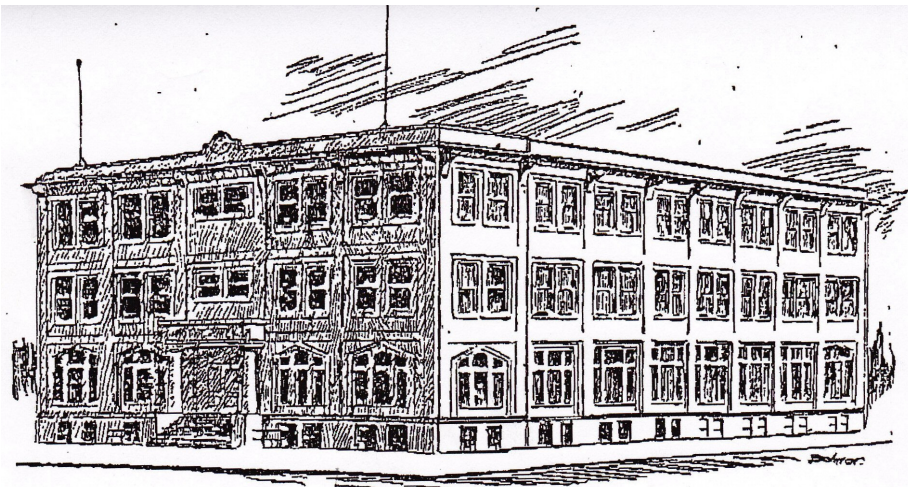
**ATSF Motive Power Building
Topeka, Shawnee**

Section Number- **Error! Reference source not found.** Page 17
County, Kansas

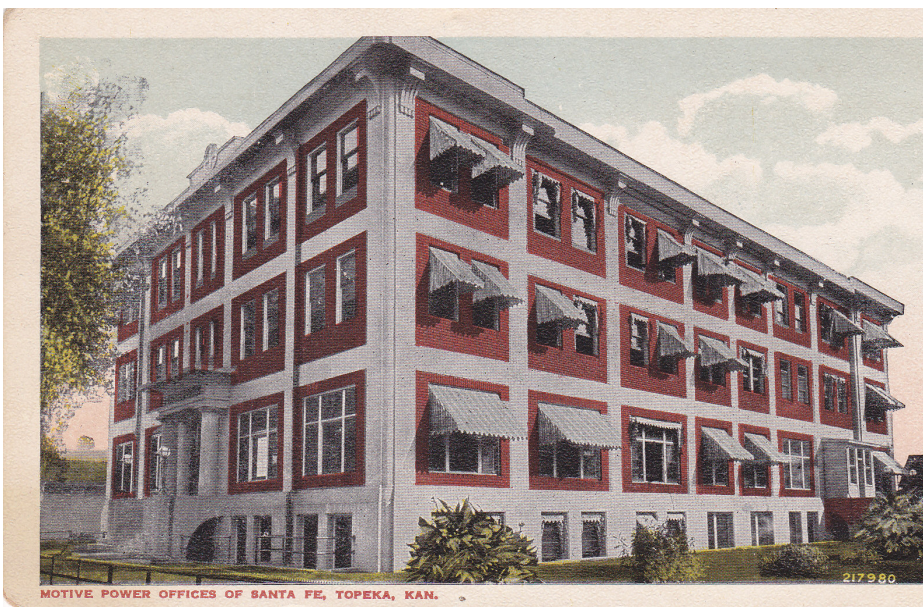
35	12-9-10	W	Built in 1930, except from 3 rd floor to penthouse)
36	12-9-10	E	Penthouse (original blue print room) Original wood window extant in penthouse, visible from interior but covered on exterior

Other

Following are drawings, post cards, and maps that provide historic views of the Motive Power Building and Shops.



Sketch of new Santa Fe Shop Office published in *The Topeka State Journal*, October, 1909
Note that the design illustrated in this sketch differs slightly from the completed building.



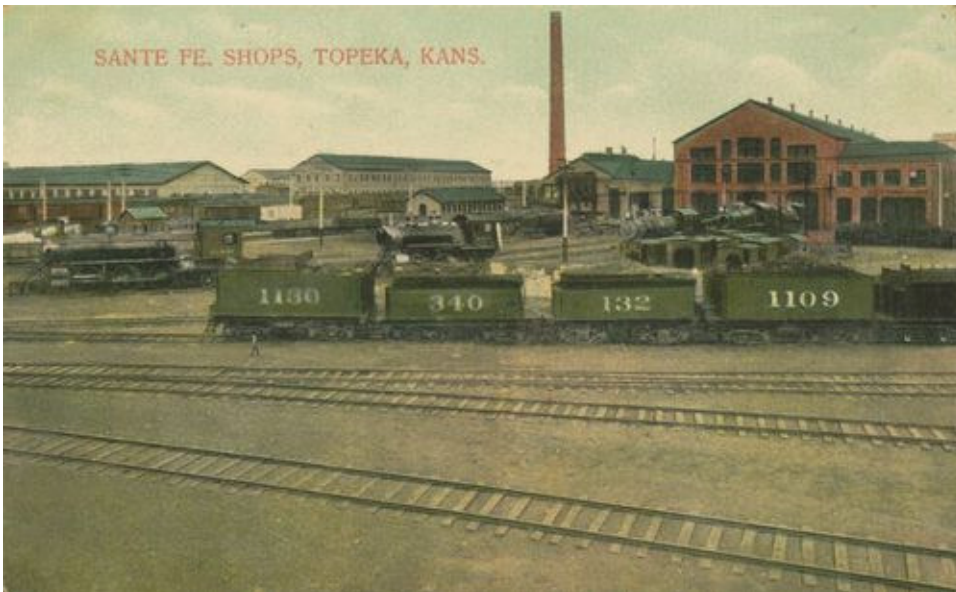
Undated postcard of Motive Power Building

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section Number- Error! Reference source not found. Page 18
County, Kansas

ATSF Motive Power Building
Topeka, Shawnee



Early View of Santa Fe Shops, west of Motive Power Building (undated postcard)

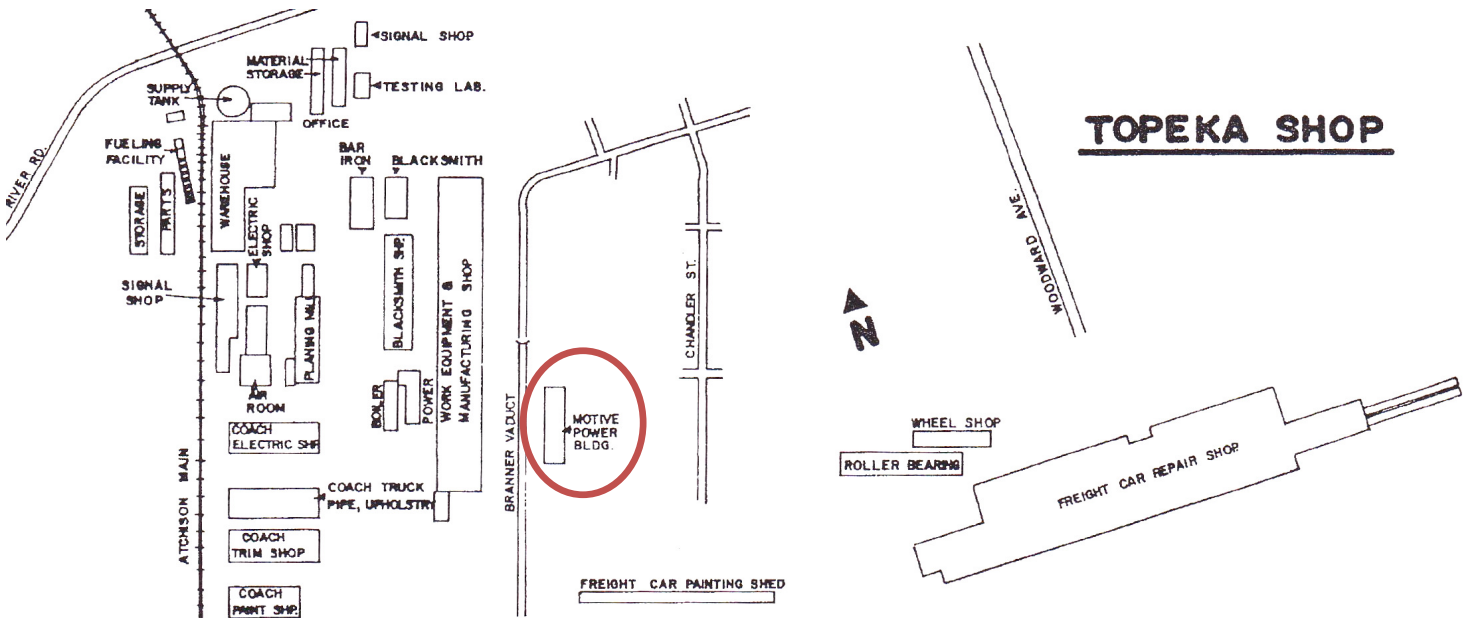


Diagram of Santa Fe Shops, published in *The Santa Fe in Topeka*. Topeka, KS: Shawnee County Historical Society. No. 56, December, 1979.