

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received AUG 6 1986
date entered SEP 18 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Atchison, Topeka and Santa Fe Railway Company Depot and locomotive No. 5000
AT&SF Panhandle and locomotive No. 5000

and or common Santa Fe Depot; the Madame Queen

2. Location

street & number 307 South Grant N/A not for publication

city, town Amarillo N/A vicinity of

state Texas code 048 county Potter code 375

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name Santa Fe Depot - Whitehurst Builders, Inc.; Madame Queen - City of Amarillo

street & number Whitehurst Builders, Inc., 1705 South Polk Street; City of Amarillo, City Hall

city, town Amarillo N/A vicinity of state Texas 79101

5. Location of Legal Description

courthouse, registry of deeds, etc. Office of the County Clerk, Potter County Courthouse

street & number Filmore Street at Sixth Avenue

city, town Amarillo state Texas

6. Representation in Existing Surveys

1) Amarillo Historic Building Survey & Preservation
title Program Recommendations has this property been determined eligible? yes no

2) Historic Sites Inventory
date 1) 1981, 2) 1984 federal state county local

depository for survey records 1) City of Amarillo Planning Dept., City Hall; 2) Texas Historical Commission

city, town 1) Amarillo 2) Austin state Texas

7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site (depot)
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved date <u>(locomotive) 1957</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

Handsomely proportioned, the Santa Fe Depot of Amarillo is an outstanding example of railway architecture designed to reflect, in a unique way, the culture of the Southwest. Through stuccoed walls, arched openings, and simple Spanish Colonial details--common characteristics of Santa Fe Railway buildings in the Southwest--associations with the region are evoked. Responding to the changing needs of a prospering railroad, the building was originally expanded over a period of several decades and the most noteworthy additions are themselves at least fifty years old. The Madame Queen is a 2-10-4 locomotive designed to pull long freight trains.

Reflecting the importance of railroad passenger travel at the turn of the century, the Santa Fe Depot was situated in a prominent focal position within the city. It terminated an easterly vista from Fourth Avenue, one of the first brick-paved streets in Amarillo. The historic paving still surfaces the street.

Although Amarillo, an active railroading center, at one time had several depots, including a union depot, only the Santa Fe survives. Today freight trains still pass by, although it is currently vacant. The city blocks adjacent to the Depot are also vacant, but a Railway Express building and the "Madame Queen," Santa Fe's engine No. 5000, (a large 2-10-4 locomotive), remain nearby. At one time an attractive park existed around the Depot.

Located to the south of the Depot is a freight depot, erected 1909-1910, which is currently vacant. Beyond this, still on the south, are warehouses, many of which appear to date from the 1920s and 1930s. On the north, across Third Street, is another warehouse district, beyond which are other railroad tracks. Over a block west is the Civic Center and Municipal Building.

As is characteristic of railway depots, the plan of the Santa Fe Depot was developed functionally in linear form, parallel to the tracks running approximately north and south. This longitudinal form provided good cross ventilation during hot months and allowed efficient segregation of functions.

Plans drawn in 1909 delineate a structure that was clearly zoned according to functional requirements. Entered through a "carriage porch" entrance and ticket lobby, the men's and ladies' waiting rooms were the central spaces. A ticket office located immediately in front of the entrance divided the ladies on the north from the men of the south. Lavatories were situated on each side of the entrance. A Negro waiting room was adjacent to the men's waiting area. Doors from the ladies' and men's waiting rooms opened directly to a loggia adjacent to the tracks. All waiting rooms have high ceilings contributing to spatial impressiveness and, in days before air-conditioning, to comfort during hot months. South of the ticketing and waiting spaces was a large baggage room. Scales and a raised platform, which are still intact, facilitated handling baggage.

North of the waiting rooms was a lunch room, accessible from both the ladies' waiting area and the loggia. Within were stools situated around an oval-shaped counter. North of the lunch room, and accessible only from the loggia or a pergola on the north, was a

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formal dining room finished with an oak floor. West of the eating facilities were the kitchen and storage rooms. A single kitchen served both the lunch room and dining room, both of which were operated by the famous Harvey House Corporation.

A second story above the eating house contained dormitory rooms for the Harvey Girls, waitresses serving the dining room which was leased to the Harvey House Corporation, and two offices for the eating house. Entrance to the Harvey Girls' rooms was adjacent to the dining room but accessible only from the outside, on the north.

A second story above the baggage room contained offices for railroad officials, including train master and dispatchers. The high ceiling of the waiting rooms separated this story from the second-story quarters of the Harvey Girls.

A basement extends under the kitchen. Numerous concrete walls support the floor slab overhead and divide the area into boiler room, laundry, and storage areas. A perimeter pipe chase extends around the building from the boiler room.

The Depot is substantially built, incorporating the up-to-date technology of the early twentieth century. Above massive concrete foundations rise thick masonry walls, providing insulation from both heat and sound. The ground-level rooms have concrete floors. The first-story spaces are spanned with steel "I" beams boxed and finished with wood, supported by cast-iron columns also boxed. The second-story roof is supported by long-spanning wooden trusses. Loggia arches are of concrete.

The tectonic composition consists of gabled and rectangular masses, reflective of the spaces within. The two-story masses containing baggage room and offices on the south, and dining room and Harvey Girls' dormitory on the north, are both surmounted with gabled roofs oriented with their ridges perpendicular to the tracks. Originally the flat roof over the waiting rooms separated these two-story masses. A parapet rising above the waiting rooms formerly displayed the circle and cross of the AT&SF logo, a symbol derived, according to legend, from designs on the pottery of the Tusayan people of the Southwest. Adjacent to the tracks on the east is a long sheltering loggia supported upon broad elliptical arches and terminated against gabled pylons with Roman-arch openings. On the west a gable-roofed "carriage porch," also with wide Roman-arch openings, strongly announced the entrance.

The kitchen forms a prominent mass on the west. It has a flat roof surrounded by a parapet. A large chimney with a decorative top provides a vertical accent. Erected in 1912, a large service court screens service activities from public view.

Broad expanses of walls are enhanced with simple but aesthetically effective details. Windows in gable walls are surmounted with hood moldings which, at the second-floor level, tie into a string course. Trefoil and triangle motifs, derived from historic Spanish missions, are prominent in the gables. Outlooks, suggestive of vigas (also Spanish Colonial features), project from the east facade and originally supported lamps. Calling attention

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to the dining room, thick columns support the east dining-room lintels, and also supported the original pergola framing. Thick corner buttresses on the major masses also contribute to the Spanish character. Although Spanish-derived details were used extensively in the Southwest by the AT&SF Railway, other styles were used by the Company in other regions, thereby attesting to the railroad's sensitivity to regional character.

Exterior finishes are typical of AT&SF Railway architecture in the Southwest. Walls are finished with pebble-dashed stucco and the roofs are covered with red Spanish tiles, still in good condition. Projecting wooden purlins, painted brown, support the overhangs which provide a strong sense of shelter. A brick platform, now covered with asphalt, extends from the Depot to the tracks and under the loggia.

Historically interior finishes varied. Walls were plastered with colorful coats of paint in some areas and wallpaper in some public spaces--evidences of most of these finishes still exist. Throughout ceilings were plastered with boxed beams finished with natural woods. A paneled wainscot extended around the waiting rooms. In the lunch and dining rooms walls were paneled with a canvas inset.

Floors were finished for both function and beauty. Plans called for "cement" floors in the waiting areas and kitchen, tile floor in the lunch room, and oak flooring in the dining room. A brick floor was originally installed in the baggage room.

Original doors and windows are largely intact throughout. Doors are paneled; those on the exterior incorporate plate glass. In cased openings, interior doors are surmounted by transoms. French doors originally opened from the dining room to the pergola on the north. Baggage-room doors were fabricated from tongue-and-groove lumber. Windows are double hung, with plate glass in the lower sashes and diamond-pane upper sashes. Dining room transoms were art-glass designs. Although these have largely been removed, one still remains in a transom above an interior door.

Reflecting the success of the Santa Fe passenger operation, soon after completion of the Depot according to the first plans, work was underway on additions in order to expand facilities. In 1912, an addition was made on the west to the second story of the Harvey Girls' rooms. At the same time, a second story containing offices was added over the waiting rooms, thus improving the appearance of the Depot through the continuity of a roof line which connected the second-story masses.

In 1918 the offices over the waiting rooms were converted into hotel rooms and a stairway was added on the west, north of the main public entrance. This stairway, which opens to the waiting rooms on the ground level, is simply finished with wooden treads and risers. A wooden handrail, simple balusters, and a paneled stringer are noteworthy details.

In 1920 additions were made to the Harvey House kitchen, and in 1927-28 a large new vestibule and rest rooms replaced the original entrance and toilets. This addition

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extended from the west facade, necessitating a new porte cochère which is supported by large piers and has a flat roof with exposed purlins, contributing to the picturesque-ness of the Depot. At this time a large canopy which shaded the west waiting rooms' windows was partially removed.

In 1929 a news stand was installed. Extending under the loggia and into the ladies' waiting room, this displayed elaborate paneling and shelving. The lunch room and dining room were also extensively remodeled, with new counters and tile floors being added. The oak flooring in the dining room was removed and new openings were cut into the wall between the lunch room and the dining room. The kitchen was also remodeled.

In 1931 a mail room with five arched openings and flat parapeted roof was added to the south of the baggage room. The openings, originally secured with sliding wooden grates, have been filled with either garage doors or masonry, although the arched forms are still clearly indicated.

The original ticketing room was removed in 1947 after a new counter was installed west of the ladies' waiting room. Columns adjacent to the new counter, as well as the front of the counter, were veneered with bricks. The new counter top was finished with carrera marble. At about this time meals were discontinued and the doors to the kitchen were closed with masonry. The former lunch room became a part of the general waiting room, which also included the one-time men's and ladies' waiting areas. The dining room was then converted into a traffic office. In addition, the pergola was roofed and walls were installed between the columns, converting the space into additional offices. Although numerous changes have been made, they have been mostly sympathetic and have involved minimal alterations to the original fabric.

Finally, in 1984, after use by a wide variety of agencies, the Depot was sold to Whitehurst Builders, Inc. Plans call for conversion of the Santa Fe Depot, with relatively few modifications, into a restaurant.

To the south of the Depot is the contemporaneous Express Building. Originally a rectangular structure with stuccoed walls, small windows, a gabled and tiled roof with large dormers and small corner buttresses, the Express building had relatively harmonious additions to the north and west. These additions differ from the original block mainly through the lack of a gabled roof.

Located to the west of the Depot is the Madame Queen, No. 5000 locomotive, a 2-10-4 steam engine.

The Santa Fe Railway Company designed the state-of-the-art steam locomotive No. 5000 with a specific purpose, to expedite fast freights across the Pecos Division from Clovis, N.M., to Belen, N.M., using the Belen cutoff to avoid the difficult Raton Pass.

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No. 5000 locomotive, the first of the 5000 series, cost \$133,902.80 in 1930. Incorporating a radial-staved boiler, 300 pounds of steam pressure could be achieved, which was the highest steam pressure attempted to that time. Boiler diameter was 104 inches. The grate area measured 121.5 square feet, and the fire-box heating surface was 443 square feet. Arch tubes provided 22 additional square feet, and two Nicholson Thermic symphons in the fire box and one in the combustion chamber increased direct heating surface. The 30' x 34-inch cylinders were equipped with Chapman-Lanning starting valves which admitted steam through a 1- $\frac{1}{4}$ inch pipe during the expansion after the valves had closed the main ports and closed automatically at about six miles per hour. The cylinder valves were 15-inches in diameter.

The new locomotive had a Commonwealth locomotive bed of one-piece design, and was one of the first American steam locomotives so equipped. The main journals were 14- $\frac{1}{2}$ x 13 inches, and the front journal was 12 x 14 inches, they featured a lateral-motion device. The 69-inch drivers were spoked and had 4-inch tires. The Walschaerts type valve gear had multiple-bearing crossheads. Both trailer-truck wheels were 40 inches in diameter, and the truck casting was of General Steel Casting's delta design. Engine truck wheels were 33-inches in diameter with outside bearings. And according to designers, the bell was hung on the front end to improve the beauty of the locomotive. Total engine weight was 502,600 pounds, with 348,200 pounds on the drivers. Tractive force was computed at 70 percent steam, with a resultant figure of 93,000 pounds.

The twelve-wheel, water-bottom tender carried 20,000 gallons of water and 27 tons of coal, and was the largest used up to that time by Santa Fe. Overall length of the engine and tender was 111 feet 11 inches, with a wheel base measuring 99 feet 5 inches. This length allowed the 5000 to be turned without difficulty on 120 foot turntables, which the Santa Fe had used since the 1920s in their Belen and Clovis shops.

The engine remains in original condition.

8. Significance

Period	Areas of Significance—Check and justify below					
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture		
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian		
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)		

Specific dates 1909-1910 Depot
1930 Locomotive

Builder/Architect Atchison, Topeka, and Santa Fe Railway Company/E.A. Harrison; Baldwin Locomotive Works/H.H. Lanning

Statement of Significance (in one paragraph)

The Santa Fe Depot of Amarillo possesses significance in the areas of economics, architecture, and transportation. It is a tangible reminder of the importance of the Santa Fe Railway to the economy of Amarillo. The imposing building is an outstanding example of Spanish Colonial Revival style, interpreted by AT&SF architect E.A. Harrison. It represents the fine early twentieth-century depots designed to enhance travel through attractive facilities and the renowned hospitality of the Harvey House. Its design reflects its importance to the AT&SF in the region. Designed for a special service, Locomotive No. 5000, "Madame Queen," is an outstanding representation of the development of modern steam-locomotive design in transportation.

The city of Amarillo began as a scruffy collection of huts on the treeless expanses of the Texas Panhandle. In an area described by Captain Randolph Marcy during his expedition of 1849 as one which must remain uninhabited forever, the commercial prominence attained by Amarillo belies his opinion, although the late settlement of the Panhandle of Texas made it one of the last frontiers in United States history.

The great herds of buffalo which roamed the vast Plains were present until the late 1870s in Texas. Because the Native Americans relied heavily on these herds for their survival, the combination of roaming buffalo and hunting Indians discouraged settlers. As the bison were eradicated and the Indians placed on reservations, huge cattle ranches began in the Panhandle, including the JA, XIT, and LX, all of which relied upon the railroads to transport beef and supplies.

The Atchison, Topeka, and Santa Fe Railway Company (AT&SF) made its first inroads into Texas in 1886. At that time, the southern Kansas Railway Company of Texas, an early subsidiary of AT&SF, began laying tracks from Texas and Indian Territory to what is now the town of Canadian, Texas. By 1888 the line reached Panhandle City and the company moved its headquarters from Canadian to a new location in the current "end of the rails" town. At the same time the Panhandle Railway Company had extended its lines from the community of Washburn to Panhandle City on the east, and to Amarillo on the west. Then, in 1890, the Pecos and Northern Texas Railway Company built to the Texas-New Mexico border.

The year 1900 saw the AT&SF system purchase the Panhandle Railway Company after it entered receivership. Two years earlier, they had secured trackage rights to the Fort Worth and Denver City's line. Then, in 1901, the system acquired the successor to the Pecos and Northern Texas Railway Company. The AT&SF line was finally completed across the Panhandle, and the name Panhandle and Santa Fe Company was adopted in 1914.

By 1900, through the acquisition of smaller lines, the Panhandle and Santa Fe's operations in Amarillo had become an important link in the AT&SF system and a vital component for the economic growth of Amarillo. The city had become one of the largest shipping

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points for cattle in the country. The population reached 1,482 in that year, and soared to 4,269 in 1903. Many new residents arrived on the Panhandle and Santa Fe. The effects of the rapid growth and expanding economic base were due, in great part, to the extension of the railroads across the Texas Panhandle.

With the development of agricultural endeavors in the Panhandle, the importance of the central shipping point at Amarillo increased. Wheat grown north of the Palo Duro Canyon and cotton grown south of the Canyon were shipped to national markets. The related ginning and milling operations also improved the economy of the city. In 1912, the Santa Fe Splinters ran a feature article on Amarillo which referred to the economic relationship between Amarillo and the AT&SF: "At Amarillo each month at the present time the Santa Fe cashes nearly 1,200 paychecks for its employee(s). This payroll has been the greatest factor in the development of the attractive city we now find within the corporate limits of Amarillo."

During the 1920s, the discovery of petroleum products further enlarged railroad activities. Successful wells along the rail lines required shipments of supplies to drilling sites as well as transportation of petroleum products to refineries and distribution points.

In 1929 the Great Depression temporarily retarded the economy. Nonetheless, the Panhandle and Santa Fe continued its significant contributions to the community in many ways. For example, its taxes (combined city, county, and school) totalled nearly \$50,000 in 1929. In addition, that year saw the Railway purchase \$85,000 worth of goods from local merchants, and the line handled 420,000 tons of freight which was consigned to Amarillo. During that dark period in national history, Amarillo never lost its positive self-image as a dynamic commercial center, and the Panhandle and Santa Fe Railway strongly supported this favorable attitude.

In 1910, a large, handsome passenger depot was opened in Amarillo, for under the leadership of AT&SF president Edward P. Ripley the company had completed many new structures along the line. Displaying detailing derived from Spanish Colonial Revival architecture that was common in Santa Fe Railway design in the Southwest, the Amarillo building occupied an important position along the rails with a westerly facade facing the growing city. Terminating a vista from Fourth Avenue, it became an Amarillo landmark.

The inclusion of a Harvey House further enhanced the Depot to residents and travelers, alike. The famous restaurant became the location of various convention-type meetings during the heyday of rail travel. Fred Harvey had gained a wide and highly respected reputation for excellence as word of his Harvey houses was spread by travelers. At one time his restaurants were so popular that signs declaring service was for "passengers only" greeted local residents. Eventually these restrictions were removed, and Harvey's exceptional food and service were available to all customers. The Harvey Girls,

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wearing their black dresses and starched white pinafores, known for their courteous service and untarnished reputations, completed the first-rate image which the Harvey Corporation insisted upon maintaining.

A smaller structure, south of the depot, known as the Express Building, was constructed at the same time as the depot. It is in the same Spanish Colonial Revival vocabulary and, with its later compatible additions, contributes to the character of the complex as a whole.

During this time of expansion, many railroad structures were erected in the Panhandle, suggesting the relative importance of the cities in which they were located. The contrast with smaller depots situated in other cities along the line emphasizes the importance of Amarillo. The size and solidity of the Amarillo Depot reflected not only the status of the headquarters city for the Panhandle and Santa Fe Railway, but also the importance of that line within the larger AT&SF system. The evolution of the city from crude trading outpost to major transportation and commercial center is indicated by the character of the building. It was the most imposing of the AT&SF structures in a vast region which included parts of Oklahoma, Colorado, and New Mexico as well as Northwest Texas. At one time Amarillo boasted three fine stations, but only the Panhandle and Santa Fe's survives today.

The AT&SF also operated a line in the southern part of the state, known as the Gulf, Colorado, and Santa Fe. For many years the northern and southern divisions were unconnected. Between 1909 and 1913, however, a vigorous construction program allowed the connection of the two. The Texas legislature had passed some peculiar laws, so that the Atchison, Topeka, and Santa Fe, itself, does not legally own a mile of railroad in Texas. According to the law, all Texas trackage must be owned by Texas corporations, and the main office of each railroad must be located on its line in Texas. Thus, the Gulf, Colorado, and Santa Fe had its headquarters in Galveston, and the Panhandle and Santa Fe established their offices in Amarillo, living up to the legal requirements of the state, and giving the city yet more impetus. By linking these railroads, Galveston and San Francisco were connected across the Panhandle-Plains region of Texas, fulfilling a long-standing goal set by the founder of the AT&SF, Cyrus K. Holliday.

During World War II the AT&SF, as well as all U.S. railroads, played a vital role in the war effort. Through the Amarillo depot passed thousands of service men and thousands of tons of military equipment enroute to the Pacific. Following the cessation of hostilities in 1945, many of those service men returned through Amarillo as they completed their military obligation. In the years after World War II, passenger service requirements declined with the rise in popularity and convenience of automobile and air travel. As passenger revenues decreased, it became economically unfeasible to maintain large rail depots. Eventually their doors were locked and many met the wrecking ball. In recent years the Santa Fe Depot in Amarillo has sparingly served interests unrelated to railroading. Currently this handsome and sound structure holds the promise of anchoring urban redevelopment. Through reuse of this remarkable structure, present and future

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generations may have a tangible reminder of a part of history which was vitally important to the growth and development of Amarillo.

Madame Queen, located nearby, is likewise an important representation of developments in transportation. In December 1930, the Baldwin Locomotive Work's newest design for the Santa Fe Railway Company arrived at the Pecos Division, that section of trackage which allowed East and West bound trains to avoid the treacherous Raton Pass. In the annual report for 1930, mention was made of the acquisition of this new 2-10-4, the objective being to equip certain sections with this more powerful locomotive as soon as some tests were completed. Tests were run in July 1931, and in November Railway Age reported the "new Santa Fe 5000 class locomotive promises not only to effect important savings in fuel, but to permit handling heavier train loads on shorter schedules. The resultant marked reduction in train-hours per ton handled, tendency to eliminate overtime, and minimize labor and fuel costs due to delays will have a highly favorable effect on operating expenses. In addition, the important objective will be achieved of giving better service to shippers." Shortly after arriving on the Pecos Division, No. 5000 was nicknamed "Madame Queen," after a female character on the "Amos n' Andy" radio program.

Madame Queen operated in a pool with about 20 other large locomotives, but was not limited to use in the Pecos Division. The Panhandle and Santa Fe section of the AT&SF system provided a vital link across the Texas Panhandle which connected traffic from Chicago with the Pecos Division across New Mexico and on to the West Coast. While the Pecos trackage routed trains through the Belen Cut-off and Abo Pass, AT&SF rolling stock was still active through the steep, grueling Raton Pass in northern New Mexico. Madame Queen assisted long, heavily loaded trains through this haul.

When Madame Queen entered the shops of 1933 for the first major overhaul of her career, a close inspection was made of the locomotive. After 150,000 miles the nickel-steel boiler was in good condition. Although there was a weakness in the cast-steel cylinders, they continued to give good service and were never replaced. Complete satisfaction was expressed with the service of the one-piece, cast-steel locomotive bed. Machinery showed no evidence of exceptional wear and tire life was normal. The conclusion was that Madame Queen should run 150,000 miles between Class 3 repairs, which she did. From 1930 to 1937 she was the most technically advanced locomotive on the AT&SF lines.

After the beginning of World War II, existing schedules became difficult to maintain because of the congestion caused by troop trains handling military personnel and equipment. Ton-miles per road-mile climbed from 9.36 million in 1939 to 16.96 in 1941 and 23.51 in 1942 on the Clovis-Belen trackage alone. Despite the introduction of the first diesel equipment, engines which had been retired were reinstated, regardless of age, during the war boom. The preponderance of eastbound traffic, historically greater than westbound (because market products were shipped from California and Arizona to eastern markets) was reversed. Westbound loads into California increased from an average of 511 per day in 1942, to 877 in 1944. Santa Fe's passenger train-miles climbed from

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19,648,389 in 1940, to 29,839,826 in 1945. Locomotive No. 5000's power and speed, combined with her excellent maintenance record, was put to extensive use.

Following the end of the War, the freight business was poor but during the winter of 1945-46, eastbound passenger traffic was heavy with troops returning from the Pacific. Finally, on March 2, 1946, freight schedules were returned to the prewar delivery time from Chicago to the West Coast. When perishable shipments began to move out of California and Arizona again, No. 5000 served once more in the Pecos Division. Although No. 5000 was successful in making schedules and tonnage requirements, there was no stopping the diesel revolution.

By the early 1950s it was apparent that the day of the steam engine was ending. In November 1953, No. 5000, Madame Queen, arrived from the east at Clovis. There her service was terminated after 1,750,000 miles of hauling. On April 17, 1957, Madame Queen was presented to the City of Amarillo. Displayed near the passenger station, near the tracks over which she had made countless trips, No. 5000 was formally retired.

In 1974, John S. Reed, the Chairman and Chief Executive Officer of the Atchison, Topeka and Santa Fe Railway Company recalled the sight, when he worked at the Amarillo yards in earlier years, of a 2-10-4 engine pulling long freight trains on the Plains Division, and occasionally a 26-car standard Pullman troop train which they were able to handle with the greatest of ease at sustained speeds of 70mph. Some steam locomotive fans are of the opinion that Santa Fe's 2-10-4 type locomotives were among the few which really represented the ultimate development in modern 2-cylinder steam locomotives.

9. Major Bibliographical References

Bryant, Keith L., Jr. History of the Atchison, Topeka and Santa Fe Railway. New York: Macmillan Publishing Co., 1974.
 Crocchiola, Fr. Stanley. Story of the Texas Panhandle Railroads. Borger, Texas: Hess Publishing Co., 1976.
 (see continuation sheet)

10. Geographical Data

Acreeage of nominated property approx. 12

Quadrangle name Amarillo East, Texas

Quadrangle scale 1:24,000

UTM References

A

1	4
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2	4	2	6	2	0
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3	8	9	9	7	6	0
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 Zone Easting Northing

B

1	4
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2	4	2	7	8	0
---	---	---	---	---	---

3	8	9	9	7	2	0
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 Zone Easting Northing

C

1	4
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2	4	2	7	0	0
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3	8	9	9	5	2	0
---	---	---	---	---	---	---

D

1	4
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2	4	2	5	8	0
---	---	---	---	---	---

3	8	9	9	5	4	0
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E

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F

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G

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H

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Verbal boundary description and justification

(see continuation sheet)

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
N/A			
state	code	county	code

11. Form Prepared By

name/title Willard Robinson, architect; Jean M. Robinson, historian (with Peter Maxson, THC)

organization

date 1984

street & number 5707 38th Street

telephone 806/799-4864

city or town Lubbock

state Texas 79407

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature

Curtis J. Russell

title State Historic Preservation Officer

date 28 July 1986

For NPS use only

I hereby certify that this property is included in the National Register

Kathick Andrews

date 9/18/86

for Keeper of the National Register

Attest:

date

Chief of Registration

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received 7/26/84

date entered SEP 18 1986

Continuation sheet

Item number 9

Page 1

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Railway Age, November 1931.

Stagner, Lloyd. "The Ultimate Development." Trains, Vol. 35, No. 10, August 1975.

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Letter from J.W. Higgins to Ralph W. Ater, October 13, 1949, Santa Fe Railway Company Files, Amarillo, Texas.

Plans for the Atchison, Topeka and Santa Fe Railway Company Depot and Eating House, E. A. Harrison, architect.

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

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received
date entered SEP 18 1986

Continuation sheet

Item number 10

Page 1

Verbal Boundary Description (also see Exhibit A):

That area defined by the red line through points A-B-C-D-A in Exhibit A, as indicated: Beginning at point A (the NW corner of lot 10, block 350, Hollard's Addition, City of Amarillo), go E along the S line of 3rd St. 477.55' to point B; thence 56.34' S to the W line of the AT&SF track right-of-way; thence curving generally SSW, proceed 594' along the W line of said track right-of-way to point C; thence along the N line of 5th St. 362.7' W to point D; thence N along the E line of Grant St. 1080' to the point of beginning, A.

STRATHMORE PARCHMENT

100% COTTON FIBER USA

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

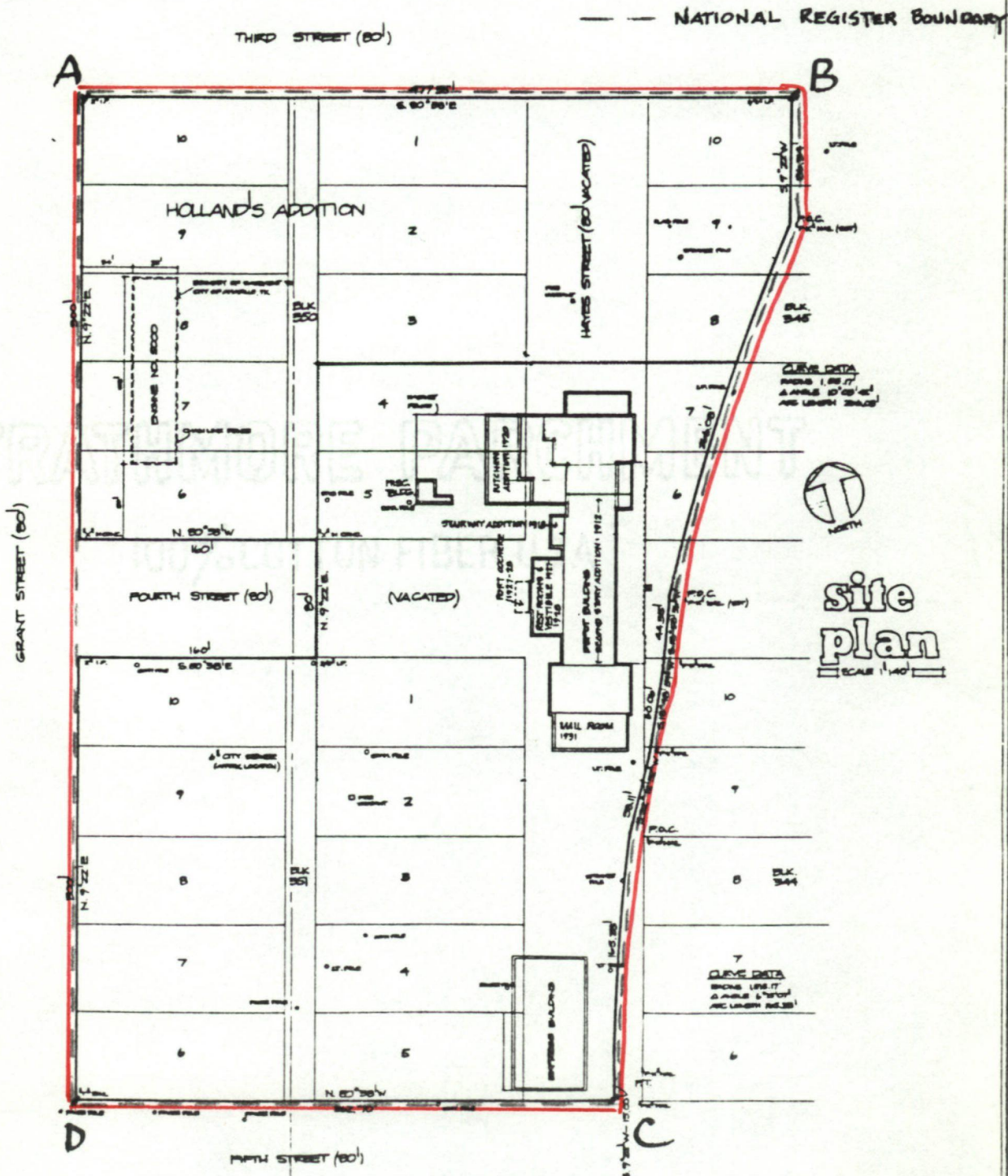
For NPS use only
received 8/6/86
date entered

Continuation sheet

Item number 10

Page 2

EXHIBIT A



NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Substantive Review

Atchison, Topeka and Santa Fe Railway
Company Depot and Locomotive No. 5000
Potter County
TEXAS

Working No. JUL 26 1984
Fed. Reg. Date: _____
Date Due: 8/23/84 - 9/9/84
Action: ACCEPT
RETURN 9-6-84
REJECT
Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

Recom./Criteria Return
Reviewer Groves
Discipline Historia
Date 9/6/84
_____ see continuation sheet

Nomination returned for: technical corrections cited below
 substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership Public Acquisition	Status Accessible	Present Use

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

- | | | | |
|------------------------------------|---------------------------------------|------------------------------------|---|
| Condition | | Check one | Check one |
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered | <input type="checkbox"/> original site |
| <input type="checkbox"/> good | <input type="checkbox"/> ruins | <input type="checkbox"/> altered | <input type="checkbox"/> moved date _____ |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | | |

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

Su #10

8. Significance

Period Areas of Significance—Check and justify below

Specific dates Builder/Architect

Statement of Significance (in one paragraph)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

X 10. Geographical Data

X Acreage of nominated property See below
 Quadrangle name _____
 UTM References _____

X Verbal boundary description and justification *Since these resources are being nominated together as a complex of related resources, they should fall within a single boundary. Please revise the boundaries accordingly.*

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state ___ local

State Historic Preservation Officer signature

title date

13. Other

- Maps - *See #10 above.*
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed Beth Grosvenor Date 9/6/89 Phone: _____

86002189

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Substantive Review

Atchison, Topeka, and Santa Fe Railway
Company Depot and Locomotive No. 5000
Potter County
TEXAS

Working No. _____
Fed. Reg. Date: 2/3/87
Date Due: 9/18/86 - 9/20/86
Action: ACCEPT 9-18-86
 RETURN
 REJECT
Federal Agency: _____

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review: sample request appeal NR decision

Reviewer's comments:

historically & architecturally significant complex of R.R.
Station, depot, & steam train engine associated with growth
and development of Amarillo in early 20th cent. On resubmission
requested changes in boundary have been made

Recom./Criteria accept A/C
Reviewer Patrick Anders
Discipline Historian
Date 9/18/86
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below
_____ substantive reasons discussed below

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? yes no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	
	<input type="checkbox"/> unaltered	
	<input type="checkbox"/> altered	

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____ Builder/Architect _____

Statement of Significance *(in one paragraph)*

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

9. Major Bibliographical References

10. Geographical Data

Acreege of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____ date _____

13. Other

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Atchison, Topeka and Santa Fe Railway Depot and
Eating House

307 South Grant, Amarillo, Potter Co., Texas

Photo by Willard B. Robinson, March 1984. Neg.
in possession of photographer

Oblique view of main (east) elevation, looking
southwest

Photo 1 of 8

7/26/84

RALPH
VISUALS UNLIMITED
AMARILLO, TEXAS



Atchison, Topeka and Santa Fe Railway Depot and
Eating House

307 S. Grant, Amarillo, Potter County, Texas

Photo by Willard B. Robinson, March 1984. Neg.
in possession of photographer.

Track side front entrance; east elevation, camera
facing north

Photo 2 of 8

7/26/84
RALPH LEONE
VISUALS UNLIMITED
AMARILLO, TEXAS



Santa Fe Depot
Amarillo Tx

West ³ View - Rear entrance - Passenger entrance

RALPH LEONE
UNLIMITED
AMARILLO, TEXAS

Atchison, Topeka and Santa Fe Railway Depot and
Eating House
307 S. Grant, Amarillo, Potter County, Texas
Photo by Willard B. Robinson, March 1984. Neg.
in possession of photographer
West elevation; camera facing east
Photo 3 of 8

7/26/84
RALPH LEONE
UNLIMITED
AMARILLO, TEXAS



Atchison, Topeka and Santa Fe Railway Depot and
Eating House
307 S. Grant, Amarillo, Potter County, Texas
Photo by Willard B. Robinson, March 1984. Neg.
in possession of photographer.
View of lobby from southeast.
Photo 4 of 8

7/26/84



Atchison, Topeka and Santa Fe Railway Depot and
Eating House
307 S. Grant, Amarillo, Potter County, Texas
Photo by Willard B. Robinson, March 1984. Neg.
in possession of photographer.
View of foyer from east.
Photo 5 of 8

7/26/84



Express Building adjacent to AT&SF Depot
307 S. Grant, Amarillo, Potter County, Texas
Photo by Gerron Hite, April 1984. Negative
in possession of Texas Historical Commission
Southwest oblique; camera facing north
Photo 6 of 8

7/26/84



SANTA FE
5000

ATSF

5000

BAGGAGE ROOM

Santa Fe Depot

Amarillo TX

67
Madame Queen

RALPH LEONE
VISUALS UNLIMITED
AMARILLO, TEXAS

NEGATED

Atchison, Topeka and Santa Fe Locomotive #5000,
Madame Queen
307 S. Grant, Amarillo, Potter County, Texas
Photo by Willard B. Robinson, March 1984. Neg.
in possession of photographer
View of locomotive; camera facing east
Photo 7 of 8

7/26/84

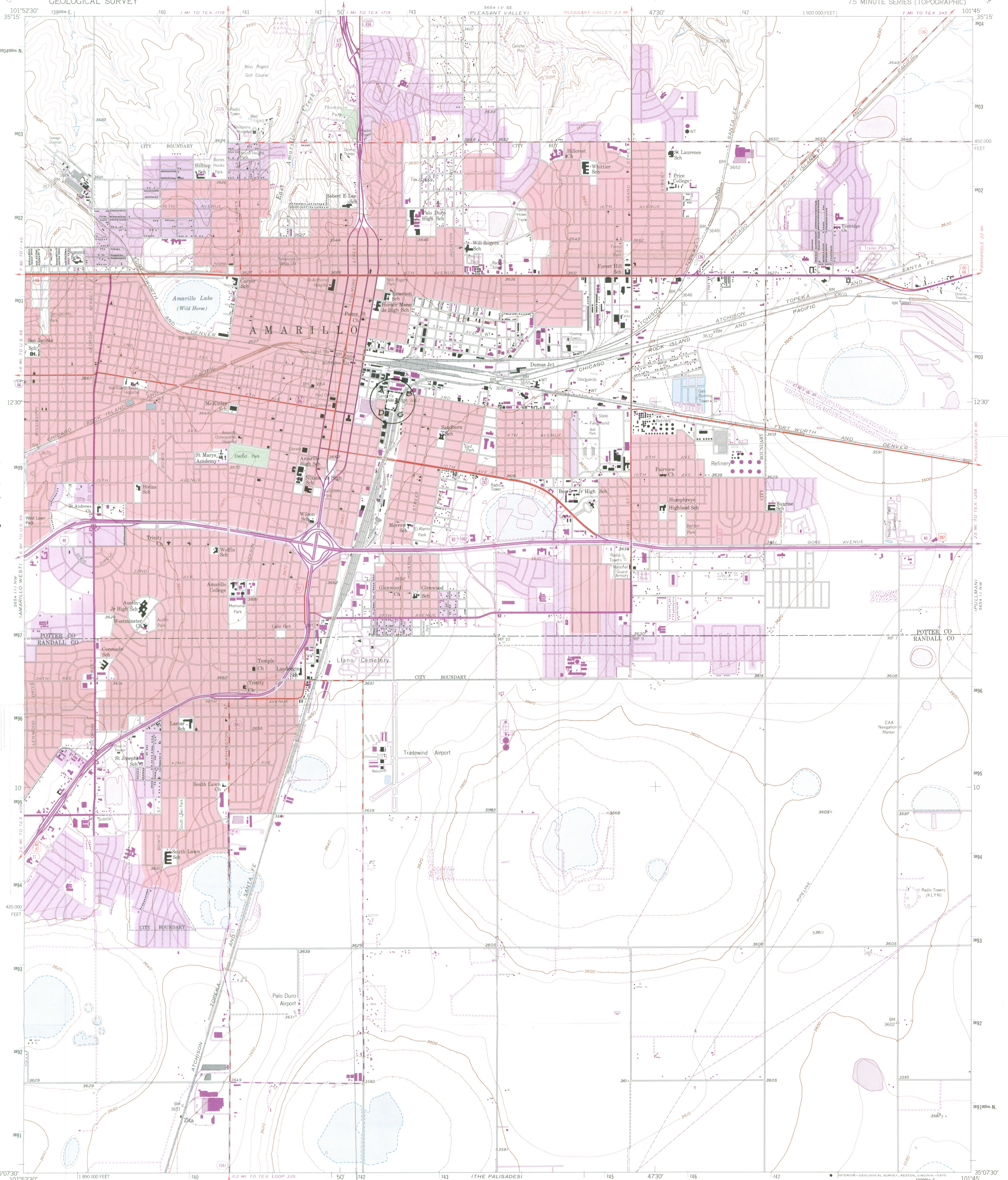
RALPH LEONE
VISUALS UNLIMITED
AMARILLO, TEXAS



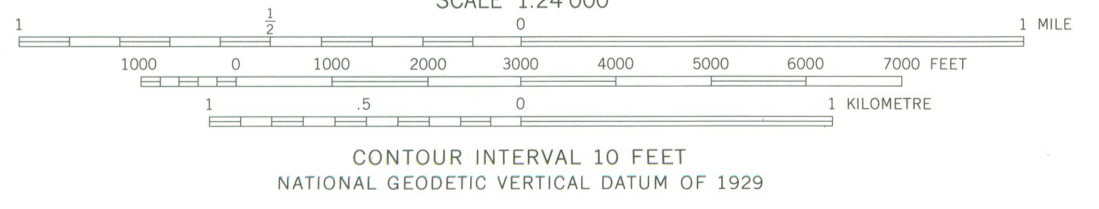
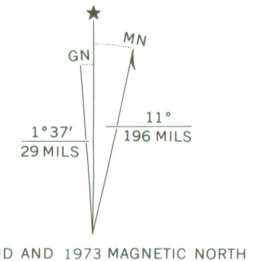
Atchison, Topeka and Santa Fe Locomotive #5000,
Madame Queen
307 S. Grant, Amarillo, Potter County, Texas
Official AT&SF photograph (no date). Neg. in
DeGolyer Library, Southern Methodist University
View of engine and tender
Photo 8 of 8

7/26/24

ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY
DEPT S LOCOMOTIVE NO. 5000
FOURTH AVENUE AT GRANT STREET (307 SOUTH GRANT ST.)
AMARILLO POTTER CO. TEXAS
UTM REFERENCES: A: 242620/389760 C: 242700/389520
B: 242780/389420 D: 242580/389950



Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Topography from aerial photographs by Kelsh plotter
and by planetable surveys 1956. Aerial photographs taken 1953
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system, north zone
1000-metre Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Revisions shown in purple compiled from aerial photographs
taken 1967 and 1973. This information not field checked
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

Primary highway, hard surface	Light duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
Interstate Route	U. S. Route
	State Route



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

3501-224

AMARILLO EAST, TEX.
N3507.5-W10145/7.5
1956
PHOTOREVISED 1967 AND 1973
AMS 5654 III NE-SERIES V882