

MC 3466

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
MULTIPLE PROPERTY DOCUMENTATION FORM**

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information.

☒ New Submission    ☐ Amended Submission

**A. Name of Multiple Property Listing**

Gulf, Colorado & Santa Fe Railway Depots of Texas

**B. Associated Historic Contexts**

Growth and Development of the Gulf, Colorado & Santa Fe Railway in Texas, 1873-1965

**C. Form Prepared by**

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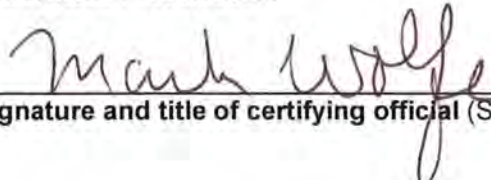
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**D. Certification**

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation.

  
Signature and title of certifying official (SHPO, Texas)

1/28/19  
Date

I hereby certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

  
Signature of the Keeper

3/6/2019  
Date

## United States Department of the Interior

## National Park Service / National Register of Historic Places Multiple Property Documentation Form

Gulf, Colorado &amp; Santa Fe Railway Depots of Texas, 1873-1965

Texas (Statewide)

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The area covered by this multiple property submission includes the State of Texas. Information regarding the acreage of each property, geographic coordinates, and boundary descriptions and justifications are included on each individual nomination form.

**H. Summary of Identification and Evaluation Methods***See Continuation Sheets 18-19***I. Major Bibliographical References***See Continuation Sheets 20-21***Figures:** *See Continuation Sheets 22-35*

**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.460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 250 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, PO Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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**E. Statement of Historic Contexts**

Organized in 1873 by Galveston businessmen, the Gulf, Colorado & Santa Fe Railway was acquired by the Atchison Topeka & Santa Fe Railway in 1887 yet continued to maintain general offices in Galveston until 1965. In its peak year of 1955, the GC&SF operated nearly 1,800 miles of track in Texas, second only to the Southern Pacific system. The GC&SF adopted standardized AT&SF designs for its combination depots but developed semi-standardized plans with differing facade treatments for its passenger depots.

*Transportation in Texas Prior to the Railroads, pre-1853*

The greatest obstacle to the development of Texas was the limited forms of transportation available. Although Texas has many rivers, few of them are navigable for more than a few miles inland from the Gulf of Mexico. Before the advent of the railroads, overland trade and travel were by ox-drawn wagons and stagecoach. Roads were few and poor; crude timber bridges were constructed only at waterway crossings that could not be forded. The Republic of Texas did little to improve either land or water transportation. This situation did not improve in the early years of statehood. As the population increased, counties began to lay out roads, cut down trees, and dig drainage ditches. Private stage lines connected the state's principal communities; by 1860 thirty-one stage lines operated within Texas.<sup>1</sup> The stage lines established depots and tickets were sold, in the same way as the railroad companies that succeeded them. Ox-drawn wagons hauled freight—typically cotton and buffalo hides—from the interior to the coast for export and returned with sugar, coffee, and manufactured goods. The round-trip would take anywhere from several weeks or even months to complete, depending on road and grazing conditions. Nevertheless, it was the only overland transportation available at the time and “freighting” was a profitable business.<sup>2</sup> Reed reports that 10,000 teams were in operation at the outbreak of the Civil War. The greatest opposition to initial efforts to construct railroads came from Texan freighting companies.<sup>3</sup>

*Early Railroads, 1853-1873*

Houston was the focus of railroad construction prior to the Civil War. The first railroads included the Galveston and Red River Railway, which was chartered by the Texas legislature in 1848. Work did not actually begin until 1853, and then proceeded slowly. By 1856, only two miles of the line had been completed and the company changed its name to the Houston and Texas Central Railroad. By 1860, the line had been extended to Millican in Brazos County. The Buffalo Bayou, Brazos, and Colorado Railway, which was chartered by the Texas legislature in 1850, was the first railroad constructed in Texas. The BBB&C also built westward from Harrisburg reaching the Brazos River at Richmond in 1855, a distance of 32 miles. In 1860, the railroad reached Alleyton in Colorado County. Further work on this line was interrupted by the Civil War. The Washington County Railroad was chartered in 1856 to build a 21-mile line from Hempstead to Brenham, which it completed in 1860. Perhaps the most important *antebellum* railroad was the Galveston, Houston and Henderson Railroad because it connected Houston, the most important inland commercial center and railroad hub, with Galveston, the state's most important seaport. The GH&H, which was incorporated by an act of the Legislature in 1853, began construction northward at Virginia Point (on the mainland across Galveston Bay) in March 1854 and reached Houston late in 1858. In the summer of 1859 the GH&H built a bridge across Galveston Bay and the following year completed the line from the bridge to the depot in Galveston.<sup>4</sup> Other early railroads included the Houston Tap and Brazoria Railroad (chartered 1856), the Texas and New Orleans Railroad (1856), the Eastern Texas Railroad (1852), the San Antonio and Mexican Gulf (1850), the Indianola Railroad (1858), The Southern Pacific Railroad (chartered 1852 as

<sup>1</sup> Two long distance lines connected Texas with the rest of the country. One extended from Sherman to St. Louis via Fort Smith, Arkansas; the other connected Sherman to Fort Concho in Tom Green County, where it connected with a line running from San Antonio to San Diego, California.

<sup>2</sup> Charles S. Potts. Bulletin of the University of Texas No. 119: Railroad Transportation in Texas. Austin: The University of Texas, 1909, pp. 9-17.

<sup>3</sup> St. Clair Griffin Reed. *A History of the Texas Railroads and of Transportation Conditions under Spain and Mexico and The Republic and The State*. Houston: The St. Clair Publishing Co., 1941, p. 44.

<sup>4</sup> This line would provide the impetus for construction of the Gulf, Colorado & Santa Fe Railway.

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the Vicksburg and El Paso Railroad), and the Memphis, El Paso and Pacific Railroad (1853). At the outbreak of the Civil War, eleven railroads had constructed a total of 492 miles of track in Texas.<sup>5</sup>

Even though Texas railroads were spared the destruction that their counterparts in the old South suffered, the war retarded the development of the state's rail transportation network by a decade or more. Two of the eleven railroads in operation at the beginning of the war were destroyed, three others were abandoned either during the war or soon afterwards, the roadbeds and equipment of all railroads had deteriorated, and most companies were bankrupt. An exception was the Houston and Texas Central, which had restored the condition of its roadbed, equipment, and credit by 1868 and began extending its line from Millican in 1867, reaching Bryan that year, Corsicana in 1871, and Denison in 1873 where it connected with the Missouri, Kansas and Texas Railway which had built a line south from St. Louis through Indian Territory.<sup>6</sup> For the first time, Texas was connected to the national railroad network.

With the end of Reconstruction and the readmission of Texas to the Union in 1870, an era of great activity in railroad construction began. During the two decades from 1870-1890, more than 8,000 miles of rail were constructed in Texas. The Gulf, Colorado and Santa Fe Railway was a major factor in this growth.

*The Galveston, Colorado & Santa Fe Railway, 1873-1965*

In 1873, Galveston was the largest and most prosperous city in Texas. Its natural harbor, which accommodated ocean-going vessels, was the principal shipping point on the Gulf of Mexico west of New Orleans and destination for thousands of central European immigrants seeking a better life in the New World. With its focus on maritime transportation, Galveston had been slow to develop rail connections with the interior of the state. The island was served by a single railroad, the Galveston, Houston, and Henderson, since 1860, which ran through Houston. When yellow fever was reported on the island, Houston health officials would halt rail traffic between the two cities. Galveston cotton shippers complained that these quarantines usually seemed to coincide with the cotton harvest and were motivated more by economic than public health concerns.

Seeking to overcome Houston's perceived advantage, a group of Galveston merchants and businessmen obtained a charter from the state legislature on May 28, 1873 to build a railroad into the interior that would avoid not only Houston, but all of Harris County. The railroad's name—the Gulf, Colorado, and Santa Fe (GC&SF)—described the territory they expected to serve. At the time, the GC&SF had no relationship with the Atchison, Topeka & Santa Fe Railway (AT&SF); that would not occur until 1886.

By November 1873, organizers had sold \$750,000 of stock, nearly all to private citizens although Galveston County also purchased \$500,000 to be paid in bonds. Construction of the line began in Galveston in May 1875 and reached the Brazos River at Richmond, 60 miles to the northwest, in 1879. Lighter than expected traffic and a flood that destroyed the Brazos River Bridge led to the insolvency of the railroad that same year.<sup>7</sup>

A consortium led by Galveston entrepreneur George Sealy purchased the railroad on the Galveston courthouse steps on April 15, 1879 for \$200,000. The reorganized company resumed construction in 1880 and by August 1 had completed 63 miles from Richmond to Brenham. In 1881, the railroad extended the line north to Belton, Temple, and Fort Worth, thus capturing much of the Central Texas cotton trade for the port of Galveston. The GC&SF laid out towns along the line that reflected the names of the company's officers and officials, including Rosenberg, Sealy, Moody, Wallis, Blum, Heidenheimer, and Temple.<sup>8</sup>

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<sup>5</sup> Potts, pp. 23-34.

<sup>6</sup> Ibid, pp. 36-40.

<sup>7</sup> Reed, pp. 283-284.

<sup>8</sup> William Osborn. "Gulf, Colorado & Santa Fe Railway Company" at <http://www.texassantafehistory.com/Company%20History.htm> (accessed May 9, 2012).

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Between 1876 and 1882, the State of Texas incentivized railroad construction by granting sixteen sections (at 640 acres per section) of State land to railroads for each mile of track laid. Before the law was repealed in 1882, the State had granted 35,777,038 acres, but this amount was ultimately reduced to 32,153,878 acres due to lack of available public land.<sup>9</sup> The GC&SF received certificates for 3,554, 560 acres. Instead of patenting and developing the land, the railroad sold the certificates for \$246,677.15 to raise capital. After commissions and other expenses, the GC&SF only realized about six cents per acre.<sup>10</sup>

In 1882, the GC&SF added 76 miles through the purchase of the Chicago, Texas and Mexican Central Railway Company, a 53-mile line between Cleburne and Dallas. To reach the livestock-raising areas of the Edwards Plateau and Llano Basin, the company began extending the main line westward from Belton. Construction reached Lampasas in May 1882 and Brownwood in 1885. In recognition of the growing economic power of Houston, the GC&SF constructed a branch line from Alvin to the Bayou City in 1883. In 1886, the company had approximately 700 miles in operation.<sup>11</sup>

That same year, the management of the AT&SF, seeing the GC&SF as a possible gateway to the Gulf of Mexico, made overtures to Sealy and his associates to acquire the Texas road. Sealy believed that he could arrange an exchange of stock that would benefit the GC&SF shareholders. AT&SF President William B. Strong initially offered to exchange three shares of AT&SF stock for four shares of GC&SF stock but Sealy held out for a one-for-one stock trade. Strong ultimately agreed to Sealy's terms on three conditions. First, that the GC&SF would extend its main line from Fort Worth to Purcell in Indian Territory to connect with an AT&SF subsidiary that would build south to meet it; second, that the GC&SF would extend a branch from Cleburne to Paris, to connect with the St. Louis and San Francisco Railway; and third, that it would build another branch from Cleburne to Weatherford—altogether, an addition of 300 miles in 12 months. Within a year, the GC&SF had completed the conditions of the agreement and the sale was completed.<sup>12</sup>

Despite now being wholly owned by the AT&SF, the GC&SF (known within the AT&SF as the “Gulf Lines”) continued to maintain its general offices in Galveston. This was necessary due to a statute enacted by the Texas Legislature in 1853 known as “An Act to Regulate Railroad Companies.” Among other provisions, the law required railroads that operated in Texas to keep their principal offices on the line of the road. Although the law was nullified by the U.S. Supreme Court in 1934, the GC&SF continued to operate semi-autonomously of its parent corporation until 1965.<sup>13</sup>

*Expansion into West Texas, East Texas, and Louisiana*

With a new infusion of cash, the GC&SF immediately resumed construction by extending the main line and moving into areas not originally planned for service. Construction of the main line toward Santa Fe, New Mexico was resumed westward from Brownwood in 1886, reaching Ballinger that year and San Angelo in 1888. In 1911-12, the GC&SF constructed a branch from Lometa to Eden to take advantage of the livestock, wool, and mohair trade. Acquisition of two small railroads gave the GC&SF access to Coleman, Paint Rock, and Sterling City.<sup>14</sup>

At the end of 1896 the GC&SF had 958 miles of track in service, all but 80 miles of which it had constructed itself.<sup>15</sup> The next period of growth would largely be due to acquisition of existing railroads.

<sup>9</sup> Stephen G. Wilson. “Railroad Construction, Public Aid to” at <http://www.tshaonline.org/handbook/online/articles/mpr01> (accessed January 11, 2011).

<sup>10</sup> Ibid.

<sup>11</sup> Zlatkovich, Charles P. *Texas Railroads: A Record of Construction and Abandonment*. Austin, Texas: Bureau of Business Research, University of Texas at Austin and Texas State Historical Association, 1981, p. 71.

<sup>12</sup> Reed, pp. 288-291.

<sup>13</sup> Osborn, “Gulf, Colorado & Santa Fe Railway Company.”

<sup>14</sup> Osborn, “Gulf, Colorado & Santa Fe Railway Company”; Reed, p. 291.

<sup>15</sup> Zlatkovich, p. 71.

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In 1882, the GC&SF took its first step toward getting a share of the East Texas lumber business through construction of a 28-mile branch from Somerville to Navasota. Acquisition of the Central and Montgomery Railway Company in 1887 and the Texas Louisiana & Eastern Railroad in 1897 extended the line to the Trinity River. Between 1899 and 1903, through acquisition and construction the GC&SF extended the branch from the Trinity River east to Silsbee and from Beaumont north to Center via Silsbee, Kirbyville, Jasper, and San Augustine. In the process, it formed a business relationship with John Henry Kirby, founder of the Kirby Lumber Company the largest lumber producer in Texas at the time. As a condition of the sale of the Gulf, Beaumont & Kansas City Railway to the GC&SF, the railroad agreed to purchase its lumber and ties from Kirby's mills. The last piece of the timber puzzle was the charter of the Jasper and Eastern Railway Company in 1904, which built a line extending east from Kirbyville to Oakdale, Louisiana from 1904-1908.<sup>16</sup>

Another East Texas acquisition was the Gulf and Interstate Railway Company of Texas. The G&I owners envisioned a line from a point on the Red River in Fannin or Grayson County south to the Gulf at Port Bolivar, which it planned to develop as a deepwater port in competition with Galveston. The line was only completed from Port Bolivar to Beaumont before the 1900 Storm destroyed 28 miles of track and forced the company into receivership. The AT&SF acquired the railroad in 1908. The Santa Fe leased the railroad to the GC&SF until 1948, when it was acquired by the GC&SF.<sup>17</sup>

*The Cane Belt Branch*

In March 1898, a group of Colorado County planters and businessmen led by W.T. Eldridge and William L. Dunovant obtained a charter from the State of Texas to construct a line from Eagle Lake south to the large sugar cane farms around the community of Bonus. The following year Eldridge had the charter amended to allow the Cane Belt Railroad to extend a line northward to reach the Santa Fe main line at Sealy and southwest from Bonus to Matagorda on the Gulf of Mexico. By June 30, 1899, the line had reached Wharton and northward construction reached Sealy in 1900. Enticed by a substantial cash offer from cattleman A.H. "Shanghai" Pierce, the line was routed through Bay City, reaching the city less than a day ahead of the July 1, 1901 deadline imposed by Pierce. Construction continued southward and reached Matagorda in 1904. That same year, the Cane Belt built branches from Bonus to Calhoun (9 miles) and from Boedecker to Garwood (3 miles).

In the meantime, the Santa Fe had become interested in the line and in 1904 purchased all the company stock for \$850,000. Now known as the Cane Belt Branch, the railroad initially shipped sugar, rice and gravel, but after the discovery of a large sulfur deposit at Gulf Hill, six miles from Matagorda, in 1917, transportation of sulfur became the primary source of revenue for the branch. Just as the Gulf Hill deposit was becoming depleted, another deposit was discovered at Boling in Wharton County. To serve the mine, the Cane Belt constructed a 34-mile branch from Lane City to the GC&SF main line at Thompsons in 1930-31. An added benefit of this line was that it created a short cut from Matagorda to Galveston.

The parent company, the AT&SF, operated the Cane Belt as an independent road until the Texas legislature passed an act on April 11, 1905, that allowed it to lease or sell the road to another of its operating companies. The AT&SF leased the Cane Belt to the GC&SF on July 1, 1905, which operated it under lease until December 1948, when it was merged into the GC&SF.<sup>18</sup>

*Fort Worth and Rio Grande Railway*

The Fort Worth & Rio Grande Railway (FW&RG) was chartered in 1885 by B.F. Yoakum, owner of the St. Louis and San Francisco Railway commonly known as the *Frisco*. The charter allowed the FW&RG to build from Fort Worth to

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<sup>16</sup> Reed, pp. 292-294.

<sup>17</sup> Ibid, p. 296.

<sup>18</sup> William J. Reading, "Cane Belt Railroad," at <http://www.tshaonline.org/handbook/online/articles/eqc02> (accessed April 16, 2012); Reed, p. 297-298.

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Brownwood with a branch line from Logan's Gap (Comanche County) to Coleman (Coleman County). Construction began in 1886 and 40 miles was completed from Fort Worth to Granbury (Hood County) in 1887 before construction ceased for two years. Construction resumed in 1889, and the line reached Dublin (Erath County) and Comanche (Comanche County) in 1890, and Brownwood (Brown County) in 1891.<sup>19</sup>

In 1887, the owners amended the charter to allow the road to build to Kerrville and construct a branch northwestward from Fort Worth to connect with the GC&SF. Construction from Brownwood south toward Kerrville began in 1901 and ceased in 1903 when it reached Brady (McCulloch County). In 1909, the owners once again amended the charter to allow construction of a 40-mile extension to Menard, which was completed in 1911, but Kerrville was never reached. In 1913 the FW&RG went into receivership which lasted until late in 1916.

Meanwhile, in 1911 the Santa Fe planned to build a branch line from Lometa (Lampasas County) to Eden (Concho County), as previously described. Construction began in 1910 and by January 1911 had reached the Colorado River, eleven miles to the west. The Colorado was crossed, and the rails reached San Saba (San Saba County) in April 1911. The line reached Brady in August and Eden that December. San Saba and Brady received brick passenger depots and wood frame freight depots. Standard plan wood frame combination depots were constructed in Algerita, Richland Springs, Satuit, Whiteland, Melvin, and Eden. Still smaller stations on the line—Chadwick, Hall, and Wellview—received one-room depots, known as “flag stops.”<sup>20</sup>

Competition between the FW&RG and GC&SF for the Edwards Plateau agricultural and livestock trade became intense. The FW&RG countered the GC&SF's move by constructing the line from Brady to Menard, as described above. Because Menard was 21 miles further south than Eden, the FW&RG was thus able to capture the livestock trade in Sutton and Kimble counties.<sup>21</sup>

Area ranchers and both railroads prospered in the 1920s but drought, the Great Depression, and cheap gasoline prices led to a sharp decline in rail traffic in the 1930s. The FW&RG also lost some of its share of the Edwards Plateau livestock traffic due to the construction of a line from San Angelo to Sonora by Santa Fe subsidiary Kansas City, Mexico and Orient Railway in 1930.<sup>22</sup>

The FW&RG did not have the financial strength to endure the Great Depression and the railroad declared bankruptcy in 1936. In 1937 the Santa Fe acquired the FW&RG between Fort Worth and Menard and leased it to the GC&SF for operation until 1948, when it was merged into the Galveston railroad. Acquisition of the FW&RG shortened the Santa Fe route from Sweetwater to Fort Worth by 117 miles. Beginning in 1949 the Santa Fe began closing agencies and, in the late 1950s, abandoning sections of the former FW&RG beginning with the 44 miles between Brownwood and Brady in 1959 and the 31 miles between Brady and Menard in 1972. The Santa Fe sold the remainder of the line to Cen-Tex Rail Link in 1994.<sup>23</sup>

#### *Other Acquisitions, Decline, and Merger*

Other GC&SF-leased railroads included part of the Pecos and Northern Texas Railway between Coleman and Sweetwater, which it leased from the AT&SF in 1914. The Port Bolivar Iron Ore Railroad between Longview and Ero (also listed as Eno) in Camp County, was leased and operated by the GC&SF between 1914 and 1927. Although the Santa Fe provided funding for the construction of this railroad, it was not a Santa Fe subsidiary and was abandoned shortly after

<sup>19</sup> Patricia L. Duncan, "Fort Worth and Rio Grande Railway" at <http://www.tshaonline.org/handbook/online/articles/eqf07> (accessed April 05, 2013).

<sup>20</sup> Osborn, "East of Eden" pp. 6-7.

<sup>21</sup> Ibid, p. 7.

<sup>22</sup> Ibid, p. 10.

<sup>23</sup> Ibid, pp. 15-16; Duncan.

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the lease expired in 1927.<sup>24</sup> The GC&SF owned a 25-percent interest in the Houston Belt and Terminal Railway Company and a one-eighth interest in the Union Terminal Company at Dallas. In 1957, the GC&SF merged Santa Fe subsidiaries Beaumont Wharf and Terminal Company and the Union Passenger Depot Company of Galveston and in 1960, merged the Fort Worth Union Passenger Station Company into the company.<sup>25</sup>

Except for the Gulf and Interstate and the Pecos and Northern Texas, all of the leased companies were merged into the GC&SF on December 31, 1948. The Pecos and Northern Texas was merged into the Panhandle and Santa Fe Railway Company on the same date, but the portion of track east of Sweetwater continued to be operated under lease by the GC&SF.

In its peak year of 1955, through construction and acquisitions, the GC&SF operated 1,787 miles of track in Texas, Oklahoma, and Louisiana. A gradual period of abandonment began in 1959 with the 45-mile section between Brownwood and Paul Junction, 20 miles between Cresson to Weatherford, and 46 miles between San Angelo and Sterling City. In 1961, the GC&SF abandoned slightly less than six miles in three separate locations. At the time of the 1965 merger, the GC&SF still had 1,670 miles of track in operation.

During this time, the railroad had been closing agencies and eliminating passenger service. A comprehensive survey of the growth and decline of Santa Fe passenger service is beyond the scope of this nomination but data on initiation and termination of “named” trains operating on the GC&SF is available from 1906-1965. Named trains—such as the Texas Chief, The Scout, and the Ranger—served the railroad’s more prestigious routes and is an indicator of passenger service trends on the Santa Fe during this time. Between 1906 and 1918, the AT&SF operated between 14 and 20 named trains daily over GC&SF rails with a peak of 20 trains in 1916. In 1919, the number declined to 13 trains and remained between 11 and 15 from 1919-27. In 1928 the number further dropped to seven and remained between seven and nine through 1933. Things picked up slightly from 1934-1938 with ten daily trains operating but fell back to seven in 1939 and remained between six and eight through 1949. From 1950-54 the number declined to five, and then to four from 1955-59. In 1960, the Santa Fe increased service to six trains, then reduced them to five from 1961-65. The decline of American passenger rail service in the twentieth century has been extensively covered in many other studies and the Santa Fe Railway was not immune to trends in public transportation that affected service on other railroads.

When the Texas Legislature passed the Law to Regulate Railroads in 1853, it required railroads operating in Texas maintain headquarters in the state. This requirement was later included as Section 3 of Article X of the Texas Constitution of 1876. Consequently, the various railroad systems operating in Texas did so through subsidiary companies. Some, such as the Southern Pacific, Missouri Pacific, and the Santa Fe, retained the corporate names of Texas railroads they had acquired. The Missouri, Kansas and Texas (MKT) and other railroads chartered separate subsidiaries to operate in Texas. The Transportation Act of 1920 gave additional powers to the Interstate Commerce Commission to regulate railroads. In 1934 the Kansas City Southern Railway Company sought to lease the Texarkana and Fort Smith Railway Company lines in Texas. Although the Interstate Commerce Commission approved this lease, the State of Texas argued the case to the Supreme Court of the United States, which upheld the federal agency and effectively nullified Section 3 of Article X. Interestingly, railroads did not act on this ruling immediately. It was not until 1956 that the Missouri Pacific merged the New Orleans, Texas and Mexico and its subsidiaries into the parent company. The Missouri-Kansas-Texas merged its Texas subsidiary in 1960. In 1961, the Texas and New Orleans and its subsidiaries were merged into the Southern Pacific.<sup>26</sup> On March 2, 1965 the Interstate Commerce Commission signed the order approving the merger of the GC&SF into the Santa Fe System. On August 30th of that year the general offices of the GC&SF in the Santa Fe Building at 25th Street and The Strand were vacated, thus ending the 92-year history of Galveston’s railroad.<sup>27</sup>

<sup>24</sup> Nancy Beck Young, “Port Bolivar Iron Ore Railroad” at <http://www.tshaonline.org/handbook/online/articles/eqp15> (accessed July 10, 2013).

<sup>25</sup> Osborn, “Gulf, Colorado & Santa Fe Railway Company.”

<sup>26</sup> Werner, “Railroads.”

<sup>27</sup> Osborn, “Gulf, Colorado & Santa Fe Railway Company.”



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**Segregated Railroad Facilities in Texas in the Jim Crow Era**

In the last decade of the 19<sup>th</sup> century, the Texas State Legislature began codifying segregation, and public transportation would become one of the most tightly-regulated of all interracial areas of contact.<sup>28</sup> As Texas railroad construction accelerated in the 1880s, efforts to pass “Jim Crow” laws (a colloquial term for both *de facto* and *de jure* segregation) also gained momentum. In 1891, a new Texas law required rail companies to provide separate coaches for different races of passengers, and subsequent laws shaped the architecture of public spaces. Initially the Texas Railroad Commission merely encouraged railroad companies to comply with Texas segregation laws, but public about interracial mixing at train depots led the state in 1909 to mandate that companies provide “separate apartments for the use of white passengers and negro passengers” at stations.<sup>29</sup> The architectural segregation strategy at southern depots included separate waiting rooms, restrooms, and ticket windows. Because compliance was expensive for railroad companies, spaces for African American customers were generally smaller.<sup>30</sup> As Jim Crow was slowly dismantled in the mid-twentieth century, physical remnants of segregated spaces began to disappear, but the rooms designed to separate travelers by race remain.

<sup>28</sup> Bruce A. Glasrud, “Jim Crow’s Emergence in Texas,” *American Studies* 15, no. 1 (Spring 1974): 53. This section adapted from the NR nomination for the St. Louis and San Francisco Railway Depot, Comanche, Comanche County, Texas.

<sup>29</sup> William S. Obsborn, “Curtains for Jim Crow: Law, Race, and the Texas Railroads,” *Southwestern Historical Quarterly* 105, no. 3 (Jan. 2002): 400. *Railroad Companies—Requiring Suitable Passenger and Freight Depots*, S 13, 31<sup>st</sup> Leg., 2<sup>nd</sup> sess., *General Laws of Texas* (1909): 402.

<sup>30</sup> Robert R. Weyeneth, “The Architecture of Racial Segregation: The Challenges of Preserving the Problematical Past,” *The Public Historian* 27, no. 4 (Fall 2005): 19.

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**F. Associated Property Types**

The property type for the MPS "Gulf, Colorado & Santa Fe Railway Depots of Texas, 1873-1965" is based upon the railroad resource classification system developed by Walter Berg in his 1893 book *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students*. Architectural and railroad historians consider Berg's book to be a standard reference and his system of classification of railroad building and structural types based upon function is valuable for categorizing the historic railroad resources that remain today.<sup>31</sup>

**Property Type: *Railroad Depot***

Railroad depots are buildings constructed at stations of the railroad for the shipping and receiving of goods, the handling of passenger arrival and departure, and as communication centers for the operations of the railroads.<sup>32</sup> Most depots were constructed by the GC&SF, although some were built by railroads that were later acquired by the GC&SF. Depending upon the size of the community, a depot might serve all, or just a few of the functions listed above, with larger communities having separate buildings for each function. Berg's classification system is used for further identifying depot subtypes.

**Subtype: *Terminal and Union Depot***

The largest railroad depot subtype in terms of size and services offered is terminal and union depots. These depots serve passengers and their related needs at the termini and major junctions of a railroad line. The depot is located either at the end of the tracks ("head stations") or on one side of tracks ("side stations"). Terminal depots are usually located in larger cities and were designed by an architect to suit the particular needs of the location. Major terminals on the GC&SF were Galveston, Houston, Fort Worth, and Dallas. Galveston is an example of a head station that contained a wide range of functions under one roof, including a general ticket office; a ticket office for sleeping car service; offices for the stationmaster, trainmaster, telegrapher, and clerks; passenger waiting rooms and toilets; a news stand which sold newspapers, magazines, gum, snacks, cigarettes and cigars; a lunch room; a barber shop; baggage services; and the general offices of the railroad on the upper floors. Express baggage and mail were located in an adjacent building. Where the lines of two or more railroads intersect, railroads often cooperatively constructed a union depot for passenger convenience and construction and operation cost savings. GC&SF union depots were found in large cities, including Houston, Dallas, and Fort Worth, as well as small communities, such as Algoa (Galveston County), Brenham (Washington County), and Milano (Milam County).

Each terminal and union depot was designed by an architect and constructed of masonry. The larger union depots—Galveston, Houston, and Dallas—were two- or three-part blocks with offices on the upper floors.

Figures 1 and 2 show examples of the GC&SF terminal and union depots: the corporate headquarters and terminal depot in Galveston and the former Houston Union Depot, which has been incorporated into Minute Maid Park, home field of the Houston Astros Major League Baseball Club.

All but the smallest GC&SF depots provided racially segregated waiting rooms and toilets until about 1964. A 1909 Texas statute required railroad companies to "keep and maintain separate apartments in such depot buildings for the

<sup>31</sup> Deon Wolfenbarger, "Historic Railroad Resources of Kansas," National Register of Historic Places Multiple Property Submission, National Park Service, 2001, Section F, p. 1.

<sup>32</sup> Although the terms "station" and "depot" are often used interchangeably, a station is a stop on the railroad, while a depot is a building at a station that handles passengers and goods.

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use of white passengers and negro passengers<sup>33</sup>.” This led to a flood of depot replacements beginning in 1910, as railroads replaced older, single-waiting-room depots with ones having two waiting rooms. Waiting rooms in large metropolitan depots were further segregated, with one waiting room for white women (and their families) and another for white men, to protect women’s tender sensibilities from being offended by the coarse manners and language of traveling salesmen. After the Civil Rights Act of 1964 struck down racial segregation laws, all Texas Santa Fe passenger depots used a single waiting room for all passengers. It hardly mattered, however, since there were so few passenger trains in operation at that time.

**Subtype: *Freight Depot***

Freight depots (or freight houses) were railroad buildings intended to serve as transfer points for freight (as opposed to baggage) shipped by the GC&SF. Freight houses were generally constructed only in larger communities, which generated a relatively high volume of freight traffic; in smaller towns, the freight room in a combination depot served this purpose. A freight depot would be required when the GC&SF constructed a separate passenger depot. Unlike combination depots, the GC&SF did not have a standardized plan for freight depots. When a community received a county-seat type passenger depot, the former combination depot would often be converted into a freight depot.<sup>34</sup>

The size and construction of a freight house was dependent on the expected freight traffic demand at the given location. The GC&SF generally constructed freight depots of wood framing covered with drop siding. Examples of a wood frame GC&SF freight depot are Caldwell and Sterling City, which are similar in design and materials to a 1906 combination depot, except without the projecting agent’s bay. A raised loading platform, large sliding freight doors, and bracketed gabled roof are all characteristics of this building type. Larger communities with more freight traffic or interchanges with other major railroads received brick freight depots, consisting of a two-story brick office building with an attached one-story freight shed. As with their wood frame counterparts, brick freight depots were linear in plan with high platforms on both the rail side and truck loading sides and multiple sliding or rolling freight doors on both facades. An example of a surviving masonry freight depot is at Brenham. Dallas had an 18-acre terminal complex with a 20-story office building. Plans for standardized freight depots were not located.

**Subtype: *Combination Depot***

Combination depots are the most numerous depot subtype on the GS&SF. They provided passenger waiting rooms, an agent’s office, a baggage room, and a freight room under one roof. The GC&SF, like other railroads, used combination depots at lower-traffic stations where the expense of maintaining separate passenger and freight facilities was not justified. Corporate identity was expressed through distinctive architecture, signage, and color scheme.

***Early Depots***

Prior to standardizing combination depot design in 1906, the GC&SF constructed depots with varying dimensions according to the anticipated level of traffic at that station. The 49 depots constructed between 1879 and 1899 had widths of 16-24 feet and lengths of 43-166 feet. They did, however, have a uniform construction of wood framing with board-and-batten siding, a bracketed side-gabled roof covered with wood shingles, and a five-sided agent’s bay that extended from the foundation to the roof soffit. Wood paneled doors were set in wood frames with pedimented head trim. Windows were double-hung with six lights per sash.<sup>35</sup>

<sup>33</sup> Acts 1909, *2nd Civil Statutes*, p. 401, recodified to *Vernon’s Texas Statutes and Codes Annotated*, (Rev. Civ. St. 1911 ), Article 6693 and Article 6694. For an authoritative discussion of racial segregation, see “Curtains for Jim Crow: Law, Race, and the Texas Railroads” by William Osborn in the January 2002 *Southwestern Historical Quarterly*.

<sup>34</sup> *Ibid*, pp. 13-14

<sup>35</sup> Pounds and Childers, pp. 5-6.

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*1906 Standard-Plan Combination Depots*

In 1906, GC&SF Chief Engineer C. F. W. Felt issued a 36-sheet set of drawings for fifteen different standard wood-frame combination depots that were virtually identical to the Santa Fe's 1890-1896 Standards. The depots ranged in size from Number 1, at 396 square feet, to Number 15, at 5,772 square feet. All standard plan depots were 24 feet deep, which made them simple to extend as the community grew and shipping and passenger traffic increased. Except for Depot Number 1, depots were designed using a variety of 16-foot, 32-foot, and 64-foot modules, or "sections," lettered A-P. For example, as shown in Figure 5 below, Combination Depot No. 5 consisted of sections P, K, G, C, and E. Each depot in the numerical succession was 16 feet longer than its predecessor. Depots had a border and a platform of crushed stone. A 20'-4" crushed stone platform extended 300'-0" between the depot and the track(s). Plans called for a privy to be constructed at the end of the platform furthest from the depot.

Standard-plan depots had foundations of concrete perimeter beams resting on continuous concrete footings or pier foundations with timber floor framing or a combination of the two. In the former instance, floors were either concrete slab or vitrified brick; in the latter, they were of wood. Plans called for exterior walls to be framed with 2x6 lumber and clad with Pattern #105 or #115 shiplap drop siding, although brick veneer is also shown. The main roof was supported by 24-foot-long timber trusses. Roofs had shiplap wood decking and were covered with 6-inch cypress shingles.

By the beginning of the twentieth century, most Texas railroads had settled on standardized combination depot designs that were very similar to those of the Santa Fe: rectangular plan, wood frame construction, and a bracketed gabled roof with deep eaves. However, each railroad incorporated distinctive architectural features and color scheme in their depots that distinguished them from their competitors.

The primary architectural feature that sets Santa Fe depots apart from those of other Texas railroads is the five-sided agent's bay that projects above the eave line of the main roof, as shown in Figure 6. Stylistically, the 1906 combination depots could be classified as "Railroad Eclectic." Architectural stylistic influences include the Eastlake style, which can be seen in the chamfered detailing of the brackets and agent's bay gable-end treatment; Greek Revival, in the pedimented door and window head trim; and Craftsman, in the use of Pattern #115 wood siding.

Typical doors are single, hinged, five-paneled wood doors with three-light transoms. Horizontal-sliding, stile-and-rail wood doors connected the freight room to the loading dock. Windows were double-hung with four or six lights per sash.

Interior wall surfaces and ceilings were clad in beaded wood in the waiting rooms, baggage room, and office, and unfinished horizontal boards in the freight room. Depots with concrete foundations had concrete floors in the office and waiting rooms and vitrified brick in the baggage and freight rooms. Those with pier-and-beam foundations had 1 x 4 yellow pine floors in the office and waiting rooms and 2 x 12 horizontal wood planking in the baggage and freight rooms.

Characteristics of 1906 Standard Plan depots are:

- Five-sided agent's bay that projects above the main roof eave line
- Pedimented head trim on doors and windows
- Wood scissor eave and gable brackets
- 6/6 or 4/4 double hung windows
- Stile-and-rail baggage/freight doors without diagonal bracing on exterior
- Open transoms with security bars over baggage/freight doors
- Five-panel hinged doors
- Decorative gable treatment in agent's bay

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*1910 Standard Plan Combination Depots*

In 1910 and 1911, the AT&SF Chief Engineer issued new sets of plans for standard combination depots, which were adopted by the GC&SF at an unknown date. No plans signed by the GC&SF Chief Engineer are known to exist. The new standards reduced the number of depot plans from fifteen down to five. Although similar to the 1906 series depots, the 1910 designs differed from their predecessors in detailing. Elevations of a 1910 Standard Plan Combination Depot are shown in Figure 7.

Characteristics of 1910 System Standard Plans are:

- Five-sided agent's bay that projects above the main roof eave line
- Enlarged office bay option for main line depots
- 6/9 double-hung windows
- Flat door and window head trim
- Scroll-sawn bay ornamentation eliminated
- Eave brackets eliminated and design of gable end wall brackets simplified
- Additional diagonal bracing on baggage and freight doors
- Windows added to freight room gable end wall

*Standard Color Schemes*

The Santa Fe developed standard color schemes for their wood-frame depots and other buildings that established corporate identity. Prior to about 1930, depots were painted Mineral Brown (the railroad's standard freight car color) with white window sashes, and green trim and roof. From 1930 to about 1950, exterior walls were painted Colonial Yellow with Bronze Green trim, white window sashes, and a Venetian Red roof. After 1950, a simplified color scheme was adopted with Colonial Yellow walls, white windows sashes, and a generally unpainted roof.<sup>36</sup>

**Subtype: *Passenger Depot (AKA County-Seat Type)***

When passenger traffic at a station was sufficient to warrant a separate building, the GC&SF would build a passenger depot to replace the earlier combination depot. These depots, known as "county-seat" depots, were typically constructed of exposed brick, stone, or stucco. Detailing was changed from depot to depot for diversity. They were not built from a standard set of plans although the floor plans were generally similar and included passenger waiting rooms and toilets, an agent's office, an express baggage room, and a mail room. A telegraph office, lunch room, a supply room, and accommodations for train personnel might also be found. On the exterior, a covered open-air waiting area was often included. Roofing was typically clay tile. Figures 3 and 4 show an elevation and a plan for a county seat-type depot in Ballinger. The plan has clearly labeled areas for "Colored" and "White" passengers.

A distinctive feature of larger GC&SF passenger depots was Harvey House restaurants. In the 1870s, English immigrant and restaurateur Fred Harvey began an association with the Santa Fe. For almost the next hundred years, the Fred Harvey Company provided a range of accommodations to the traveling public, including newsstands, lunch counters, restaurants, and hotels, which were either located in Santa Fe depots or in separate buildings on the station grounds. Beginning in 1878 with a restaurant in Florence, Kansas, the Harvey chain ultimately expanded to 84 locations nationwide. Beaumont, Brownwood, Cleburne, Dallas, Fort Worth, Gainesville, Galveston, Houston, Paris, Rosenberg, Silsbee, Somerville, Sweetwater, and Temple all had Harvey Houses providing varying levels of services.<sup>37</sup>

<sup>36</sup> Jay Miller, "An Architectural Survey of Santa Fe Frame Depots." *Santa Fe Modeler*. First Quarter 1993: p. 7.; Pounds, p. 29

<sup>37</sup> Pounds and Childers, p. 14.

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**Subtype: *Flag Depot* (“*Suburban Type Depot*”) – *None Extant***

Flag depots, called “Suburban Type Depots” by the GC&SF, were the smallest type of depot constructed and were built only where a limited number of trains stopped and only then only on request. As shown in Figure 8, they consisted of a covered passenger waiting area with a small building to secure baggage and freight. A plan for a Suburban Type Depot for Crawford, Texas dated March 4, 1957 shows a rectangular-plan building measuring 8’-0” x 20’-0” with a single 6’-0” x 8’-0” waiting room, an 8’-0” x 8’-0” freight room, and a 6’-0” x 8’-0” high platform adjacent to the freight room. A single hinged door provided access to the waiting room and an overhead door accessed the freight room. Fenestration consisted of a single 6/9 double-hung window on the gable end wall. Composition shingle roofing covered the side-gabled roof.<sup>38</sup> After GC&SF passenger service ended, the buildings were sold to the public for use as sheds or demolished. No flag stop depots are known to survive.

**Significance**

Before the railroads, transportation in Texas was by foot, livestock, or watercraft. As late as 1850 the settled area of the state was largely confined to the river bottoms of East and South Texas and along the Gulf Coast. Although steamboat navigation was possible on the lower stretches of a few rivers such as the Rio Grande, Brazos, and Trinity, navigable Texas rivers did not extend far enough into the interior to provide transportation for large segments of the state. The few roads were virtually impassable during wet weather. Ox carts hauling three bales of cotton could only travel a few miles a day at a cost of twenty cents per ton mile. Many proposals to improve internal transportation were both considered and attempted during the Republic of Texas and early statehood periods, including river improvements, canals, and plank roads in addition to railroads. However, it was the railroads that made the development of Texas possible, and for many years railroad extension and economic growth paralleled each other. For people and goods, railroads were the single-most important mode of transportation and shipping for Texans from the latter half of the nineteenth century through the 1920s.

Railroad depots are associated with patterns of transportation development in Texas within the historic context *Growth and Development of the Gulf, Colorado & Santa Fe Railway in Texas, 1873-1965*. The period of significance for the railroad depots property type is 1873-1965; periods of significance for individual depots will depend on construction dates, years of operation, and reasons for eligibility.

Depots served important functions in the development of Texas’s railroad network, are physical reminders of the railroad’s importance to the early settlement of the state and functioned as the critical interaction point between railroad companies and their clients. Depots are also one of the most visually recognizable elements of the state’s railroad infrastructure. When associated with a historically significant railroad corridor, they are significant in the area of *transportation*. When considered individually, depots may be significant in the area of *architecture*.

As the GC&SF pushed northward from Galveston, it platted and established communities along the route that bear the names of the shareholders, officers, and employees of the railroad: Sealy (Austin County), Kopperl (Bosque County), Rosenberg (Fort Bend County), Temple (Bell County), Heidenheimer (Bell County), Alvin (Brazoria County), and Blum (Bosque County) are a few examples. Other, established, communities on hearing that the GC&SF was planning a line in their vicinity, offered bonuses to the railroad to route the line through their town. Some depots were among the first built features at newly-platted townsites. They initially served as delivery points for the raw materials needed to construct houses and commercial buildings, and later as gateways for passenger traffic and common-carrier freight. In addition to facilitating the shipping of outgoing agricultural products, depots received all types of manufactured goods that made life in rural Texas seem somewhat more urbane. The potential economic benefits of railroad access for a pre-railroad community or growing industry in nineteenth-century and early twentieth-century Texas could hardly

<sup>38</sup> Pounds and Childers, p. 230.

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be underestimated. As a community grew, the GC&SF would enlarge the original depot or even replace it with a larger building.

The GC&SF used standardized plans for the construction of combination depots. Although they bear a general resemblance to depots erected by other railroads, GC&SF depots incorporated distinctive architectural features, color scheme, signage, and detailing that projected corporate identity in the same way that fast-food restaurants do today. In some communities, the GC&SF depot may be the most architecturally significant resource. The GC&SF, like other railroad companies, was obsessive in its desire to trim expenses for depots in communities where future revenues were unsure and perfected a method of standardized design and quick and inexpensive construction of these buildings. These highly functional, modular buildings were designed to reduce the costs associated with building new lines.

Other depots, built by railroads that were later acquired by the GC&SF, reflect the “growth through acquisition” strategy of the railroad.

**Registration Requirements***Criterion A*

To meet National Register Criterion A, a railroad depot must meet at least one of the following requirements.

1. The railroad depot was a significant contributor to economic growth, and its construction was followed by a significant expansion of industrial, commercial, or agricultural operations.
2. The design of the depot was influenced by natural, economic, political, or social conditions within its community or region, and those conditions are reflected in the design. For example, a depot that was unusually large for the size of the community because it included offices for a division headquarters would be a significant depot.
3. The railroad depot served as a significant regional distribution center for commercial or industrial products or as a significant regional transportation center for passengers.

*Criterion B*

Railroad depots will not be eligible for the National Register under Criterion B. Railroad depots were built and operated by large corporations that represent the work of many people, rather than individuals. The company headquarters in Galveston could be eligible under Criterion B for association with an important corporate executive.

*Criterion C*

A depot will meet Criterion C if it meets one of the following requirements.

1. A depot embodies distinctive architectural design or construction methods associated with the GC&SF, and the design or construction methods represent an early or transitional example; or a depot embodies stylistic qualities important to the development of railroad depot architecture. Depots not constructed by, but later acquired by, the GC&SF will not be eligible under Criterion C.
2. A depot embodies the distinctive characteristics of an architectural style, and it was the earliest or fullest expression of that particular style within a community.
3. A depot was the work of a significant architect, engineer, or builder, and the design represents an important phase or a particular aspect in the designer's or builder's career. For example, a depot that was designed by a master architect who completed railroad commissions only during a certain period in his career will be a significant depot.

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*Criterion D*

Depots will meet Criterion D if further structural analysis can yield important information about a significant type of construction or the spatial arrangement of depot-related support facilities at important locations. The mere existence, or former existence, of a depot at a particular location does not constitute sufficient important information to warrant eligibility. Rather, the information to be garnered should be supplemental to or in contrast with information available through other sources, such as historical documents or similar buildings. Furthermore, the depot itself must be the source of the information.

**Integrity Requirements**

In addition to the requirement that a railroad depot must meet one of the National Register Criteria to be considered eligible, it must also retain integrity. A depot's integrity of location and its association with a railroad corridor are of critical importance when evaluating its eligibility under Criterion A. Many combination depots have been relocated, either to transportation museums or as part of their commercial renovation and reused. Depots that are not located on the site associated with their historic significance have usually lost integrity of location, setting, association, and feeling. They may, however, still be considered eligible under Criterion A if they meet the requirements under Criteria Consideration B for moved properties.

**Location.** In order to qualify under Criterion A, a railroad depot must retain its integrity of location by being physically located on its historic building site within its former railroad corridor. There must be at least some visible expression of the transportation corridor to convey the depot's historic location within a larger corridor. A depot may also retain its integrity of location if it has been relocated to a site with a setting comparable to its historic site, but only if the relocation site is within or adjacent to a railroad corridor that conveys the depot's association. Relocated railroad depots may still be eligible under Criterion C for historically significant design and construction characteristics. Per Criteria Consideration B, a railroad depot that achieves significance following its relocation by the GC&SF, but within its period of significance, will be considered to have integrity of location.

**Design.** A railroad depot must retain enough original character-defining architectural, structural, and stylistic features to convey effectively the significance of its architectural or engineering designs or its function as a railroad depot.

**Materials.** A railroad depot retains integrity of materials if the building either: 1) retains its original materials; 2) has replacement materials that were installed during the depot's period of significance; or 3) has modern repairs, alterations, or additions that have the same design and material character as those used during the period of significance. Smaller depots were often modified to accommodate increased traffic or additional services on a railroad. Structural or decorative alterations made during a depot's period of significance may be considered part of its historic fabric, provided that they do not substantially diminish the qualities that make it significant.

**Setting.** To retain integrity of setting, a railroad depot must be located in a setting similar to that during its period of significance and must remain physically and visually associated with a railroad corridor or a corridor that maintains at least some visible expression of a former railroad corridor.

**Workmanship.** The structural components of standard combination depots were mass-produced and thus do not exhibit qualities of workmanship. For county seat and other non-standard depots to retain integrity of setting, evidence of artisans' labor and skill in constructing or altering the building must be preserved.

**Feeling.** A railroad depot's integrity of feeling will only be lost if modern alterations to its historic architectural design or the addition of modern materials or additions to the building are of sufficient scale or visual contrast so as to



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dominate its overall visual appearance. Usually, a depot that has lost integrity of feeling will have lost both integrity of design and materials.

**Association.** Association is the direct link between a railroad depot and the significant services it provided or the significant architecture embodied in its design. A railroad depot retains its integrity of association if it retains integrity of location, materials, and design.

**Criterion A Integrity.** Because a railroad depot's site is integral to its association with a railroad corridor, it must retain its integrity of location, materials, design, and setting to be considered individually eligible under Criterion A.

**Criterion C Integrity.** Integrity of design and materials are critical if the building is to convey its historic significance under Criterion C. Integrity of location is not necessary for eligibility under Criterion C, and a relocated depot may retain overall integrity if it is located in a setting similar to its historic setting.

**Criterion D Integrity.** The integrity requirements for railroad depots considered under Criterion D depend on the data requirements of the research design. For example, if a research design specified that the remains of a railroad depot had the potential to contribute in a meaningful way to the body of knowledge regarding the evolution of the architectural design of depots, the depot remains would need to retain sufficient integrity of materials and design to answer the research design questions.

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**Section H. Summary of Identification and Evaluation Methods**

The website “Santa Fe Surviving Depots: Texas” (<http://atsf.railfan.net/depots/sftexapo.html>) was particularly helpful as a starting point in identifying extant depots. Of the 74 GC&SF depots listed on the website, the author has located 51 from field surveys and from resources available on the internet between 2003 and 2017. The remaining 23 depots may exist but have not yet been located. Of the located depots, 13 were found to be already listed in the NRHP either individually, or as contributing elements in an NRHP historic district. Nearly all the masonry county-seat depots meet the registration requirements and are eligible for listing under this MPS. On the other hand, all the wood combination depots except one (Kopperl) have been moved and would not meet the registration requirements in Section F in their present configuration.

The period for the historic context was selected based upon the history of the GC&SF Railway. The incorporation of the GC&SF into the parent AT&SF railroad in 1965 was used for the end of the context historic period. Railroad resource property types were based upon the functional classification provided by Walter Berg in his 1893 book *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students*. Subtypes for depots were based on their original form and function. Integrity requirements were based the author’s knowledge and evaluation of the condition of existing properties revealed in the field survey.

A list of confirmed extant GC&SF depots may be found in Table H.1.

Table H.1: Confirmed Extant Depots

**Key to Types**

- 1 = Terminal/Union
- 2 = GC&SF-built county seat
- 3 = Acquired county seat
- 4 = Non-standard combination
- 5 = Standard combination
- 6 = Acquired combination
- 7 = Freight

Stations shown in **bold** are listed in the National Register of Historic Places

Current Location	County	Type	Const. Date	Construction	Notes
Alvarado	Johnson	4	1952	Wood, asbestos siding	Moved from Blum
Alvin	Brazoria	2	1910	Masonry, stucco	Original location
Ballinger	Runnels	2	1905	Limestone, stucco	Original location
<b>Beaumont</b>	<b>Jefferson</b>	<b>4</b>	<b>1901</b>	<b>Brick</b>	<b>Listed - Beaumont Commercial HD</b>
Blum	Hill	5	1910	Wood	Moved, same community
Brady	McCulloch	1	1912	Brick	Original location
<b>Brenham</b>	<b>Washington</b>	<b>7</b>	<b>1925</b>	<b>Brick</b>	<b>Listed - Brenham Downtown HD</b>
<b>Brownwood</b>	<b>Brown</b>	<b>2</b>	<b>1909</b>	<b>Brick</b>	<b>Individually listed</b>
Caldwell vic.	Burleson	7	1895	Wood	Converted combination depot. Relocated.
Canton	Van Zandt	5	1923	Wood	Moved from Longview
Chireno vicinity	San Augustine	5	1914	Wood	Moved from Brookeland
Cleveland	Liberty	5	1905	Wood	Moved, same community
Clifton	Bosque	5	1908	Wood	Moved, same community
Coleman	Coleman	2	1916	Brick, stucco	Original location

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Current Location	County	Type	Const. Date	Construction	Notes
<b>Comanche</b>	<b>Comanche</b>	<b>3</b>	<b>1912</b>	<b>Brick</b>	<b>Individually listed</b>
<b>Dallas</b>	<b>Dallas</b>	<b>1</b>	<b>1916</b>	<b>Masonry</b>	<b>Individually listed</b>
<b>Dallas</b>	<b>Dallas</b>	<b>7</b>	<b>1924</b>	<b>Brick</b>	<b>Individually listed</b>
<b>Eagle Lake</b>	<b>Colorado</b>	<b>3</b>	<b>1912</b>	<b>Brick</b>	<b>Listed - Eagle Lake Commercial HD</b>
<b>Fort Worth</b>	<b>Tarrant</b>	<b>1</b>	<b>1900</b>	<b>Brick, limestone</b>	<b>Individually listed</b>
Fort Worth	Tarrant	7	1938	Brick	Original location
<b>Gainesville</b>	<b>Cooke</b>	<b>2</b>	<b>1901</b>	<b>Brick, sandstone</b>	<b>Individually listed</b>
Galveston	Galveston	1	1896	Masonry	Original location
Garland	Dallas	5	1903	Wood	Moved, same community
Granbury	Hood	3	1913	Brick	Built by SL-SF, original location.
Hitchcock	Galveston	5	1927	Wood	Moved, same community
<b>Houston</b>	<b>Harris</b>	<b>1</b>	<b>1911</b>	<b>Brick, terra cotta</b>	<b>Individually listed</b>
Jasper	Jasper	6	1900	Wood	Built by GB&KC
Killeen	Bell	5	1913	Wood	Moved, same community
Kopperl	Bosque	5	1908	Wood	Original location
<b>Lampasas</b>	<b>Lampasas</b>	<b>5</b>	<b>1904</b>	<b>Brick</b>	<b>Listed - Lampasas Downtown HD</b>
Lometa	Lampasas	5	1911	Wood	Moved, same community
Menard	Menard	3	1911	Masonry, stucco	Built by SL-SF, original location
Menard	Menard	5	1911	Wood	Moved from Whiteland
Midlothian	Ellis	5	1906	Wood	Moved, same community
Needville	Fort Bend	5	1931	Wood	Moved from Long Point
Oak Hill	Hays	5	1912	Wood	Moved from San Saba
<b>Paris</b>	<b>Lamar</b>	<b>1</b>	<b>1910</b>	<b>Brick</b>	<b>Listed - Church Street HD</b>
Pearland	Brazoria	5	1900	Wood	Moved, same community
Pineland	Sabine	5	1907	Wood	Moved, same community
Richmond	Fort Bend	5	1913	Wood	Moved from Thompsons
Rochelle	McCulloch	6	1912	Wood	Built by SL-SF, moved, same community
Simonton vic.	Fort Bend	5	1911	Wood	Moved from Orchard
Sterling City	Sterling	2	1911	Brick	Original location
Temple	Bell	5	1907	Wood	Moved from Moody
<b>Temple</b>	<b>Bell</b>	<b>2</b>	<b>1910</b>	<b>Brick</b>	<b>Listed - Temple Commercial HD</b>
Tioga	Grayson	5	1911	Wood	Moved from Sanger
Valley Mills	Bosque	5	1911	Wood	Moved, same community
Weatherford	Parker	2	1911	Brick	Original location
Winnie	Chambers	4	1906	Wood	Moved, same community
Wolfe City	Hunt	5	1911	Wood	Moved, same community
Wylie	Collin	5	1912	Wood	Moved, same community

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Gulf, Colorado &amp; Santa Fe Railway Depots of Texas, 1873-1965

Texas (Statewide)

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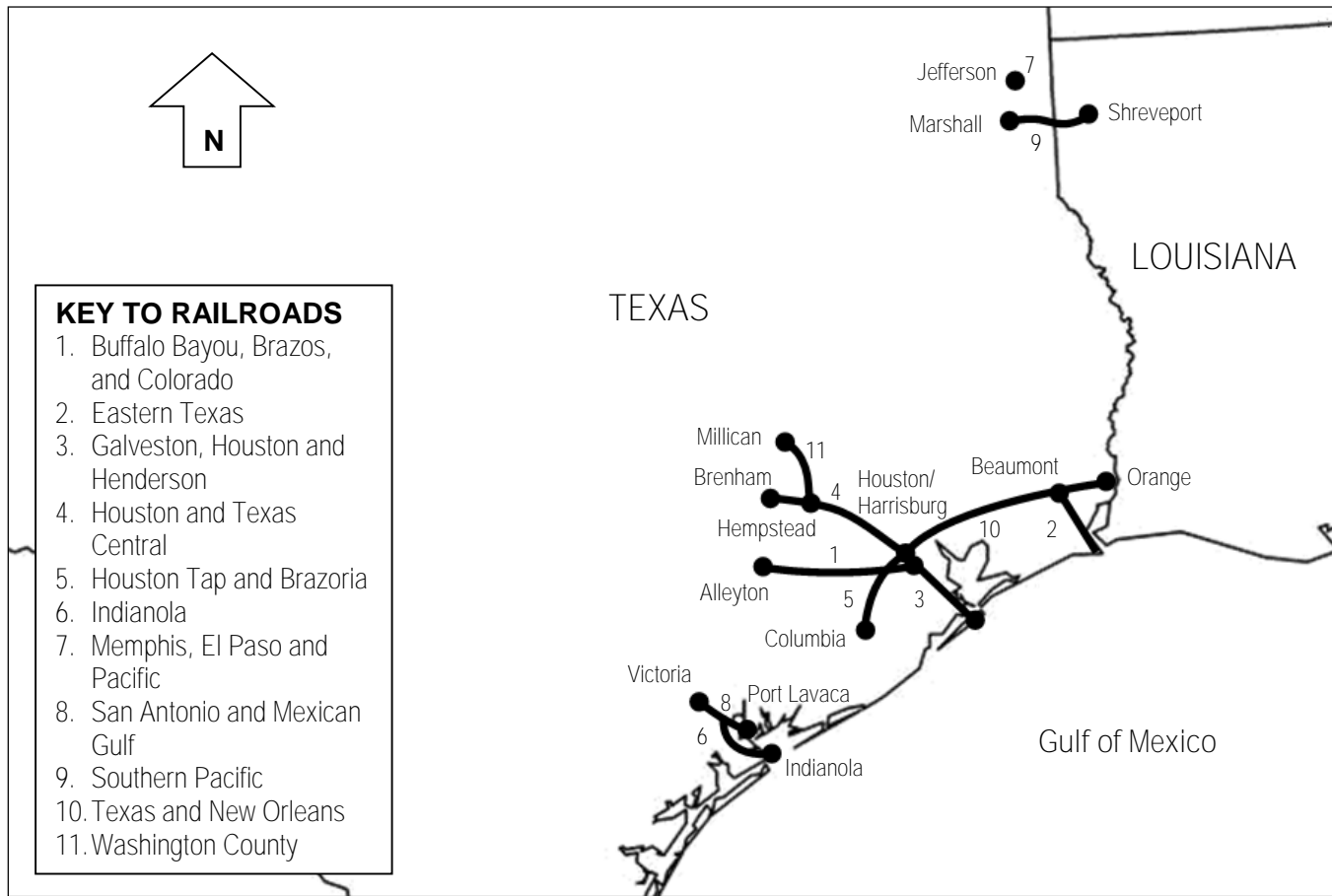
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Texas (Statewide)

**Maps**

Map 1: Texas Railroads, 1861 (based on Potts, "Railways in Texas Constructed Prior to the Civil War.")

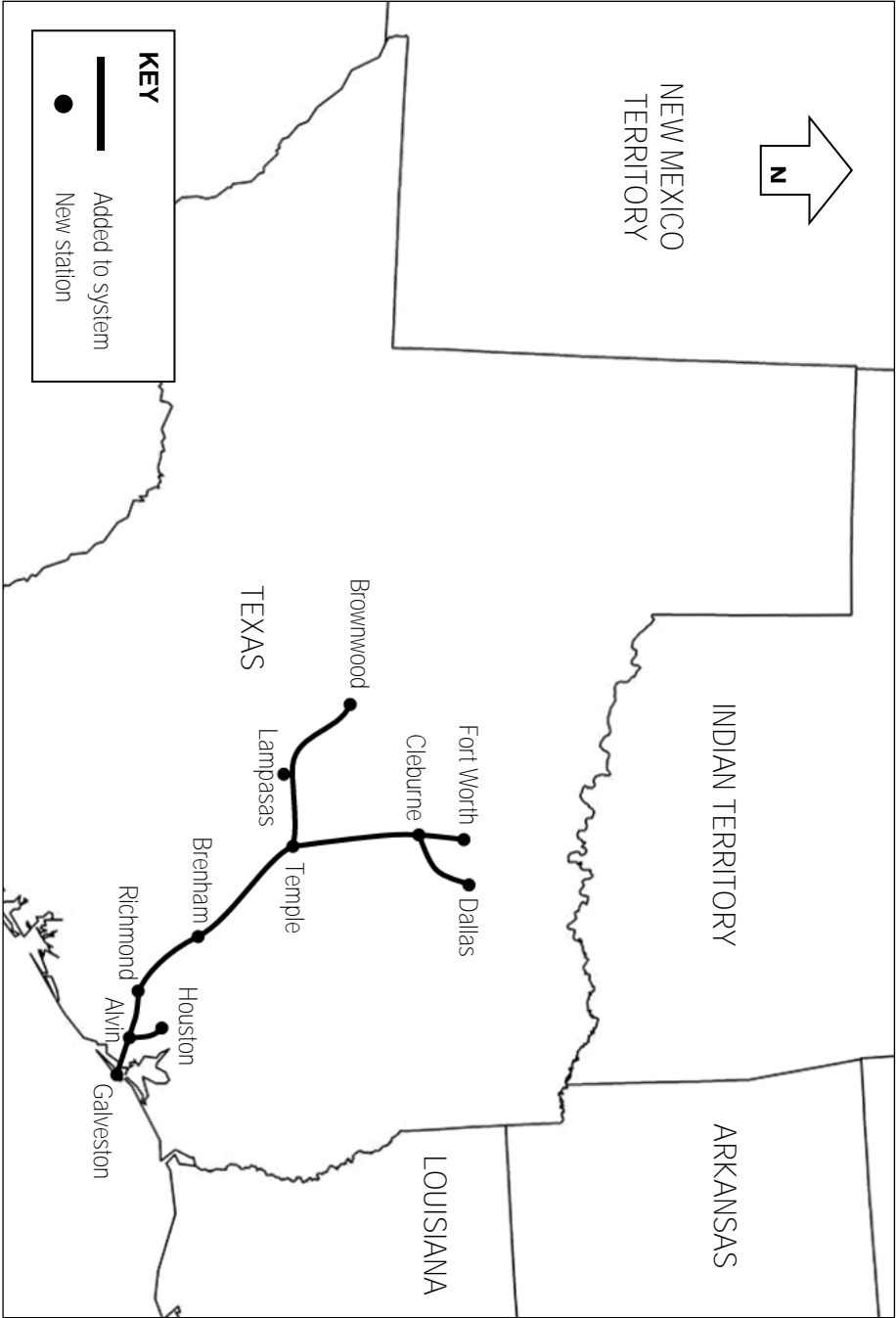


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Gulf, Colorado & Santa Fe Railway Depots of Texas, 1873-1965

Texas (Statewide)

Map 2: The GC&SF System, 1886



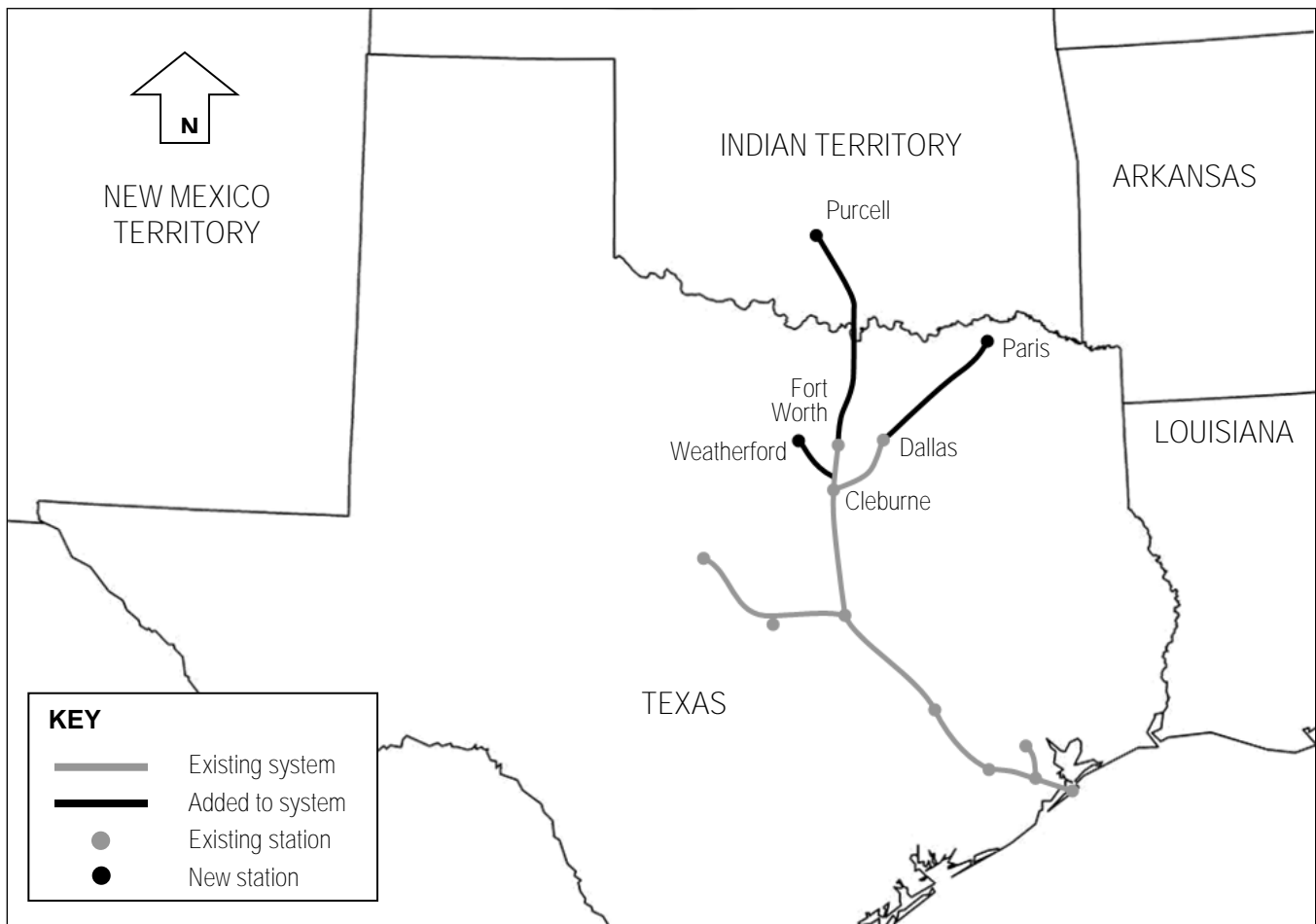
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Gulf, Colorado &amp; Santa Fe Railway Depots of Texas, 1873-1965

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Map 3: The GC&amp;SF System, 1887





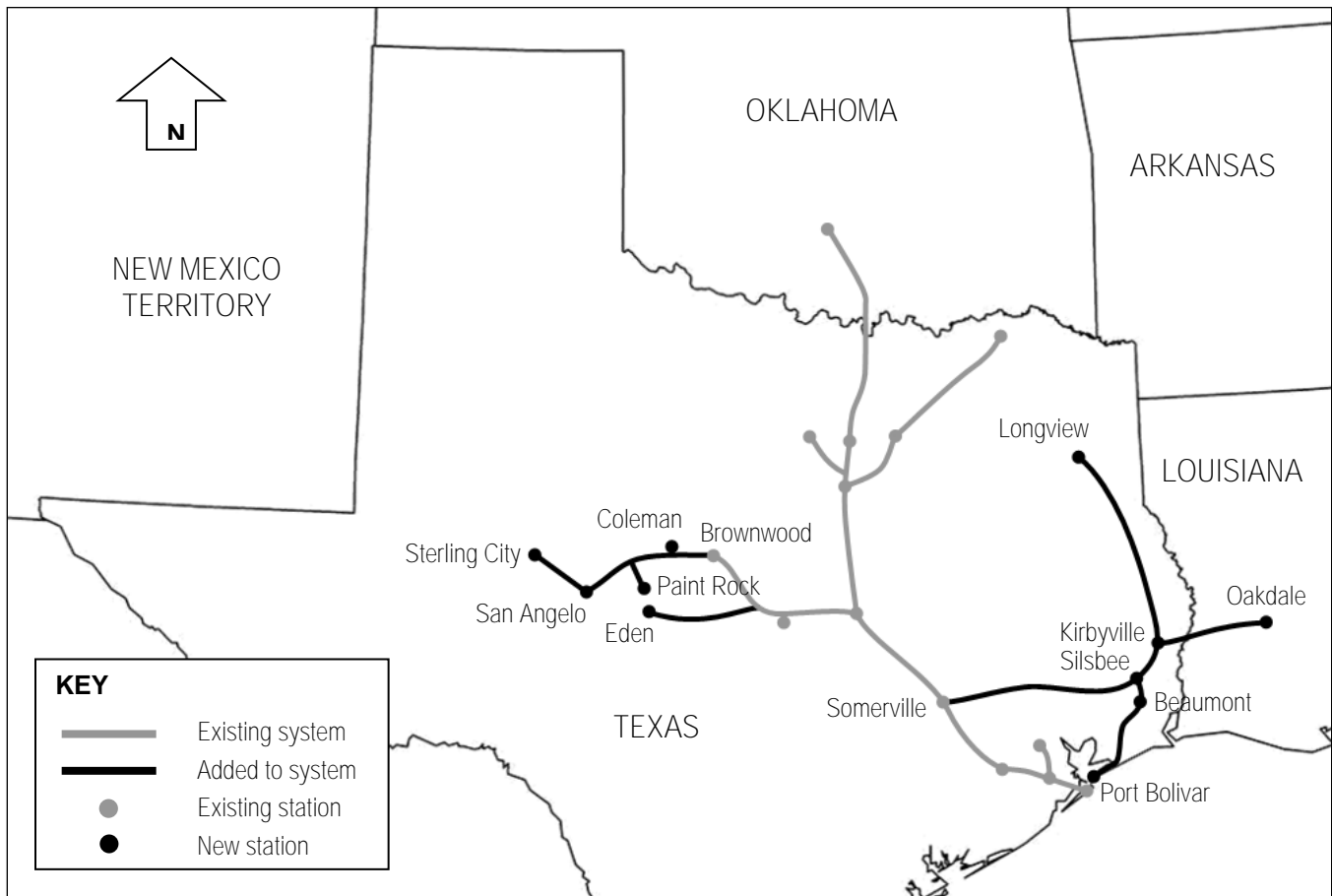
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Gulf, Colorado &amp; Santa Fe Railway Depots of Texas, 1873-1965

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Map 4: The GC&amp;SF System, 1908



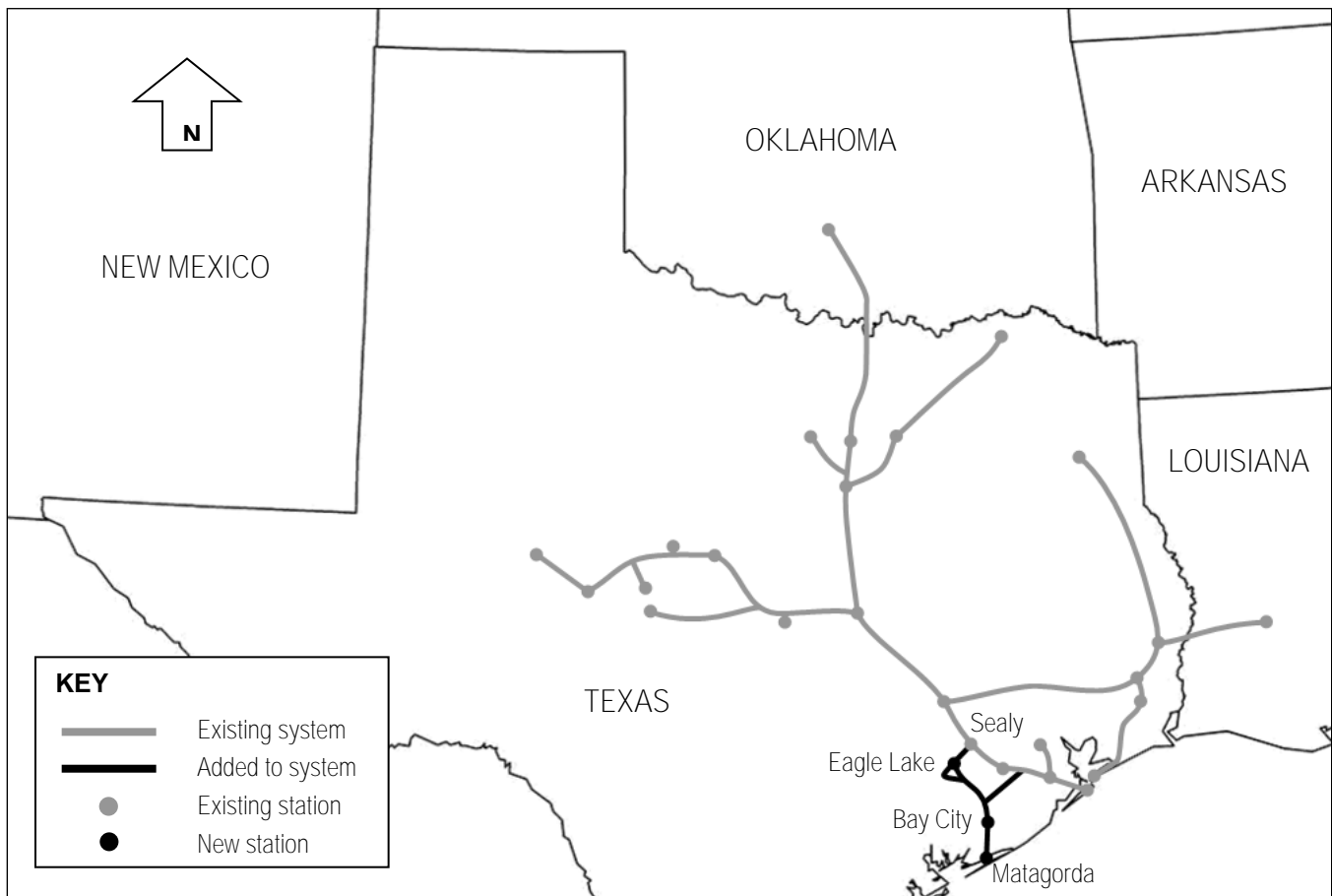
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Gulf, Colorado &amp; Santa Fe Railway Depots of Texas, 1873-1965

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Map 5: The Cane Belt Branch



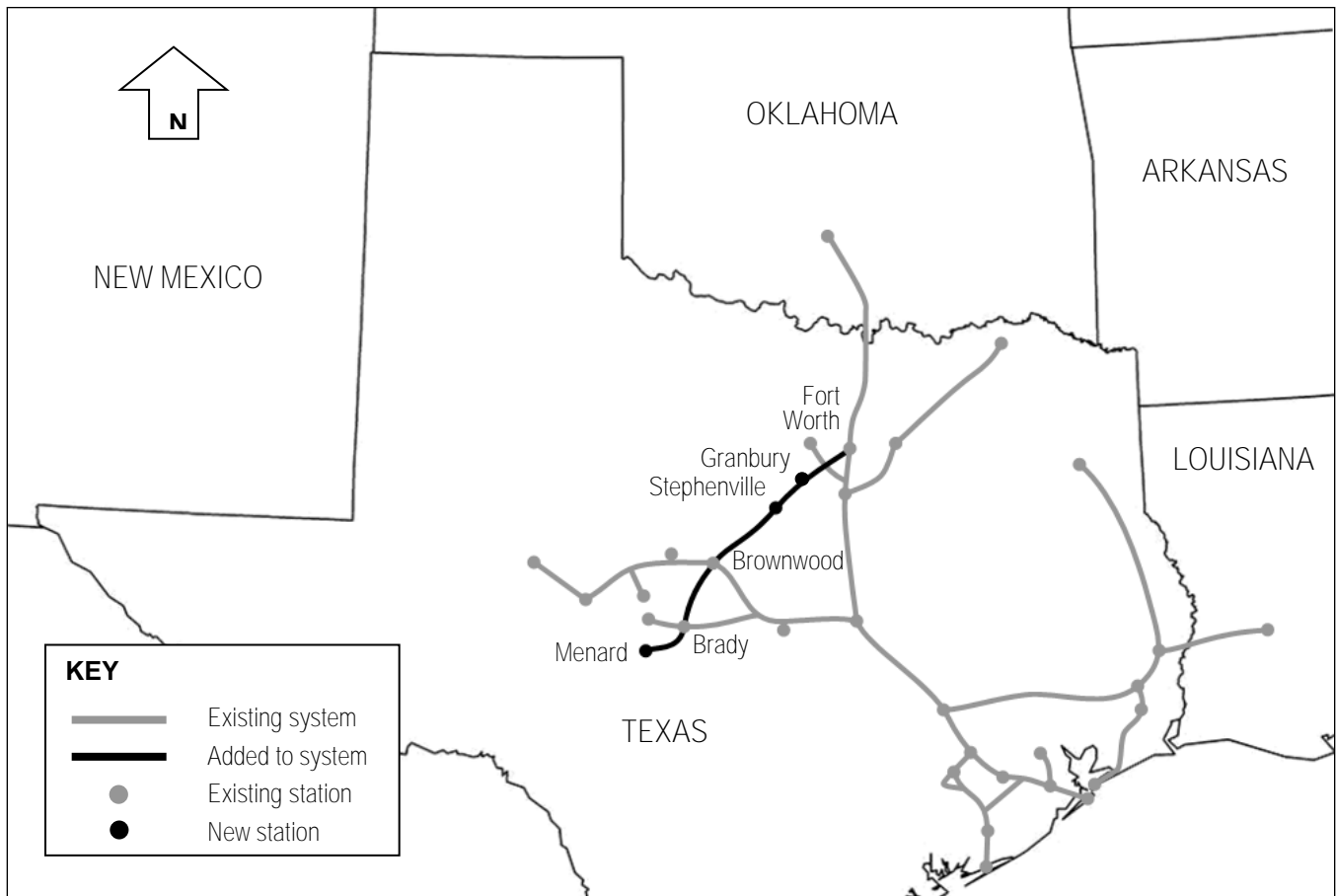
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Gulf, Colorado &amp; Santa Fe Railway Depots of Texas, 1873-1965

Texas (Statewide)

Map 6: The Fort Worth and Rio Grande Railway

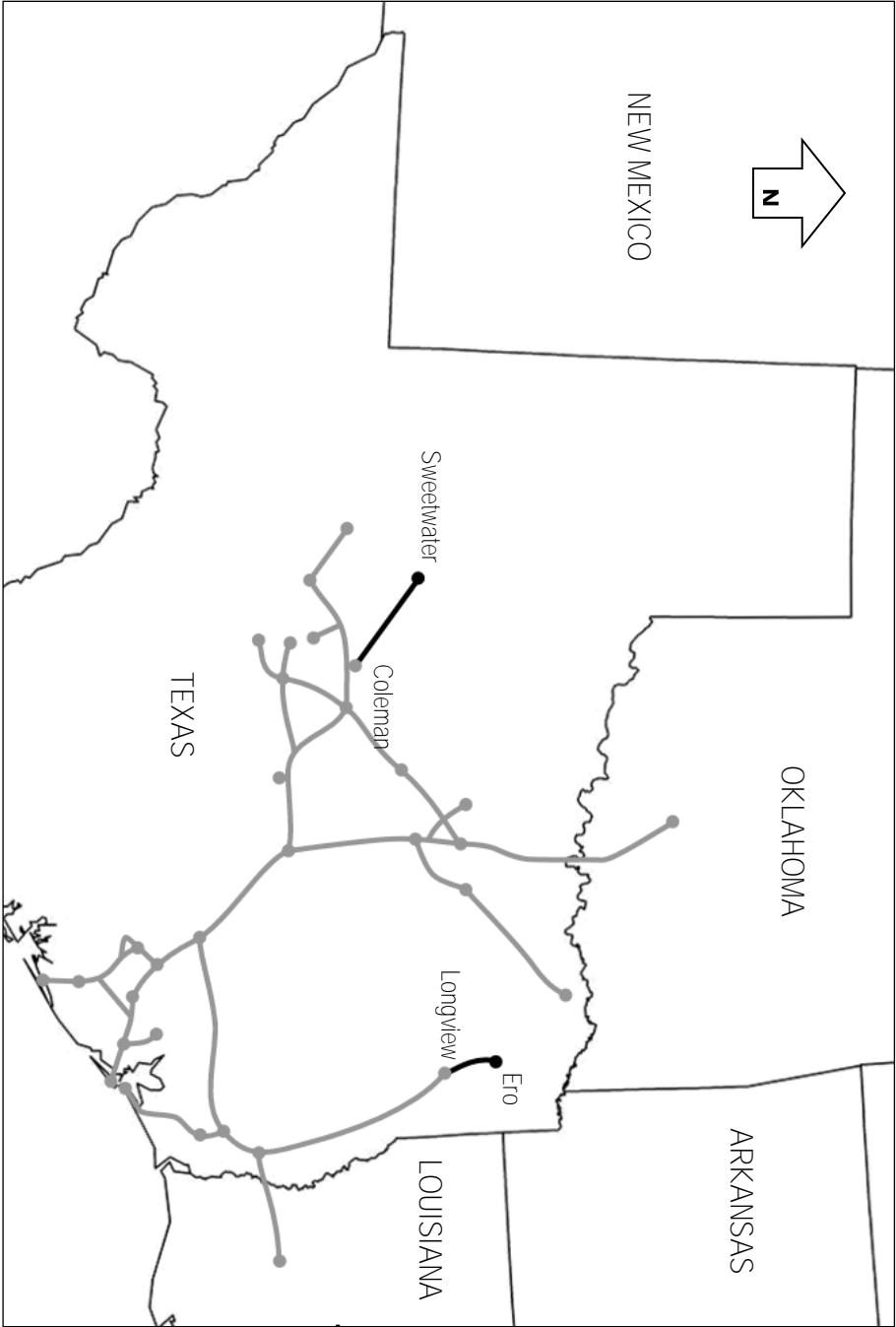


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Map 7: Other Acquisitions, 1914-1965



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**Figure 1.** Former GC&SF corporate headquarters and union depot at 25th Street and The Strand; Galveston, 2003. Photograph by author.



**Figure 2.** Former Houston Union Depot, 2003. Photograph by author.



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**Figure 3.** “Street Elevation, Station for the Gulf Colorado and Santa Fe Railroad, Ballinger Texas” from *Santa Fe Depots: Gulf, Colorado & Santa Fe Railway*. Midwest City, Oklahoma: Santa Fe Railway Historical and Modeling Society Inc., 2012. An example of a “county seat”-type depot.



**Figure 3a.** Ballinger Depot (County-Seat Type)



[illegible]

# Gulf, Colorado & Santa Fe Railway Depots of Texas, 1873-1965

A black and white photograph of a small, single-story wooden station building. The building has a gabled roof and is constructed of horizontal wooden siding. The word "JUSTIN" is painted in large, bold letters on the side of the building, with a small square logo above it. To the left of the building, a tall wooden utility pole stands. In the foreground, there is a wooden platform and a set of railroad tracks. A wooden cart or platform car is parked on the tracks. The background shows a clear sky and some distant structures.



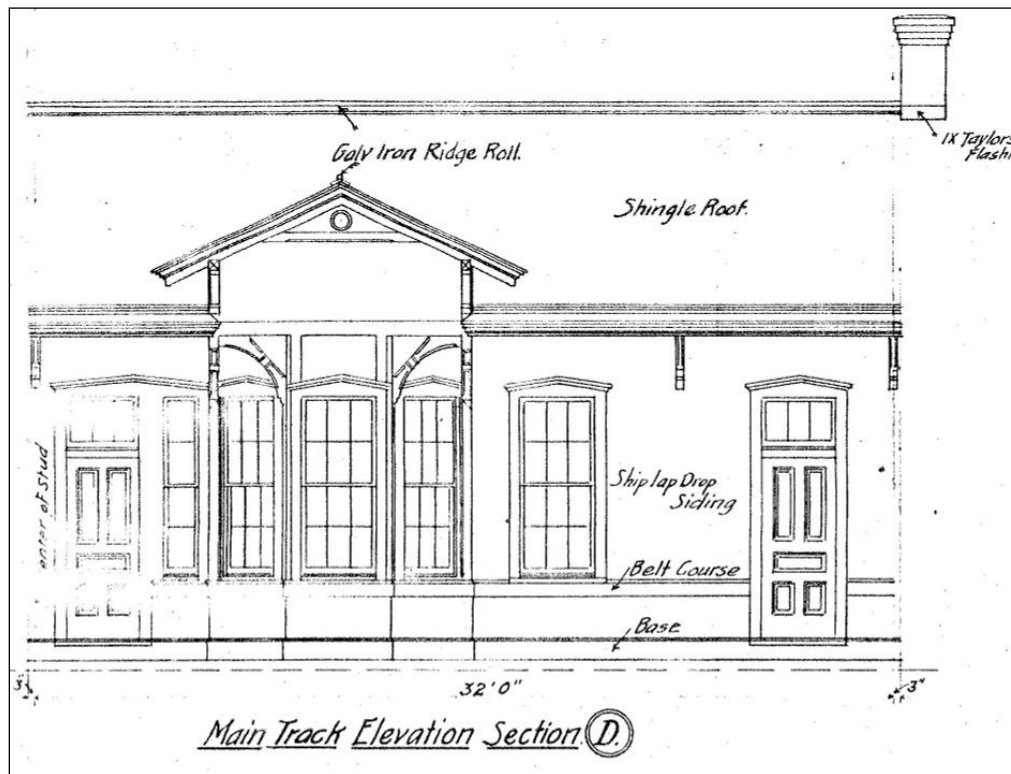
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**Figure 6.** "Main Track Elevation Section D" from Gulf, Colorado & Santa Fe Railway Co. Standard Combination Depots, 1906.



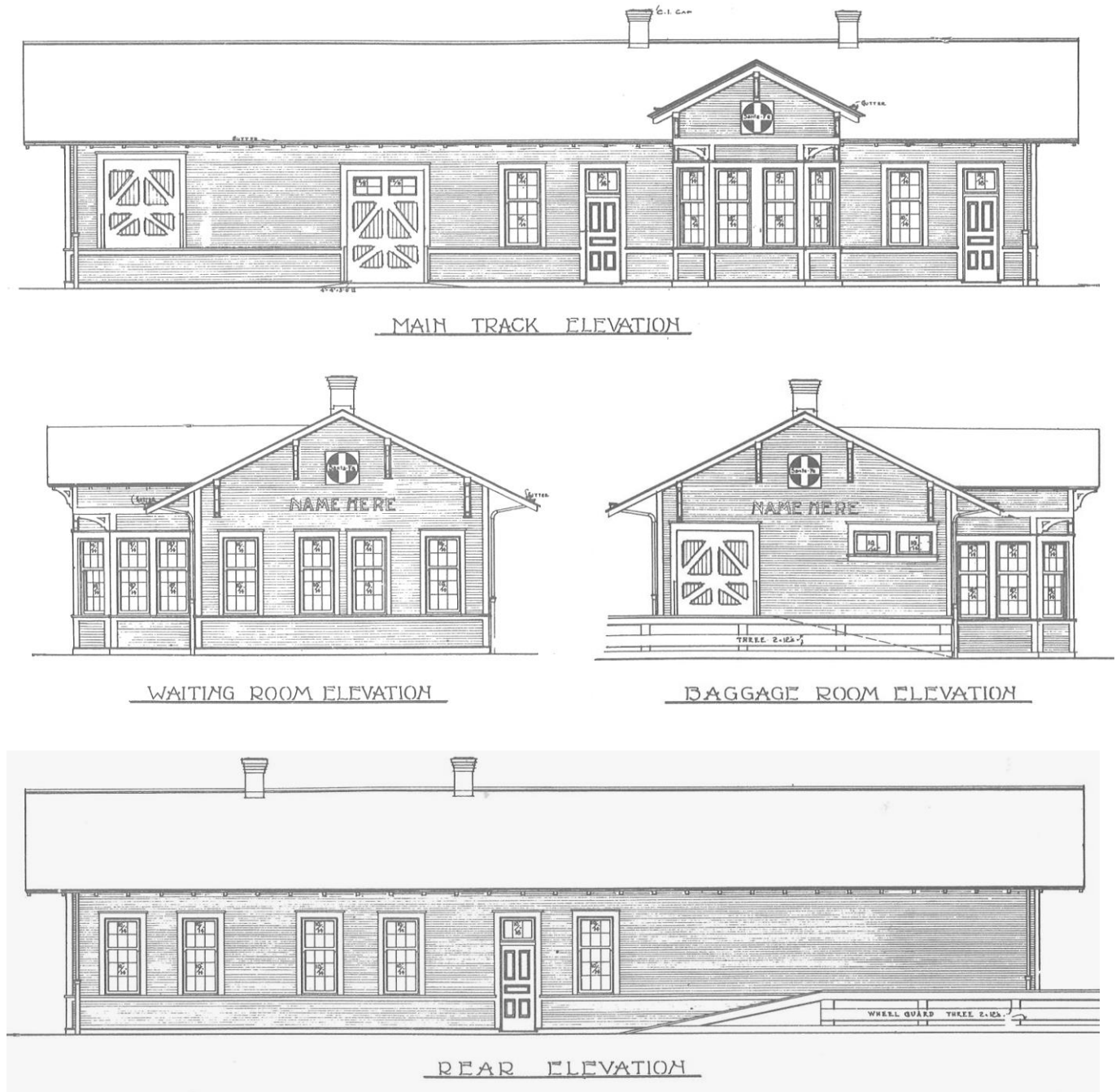
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**Figure 7.** “Frame Depot No. 4 for Main Lines” from Santa Fe System Standards, Volume Two. Dallas: Kachina Press, 1978. An example of a 1910 AT&SF Railway Standard Depot.



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**Figure 8.** Lampasas Junction Flag Depot, 1963. Photograph by Fred Springer via William Osborn.



- end -

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action: COVER DOCUMENTATION

Multiple Name: Gulf, Colorado and Santa Fe Railway Depots of Texas MPS

State & County: Texas

Date Received: 1/31/2019      Date of 45th Day: 3/18/2019

Reference number: MC100003466

Reason For Review:

<input type="checkbox"/> Appeal	<input type="checkbox"/> PDIL	<input type="checkbox"/> Text/Data Issue
<input type="checkbox"/> SHPO Request	<input type="checkbox"/> Landscape	<input type="checkbox"/> Photo
<input type="checkbox"/> Waiver	<input type="checkbox"/> National	<input type="checkbox"/> Map/Boundary
<input type="checkbox"/> Resubmission	<input type="checkbox"/> Mobile Resource	<input type="checkbox"/> Period
<input type="checkbox"/> Other	<input type="checkbox"/> TCP	<input type="checkbox"/> Less than 50 years
	<input type="checkbox"/> CLG	

☒ Accept      ☐ Return      ☐ Reject      3/6/2019 Date

Abstract/Summary Comments: The MPS documentation provides a well-developed context tracing the establishment and development of the extensive Gulf, Colorado and Santa Fe Railway line in Texas between 1873 and 1965. A major transportation operation, the development of the railway significantly aided the economic and cultural advancement of the state during the historic period. The documentation provides solid property type and registration requirements for evaluating the extant rail depot resources.

Recommendation/ Criteria: Accept Cover Documentation

Reviewer: Paul Lusignan

Discipline: Historian

Telephone: (202)354-2229

Date: 3/6/2019

DOCUMENTATION: see attached comments: No      see attached SLR: No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.

# TEXAS HISTORICAL COMMISSION

*real places telling real stories*

TO: Paul Lusignan  
National Park Service  
National Register of Historic Places  
1849 C Street, NW, Mail Stop 7228  
Washington, DC 20240

From: Mark Wolfe, SHPO  
Texas Historical Commission

RE: Gulf, Colorado & Santa Fe Railway Depots of Texas, 1873-1965 MPDF

DATE: 1.28.19

The following materials are submitted:

	Original National Register of Historic Places form on disk
	Resubmitted nomination
	Original NRHP signature page signed by the Texas SHPO.
X	Multiple Property Documentation form on disk The enclosed disk contains the true and correct copy of the National Register of Historic Places multiple property documentation form <i>Gulf, Colorado &amp; Santa Fe Railway Depots of Texas, 1873-1965</i>
	Resubmitted form
X	Original MPDF signature page signed by the Texas SHPO
X	CD with PDF
	Correspondence

## COMMENTS:

- ☐ SHPO requests substantive review (cover letter from SHPO attached)
- ☐ The enclosed owner objections (do ☐) (do not ☐) constitute a majority of property owners
- ☐ Other:

