

935

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in "How to Complete the National Register of Historic Places Registration Form" (National Register Bulletin 16A). Complete each item by marking in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Holly Santa Fe Depot
other names/site number Holly Depot; 5PW73

2. Location

street & number 302 South Main Street N/A not for publication
city or town Holly N/A vicinity
state Colorado code CO county Prowers code 099 zip code 81047

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)
[Signature] Signature of certifying official/Title Date June 27, 1995
State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that the property is:
- entered in the National Register.
 See continuation sheet.
 - determined eligible for the National Register
 See continuation sheet.
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other, (explain:)

for
Signature of the Keeper Edson H. Beall Entered in the National Register Date of Action 7/28/95

Name of Property

County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

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

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 1 | 0 | buildings |
| 0 | 0 | sites |
| 0 | 0 | structures |
| 0 | 0 | objects |
| 1 | 0 | Total |

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

N/A

Number of contributing resources previously listed
in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION/rail related

Current Functions

(Enter categories from instructions)

VACANT/NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions)

Mission/Spanish Colonial Revival

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

roof ASPHALT

other

Narrative Description

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

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National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

DESCRIPTION

Prominently situated in the town of Holly, the Santa Fe Depot is a large, rambling structure located on the north side of the railroad tracks and at the south end of Main Street. The rectangular building, 28 by 161 feet, runs east to west and parallel to the track. The one-story structure has red brick walls in a running bond pattern, a concrete foundation, and an asphalt roof. Concrete was used in the coping, lugsills, lintels, keystones, corbels, and the stringcourse that encircles the building. The wood trim is painted green. The building was a "combination" depot in that it was designed to handle both passengers and freight and is comprised of two sections. The east end of the depot with its gabled roof and decorative detailing served passengers and their baggage. The plain, flat roof, west section was for freight. The windows in the baggage area and in the freight section are all small and high on the wall for security reasons. The large decorative windows indicate the public, waiting-room areas.

The gabled roof (passenger and baggage) section has eight-foot overhanging eaves with exposed rafters. Portions of the overhang are supported by decoratively carved triangular knee bracing that rests on corbels. There is a cross-gabled roof projection on both north and south elevations. Coping caps the modified curvilinear gables and the Santa Fe emblem, in concrete, occupies the apex of each gable. Decorative arched openings provide visual interest with their basket-handle-shape, concrete keystone accents, and elliptical transom lights. Doors and windows accessing the baggage and office areas are straight-headed and topped with concrete lintels.

The gabled projection on the north (street) elevation contains a central door flanked by two windows. Above the door is a pair of two small windows. On either side of the gabled projection is a large arched window opening. These openings contain an elliptical transom light above three double hung windows. Flanked by two windows, a large door opening provides access to the baggage room.

The east elevation has a shed roof overhang supported by knee braces and corbels. Underneath the overhang is an arched opening with an elliptical transom positioned above a door flanked by two windows. The word "HOLLY" appears above the overhang. A pair of two small windows appears above the letters and below the Santa Fe emblem.

The gabled projection on the south (track-side) elevation contains a large arched window opening comprised of an elliptical transom light over three double hung windows. Above this arched window the word "HOLLY" appears. A pair of two small windows appears above the letters and just below the Santa Fe emblem. On either side of the projection, there is a large arched opening. The elliptical transom is positioned above a door flanked by two windows. The baggage area is identified by the large door opening with two small windows on either side.

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HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

Section number 7 Page 2

DESCRIPTION (continued)

The flat roof (freight) section of the building has a stepped parapet wall with concrete coping. All the windows and doors of this section are straight-headed with concrete lugsills. The letters "A T & S F R Y" appear on the north and south elevations below the stepped parapet wall and above a central freight door. Flanking this door are three small windows with concrete sills. At each end are two large double door openings; one a pedestrian, the other raised with wood bumpers for freight. A brick chimney projects from the roof.

The west elevation contains a freight door and two windows. The word "HOLLY" appears high on the wall below the stepped parapet.

The interior of the passenger/baggage section includes a foyer, an east (mens) waiting room, a west (womens) waiting room, two restrooms and a baggage room. The foyer opens to the ticket office where there are three ticket windows trimmed in oak. The walls of the foyer and the two waiting rooms are red brick five feet up from the floor with plaster covered brick above. An oak molding separates the two wall treatments. The ceilings are arched with an oak picture molding. The original tile floor has been removed leaving the concrete floors exposed. The restrooms at each end of the ticket office contained wainscoting that has been removed. The baggage room has brick walls. The brick floor has been removed, leaving only sand. The scales are still in place and there are plank sliding doors on the north and south walls.

The interior of the freight section includes a cream room, a boiler room, coal storage room and a freight room. Like the baggage room, the cream room has brick walls, only sand remains from the removed brick floor, and plank sliding doors on the north and south walls. The coal and boiler rooms have brick and plaster walls. While the boiler has been removed, the chimney above the boiler room remains in place. The freight room has brick walls, plank flooring and an exposed truss ceiling. The freight scales are along the north wall. There are five freight doors in the room.

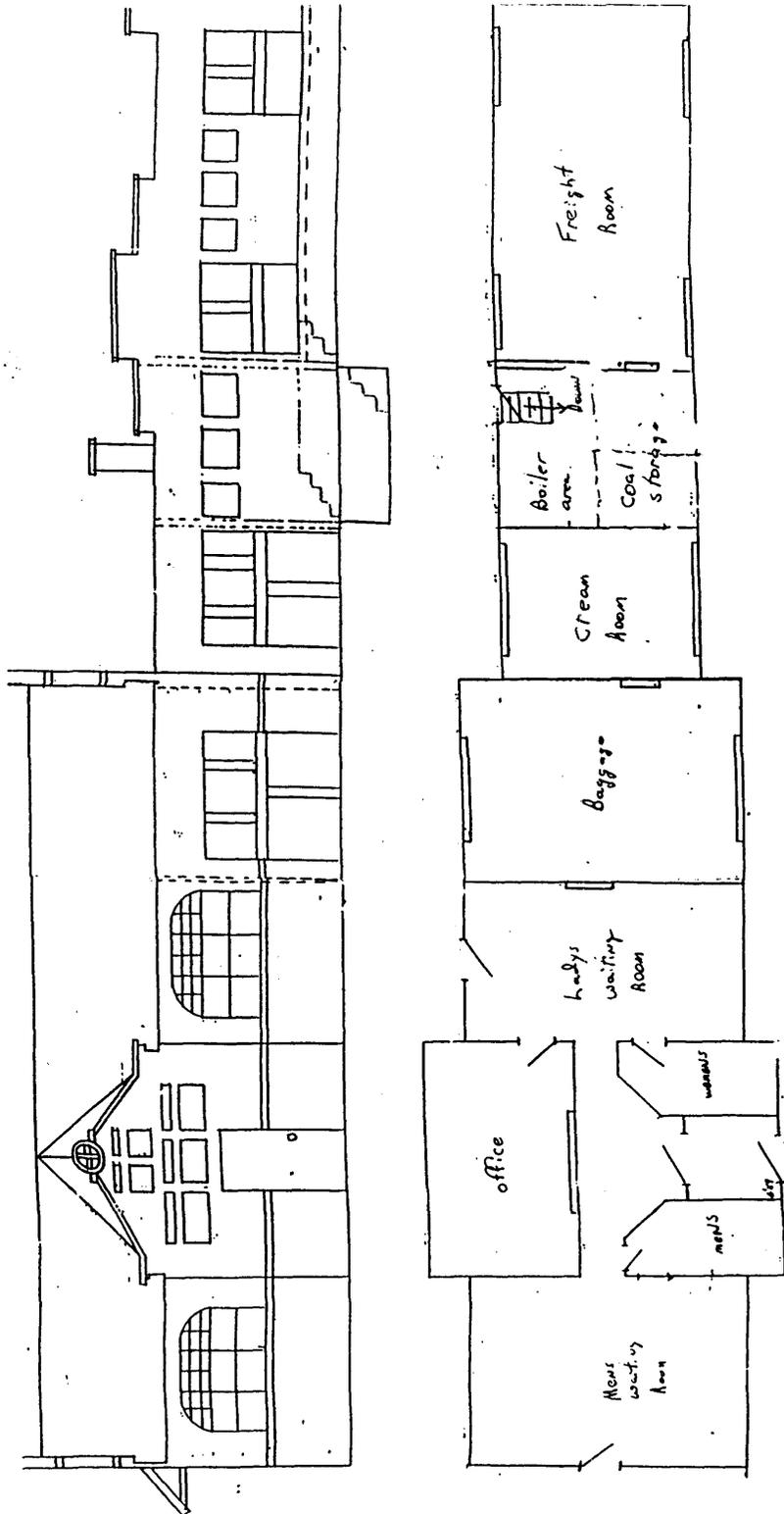
The building has undergone few alterations since its construction. Sometime around 1980, the railroad replaced the tile roof with asphalt shingles. The freight dock was removed by 1985. Many of the windows have been broken and to prevent further damage, they have been covered with plywood. The remainder of the changes are interior ones. The depot was rewired in 1950 and 1964. Drop lights were installed and minor restroom changes took place in the 1960s. In 1993, the depot was leased to an amateur paleontologist with an idea of turning the depot into a museum. As a result, there is some damage to the interior walls where he removed bricks to create doorways. However, none of these changes have a significant impact on the integrity of the property. The building still clearly reads as a combination train depot.

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HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO



8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION

ARCHITECTURE

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1912-1945

Significant Dates

1912

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Atchison, Topeka, and Santa Fe Railroad

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository:

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

SIGNIFICANCE

The Holly Santa Fe Depot is historically significant in the area of transportation for its role as a rail shipping point for Holly and the surrounding region. The depot is also significant in the area of community planning and development as it reflects the economic growth and maturity of Holly. The depot is architecturally significant as an example of a type and period of construction. It is one of only four remaining "county seat" depots built by the Santa Fe Railroad in the state.

Most of the communities in eastern Colorado owe their birth and initial development to the railroads. In 1873, the Atchison, Topeka and Santa Fe laid railroad tracks across western Kansas into Colorado. Construction of a main line from Dodge City to El Paso would take nine years, from 1873 to 1881. In 1881, the Holleys station first appeared in the Santa Fe employee timetables.

Not too far south from this depot stands the ranch headquarters established by Hiram S. Holly (also spelled Holleys or Holley). By 1882, the ranch had blossomed into a community that provided services and shopping for its employees and area neighbors. Despite the blizzards of 1885-86 and 1886-87 that wiped out many cattlemen, Holly persevered. Shortly after 1891, the ranch established by Holly began to change from a ranch headquarters to a town.

Lured by open grasslands, abundant game, business opportunities and land for homesteading, the railroad signaled settlement and town formation. In 1894, Holly first appears in the Santa Fe employee timetables and a 24 by 62 foot, wood frame depot is erected in 1897 signalling the town's progress. Three major cattle trails ran through Prowers County in the late 1800s. The trails ended at various sites along the railroad where rail cars would carry cattle to eastern markets. In 1901, the Santa Fe constructed loading chutes and pens for cattle, sheep and hogs. Acknowledging the growing number of farmers coming to the area, a mill, elevator, and warehouse were constructed in 1902 on the railroad right of way. The following year, in 1903, the town of Holly was incorporated.

The sugar beet industry began in 1905 with articles of incorporation drawn up for the Holly Sugar Company. The first factory building was constructed on the west end of Holly and it processed the 1905 crop of sugar beets. It was the start of a boom period for Holly.

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HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

SIGNIFICANCE (continued)

The Holly Sugar Company's main office moved from Holly to Denver in 1911, marking the beginning of the end for the town's involvement with one of its major industries. Despite the company's move, a feeling of optimism permeated the town and several substantial improvements were made in 1912. The Broom Corn Warehouse and a new flour mill, the Holly Mill & Elevator, were both constructed that year. On August 10th, the new Santa Fe Depot was dedicated after being constructed at a cost of \$31,000. Santa Fe officials toured the near-by Amity irrigation system and were entertained by a wild west program.

Shipments from the Holly depot were demonstrating the dramatic change in the area from cattle ranching to farming. Rail cars once loaded with cattle were now filled with agricultural products. The 1912 crops of wheat, sugar beets, alfalfa, oats and cantaloupes were all shipped to markets by rail. In 1915, 26,000 tons of broom corn was shipped from the depot. Cream and milk were shipped daily to a plant in Lamar. The railroad became the link between the produce of the land and the processing plant. The lifeblood of Holly in the early 20th century came from the tie between the railroads and agriculture.

Between 1908 and 1928, subsidiaries, as well as Santa Fe, built branches from Holly to service the growing farming community. The Arkansas Valley Branch, from Holly to Swink was one such line.

Similarly, the goods shipped into the Holly Depot were also critical to the town's development. The depot saw deliveries of lumber, cement, farm machinery, and automobiles. Most every freight need of the Holly community passed through the depot.

The depot continued to be an important element in Holly's history until 1949-50 when rail traffic began to decline. The depot stopped operating as a passenger stop in 1972 and freight service ceased in 1983. The period of significance arbitrarily ends in 1945 to comply with the National Register's fifty year rule.

The Santa Fe Depot in Holly is also architecturally significant as it displays characteristics common to Santa Fe depots constructed during this period. One of the most common designs instituted by the Santa Fe Railroad was the "county seat" type which flourished between 1910 and 1915. In addition to Holly, there are "county-seat" depots in Fowler, Manzanola, and Canon City. The Holly Depot employs Mission style elements, as do the depots at Fowler and Manzanola.

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HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

SIGNIFICANCE (continued)

Under the offerings of federal land grants, railroads criss-crossed the country. Each railroad company sought to develop an identity within the customer's mind. They created distinctive logos that were applied to rolling stock. But they also sought a distinctive depot design with which the public could readily identify. Standardization within the railroad industry, especially in regards to depot plans, was not only desirable, it was also a necessity. It made good economic sense to have an inventory stock of basic materials and plans that were already drawn. After 1900, as the construction of more branch lines were sub-contracted out, standard plans allowed for better control.

The first thorough attempt to standardize Santa Fe depots came around 1895. A second set of standards for these frame depots went into effect in 1910. The 1910 plans established a variety of lengths and detailing, depending on whether the depot was on a main line or a branch line.

The Santa Fe Railroad constructed many brick depots between 1900 and 1925 around several generalized standard designs. A second type of depot standard was established with the "county-seat" brick depots. Usually a second generation depot, it replaced an earlier wood frame one. While brick was the standard construction material, the trim details often varied from depot to depot, taking advantage of local materials. Although there was a generalized standard plan, each depot was usually built to its own plan. When conditions warranted, these depots were also built at locations other than county seats.

As towns along its line developed, Santa Fe Railroad supplied larger and more elaborate depots. Santa Fe generally built the more substantial "county-seat" type at locations where the traffic justified the expense. Such was the case in Holly, where this "county-seat" type replaced an 1897 frame depot. The development of the sugar beet industry in Holly a few years before and the steady increase in other agricultural products might have prompted the Santa Fe Railroad to built this larger brick depot in 1912.

In the late 1890s, there was another important step in the development of Santa Fe depots. The company decided that facilities, both depots and associated hotels, should reflect the southwestern area of the railroad. The Santa Fe Mission style was born. The Holly Depot reflects that Mission style with its curvilinear gables, widely overhanging eaves with exposed rafters, carved triangular braces, and arched window and door openings.

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**National Register of Historic Places
Continuation Sheet**

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HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

BIBLIOGRAPHY

Beta, Ava. A Prowers County History. Lamar, Colorado: The Prowers
County Historical Society, 1986.

Blumenson, John J.-G. Identifying American Architecture. Nashville,
Tennessee: American Association for State and Local History, 1981.

Davis, William. Interview, 1 March 1995. (retired agent)

Handy Railroad Atlas of the United States. Rand McNally & Company, 1948;
reprinted ed., Trains Magazine.

The Holly Chieftain, 26 April 1912; 1, 9, 16 August 1912.

Pounds, Robert E. Santa Fe Depots-The Western Lines. Dallas: Kachina Press,
1984.

Name of Property

County and State

10. Geographical Data

Acreage of Property 1.82 acres

UTM References

(Place additional UTM references on a continuation sheet.)

UTM grid 1: Zone 13, Easting 752420, Northing 4215110

UTM grid 3: Zone, Easting, Northing

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Grant McCormick and Judy K. Fell (ed. HLW)
organization City Manager and Mayor Pro Tem, Town of Holly date March 6, 1995
street & number 413 West Cheyenne Street telephone (719) 537-6633
city or town Holly state Colorado zip code 81047

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Town of Holly
street & number 413 West Cheyenne Street telephone (719) 537-6622
city or town Holly state Colorado zip code 81047

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

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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National Register of Historic Places Continuation Sheet

Section number 10 Page 8

HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

VERBAL BOUNDARY DESCRIPTION

A PARCEL OF LAND IN THE TOWN OF HOLLY, COUNTY OF PROWERS, STATE OF COLORADO, LYING IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 23 SOUTH, RANGE 42 WEST OF THE SIXTH PRINCIPAL MERIDIAN, BEING A PORTION OF THAT CERTAIN PARCEL OF LAND DESCRIBED IN DEED DATED DECEMBER 23, 1896, FROM WILLIAM N. CALER, JR. AND LILLIE S. CALER, FILED FOR RECORD SEPTEMBER 2, 1897 IN BOOK 26 AT PAGE 224 OF THE RECORDS OF SAID COUNTY, DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE NORTHERLY BOUNDARY OF SAID PARCEL DESCRIBED IN DEED DATED DECEMBER 23, 1896 WITH THE SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF FIFTH STREET, 80-FOOT WIDE;

THENCE IN A SOUTHEASTERLY DIRECTION ALONG SAID NORTHERLY BOUNDARY 347.15 FEET TO THE WESTERLY LINE OF FOURTH STREET, 80-FOOT WIDE;

THENCE SOUTHERLY ALONG SAID WESTERLY LINE OF FOURTH STREET, 228.76 FEET TO A LINE PARALLEL WITH AND DISTANT NORTHERLY 22.00 FEET MEASURED AT RIGHT ANGLES FROM THE CENTERLINE OF THAT CERTAIN RAILROAD TRACK DESIGNATED IN THE RECORDS OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY AS THE LA JUNTA SUBDIVISION MAIN TRACK;

THENCE NORTHWESTERLY ALONG SAID PARALLEL LINE 347.15 FEET TO SAID SOUTHERLY PROLONGATION OF THE WESTERLY LINE OF FIFTH STREET;

THENCE NORTHERLY ALONG SAID PROLONGATION 228.76 FEET TO THE POINT OF BEGINNING.

CONTAINING AN AREA OF 1.82 ACRES, MORE OR LESS.

BOUNDARY JUSTIFICATION

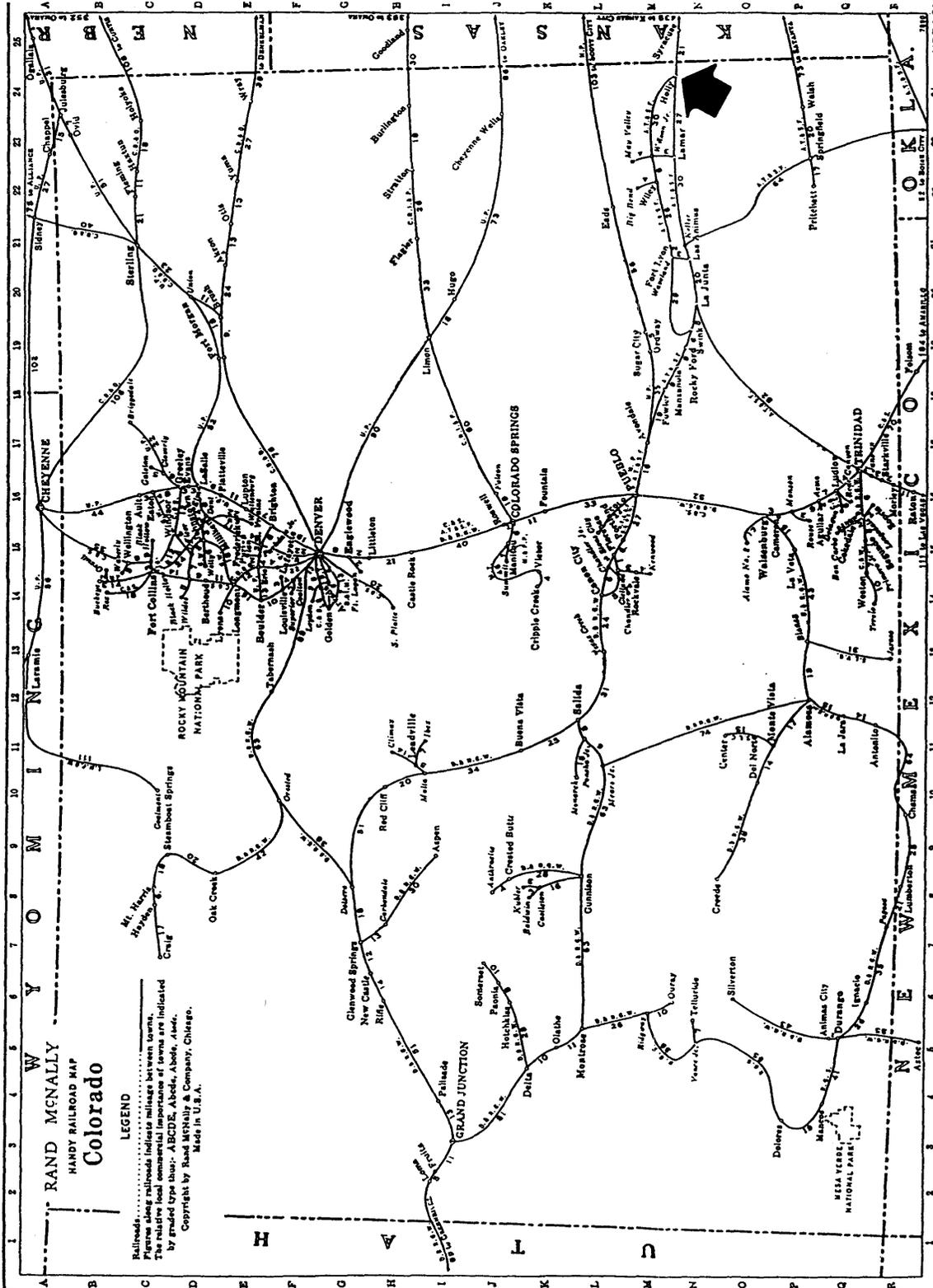
The nominated property includes the parcel of land historically associated with the depot.

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HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

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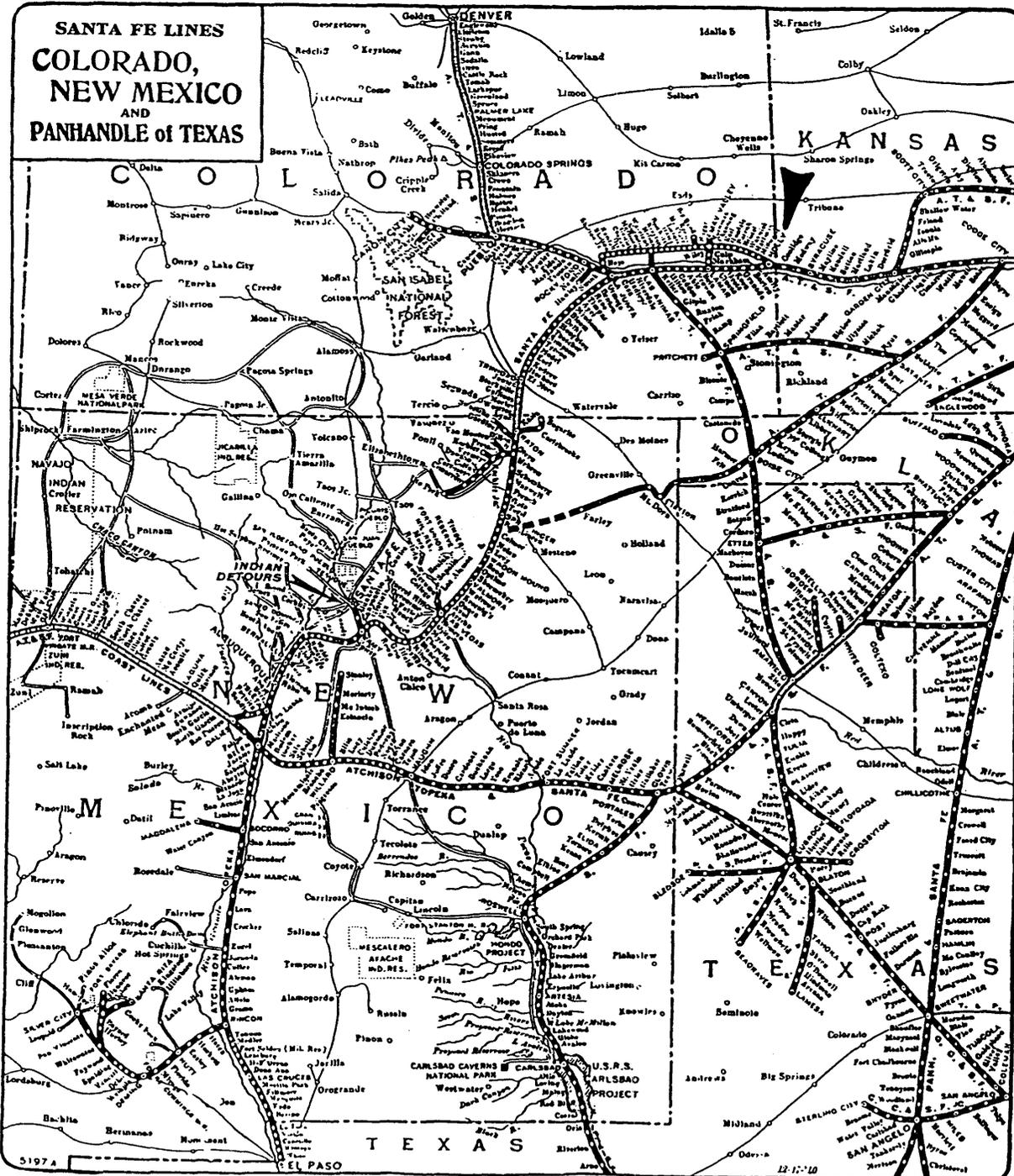
From the Handy Railroad Atlas of the United States

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HOLLY SANTA FE DEPOT
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From Robert E. Pounds' Santa Fe Depots-The Western Lines

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HOLLY SANTA FE DEPOT
PROWERS COUNTY, CO

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PHOTOGRAPHS

The following information is common to all photographs:

name of property: Holly Santa Fe Depot
county and state: Prowers County, Colorado
photographer: Grant McCormick
date of photograph: April 1995
location of negatives: Town of Holly office, 413 West Cheyenne

photo #

- 1 east elevation (passenger/baggage section), camera facing west
- 2 north elevation, camera facing south
- 3 west elevation (freight section), camera facing east
- 4 south (track-side) elevation, camera facing north
- 5 detail on north elevation, camera facing west
- 6 detail on east elevation, camera facing southwest
- 7 interior--arched window with elliptical transom
- 8 interior--ticket booth
- 9 interior--hallway

