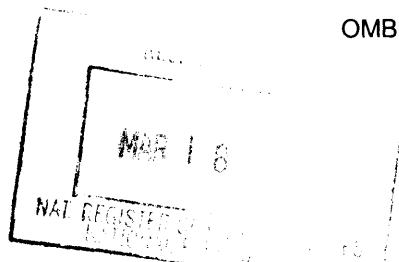


United States Department of the Interior National Park Service National Register of Historic Places Registration Form



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

1. Name of Property

historic name Santa Fe Railway Manzanola Depot

other names/site number Manzanola Senior Citizen Center; 5OT421

2. Location

street & number 212 North Grand Avenue [N/A] not for publication

city or town Manzanola [N/A] vicinity

state Colorado code CO county Otero code 089 zip code 81058

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.)

Georgina Cortez Signature of certifying official/Title 3/10/04 Date

Office of Archaeology and Historic Preservation, Colorado Historical Society
State or Federal agency and bureau

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

Signature of 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 See continuation sheet.

Edson H. Beall Signature of the Keeper 4/28/04 Date of Action

Santa Fe Railway Manzanola Depot
Name of Property

Otero County, Colorado
County/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 count previously listed resources.)

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.)

Railroads in Colorado, 1858-1948

Number of contributing resources previously listed in the National Register.

0

6. Function or Use

Historic Function

(Enter categories from instructions)

Transportation: Rail-related

Current Functions

(Enter categories from instructions)

Social: Meeting hall

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.)

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPSSection number 7 Page 1**DESCRIPTION**

The 1913 Atchison, Topeka and Santa Fe Railway depot in Manzanola stands on the south side of the main line tracks just west of Park Street (Colorado Highway 207). Grand Avenue accesses the depot grounds from the south. The one-story red brick building is surrounded by a level, open, dirt and gravel lot. The rectangular plan, 28' x 167' building runs east and west and parallel to the railroad tracks. A chain-link fence along the north side of the depot separates the building from the active double railroad tracks.

The one-story, combination passenger and freight depot is built of red brick walls in a running bond pattern, a concrete foundation, and a gabled asphalt roof. Concrete was used in the coping, lintels, keystones, corbels, and the sill course that encircles the passenger portion of the building. The wood trim is painted green. The east end of the depot with its gabled roof and decorative detailing served passengers and their baggage. The plain, west end with its flat roof 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 office and waiting-room areas.

The gabled roof with flared eaves (passenger and baggage section) has eight-foot overhanging eaves with exposed rafters. Decoratively carved, triangular knee bracing that rests on corbels supports portions of the overhang. 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. A pair of small windows is centered below. Decorative arched openings on the north, south and east elevations contain triple windows or single windows flanking pedestrian doors. The openings are framed by basket-handle arches with concrete keystone accents and elliptical multi-light transoms.

On the south (town) side of the depot, the gabled projection contains a central door flanked by two windows. On either side of the gabled projection is a large arched window opening. Flanked by two windows, a large door opening provides access to the baggage room.

The east elevation entry is protected by a pent roof supported by knee braces and corbels. The word "MANZANOLA" appears above the overhang. The gabled projection on the north (track) side contains a large arched window opening and above it the word "MANZANOLA" appears. The large door opening with two small windows on either side identifies the baggage area.

The flat roof (freight) west section of the building has a stepped parapet wall which rises at the center and corners. All the windows and doors of this section are straight-headed. 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 for pedestrians, and one for freight. The west elevation contains a freight door and two windows. The word "MANZANOLA" appears high on the wall below the stepped parapet. An elevated full-width, wood, freight platform is accessed by a ramp which slopes toward the tracks. A tall brick chimney from the boiler rises through the eastern end of the freight section.

The building's exterior was constructed of solid and durable materials which remain in good to fair condition. Many of these materials suffer from deferred maintenance. For example, paint in many areas has failed and is now peeling off the underlying wood substrate. Portions of the roofing need to be repaired or replaced. The masonry requires tuck pointing.

The interior of the passenger/baggage section includes a foyer, an east men's waiting room, a west women's waiting room, two restrooms, and a baggage room. The foyer opens to the ticket window trimmed in oak. The woodwork finishes and trim are largely intact. The walls of the foyer and the two waiting rooms are red brick five feet up from the floor with plaster-covered brick above. The restrooms retain their vertical wood wainscoting. The freight area is largely intact with areas showing the effects of deferred maintenance.

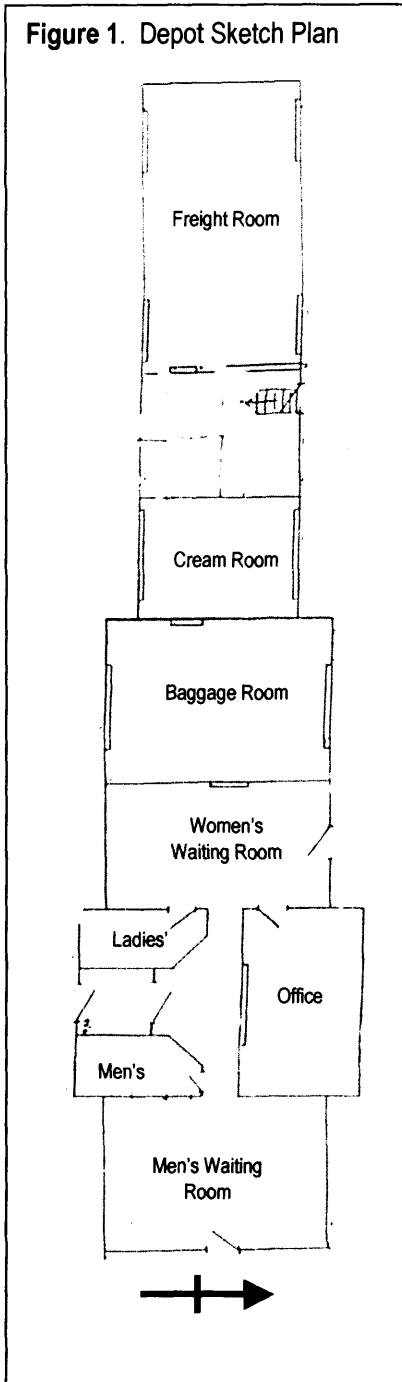
National Register of Historic Places Continuation Sheet

United States Department of the Interior
National Park Service

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 7 Page 2

Figure 1. Depot Sketch Plan



The building has undergone few alterations since its construction. In the interior, the ticket office was converted into a kitchen in the late 1970s. About ten to fifteen years ago, the American Legion replaced the outside door on the baggage room with an all-glass door. Many of the windows and doors have been broken and to prevent further damage, they have been boarded up. At an unknown date the clay tile roofing was replaced with asphalt shingles. None of these changes have a significant impact on the overall integrity of the property.



Figure 2. The Manzanola depot as it appeared in 1987. (Source: Office of Archaeology and Historic Preservation, Colorado Historical Society)

Otero County purchased the depot from the Santa Fe Pacific Realty Corporation, the real estate division of the railway company. The depot itself was donated to the town in 1976. The Town of Manzanola continues to own the building and the Otero County owns the ground. In 1989, Lorene Scarbrough, chairperson of general government for the Town of Manzanola, wrote a letter to the AT&SF Railway Company in Kansas. Referring to the depot, the letter asked, "Our question on this structure, may we have the freight section or (west end) torn down and leave the east end as it now stands?" The railway replied, "We have no objections to the removal of the freight portion of the Depot." The town never acted to carry out the approved demolition and the depot remains intact.

Santa Fe Railway Manzanola Depot
Name of Property

Otero County, Colorado
County/State

8. Statement of Significance

Applicable National Register Criteria

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

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
- # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Architecture

Periods of Significance

1913-1954

Significant Dates

1913

Significant Person(s)

(Complete if Criterion B is marked above).

N/A

Cultural Affiliation

N/A

Architect/Builder

Stiver, Harvey

Atchison, Topeka and Santa Fe Railway

Primary location of additional data:

- State Historic Preservation Office
- Other State Agency
- Federal Agency
- Local Government
- University
- Other

Name of repository:

Colorado Historical Society

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 8 Page 3

SIGNIFICANCE

The 1913 Santa Fe Railway Manzanola Depot meets the National Register registration requirements for the *depot* property type as established in the multiple property document, *Railroads in Colorado, 1858-1948*. The depot is eligible under Criterion A, in the area of *transportation*, for its association with the Atchison, Topeka & Santa Fe Railway (AT&SF). The depot provided the gateway for passengers traveling to and from the community during much of the twentieth century. Serving both as a freight and passenger depot, the Manzanola facility coordinated shipments to and from local merchants and producers.

The depot is also eligible under Criterion C for its architectural significance. The building is an excellent intact example of the Santa Fe's *County Seat*-type of combination passenger and freight depots. Built to replace older first generation depots, the brick *County Seat*-type featured solid brick construction, functional convenience, and Mission Revival inspired styling which reflected both the operational area served by the railroad and its adopted corporate image. Though no longer in service as a depot, little has changed on the exterior or interior since its operation. The period of significance begins in 1913 with the depot's completion and extends to 1954, a date fifty years of age in keeping with National Register eligibility requirements.

Manzanola and the Railroad

The town of Manzanola originally was known as Catlin, presumably after George Catlin, a young law student who came west in 1832 to live among the Indians and later gained fame for his paintings of native life. A Catlin post office was established on November 6, 1879. The post office name officially changed to Manzanola on November 4, 1895, and the town incorporated in 1900. Manzanola (which means "Big Apple" in Spanish) was founded as an agricultural community. The name is based on the community's original development as the center of surrounding apple and cherry orchards. Over time, the agricultural base of the community has evolved and changed. During that period, the depot served as the shipping point for agricultural goods and the receiving point for agricultural supplies.

The Pueblo & Arkansas Valley Railroad, a subsidiary of the AT&SF, built the rail line through the Manzanola area in 1875-76. Operations on the segment from Las Animas to Pueblo began on March 5, 1876. Manzanola's first depot in 1890 was a converted boxcar. The railroad later constructed a more substantial wood-frame building when it became clear that passenger and freight traffic warranted a permanent facility. The depot served the area's needs until 1913 when the railroad opened the new brick replacement building.

In the early part of the twentieth century, when rail traffic was the chief means of long distance transportation, several passenger trains per day picked up and dropped off travelers at the Manzanola Depot. The station agent sold tickets for destinations all along the Santa Fe route, from Chicago to Denver to Los Angeles. Passenger baggage was checked at the depot. The local agent of the Railway Express Agency (REA) handled express shipments. These often constituted mail-order catalog deliveries, parts for farm equipment, and a host of small shipments for area merchants.

Large freight shipments were coordinated by the station agent, though the freight itself was often picked up or delivered in rail cars directly to local shippers. The National Alfalfa, Dehydrating, and Milling Company, which operated a plant for producing alfalfa pellets, shipped large quantities to points throughout the eastern part of the nation. Manzanola also was the home of Colorado Plant Food Company, manufacturers of fertilizer blended from phosphate, nitrate, sulfate, and potash. Grain, fruit and livestock formed important outgoing freight shipments on the Santa Fe.

National Register of Historic Places Continuation Sheet

United States Department of the Interior
National Park Service

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 8 Page 4

The depot also served as a communications center. The station agent usually served as the local agent for the Western Union Telegraph Co. Even after the widespread use of telephones, the telegraph still served as an important mode of communications, both for railroad operations and for private and commercial messages.

Much of the inter-city mail was delivered and picked up by train at the depot. Among the many duties of the station agent was the receiving and shipping of mail bags. Mail could arrive at any time and station agents were expected to be on hand to accept delivery. E.S. Zwick, Manzanola station agent from 1923 until 1952, had to be at the depot in the early 1950s to accept mail from a train passing through each morning at 3:49 a.m. While waiting at the depot for the train one morning, Zwick's wife, Lillian, wrote a timely poem for her husband on the office typewriter:

I think that I shall never see,
A train that brings the mail at three,
A train for whom you wake from sleep,
Your lonely vigil for to keep,
A train that oftentimes is late,
Which makes it hard to stay awake.
Trains come and go in spite of me,
BUT DO THEY HAVE TO COME AT THREE???

Growing competition from trucks, busses and automobiles steadily reduced freight and passenger traffic through the Manzanola depot. By the early 1970s the towns of Fowler and Manzanola shared a single station agent. Passenger service ended in 1971 and freight operations were soon shifted to the agents at the Rocky Ford and La Junta depots. The Santa Fe Railway closed the Manzanola depot.

During the first half of the twentieth century, the depot served as the community's transportation hub. The building continues to represent the important connections between the railroad, agriculture and community development.

Santa Fe County Seat-type Depots

The Manzanola depot is architecturally significant as it displays the defining characteristics of the broad category of a *combination depot*. In this form, the depot supplied a variety of transportation services, ranging from passenger ticketing and baggage checking, to express shipping, less-than-carload shipments, and arrangements for full carload deliveries and shipments. Combination depots are denoted in plan by containing passenger and office areas, usually at one end of the depot, as well as freight and express handling space. The space given to each function reflected the railroad's anticipated volume of traffic.

Railroad construction departments began to standardize plans for commonly built structures and buildings. Standardization made good economic sense. Costs could be better estimated with the repeated use of depot plans. Materials could be purchased in large quantities and kept on hand. Depots could be built more quickly from existing standard plans than to design each depot individually. Operational innovations could be established system-wide through standard plans. After 1900, as the construction of more branch lines were sub-contracted out, standard plans allowed for better control.

The Santa Fe first attempted to develop standard depot plans around 1895 for wood frame construction. A second set of standards for wood 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.

**National Register of Historic Places
Continuation Sheet**

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

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 8 Page 5

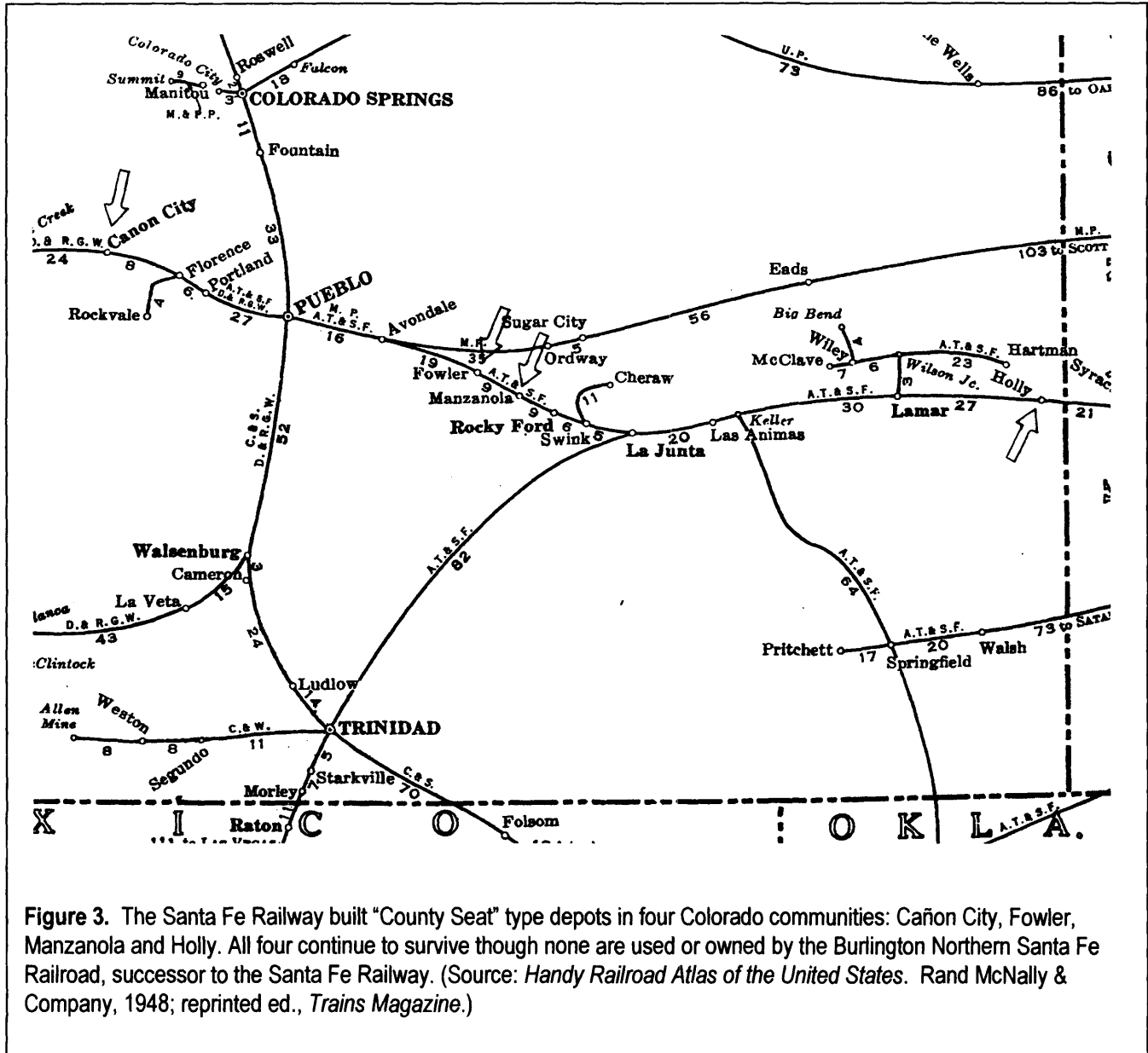


Figure 3. The Santa Fe Railway built “County Seat” type depots in four Colorado communities: Cañon City, Fowler, Manzanola and Holly. All four continue to survive though none are used or owned by the Burlington Northern Santa Fe Railroad, successor to the Santa Fe Railway. (Source: *Handy Railroad Atlas of the United States*. Rand McNally & Company, 1948; reprinted ed., *Trains Magazine*.)

The Santa Fe Railway also constructed many brick depots between 1900 and 1925 around several generalized standard designs. Using the plan as a general guide, each depot was usually built to meet local operating and site conditions. One of these designs was labeled the county seat-type. Usually a second generation depot, it replaced an earlier wood-frame building. While brick was the standard construction material, the trim details often varied from depot to depot, taking advantage of local materials. These depots went to community’s capable of sustaining significant passenger and freight traffic. The term “county seat” indicated that only key communities would warrant this type of railroad investment. Despite the title, economic measures rather than county governmental operations determined the location of county seat-type depots. Receiving such attention from the railroad provided tangible evidence of a community’s perceived stature. Local governments lobbied hard to have modern depots built as a symbol of community prosperity and growth. Of the four county seat-type depots built

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 8 Page 6

in Colorado, only Cañon City (National Register-listed) was actually the seat of county government. In addition to Manzanola, the other two Colorado county seat-type depots survive in Fowler and Holly (National Register-listed). In the case of Manzanola, the general agricultural prosperity of the area was likely a key factor in the Santa Fe's decision to replace the wood frame depot with a brick county seat-type. Harvey Stiver of Kansas City, Missouri, is credited with the actual construction.

Standardization meshed well with railroad company efforts to develop a positive identity within the minds of potential customers. The railroads created distinctive logos that were applied to rolling stock and used in company advertising. Many of the firms also developed distinctive depot design with which the public could readily identify. In the late 1890s, managers of the Santa Fe decided that public facilities, both depots and associated hotels, should reflect the character of the American southwest through which the railroad operated. The so-called Santa Fe Mission style was born. The Manzanola depot reflects that Mission style with its curvilinear gables, widely overhanging eaves with exposed rafters, carved triangular braces, and arched window and door openings.

Manzanola Depot

Park Street, the historic main street of Manzanola, runs from north to south. The south end of Park Street is the town square and water plant. At the north end of the street is the railroad depot, town shop and fire department. The water supply system, town shop, and fire department were all constructed within the past five years.

The community recognized the historical and architectural importance of the depot when closure foretold possible demolition. The railroad donated the depot building to the Town of Manzanola in 1976. Otero County purchased land beneath and surrounding the depot in 1992. The town intends to use the depot as a civic structure. That plan includes the continued use of the depot as a Senior Citizens Center and for occasional events such as luncheons, receptions, and Lion's Club and American Legion meetings. There is a potential use as the Town Hall and Police Department after renovations to the building are completed. The freight area will continued to be used for storage.

The community goal is to preserve the depot as a key element in the town's commercial center. As one of the most important historic buildings in Manzanola, the depot clearly meets the eligibility criteria for listing in the National Register.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 9 Page 7

BIBLIOGRAPHY

Diament, Marc. "Colorado Historical Society Historic Structures Assessment Grant Application for the Manzanola Railroad Depot." 3 September 2003.

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

Letters between D.F. Duncan, Division Manager of the Atchison, Topeka, and Santa Fe Railway Company and Lorene Scarbrough, Chairperson of General Government of the Town of Manzanola in 1989.

McCormick, Grant and Judy K. Fell. "Holly Santa Fe Depot," National Register of Historic Places nomination, March 6, 1995. Office of Archaeology and Historic Preservation, Colorado Historical Society.

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

The Pueblo Chieftain, Wednesday, 20 September 1972.

Santa Fe Railway Manzanola Railway Depot
Name of Property

Otero County, Colorado
County/State

10. Geographical Data

Acreeage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet.)

1. 13 599383 4218397 (NAD27)
Zone Easting Northing

2. Zone Easting Northing

3. Zone Easting Northing

4. 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 Lisa Werdel, Student

organization University of Colorado at Denver

date November 14, 2003

street & number 9053 West Cross Drive #19-106

telephone (720) 981-1874

city or town Littleton

state CO

zip code 80123

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 Otero County

street & number PO Box 511

telephone (719) 383-3000

city or town La Junta

state CO

zip code 81050-0511

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.

**National Register of Historic Places
Continuation Sheet****United States Department of the Interior
National Park Service**

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number 10 Page 8**GEOGRAPHICAL DATA****VERBAL BOUNDARY DESCRIPTION**

A parcel of land situated in the County of Otero, State of Colorado, lying in the north one-half (N ½) of Section 26, Township 22 South, Range 58 West, described as follows:

Beginning at a point 20 feet south of the centerline of the Burlington Northern Santa Fe Railroad main track and 40 feet west of the centerline of Park Street (80-foot wide) in the Town of Manzanola;

Thence northwesterly parallel to said railroad track 420 feet;

Thence southwesterly at right angles to last said line, 100 feet;

Thence southeasterly at right angles to last said line, 110 feet;

Thence northeasterly at right angles to last said line, 55 feet;

Thence southeasterly at right angles to last said line, 140 feet;

Thence northeasterly at right angles to last said line, 45 feet to the point of beginning.

The above described parcel contains .69 acres, more or less.

BOUNDARY JUSTIFICATION

The nomination includes all the land historically associated with the depot that remains in Otero County ownership following its conveyance by the Atchison, Topeka and Santa Fe Railroad Company in 1992.

PROPERTY OWNERS**Land:**

Otero County
PO Box 511
La Junta, CO 81050-0511
719-383-3000

Building:

Town of Manzanola
106 East Third Street
Manzanola, CO 81058
719-462-5544

National Register of Historic Places Continuation Sheet

United States Department of the Interior
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Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

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PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-22:

Name of Property: Santa Fe Railway Manzanola Depot
Location: Otero County, CO
Photographer: Lisa Werdel
Date of Photographs: October 2003
Location of Negatives: Possession of the photographer

Photo No.	Photographic Information
1	East side; view to the west.
2	South (town) side of passenger and baggage sections; view to the north.
3	South side of freight section; view to the north.
4	West side; view to the east.
5	North (track) side of freight section; view to the south.
6	North of passenger and baggage sections; view to the south.
7	Window detail, north side; view to the south.
8	Bracket detail, north side; view to the southeast.
9	Window detail in freight section, north elevation; view to the south.
10	View to east along north side showing relation between depot and track.
11	North side detail of station agent's office area; view to the south.
12	Detail of south side freight section; view to the north.
13	Door detail into men's waiting room, north side; view to the south.
14	Entry detail to public areas, south elevation; view to the north.
15	Interior of waiting room.
16	View of former office area converted to kitchen.
17	Interior door and window detail.
18	Detail of wood trim at ticket window.
19	Detail of wood trim at ticket window.
20	Interior of freight section.
21	Restroom interior.
22	Interior wall window trim detail.

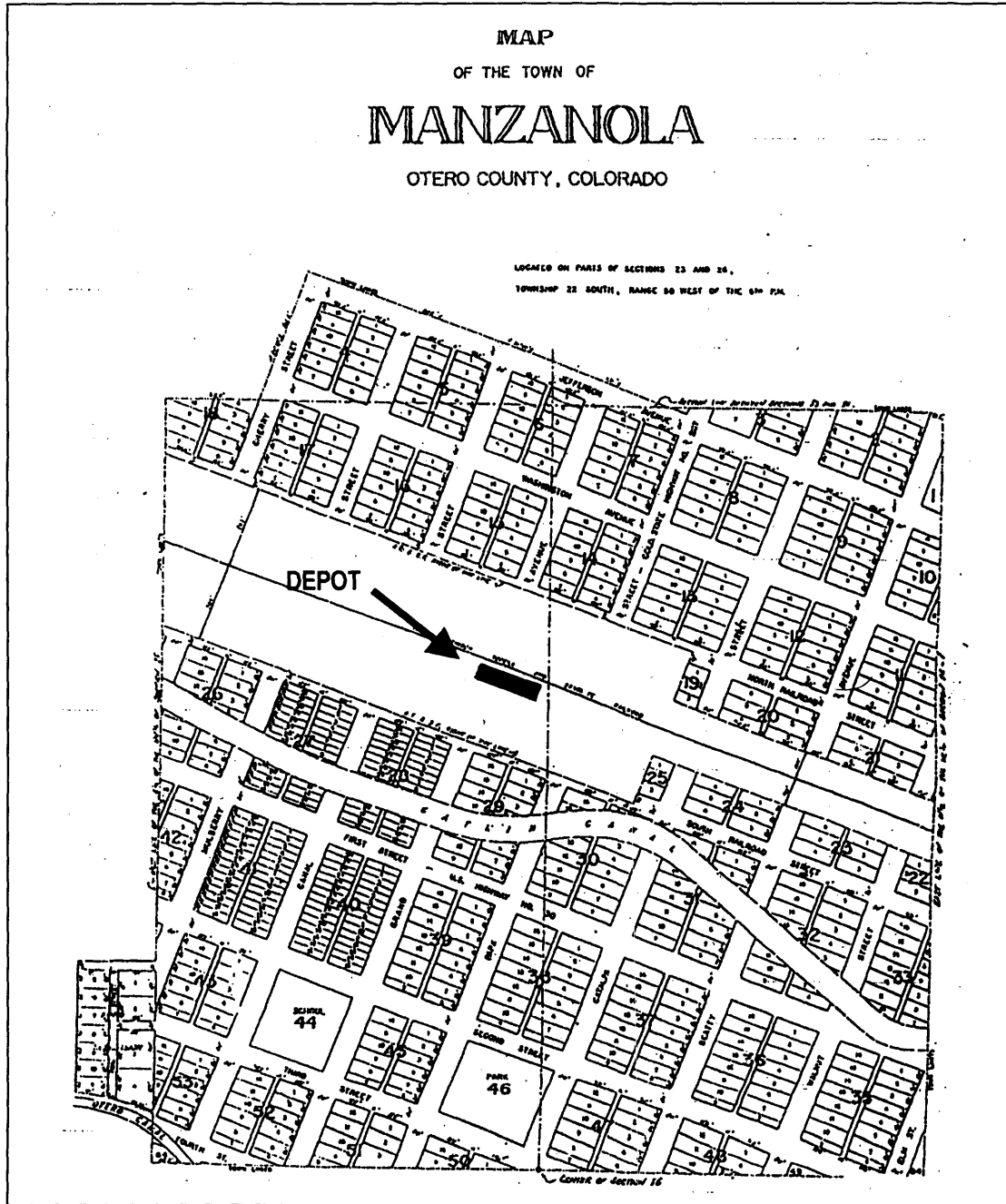
National Register of Historic Places Continuation Sheet

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National Park Service

Santa Fe Railway Manzanola Depot
Otero County, Colorado
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TOWN OF MANZANOLA PLAT MAP



National Register of Historic Places Continuation Sheet

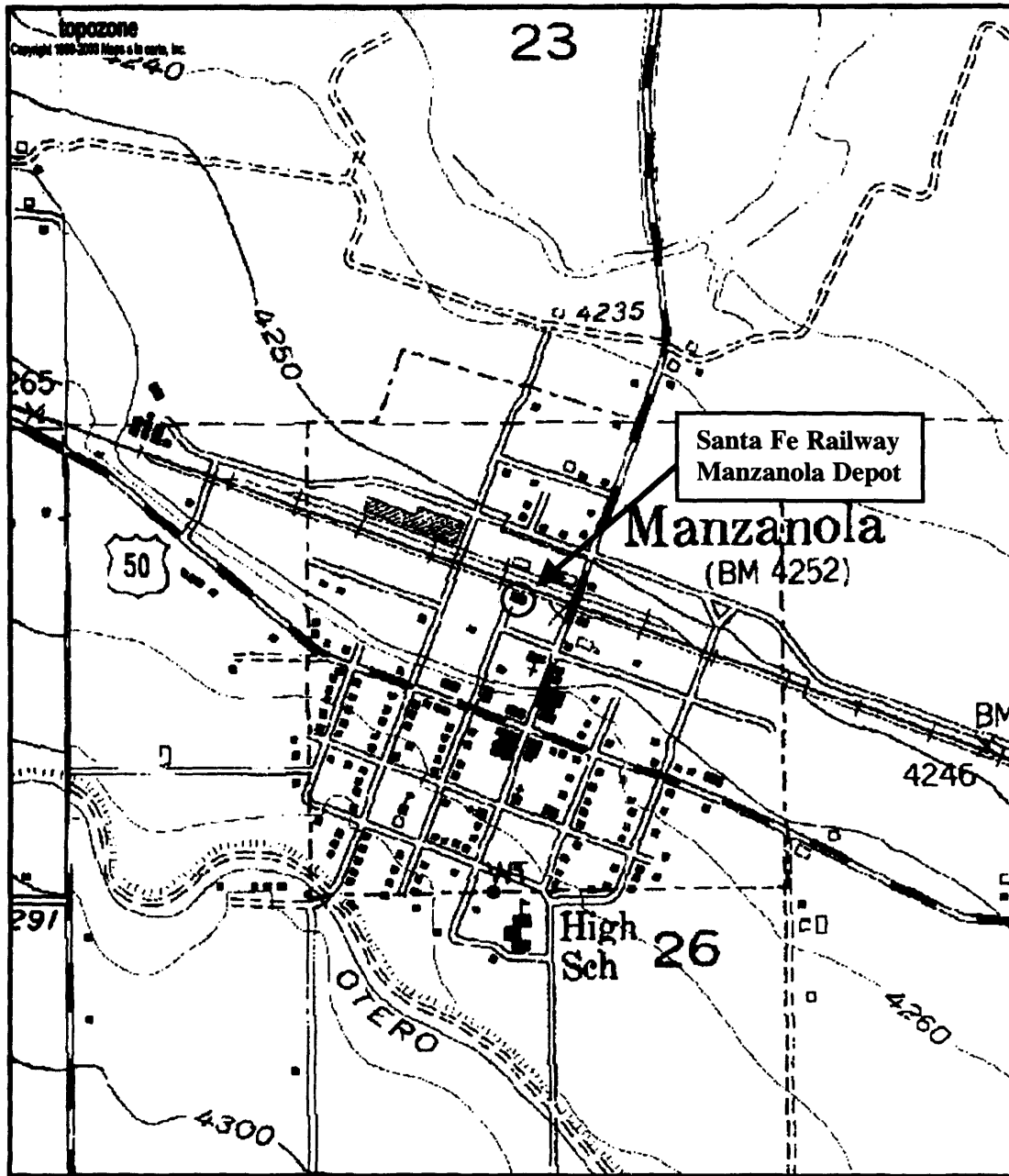
United States Department of the Interior
National Park Service

Santa Fe Railway Manzanola Depot
Otero County, Colorado
Railroads in Colorado, 1858-1948, MPS

Section number ___ Page 11

USGS TOPOGRAPHIC MAP
Manzanola Quadrangle, Colorado
7.5 Minute Series, 1954

UTM: Zone 13 / 599383E / 4218397N (NAD27)
PLSS: 6th PM, T22S, R58W, Sec. 26 NE¹/₄ SE¹/₄ NE¹/₄ NW¹/₄
W¹/₂ SW¹/₄ NW¹/₄ NE¹/₄
Elevation: 4,255 feet



Map center is UTM 13 599383E 4218397N (NAD27)
Manzanola quadrangle - TopoZone Pro elevation display
Projection is UTM Zone 13 NAD83 Datum

M=9.315
G=0.699