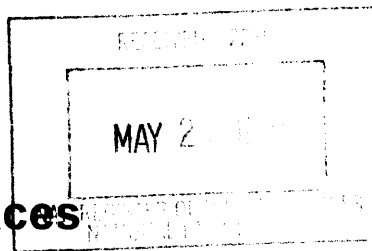


United States Department of the Interior
National Park Service



618

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 Boone Santa Fe Railroad Depot
other names/site number Boone Town Hall / 5PE2151

2. Location

street & number 100 Baker Avenue [N/A] not for publication
city or town Boone [N/A] vicinity
state Colorado code CO county Pueblo code 101 zip code 81025

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 [].)

James Edward Hartmann State Historic Preservation Officer May 19, 1997
Signature of certifying official/Title Date
State Historic Preservation Office, 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 [].

for Signature of the Keeper Date
L. Adams Fitch 6/29/97

Boone Santa Fe Railroad Depot

Name of Property

Pueblo County, CO

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.)

N/A

Number of contributing resources previously listed in the National Register.

N/A

6. Function or Use

Historic Function

(Enter categories from instructions)

Transportation/rail-related

Current Functions

(Enter categories from instructions)

Government/city hall

7. Description

Architectural Classification

(Enter categories from instructions)

Other: combination depot

Materials

(Enter categories from instructions)

foundation Wood/log
walls Wood/weatherboard

roof Asphalt
other _____

Narrative Description

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Railroad Depot
Pueblo County, CO

Section number 7 Page 1

DESCRIPTION

Located near downtown Boone, the Santa Fe Depot is a large wood frame building that runs parallel to both the railroad tracks and Colorado Highway 96. Although the main line has been removed, the depot is adjacent to a railroad siding. The one-story building has a rectangular plan (24-by-60 feet), a foundation of creosote-soaked logs, board and batten siding, and an asphalt shingle roof. The elongated gabled roof is supported by triangular knee braces and the south slope is broken by the gabled roof of the projecting bay. A brick chimney straddles the ridge line. The board and batten siding is painted yellow; the clapboard siding around the base of the building and the trim around the windows and doors is painted light brown.

The building is a "combination" depot designed to handle both passengers and freight and is comprised of two sections. The east end of the depot--with its double hung wooden sash windows of six-over-six lights, wide surrounds and pedimented window heads--served passengers. The window-less west end with its large door openings handled freight. The bay window that projects from the wall facing the train siding was the station agent's office.

The south side is visible from the highway and the entrance to the building is located on this side at the eastern end via a paneled wooden door with a three-light transom. A large window is beside the door. The operator's bay projects out from the wall with a window on each side (now boarded over) and a pair of windows facing the tracks. The expanse of wall at the larger, west end is broken by a freight door of vertical boards with a six-light transom.

The west side of the building is devoid of any window or door openings, while the east side contains three evenly spaced windows. High on the east wall above the central window (where the Santa Fe logo used to be) is a sign with the words "Town Hall."

The north side has two windows at the east end, one in the passenger section and one in the office portion of the building. The freight door located near the west end is the same vertical board and six-light transom construction as its companion door on the opposite side.

The interior space consists of a passenger room, an office, and the freight area. The passenger room has a 12-foot high ceiling and walls of vertical board with wainscot. A single light fixture hangs from the ceiling and the room is further illuminated by the three windows on the east side and the one on the north. The wood floor of foot-wide planks and the trim around doors and windows is original. A doorway (only the three-light transom remains) leads to the office. The wall material, wainscot and trim continue in this room, which has a dropped ceiling. The built-in ticket counter remains as does the telegrapher's desk within the operator's bay. Another doorway (recently filled with a wood framed glass door) leads from the office to the freight area, where horizontal foot-wide planks line the walls and the structural roof timbers remain exposed. The room lacks windows but has two large freight

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

**National Register of Historic Places
Continuation Sheet**

Boone Santa Fe Railroad Depot
Pueblo County, CO

Section number 7 Page 2

doors, one on each of the north and south sides. There are some small holes within the west wall and oral tradition indicates this is where workers hid their whiskey bottles.

The depot has undergone very few alterations. Most of these minor changes were made during the railroad's occupation of the building and none have made any impact on the architectural integrity of the building. Due to decreasing rail traffic, the railroad personnel permanently sealed the track-side freight door and boarded the two side windows of the operator's bay. (The freight door on the north side remains fully functional.) Although the exact date for this change is not known, it did occur before the city acquired the property in 1968. It is not known when the drop ceiling was installed in the office, but it is also believed to have been done by the railroad. In May 1996, when the city offices moved into the building, a door was installed in what had been an open doorway between the office and the freight room. The building overall is in good condition, although the foundation and roof need some work. The depot retains its integrity of location, setting, design, materials, and workmanship.

Boone Santa Fe Railroad Depot
Name of Property

Pueblo County, CO
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 Bibliographic 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
1913-1947

Significant Dates
1913

Significant Person(s)
(Complete if Criterion B is marked above).
N/A

Cultural Affiliation
N/A

Architect/Builder
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:

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Railroad Depot
Pueblo County, CO

Section number 8 Page 3

SIGNIFICANCE

The Santa Fe Depot in Boone meets criterion A for its historical significance in the area of transportation for its role as a shipping point for Boone and the surrounding region. It is associated with the Atchison, Topeka and Santa Fe Railway's main line through southwestern Colorado and it represents the impact that railroads had on a town's growth and development. The depot also meets criterion C for its architectural significance. This well-preserved building is one of the few surviving wood frame combination depots still at its original location. The Boone Depot was one of two otherwise standard structures known to have an enlarged operator's bay.

Many communities in Colorado owe their birth and initial development to the railroads. In contrast, Boone, located twenty miles east of Pueblo and about a mile north of the Arkansas River, had a pre-railroad history. The area was one of the earliest settled communities in Pueblo County with some sources citing settlers in the region by 1854. A. G. Boone, a grandson of Daniel Boone, came to Colorado in 1860 and two years later was operating a general merchandise store in Pueblo. He acquired land in the area and was an early Indian Agent on the Arkansas. The Barlow and Sanderson Stage Company ran a stage line from Independence to Santa Fe and established a branch line in 1862 that followed the Arkansas valley immigrant route to Pueblo. The Boone place became a stage station. In 1863, in response to a demand for better mail service for the settlement, a United States post office was established and named for the first postmaster--Boone, whose home served as the post office. Originally called Booneville, the name would later be shortened to Boone. In March 1876, the Pueblo and Arkansas Valley branch of the Atchison, Topeka and the Santa Fe Railway was completed, although it was not until 1881 that a siding was established at Boone. The Missouri Pacific Railroad was built to Pueblo in 1888 and its line also went through Booneville.

Initially, the arrival of the railroad brought little change to the community of Booneville. Between 1889 and 1892, business directories included Booneville in the section described as "a list of the small towns & post offices in the state of Colorado where there is at present no business." During these years it was noted that Booneville had a population of 25 and was located along the A.T. & S.F. railroad. In the 1893 directory, Boone [note the name change] was described as a small agricultural town and two businesses, both general merchandisers, were listed. The 1897 directory acknowledged that Boone was on the A.T.& S.F. and Missouri Pacific railways, but the continuing population of 25 and the two general merchandisers indicated that it remained a quiet agricultural community.

Pueblo County experienced a growth spurt during the early 1900s due to successful farming and livestock operations. Boone reflected this change as the 1901 directory now described it as a farming and stock-raising town and the list of businesses expanded to include a blacksmith and railway agent. Rail traffic along the line increased prompting the Santa Fe Railway in 1906 to construct a 12' by 12' manual block tower in Boone.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Railroad Depot
Pueblo County, CO

Section number 8 Page 4

As the small town continued to prosper (or perhaps in response to the competition from Missouri Pacific), Santa Fe installed a 9' by 33' car body to serve as a freight room in 1910. Second-hand car bodies were a common depot facility along this line of the Santa Fe railroad. Due to joint operations over much of the line and the need for numerous order offices, the company, in an effort to save money, utilized surplus car bodies as offices, waiting rooms, freight houses and operator's quarters.

In addition to farming and stock raising, sugar beets would also become an important factor in Boone's development, as evidenced by the 1913 business directory that described Boone as a "farming, sugar beet and stock raising town" with a population of 100. Perhaps this dramatic rise in population provided the impetus for the railroad to "retire" the block tower and car body and to install the 24' by 60' foot frame combination depot in 1913. The increased revenues generated by the expanding agricultural economy may have also prompted the railroad to construct the more substantial depot. Arthur Filmore, who moved to Boone in 1914 as a child, remembers "both sides of the tracks being lined with dumps of wheat, corn, hay, and melons, as well as cattle pens.

The relationship between the increased rail traffic that prompted construction of the depot and the growth of the town is clearly illustrated by perusing the business directories between 1913 and 1940. Every year the list of businesses grew, peaking in the mid-1920s and leveling off during the 1930s.

The depot continued to be well-used, especially during World War II when troops and Army materials were regularly ferried through the depot. A popular passenger train, the Colorado Eagle, which travelled from St. Louis to Denver passed through Boone. But increased automobile traffic and improved roads and highways would ultimately lead to a decline in railroad passenger and freight service. In 1968, the depot was retired and sold to the town of Boone. For many years it was used as a storage building that housed fire equipment and a small museum. Damage to the building serving as the Town Hall in May 1996, forced the city offices to relocate to the depot. Although the depot was retired in 1968, the period of significance arbitrarily end in 1947 to comply with the National Register's fifty year rule.

The Santa Fe Depot in Boone is also architecturally significant as an example of a type and period of construction. The well-preserved combination depot illustrates the Santa Fe Railroad's depot evolution.

As the Santa Fe Railway built west from Kansas, speed and cost were of primary importance. Cost was important due to the scarcity of traffic along the as yet undeveloped route. With construction funds and operating revenue at a minimum, depot construction was either avoided at most stations or limited to the barest essentials. The first depots were usually nothing more than an office for the telegrapher. At those few locations where an established population base existed, a more substantial frame depot was built as the initial facility. But at isolated stations where revenue traffic was incidental, boxcar bodies, with their trucks removed and placed on basic foundations, would serve as telegraph offices and depots.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Railroad Depot
Pueblo County, CO

Section number 8 Page 5

(This practice of using car body depots would continue through 1937.) As communities grew and began to rely on the railroad for supplies, transportation and communication, the original structures were replaced with larger frame buildings. However, many stations never generated enough revenue to justify a larger building.

Depot development within the Santa Fe Railway's Pueblo District was similar. Along the Pueblo and Arkansas Valley route, manual block towers often appeared as the first step beyond the telegrapher's office. Most of these manual block towers were added in 1906 as traffic growth dictated and generally they were replaced with larger standard depots by 1913. Boone was typical of this progression.

These larger frame depots were designed to address three basic needs: the handling of freight, the handling of passengers and their baggage, and an office for railroad employees. This need was met by the simple three-room frame depot that was built across the country by virtually every railroad. Most railroads, including the Santa Fe, referred to these buildings as "combination depots." Each railroad company sought to develop an identity within the customer's mind by creating distinctive logos that were applied to rolling stock and designing distinctive depots with which the public could readily identify. Each railroad used mainly cosmetic details to differentiate their basic three-room depot from those of the competition.

According to Pounds, the basic features of Santa Fe's combination depot were established by 1872. Standard features included wood frame construction, a semi-hexagonal bay window topped with a small gabled roof, substantial wooden roof brackets, pedimented window and door surrounds, and double hung sash windows with six-over-six lights. Only minor changes were made to the basic characteristics during the sixty years these frame depots were built.

Although the Santa Fe had its "depot standards," Pounds notes that more of these buildings were built as variations from the standards than were built strictly to plan. The dimensions of depots are examples of this deviation. Early ("1895") standards set eighteen or twenty-four feet for the width and allowed the length to vary. The "1910" standards set dimensions such as 16'x40', 24'x48', 24'x64', and 24'x80'. Within these basics, there were many variations, most of which occurred in the length. The 24-foot wide by 60-foot long Boone Depot is an example of this pattern.

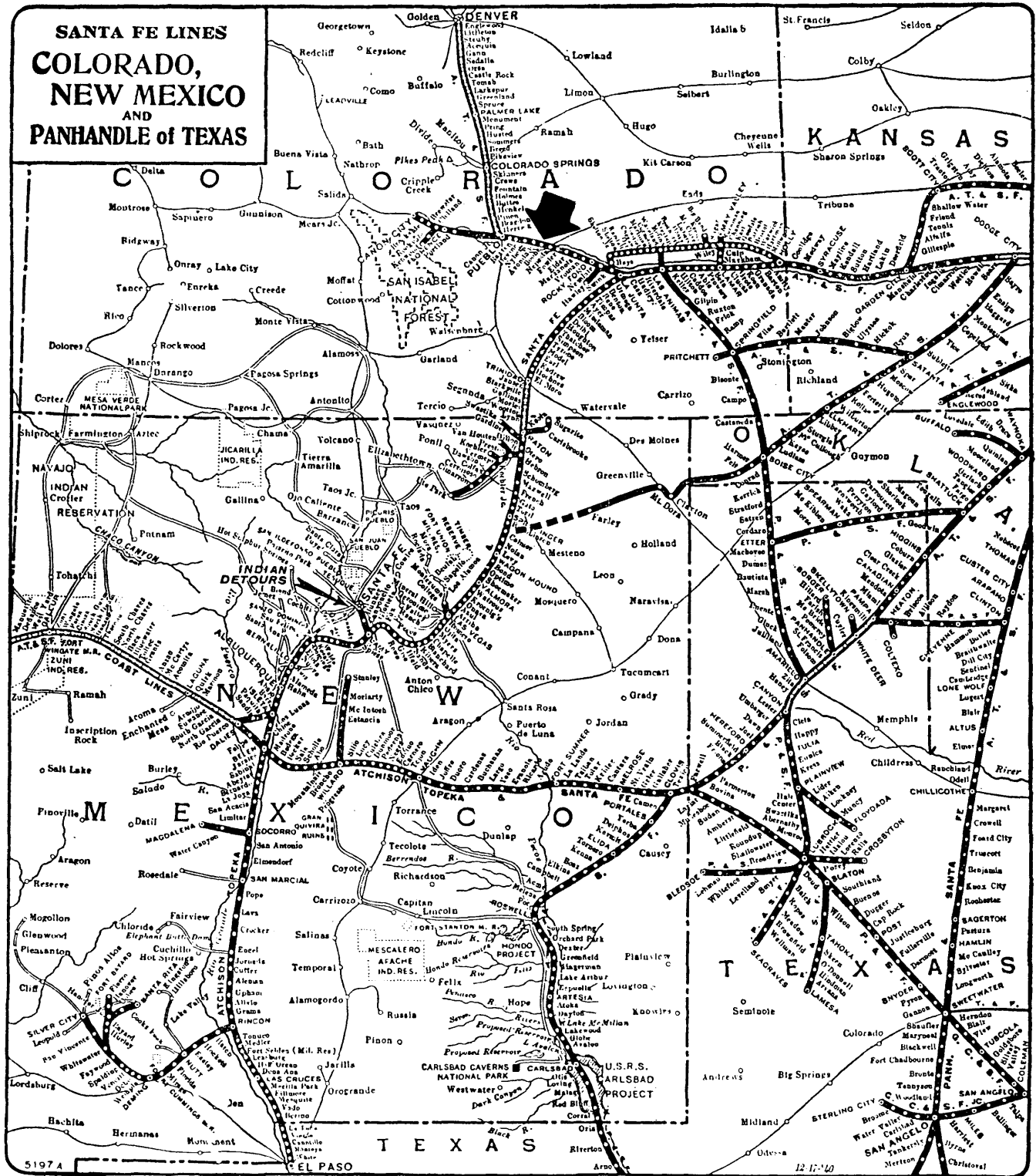
Pounds proposes an interesting question regarding Boone's frame depot. Santa Fe records indicate that there were three 24'x60' frame depots on the line. The depots at Swink and Fowler were constructed in 1906 and Boone's depot was completed in 1913, the same year that the Fowler frame depot was replaced by a brick depot. Was the Fowler depot moved to Boone? Pounds also notes that the depots at Boone and Swink contain a bay window that is unusually square, tall, and wide. Pounds intimates that these wide bay windows may have been part of a manual block tower built into the depot.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Depot
Pueblo County, CO

Section number 8 Page 6



Source: Robert E. Pounds, Santa Fe Depots: The Western Lines, page 30.

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

**National Register of Historic Places
Continuation Sheet**

Section number 9 Page 7

Boone Santa Fe Railroad Depot
Pueblo County, CO

BIBLIOGRAPHY

Bill of Sale between Atchison, Topeka and Santa Fe Railway Company and the Town of Boone, 5 August 1968.

Bryant, Keith L. History of the Atchison, Topeka and Santa Fe Railway. New York: MacMillan Publishing Company, 1974.

Colorado State Business Directory, 1888 through 1950.

Filmore, Arthur [Boone resident]. Interview, 9 February 1997.

Marshall, James. Santa Fe, The Railroad That Built An Empire. New York: Random House Publishing Company, 1945.

Martin, Robert L. [Mayor of Boone]. Telephone interview, 12 and 17 March 1997.

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

Pueblo Chapter of the D.A.R. Pueblo County History n.p., 1939.

Boone Santa Fe Railroad Depot
Name of Property

Pueblo County, CO
County/State

10. Geographical Data

Acreage of Property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

1. 13 565030 5233510
Zone Easting Northing

3. Zone Easting Northing

2. 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 Norman L. Hale and H.L. Wilson

organization _____ date 3-12-97

street & number 3546 Queen Anne Way telephone 719-574-6692

city or town Colorado Springs state CO zip code 80917

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 Boone

street & number P.O. Box 13 telephone 719-947-3311

city or town Boone state CO zip code 81025

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 Reduction Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

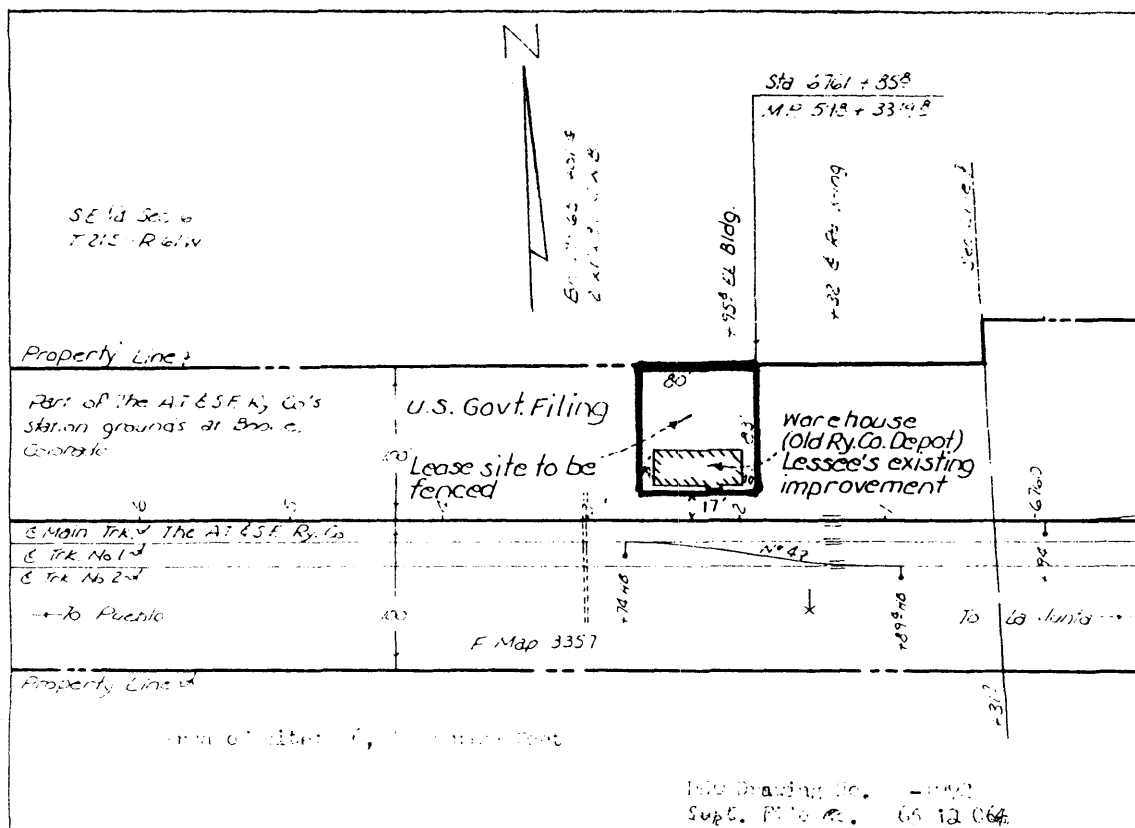
Boone Santa Fe Railroad Depot
Pueblo County, CO

Section number 10 Page 8

VERBAL BOUNDARY DESCRIPTION

The property is located within the NE 1/4 of the NE 1/4 of the SE 1/4 of the SE 1/4 of Section 6, Township 21 South, Range 61 West, 6th Prime Meridian. The nomination boundary is an eighty by eighty-three foot (80' x 83') parcel of land around the depot. This 6,640 square foot area is indicated by the heavy line on the sketch map below and is described as follows:

"One 24' x 60' one-story, 3-room, frame depot building with appurtenances thereunto belonging, including those portions of the brick platform located west of a line 10 feet east of the east end of said depot; east of a line 10 feet west of the west end of said depot and north of a line 17 feet north of, normally distant from and parallel to the centerline of main track of said Railway Company..."



BOUNDARY JUSTIFICATION

This is the legal description of the property based on the 1968 sale from the Santa Fe Railway Company.

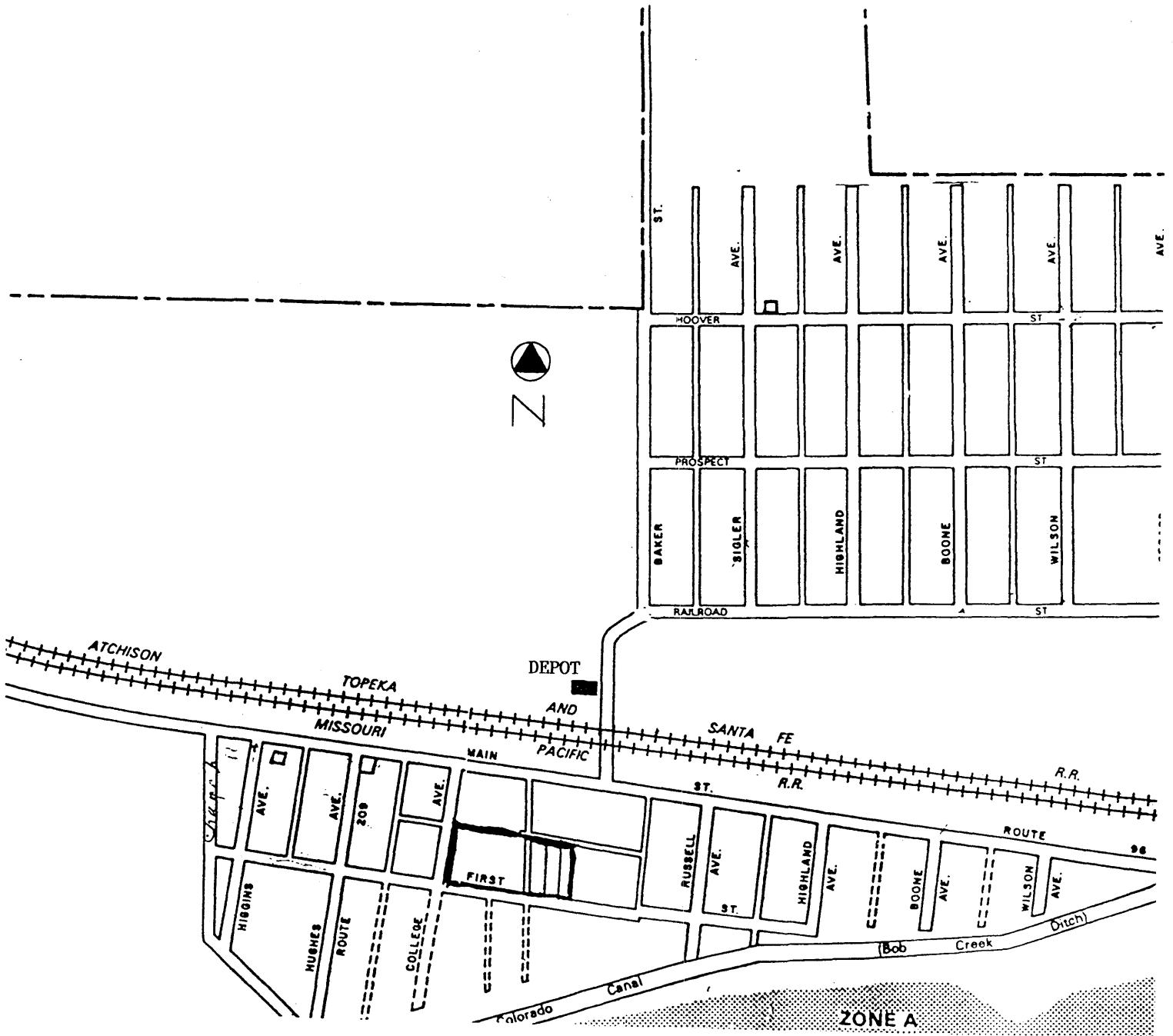
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Depot
Pueblo County, CO

Section number ____ Page 9

city map



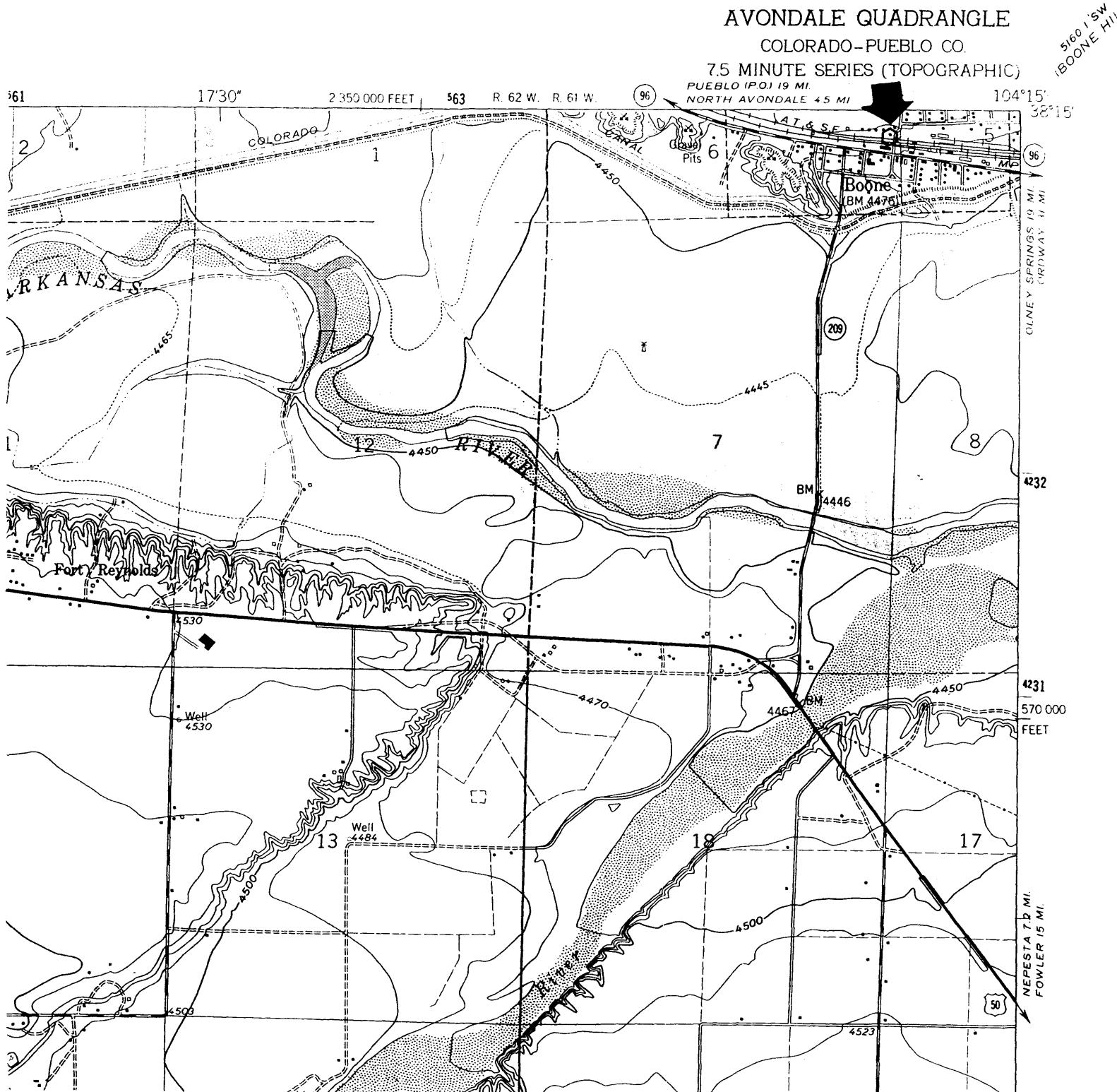
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Depot
Pueblo County, CO

Section number Page 10

U.S.G.S. map



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Boone Santa Fe Railroad Depot
Pueblo County, CO

Section number ____ Page 11

PHOTOGRAPH LOG

The following information is the same for all photographs:

name: Boone Santa Fe Railroad Depot
county and state: Pueblo County, Colorado

photo #1

photographer: Dale Heckendorn
date of photograph: April 28, 1997
location of negatives: OAHP, Colorado Historical Society
description: south and east sides of depot, camera facing northwest

photo #2

photographer: Dale Heckendorn
date of photograph: April 28, 1997
location of negatives: OAHP, Colorado Historical Society
description: east and north sides of depot, camera facing southwest

photo #3

photographer: Dale Heckendorn
date of photograph: April 28, 1997
location of negatives: OAHP, Colorado Historical Society
description: north and west sides of depot, camera facing southeast

photo #4

photographer: Norman Hale
date of photograph: February 9, 1997
location of negatives: 3546 Queen Anne Way, Colorado Springs
description: detail of south side of depot, camera facing north

photo #5

photographer: Norman Hale
date of photograph: February 9, 1997
location of negatives: 3546 Queen Anne Way, Colorado Springs
description: interior, passenger area with ticket counter