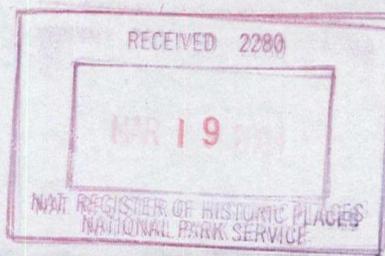


**United States Department of the Interior
National Park Service**

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**



324

1. NAME OF PROPERTY

HISTORIC NAME: Atchison, Topeka & Santa Fe Railway Depot, Panhandle

OTHER NAME/SITE NUMBER: Panhandle City Hall / Carson County Square House Museum storage

2. LOCATION

STREET & NUMBER: One Main Street

CITY OR TOWN: Panhandle

STATE: Texas

CODE: TX

COUNTY: Carson

CODE: 065

NOT FOR PUBLICATION: N/A

VICINITY: N/A

ZIP CODE: 79068

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 of certifying official

December 4, 2002

Date

State Historic Preservation Officer, Texas Historical Commission

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 commenting or other official

Date

State or Federal agency and bureau

4. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this 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):

Signature of the Keeper

Date of Action

Sandra McCullough 4/25/03

5. CLASSIFICATION

OWNERSHIP OF PROPERTY: Private

CATEGORY OF PROPERTY: Building

NUMBER OF RESOURCES WITHIN PROPERTY:	CONTRIBUTING	NONCONTRIBUTING
	1	0 BUILDINGS
	0	0 SITES
	0	0 STRUCTURES
	0	0 OBJECTS
	1	0 TOTAL

NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER: 0

NAME OF RELATED MULTIPLE PROPERTY LISTING: N/A

6. FUNCTION OR USE

HISTORIC FUNCTIONS: TRANSPORTATION/rail-related

CURRENT FUNCTIONS: GOVERNMENT/city hall; OTHER/storage

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: LATE 19TH AND 20TH CENTURY REVIVALS/Mission; Spanish Colonial Revival

MATERIALS: FOUNDATION CONCRETE
 WALLS BRICK; TERRA COTTA
 ROOF ASPHALT
 OTHER

Narrative Description (see continuation sheets 7-5 through 7-7)

CLASSIC CREST

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National Register of Historic Places Continuation Sheet

ATSF Railway Depot
Panhandle, Carson County, Texas

Section 7 Page 5

The 1928 Atchison, Topeka and Santa Fe Railway Depot in Panhandle is at One Main Street, Panhandle, Carson County, Texas. It is a long and rectangular brick building constructed in 1928 in Mission Revival style. The depot is sited prominently at the end of Main Street, and so is visible from the other end of Main, as well as from miles away from other vantage points. It remains the most tangible evidence of the city's prominence as a major shipping point on the railroad, a mode of transportation that ensured growth and prosperity in the sparsely populated Texas Panhandle. The depot represents a boom time for Panhandle, when the town handled more freight than any other station on the Santa Fe lines. The building remains a landmark in the City of Panhandle and has served as City Hall since 1985. It retains integrity of location, setting, materials, design, workmanship, association and feeling to a high degree.

SETTING

Panhandle is the county seat of Carson County, located in the center of the Texas Panhandle; it has a population of 2,589 with 6,516 people in the county. It is sited in a largely flat, agricultural and ranching plains area. Panhandle is located between Amarillo, Pampa and Borger, and U.S. Highway 60 crosses Texas Highway 207 at the southern edge of town. The Santa Fe Depot is located at the south end of Main Street, adjacent to the main line at One Main Street on the right-of-way of the Burlington Northern Santa Fe Railway.

The building, which is currently Panhandle City Hall, is on land not platted by the City of Panhandle. The property contains 36,375 square feet of land. It is located between Euclid and Elsie Streets with Main Street ending at the property. The address is Number One Main Street. Commercial buildings (some vacant), the county courthouse, and private homes line Main, Euclid and Elsie Street north to Panhandle Independent School District property at Ninth Street. The central business district is aligned along Main Street, a wide avenue paved with red bricks. The depot, finished in 1928, is of Mission Revival style. Its red and green brick with terra cotta trim on the windows, doors and coping have remained the same as when the depot was built. The exterior has changed little through its 74 years. The depot measures 203-feet long by 42-feet wide, with a flat roof and bracketed mansard with green shingles around the passenger section of the depot. The passenger section is 108-feet long with a freight section of 95-feet. The interior of the building still has the original terrazzo tile floor and oak doors. In 1983 the property was leased to the City of Panhandle with maintenance of the property to be their responsibility. Panhandle City Hall offices opened at the site in February 1985 after some minor interior changes. Panhandle's 1928 depot was one of the last brick depots to be built on the Western Line of the Santa Fe Railway, and was also one of the largest for such a small community.

EXTERIOR

The north elevation, which faces Main Street, was built on a concrete foundation 3-feet 6-inches from the street. Brick sidewalks 700 feet long connect the building to the railroad tracks. A brick sidewalk on the north elevation extends along the passenger section. Distinctive stepped parapets top the height of the building, varying 21-feet, 23-feet and 24-feet from the base to the top. There are three double, one single and one triple multi-paned windows on the passenger section, with terra cotta surrounds. The main door with terra cotta surround provides access in this section. A double wooden door, also with terra cotta trim, goes to the baggage room. The green-shingled roof with bracketed mansards surrounds the passenger section on the north, east and west sides. It is topped with copper flashing. One single window and two triple windows, all with terra cotta trim are on the freight section of the building as well as two double wooden doors. The entire building is topped by stone coping with 6 stone ornaments and the Santa Fe logo on the north elevation.

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ATSF Railway Depot
Panhandle, Carson County, Texas

The south elevation, which faces the railroad tracks, has one double window and one single window, two wood panel doors with side windows and overhead windows for passengers and one single wood panel door, all trimmed in terra cotta. There are two side windows on the projecting central panel. The central panel is brick with three tall windows topped by ornamental brick panels, with two side panels of stone and the name Panhandle with the Santa Fe logo at the top. A chimney of brick panels with a stone top rises above the center of the building. The freight room is on a raised platform with two sets of triple windows with terra cotta trim and three sets of double wooden doors. The top of the building is outlined in stone with 6 stone ornaments at the top of each parapet or in the center of a section.

The east elevation continues the green-shingled bracketed mansards, copper gutters, and copper downspouts. There are six windows with terra cotta trim. An offset past the main passenger door on the south elevation has one trimmed window. The roofline is trimmed in stone with a stone ornament in the center and the name PANHANDLE below. The number 26 is set in stone on the corner. The west elevation is reached by a ramp and a high platform to the freight section. A double wooden door centers the platform. There is one double window with terra cotta trim. Stone coping with a stone ornament outlines the top of the building. The name PANHANDLE is set in the center of the building. There are no outbuildings on the property. A chain link fence was built to separate the building from the main rail lines on the south, and a handicap ramp is available at the south door. The railroad tracks for the Burlington Northern/Santa Fe Railway still carry 80 to 120 freight trains a day past the building.

INTERIOR

The original design housed a waiting room with a drinking fountain, a women's room and double toilet with a wash basin, a men's room with a double toilet and wash basin, a janitor's closet, a telephone booth, an office with an operator's table, a Negro waiting room with a drinking fountain and two toilets with wash basins and an outside door. All rooms were on a 6-inch concrete base with plastered walls and ceilings. An express room and a baggage room with a scale were in the passenger section. A boiler room under the baggage section had a coal room, an ash room and the heater, which provided steam heat for the building. The freight room had a cold room and a long open room with a scale at the west door.

By the time the City of Panhandle leased the building in 1983, several changes had been made. The women's room, men's room and the office remained the same but the main waiting room was used for signal storage since no passenger trains had run since 1971. The express room and baggage room were the same. Within the freight room, the cold room and large room were not changed. The Santa Fe railway kept a portion of the building for its use. After the City of Panhandle took the building, the waiting room became the City Council Chamber with a raised platform and long desk for the Panhandle City Council. The women's room became a conference room with a conference table, chairs and a restroom. The men's room became the City Manager's office with a restroom. Sometime before the city took over the building a wall with a door had been installed between the waiting room and the south door. The office became the bookkeeping office with a staff break room where the Negro waiting room had been.

The freight room remained the same with the Square House museum using it for storage with the cold room for locked storage. The baggage room had a scale inside the south door on a floor of ingrained hard wood blocks. The caged area used by the railroad is still in place. An area on a platform has been enclosed for railroad and city storage. The boiler room and coal room are still intact and in use although the heating system was changed to natural gas sometime before the

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ATSF Railway Depot
Panhandle, Carson County, Texas

city leased the building. The steam heat is still in use in City Hall. An air conditioning system was installed when the city offices were remodeled. The terrazzo floor in the waiting room is still in good condition.

CHANGES SINCE 1928

The exterior of the building retains a high degree of architectural integrity. Ornamental lights that were installed in 1928 were removed several years ago, but the brick platform on the track side remains. After a 1999 hailstorm damaged the green tile shingles on the mansard, green architectural shingles were installed in 2000, in consultation with the Texas Historical Commission. A chain link fence was built to separate the building from the railroad tracks when it was leased to the City of Panhandle. Also, when the building was converted to City Hall, full size plate glass panes were installed over the windows in the City offices. The glass had come from the Panhandle First National Bank when it replaced its windows. A glass door was installed at the main entrance (north side). The building was designated a Recorded Texas Historical Landmark in 1988.

SUMMARY

The Santa Fe Depot is a focal point of Panhandle, and as City Hall it is still a visible landmark at the south end of Main Street. The 1928 workmanship was excellent because the building is still in very good condition. The brickwork, terra cotta and stone trims, heating system, interior woodwork, tile floor and even the freight scales are still in good shape. With the depot being in use for most of its 74 years, it has not suffered from deferred maintenance or vandalism. The depot was built at a time of prosperity as oil and gas had been discovered in the area, and the railroad was busy transporting material to the oil fields. It has withstood times of drought as well as prosperity. The agricultural products of the region also played a large part in the business of the railroad. The depot was an important aspect of social life as it carried passengers to and from other parts of the country. Passenger service ended in 1971, but the Burlington Northern Santa Fe Railway still uses the adjacent tracks for an active freight business.

CLASSIC CREST

8. STATEMENT OF SIGNIFICANCE

APPLICABLE NATIONAL REGISTER CRITERIA

- 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 VALUE, 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: N/A**AREAS OF SIGNIFICANCE:** TRANSPORTATION; ARCHITECTURE**PERIOD OF SIGNIFICANCE:** 1928-1952**SIGNIFICANT DATES:** 1928**SIGNIFICANT PERSON:** N/A**CULTURAL AFFILIATION:** N/A**ARCHITECT/BUILDER:** Harrison, E. A.: Architect for Santa Fe Railway, Chicago, Illinois
Lambie, C. S. Construction Company, Builder, Amarillo, Texas**NARRATIVE STATEMENT OF SIGNIFICANCE** (see continuation sheets 8-8 through 8-14).

9. MAJOR BIBLIOGRAPHIC REFERENCES

BIBLIOGRAPHY (see continuation sheets 9-15 through 9-16).**PREVIOUS DOCUMENTATION ON FILE (NPS):** N/A

- 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 (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government: Name of repository – City of Panhandle
- University
- Other -- Specify Repository:

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ATSF Railway Depot
Panhandle, Carson County, Texas

STATEMENT OF SIGNIFICANCE

The Atchison, Topeka & Santa Fe Railway Depot, now the Panhandle City Hall, was completed in 1928. It was one of the last brick depots built on the Western Line of the Santa Fe and among the largest for such a small community. The C. S. Lambie Construction Company of Amarillo constructed the building. Because of the discovery of oil in the Borger Field north of Panhandle, the depot did \$1,800,000.00 of business in July and August of 1926, tops on the Santa Fe lines and bested only by Chicago. The following year, plans were made to build a new depot. The depot is nominated under Criterion A in the area of Transportation at the local level of significance, for its important association with the railroad and its impact on settlement, commerce and industry. The depot is also nominated under Criterion C in the Area of Architecture at the local level of significance, for its distinctive design in the Mission Revival style.

TRANSPORTATION AND SETTLEMENT IN THE TEXAS PANHANDLE

Railroads have been important to the history and culture of the Texas Panhandle. Texas railroads began in 1853 when the Texas Legislature offered to give any railway construction company sixteen sections of land for every mile of railway track built. Certificates issued by the state for land titles for these railroad companies were called scrip. The land grants consisted of sections of land checkerboarded among the sections set aside by the state for public school revenue. Part of the scrip agreement was that the railroad company had to survey the land they were claiming plus any adjoining school land. Thus the State of Texas had much of its school land surveyed at no charge. Railways were readily constructed across East and South Texas, but the Panhandle was of little interest to railway investors. Nearly 84% of the scrip issued by the State was for lands in unpopulated West Texas and the Texas Panhandle.

The men who first thought to build railways across the Texas Panhandle hoped to become wealthy from shipping fees. The Southern Kansas Railway (Santa Fe) was built initially to provide transport of cattle from Panhandle ranches to cattle markets in Dodge City and Kansas City. In 1884, William B. Strong received a charter to expand his railway line, the Southern Kansas, which was founded by Cyrus Holliday, from southern Kansas southwest through the Oklahoma and Texas panhandles and on to Santa Fe, NM and El Paso, TX. The success of any railway line into the Texas Panhandle would rely on settlements of people along the length of the line. The Southern Kansas began its preparations by forming its own townsite company. It spent three years from 1884 to 1887 publicizing its plans for agricultural town sites in the Texas Panhandle. The railroads made great efforts to educate settlers about the best techniques for raising agricultural crops in the region, which was promoted as the future breadbasket of the nation.

At the same time, the Fort Worth and Denver City railway was intended to provide a direct line from Colorado timber mills to Fort Worth stockyards and Galveston shipyards. The Fort Worth and Denver City Railway combined three investment groups who filed separate charters to build a railway line from Fort Worth to Denver. General Grenville M. Dodge, who had been the building genius of the Union Pacific Transcontinental Railway, was to be in charge of construction working from Fort Worth toward Denver, and John Evans would be in charge of work from Denver toward Fort Worth. The two lines would meet in the Texas Panhandle at the Canadian River. Initially funded by the scrip it received from the State of Texas and the sale of bonds on these granted lands, the Fort Worth and Denver City soon had to find new ways to finance its road construction. Soon after it laid its first miles of track in 1882, The Texas Legislature withdrew all future land grants to all railroad builders, after discovering the State had given away scrip for 8,000,000 more acres than were available. The Fort Worth and Denver City formed the Texas Town Site Company that secured

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ATSF Railway Depot
Panhandle, Carson County, Texas

right of way in all proposed town sites along the line and advertised widely for settlers and town builders to settle adjacent to their line. A railway line stop held economic benefits for a town.

CITY OF PANHANDLE HISTORY

The Santa Fe line's possible incursion into the Texas Panhandle meant serious competition for the Fort Worth and Denver City line. If the Santa Fe arrived first the profits in transporting large numbers of cattle from the open range to the cattle markets in Fort Worth would be limited. Because of this concern, Dodge managed to negotiate an agreement with Strong early in 1887 that the Santa Fe would stop construction at a central point which would be mutually chosen by the two railroads and which would also be served by the Fort Worth and Denver City. The site chosen was in section 53, Block 9 of the Tyler Tap Survey; the center of unorganized Carson County. The Santa Fe began calling the future junction site Panhandle City and envisioned it as the future economic center of the Texas Panhandle.¹

The town site of Carson City, later Panhandle City, then Panhandle, was established in 1887 when Finch, Lord and Nelson of Burlingame, KS learned that the Southern Kansas Railway would extend into the Oklahoma and Texas panhandles. Finch, Lord and Nelson had interests in land and cattle and owned a mercantile business. The company laid out the town site of Panhandle, as well as Miami and Canadian. The company sent ten cowboys to file on the ten sections of school land surrounding the future town site. They loaded freight wagons with lumber for an office building and ten homes, allowing 1,000 feet of lumber for a house and supplies to last a year. There were sixteen mule teams in the caravan. They arrived in Carson City on April 9, 1887. The company office was constructed first, then an 8-foot by 10-foot frame home on each section.

Other settlers came and the town site established quickly. The first issue of the Panhandle Herald, which is still in publication, was published by H. H. Brooks from a tent on July 22, 1887. This initial issue listed several businesses, and stated that the track was graded nearly two miles west of town in order to build stockyards large enough to handle large herds of cattle. The newspaper also advertised for one hundred young single women to come to Panhandle and marry thrifty young men who had located on 640 acres of land and were now living in dugouts, tents and cabins. By the time the Santa Fe line reached the town site, it had already begun to grow. It boasted a grocery store, a mercantile store, a bank, two to three saloons, a livery stable, a church and a newspaper.

The first train arrived in Panhandle on January 16, 1888. E.B. Purcell platted the town eight days later on land owned by the railroad. The shipping of cattle and of buffalo bones gathered from the prairie was to provide business for the railroad, with the buffalo bones sold for fertilizer in the east. F. H. Hill, the first railroad agent who served until 1890, came on the first train and lived in a boxcar. A frame depot was soon built and there was a Y for trains to turn around and a roundhouse in operation by early 1888.²

James Christopher Paul came to Panhandle from Wichita Kansas on the first train and opened the Panhandle Bank on May 6, 1888. The bank was a two-story building with living quarters upstairs and the bank downstairs. He also became Treasurer of the Southern Kansas Railway Company of Texas (later the Santa Fe), a position that he held for about twenty

¹ Brizzolara.

² Information taken from postcard of a reproduction historic photograph in the Square House Museum, Panhandle.

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ATSF Railway Depot
Panhandle, Carson County, Texas

years. Panhandle was a small town of tents, shacks and dugouts. The only water was in the playa lakes, shallow depressions that collected water during storms but were frequently dry. The railroad hauled water to Panhandle in tank cars, and residents hauled water to their homes in wooden barrels. For several years while Panhandle was the terminus of the Southern Kansas Railway Company, it was the largest cattle shipping point. At times, 50,000 to 60,000 cattle were held waiting for shipping.³ Panhandle City was destined to lose its place as the transportation and economic hub of the region. The Fort Worth and Denver City surveyors found that their proposed route would be too expensive and too labor intensive to build. A new route bypassed Panhandle City and went into Washburn and on to Amarillo, then called Oneida. In order to fulfill its initial agreement with the Santa Fe, the FW&D built a spur line from Panhandle City to Washburn. The Fort Worth and Denver City operated the line until April 20, 1898, at which time it was leased to the Santa Fe who began operating its trains between Panhandle and Amarillo on May 10, 1899. The Santa Fe purchased the spur in 1900 and used it along with the FW&D track until May 12, 1908, when the Santa Fe made a direct connection to Amarillo on its own tracks and abandoned the spur line.

Carson County was created when the new Texas Constitution was adopted in 1876, but remained unorganized. To organize, a county presented a petition with 150 legal residents of the county to the commissioners' court to which it was attached, in this case Wheeler County. Such a petition was circulated in Carson County early in 1888, and the petition was granted in June. The first meeting of the Carson County Commissioner's Court was held June 29, 1888. The first settlers to the county were ranchers. Later farmers and merchants came from Midwest states, and excursion trains brought people to see the area and to buy land. The 1890 census showed 256 people in the county, and the 1920 census showed 3,078. Groom was established in 1902, and White Deer in 1906. Panhandle incorporated in 1909 remains the largest town in the county and the county seat.

J. N. Freeman entered the Santa Fe service in 1888, and came to Panhandle as a railway clerk in 1890. He became chief auditor of the line with headquarters in Panhandle, officing in the Paul Bank. Paul paid Freeman to do treasurer's duties until Paul resigned in 1906. Freeman was later elected Secretary-Treasurer of the Santa Fe, a post that he held until his resignation in 1939. His first salary was \$50.00 per month of which he saved \$35.00. He lived in the freight house with other station employees. The main business was in the spring and fall when cattle were shipped. Cattle and buffalo bones were the principal revenue in Panhandle, also prairie chickens and quail. Incoming shipments were food commodities, hardware, buggies and wagons. There was one train daily from Wellington, Kansas to Panhandle. Panhandle had a two stall wooden roundhouse where one hostler cared for the engines.

In 1907, Frank and George Simms, who had come to Panhandle in 1902 and 1904 respectively, got the job of plowing fireguards on each side of the Santa Fe line from Washburn to Higgins, 115 miles. Using walking plows, they plowed four furrows, three plows wide on each side of the track, and then the grass was burned between the furrows. They took two wagons with 4 to 6 horses for each wagon, feed for the horses, a tent, bedrolls, a chuck box and provisions for a week or two. John Sterling drove the chuck wagon, found the campsites and did the cooking. John Simms Sparks was also a member of the crew. They made 15 to 20 miles per day and were each paid \$1.00 per day.

³ A Texas Historical Marker on U.S. 60 at the east city limits marking Panhandle as the terminus of the Santa Fe (Southern Kansas) Railway was erected in 1965.

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ATSF Railway Depot
Panhandle, Carson County, Texas

In the early years of Panhandle and until the 1920s, many family histories tell of train trips to Carson County to look at land. When the land was purchased, the new owner returned to his family in Iowa, Illinois, West Virginia or elsewhere in the United States. He loaded emigrant boxcars with household goods and livestock. The father and perhaps sons would ride in the boxcars, stopping along the way to feed and water the livestock. The women and children of the family would board the passenger train to their destination, sometimes arriving before the boxcars. The boxcars would be unloaded, and the family would make its way by wagon to its home site, often one without a house, perhaps with a dugout. Barns were usually built first, then one or two room houses, which were added to as the family grew.

1928 ATSF DEPOT, PANHANDLE

In the early 1920s the Panhandle economy changed. Gulf Burnett #1 had been drilled in 1919 and was a gas well that blew out of control for days. The Gulf Oil Company drilled Burnett #2, the Discovery Oil Well of Carson County in 1921. Drilling of the Smith lease by "Tex" McIlroy in 1926 transformed Panhandle from a small town to 40,000 people almost overnight. The oil field was a few miles north of Panhandle, but there were no roads or rail lines to the field. Supplies moved by horseback over dirt trails in the beginning. Later trucks cut across the plains and ravines to carry supplies and to return the oil. Panhandle was the destination for supplies going to the field and for later pipelines coming from the field. Water for the growing population became a problem. A water well was drilled and a sewer system had to be installed. Oil production jumped from 1,000,000 barrels per year in 1925 to over 26,000,000 barrels per year in 1926.

People who lived in Panhandle during the period tell of workers living in tents, inside and even under their trucks. A family with a spare bedroom or bed would rent to the workers. The few hotels were always full, and rooms were at a premium. Everything south of the present Santa Fe Depot became a tent city. People worked from twelve to eighteen hours a day, seven days a week. So much freight came in on the Santa Fe that some cars were unloaded five miles out of town. In 1926, Panhandle handled as much freight as Chicago and more than any other point on the Santa Fe system.

Henry H. Smith came to Panhandle in August of 1919 as Santa Fe station agent, taking over from L. E. Brain. A bumper wheat crop and a shortage of cars would confront him, as Panhandle shipped more than 800 carloads of wheat in 1919. Smith met C. M. Pyron who was drilling the Gulf Well #1, a gas well, on the 6666 Ranch in Carson County. Pyron later drilled Gulf #2 on the 6666, the Discovery Oil Well of the area. The oil field developed slowly at first. There were no oil or gas pipelines, and there was a lack of market for oil and gas and their byproducts. The big oil boom began in the later part of 1925 and lasted through 1926.

The town of Borger, 25 miles north of Panhandle and closer to the oil field, was started in 1926 when John F. Weatherly sold the land for the town site to A. P. Borger. Mr. Borger opened the town site for sale to the public on March 8, 1926, selling \$100,000.00 of lots that day. A railroad was started into Borger in 1926, and many oil field and equipment businesses were building there. Borger became a wide-open town with saloons, brothels, gambling houses and other questionable businesses. Borger grew from nothing to between 20,000 and 25,000 people in a six-month period. Law enforcement was not well organized, and Texas Rangers moved in to Borger in 1927. They had a shoot out with bank robbers, gave orders for every dance hall girl to be out of town before sundown, and confiscated all the liquor they could find. Borger started building toward law and order, but as Borger grew, Panhandle dwindled. People and houses were moved to Borger to be closer to the oil field.

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ATSF Railway Depot
Panhandle, Carson County, Texas

The Santa Fe Station did \$120,000.00 of business in January of 1926 with an office force of nine full time employees and four part time employees. July 1926 was the heaviest month with \$1,800,000.00 of business and an office force of forty-nine full time employees. Tracks were expanded from a capacity of 75 to 800 cars with seven switch engines working the yard daily. During July and August, Panhandle Station did a larger volume of business than any other station on the entire system, with the exception of Chicago, IL. Due to increased business, increased trackage and the local switching crew, a new depot for Panhandle was mentioned in January of 1926 by F. J. Mackie, superintendent of the Santa Fe. Floor space in express and freight departments was to be doubled. A permanent switch engine and construction crews for private spurs would be needed.

The Santa Fe sought a permit to build a line to the oil field. The Interstate Commerce Commission met in Amarillo in April 1926 to consider the line. At a Panhandle Chamber of Commerce meeting in April 1926, Panhandle City Secretary W. R. Arnold stated that there was little doubt that the Santa Fe would give the city the type of station it deserved since the facilities were too small for the handling of shipments. The ICC gave permission for the new Santa Fe line to the oil field in April 1926. A delegation of 100 including 16 Santa Fe officials rode the first train to the oil field in Isom and Borger in October 1926. Mackie closed the program by telling of more sidetracks in Panhandle and more passenger trains for better service. In October, the secretary of the Panhandle Chamber of Commerce sent a letter to F. A. Lehman, vice president of the Santa Fe, requesting his attention to the station in Panhandle. Earlier the railway officials had said that the traffic was too congested to build a station. The superintendent had earlier indicated plans for a \$120,000.00 depot, necessitating blocking the south end of Main Street.

After a meeting of railroad officials and Panhandle citizens in February 1927, Mackie, announced that a new depot costing \$75,000.00 would be built by the Santa Fe in the spring. It was requested that Main Street be closed at the tracks for the depot site. The depot was to be built of brick and terra cotta, and was reported to be the best for any town its size on the Santa Fe west of Kansas City. The work was to start in 30 days, and the station was to be ready for summer use. At a special election called by Mayor F. H. Hill on April 19, 1927 a vote of 108 for and 5 against called for the closing of Main Street for the depot.

Mackie stated in July that work on the depot would start as soon as the water line and water tower were moved. The depot would take five months to complete. The depot was to have three large waiting rooms for white men, white women and Negroes. The old depot was moved in August and was now to be used as temporary quarters. In September 1927 it was reported that the new depot would be completed soon after the first of the year at a cost of \$50,000.00. Some reductions had been made in the original plans, and office space was cut considerably. Engineers surveyed the site in November.

E.A. Harrison, an architect for the Santa Fe Railway, designed the depot in his Chicago office. Harrison is credited with at least four other Santa Fe depots and buildings, all of which are listed in the National Register of Historic Places. The ATSF Depot in Amarillo, Texas (built 1910, NR 1986), ATSF Depot in Colorado Springs, Colorado (1917, NR 1979), Santa Fe Building, Amarillo (1928-30, NR 1996) and Santa Fe Depot in Newton, Kansas (1929-30, NR 1985) are all Harrison designs. Even this small sample of his work represents the Spanish Colonial Revival style that was popular throughout the Santa Fe lines in the Western United States, as well as Jacobethan Revival depots and an Art Deco style headquarters building. The contract was let to C. S. Lambie Construction Company of Amarillo, a well-known company

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ATSF Railway Depot
Panhandle, Carson County, Texas

in the area. The passenger station was to be 109-feet, the freight station 95-feet, a total of 204-feet long. It would be built of face brick and green tile and heated by steam. George B. Folsom was construction superintendent. A contract for a 25-foot by 30-foot basement for the heating plant was let to Dale Young. Excavations for the foundations were complete in December. The walls of the depot were going up in January 1928.⁴ It was finish brick in dark red and green colors and finished in white stone. The walls were completed in March and the roofing over the long raised platform was being constructed. The terrazzo tile flooring was being laid in the structure and the building roofed in green tile in April. Three waiting rooms and a sanitary drinking fountain were installed. Brick platforms 700 feet long connected the railway to the depot. In May the railroad employees were moved into the new depot from the frame structure, which had handled business for forty years. The total cost of the building was \$75,000.00. All equipment was in place except seats for the waiting room. Four large ornamental lights were installed to light the 700-foot brick platform. Trains unloaded at the new depot for the first time Thursday morning, May 17, 1928. The new seats, which were the latest type of wall and double bench seats in the best quality of oak, were installed in the waiting rooms in July.⁵ The Santa Fe depot in Panhandle was built at a time when the Santa Fe Railway was building many depots in the Western United States in the Mission/Spanish Revival style. The depot at Panhandle features shaped parapets, overhanging mansard-type eaves, decorative brackets, and terra cotta surrounds and accents.

Marshall Sherwood, an attorney in Panhandle, states that his father, Weston L. Sherwood, was the station agent from 1937 to 1953. Marshall and his brother Gregory, a retired coach and athletic director at schools in the area, spent many hours at the depot "helping" their father as children and teenagers. The Santa Fe was a busy line during those times. When troop trains stopped at the Panhandle Santa Fe Depot during World War II, servicemen would give the boys nickels to mail letters for them. The nickels bought a great treat at the drug store. The depot served the Santa Fe Railway and Panhandle with passenger and freight service for many years. Students going to Midwestern colleges in the 1930s boarded the train in Panhandle for a destination of Kansas City or elsewhere. Families traveling to visit relatives rode the train east and west as the line continued expanding to the West Coast. The Santa Fe Chief sometimes stopped in Panhandle. After airlines came into Amarillo, it was sometimes quicker to board the train to destinations in Kansas, Iowa and Illinois than to fly. The Panhandle line remained one of the busiest freight lines of the Santa Fe system. As passenger service declined and services were consolidated, the Panhandle depot was not needed. A former railroad employee, Lloyd Roe, stated that May 1, 1971 was the last passenger train service to Panhandle. He had worked for the Santa Fe Railway from 1922 to 1964, moving to Panhandle in September of 1927. He said that he watched as the depot was being built and was especially intrigued by the laying of the terrazzo tile floor, which is still in good condition in the City Hall space. He said that they laid the metal squares, poured the tile and smoothed it a little at a time.⁶

V. O. McMichael, Santa Fe station agent at Panhandle, received an official notice dated March 30, 1971 in Chicago, that Inter City passenger service on this branch of the railroad would be discontinued. Mayor Marvin Sparks sent a letter to Amtrak requesting passenger train service to be continued on a part time basis, however no more passenger trains came through Panhandle.⁷ On May 1, 1971 passenger service came to an end in Panhandle. For the first time since January,

4 Panhandle Herald.

5 Ibid.

6 Interview, Roe.

7 Panhandle Herald.

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ATSF Railway Depot
Panhandle, Carson County, Texas

1888 when the rail lines of the Southern Kansas and Texas Railway Company, forerunner of the Santa Fe, first came to town, then the terminus of the railroad, passengers were unable to reach Panhandle by train.

After passenger service on the rail line was discontinued, an active freight business continued. The Santa Fe Railway used portions of the depot for business and storage. The City of Panhandle had looked at the building for several years as a possible site for a City Hall. In 1983, the City of Panhandle signed a lease with the Santa Fe officials for the use of the building. The City of Panhandle would occupy the waiting rooms and office and the Square House museum would use the freight room for storage. The Panhandle City Hall moved to its new quarters in February 1985. A few changes were made to the interior of the portion of the building used by the city. The storage for the museum was not changed. The Santa Fe Railway still uses a portion of the building for office and storage. The exterior of the building remains virtually as it was when the building was completed in 1928.

CONCLUSION

The 1928 Atchison, Topeka & Santa Fe depot in Panhandle, Texas, is a landmark building in the town and represents an important historical period in the region. The depot was built in response to discovery of oil in the area and Panhandle's regional significance as a passenger and freight rail station. The building meets Criterion A, in the area of Transportation, for its association with the increased development of agriculture and the petroleum industry in the Texas Panhandle in the 1920s. The building also meets Criterion C, in the area of Architecture, as an example of the Mission Revival style of architecture that was popular on the Santa Fe lines during this time and in this section of the United States. The depot, which has been used as Panhandle City Hall since 1985, retains integrity of location, setting, workmanship, materials, design, feeling and association to a high degree.

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ATSF Railway Depot
Panhandle, Carson County, Texas

BIBLIOGRAPHY

Printed Material

Carson County Historical Commission

Historical Marker Brochure

Plans drawn for Panhandle Depot, dated June 1927, obtained from Santa Fe Railway archives, copies in Carson County Historical Commission files and in Texas Historical Commission library

Carson County Square House Museum

Brizzolara, Kay and Pronger, P. J. – Railroads in the Texas Panhandle – for the Carson County

Square House Museum Educational Railroad Trunk – 1995

Copy of sublease from Santa Fe Railway

Carson County Library

The Panhandle Herald-Panhandle, Texas-1887-present-January 29, February 5, April 6, April 27, April 30, October 19, 29, 1926-February 25, April 22, May 3, May 6, July 29, August 26, September 30, November 8, November 18, December 9, 1927-January 24, March 9, April 17, May 18, July 10, 1928-April 8, May 13, 1971-July 27, 1887.

City of Panhandle

Copy of lease from Santa Fe Railway

Randel, Mrs. Ralph and Carson County Historical Survey Committee-A Time to Purpose-A Chronicle of

Carson County-Hereford, Texas-Pioneer Publishers-1966-

a. Volume I

b. Volume II

Randel, Jo Stewart for the Carson County Square House Museum-A Time to Purpose-A Chronicle of

Carson County and Area-Hereford, Texas, Pioneer Book Publishers, Inc.-1972

a. Volume III

b. Volume IV

Sherwood, Marshall

Essay on life with his father, W. L. Sherwood, Santa Fe Agent

Interviews

Roe, Lloyd, May 22, 1988

Sherwood, Marshall-June 21, October 16, 2001

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ATSF Railway Depot
Panhandle, Carson County, Texas

Letters

Perry, B. K., Assistant General Manager, A T and S F Railway Company-October 1987

Visual Documentation

Carson County Square House Museum, Panhandle, Texas

a. Post card-Luther Gribble meets the Santa Fe train

Lane, Ford

Photograph of Santa Fe Depot circa 1929

Lane, Roy

Photographs of Santa Fe Depot-2001

Santa Fe Railroad

Listing of area depots and dates of construction with picture of Panhandle Santa Fe Depot

Sherwood, Marahall

Photographs-W. L. Sherwood with Gregory and Marshall-1938

Helen Sherwood in front of freight section of depot-1938

Sherwood, Scott

Photograph-W. L. Sherwood in station agent's office at Santa Fe Depot-1938

10. GEOGRAPHICAL DATA

ACREAGE OF PROPERTY: less than one acre

UTM REFERENCES	Zone	Easting	Northing
	14	283940	3913260

VERBAL BOUNDARY DESCRIPTION (see continuation sheet 10-17)

BOUNDARY JUSTIFICATION (see continuation sheet 10-17)

11. FORM PREPARED BY (with assistance from Bob Brinkman, historian, Texas Historical Commission)

NAME/TITLE: Mogie R. McCray, Chairman

ORGANIZATION: Carson County Historical Commission

DATE: April 12, 2002

STREET & NUMBER: P.O. Box 310 – 1306 Euclid Street

TELEPHONE: (806) 537-5237

CITY OR TOWN: Panhandle

STATE: TEXAS

ZIP CODE: 79068-0310

ADDITIONAL DOCUMENTATION

CONTINUATION SHEETS

MAPS

PHOTOGRAPHS (see continuation sheet PHOTO-18)

ADDITIONAL ITEMS (see continuation sheets FIGURE-19 through FIGURE-20)

PROPERTY OWNER

NAME: B.N.S.F. Railway Co.

STREET & NUMBER: 2500 Lou Menk Drive

TELEPHONE: (817)352-3903

CITY OR TOWN: Fort Worth

STATE: Texas

ZIP CODE: 76131

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ATSF Railway Depot
Panhandle, Carson County, Texas

GEOGRAPHICAL DATA

Verbal Boundary Description

The Panhandle Santa Fe Depot sits on railroad property adjacent to the main rail lines of the Burlington Northern/Santa Fe. Railroad. The property is not included in the City of Panhandle plat, which stops at First Street. The depot is at the south end of Main Street between Euclid and Elsie Streets. Main Street stops at the depot, which fronts north at One Main Street. **(Map)** The land for the depot, Panhandle City Hall, is set aside from the railroad property, which extends to the east, west and south of the area. **(Figure 3)**

Boundary Justification

The nomination includes all property historically associated with the building. The boundaries were provided by the Santa Fe Railway when the property was leased to the City of Panhandle in 1983. Only 36,375 square feet of the railroad property was leased. The property to the east, west and south belongs to the Burlington Northern/Santa Fe Railway. **(Figure 3)** The railway property extends through Panhandle from east to west as it includes the main freight line. **(Map)**

CLASSIC CREST

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ATSF Railway Depot
Panhandle, Carson County, Texas

Photographs

Atchison, Topeka & Santa Fe Railway Depot
One Main Street
Panhandle, Carson County, Texas
Photographed by Roy Lane, September 2001
Negatives on file at Texas Historical Commission

Northeast oblique
Camera facing southwest
Photograph 1 of 2

Southwest oblique
Camera facing northeast
Photograph 2 of 2

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National Register of Historic Places Continuation Sheet

Section FIGURE Page 19

ATSF Railway Depot
Panhandle, Carson County, Texas

Figure 1. ATSF Railway Depot, circa 1929. Photograph from Square House Museum collection.



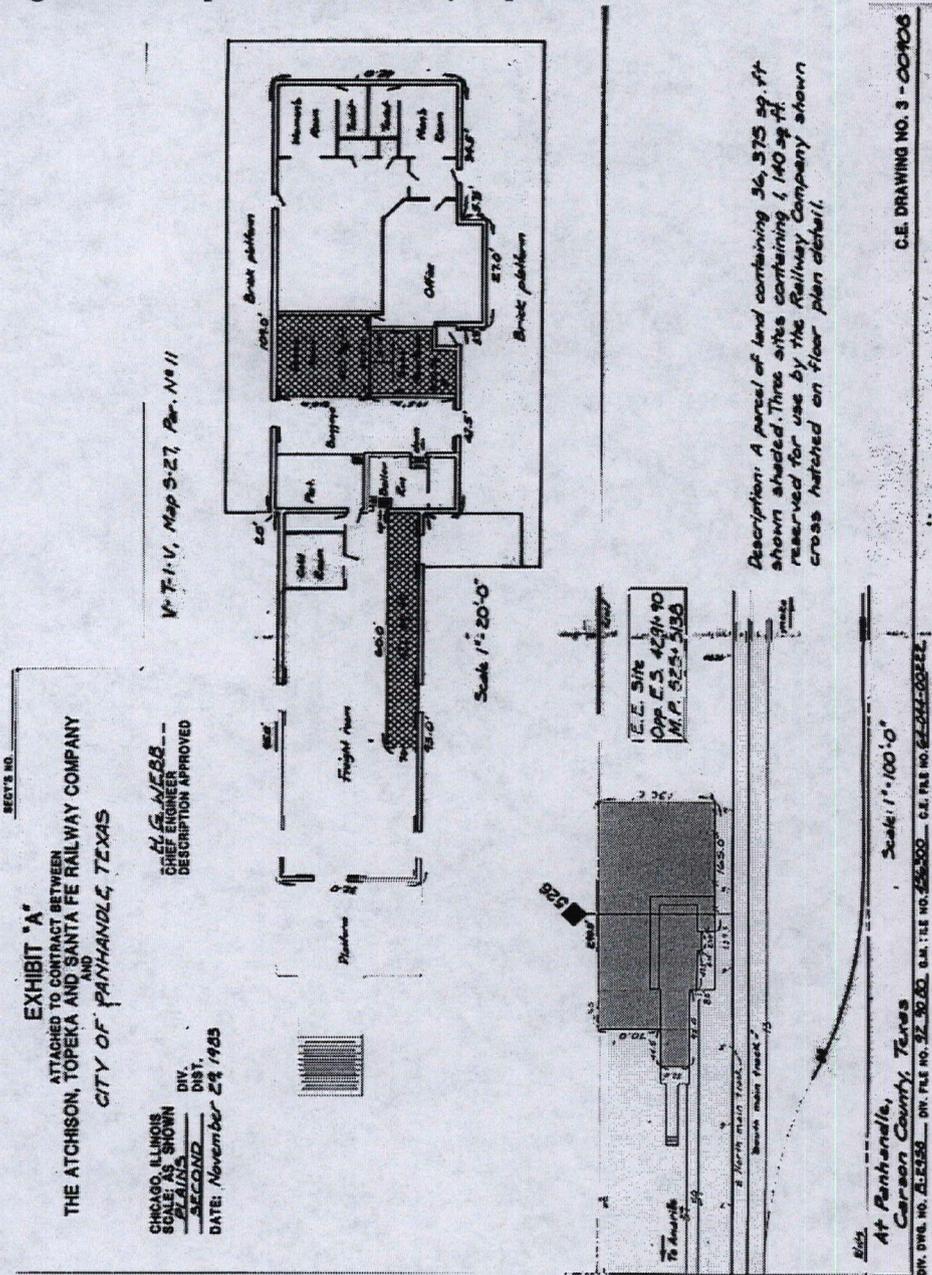
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ATSF Railway Depot
Panhandle, Carson County, Texas

Figure 2. Floor plan, ATSF Railway Depot, 1983.



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National Park Service**

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Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 03000326

Property Name: Atchison, Topeka and Sante Fe Railway Depot, Panhandle
County: Carson State: Texas

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Sandra McClellan
Signature of the Keeper

April 25, 2003
Date of Action

Amended Items in Nomination:

Section 3: Certification:

“Locally” is hereby marked as the level of significance for the property.

The Texas State Historic Preservation Office was notified of this amendment.

DISTRIBUTION:

- National Register property file**
- Nominating Authority (without nomination attachment)**

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Atchison, Topeka and Santa Fe Railway Depot, Panhandle

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Carson

DATE RECEIVED: 3/19/03 DATE OF PENDING LIST: 4/02/03
DATE OF 16TH DAY: 4/18/03 DATE OF 45TH DAY: 5/03/03
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 03000326

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: Y NATIONAL: N

COMMENT WAIVER: N

___ ACCEPT ___ RETURN ___ REJECT _____ DATE

ABSTRACT/SUMMARY COMMENTS:

*Highly intact Railway station significant
in Architecture and transportation -
from P.O.S is 1928 - 1952.*

RECOM./CRITERIA Accept at C

REVIEWER J. McClelland DISCIPLINE Historic

TELEPHONE _____ DATE 4/25/03

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



PANHANDLE



CITY HALL



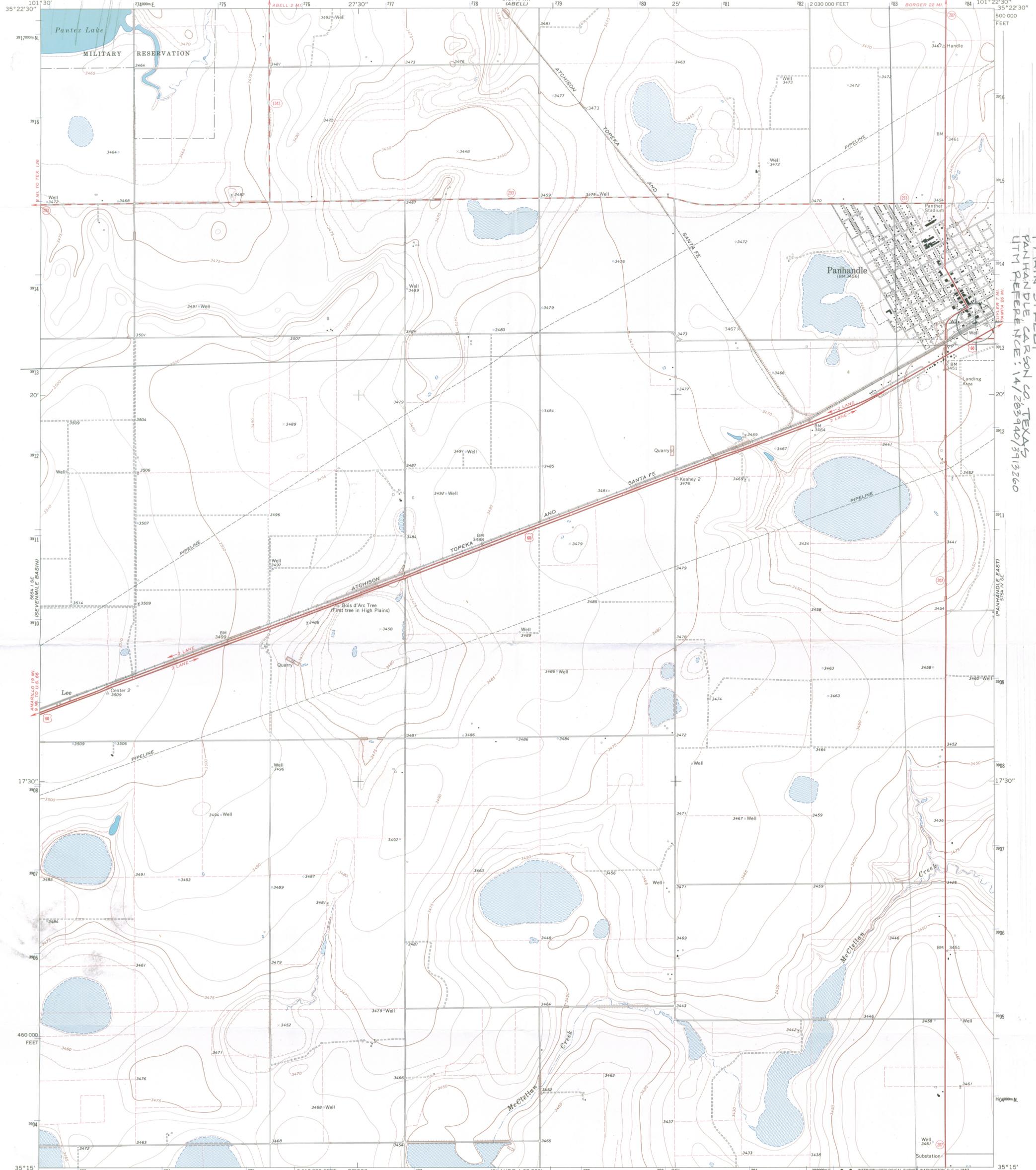
ATCHISON, TOPEKA & SANTA FE RAILWAY DEPOT
ONE MAIN STREET
PANHANDLE, CARSON CO., TEXAS

PHOTOGRAPH 1 of 2



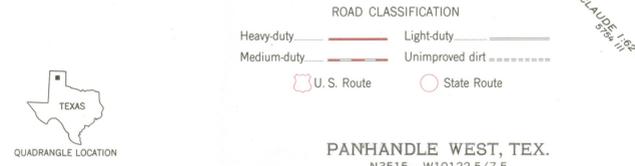
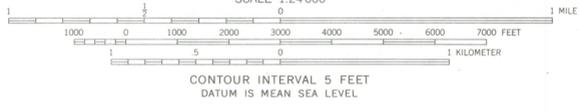
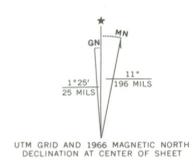
ATCHISON, TOPEKA & SANTA FE RAILWAY DEPOT
ONE MAIN STREET
PANHANDLE, CARSON CO., TEXAS

PHOTOGRAPH 2 of 2



ATCHISON TOPEKA & SANTA FE DEPOT
1 MAIN STREET
PANHANDLE CARSON CO TEXAS
UTM REFERENCE: 14T283940/3913260

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Planimetry by photogrammetric methods from aerial
photographs taken 1962. Topography by planetable surveys 1966
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system,
north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Fine red dashed lines indicate selected fence lines



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
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N3515-W10122.5/7.5
1966
AMS 5754 IV SW-SERIES V882