

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

1. Name of Property

Historic Name: Southern Pacific Passenger Depot
Other name/site number: Texas & New Orleans Passenger Depot ; City of Del Rio Transportation Depot Center
Name of related multiple property listing: NA

2. Location

Street & number: 101 W. Ogden Street
City or town: Del Rio State: Texas County: Val Verde
Not for publication: [ ] Vicinity: [ ]

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this [X] 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 [X] meets [ ] does not meet the National Register criteria.

I recommend that this property be considered significant at the following levels of significance:
[ ] national [ ] statewide [X] local

Applicable National Register Criteria: [X] A [ ] B [X] C [ ] D

[Signature] Chief Deputy State Historic Preservation Officer
Signature of certifying official / Title
Date: 11/12/25
Texas Historical Commission
State or Federal agency / bureau or Tribal Government

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria.
Signature of commenting or other official
Date
State or Federal agency / bureau or Tribal Government

4. National Park Service Certification

I hereby certify that the property is:
[ ] entered in the National Register
[ ] determined eligible for the National Register
[ ] determined not eligible for the National Register.
[ ] removed from the National Register
[ ] other, explain: \_\_\_\_\_

Signature of the Keeper Date of Action

Southern Pacific Passenger Depot, Del Rio, Val Verde County, Texas

**5. Classification**

**Ownership of Property**

<input type="checkbox"/>	Private
<input checked="" type="checkbox"/>	Public - Local
<input type="checkbox"/>	Public - State
<input type="checkbox"/>	Public - Federal

**Category of Property**

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

**Number of Resources within Property**

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	6	structures
0	0	objects
1	6	total

Number of contributing resources previously listed in the National Register: 0

**6. Function or Use**

**Historic Functions:** Transportation: rail-related

**Current Functions:** Government: government office

**7. Description**

**Architectural Classification:** 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Mediterranean Revival

**Principal Exterior Materials:** Brick, Terra Cotta, Concrete, Glass

**Narrative Description** (see continuation sheets 7-7 through 7-9)

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## 8. Statement of Significance

### Applicable National Register Criteria

<input checked="" type="checkbox"/>	<b>A</b>	Property is associated with events that have made a significant contribution to the broad patterns of our history.
<input type="checkbox"/>	<b>B</b>	Property is associated with the lives of persons significant in our past.
<input checked="" type="checkbox"/>	<b>C</b>	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.
<input type="checkbox"/>	<b>D</b>	Property has yielded, or is likely to yield information important in prehistory or history.

**Criteria Considerations:** NA

**Areas of Significance:** Transportation, Architecture (*local level of significance*)

**Period of Significance:** 1929-1959

**Significant Dates:** 1929

**Significant Person** (only if criterion b is marked): NA

**Cultural Affiliation** (only if criterion d is marked): NA

**Architect/Builder:** Architect (Southern Pacific Railway Company); Builder, R. E McKee of El Paso.

**Narrative Statement of Significance** (see continuation sheets 8-10 through 8-18)

## 9. Major Bibliographic References

**Bibliography** (see continuation sheet 9-19)

**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State historic preservation office (*Texas Historical Commission, Austin*)
- Other state agency
- Federal agency
- Local government
- University
- Other -- Specify Repository:

**Historic Resources Survey Number** (if assigned): NA

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## 10. Geographical Data

**Acreage of Property:** Less than one acre

**Coordinates** (either UTM system or latitude/longitude coordinates)

### Latitude/Longitude Coordinates

Datum if other than WGS84: NA

1. Latitude: 29.362432° Longitude: -100.902380°

**Verbal Boundary Description:** ABST 0272 SUR 926 EVANS MRS J, ACRES .97, Del Rio, Val Verde County, Texas (Val Verde CAD accessed 04/29/2024) and shown on MAP 4.

**Boundary Justification:** The boundary includes the property directly historically associated with the operation of the passenger depot but excludes the rail right-of-away.

## 11. Form Prepared By

Name/title: Jay Firsching, Owner  
Organization: HRTC Services, LLC  
Street & number: 179 Private Road 367  
City or Town: Oakwood State: Texas Zip Code: 75855  
Email: jay@hrtcservices.com  
Telephone: 214-679-8003  
Date: April 29, 2024

## Additional Documentation

**Maps** (see continuation sheet Map-20 through Map-23)

**Additional items** (see continuation sheets Figure-24 through Figure-31)

**Photographs** (see continuation sheet Photo-32 through Photo-53)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 100 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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## Photograph Log

Name of Property: Del Rio Southern Pacific Passenger Depot  
City or Vicinity: Del Rio  
County, State: Val Verde, TX  
Photographer: Jay Firsching  
Date Photographed: 04/05/2024  
Location of Original Files: HRTC Services  
Orientation: Direction of photo views oriented to plan north

*The applicant confirms the current photographs reflect the property's appearance as of November 1, 2025*

### Photo1

Context view from the intersection of W Ogden Blvd. and S Main St. with plaza and depot at center right, facing west.

### Photo2

View of the depot and addition across W Ogden Blvd, facing northeast.

### Photo3

View of the depot and addition across W Ogden Blvd, facing northwest.

### Photo 4

South elevation of the 1929 depot. facing north. Addition is at the right.

### Photo 5

South elevation of the west wing of the 1929 depot, facing north. This historically housed the railway express package offices.

### Photo 6

South elevation of the center mass of the 1929 depot, facing north. This historically housed the railway express package offices. This section was designed to house the passenger waiting room, ticket office, and US Mail office.

### Photo 7

Southeast oblique view of the 1929 depot with the hyphen and addition at the right, facing northwest. The arcade of the east wing of the depot has been enclosed with glazing.

### Photo 8

East elevation at the addition with the plaza/park in the foreground, facing west.

### Photo 9

North elevation of the 1929 depot from the railroad right of way, facing south. Mechanical enclosures are visible in front of the building.

### Photo 10

Northeast oblique view of the north elevation of the 1929 depot with the east wing on the left, facing southwest. A mechanical enclosure is visible at the right.

### Photo 11

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North elevation of the center mass of the 1929 depot, facing south. Typical benches are visible at the left and a mechanical enclosure is visible at the right.

Photo 12

Northwest oblique view of the north elevation of the 1929 west wing, facing southeast. This originally housed the railway express package offices. A mechanical enclosure is visible at the right.

Photo 13

Northwest oblique view of the north elevation of the 1929 depot, facing southeast. Three mechanical enclosures are visible on the site. The ramp to the train platform is in the foreground.

Photo 14

West elevation of the 1929 depot with a mechanical enclosure in the foreground, facing east.

Photo 15

Southwest oblique view of the west elevation of the 1929 depot, facing northeast.

Photo 16

Passenger waiting room, facing northwest.

Photo 17

Passenger waiting room, facing southeast.

Photo 18

Passenger waiting room ceiling, facing northeast.

Photo 19

Typical existing office, facing southwest. This area originally housed mail and ticket offices.

Photo 20

Interior of the west wing, facing southwest. This area originally housed railway express package offices.

Photo 21

Detail of the interior of the east wing showing a typical restroom, facing east. The image is taken from the now-enclosed outdoor waiting area.

Photo 22

Typical interior of the depot addition, facing northeast.

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## Narrative Description

The 1929 Southern Pacific Passenger Depot in Del Rio, Val Verde County, is a buff-brick building with a rectangular footprint, shallow hipped roof, and symmetrical fenestration. It sits one block west of S. Main Street between W. Ogden Street on the south and an active rail corridor on the north and across the street from the 1929 freight depot. The depot has a 2-story central mass with flanking 1-story wings. Mediterranean Revival details including a red clay tile roof, large arched openings, and a classical frieze. Originally, the east wing was an open shed for passengers waiting outside for the train. The area was enclosed by the mid-1970s. In 1993, the city renovated the depot and constructed a long addition extending from the east elevation. Although the addition is of similar size, the design has simplified architectural detailing designed to be compatible with the historic depot. Inside, the original passenger waiting area remains fully intact but secondary spaces—including the ticket offices, main room, package express office, restrooms, and exterior waiting area—have been altered to accommodate offices. Overall, the depot retains good integrity of materials, workmanship, location, setting, association, and feeling.

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### *Setting*

The county seat of Val Verde County, Del Rio lies in a vast and arid area of southwest Texas at the U.S.-Mexico border and 154 miles west of San Antonio. Despite the harsh climate, the town was established and remained a successful farming and ranching center owing to its location adjacent to the abundant waters of San Felipe Springs. The city is located in the southern part of the county and just north of the Rio Grande River. The Del Rio Southern Pacific Passenger Depot is located on the northern edge of the Del Rio central business district one block west of Main Street. Ogden Street borders the site on the south and provides the primary auto and pedestrian access. A passenger loading zone separates the sidewalk from Ogden. Historic images indicate that W. Ogden St. has been narrowed and the sidewalk in front of the depot widened with landscaping added. Moving south from the depot, light industrial structures give way to commercial and government buildings. A parking area has been installed immediately to the west and a pleasantly landscaped public plaza occupies the site between the depot addition and S. Main St. on the east (Photo 1). Expansive rail yards and a roundhouse historically occupied an area to the north of the building. The open space remains but the buildings and all but two sets of tracks are now gone. Across Main Street to the east, the 1928 Southern Pacific Freight Depot was constructed for freight service and served as the temporary passenger depot until 1929.

The site has six contemporary mechanical structures, all of which are noncontributing. All of these structures are of brick construction matching the east addition to the station and five are located on the north site and one on the west site. None of these structures are of historic age and intrude somewhat on the area between the depot and the passenger platform. Eight benches dot the site, two of which sit to the north of the building and six at the plaza on the east end of the site. Four signs on the site include two monument signs that provide station and passenger information. The other two are building identification signs at the southeast corner of the site and identify the location as the Del Rio Regional Transportation Center. The iron benches and signs do not detract from the site. Historic images show the area between the depot and the passenger platform was austere with few plantings or structures. This area is now cluttered with structures and landscaping. The north site is separated from the passenger platform by a contemporary iron fence. The platform itself and all site paving are concrete.

### *Exterior*

Constructed of blended, buff, iron spot brick, the depot has a metal cornice and hipped roof with red barrel tile. The 148-foot by 36-foot building has a symmetrical composition with a large central mass and two subordinate east and west wings (Photo 4). The central mass is divided into 5 bays, each delineated by a double-height arched opening (Photo 6). These openings are accented with a perimeter band of three rowlock brick courses. Terra cotta keystones at the top of the arches take the form of scrolled brackets with acanthus leaf ornamentation. The center and rightmost arches include entry doors

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to the passenger waiting room. The leftmost has a freight door that historically serviced the mail room and includes a raised concrete loading platform. Windows infill the remaining two openings and these have brick sills. Each opening is divided by a wood structural grid supporting multi-light windows and doors. It appears that the materials at the passenger station entrances have been replaced with new metal-clad-wood frames similar to the historic materials. The terra cotta cornice is simple in detail. The frieze includes a raised decorative panel centered above each arch, the central panel having the words DEL RIO. A continuous row of dentils tops the frieze. The soffit and fascia are flat, and the fascia is covered with a continuous copper gutter.

The east and west subordinate wings are mirror images of one another except for the infill at the arches (Photos 4 & 5). Each is divided into three bays by arches similar in composition to the building's central section. On the west side, the building historically housed the railway express office. The rightmost arch has door and window infill that originally provided access to the express office, the center arch a window, and the leftmost a freight door with transoms. The west elevation of this section has a single arched opening with window infill. The east side of the building originally housed the restrooms and the outdoor waiting area. The leftmost arch contains window infill providing light to the restrooms. The remaining two form an arcade for the outdoor waiting area. These openings have been infilled with fixed glass panels. The east elevation was an open arch but is not obscured by a contemporary addition (Photo 7). The frieze on the lower wings is eliminated and is replaced by a shallow cornice molding with egg and dart details. The north elevation of the depot is a mirror image of the south elevation. The central section has five arched openings, the westernmost having freight doors that historically served the package express office. The central and eastmost openings have doors to the passenger waiting room and the remaining two have windows. The west wing's north elevation retains its original arched window in one opening, but the original mail room door in the other has been replaced by a single flush door with side-panel infill. The east wing's north elevation has glass infill in the two easternmost arches of the original arcade while the third opening retains its historic window assembly.

#### *Addition*

A 150-foot-long one-story addition extends from the depot's east elevation via a brick and glass hyphen. (Photo 7) It is similarly rectangular in plan with fenestration that references the depot's rhythm and scale but has more muted architectural detailing (Photo 3). It takes the form of a long arcade with fixed windows and stucco bulkheads within the arches. There is a narrow cast stone belt course at the base of the parapet which is topped by a continuous cast stone coping. The roof is flat.

#### *Interior*

Inside, the building includes a large and intact passenger waiting room in the eastern two-thirds of the central building mass (Photos 16-17). The waiting room floor is the original Spanish clay tile. Walls are plaster over masonry and feature a chair rail at the window-stool-level. At the top of the wall is a bracketed cornice with a continuous light troffer. The ceiling has a gently curved perimeter cove that is set off from the main ceiling plane by a rope molding. The ceiling includes four circular decorative medallions resembling spoked wheels with perimeter rope moldings. Ceiling fans at these locations appear contemporary.

The western third of the central mass was originally reserved for the ticket office and the mail room. The interior partitions in this area have been reconfigured into an office suite and an internal corridor that connects to the building's west wing. Sanborn maps indicate the west wing was not originally internally connected to the central mass but served as a separate railway express suite consisting of an office and package room. Here, too, the internal partitions have been reconfigured to create office and mechanical spaces. (Photos 19 & 20)

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Originally the eastern wing included small restrooms and a sheltered outdoor waiting room. The outdoor area has been enclosed with fixed windows and the restrooms expanded slightly in an attempt to make them accessible (Photo 21). A glass vestibule adjoins this wing to the east and serves as a connector to a contemporary addition constructed the early 1990s when the depot was expanded into a regional transportation center. The addition has since been converted for use as a business incubator. The building did not include segregated waiting and restroom facilities, presumably because the African American population in Del Rio was less than 1% at the time of the building's construction. The building does not include freight facilities.

*Integrity*

The Del Rio Station has remained in nearly continuous service since the time of its establishment in 1883. The existing passenger depot was completed in 1929 and retains integrity. The building sits on its original site and, while the volume of rail activity has decreased, the setting remains much as it has since the time of the depot's completion. As an active stop on the Amtrak Sunset Route, the site and the depot retain a strong sense of feeling and association. The exterior of the building is almost entirely intact with the most significant changes being the enclosure of the outdoor passenger waiting area and the construction of an attached addition on the east end of the building. Mechanical enclosures and landscaping detract from the previously austere site, but the building retains a reasonable degree of visibility from both the street and track sides. While these changes do detract from the building somewhat, the addition and its related mechanical structures are subordinate to the depot building which retains its integrity of materials, design, and workmanship. Interior secondary spaces have been reconfigured, but the main public area, the passenger waiting room, remains fully intact. The building will soon resume its role as an active passenger depot for the City of Del Rio.

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## Statement of Significance

Del Rio's Southern Pacific Passenger Depot, completed in 1929 to replace an earlier 1884 structure, served as the primary gateway to the city and supported regional economic growth, including troop movements to Laughlin Army Air Base during World War II. The property is therefore significant under Criterion A in the area of Transportation at the local level of significance for its longstanding role in supporting the development and mobility of Del Rio and surrounding Val Verde County. The depot is also significant under Criterion C at the local level of significance as a well-preserved example of an early 20th-century county-seat passenger station designed in the Spanish Mediterranean Revival style. Its substantial form, spacious passenger facilities, and stylistic features—such as stucco walls, clay tile roofing, and arched openings—reflect the civic importance placed on rail travel during the period. The period of significance extends from 1929, its year of completion, to 1959 when Southern Pacific discontinued passenger service at the depot.

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### *Del Rio and Val Verde County*

Del Rio, TX, the county seat of Val Verde County, is located on the banks of the Rio Grande River about 150 miles west of San Antonio. Before colonization, the area was home to Lipan Apaches, Coahuiltecan, Jumanos, Tamaulipans, and Comanches. While European settlement began as early as the 1500s, the town of San Felipe Del Rio was established in the years following the Civil War when investors in the San Felipe Agricultural, Manufacturing, and Irrigation Company began selling tracts of land near an abundant local source of water, San Felipe Springs. The small settlement, arranged around a network of irrigation canals, had its first post office constructed in 1883 when the name was shortened to Del Rio to avoid confusion with the town of San Felipe de Austin. Del Rio was named the county seat when Val Verde County was established in 1885. The town was formally incorporated in 1911.<sup>1</sup>

When established, the local economy was dependent largely on agriculture and the community shared close ties with its Mexican sister city of Ciudad Acuña. The presence of Fort Clark nearby provided additional economic activity, but the city's relative isolation meant that it remained little more than an outpost. The arrival of the railroad in the 1880s changed the situation dramatically and established Del Rio as an important mohair market. In addition to boosting agricultural trade opportunities, it brought some diversification including increased tourism with Mexico. The establishment of a large rail yard and railroad maintenance facilities brought permanent jobs to the community. In 1942 Del Rio became home to the Laughlin Army Air Force Base, the busiest pilot training base in the nation and the railroad was the primary gateway to the community for troops during the war. Closed at the end of WWII, escalating tensions during the Cold War led to the base being reopened as Laughlin Air Force Base in 1952.<sup>2</sup> Agriculture, government/military, and tourism remain the primary drivers of the Del Rio economy.

### *The New Southern Pacific Route*

The Southern Pacific Railroad Company was originally chartered in California on December 2, 1865. In 1868 the company came under the control of Collis P. Huntington, Mark Hopkins, Leland Stanford, and Charles Crocker. The "Big Four," as they were known, also controlled the Central Pacific Railroad Company, which built the western end of the

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<sup>1</sup> Robert C. Overfelt, "Del Rio, TX," *Handbook of Texas Online*, accessed February 28, 2024, <https://www.tshaonline.org/handbook/entries/del-rio-tx>.

<sup>2</sup> Art Leatherwood, "Laughlin Air Force Base," *Handbook of Texas Online*, accessed May 2, 2024, <https://www.tshaonline.org/handbook/entries/laughlin-air-force-base>; 1962, Laughlin-based U-2s took photographs of medium-range ballistic missiles in Cuba. This photo intelligence sparked the Cuban Missile Crisis.

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original transcontinental railroad. With Huntington at the helm, the company set its eyes on establishing a southern transcontinental route to connect western markets with New Orleans and the east coast.<sup>3</sup>

The Southern Pacific's chief competitor for the new transcontinental route, the Texas & Pacific Railway Company, was created by federal charter in 1871 with authorization to build from Marshall in East Texas to San Diego.<sup>4</sup> This same federal act authorized the Southern Pacific to build a line to connect with the Texas and Pacific in Yuma, Arizona. Construction on the Texas & Pacific lines east of Fort Worth progressed slowly but steadily until 1876 when the company found itself unable to secure the financing necessary to continue. Finally, in 1879 Jay Gould organized the acquisition of the Texas & Pacific and construction resumed.<sup>5</sup>

While the Texas & Pacific was stalled and in disarray at Fort Worth, Huntington recognized an opportunity to control more of the transcontinental route. The Southern Pacific reached Yuma in 1877, and Huntington resolved to keep building eastward on the right of way authorized to the Texas & Pacific. The company reached El Paso in May of 1881. From there Huntington took advantage of the presence of two existing Texas railroads, the Galveston, Harrisburg & San Antonio Railway running between Houston and San Antonio, and the Texas & New Orleans Railroad from Houston to Orange, TX. Working with Thomas W. Peirce of the GH&SA as early as 1878, the two mapped out a new line connecting San Antonio and El Paso (Figure 1). Thus, upon arriving in El Paso, the Southern Pacific continued building east under the GH&SA charter while the GH&SA began building west from San Antonio. With Gould and Huntington building furiously to be the first to cross the mountains east of El Paso, the race was won when the GH&SA reached Sierra Blanca on November 11, 1881. The following day in New York, Huntington and Gould signed an agreement which, among other provisions, granted the Texas & Pacific trackage rights between Sierra Blanca and El Paso. In turn the Texas & Pacific agreed not to build west of El Paso and relinquished its survey across New Mexico and Arizona to the Southern Pacific. The two fronts of the GH&SA met in January 1883 just west of Del Rio. Huntington had acquired an interest in the GH&SA in 1881 and with further acquisitions completed his transcontinental line to New Orleans by mid-1883, establishing what was known as the Southern Pacific's Sunset Route (Figure 2).<sup>6</sup> The Southern Pacific Steamship Company, "the Morgan Line," extended the company's operations to the East Coast. Ship operations were discontinued in July 1941, and they were never resumed.<sup>7</sup>

It is easy to be confused by the various names applied to both the railroads and their depots in Texas, and the depot in Del Rio is no exception. Both the line and the building are shown in various records as the GH&SA, the Texas & New Orleans (T&NO), and the Southern Pacific. The Southern Pacific operated its various Texas subsidiaries as independent organizations due in large part to the heavily regulated Texas market.<sup>8</sup> This and other factors meant that, while the Sunset

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<sup>3</sup> George C. Werner, "Southern Pacific System," *Handbook of Texas Online*, accessed February 28, 2024, <https://www.tshaonline.org/handbook/entries/southern-pacific-system>.

<sup>4</sup> George C. Werner, "Texas and Pacific Railway," *Handbook of Texas Online*, accessed April 11, 2024, <https://www.tshaonline.org/handbook/entries/texas-and-pacific-railway>; The Texas Pacific Railroad Company was the original name but was changed by an act of Congress to the Texas and Pacific Railway Company in 1872.

<sup>5</sup> George C. Werner, "Texas and Pacific Railway," *Handbook of Texas Online*, accessed May 2, 2024, <https://www.tshaonline.org/handbook/entries/texas-and-pacific-railway>.

<sup>6</sup> George C. Werner, "Southern Pacific System."

<sup>7</sup> Ibid

<sup>8</sup> The Texas Constitution provided: 1) that railway and other corporations doing business in the state must maintain public offices within its bounds and keep books showing a balance sheet and stock record, open for inspection; 2) that directors must hold one annual meeting in the state, giving thirty day's notice thereof; 3) that no railway shall consolidate with or control any other railway corporation owning or having under its control a parallel or competing line, nor have any offices in common with such a railway; 4) that no railway organized under the laws of Texas shall consolidate with any outside company; 5) and that no corporation shall issue stock or bonds except for money paid, labor done, or property actually received, and all fictitious increase of stock or indebtedness

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Route was a Southern Pacific route, it operated under the names of its Texas subsidiaries which were organized under Southern Pacific's Texas & Louisiana Lines (T&L). The Del Rio Depot operated under the GH&SA charter until 1927 when all of the T&L Lines were transferred under lease agreements to the T&NO. The railroad felt that from a marketing perspective, the Texas & New Orleans name better represented its brand and reach. The various holdings were finally consolidated under the Southern Pacific Company in 1961. For clarity, this nomination refers to the building in Del Rio as the Southern Pacific Passenger Depot because the company was the controlling entity that constructed it.

*The 1929 Del Rio Southern Pacific Passenger Depot*

With the arrival of the railroad to Del Rio in 1883 came the construction of a new depot (Figures 3-5). With Del Rio ideally situated near the Mexican border and near an abundant source of water, a rail yard with roundhouse and maintenance facilities was also constructed. The first building was a substantial wood combination depot with a second floor for railroad offices.<sup>9</sup> Combination depots of this type provided passenger, freight, mail, and package express services in one building. This building served Del Rio until the nominated building was completed in February 1929.

Details surrounding the planning of the new passenger depot in Del Rio are difficult to ascertain. Local newspaper records for Del Rio during this period have been lost and archival records specific to the depot's construction have not been found. However, we can piece together some details based on available evidence and common trends of the day. When traffic volume warranted it, railroads might replace their older combination depots with separate buildings for freight and passenger service. In addition, state and federal officials in the early 20<sup>th</sup> century pressured railroads to construct better and more substantial masonry passenger facilities, especially in important centers like county seats.<sup>10</sup> It is reasonable to assume these factors were at play when the Southern Pacific moved to construct new facilities in Del Rio in the late 1920s with freight and passenger services in separate buildings.

San Angelo's *Morning Times* announced the commencement of work on Del Rio's two new depots in August 1928 at an estimated \$100,000. Southern Pacific's El Paso Division superintendent O.R. Morrill first directed the construction of Del Rio's new freight depot on E. Ogden St., just east of the 1883 combination depot, and it was completed by December.<sup>11</sup> Built on the site of the former station, the Southern Pacific passenger depot opened two months later on February 1, 1929. Columnists described the 148-foot by 36-foot buff brick building as "combined Italian Spanish architecture," likely referencing the tile roof and floors, arched openings, and classical ornament. The author continued:

In the west end will be located the [Railway] express office and the baggage room. In the center will be the waiting rooms, the ticket office and the trainmasters office. On the east end will be an open waiting shed which will be surrounded by the trees, flowers, and grass. The waiting room is to be very attractive with comfortable seats and modern conveniences.<sup>12</sup>

Southern Pacific archives, newspaper archives, and permit records all lack any information on the designer for these buildings, but at least one newspaper article attributes the building's construction to the railroad's El Paso Division with R. E. McKee of El Paso as the contractor.<sup>13</sup> It is entirely possible that the railroad used its own resources in the design of

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*shall be void.* Lewis H. Haney, "Railroad Regulation in Texas," *Journal of Political Economy* 19, no. 6 (June 1911): 437-55, <https://www.jstor.org/stable/1822012>; Texas Constitution Article XII, section 6.

<sup>9</sup>Lewis H. Haney, "Railroad Regulation in Texas," *Journal of Political Economy* 19, no. 6 (June 1911): 437-55, <https://www.jstor.org/stable/1822012>.

<sup>10</sup> Thomas Eisenhour, "Gulf, Colorado & Santa Fe Depots of Texas," *National Register of Historic Places Multiple Property Listing*, National Park Service, 2018, Section F, p. 10.

<sup>11</sup> "Del Rio Building Sets Record in Sum Expended," *Dallas Morning News* (Dallas, Texas), January 27, 1929: 4.

<sup>12</sup> "Forward with West Texas," *San Angelo Morning Times*, August 8, 1928.

<sup>13</sup> "Forward With West Texas," *San Angelo Morning Times* (San Angelo, Texas, October 8, 1928: 1.

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the depots. Such was the case with San Antonio's Mission Revival Style depot (1902; NR 1975), and the Spanish Colonial Revival depots in Edinberg (1927), Harlingen (1927), and McAllen (1927) and Brownsville (1929; NR 1979), the latter four having been designed by architect Leonard B. McCoy of the Southern Pacific's Houston Division.<sup>14</sup>

"County-seat" passenger depots during this period shared common physical characteristics like masonry construction, symmetrical massing, substantial passenger waiting rooms, package express offices, mail offices, and outdoor waiting areas, and they were more likely to be stylistically unique than the standardized wooden depots constructed in the 19<sup>th</sup> century.<sup>15</sup> The Del Rio passenger depot fits squarely into the county seat type (**Figures 6 & 7**).

Southern Pacific closed Del Rio's passenger depot in 1959 following years of declining ridership.<sup>16</sup> The company consolidated all rail service at the freight depot next door. Although the nominated building continued to support Railway Express packages, its windows were boarded up and the landscaped grounds became unkempt. Three years later, the Del Rio Garden Center leased the property and used it as a nursery. Photographs from 1975 (**Figure 10**) show the covered In early 1990s, the City of Del Rio purchased the 1929 passenger depot and renovated it for use as the Del Rio Regional Transportation Center, a city-staffed intermodal facility to accommodate Amtrak, local buses, and taxis. The \$1-million renovation was an adaptive reuse project funded, in part, by a federal grant. Architect Tom Noonan followed the Secretary of Interior Standards when he designed the 150-foot addition (built in 1993), ensuring it would not overshadow the historic depot.<sup>17</sup>

In fall 2023, Amtrak completed a \$3.8 million project at the Del Rio station designed to provide customers with a smoother, brighter, and more accessible journey. Working with the city, Amtrak made investments that included the construction of a 650-foot-long concrete platform and upgrades to station signage. A mobile lift enclosure, parking stalls, public right-of-way access and energy efficient LED light fixtures along the platform and pathways, were among the improvements meeting the specifications of the Americans with Disabilities Act. Further improvements are in the planning stage and will result in the passenger waiting room being reopened for rail use.

#### *The Sunset Limited and Argonaut Passenger Trains*

For nearly three decades, Del Rio travelers were served daily by two eastbound and westbound trains: the Sunset Route and Argonaut. The Sunset Route passenger line was established in 1884. While the Southern Pacific operated prestigious passenger trains like the Coast Daylight in California, and was a partner with Union Pacific in the City of San Francisco via The Overland Route, it considered Trains 1 and 2, the Sunset Limited, as its premier trains.<sup>18</sup> The Southern Pacific ran a slower, full-service train between Los Angeles and New Orleans along the Sunset Route but distinguished it from the Sunset Limited by naming it the Argonaut. The Argonaut ran with heavier engines, made more frequent stops, and handled mail and package express cars. The Argonaut served a less expensive option for travelers, including meals in its dining car at prices below those of the Sunset Limited. It first operated from 1926 to 1936, and again from 1938-1958.<sup>19</sup>

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<sup>14</sup> "Southern Pacific Railroad Passenger Station (San Antonio)," *National Register of Historic Places Inventory – Nomination Form*, National Park Service, Section 4; "Southern Pacific Railroad Passenger Depot (Brownsville)," *National Register of Historic Places Inventory Form*, National Park Service, 1978, Section 4; "Southern Pacific Depot (Edinburg)," *Recorded Texas Historic Landmark File*, Texas Historical Commission, 1996.

<sup>15</sup> "Del Rio Building Sets Record in Sum Expended."

<sup>16</sup> "Railroad Passenger Service Changed From Station," *Del Rio News Herald*, June 21, 1959.

<sup>17</sup> "Transportation Center Renovation Ahead of Schedule," *Del Rio News Herald*, July 30, 1993.

<sup>18</sup> J. Bruce Richardson, "U.S. The Sunset Limited: History from Southern Pacific's Premier Train to Amtrak's Stepchild," *Corridor Rail Development Corporation*, March 22, 2021, <https://corridorail.com/u-s-the-sunset-limited-history-from-southern-pacifics-premier-train-to-amtraks-stepchild/>.

<sup>19</sup> Ibid

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The demise of the Argonaut reflects a broad pattern in the decline of passenger rail travel in the United States after World War II. Post-war dieselization of the railroads was intended to increase efficiency in freight traffic, but in doing so undermined the economic viability of passenger service and of much of the support system for railroad maintenance. Diesel engines were more powerful and required far less maintenance, thus reducing the number of engines necessary to support the system. Maintenance railyards like Del Rio's and the jobs they provided became obsolete. Fewer engines meant longer and less frequent trains. Combined with ever-growing pressure from alternate modes of transportation like automobiles and buses, the cost of supporting passenger service became increasingly unsustainable.<sup>20</sup>

By the late 1950s the Southern Pacific management was eliminating passenger service or downgrading the quality of passenger trains and reducing on-board services. In 1959, the railroad company consolidated Del Rio's passenger and freight service at the 1929 freight depot across from the nominated building. The Sunset Limited was eliminated briefly in the 1970s before being reestablished by Amtrak soon thereafter. In the 1990s the Sunset Line from New Orleans eastward was reestablished but closed due to Hurricane Katrina and never resumed service. Service on the Sunset Limited was partially suspended during the 2020 Covid-19 pandemic, but service was subsequently resumed to three weekly trains consisting of a baggage car, transition-dorm, two coaches, one sleeping car, a diner, Sightseer lounge car, and a through coach and sleeping car from the Texas Eagle which are added/removed at San Antonio for Los Angeles service.<sup>21</sup>

### Criterion A - Transportation

Del Rio was established in the 1860s as a small agricultural community developed near the abundant water provided by San Felipe Springs. Its remote location along the Rio Grande limited access and economic growth. The arrival of the Southern Pacific in Del Rio in 1883 and the establishment of passenger service in 1884 changed the face of the community by opening access to national and international markets providing support to a thriving mohair industry. The railroad also brought permanent jobs to the railyards constructed just north of the Southern Pacific Depot. The Del Rio Southern Pacific Passenger Depot and nearby freight depot were completed in 1929 to replace the earlier wood combination depot and both buildings remain as important local examples of the heritage and impact of the transcontinental Southern Pacific Route.

The construction of new freight and passenger depots in Del Rio corresponded with an overall economic boom in the city that can be credited to prosperity in the ranching business, investments in infrastructure, and growing trade with Mexico. In 1928 the population stood at over 12,500 and over one million dollars were spent on various construction projects aimed at improving the city. Notable developments included the opening of the Hotel Roswell, and the completion of a new six-story bank building for the First National Bank. Additionally, 75 new residences were built, a new \$100,000 theater was planned, and various commercial and residential buildings were under construction. The construction of two gas pipelines, a large petroleum tank farm, and a refinery further spurred growth. The construction of the depot cannot be directly credited with increasing economic growth in Del Rio. Rather, its construction reflects economic expansion and the resulting investment in new infrastructure.

Del Rio's depot carried people, news, and entertainment to and from the city. The *Del Rio News Herald* provided the weekly train schedule, including special trains for regional events. One special service was the Pan-American Train Show that brought a variety of oddities to entertain Del Rio citizens in 1941. Highlights included the skeletal mouth of a 68-ton "monster whale," live penguins from the Antarctic, and Madam Warren's London Flea Circus. More than 50 "highly specialized performing fleas" kicked tiny footballs, juggled, ran chariot races, and danced.<sup>22</sup> The comings and goings of

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<sup>20</sup> A. D. McLennan, *Texas & New Orleans: SP's Lines in Texas and Louisiana* (Wilton, CA: Signature Press, 2008): 353.

<sup>21</sup> J. Bruce Richardson, *Corridor Rail Development Corporation*.

<sup>22</sup> "Now Will You Believe Jonah?" *Del Rio News Herald*, November 12, 1941; "Trained Fleas Perform Stunts," *Del Rio News Herald*, November 8, 1941.

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local citizens on the train made the social section of the weekly papers, and observing the arriving trains was a form of entertainment.<sup>23</sup> Although auto transportation was common by 1920, the train was a more reliable, affordable, and efficient method of mobility. A passenger on the Southern Pacific railway could arrive in San Antonio in five hours, with two time options for westbound and eastbound service.<sup>24</sup>

The railroad provided access to a nationwide network of communication. Del Rio's depot operated as the local telegraph office with Western Union telegraph lines strung along the rail right-of-way. Sports fans went to the depot on Friday nights to get the scores coming in by the wire. The baggage room doubled as the handling center for the mail and parcels. The United States Postal Service and the Railway Express Agency, a parcel shipping service, operated out of the depot until the 1960s.

By 1929, the year the depot was completed, two highways served Del Rio, and a new international vehicular bridge was completed to Ciudad Acuña. Such improvements increased travel and tourism to Del Rio and initially had a positive impact on passenger rail. But these improvements were emblematic of American's love of the automobile. An increased reliance on roads and regional transportation networks would ultimately play a significant role in eroding the viability of rail service.

During World War II the depot served as the gateway to thousands of troops training at Laughlin Army Air Force Base. However, after the war, a shift to diesel engines increased freight efficiency but reduced the economic viability of passenger services and the need for extensive maintenance infrastructure, leading to job losses and the obsolescence of facilities like the Del Rio railyard. With fewer engines required, trains became less frequent and longer, and the rise of cars and buses further eroded the passenger rail market. Del Rio had a county airport as early as 1942 but it was largely unused under an agreement with Laughlin Air Force Base and, therefore, did not represent a significant threat to rail travel.

By the late 1950s, Southern Pacific began eliminating or downgrading passenger services and reducing on-board amenities. Depots were closed in towns like Brownsville (1952), Edinburg (1952), Victoria (1953), and Hondo (1958) with the lower-cost Argonaut train eliminated in 1958. Southern Pacific closed the nominated building in 1959 and consolidated passenger service at the freight depot next door. A new International Airport was completed near Del Rio in 1962, putting additional pressure on the viability of passenger rail. Sunset Limited Service continued at a reduced level to towns like San Antonio and Del Rio, but that, too, was eliminated in 1971.

Passenger service, however, continued in Del Rio through the 1970s and the present day. When Sunset Limited terminated in 1971, Amtrak immediately took over most intercity passenger rail service in the United States. At that time, Amtrak decided not to continue the Sunset Limited route, along with several other long-distance routes inherited from private railroads. However, after public demand and reconsideration of its value as a transcontinental route, Amtrak reinstated the Sunset Limited service on October 28, 1977 at the freight depot.<sup>25</sup> It is not clear if the nominated building was used for rail service in the late 1970s or 1980s. In the 1990s, however, the building was renovated, and Amtrak service was reinstated at the 1929 Del Rio Southern Pacific Depot.

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<sup>23</sup> "Bygone Days," *Del Rio News Herald*, February 25, 1982.

<sup>24</sup> Southern Pacific Lines: Texas and New Orleans Railroad Company, "Time Table for the El Paso Division," (June 17, 1928): 6. [https://wx4.org/to/foam/sp/maps/zukasETT/1928-07-17SP\\_ElPaso118-TimZukas.pdf](https://wx4.org/to/foam/sp/maps/zukasETT/1928-07-17SP_ElPaso118-TimZukas.pdf) (Accessed 10/7/2024)

<sup>25</sup> "Amtrak's Sunset Limited Service," *Amtrak History*, accessed August 15, 2024, <http://www.amtrakhistory.com>.

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### Criterion C - Architecture

Located on a rail corridor in continuous service since its completion in 1883, the 1929 Del Rio Southern Pacific Passenger Depot is the second passenger depot built in the city and was the community's principal gateway to the outside world. Del Rio has remained an active passenger station since 1884 with only a brief interruption in service in the early 1970s.<sup>26</sup> While the passenger waiting room is currently closed to the public pending rehabilitation, the depot has served the Del Rio station and the Sunset Line for almost a century. The depot is an important local example of a county-seat type passenger depot, built in an era when Texas railroads were constructing more substantial and high-style masonry buildings in important markets, like county seats.

In the multiple property listing for *Gulf, Colorado & Santa Fe Depots of Texas*, Thomas Eisenhour of AmaTerra Environmental, Inc. established an excellent framework for the classification of Texas depots. Eisenhour's classification is itself based on Walter Berg's 1893 book *Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students*. Railroad Depots are a property type that can be characterized as "buildings constructed as stations for the shipping and receiving of goods, the handling of passenger arrival and departure, and as communication centers for the operation of the railroads.

By the time of its construction in 1929, the Southern Pacific Railway Company had already established standardized plans for depot construction that communicated its brand, was cost effective, and provided local communities an attractive addition to the built landscape. Like most other national rail companies in the late 19<sup>th</sup> and early 20<sup>th</sup>-centuries, Southern Pacific had a formulaic approach to its rail buildings and related infrastructure. There were a variety of depot sub-types, with some variation to its chosen materials and design, but the ones built during this period in Texas were generally similar. The Del Rio depot is classified as passenger, or "county-seat," sub-type which included waiting rooms, an agent's office, and a combination baggage and mail room. Depots, like the nominated building, commonly included a covered outdoor area (sometimes called a "shed") to protect waiting passengers from the elements.<sup>27</sup>

Texas laws, particularly those codifying racial segregation, also influenced the architecture of depots. Just as the state's railroad construction accelerated in the 1880s, efforts to pass "Jim Crow" laws (a colloquial term for both *de facto* and *de jure* segregation) also gained momentum. In 1891, the Texas State Legislature passed its first rules regulating rail transportation with a law requiring rail companies to provide separate coaches for different races of passengers.<sup>28</sup> For nearly 20 years, the Texas Railroad Commission merely encouraged railroad companies to segregate depots. In 1909, following public complaints to the commission about interracial mixing, the 31<sup>st</sup> Texas Legislature approved a mandate for "separate apartments for the use of white passengers and negro passengers" at stations.<sup>29</sup> Because compliance was expensive for railroad companies, spaces for African American customers were generally smaller.<sup>30</sup> The architectural segregation strategy at southern depots included separate waiting rooms and ticket windows, and sometimes restrooms. As Jim Crow was slowly dismantled in the mid-twentieth century, physical remnants of segregated spaces began to disappear.

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<sup>26</sup> "Station" refers to a stop along a railroad line. "Depot" refers to a building at a station used for passenger or freight activities.

<sup>27</sup> Thomas Eisenhour, "Gulf, Colorado & Santa Fe Depots of Texas," *National Register of Historic Places Multiple Property Listing*, National Park Service, 2018, Section F, p. 10; In his nomination, Eisenhour clarifies that, "Although the terms "station" and "depot" are often used interchangeably, a station is a stop on the railroad while a depot is a building at the station that handles passengers and goods."

<sup>28</sup> Bruce A. Glasrud, "Jim Crow's Emergence in Texas," *American Studies* 15, no. 1 (Spring 1974): 53.

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

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

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Regardless of a locale's racial demographics, all Texas depots followed state law and separated its white and African American passengers. In 1930, African Americans accounted for 1.8% of Del Rio's 11,893 citizens with Hispanics at nearly 66% and U.S.-born whites at almost 30%.<sup>31</sup> While other Del Rio institutions, like public schools, segregated Hispanic students from white students, the depot likely did not. William Pickens, a Black writer traveling by rail from El Paso to San Antonio in 1923, observed this when he recorded his own humiliating experience in *The Nation*:

In El Paso...I was shown to the "Negro" [sic] waiting-room, a space of about twenty by twenty, away off in one corner of the station structure like a place of quarantine or a veritable hole in the wall. I had to traverse the entire length of the great main waiting-room in order to reach this hole. This main waiting-room has all the conveniences, 'phone booths, ticket offices, and what not. And whom do you suppose I saw in this main waiting-room as I passed through? Not only the "white people," but all the non-American "colored peoples," yellow Chinese, brown Japanese, and the many-colored Mexicans... Those Mexicans were being treated as human beings, as they should be treated.<sup>32</sup>

There are no available records or physical evidence that documents a separate waiting room in the nominated depot. It is possible the Del Rio depot accommodated the Texas law with a partitioned corner in the waiting room designated for the few African American passengers it saw.

Most Texas railroad stations, including the nominated building, had basic rectangular plans, wood frame construction, and a hipped roof with deep eaves or covered porches to shade passengers. Southern Pacific then chose exterior fine finishing materials, ornament described as "combination Italian-Spanish," style, and landscaping that made the depot a local architectural landmark. The buff brick building featured a tile roof and large arched openings that facilitated passenger traffic to-and-from the tracks and cross-ventilation. These architectural elements regionalized the depot, a common stylistic approach for many building types of the era. This regional eclecticism was amplified in South Texas depots at Brownsville, Edinburg, McAllen, and Harlingen, which were designed by Southern Pacific's Houston division.

Stylistically, the nominated depot reflects Spanish Mediterranean Revival (also known as Mediterranean Revival or simply Spanish Revival), an architectural style that gained popularity in the United States during the late 19th and early 20th century. The style incorporated references from Spanish Renaissance, Spanish Colonial, Italian Renaissance, French Colonial, Beaux-Arts, Moorish architecture, and Venetian Gothic architecture. In Texas, architect Cass Gilbert is often credited with popularizing the style. Gilbert drew up several development plans for the University of Texas campus between 1910 and the early 1920s, aspects of which were incorporated into the campus by architect and planner, Paul Cret, in the 1930s. Gilbert is responsible for two of the state's most recognized Spanish Mediterranean Revival Style Buildings, both on the UT campus, Sutton and Battle Halls.<sup>33</sup> While the UT examples are more dramatic in scale and detailing, they share common stylistic characteristics with the depot symmetrical massing, red-tiled roofs, and arcades.

Other key features of the Spanish Mediterranean Style include rectangular floor plans with massive, symmetrical primary façades, stuccoed walls, windows in the shape of arches or circles, wood or wrought iron balconies with window grilles, and articulated door surrounds. Keystones were occasionally employed.<sup>34</sup> Spanish and other Mediterranean Revival Styles

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<sup>31</sup> The census enumerated 216 African Americans, 3,556 "Native white," and 7,830 "Other races," which is presumably United States Census 1930, Texas, "Table. 15 Composition of the Population, for Cities of 10,000 or More," pg. 1007.

<sup>32</sup> William Pickens, "Jim Crow in Texas," *The Nation* (Vol. 117, no. 3032: August 15, 1923): 155-156.

<sup>33</sup> Christopher Long, "Gilbert, Cass," *Handbook of Texas Online*, accessed May 2, 2024, <https://www.tshaonline.org/handbook/entries/gilbert-cass>.

<sup>34</sup> Cyril M. Harris, *American Architecture: An Illustrated Encyclopedia* (New York: Norton, 1998), 211.

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were also popular with architect James Knox Taylor, Supervising Architect of the United States Treasury from 1897 to 1912, in his designs for federal buildings and post offices. Taylor is responsible for Del Rio's three-story Mediterranean Revival Style Federal building, completed in 1912 at 100 Broadway.<sup>35</sup> Other notable examples of the style in Del Rio include Del Rio High School (1927) and the Brinkley Mansion (c.1930).

The Del Rio passenger depot communicates this architectural style in its form and ornament. Constructed a buff brick, the rectangular building is symmetrically fenestrated by double-height arched openings with shorter arcade openings in both wings and accented by rowlock brick courses. Each opening is topped by a scrolled terra cotta with acanthus leaf ornamentation. A terra cotta cornice is simple in detail and supports a metal frieze that includes a raised decorative panel centered above each arch, the central panel having the words DEL RIO. A continuous row of dentils tops the frieze. The soffit and fascia are flat, and the fascia is covered with a continuous copper gutter. The depot's roof is shallow hipped and finished in Spanish red barrel tiles.

*Summary*

The Southern Pacific Passenger Depot typifies standard "county seat" passenger depot architectural design for the period with a familiar depot form and modest Spanish Mediterranean elaborations. A 1993 adaptive reuse project altered the interior configuration for transportation offices and included a large addition on the depot's east elevation. Despite these changes, the Del Rio Depot is nominated at the local level under Criterion A in the area of Transportation for its role in transporting people, communication, and goods through the city for nearly half a century. It is also significant under Criterion C in the area of Architecture as an excellent local example of an early 20<sup>th</sup>-century railroad passenger depot. The period of significance is 1929, the date of the building's completion, to 1959, when Southern Pacific Railroad ended passenger service at the depot.

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<sup>35</sup> Gerald Moorhead et al., "Val Verde County Judicial Center (U.S. Post Office and Federal Building)," *SAH Archipedia*, eds. Gabrielle Esperdy and Karen Kingsley, Charlottesville: UVaP, 2012—, <http://sah-archipedia.org/buildings/TX-02-EL13>; Last accessed: May 2, 2024.

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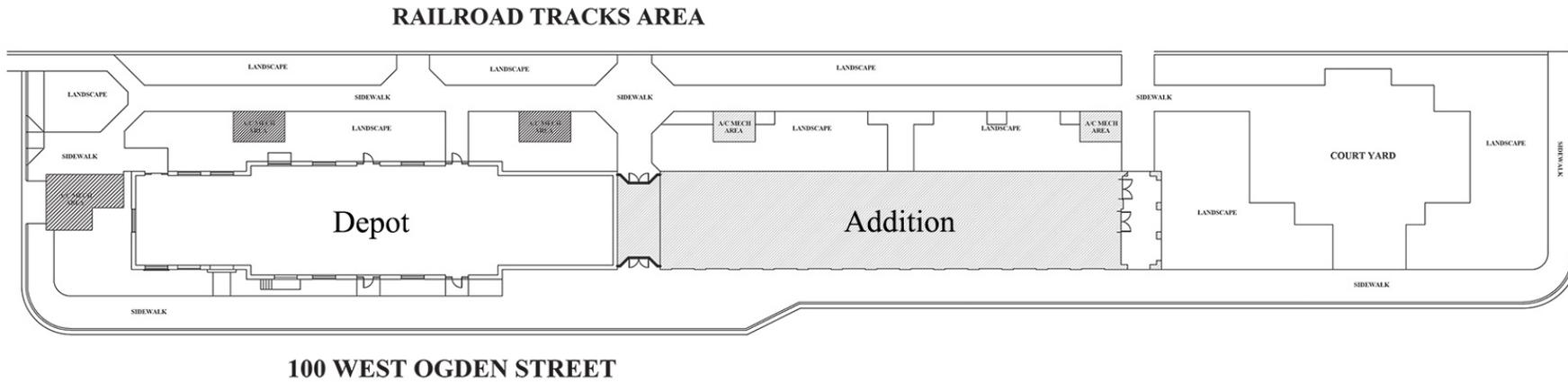
Southern Pacific Passenger Depot, Del Rio, Val Verde County, Texas

Map 3: Del Rio, Southern Pacific Passenger Depot 29.362432° -100.902380° Source: Google Earth (04/29/2024)



Southern Pacific Passenger Depot, Del Rio, Val Verde County, Texas

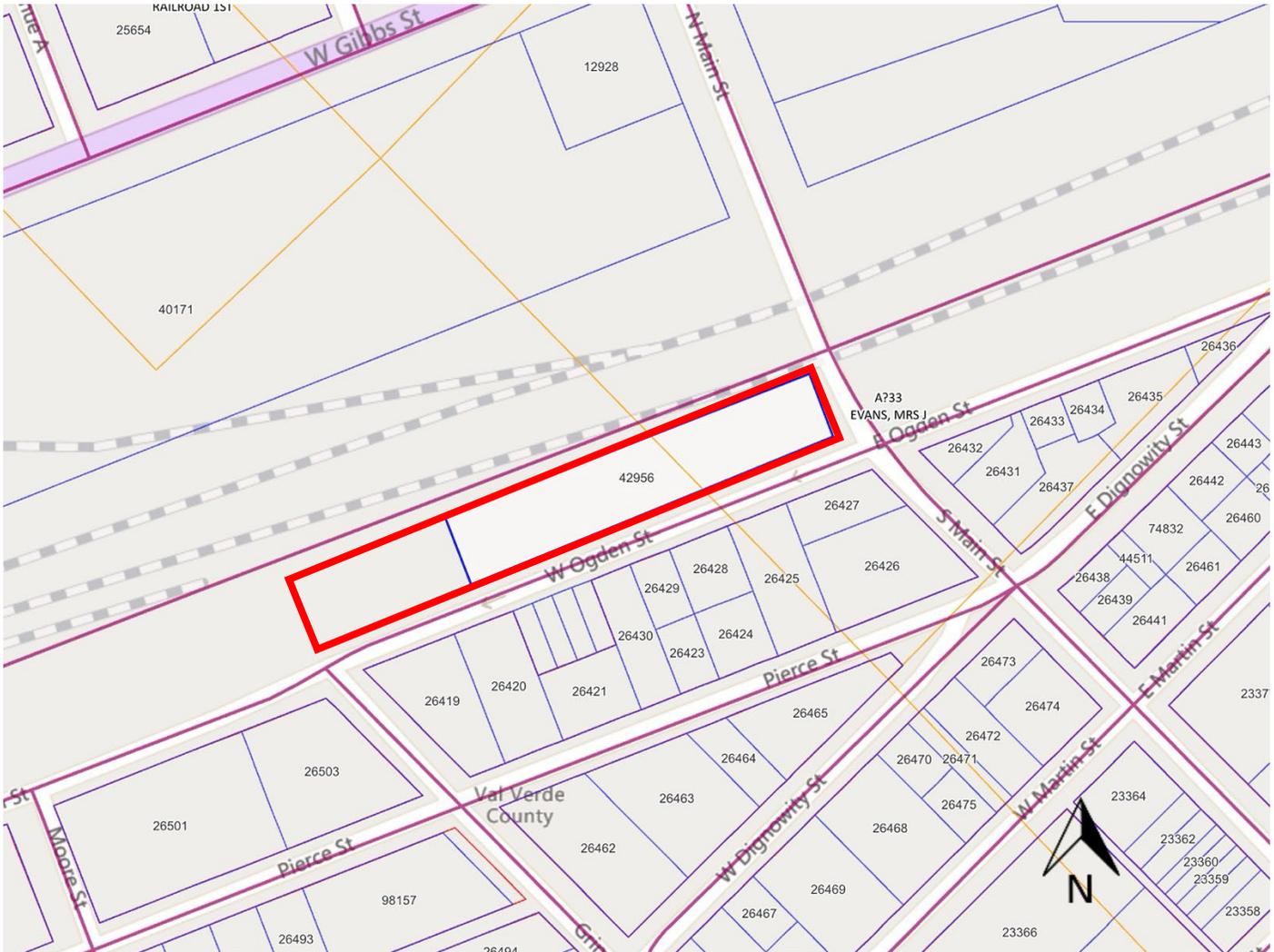
Map 4: Site Map, 2024.



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S-1  
**EXISTING SITE PLAN**  
SCALE: 3/32"=1'-0"

Southern Pacific Passenger Depot, Del Rio, Val Verde County, Texas

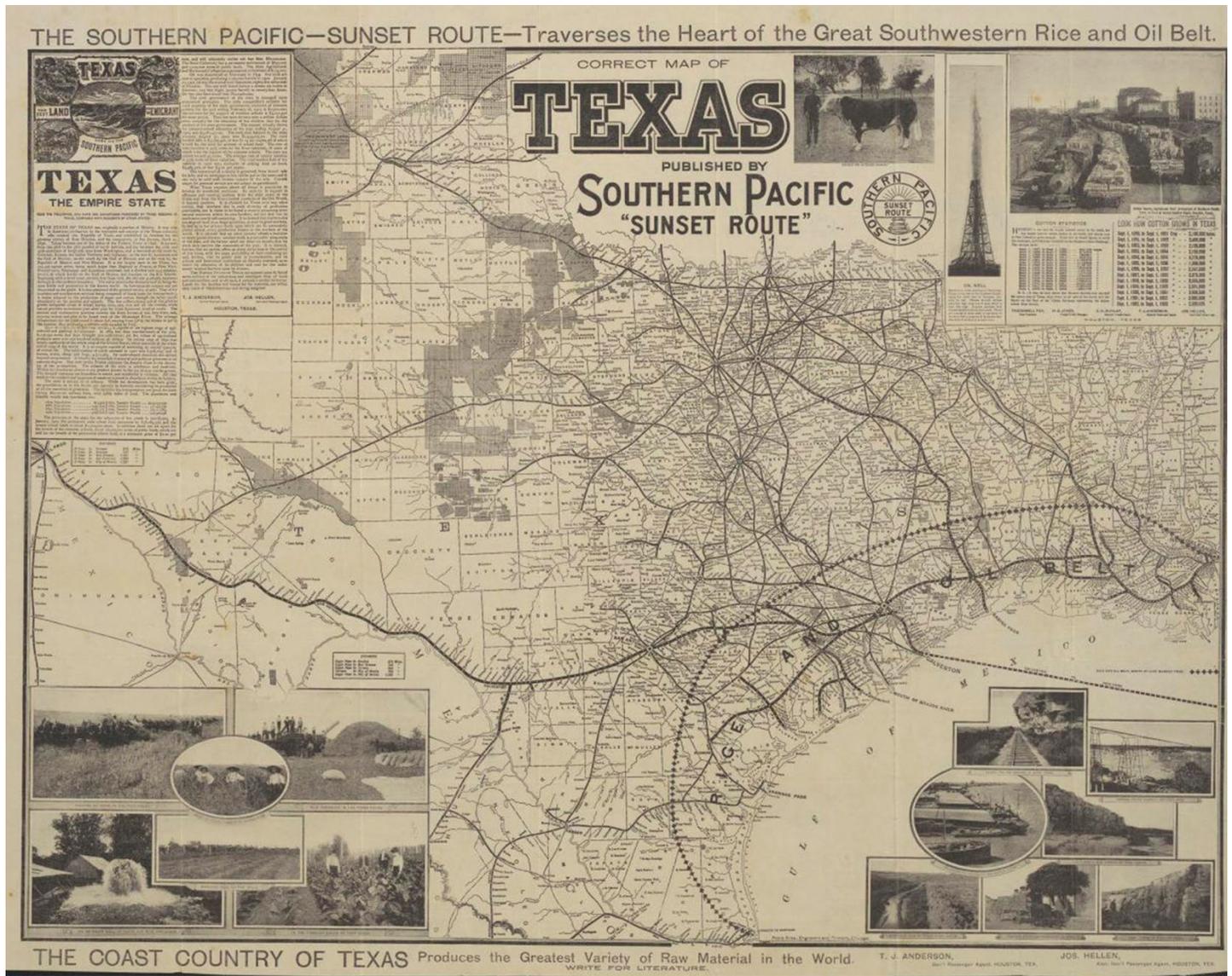
Map 4: The nominated boundary is the legal parcel (in red) recorded by Val Verde CAD: ABST 0272 SUR 926 EVANS MRS J, ACRES .97. Source: VAL VERDE CAD accessed 04/29/2024.



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Figures

Figure 1: 1903 Southern Pacific Texas with the Sunset Route. Southern Pacific Company. Correct map of Texas., map, 1903; Chicago, Illinois. (<https://texashistory.unt.edu/ark:/67531/metaph190557/m1/1/?q=sunset%20route>: accessed April 30, 2024), University of North Texas Libraries, The Portal to Texas History, <https://texashistory.unt.edu>; crediting University of Texas at Arlington Library.



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Figure 2: Detail, "1903 Southern Pacific Texas with the Sunset Route." Source: Ibid.

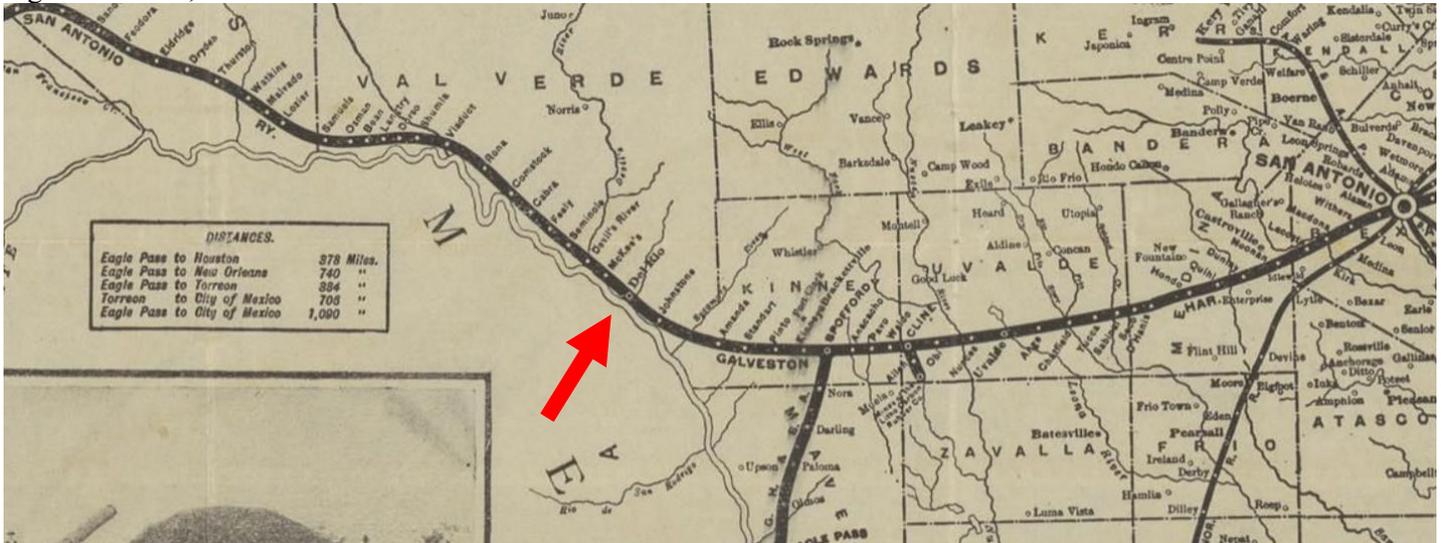
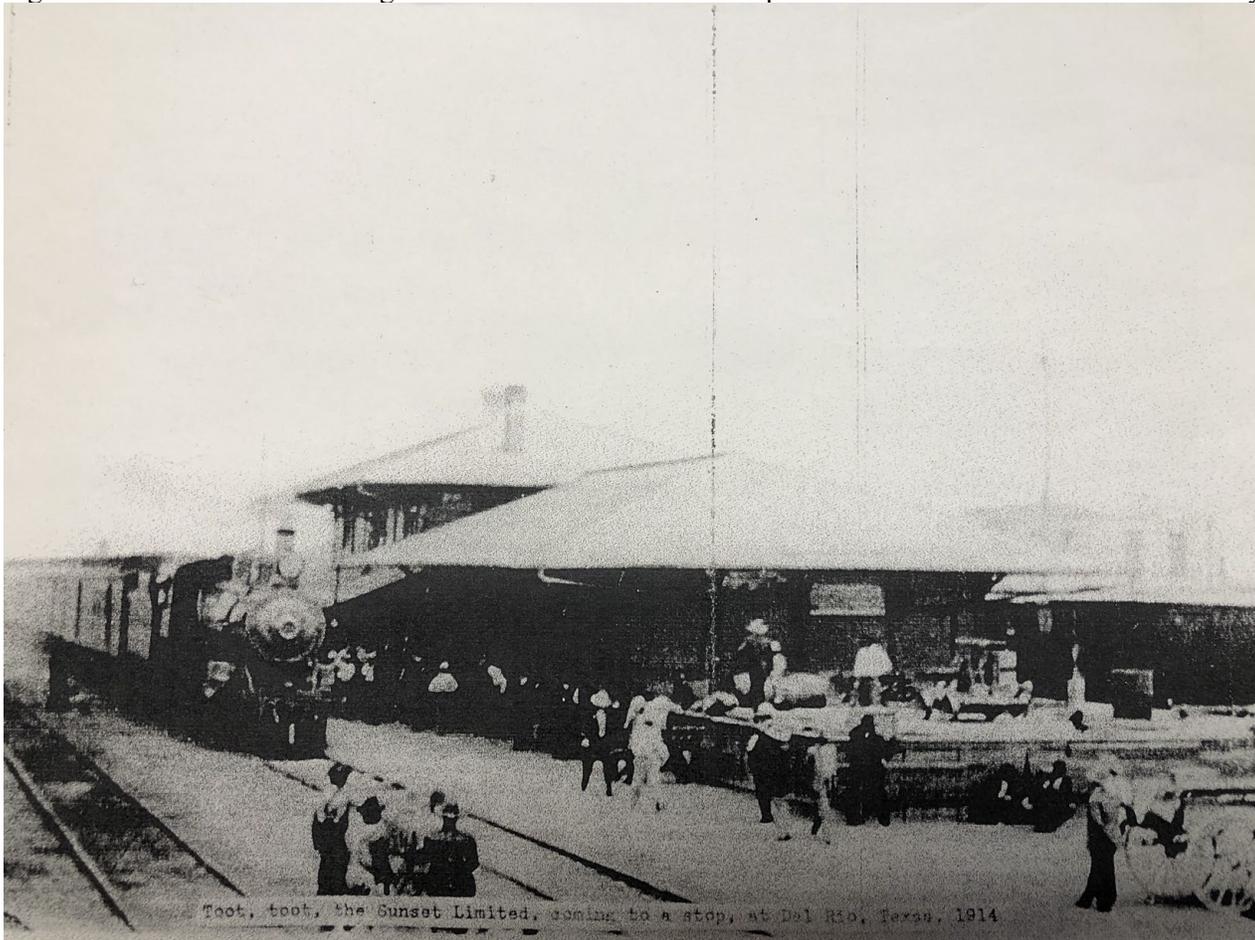


Figure 3: Sunset Limited arriving at the Del Rio Combination Depot in 1914. View from west. Source: City of Del Rio.

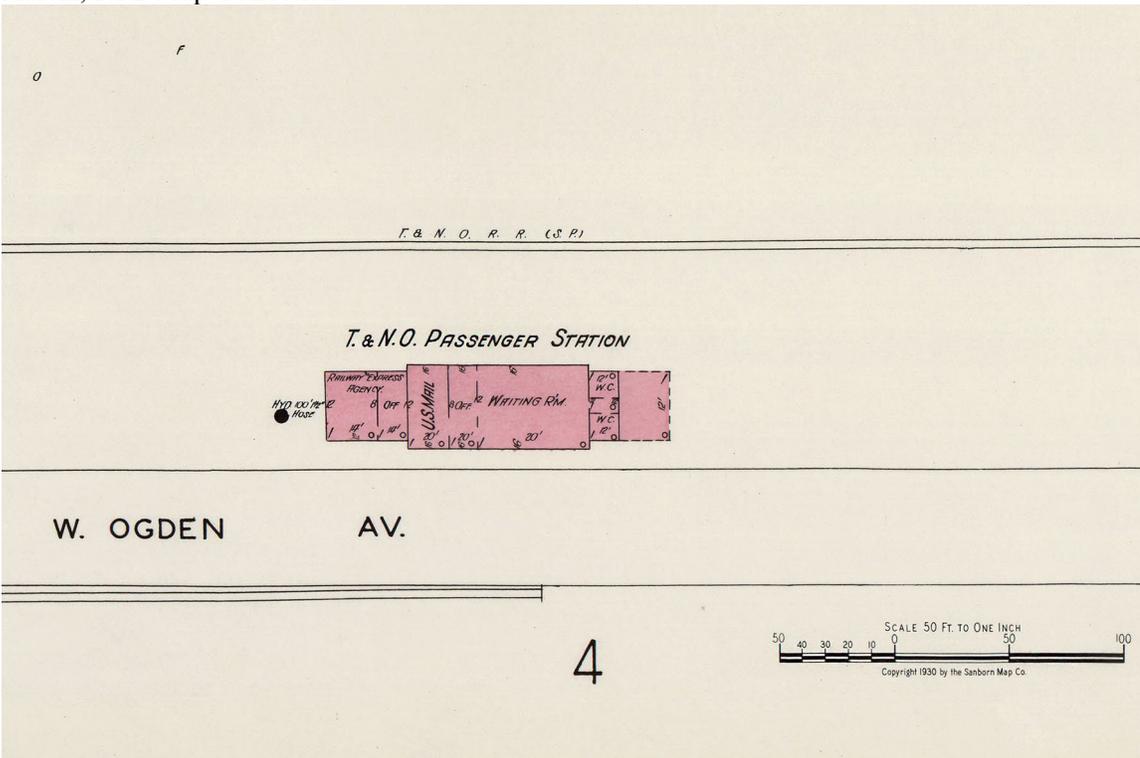


Southern Pacific Passenger Depot, Del Rio, Val Verde County, Texas

Figure 4: The city experienced a building boom in the 1920s. Source: <https://picclick.com>.

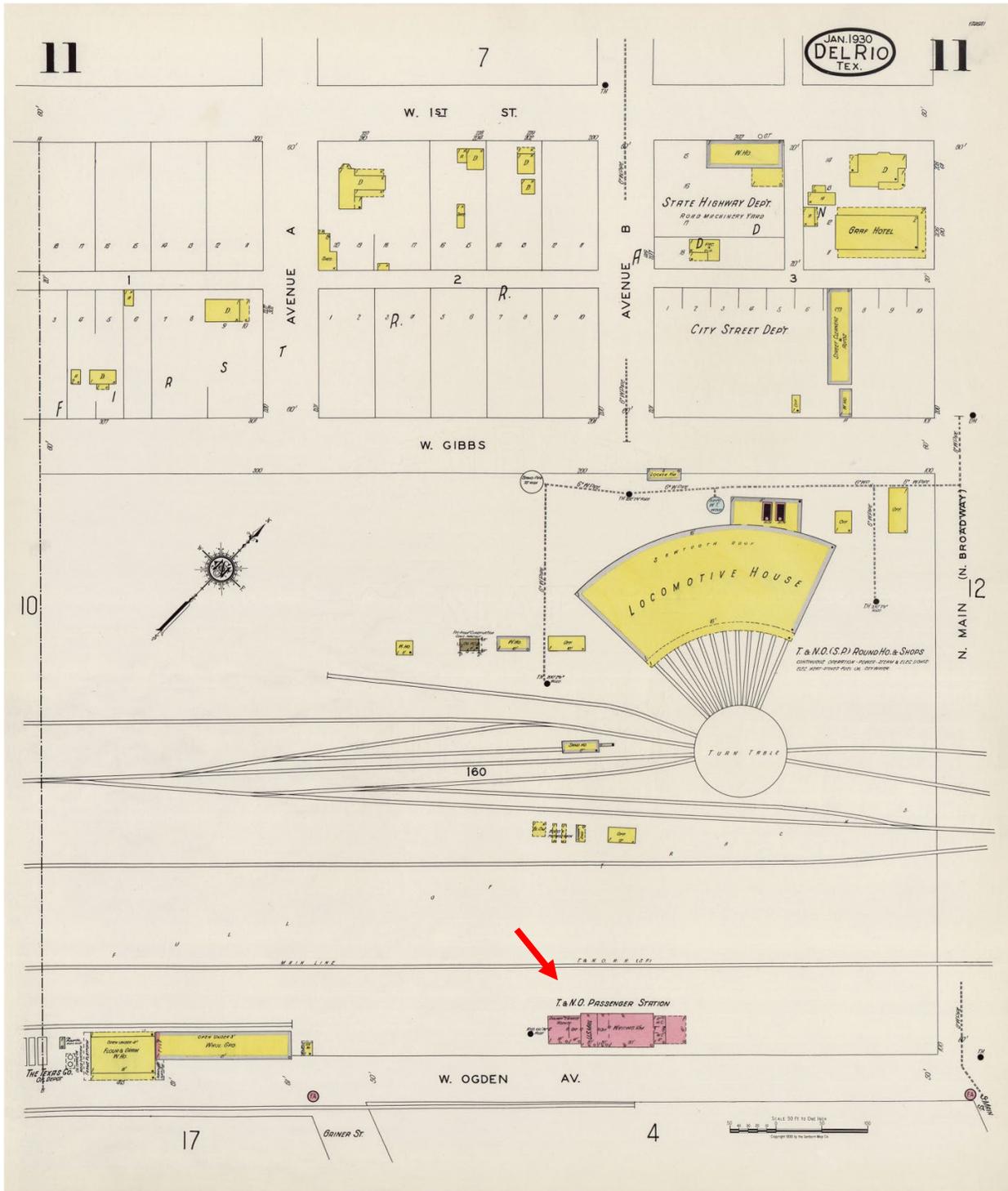


Figure 5: 1930 Sanborn Fire Insurance Map showing the nominated building (detail). Source: University of Texas at Austin, PCL Map Collection.



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Figure 6: 1930 Sanborn Fire Insurance Map showing the nominated building newly completed on the site of the former combination depot. Source: University of Texas at Austin, PCL Map Collection.



Original located at the Dolph Briscoe Center for American History, University of Texas at Austin

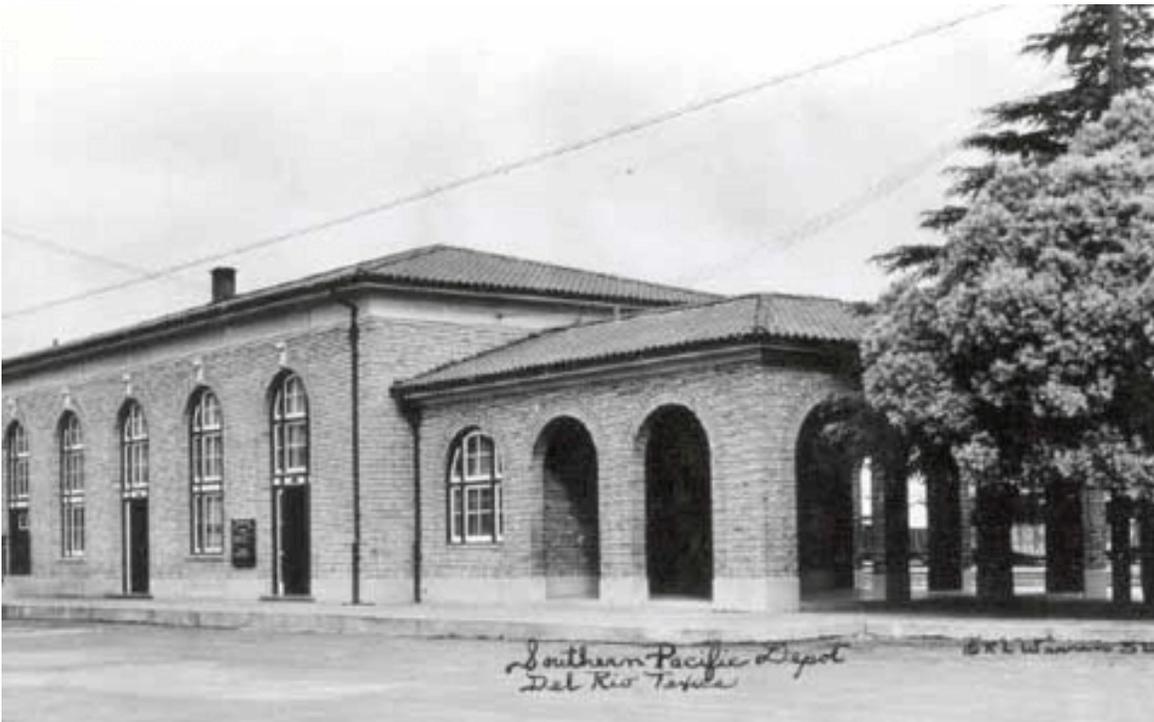
Southern Pacific Passenger Depot, Del Rio, Val Verde County, Texas

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Figure 7: Del Rio Southern Pacific Passenger Depot c1929. View from the east. Source: City of Del Rio.



Figure 8: Del Rio Southern Pacific Passenger Depot (date unknown). View from the east. Source: Del Rio Chamber of Commerce.



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Figure 9: Del Rio Southern Pacific Passenger Depot (1975). View from the east. Source: Texas Historical Commission.

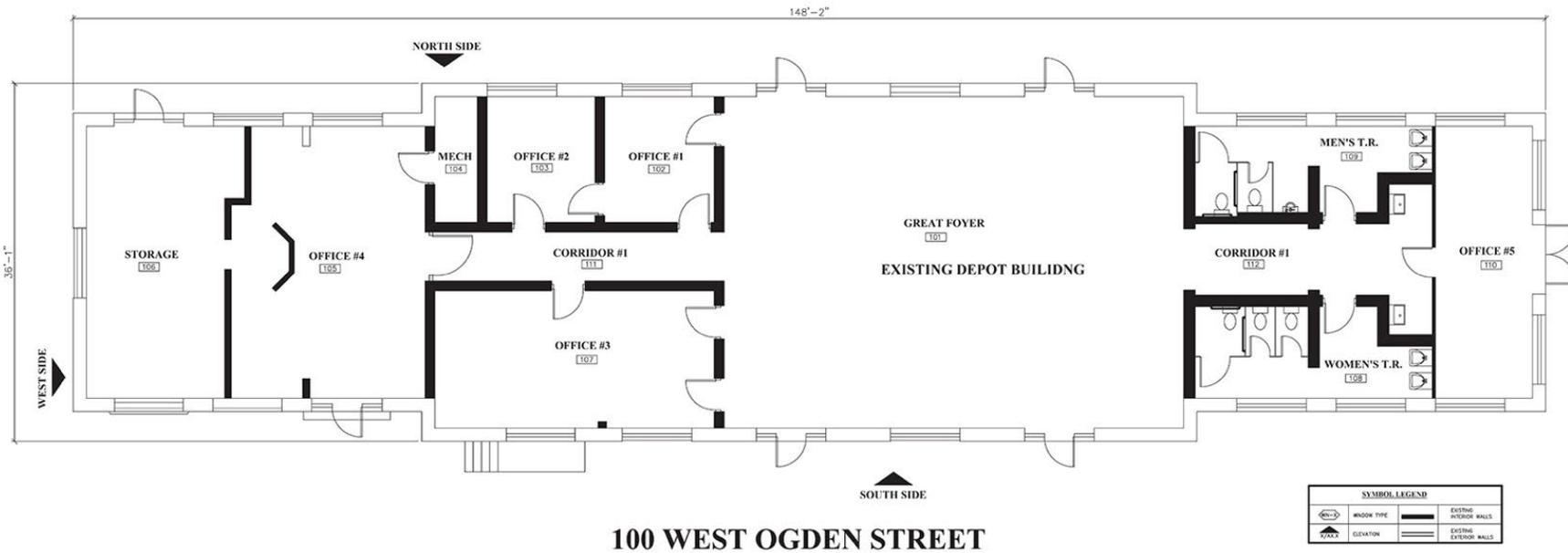
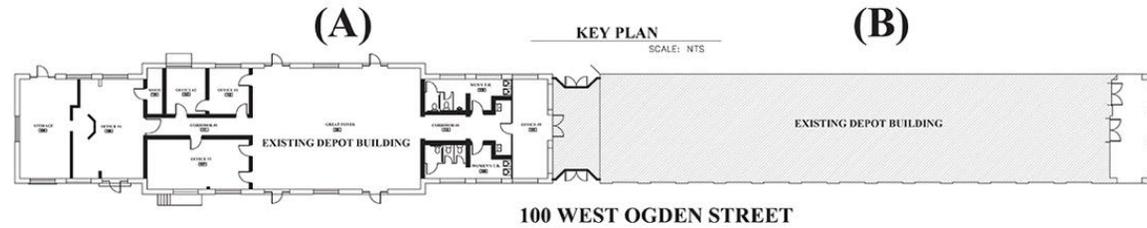


Figure 10: Del Rio Southern Pacific Passenger Depot (1975). View from the west. Source: Texas Historical Commission.



Southern Pacific Passenger Depot, Del Rio, Val Verde County, Texas

Figure 111: Del Rio Southern Pacific Passenger Depot existing plan (2024). Source: City of Del Rio



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Figure 13: Del Rio Southern Pacific Freight Depot in 2024 was not included in the applicant's nomination proposal. View from S. Main at Ogden looking northeast. Source: HRTC Services.



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**Photographs**

Name of Property: Del Rio Southern Pacific Passenger Depot  
City or Vicinity: Del Rio  
County, State: Val Verde, TX  
Photographer: Jay Firsching  
Date Photographed: 04/05/2024

Photo 1: Context view from the intersection of W Ogden Blvd. and S Main St. with plaza and depot at center right, facing west.



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Photo 2: View of the depot and addition across W Ogden Blvd, facing northeast.



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Photo 3: View of the depot and addition across W Ogden Blvd, facing northwest.



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Photo 4: South elevation of the 1929 depot. facing north. Addition is at the right.



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Photo 5: South elevation of the west wing of the 1929 depot, facing north. This historically housed the railway express package offices.



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Photo 6: South elevation of the center mass of the 1929 depot, facing north. This historically housed the railway express package offices. This section was designed to house the passenger waiting room, ticket office, and US Mail office.



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Photo 7: Southeast oblique view of the 1929 depot with the hyphen and addition at the right, facing northwest. The arcade of the east wing of the depot has been enclosed with glazing.



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Photo 8: East elevation at the addition with the plaza/park in the foreground, facing west.



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Photo 9: North elevation of the 1929 depot from the railroad right of way, facing south. Mechanical enclosures are visible in front of the building.



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Photo 10: Northeast oblique view of the north elevation of the 1929 depot with the east wing on the left, facing southwest. A mechanical enclosure is visible at the right.



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Photo 11: North elevation of the center mass of the 1929 depot, facing south. Typical benches are visible at the left and a mechanical enclosure is visible at the right.



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Photo 12: Northwest oblique view of the north elevation of the 1929 west wing, facing southeast. This originally housed the railway express package offices. A mechanical enclosure is visible at the right.



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Photo 13: Northwest oblique view of the north elevation of the 1929 depot, facing southeast. Three mechanical enclosures are visible on the site. The ramp to the train platform is in the foreground.



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Photo 14: West elevation of the 1929 depot with a mechanical enclosure in the foreground, facing east.



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Photo 15: Southwest oblique view of the west elevation of the 1929 depot, facing northeast.



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Photo 16: Passenger waiting room, facing northwest.



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Photo 17: Passenger waiting room, facing southeast.



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Photo 18: Passenger waiting room ceiling, facing northeast.



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Photo 19: Typical existing office, facing southwest. This area originally housed mail and ticket offices.



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Photo 20: Interior of the west wing, facing southwest. This area originally housed railway express package offices.



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Photo 21: Detail of the interior of the east wing showing a typical restroom, facing east. The image is taken from the now-enclosed outdoor waiting area.



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Photo 22: Typical interior of the depot addition, facing northeast.

