

United States Department of the Interior  
National Park Service

For NPS use only  
received **SEP 7 1983**  
date entered

# National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

## 1. Name

historic Santa Fe Passenger Depot

and/or common

## 2. Location

street & number 505 E. Broadway

N/A not for publication

city, town Gainesville

N/A vicinity of

state Texas

code 048

county Cooke

code 097

## 3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

## 4. Owner of Property

name City of Gainesville

street & number P.O. Drawer J

city, town Gainesville

N/A vicinity of

state Texas 76240

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Office of the County Clerk, Cooke County Courthouse

street & number

city, town Gainesville

state Texas 76420

## 6. Representation in Existing Surveys

(1) Recorded Historic Texas Landmark  
 title (2) Historic Sites Inventory has this property been determined eligible?  yes  no  
 (1) 1983  
 date (2) 1983  federal  state  county  local

depository for survey records Texas Historical Commission

city, town Austin

state Texas

# 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date N/A
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

**Describe the present and original (if known) physical appearance**

The Gainesville Santa Fe Railroad Depot is a long, rectangular structure with a partial second story, constructed of reddish-orange brick with sandstone trimmings. The structure features fenestration details inspired by Queen Anne sources, and low-pitched, curvilinear parapets that reflect a rising interest in the 19th-century missions of the Southwest. The Depot is centrally located at the edge of downtown Gainesville and flanks a newly landscaped public park.

The Santa Fe Depot in Gainesville was constructed to accommodate both freight and passenger services for the rail company. The building site runs the length of an entire city block (approx. 468 ft.) between California and Broadway streets, and the depot structure itself stretches along the rail tracks in a north-south direction some 212 feet. The principal facades are the long sides--the east and west elevations. The end elevations (north and south) are only 27 feet wide. This long, rectilinear plan was characteristic of rail depots of the period, when various functions within the depot were "stacked" along the rail tracks. The Gainesville depot plan is a standardized one containing areas for baggage, express, and passenger waiting rooms. The central section of the plan was designed to house the Harvey House restaurant. In this central area, the depot rises to a height of two stories and is equipped with a full basement. The ground floor housed the restaurant's dining room, kitchen, and storerooms; the upper portion was used to accommodate living quarters for the Harvey Girls (waitresses) and a restaurant manager; and the basement was used for coal-fired boilers that provided steam heating.

The Depot is constructed of reddish-orange brick, contrasted against light-beige sandstone sills and lintels for the door and window openings. The gable-ended roof of the lower level is covered with Ludowici clay tiles, while the roof of the second-story section of the building is covered with composition shingles. The overall configuration of the structure, extending as it does for over 200 feet along the trackside, is characteristic of turn-of-the-century railroad stations in the U.S. The architectural detailing of the Depot reflects more than one historic source. The window sashes, with 16-light upper sash and 2-light lower sash, are derivative of buildings in the Queen Anne style. The rather low-pitched, curvilinear parapets of the north and south elevations are suggestive of a renewed interest in the 18th-century missions of the Southwest, a factor that would become more prominent in later stations for the Santa Fe line. Rock-faced sandstone is used to surround the trio of windows in the more vertical section of the second floor, with a rock-faced sandstone sill course connecting the window sills on the first floor. The original sandstone lintels are also rock faced, with this added texture providing a handsome contrast with the smooth surface of the brickwork.

Deep overhangs (7'4") protect the openings along the east (track) and west sides of the structure. Now bracketed, these overhangs appear unsupported in a historic photograph. The undersides of the rafters are now enclosed with beaded boards, but were originally exposed. A number of the openings have been altered; some are now filled with brick, and some of the sliding baggage doors have been replaced with more contemporary doors of the overhead-sliding type. The sandstone window sills and lintels

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

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number

7

Page

1

have been replaced with concrete in some places, and a concrete base has been poured around the entire building, which covers the original sandstone basal trim. The brick entry platform on the west side (shown in the original plans) has been removed and replaced with a concrete sidewalk running the length of the structure (c. 1928). A freight platform and door opening were added on the north end in 1957. The brick chimney and ventilation tower that served the Harvey House kitchen have been removed, probably when major roofing repairs were done in 1943.

The interior features of the depot are rather spartan. Floors are concrete downstairs and wooden upstairs, and wall finish is either painted brick or wood lath and plaster (interior partitions). One major decorative feature is the large arched opening in the brick wall between the restaurant and the white waiting room. This arch originally had multipaned transom and side lights (now removed). On the southern end of the building, the baggage and "colored" waiting room had exposed turned ceiling trusses. These racially segregated waiting rooms remained so until the mid-1960s.

Brick paving runs the length of the site on the east side. A new steel security fence was constructed in 1981 to separate the city-owned depot from the still-active tracks.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** 1902 **Builder/Architect** C.W. Felt, Chief Engineer, Gulf, Colorado and Santa Fe Railroad

**Statement of Significance (in one paragraph)**

The Santa Fe Depot in Gainesville was constructed in 1902 in response to the increased demand for rail services in this city of north-central Texas. One of the few unaltered turn-of-the-century commercial buildings in the city, the Depot is indicative of Gainesville's importance to the commerce of this section of the state. In the early years of the 20th century, Gainesville was an important shipping point of the Santa Fe line connecting the American Midwest with the Gulf of Mexico. The Depot saw a great period of activity during those years, when as many as 35,000 head of livestock were shipped and a dozen passenger trains stopped daily, with hundreds of passengers being fed at Fred Harvey's noted restaurant in the Depot.

Gainesville is noted for its outstanding collection of turn-of-the-century architecture, and the Santa Fe Depot is one of the least altered commercial buildings surviving from this period. The scale and quality of workmanship of the Depot reflect the importance of the railroad to the city. By the time the railroad was constructed, Gainesville's commercial district could boast a variety of styles in a number of new three-and four-story buildings. Unfortunately, many of the Depot's contemporaries have been either demolished or seriously altered, thus increasing the importance of the surviving Gainesville structure.

The Gainesville Santa Fe Passenger Depot is evidence of this community's significance as a transportation center in the early economic development of the state. For many years Gainesville, the county seat of Cooke County, was the frontier between Anglo-American settlement to the south and east, and the wilderness of the Indian Territory to the north and west. It was an outfitting point for pioneers traveling the Southern California Trail (1850s), and it was a stop on the Butterfield Overland Mail, the first transcontinental communication network (1858-1862). Following the Civil War, Gainesville was located squarely between two cattle trails joining south Texas with the Kansas railheads. It is because of its important role as a railroad city, however, that Gainesville achieved its significance as the financial and transportation center of the several north-central Texas counties that border the Red River. From 1877 until 1886, Gainesville served as the western terminus of the first interstate rail line that was built into the state--the Missouri, Kansas, and Texas Railway. This rail connection made possible the direct shipment of cattle from Texas to the East, thereby avoiding the long and sometimes catastrophic trail drives to Kansas that were the rule in the 1870s. In 1883, when a record 2.8 million head of cattle were shipped north and east, Gainesville and Fort Worth were the principal livestock shipping points in the state. In 1887, Gainesville financier and county judge J.M. Lindsay sold two pieces of property to the Gulf, Colorado, and Sant Fe Railway, which was building north to Purcell, Indian Territory (Oklahoma) to make an important north-south connection with the Atchison, Topeka, and Santa Fe Railway, a Kansas-based line. On one of these pieces of property was constructed a small frame

## 9. Major Bibliographical References

- Cabaniss, Joan. Santa Fe Depot, Gainesville, Texas, An Adaptive Use Proposal. Masters Thesis, University of Texas at Austin, 1981.  
 Cox, Rad. Santa Fe employee (retired). Gainesville, Texas. Interview with J. Cabaniss, 1981.  
 Liedtke, Edgar. Santa Fe employee (retired), Gainesville, TX. Interview by J. Cabaniss, 1981.

## 10. Geographical Data

Acreeage of nominated property less than one acre

Quadrangle name Gainesville South, Texas

Quadrangle scale 1:24000

UTM References

A 

1	4
---	---

6	7	2	5	0	0
---	---	---	---	---	---

3	7	2	2	0	8	0
---	---	---	---	---	---	---

B 

--	--

--	--	--	--

--	--	--	--	--	--

C 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

D 

--	--

--	--	--	--

--	--	--	--	--	--

E 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

F 

--	--

--	--	--	--

--	--	--	--	--	--

G 

--	--

--	--	--	--	--	--

--	--	--	--	--	--	--	--

H 

--	--

--	--	--	--

--	--	--	--	--	--

Verbal boundary description and justification Deed Records, Cooke County, vol. 41, p. 165; belonging to block 14 of Lindsay's addition to Gainesville, Texas; Santa Fe site description: parcel no. 38, 33,501 square feet, approximately 468' by 71.5'.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	code
state		code	county	code

## 11. Form Prepared By

name/title Joan Cabaniss for the City of Gainesville, Texas (John D. Ferguson, ed.)

organization

date May 30, 1983

street & number 1401 Fisher Street

telephone (512) 352-5840

city or town Taylor

state Texas 76574

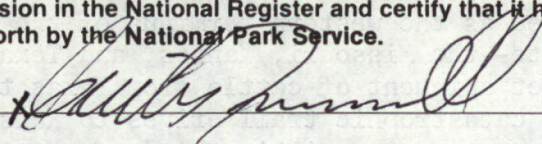
## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature



title State Historic Preservation Officer

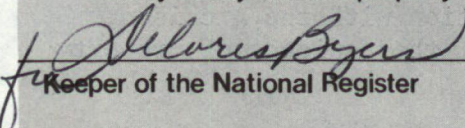
date 8-26-83

For NPS use only

I hereby certify that this property is included in the National Register

Entered in the  
National Register

date 10/6/83

  
Keeper of the National Register

Attest:

date

Chief of Registration

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

**National Register of Historic Places  
Inventory—Nomination Form**

For NPS use only

received

date entered

Continuation sheet

Item number 8

Page 1

rail depot. The other property, consisting of six parcels of land located three-quarters of a mile to the northeast, was used to accommodate a roundhouse and repair shops for the Santa Fe line. Once this rail line was completed, Gainesville attained even greater significance as a rail center, since the American Midwest was then connected with a major Gulf port, the city of Galveston.

The heyday of the railroad in Gainesville came in the first three decades of the 20th century. In 1901, plans were drawn by C.W. Felt, Chief Engineer of the Gulf, Colorado, and Santa Fe, for a new, much finer depot in Gainesville. This second (and extant) depot replaced the small frame structure of the early years; it had a landscaped park on its west side. During these busy years, as many as 35,000 head of cattle were shipped daily on the Santa Fe line, a dozen passenger trains stopped daily, and hundreds of people (both travelers and local residents) were fed royally in Fred Harvey's depot restaurant. This restaurant, which operated until 1931, was one of seventy such eating establishments of the Santa Fe--all famous for finely prepared food, exquisite appointments, and pretty waitresses. During the Second World War, Gainesville experienced unprecedented passenger rail travel as thousands of soldiers and their families were stationed at nearby Camp Howze, an infantry-training facility. In 1944, Gainesville ranked eighth in passenger-ticket sales of all Santa Fe cities, even ahead of Denver, Fort Worth, and Houston.

Rail use declined drastically in the late 1940s when automobile transportation became increasingly popular. By the late 1960s only two passenger trains passed daily through Gainesville on the "Lone Star" route from Chicago to Houston. By 1979, however, even this final Amtrak route was discontinued, and the depot, sadly underutilized since the closing of the Harvey House in 1931, was abandoned. For the following two years negotiations proceeded among the City of Gainesville, the Santa Fe Railway, and the United States Department of Transportation to determine the future of the structure. It was finally deeded to the City of Gainesville by the Santa Fe Railway in a public ceremony on October 19, 1981.

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Santa Fe Passenger Depot  
Cooke County  
TEXAS

Working No. SEP 7 1983  
Fed. Reg. Date: 2.5.85  
Date Due: 10/6/83 - 10/22/83  
Action:  ACCEPT 10/6/83  
 RETURN  
 REJECT  
Federal Agency: \_\_\_\_\_

Entered in the  
National Register

- resubmission
- nomination by person or local government
- owner objection
- appeal

Substantive Review:  sample  request  appeal  NR decision

Reviewer's comments:

Recom./Criteria \_\_\_\_\_  
Reviewer \_\_\_\_\_  
Discipline \_\_\_\_\_  
Date \_\_\_\_\_  
\_\_\_\_\_ see continuation sheet

Nomination returned for: \_\_\_\_\_ technical corrections cited below  
\_\_\_\_\_ substantive reasons discussed below

1. Name \_\_\_\_\_

2. Location \_\_\_\_\_

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property \_\_\_\_\_

5. Location of Legal Description \_\_\_\_\_

6. Representation in Existing Surveys

Has this property been determined eligible?  yes  no

7. Description

Condition	Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed	<input type="checkbox"/> original site
		<input type="checkbox"/> moved date _____

Describe the present and original (if known) physical appearance

- summary paragraph
- completeness
- clarity
- alterations/integrity
- dates
- boundary selection

---

**8. Significance**

Period      Areas of Significance—Check and justify below

Specific dates                      Builder/Architect  
Statement of Significance (*in one paragraph*)

- summary paragraph
- completeness
- clarity
- applicable criteria
- justification of areas checked
- relating significance to the resource
- context
- relationship of integrity to significance
- justification of exception
- other

---

**9. Major Bibliographical References**

---

**10. Geographical Data**

Acreage of nominated property \_\_\_\_\_

Quadrangle name \_\_\_\_\_

UTM References \_\_\_\_\_

Verbal boundary description and justification \_\_\_\_\_

---

**11. Form Prepared By**

---

**12. State Historic Preservation Officer Certification**

The evaluated significance of this property within the state is:

\_\_\_\_ national      \_\_\_\_ state      \_\_\_\_ local

State Historic Preservation Officer signature

title                      date

---

**13. Other**

- Maps
- Photographs
- Other

Questions concerning this nomination may be directed to \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_ Phone: \_\_\_\_\_



Santa Fe Passenger Depot

505 E. Broadway, Gainesville, Cooke County, Texas

Photo about 1937, photographer unknown; neg. on  
file, Cooke County Morton Museum, Gainesville

Oblique view of north end of building, looking  
south-by-southeast

Photo 1 of 5



Santa Fe Passenger Depot

505 E. Broadway, Gainesville, Cooke County, Texas

Photo by Joan Cabaniss, August 1981; neg. on file  
with her at 1401 Fisher St., Taylor, Texas, 76574

Southeast corner of building, looking northwest

Photo 2 of 5



GAINESVILLE  
P.D.



Santa Fe Passenger Depot

505 E. Broadway, Gainesville, Cooke County, Texas

Photo by Joan Cabaniss, August 1981, neg. on file  
with her at 1401 Fisher St., Taylor, Texas 76574

Northwest corner of building, looking southeast

Photo 3 of 5



GAINESVILLE  
P.D.

→ rail passenger station

Santa Fe Passenger Depot

505 E. Broadway, Gainesville, Cooke County, Texas

Photo by Joan Cabaniss, August 1981; neg; on file  
with her at 1401 Fisher St. Taylor, Texas, 76574

Northeast corner of building and main facade,  
looking southwest

Photo 4 of 5



GAINESVILLE  
P.D.

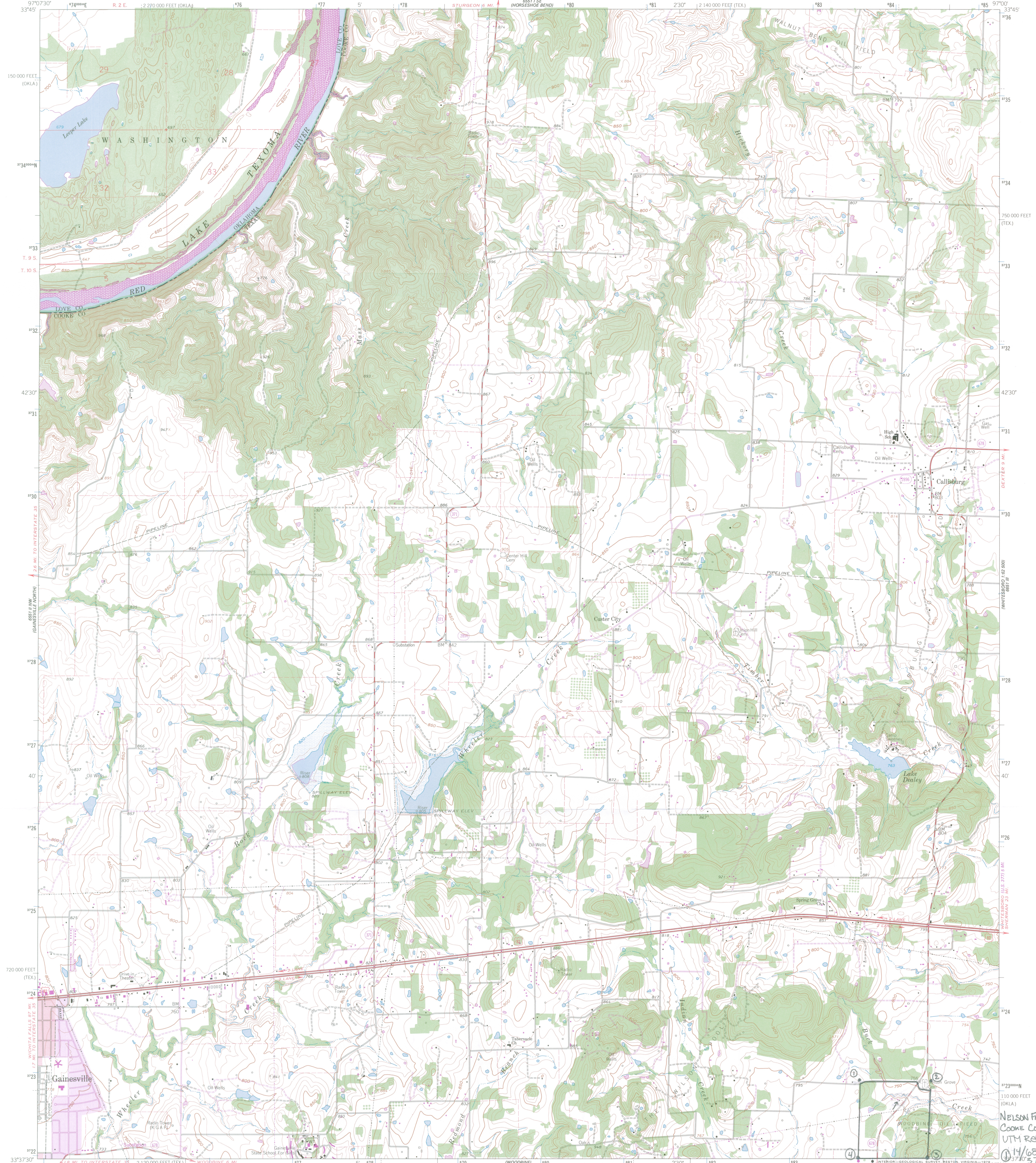
Santa Fe Passenger Depot

505 E. Broadway, Gainesville, Cooke County, Texas

Photo by Joan Cabaniss, August 1981; neg. on file  
with her at 1401 Fisher St., Taylor, Texas, 76574

Oblique view of main (east) facade, looking  
northwest

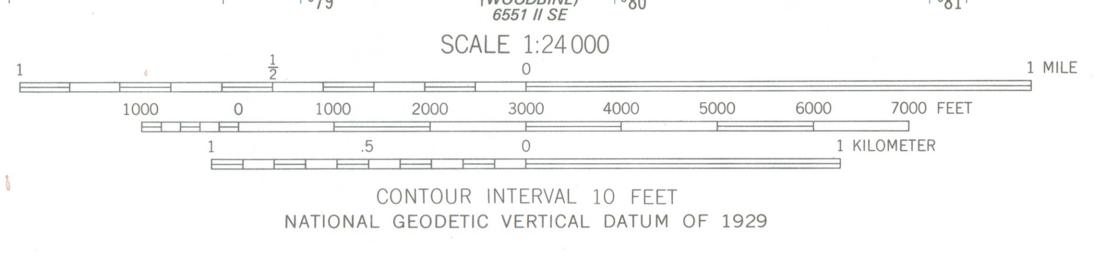
Photo 5 of 5



Mapped, edited, and published by the Geological Survey

Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial photographs taken 1957. Field checked 1960  
Polyconic projection. 1927 North American datum  
10,000-foot grids based on Texas coordinate system, north central zone and Oklahoma coordinate system, south zone  
1000 meter Universal Transverse Mercator grid ticks, zone 14, shown in blue  
Red tint indicates areas in which only landmark buildings are shown.  
Fine red dashed lines indicate selected fence lines  
Areas covered by dashed light blue pattern are subject to controlled inundation

UTM GRID AND 1978 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET  
Revisions shown in purple compiled from aerial photographs taken 1976. This information not field checked. Map edited 1978  
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

Primary highway, all weather, hard surface	Light-duty road, all weather, improved surface
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather
Interstate Route	U. S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
AND BY THE OKLAHOMA GEOLOGICAL SURVEY, NORMAN, OKLAHOMA 73069  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

3397-414

MAPSCO, INC.  
6363 CAMP BOWIE #101B  
FORT WORTH, 76116 817/731-1065

CALLISBURG, TEX.-OKLA.  
N3337.5-W9700/7.5  
1960  
PHOTOREVISED 1978  
AMS 6551 II NE-SERIES V882

NEILSON FARMSTEAD  
COONE COUNTY, TX  
UTM REF:  
① 14/683826E 3723079N  
② 14/68405E 3723079N  
③ 14/684105E 3722149N  
④ 14/683831E 3722139N