

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Fort Worth and Denver South Plains Railway Depot
other names/site number The Depot Restaurant

2. Location

street & number 1801 Avenue G N/A not for publication
city, town Lubbock N/A vicinity
state Texas code 048 county Lubbock code 303 zip code 79401

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> structures
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> objects
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Curtis Jurnell 21 June 1990
Signature of certifying official Date
Texas Historical Commission
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Entered in the National Register
 See continuation sheet. Mah L. Baker 7/26/1990

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

fn Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Transportation/rail-related

Current Functions (enter categories from instructions)

Commerce-Trade/Restaurant

7. Description

Architectural Classification

(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation Limestone

walls Brick

roof Terra cotta

other Limestone

Describe present and historic physical appearance.

The Fort Worth and Denver South Plains Railway Depot is a 1-story brick and limestone, Spanish Renaissance Revival building with a U-plan and a tile-covered, low pitched, hipped roof. The 1928 building originally had an L-plan created by low wings flanking the north and south sides of the higher 7-bay main facade. Each wing has a Mission-style curvilinear parapet equidistant from the main block; the parapet on the north wing abuts a gable end, the parapet on the south wing bisects the hipped roof. The interior of the building retains most of its original passenger and freight service configurations. The depot is just south of downtown Lubbock at the northwest corner of the associated railroad yards that formerly stretched six blocks south.

The area surrounding the Fort Worth and Denver South Plains Railway Depot exhibits topographical features characteristic of High Plains settlements. Incorporated in 1909, Lubbock has a strict rectilinear street plan, and is generally flat with little variation.

The base of the building consists of four bonded rows of "the best quality Leuder's Limestone," according to an account of the time. The bottom row, at various grade levels, is smooth finished stone and the upper two rows have a quarry-face finish. A narrow, bull-nosed belt course of smooth finished stone tops the base rows. The structure's exterior walls are rough textured, light tan brick laid in a bond pattern of five stretcher rows to one Flemish bond row with flush mortar joints. The architect chose a tile roof for the building "to improve the elevation." Red clay straight barrel tiles cover the low pitched, hipped roof.

The architect used more extensive decorative features on the street (west) facade to reinforce its importance. The larger, main block of the west front has a soldier course that runs underneath a simple cyma recta cornice molding. A decorative band is centered between the roof cornice and the tops of the door lintels. The band consists of an upper and lower cyma recta molding inlaid with vertical bricks in a panel-like pattern. Within the band "LUBBOCK" is carved in large Roman letters above the central door lintel on a smooth-finished stone; marking the bay divisions are carved stone shields within medallions, each between a pair of twisted columns with Ionic capitals and seated inside a rising acanthus leaf base. The band's molding juts out above and below the small columns creating a

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cornice and plinth effect. A cluster of rising leaves further decorates the molding over these columns. The medallions on the west facade are repeated on the east and south facades. The north facade repeats only the upper molding and pinnacles. Rising from the south end of the main block roof is a square brick chimney with two terra cotta chimney pots.

The three massive doorways of the west facade's main block are the original main street entrances into the depot. Each doorway has similar features and oversized dimensions, but the architrave ornamentations vary. Each is a double-door entrance framed with simple round molding. The two end doorways each have an 8-light fixed transom between their doors and ornamental architraves. The upper corners of the transoms have simple S-shaped volutes. The present solid wood paneled doors suggest the original 8-light wood paneled doors that were replaced when the railway company closed the building some time after 1953.

Similarly decorated, the center door originally had an 8-light transom now replaced with a single fixed pane of etched glass. The central door frame is tabbed with ashlar stones from the top of the door down to the belt course molding. The door's architrave is roughly triangular consisting of a centered shield within a shield, crowned with a fleur-de-lis and small volutes. Extended acanthus boughs with curled tips faggoted with two tendriled flowers in full blossom are on each side of the shields. A simple cyma recta molding that arches over the shield and extends down to curled volutes encloses the entire ornamentation.

Spaced between the three main block doors are four double hung windows, two on each side of the main entrance. The bottom jambs rest on top of the belt course molding and the 8/8 wooden windows are even with the top of the door transoms. Architraves with plain rounded molding and no ornamentation top these windows.

Light fixtures were added to the building exterior sometime after 1928. Two ornate fixtures flank the central door; their S-curved attachments have decorative leaves at their bases. Spaced between the first and second bays and the sixth and seventh bays are two smaller iron bracketed fixtures, each with an S-scroll and a metal shade.

The east elevation of the main block was the incoming passengers' first view of the depot. Thus, its ornamentation is a simplified version of the west elevation. However, the bay window, defining a previous ticket sales office accessible from both the interior waiting rooms and the passenger platform, is the central feature of the east facade. The bay has a 6/6 window with 4/4 sashes on either side. Original iron grill work protects these windows. Two exits from the main section to the patio

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have revolving doors constructed during the 1973-1976 remodeling. One exit from the east facade of the south wing has multi-pane glass double doors with a 12-light transom overhead. A 3-step open stair leads down to the former passenger platform from the former baggage room. The other door from the east facade of the south wing exited from the interior Railway Express Agency and includes the original freight doors, now inoperable.

The south Railway Express Agency and baggage wing continues from the main block and has two large braced-wood freight doors on the west facade. A pair of small, high, rectangular windows with prominent lower stone window jambs frame the larger door at the south end of the west facade. Two more of these small windows are on the south wall of the Railway Express wing. Plain iron grill work covers all of these windows. To the east of the south wing a brick passenger platform provided a walkway for arriving passengers. To the west, on Avenue G frontage, finished sidewalks with curbs and a few off-street spaces provided loading room for trucks.

The functional north wing results in an ell 90 degrees to the main block axis and is accessible from both 18th Street and the freight platforms on the south and east sides of the wing. The north facade of this freight house wing has two 6/6 wooden windows that rest on the belt course molding. Its west facade contains a small wood-braced freight door and a 12-light casement window. The freight house was originally divided into six loading docks on the 18th Street and freight platform sides with individual overhead rolling doors. A wood shed roof extended over the freight platform from the main block's roof on the east and south sides of this area to protect goods awaiting shipment.

The former freight house wing received the most visible exterior changes during the 1973-1976 remodeling. The dock doorways were converted into six oriel windows using the timbers from the outdoor dock as a base. Two large and four small oriels with red tile hipped roofs reflect the main roof lines. The surface walls of the windows were finished in smooth white stucco, and the glass was dark tinted and framed with dark metal surrounds.

The exterior design of the original L-plan configuration expressed the interior uses of the building. The 144-foot main block, the most ornate and imposing portion of the building, functioned as the passenger depot. Rooms had ceilings of various heights: the public spaces and baggage sections had high ceilings, the offices and other work spaces had lower ceilings. At the south end, the Railway Express Agency office had a private room with doors opening onto Avenue G and the passenger platform

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opposite. North of this office, the baggage room, with both street and platform access, housed a raised platform over a subterranean boiler room. As built, a gas steam system provided heat and sixty-one 200-watt bulbs lit the entire building.

The waiting room and ticket office, approximately 26 feet by 80 feet, occupied the largest portion of the south wing. Within the station were evidently two waiting rooms finished with terrazzo floors and mahogany furnishings from a local supplier. The local newspaper reported that the station had a "segregated waiting area," although building plans do not identify its location.

The owners designed and executed a remodeling of the building in 1973-1976, including the addition of an L-shaped loading dock on the south facade of the former freight house. The various wings of the building surround an open area that is now a beer garden for a restaurant. An 8-foot stuccoed wall with red roof tiles along the top, enclosing the beer garden, spans the south side with a centered wide iron grill gate. Landscaping and metal tables with umbrellas create an outdoor lounging area. The original concrete curb outlines brick paving that defined the passenger loading dock. The brick paving that once extended into the present parking lot was used to fill in the area where the tracks once lay.

The Lubbock firm of White Associates AIA designed a banquet room that enclosed the east loading dock in 1982. The brick addition was completed with materials that matched those of the original building. Architect Mike Henjum of Dallas designed a kitchen addition and storage rooms that were attached to the back (south) of the north wing and extended south, making a U-plan enclosure. This stucco covered wing is not visible from Avenue G. Matching red tile roofing as on the original building was installed to maintain the visual continuity and architectural integrity of the building.

Interior rehabilitation work was extensive. The original interior plaster was removed exposing the brick. Interior wainscoting and other wood trim were repaired and refinished. The express and baggage areas are now a bar and lounge, with an open fireplace utilizing the original interior brick boiler chimney. The basement houses office and storage space. The main ticket and waiting areas provide an entrance area and lounge seating. The ticket window, containing the original Fort Worth and Denver South Plains Railway Company safe, serves as the hostess station. The north wing, the former freight dock, is now the main dining room. From the inside of the dining room the steel frames that surrounded the removed loading doors are still visible.

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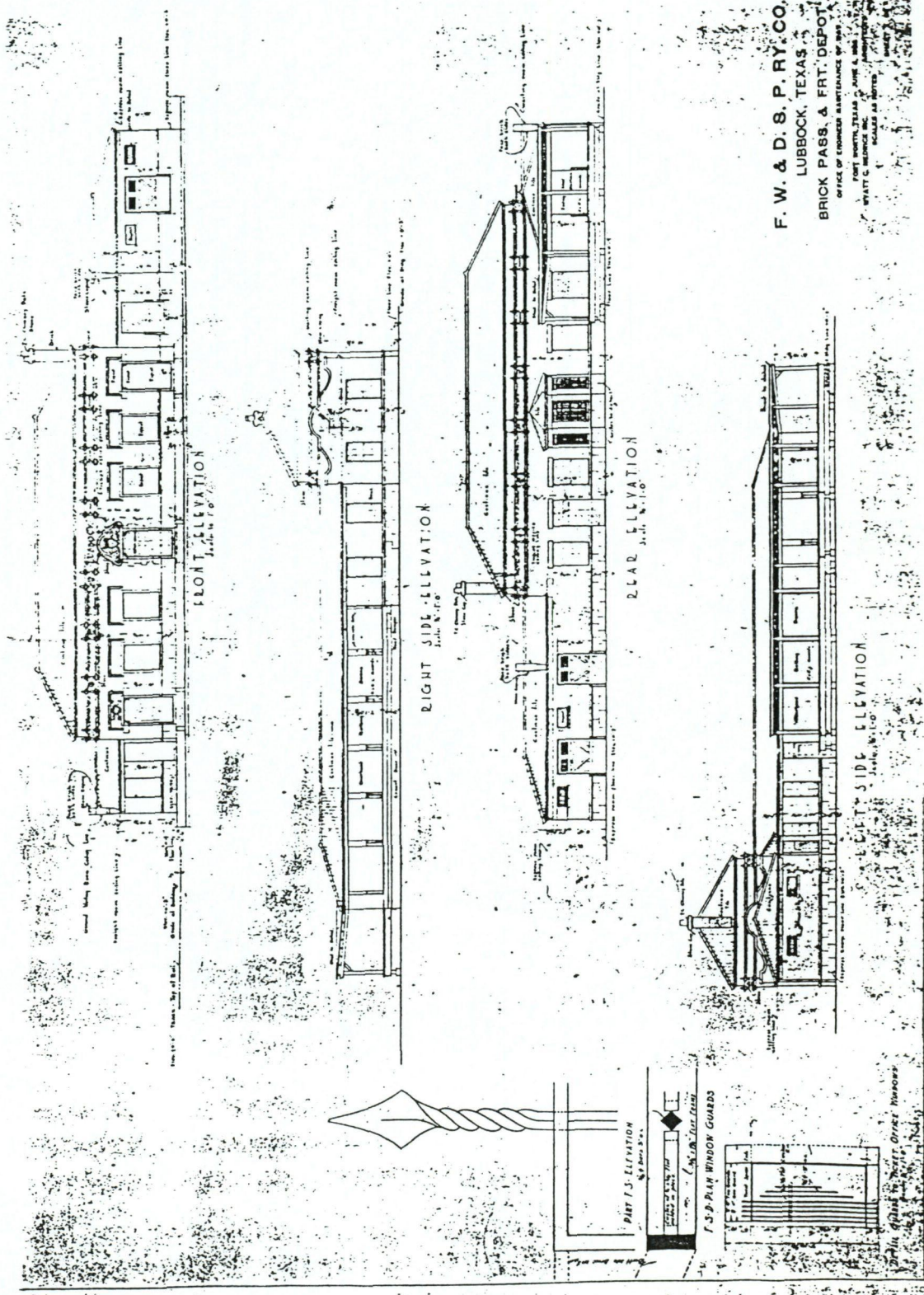
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Some of the original appointments have been retained, but rearranged. For instance, the ticket window is in use but has been moved. The bench in the vestibule is from one of the waiting rooms. Copies of the building's original architectural drawings hang in the lounge area of the main section. The Fort Worth and Denver South Plains Railway Company abandoned the depot in 1953. It served as a warehouse for various businesses, and later as a salvage yard, gradually deteriorating. The restoration has preserved much of the distinctive exterior and interior detailing with only one major structural addition to the rear.

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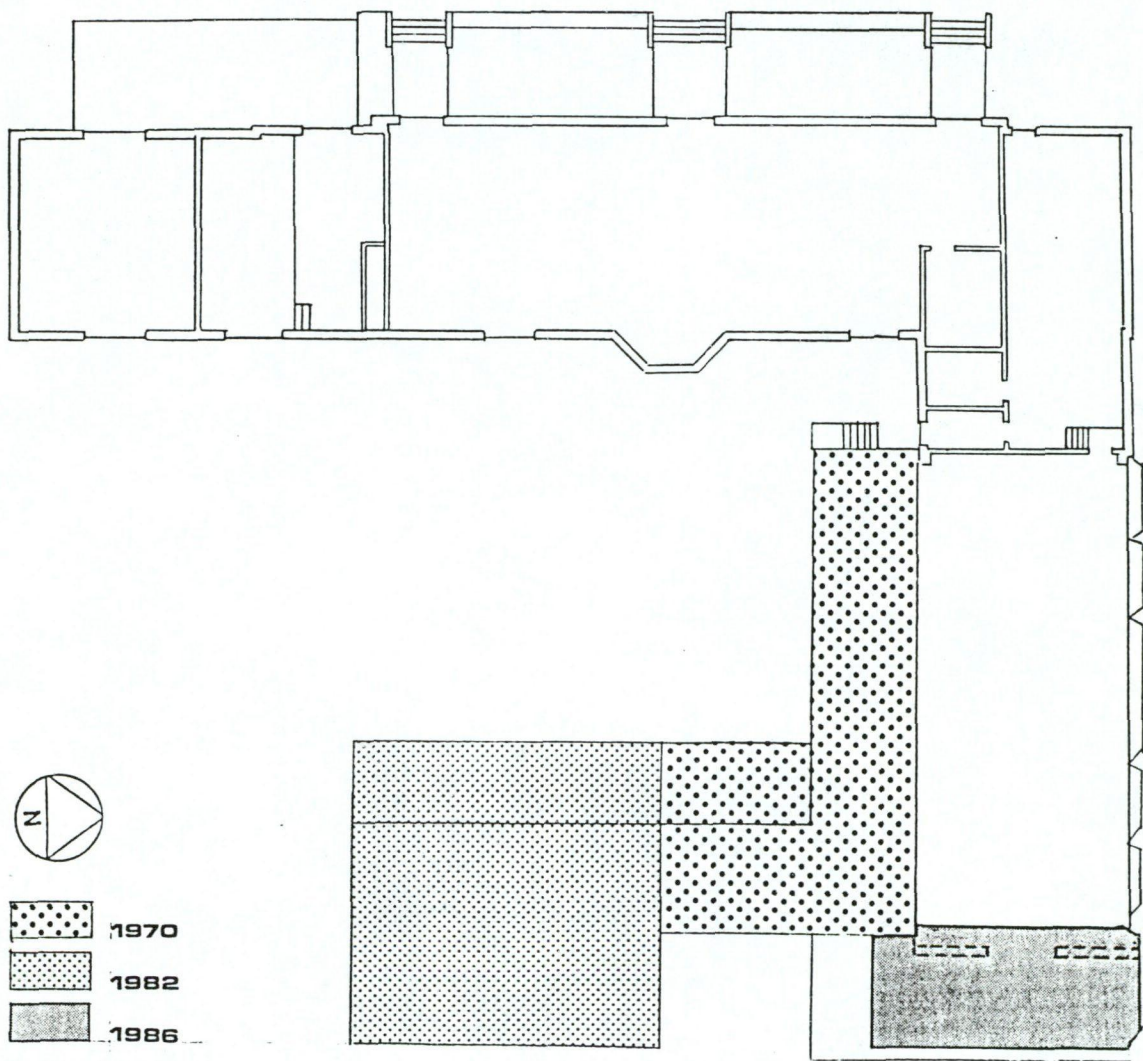
F. W. & D. S. P. RY. CO.
LUBBOCK, TEXAS.
BRICK PASS, & FRT. DEPOT

OFFICE OF HISTORIC ARCHITECTURE OF NPS
1015 L STREET, N.W., WASHINGTON, D.C. 20004
SCALE: AS NOTED
DATE: 1988

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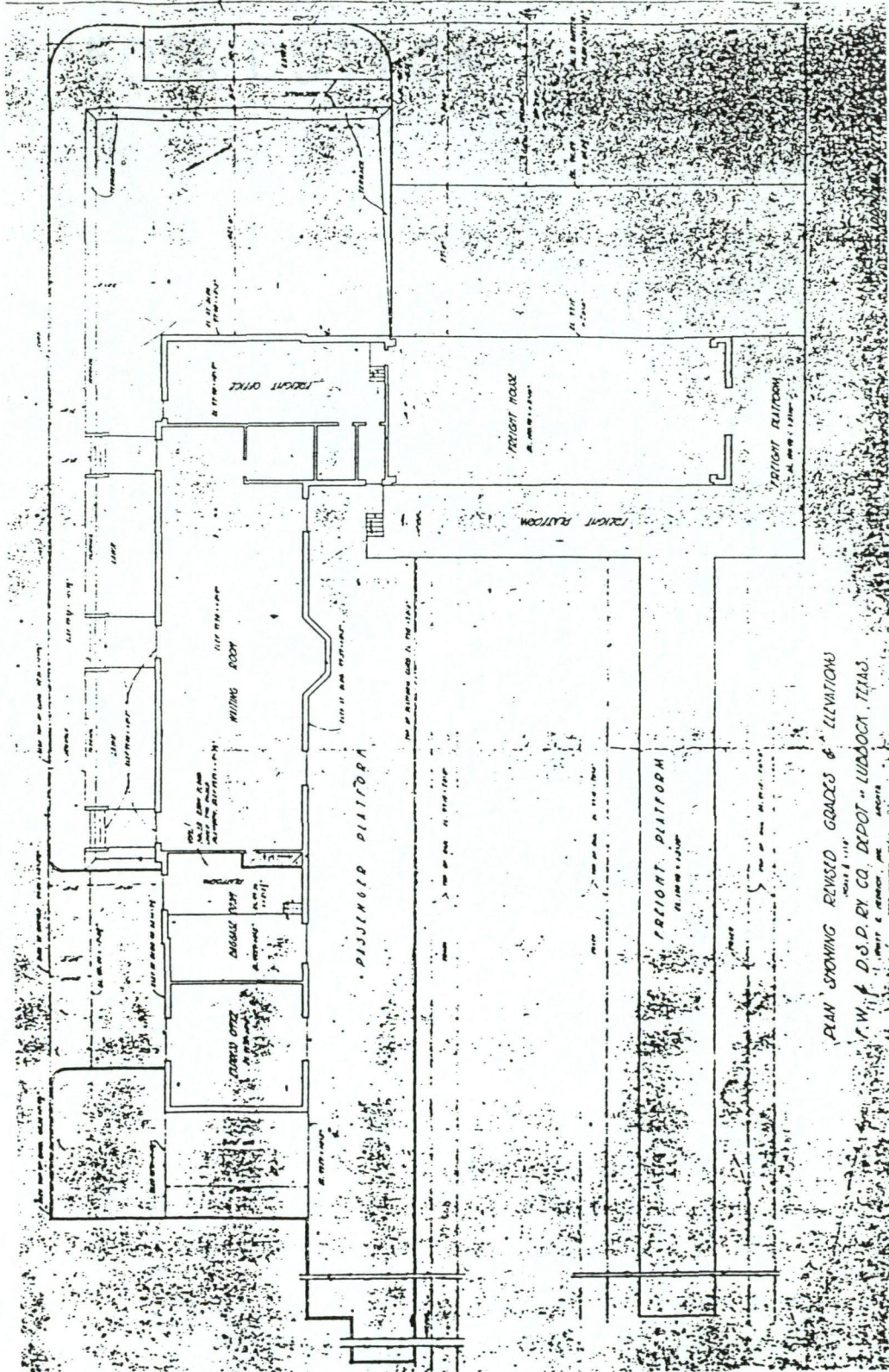


Additions to the Fort Worth and Denver South Plains Railway Depot
Lubbock, Texas

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PLAN SHOWING REVISED GRADES & ELEVATIONS
W. W. & D. S. RYAN CO. DEPOT AT LUDDOCK TIAS.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G N/A

Areas of Significance (enter categories from instructions)

Transportation

Period of Significance

1928-1940

Significant Dates

N/A

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Wyatt C. Hedrick, Architect

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Spanish Renaissance Revival style of the tile-roofed, brick and limestone Fort Worth and Denver South Plains Railway Depot in Lubbock continued a community motif begun with the 1920s design of the buildings on the new Texas Technological College campus. William Ward Watkin developed the master plan for the college, conforming to Beaux Art planning principles and "...carrying on the tradition of the early architectural history of this State. That tradition is recorded in the old Spanish missions," according to Watkin. Wyatt C. Hedrick, architect of the 1928 depot, upheld this tradition as interpreted in the early 20th century, using appointments and materials that earned his design the reputation with the railroad of "the most beautiful on this line." The building set a standard of civic pride throughout 25 years of continuous service as one of two Lubbock depots providing both passenger and freight services.

The rails of the Fort Worth and Denver City Railroad Company [FW&DC] had crossed the Texas Panhandle since 1888 connecting Fort Worth and Denver, Colorado. The Burlington (Chicago, Burlington and Quincy Railroad Company) System acquired the line in 1898 and with its subsidiaries extended, acquired, and built several railways in Texas through the 1930s.

In the 1920s, the Burlington System, nicknamed in Texas the "Denver Road," was interested in expanding to the South Plains for two reasons. A rapid rise in cotton production after World War I offered an opportunity to service this growing market with an extended rail network. And the Panhandle and Santa Fe Railway Company [Santa Fe], also with a main line through the Panhandle, had been profitably expanding branches into the South Plains since 1920. The Burlington System was anxious to compete for these markets and, in 1925, the company began investing what would total more than a \$7 million expansion of its lines to reach and service this rapidly developing region. The State of Texas approved a charter on November 8, 1926, for another Burlington System subsidiary company, the Fort Worth and Denver South Plains Railway Company. Connecting with the FW&DC main line near the Red River at Estelline in Hall County about 120

See continuation sheet

9. Major Bibliographical References

- Barrick, Nolan. Texas Tech. . .The Unobserved Heritage. Lubbock: Texas Tech Press, 1985.
- Jeter, W.D. "The Fort Worth and Denver South Plains Railway," M.A. thesis, Texas Technological College, 1949.
- Lubbock, Texas. Chamber of Commerce and Board of City Development. The Hub, March, April, June, August, September, October and December 1928, January and February 1929.
- Lubbock, Texas. City Planning Department. Lubbock Historic Site Survey files, 1975 to present.

See continuation sheet

- Previous documentation on file (NPS): N/A
- preliminary determination of individual listing (36 CFR 67) has been requested
 - previously listed in the National Register
 - previously determined eligible by the National Register
 - designated a National Historic Landmark
 - recorded by Historic American Buildings Survey # _____
 - recorded by Historic American Engineering Record # _____

- Primary location of additional data:
- State historic preservation office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other

Specify repository: City of Lubbock Planning Department

10. Geographical Data

Acreage of property less than one

UTM References

A

1	4	2	3	6	1	8	0	3	7	1	8	8	6	0
Zone				Easting				Northing						

C

Zone				Easting				Northing						

B

Zone				Easting				Northing						

D

Zone				Easting				Northing						

See continuation sheet

Verbal Boundary Description

West 1/2 Block 232, Original Town of Lubbock, Lubbock County, Texas.

See continuation sheet

Boundary Justification

Boundary contains property currently associated with the property. The former Fort Worth and Denver yard was split from this property by the extension of 19th Street east. The east half of Block 232 is a vacant lot with no structures or rail-related features.

See continuation sheet

11. Form Prepared By

name/title Sally Still Abbe and Susan Minx-Copley (with Amy Dase, Texas Historical Commission)
organization City of Lubbock Planning Department date 3-15-88; 4-20-90
street & number P.O. Box 2000 telephone 806/762-6411
city or town Lubbock state Texas zip code 79457

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northeast of Lubbock, the new 204 mile system of branches stretched southwest through the South Plains region, with stops at Turkey, Quitaque, Silverton, South Plains, Sterley, Plainview, Dimmitt, Lockney, Petersburg, and finally, Lubbock, the end of the line. This late major railroad expansion in the region occurred about the same time that highways and motor freight carriers became important parts of the area's transportation network and reached into the Texas Panhandle.

The Quitaque Railway Tunnel (NR 1977) was built in 1927 as part of the Fort Worth and Denver South Plains Railway Company's expansion to Lubbock. Irish and Swedish immigrant workers bored through 500 feet of a sandstone embankment along the Caprock Escarpment, to facilitate the climb from Quitaque to the community of South Plains. [Following a derailment inside the tunnel, the railroad rebuilt and shortened the bore from 1973 to 1975. As of 1990, the line is without traffic and is expected to be abandoned by the present owner, Burlington Northern.]

Each town site along the new line was required to secure its own right-of-way for the track and provide sufficient money to support the project. In Lubbock, the railroad committee of the Chamber of Commerce handled this with the support of more than 200 citizens in the Lubbock area. Banker O.L. Slaton chaired the committee that included a variety of community leaders aware of the prospects of community growth from the new line. In March 1927 the committee announced a campaign to procure the necessary right-of-way so that no delay, according to a contemporaneous source, would "...be encountered in the actual beginning of construction work." Lubbock had grown so much that other railroads and businesses had already developed potentially ideal right-of-way locations and a more circuitous route for the tracks was necessary. The right-of-way secured included the depot site and the six blocks to its south, as well as connecting lines to the Santa Fe, industrial spurs, and the main line northeast toward Petersburg. In April 1928 officials of the Fort Worth and Denver South Plains Railway Company inspected the right-of-way with Lubbock Mayor Harley D. Woods and the city council. They expected rails in Lubbock shortly, but announced that depot construction would not begin until the track opened and materials could be "...shipped in over the Denver rails."

At the time of the new railroad proposal, Lubbock was experiencing boomtown growth, indicated by a 408 percent increase in population during the decade 1920-1930. The entry of the Fort Worth and Denver South Plains Railway into Lubbock would strengthen the city's position as the transportation and marketing center of the South Plains. It would also provide more direct connections to Wichita Falls, Fort Worth and Dallas than the competing Santa Fe lines. Already the Santa Fe main line and six

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Santa Fe subsidiaries criss-crossed Lubbock. The laying of the Fort Worth and Denver South Plains Railway track added an eighth spoke to the wheel-like traffic configuration, reinforcing Lubbock's nickname, "The Hub" of the South Plains.

Frequently, railroad company architects designed depots for small towns. Their established design techniques resulted in relatively repetitive station configurations. But the architectural firm Wyatt C. Hedrick Corporation of Fort Worth designed the Lubbock depot as well as the other depots along the new line. Hedrick (1888-1964) had a long and varied career as a contractor and architect spanning from 1914 until his death. His designs include the massive 1931 Texas and Pacific Terminal Complex in Fort Worth (NR 1978), and a number of other National Register properties across the state.

Hedrick was well known in West Texas, primarily for his participation in the design and construction of the 1920s Spanish Renaissance Revival buildings at Texas Technological College in Lubbock. The legislature's 1923 decision to place a new state college in Lubbock was a mark of prestige and a source of civic pride, as was the arrival of the new railroad line in 1928. Thus, it was not surprising that the depot warranted the same architectural vocabulary that conformed to the idealized architectural traditions of the Spanish missions. In the popular interpretation of the time, the Spanish Renaissance Revival style suited the history and character of the High Plains region.

The depot exhibits features typical of the Spanish Renaissance Revival style including a low pitched roof, no eave overhang, a red clay straight barrel tile roof, and an asymmetrical plan. Renaissance inspired, carved stonework emphasizes the west facade street entrances. Doors leading to the east facade are paired and glazed with multiple panes of rectangular glass. The east facade, facing the tracks, focuses on the bay window. Decorative iron window grills are also common to this style. The 1915 Panama-California Exposition in San Diego that imitated elaborate Spanish prototypes with precision influenced the Spanish Renaissance Revival architecture of the depot. Exposition designer Bertram Grosvenor Goodhue, well versed in Spanish Colonial architecture, used the exposition to explore more richly detailed Spanish precedents. The Exposition's positive publicity inspired architects like Hedrick to translate architectural traditions directly from Spain. The popularity of the style peaked in the 1920s and 1930s.

Lubbock's growth and prosperity in the 1920s made it a logical location for the largest and most elaborate depot along the new line. The decision to locate this prominent depot was probably also influenced by

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the fact that Frank E. Clarity, Vice-President and General Manager of the Fort Worth and Denver South Plains Railway Company, was a member of the Texas Technological College Board of Regents.

Upon completion of the track into Lubbock in May 1928, construction materials for the depot were hauled in on the new line. The June 28 construction contract was awarded to contractor F.A. Mote of Dallas, with a November completion date targeted. All depots on the line were built on the "unit system," where specialized crews moved from one part of station assembly to another in sequence. Some freight service began in October 1928 allowing Lubbock to participate in November festivities celebrating completion of the entire rail line from Estelline. After celebrations at Plainview and Dimmitt, special trains loaded with several hundred railroad officials, dignitaries, and well-wishers descended on Lubbock. A brass band met them and the Chamber of Commerce provided further celebration at Texas Technological College, complete with oratory suitable to the occasion.

The first regular passenger train originating at Dallas arrived on November 23, 1928, with a full complement of passengers and 90 loaded freight cars, according to a local newspaper. However, makeshift facilities greeted disembarking passengers until the end of January 1929 when the depot became fully operational. The local newspaper noted that a formal opening would not be held due to the late completion date of the building.

The final cost of the depot is not known, but newspaper accounts placed it between \$75,000 and \$85,000, which probably included yard and signal work. The figure of \$45,889 was stated on the building permit application.

The completed depot was an asset and source of pride to the community although automobiles and trucks would eventually erode the railroad's business. The size of Lubbock in 1928 did not call for an unusually large station, but the anticipated traffic raised the possibility of attracting more citizens, and a depot of distinction made a memorable impression on visitors. The Spanish Renaissance Revival design of the Fort Worth and Denver South Plains Railway Depot attests to the symbolic importance of railroad depots to growing communities of the South Plains.

For more than 20 years the depot served as the Fort Worth and Denver South Plains Railway Company's passenger and freight station in Lubbock. The needs of the railroad and city were changing largely due to significant increases in automobile and truck use. The October 1950 discontinuation of passenger service to Childress for connections with the

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main line reflected the decreasing need for railroads to provide passenger service. Shortly after, because of significant increases in vehicular traffic the State Highway Department opened 19th Street through the Fort Worth and Denver South Plains Railway Company yards as part of a highway improvement project. The Fort Worth and Denver South Plains Railway Company abandoned this Lubbock depot in 1953. The railway company then purchased land to the southeast, at 34th and Avenue A, in the industrial section of the city and built a new freight depot in 1954. The location was indicative of the railroad's changing role in an era when automobiles replaced trains for personal transportation, and trucks took over less-than-carload and express shipments.

Following its closure, the depot served as a warehouse for various businesses, then as a salvage yard, and gradually deteriorated. Ronald E. Thompson of Thompson Enterprises purchased the building in November 1973 for \$64,500. As one of the first examples of adaptive use in the city, Thompson renovated the building into a restaurant and beer garden, retaining most of the distinctive exterior and interior details, with only one major structural addition to the rear. The Depot Restaurant opened on June 14, 1976, and continues its success as a meeting place and eating establishment. In August 1979 the Lubbock City Council designated the Fort Worth and Denver South Plains Railway Depot the first Lubbock Historic Landmark, formally recognizing the significant role of the depot in the city's economic development.

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Lubbock, Texas. Daily Journal, March 29, 1927, April 10, May 16, August 3, September 25, October 31, November 21, 1928.

Lubbock, Texas. Morning Avalanche-Journal, April 25, November 21, November 23, 1928, April 17, 1977, January 2, 1980.

Lubbock, Texas. Southwest Collection. Fort Worth and Denver South Plains Railway Company Records.

Lubbock, Texas. Sunday Avalanche-Journal, August 12, December 23, 1928, January 27, 1929.

Plans for the Fort Worth and Denver South Plains Railway Depot, Lubbock, Texas. Originals owned by Ronald Thompson, the Depot Restaurant. Copies at the City of Lubbock Planning Department.

Reed, S.G. "Fort Worth and Denver City Railway Company" and "Fort Worth and Denver South Plains Railway Company." In The Handbook of Texas, Volume I. Edited by Walter Prescott Webb. Austin: Texas State Historical Association, 1952.

Vigness, David E. "Transportation." In A History of Lubbock. Edited by Lawrence L. Graves. Lubbock: West Texas Museum Association, 1962.

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 90001120

Date Listed: 7/26/90

Fort Worth & Denver South Plains
Railway Depot
Property Name

Lubbock
County

TX
State

Multiple Name

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

for Antonietta J. Lee
Signature of the Keeper

8/20/90
Date of Action

=====

Amended Items in Nomination:

Statement of Significance: Under Areas of Significance, Architecture should be added.

This information was confirmed with Tory Laughlin of the Texas SHPO.

DISTRIBUTION:

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

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Fort Worth and Denver South Plains Railway Depot

MULTIPLE NAME:

STATE & COUNTY: TEXAS, Lubbock

DATE RECEIVED: 6/26/90 DATE OF PENDING LIST: 7/10/90
DATE OF 16TH DAY: 7/26/90 DATE OF 45TH DAY: 8/10/90
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 90001120

NOMINATOR: STATE

REASONS FOR REVIEW:

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

COMMENT WAIVER: N

ACCEPT RETURN REJECT 7/26/90 DATE Entered in the
National Register

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA _____
REVIEWER _____
DISCIPLINE _____
DATE _____

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

CLASSIFICATION

count resource type

STATE/FEDERAL AGENCY CERTIFICATION

FUNCTION

historic current

DESCRIPTION

architectural classification
 materials
 descriptive text

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

BIBLIOGRAPHY

GEOGRAPHICAL DATA

acreage verbal boundary description
 UTM's boundary justification

ACCOMPANYING DOCUMENTATION/PRESENTATION

sketch maps USGS maps photographs presentation

OTHER COMMENTS

Questions concerning this nomination may be directed to

_____ Phone _____

Signed _____ Date _____



· PASSENGER · & · FREIGHT · STATION · · LUBBOCK · TEXAS ·
· FORT · WORTH · & · DENVER · SOUTH · PLAINS · RAILWAY · COMPANY ·
· WYATT · C · HEDRICK · · INC · · ARCHITECTS · · FORT · WORTH · TEXAS ·

FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS

Lubbock Co

1928 PHOTOGRAPH OF AN ARCHITECTURAL RENDERING

WYATT C. HEDRICK, INC. ARCHITECTS

NEGATIVE AT SOUTHWEST COLLECTION, TEXAS TECH UNIVERSITY, LUBBOCK, TEXAS
WEST FACADE, FACING EAST

PHOTO 1 OF 12



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS

Lubbock &

1928 PRE-COMPLETION PHOTOGRAPH
PHOTOGRAPHER UNKNOWN

NEGATIVE AT SOUTHWEST COLLECTION, TEXAS TECH UNIVERSITY, LUBBOCK, TEXAS
NORTHWEST CORNER, FACING SOUTHEAST

PHOTO 2 OF 12



ENTRANCE

TEXAS SALVAGE SALES
EVERYONE WELCOME OPEN 9.A.M.-6.P.M.

LOST my LEASE
Big SALE

THE DEPOT-197

FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS *Lubbock Co*
1972 PHOTOGRAPH FROM NEWSPAPER STORY IN LUBBOCK PLANNING DEPARTMENT FILES

PHOTOGRAPHER UNKNOWN
NEGATIVE AT JQT VISUAL PRODUCTIONS, LUBBOCK, TEXAS
WEST FACADE, FACING EAST

PHOTO 3 OF 12



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS *Lubbock &*

SALLY STILL ABBE

DECEMBER 1987

NEGATIVE AT SOUTHWEST COLLECTION, TEXAS TECH UNIV.
WEST FACADE, CENTRAL PORTION, FACING EAST

PHOTO 4 OF 12



LIBRARY

1901



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS

Lubbock Co

5

SALLY STILL ABBE

DECEMBER 1987

NEGATIVE AT CITY OF LUBBOCK PLANNING DEPARTMENT

WEST FACADE, FACING NORTHEAST *Lubbock Co*

PHOTO 5 OF 12



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS

Lubbock Co

64

SALLY STILL ABBE

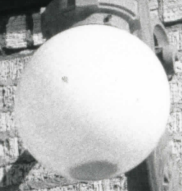
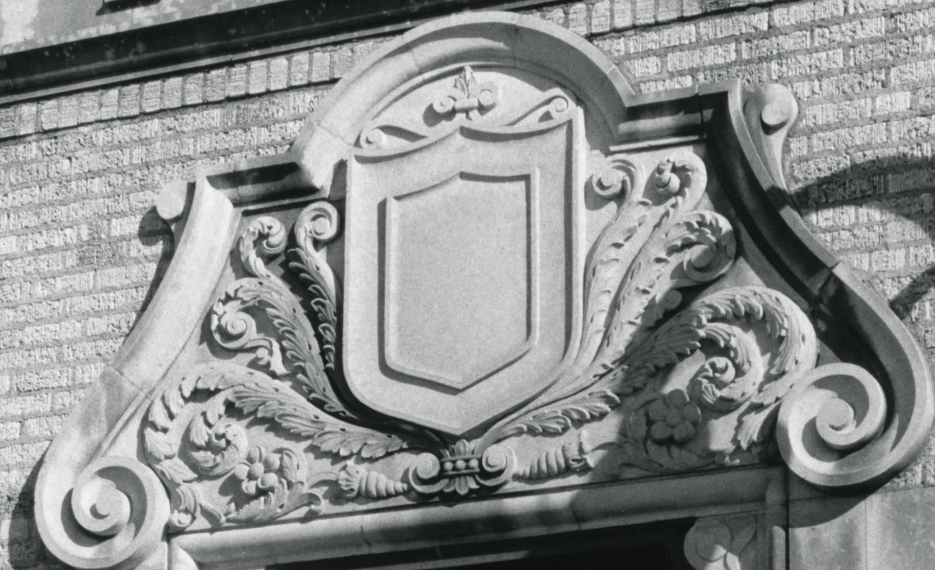
DECEMBER 1987

NEGATIVE AT CITY OF LUBBOCK PLANNING DEPARTMENT

WINDOW DETAIL, WEST FACADE, FACING EAST

PHOTO 6 OF 12

LUBBOCK



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS

Lubbock Co

7

SALLY STILL ABBE

DECEMBER 1987

NEGATIVE AT CITY OF LUBBOCK PLANNING DEPARTMENT
ENTRY DETAIL, WEST FACADE, FACING NORTHEAST

PHOTO 7 OF 12



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS *Lubbock Co*

SALLY STILL ABBE

DECEMBER 1987

NEGATIVE AT CITY OF LUBBOCK PLANNING DEPARTMENT

NORTH FACADE, FACING SOUTH SOUTHEAST *Lubbock Co*

PHOTO 8 OF 12



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS

Lubbock Co

99

SALLY STILL ABBE

DECEMBER 1987

NEGATIVE AT CITY OF LUBBOCK PLANNING DEPARTMENT
EAST FACADE, FACING SOUTHWEST

PHOTO 9 OF 12



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
LUBBOCK, TEXAS *Lubbock Co.*

10

SALLY STILL ABBE

DECEMBER 1987

NEGATIVE AT CITY OF LUBBOCK PLANNING DEPARTMENT
SOUTH FACADE, FACING NORTH NORTHEAST *Lubbock Co*

PHOTO 10 OF 12



INZANA

FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT

LUBBOCK, TEXAS

Lubbock Co

SALLY STILL ABBE

APRIL 1990

NEGATIVE AT TEXAS HISTORICAL COMMISSION

BEER GARDEN AREA, FACING NORTH NORTHWEST

PHOTO 11 OF 12

12

10



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT

LUBBOCK, TEXAS

Lubbock W & X

12³

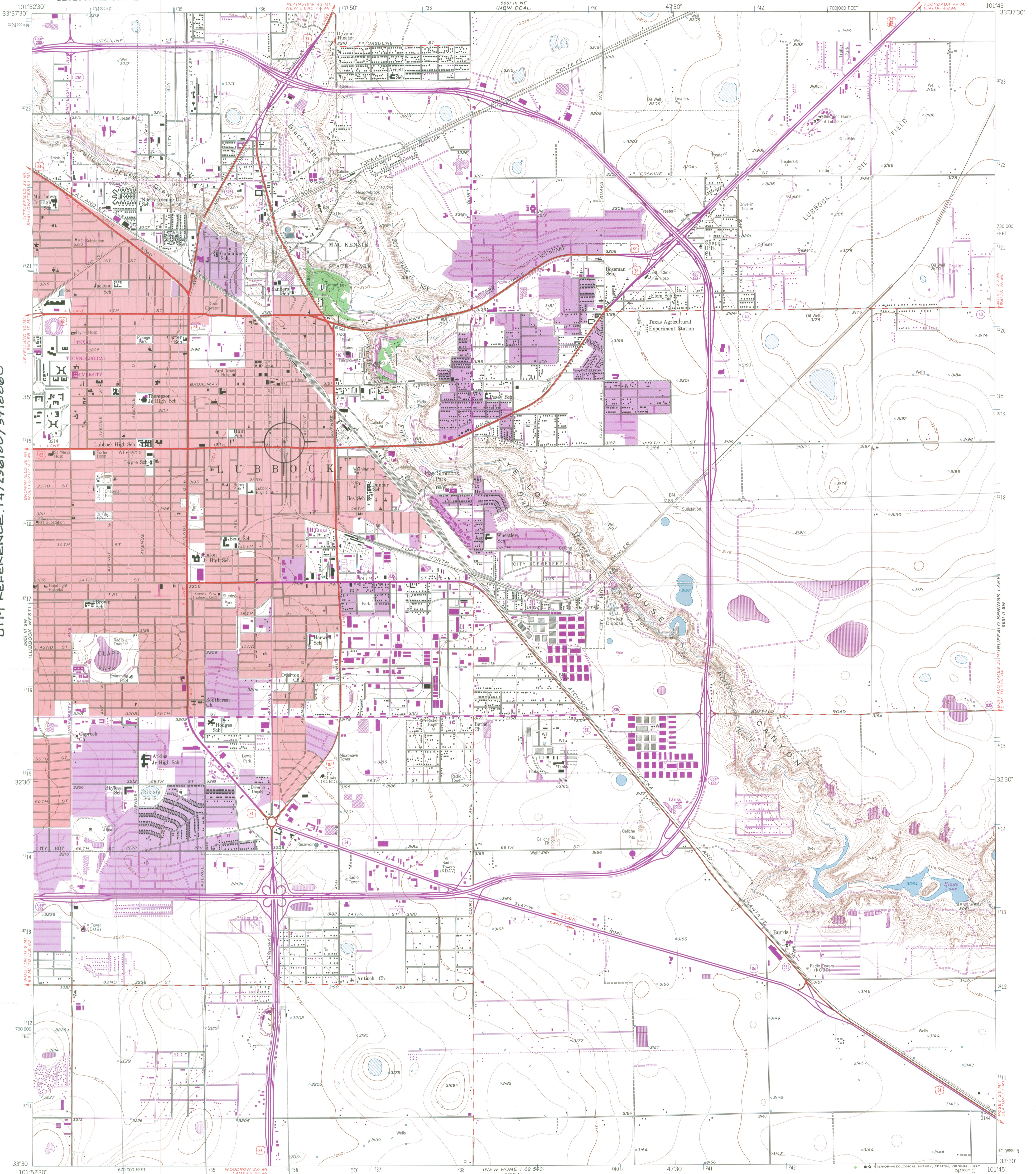
SALLY STILL ABBE

APRIL 1990

NEGATIVE AT TEXAS HISTORICAL COMMISSION

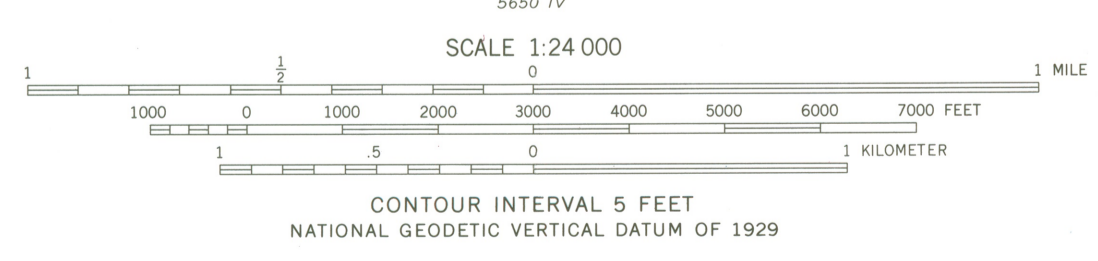
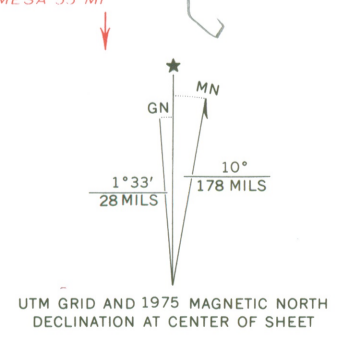
BEER GARDEN AREA, FACING SOUTHWEST

PHOTO 12 OF 12



FORT WORTH & DENVER SOUTH PLAINS RAILWAY DEPOT
 1801 AVENUE G
 LUBBOCK, LUBBOCK CO, TEXAS
 UTM REFERENCE: 14/236100/3718860

Mapped, edited, and published by the Geological Survey
Control by USGS and NOS/NOAA
Culture and drainage in part compiled from aerial photographs
taken 1954. Topography from planetable surveys 1957
Polyconic projection. 1927 North American datum
10,000-foot grid based on Texas coordinate system,
north central zone
1,000-meter Universal Transverse Mercator grid ticks,
zone 14, shown in blue
Red tint indicates area in which only
landmark buildings are shown
Revisions shown in purple compiled from aerial photographs
taken 1970 and 1975. This information not field checked
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

Primary highway, hard surface	Light-duty road, hard or improved surface
Secondary highway, hard surface	Unimproved road
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
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

3301-321

LUBBOCK EAST, TEX.
SE/4 LUBBOCK 15 QUADRANGLE
N3330—W10145/7.5
1957
PHOTOREVISED 1970 AND 1975
AMS 5651 III SE—SERIES V82