

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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1. Name of Property

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Historic Name: Southern Pacific Railroad Depot

Other Name/Site Number:

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2. Location

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Street & Number: 500 W. Main

Not for Publication: N/A

City/Town: Nacogdoches

State: TX County: Nacogdoches

Code: 347

Zip Code: 75961

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3. Classification

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Ownership of Property: Private

Category of Property: Building

Number of Resources within Property:

Contributing	Noncontributing
1	_____ buildings
_____	_____ sites
_____	_____ structures
_____	_____ objects
1	_____ Total

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

Name of related multiple property listing: Nacogdoches Multiple-Property Nomination

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.

Signature of certifying official

Date

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

See continuation sheet.

determined eligible for the National Register

See continuation sheet.

determined not eligible for the National Register

removed from the National Register

other (explain):

Signature of Keeper

Date of Action

6. Function or Use

Historic: Transportation

Sub: Rail-Related

Current : Transportation

Sub: Rail-Related

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7. Description

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Architectural Classification:

Late 19th and 20th Century Revivals: Mission/Spanish Colonial Revival

Other Description: _____

Materials: foundation Brick
 walls Brick
 roof Ceramic tile
 other Metal

Describe present and historic physical appearance.

 X See continuation sheet.

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8. Statement of Significance

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

Applicable National Register Criteria: A & C

Criteria Considerations (Exceptions) : _____

Areas of Significance: Architecture
 Transportation

Period(s) of Significance: ca. 1910

Significant Dates: ca. 1910

Significant Person(s): Not Applicable

Cultural Affiliation: Not Applicable

Architect/Builder: Unknown

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

 X See continuation sheet.

9. Major Bibliographical References

See Historic Context List of References.

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
- ☐ Other state agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other -- Specify Repository: _____

10. Geographical Data

Acreage of Property: less than one acre

UTM References: Zone Easting Northing Zone Easting Northing

A	_____	B	_____
C	_____	D	_____

____ See continuation sheet.

Verbal Boundary Description:

Addition: City of Nacogdoches
Block: 44
Lot: 43

Boundary Justification:

Property includes area historically associated with building being nominated.

11. Form Prepared By

Name/Title: Ed Galloway/Research Assistant
Organization: Hardy-Heck-Moore
Street & Number: 2112 Rio Grande
City or Town: Austin

Date: June 1990
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The Southern Pacific Depot is a 1-story brick commercial building which once was the passenger depot for the railroad. The building has a rectangular plan and utilizes load-bearing masonry construction with brick walls. The broad, low-slung hip roof has a red tile covering which is suggestive of the Spanish Colonial Revival style. An eight-sided tower on the west elevation and the extended eaves along the roof add visual interest and further distinguish the building from others in the central business district. The depot, which stands on land near the intersection of W. Main Street and the railroad tracks, is in good condition with only minor alterations.

The Southern Pacific Depot is in the west end of the central business district. Adjacent to the railroad tracks, the structure is on level terrain at the base of Irion Hill and the gentle slope that extends from the public square. The primary facade is the west elevation which fronts onto the tracks. The hip roof is steeply pitched but the extended eaves help to make the structure appear more horizontal its emphasis and overall character. Corbeled brick chimneys extend from each end of the hip roof's apex. the windows are double hung and are grouped in pairs except in the bay and tower on the west elevation. The building stands alone and independent of others in contrast to the dense development that characterizes the downtown.

Although no longer used as a passenger depot, as it was originally, the building is virtually unaltered and retains its integrity to a high degree.

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The Southern Pacific Railroad Depot is one of the most important historic buildings in Nacogdoches and is nominated to the National register under Criteria A and C. Although no longer used as it was originally intended, the depot is a tangible link to the city's railroad era which greatly contributed to Nacogdoches' development during the late 19th and early 20 centuries and, therefore, is related to *Community Planning and Development in Nacogdoches: 1830-1940*. Moreover, it is a unique architectural specimen in the city and has changed little since its construction in about 1910. Depots, with architectural detailing and craftsmanship like that seen in this one, are becoming increasingly rare.

The railroad played a pivotal role in Nacogdoches' development, and its arrival in 1883 marked a turning point in local history. Long before the railroad reached the town, Nacogdoches was one of the largest and most important cities in Texas and its prestige stemmed from its location on El Camino Real. The town was known as the "Gateway to Texas" and many people passed through the community on their way to new frontiers. The town's early rise to fame was dependent on transportation and the trade that followed spurred much growth. However, when other parts of the state were settled and new transportation systems were developed or exploited (such as river navigation), Nacogdoches began a period of stagnation.

A significant boost came in 1883 when the Houston, East and West Texas Railroad extended its line to Nacogdoches in 1883 and soon erect-

ed a modest frame depot west of downtown. With increased trade and wealth, local residents erected new stores and houses. Construction fever eventually reached the railroad which built the present brick passenger depot in about 1910. The Southern Pacific Railroad had acquired the old Houston, East and West Texas Railroad in 1899 and with its more substantial sources was easily able to fund the construction of the depot. Sanborn maps revealed that the passenger depot was part of a large complex that included a freight depot, an express office, a grocery store, and a coal warehouse. Passenger service to Nacogdoches ceased in 1954 and the depot was converted into offices.

Today, the depot is in fair condition but remains virtually unaltered. No other structure like it is in Nacogdoches, making the depot a one-of-a-kind building with no comparable structures. Nevertheless, the depot is architecturally significant for its detailing and craftsmanship. It is distinguished by its low-pitched roof and extended eaves.

