

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

1. Name of Property

Historic Name: Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot
Other name/site number: N/A
Name of related multiple property listing: Gulf, Colorado & Santa Fe Railway Depots of Texas

2. Location

Street & number: 200 Depot Centre Boulevard
City or town: Alvin State: Texas County: Brazoria
Not for publication: NA Vicinity: NA

3. State/Federal Agency Certification

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

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

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

Signature of certifying official / Title: Mark Wolfe, State Historic Preservation Officer
Date: 1/28/19
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

Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria 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	2	structures
0	0	objects
1	2	total

Number of contributing resources previously listed in the National Register: N/A

6. Function or Use

Historic Functions: TRANSPORTATION/rail-related = passenger depot

Current Functions: GOVERNMENT/government office

7. Description

Architectural Classification: Early 20th Century American Movements: Prairie Style

Principal Exterior Materials: Stucco; Other (synthetic slate roofing)

Narrative Description (see continuation sheets 6 through 8)

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8. Statement of Significance

Applicable National Register Criteria

<input checked="" type="checkbox"/>	A	Property is associated with events that have made a significant contribution to the broad patterns of our history.
<input type="checkbox"/>	B	Property is associated with the lives of persons significant in our past.
<input checked="" type="checkbox"/>	C	Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
<input type="checkbox"/>	D	Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations: NA

Areas of Significance: Transportation, Architecture

Period of Significance: 1910-1967

Significant Dates: 1910

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

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

Architect/Builder: Gulf, Colorado & Santa Fe Railway

Narrative Statement of Significance (see continuation sheets 9 through 12)

9. Major Bibliographic References

Bibliography (see continuation sheet 13)

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): N/A

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10. Geographical Data

Acreage of Property: 1.53 acres

Coordinates (either UTM system or latitude/longitude coordinates)

Latitude/Longitude Coordinates

Datum if other than WGS84: N/A

1. Latitude: 29.424591° Longitude: -95.243152°

Verbal Boundary Description: See continuation page 14

Boundary Justification: See continuation page 14

11. Form Prepared By

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Date: June 2018

Additional Documentation

Maps (see continuation sheets 15 through 16)

Photographs (see continuation sheets 21 through 29)

Additional items (see continuation sheets 17 through 20)

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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Photo Log

Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot
Alvin, Brazoria County, Texas
Photographed by Thomas P. Eisenhour, March 2017

Photo 1

Oblique view of site and eastern and southern facades of depot, facing northwest.

Photo 2

Oblique view of eastern and northern facades of the depot and the brick platform, facing southwest.

Photo 3

Oblique view of southern and western facades of the depot and the brick platform, facing southeast.

Photo 4

Oblique view of western and southern facades, facing northeast.

Photo 5

Detail of depot entry on north facade and brick platform, facing south.

Photo 6

Detail of waiting room porch on west facade, facing southeast.

Photo 7

Interior view of Main Waiting Room, facing west.

Photo 8

Interior view of Main Waiting Room, facing east. The door to the Ticket Office is on the left and the door to the Service Room is on the right.

Photo 9

Detail of south entrance to Main Waiting Room, facing south.

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Description

Located on the northeast quadrant of the intersection of Depot Centre Boulevard and Gordon Street in the city of Alvin, Texas, the Gulf, Colorado & Santa Fe (GC&SF) Railway Passenger Depot is a good example of a “county seat” passenger depot property subtype identified in the Multiple Property Submission form “Gulf, Colorado & Santa Fe Railway Depots of Texas, 1873-1965.”¹ The GC&SF Depot is a one-story building constructed of stucco-covered masonry walls. The depot’s distinguishing feature is its gabled roof with deep eaves, rafter tails, parapets and a projecting five-sided bay. The parapets are decorated with geometric designs that are associated with the American Arts and Crafts movement. The GC&SF Depot is the only rail-related building in Alvin and it represents a tangible link to an era when the passenger depot served as the community’s principal gateway to the outside world and reflected the community’s importance to the railroad. The depot retains a high degree of integrity, the exterior has been substantially restored to its original appearance and the interior has been sensitively rehabilitated for use as local governmental offices, currently used by the Alvin Convention & Visitors Bureau.

The GC&SF Depot is in its original location on a level, 1.53-acre site bounded by North Gordon Street on the west, Depot Centre Boulevard (formerly East Willis Street) on the south, and the Burlington Northern Santa Fe Railway (BNSF) tracks to the north. A fence of square wooden posts with a steel pipe railing encloses the site except along the northern boundary with the BNSF, which has a steel picket fence. The depot sits near the eastern end of the property with its principal facade facing Depot Centre Boulevard. A contributing brick platform borders the depot on the north, east, and west. A concrete sidewalk extends from Depot Centre Boulevard to the building’s main entrance on the south facade.

West of the depot are a communications tower and equipment shed enclosed by a steel picket fence that remains in BNSF ownership. Still further west is a rectangular-plan, open-sided, hipped roof pavilion with a central clock tower that was built in 2010. These resources were constructed after the historic period (1910-1967) and are noncontributing. Historic photographs show that the depot staff once maintained a lushly planted park between the depot and Gordon Street but landscaping at the site now is primarily lawn and shrubbery.

Resource	Type	Status
Depot	Building	Contributing
Pavilion	Structure	Noncontributing
Communications tower and equipment shed	Structure	Noncontributing

Exterior

The Alvin GC&SF Railway Passenger Depot was completed in 1910 from plans created by an unknown architect or engineer on a parcel east of Gordon Street between the GC&SF railroad tracks and Depot Centre Boulevard. The general contractor was C. L. Ryals of Galveston.² Similar in design and construction to passenger depots the GC&SF constructed at Wharton (1916), San Saba (1917), and Bay City (1918), the Alvin depot is of the type known as a “county seat” depot.

The depot is roughly rectangular in plan and measures 100’-3” east-west by 24’-7” north-south. A 16’-10” x 24’-10” loggia, at the western end of the depot, shelters a secondary entrance to the main waiting room. The building rests on a concrete foundation. Exterior walls are common brick with cast stone lintels and sills, covered with rough stucco. The depot’s distinguishing feature is its moderately pitched gabled main roof with deep eaves, rafter tails and parapets decorated with low relief Arts and Crafts geometric designs. Raised uppercase letters state the name of the station on the

¹ The GC&SF constructed substantial depots at county seats and at other stations with a high volume of passenger traffic, such as Alvin. Despite the application of this term, the city of Alvin was never a county seat.

² *The Alvin Sun* (Alvin, Texas), March 25, 1910.

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south, east, and west facades. Lower parapetted flat roofs flank the main roof at the east and west ends of the building. Pent roofs extend beyond the parapets on all sides of the depot. The main roof is covered with synthetic slate roofing while the flat roofs have ethylene propylene diene monomer roofing.

Exterior walls are accented by a base, a water table, and a coping that extends around the building at door and window head height. The water table and coping create a visual horizontal band into which the windows are placed.

The main facade, which faces south toward Depot Centre Boulevard, is articulated and reveals the layout of the interior spaces. The main entry consists of a pair of half-glazed paneled doors with a 6'-0" by 2'-8" divided-light transom that opens into the main waiting room. Windows flank the main entry. The pair of windows to the east, which are typical for the depot, each measure 7'-4" vertically by 3'-0" horizontally with two 6/2 double-hung wood sashes. West of the entry are a pair of smaller 6-pane fixed windows, equal in size and configuration to the typical windows upper sashes. Three of the 6-pane windows are symmetrically arranged on the south facade of the service room and men's and women's toilets.

The east facade contains two symmetrically arranged 6-pane windows that open into the baggage room.

The flat plane of the north facade is broken by the five-sided bay of the agent's office. The bay, which projects from the plane of the north facade and above the eave line, breaks both the horizontal and vertical lines of the facade. Further west, the Main Waiting Room projects 9 inches beyond the adjacent facade. Openings include a pair of horizontally sliding tracked wood doors that provide exterior access to the baggage room, a single half-glazed paneled door and transom flanked by single typical windows that accesses the Secondary Waiting Room, and a pair of half-glazed paneled doors into the Main Waiting Room flanked by pairs of typical windows. The ticket office bay has windows on three of its five exterior faces. The windows are similar to the typical units but are narrower in width.

The west facade, which is sheltered by the loggia, has a central pair of half-glazed paneled doors with transom and flanking single typical windows. The doors provide access from the Main Waiting Room onto the loggia.

Interior

A 2010 remodeling resulted in minor changes to the layout of the interior. The current and historic space names (in parentheses) are:

- Main Waiting Room (White Waiting Room)
- Ticket Office (reduced Agent's Office)
- Service Room (created by reducing the size of the former Agent's Office)
- Secondary Waiting Room (African-American Waiting Room)
- Storage Room (Express Baggage Room)
- Toilet Rooms (created by reducing the size of the African-American Waiting Room)³

The Alvin GC&SF Depot originally contained two racially segregated waiting rooms separated by the agent's office, each with its own ticket window and exterior door(s). The layout of the Depot responded to a 1909 state law that required railroads to provide separate waiting rooms for white and black ("colored") passengers. The sizes and layouts of the two waiting rooms clearly demonstrates that separate did not mean equal. The former white waiting room, at the western end of the building, was nearly two-and-a-half times larger than the colored waiting room, had windows and exterior doors on three sides with access directly onto a covered portico. The African-American waiting room, sandwiched between the agent's office and the express baggage room, had two entrances and exterior exposure on only two sides.⁴

³ See Figure 5 for the current floor plan.

⁴ Refer to Section F: Associated Property Types of the MPS for a lengthier discussion of Jim Crow laws and depot layout.

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The Main Waiting Room, which measures 24'-3" north-south by 34'-4" east-west, has exterior entrances on the north, west, south. Interior doors on the east wall open into the Ticket Office and the Service Room. Floors are exposed concrete and scored in a diamond-and-octagon pattern. Walls have a 7/2" wood base and vertical beaded wood wainscoting that terminates in a 3 1/4" wooden chair rail mounted at 3'-8 1/2" above finished floor (a.f.f). Smooth-finished plaster extends from the top of the chair rail to the plaster ceiling 13'-10" a.f.f. The ceiling cornice is a simple three-step design. Interior and exterior doors and windows have 3/4" wide fluted wood casing, star-pattern corner blocks, and a cornice.

East of the Main Waiting Room is the Ticket Office, a modified historic space. Access is by a single door from the Main Waiting Room. The room is finished similar to the Main Waiting Room but has a vinyl composition (v.c.) tile floor⁵. Interior windows, covered with metal grilles that once served as ticket windows, open into the Main and Secondary waiting rooms.

The Service Room, also located east of the Main Waiting Room and south of the Ticket Office, is a non-historic space that was created by reducing the size of the former Agent's Office. Interior doors open into the Main Waiting Room to the west and the Secondary Waiting Room on the east. The Secondary Waiting Room, a modified historic space, is located to the east of the Ticket Office and the Service Room. Two non-historic toilet rooms are located along the south side of the Secondary Waiting Room. These spaces have sheet vinyl flooring instead of v.c. tile, but are otherwise have typical finishes. The Storage Room has exposed concrete floors and unfinished plywood walls and ceiling.

The City of Alvin acquired the depot from the Santa Fe Pacific Corporation in March of 1996. The depot renovation was initiated in 2002 and completed in 2007. In October 2008, the city council authorized the Chamber of Commerce to temporarily use the depot while their building was being repaired due to Hurricane Ike. The Chamber used the building until about June 2009. In September 2010 Council approved a rental agreement with the Alvin Convention & Visitors Bureau. The Visitors Bureau until that time was a branch of the Alvin-Manvel Area Chamber of Commerce.

⁵ These are the typical finishes for all spaces in the Depot, excepting the Main Waiting Room, the Toilets, and the Storage Room.

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Statement of Significance

The Alvin GC&SF Railway Passenger Depot was built in 1910 to replace an earlier combination depot, and is the oldest rail-related building that reflects early 20th-century passenger, freight, and parcel service in Alvin, Texas. The building is significant at the local level under Criterion A, in the area of Transportation as a physical reminder of a time in Texas' history when railroads played a key role in the economy and the vitality of the state and the communities such as Alvin. The building is also nominated under Criterion C in the area of Architecture as an excellent example of a small depot that reflects the influence of the American Arts and Crafts movement and features a plan that met the functional requirements of Jim Crow era state laws that mandated racially segregated waiting rooms in train stations. The period of significance is 1910-1967, when the depot served its original function until the AT&SF Railway discontinued passenger service between Houston and Galveston in 1967. This period extends beyond the cutoff date of the "Gulf, Colorado & Santa Fe Railway Depots of Texas, 1873-1965" multiple property submission, reflecting the two years that the AT&SF continued passenger service following the assimilation of the GC&SF into the parent company.

Alvin, Texas, is 23 miles southeast of downtown Houston in northern Brazoria County. The earliest settlers arrived in the mid-1840s and raised cattle. In 1875, the GC&SF established a station at Mustang Slough and constructed a water tank and cattle holding pens. The railroad hired a colorful character named Alvin Morgan in 1879 to manage the facility. According to local legend, Morgan was usually accompanied by a dog, a goose, and a white buzzard. As the area began attracting more settlers, the opportunistic Morgan constructed a saloon and a general store. He acquired a boxcar from the railroad and converted it into a post office. At that time, the economy was based primarily on ranching, farming and fruit growing. Methodists organized the first church in Alvin in 1881, followed by the Baptists in 1886, the Presbyterians in 1892, and the Episcopalians in 1896. In 1893, the citizens voted to incorporate the community as Morgan but learned that the name had been taken previously by a town in Bosque County so the name was changed to Alvin, in honor of their founder's given name.

Cattle raising dominated the economy of northern Brazoria County into the twentieth century but the growing and shipping of other agricultural commodities—strawberries, Satsuma oranges, rice, and Cape Jasmine flowers—became a significant source of income. Due to its location on the Santa Fe main line with excellent railroad access to both Galveston and Houston, Alvin's population more than tripled from 261 in 1890 to 996 in 1900. The population grew to about 1,500 by 1920 then was stagnant for the next two decades. Oil was discovered in eastern Brazoria County in the early 1930s. By 1940 the population had more than doubled to 3,087. The population of the community probably grew during the 1940s due to the construction of a prisoner-of-war camp but had dropped back to 3,701 by 1950. By the mid-1950s oil and gas production had become the leading economic activity in the county. By 1960, Alvin's population had grown to over 5,600 and reached 10,671 by 1970. Post-war highway improvements allowed Alvin to become a bedroom community for Houston, Galveston, and the petrochemical plants in Texas City and Lake Jackson.

A January 21, 1910 article in *The Alvin Sun* declared that work on a new \$30,000 passenger depot would begin soon. The new depot, the article ran, would be constructed of brick and stucco and would be "one of the handsomest passenger stations along the lines of the Santa Fe in the state." Construction began on March 21, 1910. The *Sun* described the proposed building and site:

The new station will be a stucco building, 100x26 feet, with a 4-foot shed all around the building. The ticket office will be in the center of the building and the baggage room in the east end. The waiting room for whites will be on the west side of the ticket office and the colored people's waiting room on the east side... Between the new building and Gordon street, the grounds will be filled in, laid off by a landscape gardener, and beautiful flowers and schubbery [*sic*] planted, and the entire space made into

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a beautiful park, which will be a great attraction to the hundreds of visitors and prospectors who visit Alvin at all seasons of the years.⁶

On June 24, 1910, the newspaper reported that interior was nearly complete and on July 22 that a “large force” of workers were busy relocating tracks, laying out sidewalks and performing other site work. Finally, on October 25, 1910, the depot opened to the public. The first train, Number 4, arrived at 4:55 p.m. from Galveston.⁷

Charles L. Ryals was the general contractor for the depot. He is listed in the 1911 Galveston city directory as a carpenter, contractor and builder, having offices in the Builders’ Exchange Building at 216 Tremont Street in Galveston. Although Ryals is known to have built other structures for the GC&SF, there is insufficient information to evaluate his significance to the railroad.⁸

Criterion A, Transportation

The Alvin GC&SF Passenger Depot is the only rail-related building in Alvin and it represents a tangible link to an era when the passenger depot served as the community’s principal gateway to the outside world and reflected the community’s importance to the GC&SF by its construction of a masonry passenger depot. The Alvin depot clearly possesses the defined characteristics required to be strongly representative of the context. As such, it is eligible under Criterion A in the area of Transportation.

The Alvin depot is the third building constructed by the GC&SF at this station. Although the railroad reached Alvin in 1877, there was no depot for the first ten years. In 1887, the GC&SF moved an 18’ x 41’ board-and-batten combination depot from the nearby Mustang station to the site. Then, in 1891 the railroad constructed an 18’ x 109’ non-standard board-and-batten combination depot and converted the former Mustang depot to a section house.⁹ In 1910, the GC&SF built the current county-seat type passenger depot and converted the 1891 building to a freight depot. During the peak of railroad passenger service in the 1920s, over 20 passenger trains stopped daily at the depot. The depot served its original function until the AT&SF Railway—which took over operational control of the GC&SF in 1965—discontinued passenger service between Houston and Galveston in 1967. Afterwards, the building served the railroad as agency offices until 1983, when the AT&SF closed its agency and abandoned the building.

The City of Alvin acquired the depot from the Santa Fe Pacific Corporation in March of 1996. In October 2008, the city council authorized the Chamber of Commerce to temporarily use the depot while their building was being repaired due to Hurricane Ike. The Chamber used the building until about June 2009. In September 2010 Council approved a rental agreement with the Alvin Convention & Visitors Bureau. The Visitors Bureau until that time was a branch of the Alvin-Manvel Area Chamber of Commerce.

Criterion C, Architecture

The Alvin Depot is significant as an example of a GC&SF-built County Seat-Type Passenger Depot subtype, as defined in the *Railroad Depot* property type in the multiple property form. GC&SF records show that the railroad constructed 14 county seat-type passenger depots during the period of significance, 1873-1967, of which four survive in Texas. Table 8.1 lists the locations of county-seat type passenger depots built by the GC&SF, their dates of construction, sizes, materials and status. Although changes have occurred to the building and to the site in the years

⁶ “Alvin’s New Passenger Station,” Alvin Sun, March 25, 1910.

⁷ *The Alvin Sun*, January 21, March 25, June 24, July 22, 1910; *The Houston Post* (Houston, Texas) October 25, 1910.

⁸ Osborn, William S. Personal communication, February 5, 2018.

⁹ A section house is a building used for housing railroad workers.

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following the period of significance, they do not substantially alter the significant character-defining features of the building nor impact its historic integrity to a degree that it can no longer convey its significance. The building retains sufficient integrity of location, design, materials, and workmanship to convey its significance under Criterion C.

The Alvin Depot is most similar in design, materials, and size to GC&SF depots in Wharton and Bay City. Although neither of these depots survive, company records indicate that all three depots were built in the second decade of the twentieth century, that stucco was the primary exterior material and that each had a footprint of approximately 25 feet by 100 feet. Also, all three have the same plan arrangement of a covered outdoor waiting area, two racially segregated waiting rooms separated by the agent's office and a baggage room. Stylistically, all three depots express modest Arts and Crafts influences in their shaped parapets and detailing; however, each varies slightly from the others in minor design aspects. Alvin and Wharton have a five-sided agent's office bay on the trackside-facing facade while Bay City has a three-sided bay. Bay City and Wharton express Italianate influence in their fully bracketed boxed eaves; Alvin has un-boxed eaves with exposed rafter tails. A gabled pent roof breaks the eave line above the trackside and streetside entrances to the white waiting room at both Alvin and Wharton; Bay City, however, has an unbroken eave line at this location.

In the last decade of the 19th century, the Texas State Legislature began codifying segregation, and public transportation would become one of the most tightly-regulated of all interracial areas of contact.¹⁰ As Texas 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, a new Texas law required rail companies to provide separate coaches for different races of passengers, and subsequent laws shaped the architecture of public spaces. Initially the Texas Railroad Commission merely encouraged railroad companies to comply with Texas segregation laws, but public about interracial mixing at train depots led the state in 1909 to mandate that companies provide "separate apartments for the use of white passengers and negro passengers" at stations.¹¹ The architectural segregation strategy at southern depots included separate waiting rooms, restrooms, and ticket windows. Because compliance was expensive for railroad companies, spaces for African American customers were generally smaller.¹² As Jim Crow was slowly dismantled in the mid-twentieth century, physical remnants of segregated spaces began to disappear, but the rooms designed to separate travelers by race remain.

Summary

The 1910 Gulf, Colorado & Santa Fe Railway Passenger Depot, provided passenger rail service to Alvin for nearly sixty years, and help shape the social, political, and economic history of the town. The depot typifies standard Santa Fe passenger depot architectural design for the period with a familiar depot form with Arts and Crafts details. A 20xx rehabilitation project restored the exterior to its original appearance, preserving its character and functionality, and the building now houses office space. The depot is nominated at the local level under Criterion A in the area of Transportation for its role in transporting passengers through Alvin for more than half a century. It is also significant under Criterion C in the area of Architecture as an excellent local example of an early 20th-century railroad depot reflecting popular American design, and retaining a plan that serves as a reminder of racial segregation during the Jim Crow era.

¹⁰ Bruce A. Glasrud, "Jim Crow's Emergence in Texas," *American Studies* 15, no. 1 (Spring 1974): 53. This paragraph adapted from the NR nomination for the St. Louis and San Francisco Railway Depot, Comanche, Comanche County, Texas.

¹¹ 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, 31st Leg., 2nd sess., *General Laws of Texas* (1909): 402.

¹² 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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Table 8.1: County Seat-Type Depots Constructed by the GC&SF (Extant depots are shown in **bold type.**)

Location	County	Construction Date	Footprint (in feet)	Exterior Materials	Status
San Angelo	Tom Green	1908	70 x 90	Brick, stucco	Demolished
Alvin	Brazoria	1910	25 x 100	Stucco	Extant
Ballinger	Runnels	1910	36 x 147	Limestone, brick, stucco	Extant – not listed
Sweetwater	Nolan	1911	34 x 106	Glazed clay tile	Demolished
Brady	McCulloch	1912	32 x 137	Brick	Extant – not listed
Bellville	Austin	1914	25 x 129	Brick	Demolished
Caldwell	Burleson	1914	27 x 130	Brick, stucco	Demolished
Cameron	Milam	1914	27 x 141	Glazed brick	Demolished
Goldthwaite	Mills	1915	28 x 90	Brick, stucco	Demolished
Wharton	Wharton	1916	25 x 100	Stucco	Demolished
Coleman	Coleman	1916	21 x 120	Brick, stucco	Extant – not listed
San Saba	San Saba	1917	27 x 124	Brick	Demolished
Bay City	Matagorda	1918	24 x 100	Stucco	Demolished
Belton	Bell	1927	26 x 104	Clay tile	Demolished

Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Bibliography

Books and Articles

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Santa Fe Gulf Lines Building Records, 1915-1959, via William Osborn.

Santa Fe Magazine, April 1931, p. 36. Image courtesy of Kansas State Historical Society via William Osborn.

Pounds, Robert E. and William W. Childers. *Santa Fe Depots: Gulf, Colorado & Santa Fe Railway*. Midwest City, Oklahoma: Santa Fe Railway Historical and Modeling Society Inc., 2012.

Figures

Osborn, William S. Postcards of the Alvin Depot under construction and after completion; 1931 view of the depot and park.

Fred M. and Dale M. Springer Archives, Temple Railroad & Heritage Museum. Pictures of the Bay City and Wharton depots.

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Sanborn Fire Insurance Map. Alvin, Texas, 1942 accessed June 4, 2017 at <http://www.austinlibrary.com:2109/cgi-bin/auth.cgi?command=reBrowse&CCSI=749n>

Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Section 10: Boundary Continuation Sheet

Verbal Boundary Description: The depot tract is a five-sided parcel whose northern boundary is the BNSF right-of-way (ROW). The southern boundary is the Depot Centre Boulevard ROW. The western boundary is the North Gordon Street ROW. The southwestern boundary is the ROW line running from North Gordon Street southeast to Depot Centre Boulevard. The eastern boundary is a fence line running roughly north-south from the BNSF ROW to the Depot Centre Boulevard ROW, approximately 130 feet east of the depot. See Map 3 for an aerial view of the property with the boundary delineated.

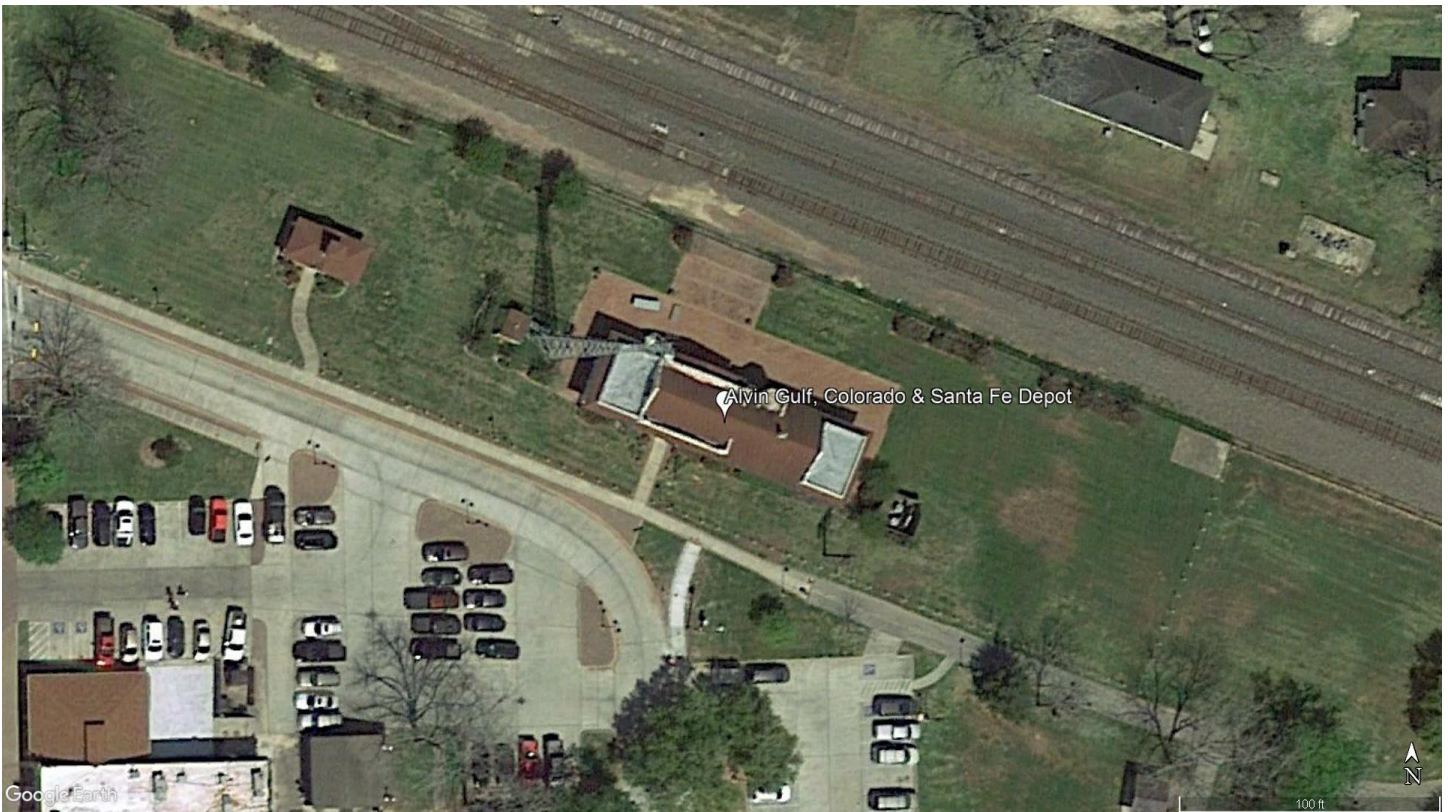
Boundary Justification: The nomination includes a 1.53-acre tract that contains the depot. The 1942 Sanborn Fire Insurance map of Alvin shows much more acreage and many more buildings were associated with the GC&SF Railway on the west side of Gordon Street, but they no longer exist (see Figure 1). This document recognizes only the depot as a nominated property and therefore restricts the acreage nominated to the fenced area around the depot.

Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Map 1. Brazoria County (highlighted) is in southeast Texas (*Source: Wikipedia*).

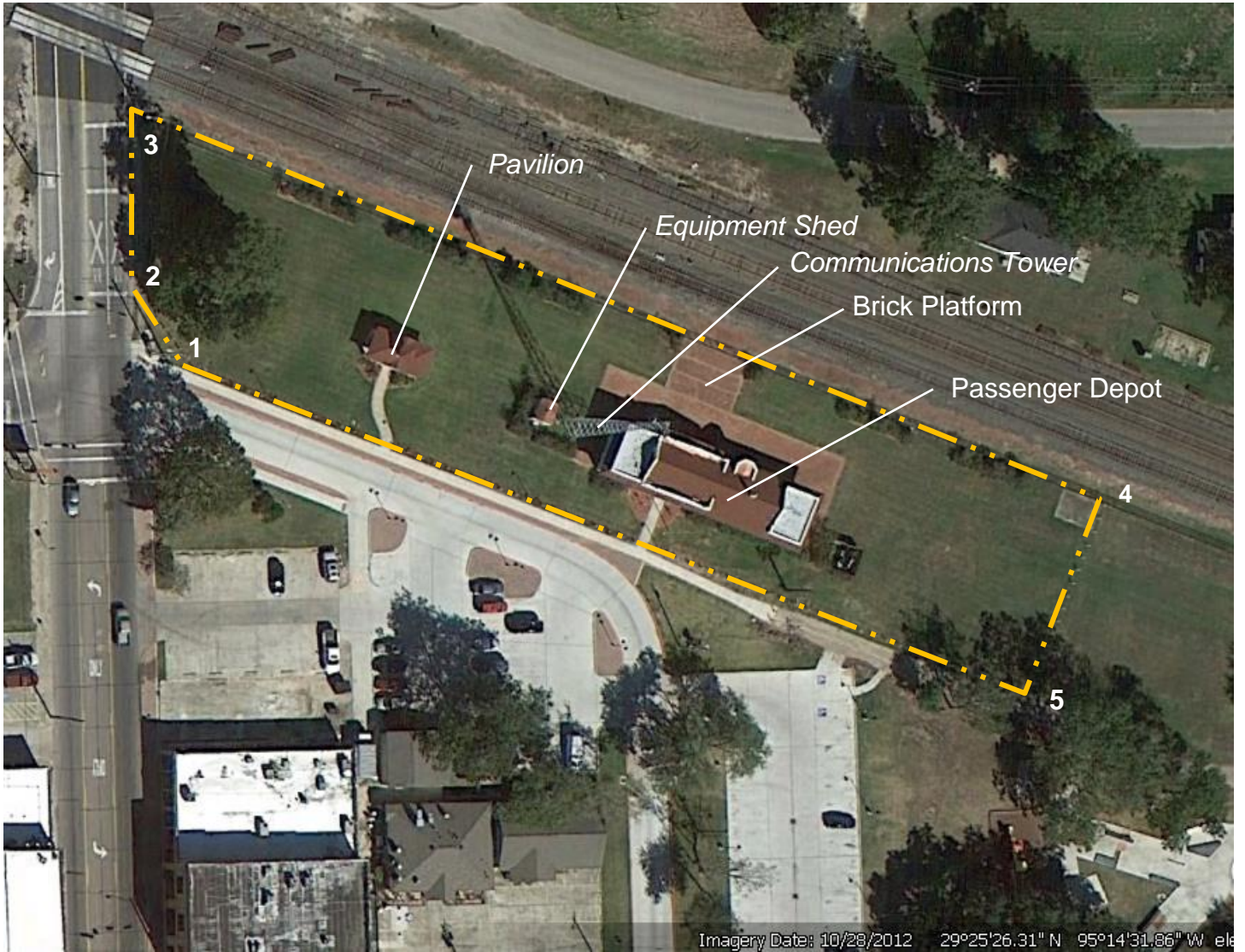


Map 2. The GC&SF Passenger Depot is located in downtown Alvin (*Source: Google Earth*).



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Map 3. Map of the nominated property's boundaries and identification of buildings and structures. Non-historic resources are shown in *italic font*.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Figure 1. Detail of 1942 Sanborn fire insurance map showing the 1910 depot in the lower right corner. The other buildings associated with the Alvin station include an express office and warehouse, a freight depot (the former 1891 combination depot) with wooden platform, three warehouses, and two sand and gravel bins. None of the other buildings and structures survive.

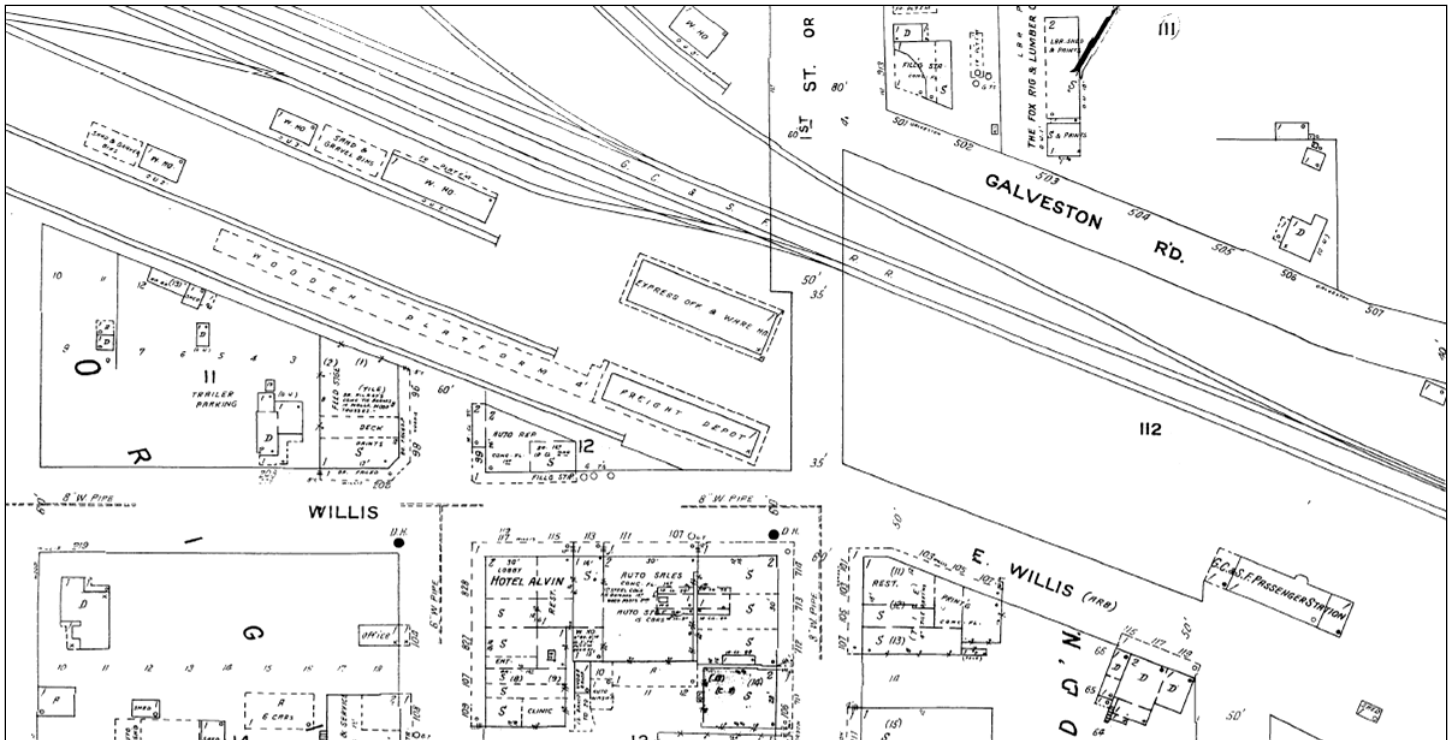


Figure 2. 1910 postcard showing the north facade of passenger depot under construction.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Figure 3. 1911 postcard with oblique view of north and west facades.

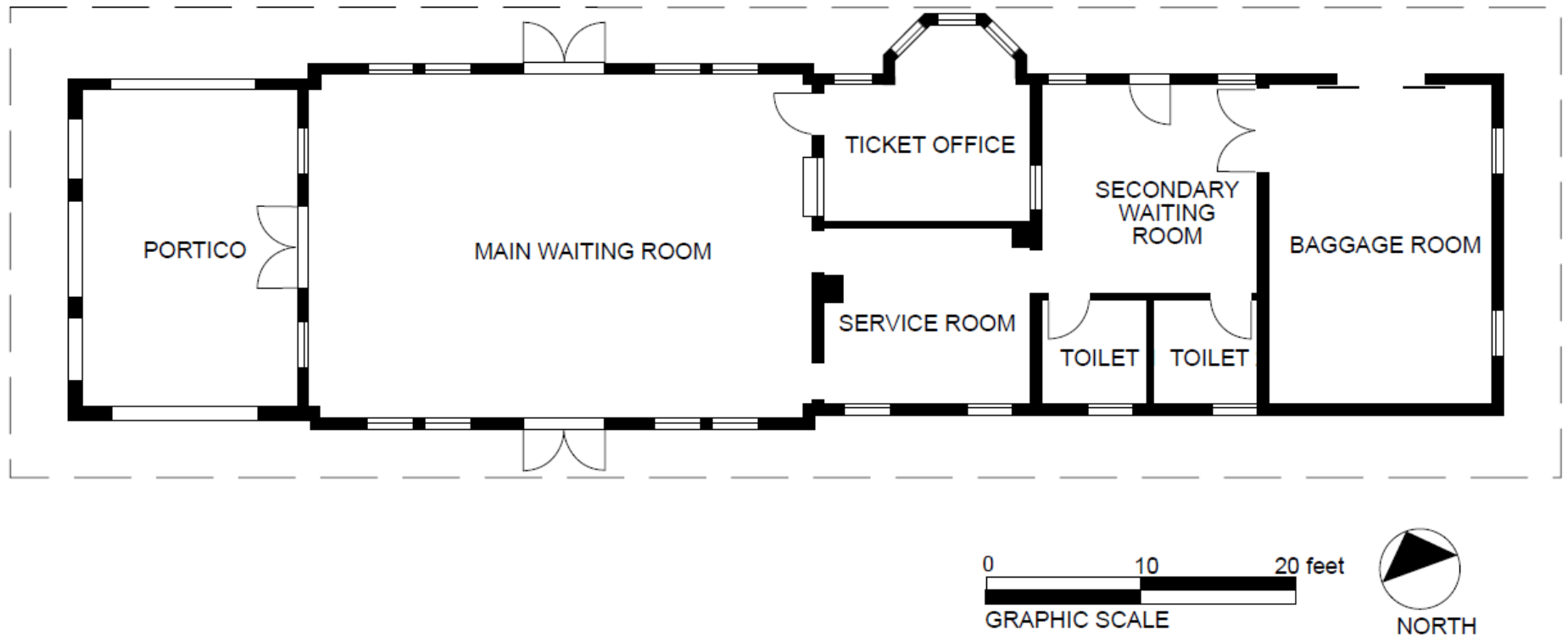


Figure 4. 1931 photograph showing the flower garden that occupied the western portion of the site, view facing southeast.



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Figure 5. Floor Plan, 2017.

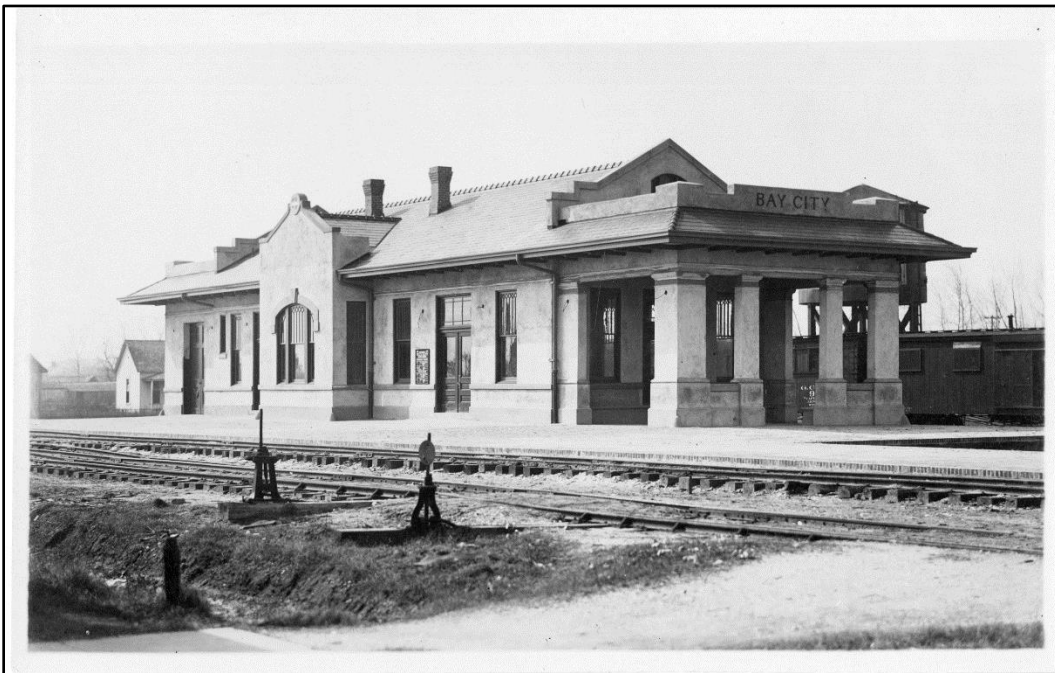


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Figure 6. Wharton county seat-type depot, 1916.



Figure 7. Bay City county seat-type depot, ca. 1918.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 1

Oblique view of site and eastern and southern facades of depot, facing northwest.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 2

Oblique view of eastern and northern facades of the depot and the brick platform, facing southwest.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 3

Oblique view of southern and western facades of the depot and the brick platform, facing southeast.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 4
Oblique view of western and southern facades, facing northeast.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 5
Detail of depot entry on north facade and brick platform, facing south.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 6
Detail of waiting room porch on west facade, facing southeast.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 7
Interior view of Main Waiting Room, facing west.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 8

Interior view of Main Waiting Room, facing east. The door to the Ticket Office is on the left and the door to the Service Room is on the right.



Alvin Gulf, Colorado & Santa Fe Railway Passenger Depot, Alvin, Brazoria County, Texas

Photo 9
Detail of south entrance to Main Waiting Room, facing south.



- end -