

United States Department of the Interior  
National Park Service



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NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

1. NAME OF PROPERTY

HISTORIC NAME: Texas & Pacific Railway Depot  
OTHER NAME/SITE NUMBER: T&P Depot

2. LOCATION

STREET & NUMBER: 100 Market Street  
CITY OR TOWN: Baird VICINITY: N/A NOT FOR PUBLICATION: N/A  
STATE: Texas CODE: TX COUNTY: Callahan CODE: 059 ZIP CODE: 79504

3. STATE/FEDERAL AGENCY CERTIFICATION

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

Mark Wolfe  
Signature of certifying official Date 2/8/12  
State Historic Preservation Officer, 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 for additional comments.)

Signature of commenting or other official Date  
State or Federal agency and bureau

4. 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 the Keeper Date of Action  
Edson W. Beall 4-10-12

**5. CLASSIFICATION**

**OWNERSHIP OF PROPERTY:** Public-local

**CATEGORY OF PROPERTY:** Building

<b>NUMBER OF RESOURCES WITHIN PROPERTY:</b>	<b>CONTRIBUTING</b>	<b>NONCONTRIBUTING</b>	
	1	0	<b>BUILDINGS</b>
	0	0	<b>SITES</b>
	0	0	<b>STRUCTURES</b>
	0	0	<b>OBJECTS</b>
	<hr/>	<hr/>	
	1	0	<b>TOTAL</b>

**NUMBER OF CONTRIBUTING RESOURCES PREVIOUSLY LISTED IN THE NATIONAL REGISTER:** 0

**NAME OF RELATED MULTIPLE PROPERTY LISTING:** NA

**6. FUNCTION OR USE**

**HISTORIC FUNCTIONS:** Transportation: Rail-related = depot

**CURRENT FUNCTIONS:** Recreation and Culture: Museum

**7. DESCRIPTION**

**ARCHITECTURAL CLASSIFICATION:** Late 19<sup>th</sup> and 20<sup>th</sup> Century Revivals: Mission Revival

**MATERIALS:** FOUNDATION CONCRETE  
WALLS BRICK, CAST STONE  
ROOF ASPHALT  
OTHER

**NARRATIVE DESCRIPTION** (see continuation sheets 7-5 through 7-8).

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Texas & Pacific Railway Depot  
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### Description<sup>1</sup>

The 1911 Texas & Pacific Railway Depot, in Baird, Callahan County, Texas, is a two-story, red brick and concrete building exhibiting a blend of Prairie School, Renaissance Revival, and Mission Revival styles. The building is prominently sited, anchoring the south end of Market Street in downtown Baird. The depot's distinguishing features include a hipped roof, decorative brick parapets with cast stone coping on the north and south facades, wide boxed eaves, bands of stucco on brick belt courses, and yellow brick laid in a diamond pattern between the first and second floors. The exterior of the building has been restored to its original appearance, while the interior has been sensitively rehabilitated for use as a museum. The depot retains a high level of integrity.

Baird, Texas (2010 census pop. 1,504) is located in north-central Callahan County at the junction of Interstate Highway 20 and U.S. Highway 283, approximately 135 miles west of Fort Worth and 20 miles east of Abilene. The city's original primary commercial street, Market Street, runs north-south, perpendicular to the railroad tracks and the former U.S. Highway 80 (the Bankhead Highway). Market Street is lined with historic-age one- and two-story vernacular brick commercial buildings. Anchoring the north end of the business district is the Callahan County Courthouse, a two-story Stripped Classical building constructed in 1929, while the south end is anchored by the Texas & Pacific Depot. The depot's size and placement indicates that it played a significant role in the life of the city. At one time, the Texas & Pacific Railway maintained nearly fifty structures in Baird, most of them along the tracks at the south end of town. Among these were an engine round house, turntable, car shed, cotton platform, and numerous buildings for employee housing. Today, the depot and main tracks are the only extant resources *in situ*, illustrating the importance of the railroad to this town and the surrounding region.<sup>2</sup>

The Baird Depot sits at the south end of Market Street with a paved parking lot in front of the north elevation. The wide driveway to the parking lot serves as a bridge over a small culvert. Near the center of the drive is a large flagpole. Small shrubs are planted around the foundation of the north elevation. The west, south, and east sides of the building are surrounded by a chain link fence. Several trees are within this enclosure, particularly along the south side of the building. South of the fence are two sets of railroad tracks. A spur that serviced the freight depot has been removed.

### Exterior

The Baird T & P Depot is a two-story red brick and concrete building designed in an eclectic blend of Prairie School, Renaissance Revival, and Mission Revival styles. It measures approximately 32' x 66'. The upper story was to be for the dispatchers' offices and the downstairs was to be used exclusively for the passenger depot.<sup>3</sup> The horizontal massing of the building with its hipped roof, wide boxed eaves, and nearly symmetrical street side elevation is reminiscent of subcategories of the Prairie School style. However, bracketed eaves, such as the paired brackets on this building, are typically found on Renaissance Revival buildings, yet the Baird Depot lacks the first floor arched windows and doors that are a hallmark of this style. The shaped parapets found on the south (front) and north (rear) elevations are influenced by the Mission Revival style. Such a mixture of styles was not uncommon for buildings constructed in the early part of the

<sup>1</sup> Adapted from *Baird T&P Depot Preservation Maintenance Master Plan*, Kenmotsu Architecture, 2000.

<sup>2</sup> William R. Hunt, "BAIRD, TX," *Handbook of Texas Online* (<http://www.tshaonline.org/handbook/online/articles/hjb01>), accessed August 1, 2011. Published by the Texas State Historical Association.

<sup>3</sup> NARA, ICC, Record Group 134, T&P Railway; *The Baird Star*, February 3, 1911.

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20<sup>th</sup> century. Other decorative features of the building are the two bands of stucco on brick belt courses between the first and second floor windows. Between these courses is yellow brick laid in a diamond pattern.

The base of the building consists of a wide concrete band that is topped with a projecting ledge that serves as a continuous sill for most of the first floor windows. At the corners of the building between the ledge and the first belt course are staggered quoins. All of the original trim stucco finish, with the exception of that around the shaped parapets and the name blocks, has been painted white. Today's visitor to the Baird T & P Depot generally enters the building through the north elevation. This is actually the rear of the building as the track side was viewed as the "front" of the building. As in the case of the Baird Depot, the track side of a depot was often more decorative and formal as this was the side of the building serving as the community's "front door." It was this elevation of the building that arriving passengers saw first and it was designed to be the most impressive. The **south or track side elevation** features a projecting gabled roofed bay that extends across most of the west half of the building. It had four 2/2 framed hung windows on each floor. Above the second floor windows is another stucco-on-brick belt course. Above this is the shaped parapet that terminated the gable end. The parapet is trimmed by stucco-on-brick coping. Within the parapet is an inverted T-shaped name block that reads "Baird/Passenger Station." Above the name block is a small plaster ornament that perhaps held a flagpole or lightning rod. On the west and east elevations of the bay are narrow windows on each floor, although the windows on the first floor of the east side have been mulled with wood louvers.

To the west of the bay are paired two-paneled glazed wood doors surmounted by a wide framed transom. Above the doors on the second floor is a 2/2 framed hung window. To the right of the bay is another set of paired glazed paneled doors with a transom overhead. East of the doors are two 2/2 framed windows. Single 2/2 framed hung windows flank the doors. The same fenestration pattern is found on the second floor with a center window above the doors. The **east elevation** features centrally placed paired paneled wood doors with the window openings filled with wood. Surmounting the doors is a framed transom. Single 2/2 framed hung windows flank the doors. The same fenestration pattern is found on the second floor with a center window above the doors. The **north elevation** is nearly symmetrical with minor variations in the window and door placements. At the center of the first floor are paired two-paneled glazed doors with a transom above. To the left of the doors are two narrow windows that illuminate a small storage room. To the left of these windows are two 2/2 framed hung windows. To the right of the doors are two 2/2 framed windows. At the far west end of this elevation are paired wood paneled doors with a framed transom above. At the far west end of this elevation are paired wood paneled doors with a framed transom above. A historic photograph indicates that at one time there was a small sign to the left of this door that appears to have read "Freight Office."

At the center of the second floor of the north elevation is a single 2/2 framed hung window. It is flanked by small single windows with painted cast stone lintels. This grouping is flanked by three 2/2 framed hung windows. Above the center set of windows is a shaped parapet that pierces the eave line. In the middle of the parapet is a name block but it is difficult to tell if the block ever contained an inscription. Above this block is a narrow vent with plaster ornamentation at the top and bottom. The parapet is traced with stucco on brick coping. The **west elevation** has no windows but contains a single door at the far north end that would have provided access to the freight depot. The ghost outline of the freight depot is very visible on this elevation. The belt coursed, quoins, and yellow brick diamond pattern are also on this elevation.

Photographs indicate that there were two dormers on the north elevation and one each on the east, south, and west elevations. These were front gabled dormers with wide bracketed eaves. A small vent was located on the gable end above the eaves. Below the eaves was an opening with paired multiple-light windows. Although it is difficult to tell from the

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historic photos, it appears that the dormers were covered with wood shingles. Other alterations to the roof include the removal of a brick chimney from the ridge and the replacement of the original roof covering with red asphalt shingles. Recollections by Howard Lowe, former railroad employee, indicate that the original roof consisted of red clay tiles. The dormers and roof were eventually replaced with less expensive material due to heavy damage sustained in a 1945 storm. Lowe did not remember the original roofing material on the dormers.

### *Interior*

The interior of the Baird T&P Depot is very simple and not highly ornamental. The walls are plaster and lathe. Around the doors and windows is a plain 1-by-4" wood trim. A simple crown molding surrounds the ceilings. A chair railing at the height of the window sills encircles all of the rooms on the first floor. From the center entrance on the north elevation one enters a small foyer. The northern entrance was designated for use by African Americans and the eastern entrance for whites, so this foyer may have been used as the African American waiting room. This would not be unusual for a Texas depot constructed in 1911 as Jim Crow laws would have required separate accommodations. To the left are two small storage rooms that were believed to be the restrooms for African Americans. Oral history testimony by Hoard Lowe further supports this assumption. Lowe remembers when the restroom signage was removed promptly after integration.<sup>4</sup>

Proceeding from the foyer, one encounters a partition that separates the ticket office area from the waiting area. The partition has an opening with a counter for ticket sales. On the left side of the partition is a small corridor with the paired doors to the south entrance at the far end and an opening that leads to the waiting room to the left. This room was historically the "white" waiting room with the main entrance on the east end. Originally, two long rows of benches existed in the center of the room that had dividers to discourage sleepers. Local tradition maintains that a coal burning stove once existed on the west wall, removal date unknown. At the north end of the waiting room are two small rooms. The east room was originally the Ladies' Restroom and functions as a unisex toilet room and the west room, originally the Men's Restroom, is used as a kitchen.

On the right or west side of the center partition is an L-shaped office. This office provides nearly a full view of the tracks and yard with windows on the east, south, and west ends, although the east window has been covered with louvers. At the west end of this office is a small storage area that also includes the stairway to the second floor. Conductors would enter the building through the south double doors and confer with personnel at the existing counter in the adjacent office. At the north end of the L-shaped office is an entrance to the Chamber Office which historically was the Station Agent Office. At the southwest corner of this office is the entrance to the vault, which is still intact. On the north end of this office is an entrance to a small room.

At the top of the stairs on the second floor, one encounters a corridor with small rooms to the east and south. In the middle of the east wall of the corridor is a partition that leads to a large room that would have provided views of the tracks and yards through the windows on the east, south, and west elevations of the bay described earlier. At the far north corner of the room is a small closet. On the east wall of the large room is an opening that leads to another corridor. Off of this corridor are a toilet room and a room at the northeast corner of the building. The latter contains a shower room on its west end. Through the middle of the east wall of the large room mentioned above, one enters a narrow room that leads to a larger room located at the southeast corner of the building. The area housed storage items and janitorial supplies in the

<sup>4</sup> Lowe, Howard (Baird T&P Employee, hired 1944). Interview by Tommie Jones September 8, 2000.

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1940's. The 1947 renovation transformed the space into an employee recreational facility which included restrooms, showers, locker rooms, two large rooms, pool table, piano, radio, sofas, and chairs with a library in the walk through between the two large rooms. Today the top floor has display rooms on the south side and a bathroom and storage rooms on the north side of the hall.

### Rehabilitation Summary

The Baird Foundation and its sponsor, Callahan County, received a \$1,174,000 Transportation Enhancement Grant from the Texas Department of Transportation (TxDOT) for the restoration and adaptive use of the depot into a visitor information and railroad transportation museum. The foundation, a local 501(c)3 corporation, raised the 20% matching funds for the balance of project costs. Komatsu Architecture, Inc. prepared the specifications and also had provided the original Master Preservation Plan, funded in part by the Texas Historical Commission's Texas Preservation Trust Fund Grant. All measures complied with the Secretary of the Interior's Standards. The drawings and specifications were reviewed and approved by the Texas Historical Commission Architecture Division under Section 106 review requirements for federally-funded projects. The restoration and adaptive use of the depot provided a building program to house the Baird Chamber of Commerce, a visitor center, transportation museum, gift shop and several meeting rooms.

### Freight Depot

A wood-framed freight depot was originally attached to the west end of the passenger station. According to newspaper accounts and archival information from the Interstate Commerce Commission, the freight depot was constructed in 1892 and moved to the west elevation of the passenger depot after it was completed in 1911. It is curious that the T&P chose to "recycle" the freight depot instead of building a combination passenger/freight depot as was common for small town depots during this era. The freight depot measured 22x114 feet. Its walls above the loading dock level were constructed of board and batten siding and were surmounted by a hipped roof with wide bracketed eaves. The building had numerous freight doors on both the track side and street side elevations. In April of 1935, a 22x50-foot portion was removed.

**Table 1: Timeline**

1935	In April a portion of the Freight Depot was retired
1945	Damaging storm called for replacement of the original depot roof, dormers removed
1947	Both floors of the interior of the depot were remodeled
1961	The division point, along with the round house, was moved to Big Spring
1967	T&P ends passenger service
1970s	Freight Depot sold and moved off site
1975	The Agency closed at 3:00 p.m., Saturday, December 20
1977	The Depot was donated to the City of Baird on December 19, 1977.
1985	Baird T&P Depot becomes a Recorded Texas Historic Landmark
1990s	Baird Chamber of Commerce moves into building
2003	\$1.4 million rehabilitation began
2008	Newly restored Depot opens as a Transportation Museum and Chamber of Commerce office

**8. STATEMENT OF SIGNIFICANCE**

**APPLICABLE NATIONAL REGISTER CRITERIA**

- A** PROPERTY IS ASSOCIATED WITH EVENTS THAT HAVE MADE A SIGNIFICANT CONTRIBUTION TO THE BROAD PATTERNS OF OUR HISTORY.
- B** PROPERTY IS ASSOCIATED WITH THE LIVES OF PERSONS SIGNIFICANT IN OUR PAST.
- 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.
- D** PROPERTY HAS YIELDED, OR IS LIKELY TO YIELD INFORMATION IMPORTANT IN PREHISTORY OR HISTORY.

**CRITERIA CONSIDERATIONS:** N/A

**AREAS OF SIGNIFICANCE:** Transportation, Architecture

**PERIOD OF SIGNIFICANCE:** 1911-1962

**SIGNIFICANT DATES:** 1911

**SIGNIFICANT PERSON:** N/A

**CULTURAL AFFILIATION:** N/A

**ARCHITECT/BUILDER:** unknown

**NARRATIVE STATEMENT OF SIGNIFICANCE** (see continuation sheets 8-9 through 8-14).

**9. MAJOR BIBLIOGRAPHIC REFERENCES**

**BIBLIOGRAPHY** (see continuation sheets 9-15 through 9-17).

**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 (*Texas Historical Commission*)
- Other state agency
- Federal agency
- Local government: City of Baird, Texas
- University
- Other -- Specify Repository:

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### Statement of Significance<sup>5</sup>

The Texas and Pacific Depot in Baird, Texas, was built in 1911 to replace an earlier passenger depot. The building's design incorporates elements of Prairie School, Renaissance Revival, and Mission Revival styles, with a plan that expresses the functional aspects of early 20<sup>th</sup> century depot design, as well as the social aspects of race separation under Jim Crow laws. The depot stands as good example of depot architecture, and reflects the significance of the railroad on the establishment and development of Baird. The property is nominated to the National Register at the local level of significance under Criterion A in the area of Transportation, and Criterion C is the area of Architecture.

Baird, Texas, was established in 1880 with the arrival of the Texas and Pacific (T&P) Railway, and named for railroad surveyor and engineer Matthew Baird. Train service from Fort Worth to Baird officially began on December 14, 1880. Serving as a division point along the main line, T&P railroad facilities in Baird included a depot, roundhouse, and repair shops. In the 1880s as cattle drives moved across Texas, railroads crossing the Great Western Cattle Trail carried millions of head of cattle to northern markets from Texas. Baird soon became an important cattle and cotton shipping point for the railroad.<sup>6</sup> The T&P advertised nationally, offering cheap land around Baird and the area population steadily increased.<sup>7</sup> In early April 1881, *The Callahan County Clarendon*, an early Callahan County newspaper, stated that Baird was to become the company's headquarters for immigration in northwest Texas. To aid in these efforts, the company would erect a large Immigrant House near the depot.<sup>8</sup> In 1883, Baird became the county seat (replacing Belle Plain) and gained most of the former county seat's population. The population increased to 1,200 by the mid-1880s. A fire that started in S. L. Robinson's store, where the cast of Golden's Opera Company was preparing a show for the residents, did not stop the town's progress in 1884, nor did a tornado in 1895. The population was 1,502 in 1904 and peaked in 1929 at 3,000, then declined to 1,810 by 1941. By 2000 the population was 1,623. Industries have included gins, an oil refinery, flour mills, and a feed mill. The county hospital is in Baird, and the town is the center for local oilfield supplies and ranching.<sup>9</sup>

### Significance in the Area of Transportation

The Texas and Pacific Railway depot in Baird is directly tied to the development of the city of Baird, a community that was founded upon its proximity to the railroad, and prospered through the mid-20<sup>th</sup> century due to the vital link that the rail line provided to major cities and markets in Texas and the southern United States.

The Texas & Pacific (T&P) Railway Company was established on March 3, 1871. The T&P was the only federally chartered railroad in Texas, and one of a few in the United States. It was chartered to build a line from Marshall, Texas through El Paso, and then on to San Diego, California. The T&P eventually operated another main line from Texarkana to New Orleans and a second line from Texarkana to Fort Worth via Paris, Texas. The railway reached Fort Worth in 1876. Progress westward was halted until the spring of 1880, when building resumed at a fast pace. By December 1880, the

<sup>5</sup> Adapted from *Baird T&P Depot Preservation Maintenance Master Plan*, Komatsu Architecture, 2000. The historic context within the master plan was prepared by Susan Allen Kline.

<sup>6</sup> Don Watson and Steve Brown, *From Ox-Carts to Eagles: 1945 A History of the Texas & Pacific Railway*, p.26.

<sup>7</sup> Callahan County Historical Commission, *I Remember Callahan*, 1986, p. 12-13.

<sup>8</sup> *The Callahan County Clarendon* (Belle Plain), April 1, 1881.

<sup>9</sup> William R. Hunt, "Baird, TX," *Handbook of Texas Online* (<http://www.tshaonline.org/handbook/online/articles/hjb01>) accessed March 14, 2011.

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tracks had reached Baird in Callahan County. At that time, Belle Plain was the county seat. The Belle Plain newspaper, *Callahan County Claredon*, reported on the line's progress across the county, noting that the temporary terminal depot at Eastland would be removed to Baird. The paper tried to convince its readers that the move was only temporary and that the T&P would not consider making Baird a division town. Unfortunately for the community of Belle Plain, the newspaper's prediction was wrong, and Baird became a division town, and by 1883 it became the county seat.

Railway companies operating in largely unsettled areas of the United States often employed immigration agents who traveled Europe encouraging people to settle along its lines. The T&P was no exception and in early April 1881, the *Claredon* stated that Baird was to become the company's headquarters for immigration in northwest Texas. To aid in these efforts, the company built a large Immigrant House near the depot. According to the paper, ten carloads of lumber had arrived, and seven more were en route for this project.<sup>10</sup> All of this activity in Baird even convinced the publisher of the *Claredon* to uproot his paper from Belle Plain and move to Baird. The first issue published from there was on April 23, 1881. That edition indicated that the Immigrant House would measure 36' x 124' making it "the largest building yet in Baird." A sketch of the Immigrant House indicated that it was a two-story wood framed building with a two-tiered wraparound portico/balcony. According to the editor of the *Claredon*, Callahan County would be the "first county inspected by immigrants landed here by the railroad company," and "there is no county in Western Texas [who's] future excels Callahan." With typical small town boosterism, the editor stated:

In another year it will be known as the most prominent trunk railway line in the U.S., the Texas & Pacific Railway with Baird located at the center of the county as a division station of the road, destined to become the market of this and surrounding counties for all the farmer or rancher has to dispose of.<sup>11</sup>

The same issue of the *Claredon* noted that the engine and pump for round house service had arrived. In addition, the T&P would be building a kitchen, a baggage house, and a coal house. The following week's paper reported that the railroad would be building stock pens "half a mile below town, just about the site of old Baird." The paper also noted the progress of new buildings in town including a post office. The local lumber yard had paid the railroad \$5,000 in freight charges for lumber for new businesses and houses. The round house was expected to be finished within a week at a cost of \$12,000. By early May, Mr. Callahan, the depot agent, had moved his family out of the depot to a residence he had built on Market Street. By the end of May, the Immigrant House was nearing completion, and, according to the *Claredon*, a land office was scheduled to be built near the depot.<sup>12</sup>

The T&P's decision to make Baird a division point on its route and its subsequent building campaign had a profound effect on Baird. As mentioned, the *Callahan County Claredon* moved from Belle Plain to Baird and in 1883 the county seat also was moved to town. In 1884 a tremendous fire destroyed nearly all of downtown Baird, but it was quickly rebuilt. In 1889, the city was incorporated.<sup>13</sup>

Over the next three decades, numerous buildings were constructed by the T&P in Baird, including various dwellings and associated buildings such as water closets and barns for the section foreman, assistant section foreman, and

<sup>10</sup> *Callahan County Claredon* (Belle Plain, Texas), December 11, 1880.

<sup>11</sup> *Callahan County Claredon* (Baird, Texas), April 23, 1881.

<sup>12</sup> *Callahan County Claredon* (Baird, Texas), April 23, April 30, May 7, and May 28, 1881.

<sup>13</sup> Hicks Turner, ed. *I Remember Callahan: History of Callahan County, Texas*. Stillwater, Oklahoma: Western Publications, 1986.

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superintendent, barracks and bunk houses for section laborers, as well as a tool house, car shed, engine supply house, freight depot, coal house, coal chute, pump house, and a cotton platform.<sup>14</sup> It is not known how many depots Baird had before the building of the current one in 1911. That depot replaced a 1½-story wood-framed building located southwest of the present building. Records of the Interstate Commerce Commission from c. 1917 indicate that this building was constructed in 1905. By early 1911 it was apparent that the citizens of Baird were not happy with this depot. The *Baird Star* reported that in early January of that year, the Citizens and Commercial Club had met at the Opera House at the request of the T&P to send a committee to Dallas to confer with company officials regarding a proposed new depot in advance of a hearing before the Railroad Commission. The paper stated "Baird has the poorest arranged Depot and telegraph of any town of its size we know of."<sup>15</sup>

The Texas Railroad Commission apparently approved the company's request for a new depot because the following week's issue of the *Baird Star* reported that the town would get a new building. Over the next several months, the newspaper occasionally reported on the progress of the station. On February 3, 1911, the paper commented that plans for the depot had been approved at a meeting of the Commercial Club held at the First National Bank. The plans called for a 30-by-66-foot two-story concrete and brick building. The upper story was to be for the dispatchers' offices and the downstairs was to be used exclusively for the passenger depot.<sup>16</sup> The April 7 issue of the *Star* reported that work had begun on the depot that week. The freight depot, which was constructed in 1892 was to be moved north of the track and would adjoin the passenger station on its west end.<sup>17</sup> According to the paper, the new site would be a great improvement over the old as people would no longer have to cross a railroad track to get to the depot as they had for 25 years.<sup>18</sup> Two weeks later, the *Star* reported that construction was progressing rapidly and that a large crew was working on the building. By May 19, the brick work had been completed and by September 1, the building was complete enough for the local T&P officials to move into it. The telegraph office equipment had already been moved upstairs by that date. The *Star* never reported any official opening of the station in 1911. The only other reference to the actual building was published in the November 3, 1911 issue, reporting that grading was ongoing "and they are making a splendid pavement all around the depot of cinders topped with gravel and clay mixed, which makes a hard and permanent pavement."<sup>19</sup>

Interstate Commerce Commission records indicate that the T&P retained the old depot and converted it to B and B (Bridges and Buildings) Store House #1. It may have been during this conversion that it received the L-shaped addition shown in the Commission's photographs and drawings. The T&P built several other structures in Baird during 1911, including the freight platform, a switchmen's house, a 12-stall engine round house, a store room at the round house, the general foreman's office, and an oil house. Over the next several years, a switchmen's house and a turntable (1913) and a sand bin and tower (1914) were added so that by 1917, the railway company had approximately 50 buildings and structures in its inventory at Baird. The oldest were two dwellings for the superintendent and section foreman, both constructed in 1886.

<sup>14</sup> National Archives and Records Administration, Interstate Commerce Commission, Record group 134, Bureau of Valuation, Engineering Field Notes, Texas & Pacific Railway, Valuation Section 10A (Box 1088), 1918. (Hereafter NARA, ICC, Record group 134, T&P Railway).

<sup>15</sup> Ibid. *The Baird Star*, January 6, 1911.

<sup>16</sup> *The Baird Star*, February 3, 1911.

<sup>17</sup> NARA, ICC, Record group 134, T&P Railway.

<sup>18</sup> *The Baird Star*, April 7, 1911.

<sup>19</sup> *The Baird Star*, April 21, May 19, September 1, and November 3, 1911.

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On September 21, 1911, the *Fort Worth Star-Telegram* reported on a rumor circulating among T&P circles that the chief dispatcher's office of the Rio Grande division was to be moved from Fort Worth to Baird. According to the paper, the chief dispatcher's office there would be consolidated with the office at Big Spring and relocated to Baird. Superintendent A.G. Whittington favored the proposed removal but General Manager J.T. Freeman disapproved of the plan. The *Baird Star* carried an almost identical article in its issue of October 13, 1911. Whether the removal actually happened has not been determined, but the recently completed Baird depot most likely played a large role in company officials even entertaining the idea of the move.<sup>20</sup>

Timetables from 1911 indicate that Baird was served by three eastbound passenger trains and three westbound passenger trains until December, when it was served by four eastbound and four westbound passenger trains.<sup>21</sup> In the early 1920s oil was discovered in Callahan County, bringing new settlers to the area. Baird's population reached its peak of 3,000 in 1929. However, the prosperity was short lived and by 1930 the population had dropped to 1,965. By 1940, it had dropped even further to 1,810. Sometime between 1930 and 1941, the round house at the rail yard was removed, possibly another indicator of the economic difficulties of the Great Depression.

World War II had a big impact on the railroad as both troops and defense-related freight were transported by rail. In the 1940s, the yard at Baird had a capacity of 490 cars with six locomotive-servicing tracks. Despite the loss of the round house, Baird saw an increase in freight and passenger traffic during the war era. In 1940, Baird's freight receipts totaled 108,560. In 1944, freight receipts numbered 167,758. Baird's passenger receipts totaled 3,794 in 1940 and 9,690 in 1944. In comparison, the T&P's two other stops in the county had much smaller receipts. Clyde's freight receipts totaled 8,886 and 4,965 and the passenger receipts were 608 and 1,536 for the same years. Putnam had freight receipts numbering 5,511 and 6,851 and passenger receipts of 174 and 254 during the same period.<sup>22</sup>

In 1961, the division point, along with the round house, was moved from Baird further west to Big Springs.<sup>23</sup> In 1967, the T&P decided to end its passenger service. Despite protests from the Baird Chamber of Commerce and other west Texas towns, the last passenger train stopped in Baird on March 22, 1967. Missouri Pacific purchased the Texas and Pacific in 1967, and continued freight service through Baird to through El Paso and the west coast. Eight years later on December 20, 1975, Frankie Crow, the last agent for the T&P in Baird, locked the depot doors, thus bringing to close its 64 years of service to the railroad and the community. The Baird depot was used as an office for freight officials until December 17, 1977, when it was retired from service.<sup>24</sup> The Missouri Pacific Railway deeded the building to the City of Baird in 1977, on condition that a fence was constructed around the building. The Baird Chamber of Commerce moved into the building in the mid-1990s, and the Union Pacific Railroad deeded the land to the city in 2001.

In the 1970s the T&P baggage house was sold and moved off-site to 225 Chestnut Street in Baird, about three blocks from the depot. It retains its board and batten siding, bracketed eaves, and hipped roof covered with slate shingles and metal roof ridges. The area that would have been below the platform is covered with horizontal wood siding and some metal siding. A gabled-roofed wood porch has been added to the center of the west elevation and a small gabled addition is

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<sup>20</sup> *Fort Worth Star-Telegram*, September 21, 1911; *The Baird Star*, October 13, 1911.

<sup>21</sup> *The Baird Star*, November 3 and December 13, 1911.

<sup>22</sup> Zlatkovich, *Texas & Pacific Railway: Operations and Traffic*, pp. 86, 223, 225.

<sup>23</sup> Mark Davis interview, Regional Director, Public Relations Union Pacific and Missouri Pacific Systems.

<sup>24</sup> *San Angelo Times*, March 22, 1967, supplied by Kenneth Hart, official of Union Pacific Railway.

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## National Register of Historic Places Continuation Sheet

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Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

attached to the north end of the same elevation. The platform was removed, and the building was remodeled and housed a restaurant, but it is now empty and for sale. The removal of the baggage house, which predated the depot, minimally detracts from the integrity of the building, because the passenger depot can still be recognized as a depot by its overall design and by its proximity to the railroad tracks. While the ghost of the baggage depot's gabled roof is evident on the passenger depot's west elevation, the removal of the addition revealed that the depot's string courses, quoins, and other decorative features continued on the west façade, and the depot reads as an intact freestanding structure.

The Baird Foundation, a 501(c)3 corporation, began its restoration of the Baird T&P Depot in November 1984. With the help of a grant from the Texas Department of Transportation 2001 Enhancement Program and other funds raised locally, the Baird T&P Passenger Station has been restored and now houses the Baird T & P Depot and Transportation Museum and the Chamber of Commerce offices. The restoration was completed in December 2008.<sup>25</sup> Although its function has changed over the years, the citizens of Baird value its presence and are interested in its preservation. With proper planning and maintenance, it will continue to be a valuable community asset for many years to come.

### Significance in the Area of Architecture

Baird's T&P depot is the most intact rail-related building in the city, and is a good example of depot construction of the early 20th century. The depot incorporates an eclectic mix of architectural styles, including elements of Prairie School, Mission Revival, and Renaissance Revival styles, with a plan that expresses the functional aspects of early 20<sup>th</sup> century depot design, as well as the social aspects of race separation under Jim Crow laws. The depot's distinguishing features include a hipped roof with plain paired brackets, decorative brick parapets on the north and south facades, wide boxed eaves, bands of stucco on brick belt courses, and yellow brick laid in a diamond pattern between the first and second floors. These elements were widely applied to depots, schools, and commercial buildings in the early 20<sup>th</sup> century, including most T&P depots, despite their size or materials. While lacking the decorative elaborations common in high-end Renaissance Revival buildings, the style appears to have influenced the Baird depot's vertical façade organization, with smaller windows on the second floor, simple decorative string courses delineating the floors, and the placement of quoins on each of the corners on the ground floor.

Railway companies often employed standardized designs for depots along their lines as a way to cut costs and to have an identifiable image with the traveling public, particularly in small towns. The "union stations" of large towns were often designed by regionally or nationally-known architects. The Atchison, Topeka & Santa Fe Railway was especially adept at standardized designs, both for its wood, framed one-story examples that had the familiar gabled bay window at the ticket office or for its later brick county seat depots with shaped parapets that were influenced by the Mission Revival style. However, variations did occur, giving some stations their own uniqueness. Although there has been less scholarly study of the T&P Railway and its depot designs, it too employed some standardized designs which also allowed for local variations. The origin of the design of the Baird T&P Depot has not been determined, nor is it known who constructed the building.

Around 1900, the T&P built stations in Clarksville, located in the northeast corner of the state and Weatherford, located in north central Texas, that were very similar to each other. Both were elongated one-story buildings constructed of brick. They featured hipped roofs with a centrally placed two-story tower on the track side. The windows had rounded arched

<sup>25</sup> Fain Group, <http://www.thefaingroup.com/newsroom.aspx>, accessed March 27, 2011.

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Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

openings, giving the buildings a Romanesque Revival influence.<sup>26</sup> Around 1907, the T&P built several small depots that had common features with some minor variations in Blossom (east of Paris), Aubrey (east of Denton), and Midland (in West Texas). These wood-framed stations featured front gables with full-width integral porticos beneath them. The Midland and Blossom depots each had a tower but the Aubrey station did not.<sup>27</sup> The T&P constructed several depots around the time that the Baird depot was being built. At nearby Abilene, the new T&P depot was a one-story combination passenger/freight depot constructed of brick with a two-story central tower. Tioga received a brick one-story combination depot with an integral portico, similar to that found on the stations built in Aubrey, Blossom, and Midland.<sup>28</sup>

The T&P depot in Marshall, Texas has some features similar to those of the Baird Depot. Marshall also was a division point along the line but was a larger city than Baird. Completed in 1912, this depot also has two stories (plus a basement) and is constructed of brick. It has a hipped roof with wide bracketed eaves and shaped parapets influenced by the Mission Revival style. However, its arrangement is symmetrical and more formal than the Baird Depot and the building is surrounded by a one-story colonnaded portico.<sup>29</sup> Two-story depots in Texas' small towns were not as common as the one-story stations unless a town served as a division point or some other important function on a line's route. Extant two-story depots in Texas include the Quanah, Acme, & Pacific station in Quanah (1909), the Kansas City, Mexico & Orient station in San Angelo (1909), the Gulf, Colorado & Santa Fe station in Gainesville (1902), and the T&P station in Marshall (1912). All of these towns were important shipping centers, headquarters, or division points on their respective lines.<sup>30</sup> Baird was the smallest of all of these towns.

Railroad car segregation had been mandated by the State legislature in 1889 and 1891 and in 1909 the legislature required railroads to provide separate waiting areas for passengers in depots, although the practice had been already in effect by custom and company policy. In compliance with Jim Crow segregation laws, the depot had two waiting rooms. The agent served all passengers through ticket windows in the center of the building. North of the agent, and in the center of the building, was the "colored" waiting room and separate entrance, which today is the main entrance to the depot. The much-larger "white" waiting room had an entrance on the east side of the building.

### SUMMARY

The 1911 Texas & Pacific Railway Passenger Depot is a landmark building in Baird and is a tangible link to a period in history of the community when railroads were the principal means of transporting goods and people. The depot incorporates an eclectic mix of architectural styles that were popular in the first decade of the 20<sup>th</sup> century. The T&P Depot is significant under Criterion A as Baird's primary transportation gateway to the larger world in the first half of the 20<sup>th</sup> Century. It is also significant under Criterion C as an excellent local example of early 20<sup>th</sup> century railroad architecture.

<sup>26</sup> *Texas and Pacific Quarterly*, 4 (No. 1, October 1900); 10, 17.

<sup>27</sup> *Ibid.*, 10 (No. 1, January 1907): 13, and 10 (No. 4, October 1907): 28, 52.

<sup>28</sup> *Ibid.*, 14 (No. 1, January 1911): 64, 70.

<sup>29</sup> Margaret Agnor to Susan Allen Kline, June 14, 2000.

<sup>30</sup> Potter, *Great American Railroad Stations*, pp. 446-451.

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## National Register of Historic Places Continuation Sheet

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Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

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Baird, Callahan County, Texas

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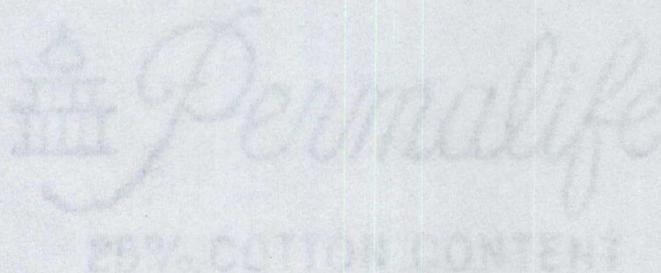
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*The Callahan County Claredon* (Belle Plain, Texas), 1880, 1881.

*Fort Worth Star, Telegram* (Fort Worth, Texas), 1911.



**10. GEOGRAPHICAL DATA**

**ACREAGE OF PROPERTY:** 1.056 acres

<b>UTM REFERENCES</b>	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
1.	14	462860	3583828

**VERBAL BOUNDARY DESCRIPTION:** (see continuation sheets 10-18 and 10-19)

**BOUNDARY JUSTIFICATION:** (see continuation sheets 10-18 and 10-19)

**11. FORM PREPARED BY**

**NAME/TITLE:** Dana Voigts, with National Register Coordinator Gregory Smith (based on the 2000 Preservation Maintenance Master Plan by Komatsu Architecture)

**ORGANIZATION:** Baird Chamber of Commerce

**DATE:** July 2011

**STREET & NUMBER:** 328 Market Street

**TELEPHONE:** (325) 854-1212

**CITY OR TOWN:** Baird

**STATE:** Texas

**ZIP CODE:** 79504

**ADDITIONAL DOCUMENTATION**

**CONTINUATION SHEETS**

**MAPS**

**PHOTOGRAPHS** (see continuation sheet Photo-27)

**ADDITIONAL ITEMS** (see continuation sheets Figure-20 through Figure-26)

**PROPERTY OWNER**

**NAME:** City of Baird, Texas (The Hon. Jeff Barton, Mayor)

**STREET & NUMBER:** 328 Market Street

**TELEPHONE:** (325) 854-1212

**CITY OR TOWN:** Baird

**STATE:** Texas

**ZIP CODE:** 79504

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National Park Service

## National Register of Historic Places Continuation Sheet

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Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

### Verbal Boundary Description

1.056 acres out of section No. 109 B.B.B. & C.R.R. Company Survey, Callahan County, Texas, and said 1.056 acres more fully described as follows:

Beginning at a set ½" rebar with a cap on the North line of the Missouri Pacific Railway, said point being 175 feet northerly of centerline Station 20370+12.71 of said Railway, and said point being 82.3 feet east of centerline of Market Street, for the Northeast corner of this tract;

Thence South, 115 feet to a set ½" rebar with a cap, for the Southeast corner of this tract, said point being 60 feet northerly of centerline Station 20370+12.71 of said Railway;

Thence West, along a line 60 feet northerly of and parallel with the centerline of said Railway, 400 feet to a set ½" rebar with a cap for the Southwest corner of this tract, said point being 60 feet northerly of centerline Station 20370+12.71 of said Railway;

Thence North, 115 feet to a set ½" rebar with a cap on the North line of said Railway, for the Northwest corner of this tract, said point being 175 feet northerly of centerline Station 20370+12.71 of said Railway;

Thence east along a line 175 feet northerly of and parallel with the centerline of said Railway, 400 feet to the point of beginning and containing 1.056 acres, more or less.

### Boundary Justification

The boundary includes the parcel historically associated with the depot that was transferred by the Union Pacific Railway Company to the City of Baird in 2001.

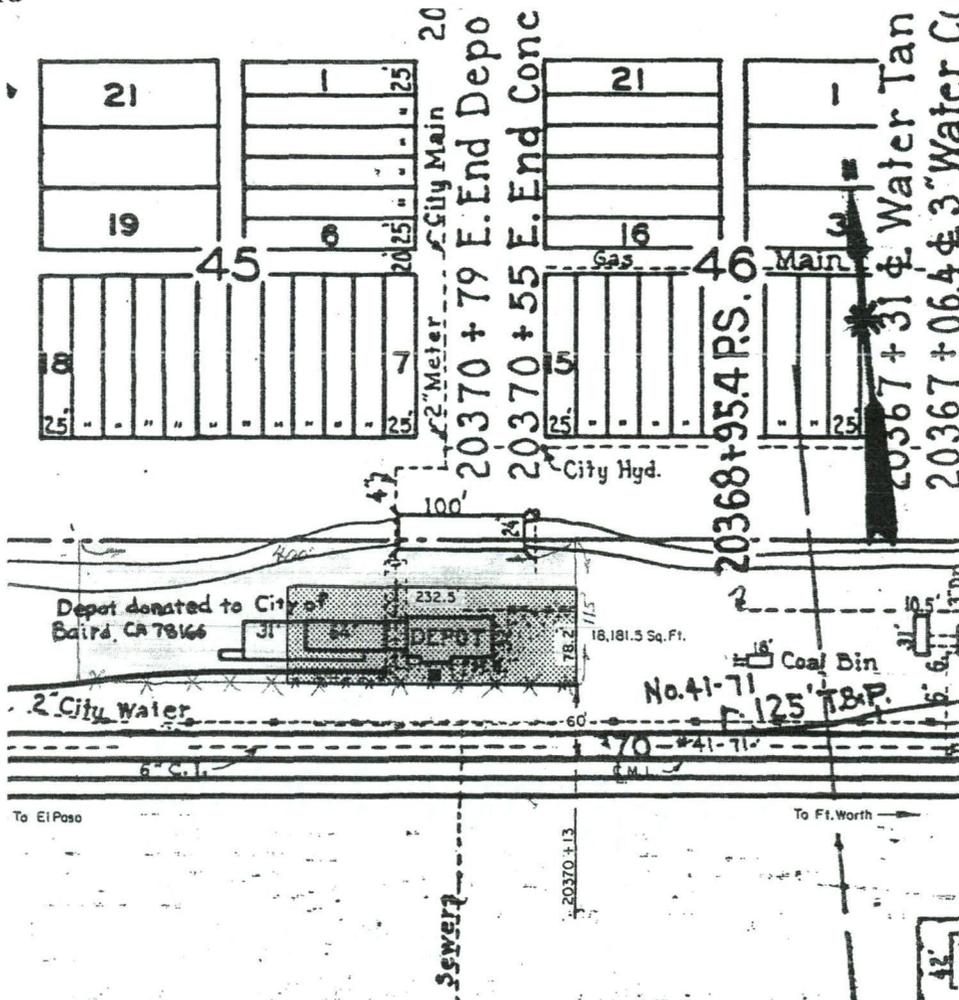
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National Park Service

National Register of Historic Places  
Continuation Sheet

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

Section 10 Page 19

Map depicting the property boundary. No scale.  
Source: City of Baird



NOTE: Before you begin any work, see agreement for fiber optic provisions.

Exhibit 'A'  
MISSOURI PACIFIC RAILROAD COMPANY

Baird, Callahan County, Texas  
MP 385.80 - Baird Sub  
Lease to the City of Baird, Texas.

Scale: 1" = 100'

Office of Contracts & Real Estate  
Omaha, Nebraska April 30, 1992

LEF File: 985-00

LEGEND

- Lease area shown.....
- Fence shown..... X X X X X X X
- M.P.R.R. Co. R/W outlined.....

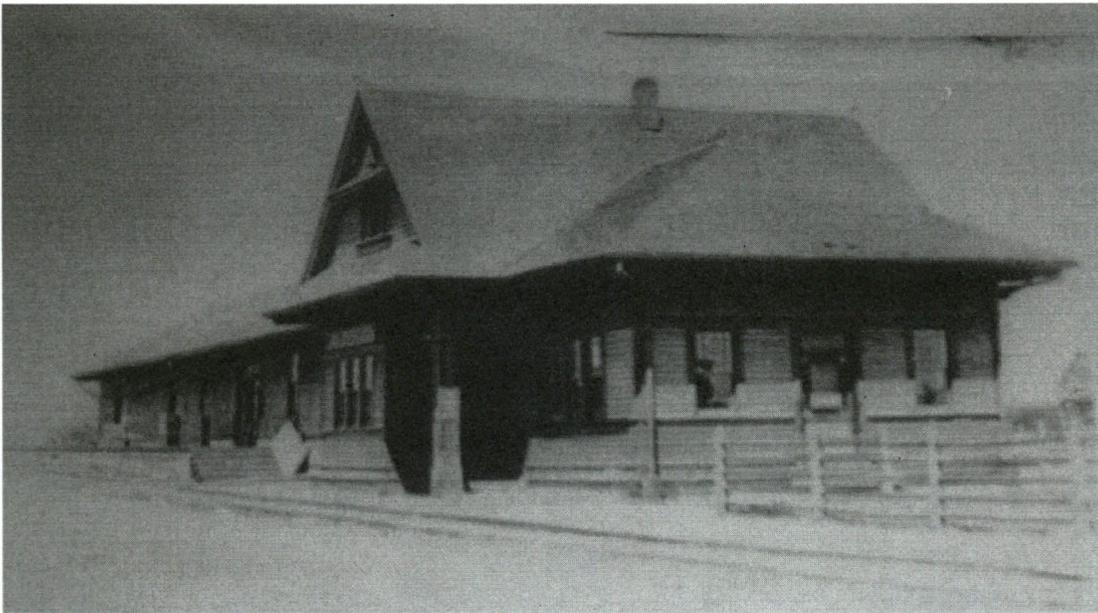
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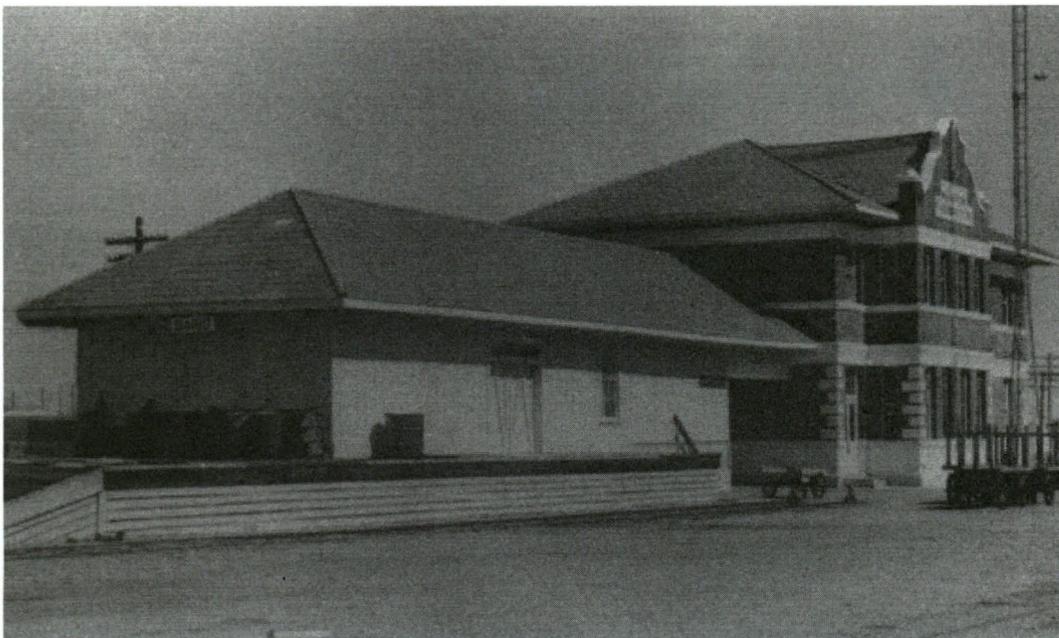
Section Figure Page 20

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

1905 Baird Passenger Depot, with 1892 freight building on left.  
The freight building was later attached to the 1911 depot, then relocated in the 1970s.



1911 Baird Depot with attached freight depot (no date).



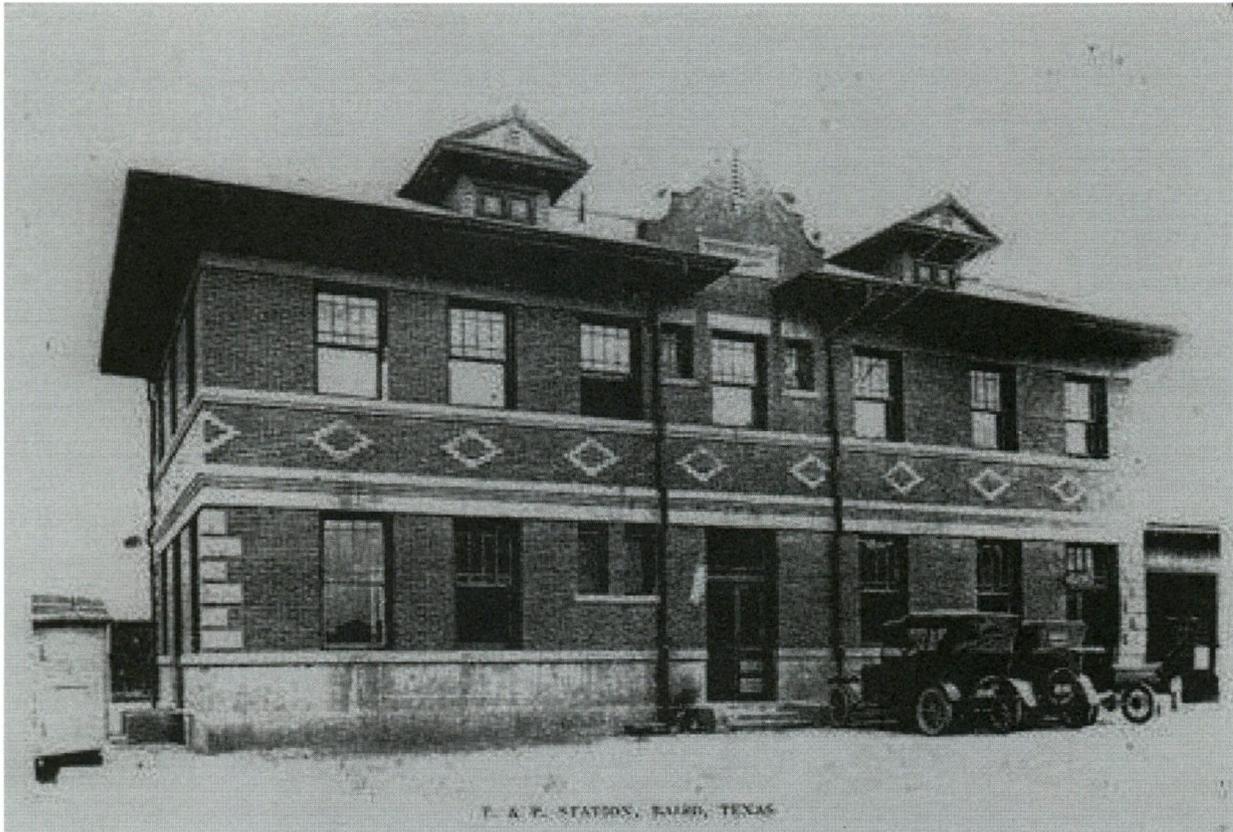
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# National Register of Historic Places Continuation Sheet

Section Figure Page 21

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

Baird Passenger Depot  
Postcard, c.1920



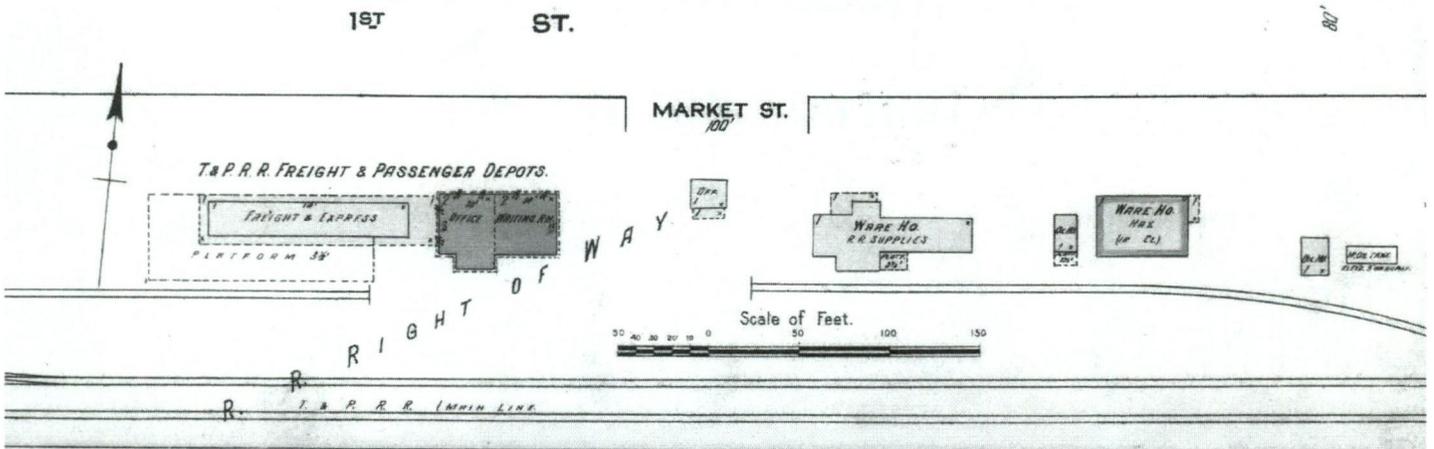
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# National Register of Historic Places Continuation Sheet

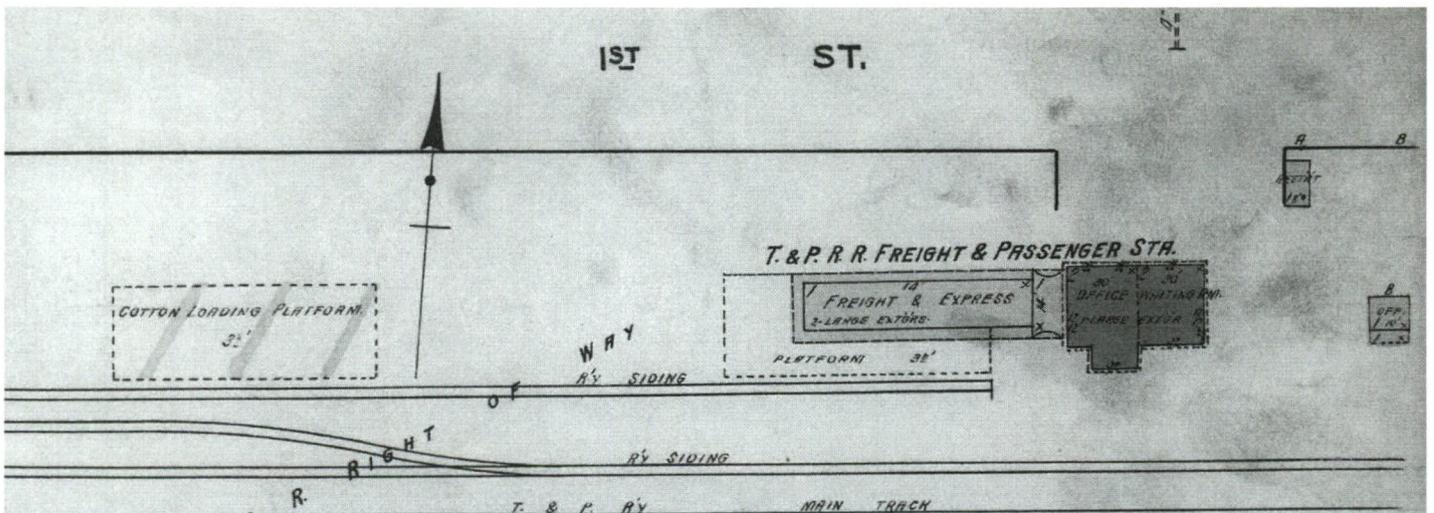
Section Figure Page 22

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

Sanborn Fire Insurance Co. Map 1915



Sanborn Fire Insurance Co. Map 1922



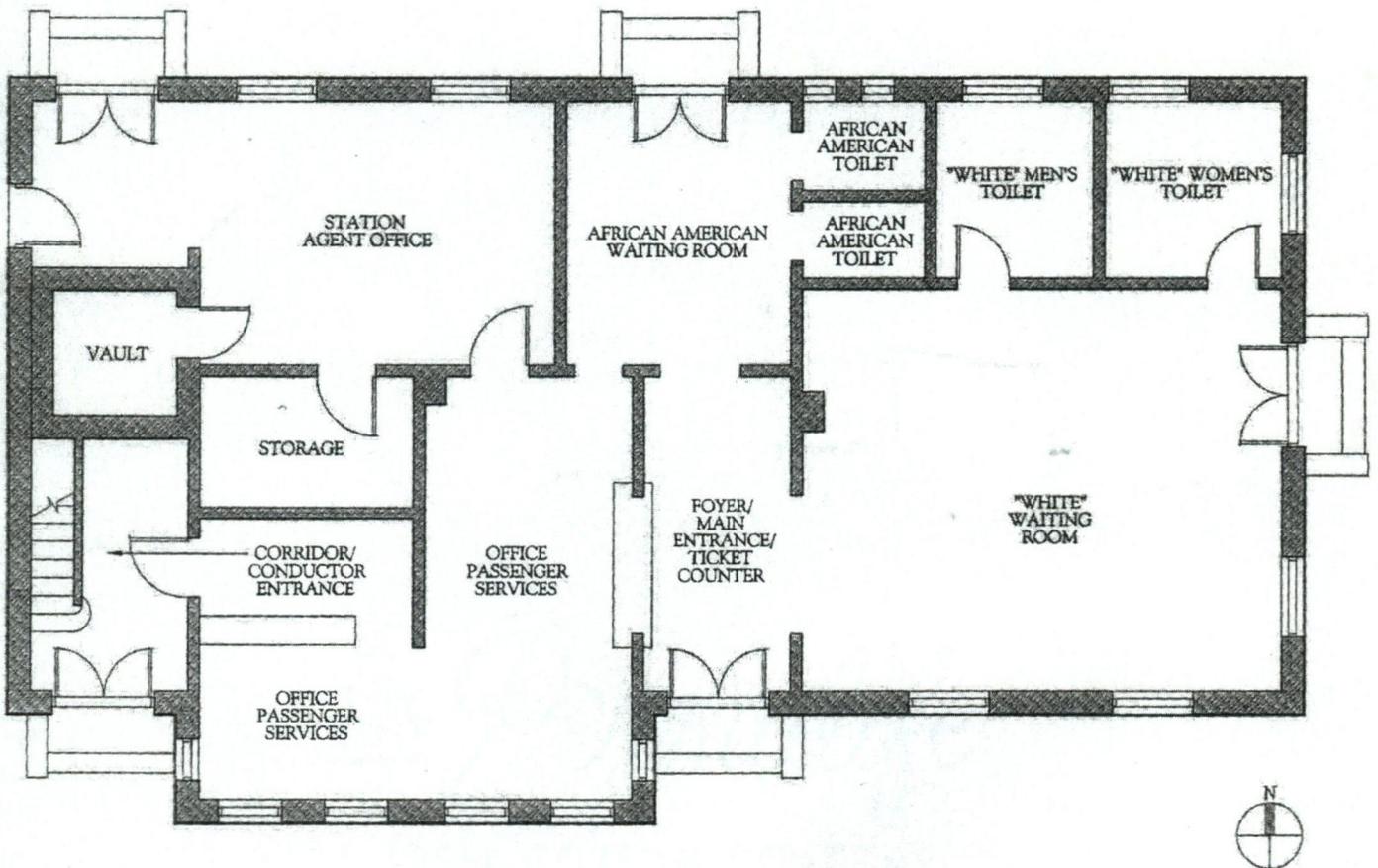
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# National Register of Historic Places Continuation Sheet

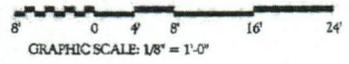
Section Figure Page 23

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

Baird T&P Depot  
First Floor Historic Use Plan  
Komatsu Architecture, 2000



NOTE: THE HISTORIC USE OF THE SPACE IS UNDOCUMENTED AT THIS TIME. SPACE USAGE ON THIS FLOOR PLAN IS BASED ON ASSUMPTIONS DERIVED FROM INTERSTATE COMMERCE COMMISSION DOCUMENTS AND ORAL HISTORY TESTIMONY



FIRST FLOOR - HISTORIC USE OF THE SPACE

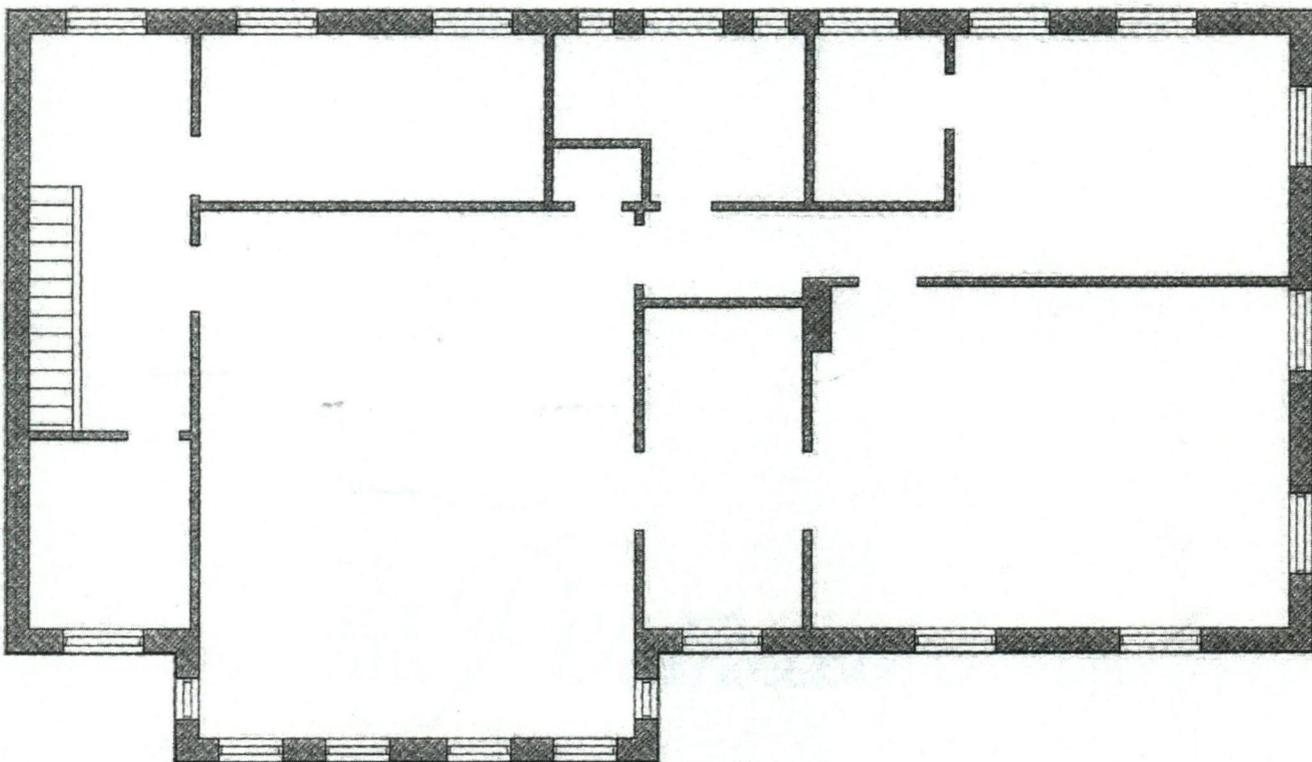
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# National Register of Historic Places Continuation Sheet

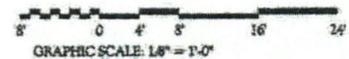
Section Figure Page 24

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

Baird T&P Depot  
Second Floor Historic Use Plan  
Komatsu Architecture, 2000



NOTE: THE HISTORIC USE OF THE SPACE IS UNDOCUMENTED AT THIS TIME. THE SECOND FLOOR WAS KNOWN TO BE USED FOR STORAGE IN THE 1940'S. THE 1947 RENOVATION PROVIDED AN EMPLOYEE RECREATION AREA ON THIS FLOOR AND INCLUDED RESTROOMS, SHOWERS, LOCKER ROOM, TWO LARGE REC ROOMS, AND A SMALL LIBRARY. SPACE USAGE FOR THIS PLAN WILL REMAIN UNDESIGNATED UNTIL FURTHER DOCUMENTATION IS PROVIDED



SECOND FLOOR - HISTORIC USE OF THE SPACE

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Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

T&P Depot, Abilene, Texas



T&P Depot, Marshall, Texas



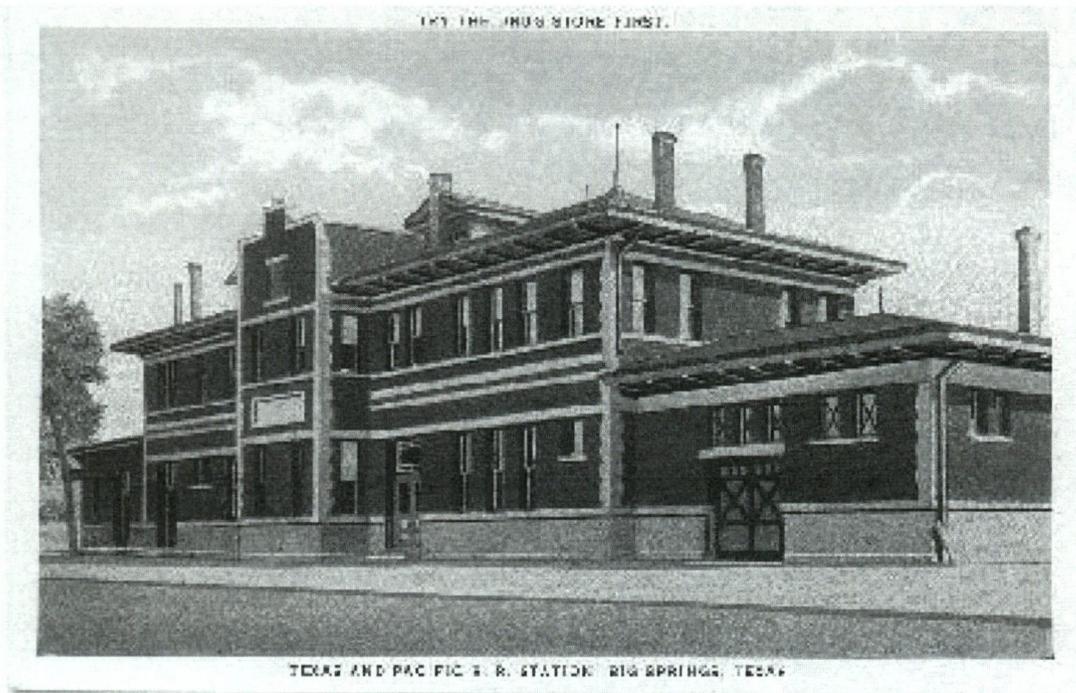
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# National Register of Historic Places Continuation Sheet

Section Figure Page 26

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

T&P Depot, Big Spring  
Undated postcard



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National Park Service

**National Register of Historic Places**  
**Continuation Sheet**

Section Photo Page 27

Texas & Pacific Railway Depot  
Baird, Callahan County, Texas

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Texas & Pacific Railway Depot  
Baird, Callahan County, Texas  
Photographed by Gregory Smith  
February 2012  
Digital images on file at the Texas Historical Commission

Photo 1  
South elevation  
Camera facing north

Photo 2  
South elevation  
Camera facing north

Photo 3  
West elevation  
Camera facing east

Photo 4  
Northwest oblique  
Camera facing southeast

Photo 5  
East elevation  
Camera facing west

Photo 6  
North elevation  
Camera facing south

Photo 7  
North elevation parapet detail  
Camera facing south

Photo 8  
Baggage Room  
Camera facing east

Photo 9  
East Room, second floor  
Camera facing east

Photo 10  
Baggage Room safe  
Camera facing west

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Texas and Pacific Railway Depot  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: TEXAS, Callahan

DATE RECEIVED: 2/24/12 DATE OF PENDING LIST: 3/19/12  
DATE OF 16TH DAY: 4/03/12 DATE OF 45TH DAY: 4/11/12  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000194

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 4.10.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

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

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



Texas + Pacific Depot  
Baird, Callahan Co. TX  
1



Texas + Pacific Depot  
Baird, Callahan Co. TX  
2



Texas + Pacific Railway Depot  
Baird, Callahan Co. TX  
3



Texas + Pacific Depot  
Baird, Callahan Co. TX  
4



Texas + Pacific Depot  
Baird, Callahan Co. TX  
5



BAIRD T. P. DEPOT  
VISITORS CENTER  
AND TRANSPORTATION MUSEUM

Texas + Pacific Depot  
Baird, Callahan Co. Depot  
6



Texas + Pacific Depot  
Baird, Callahan Co. TX  
7



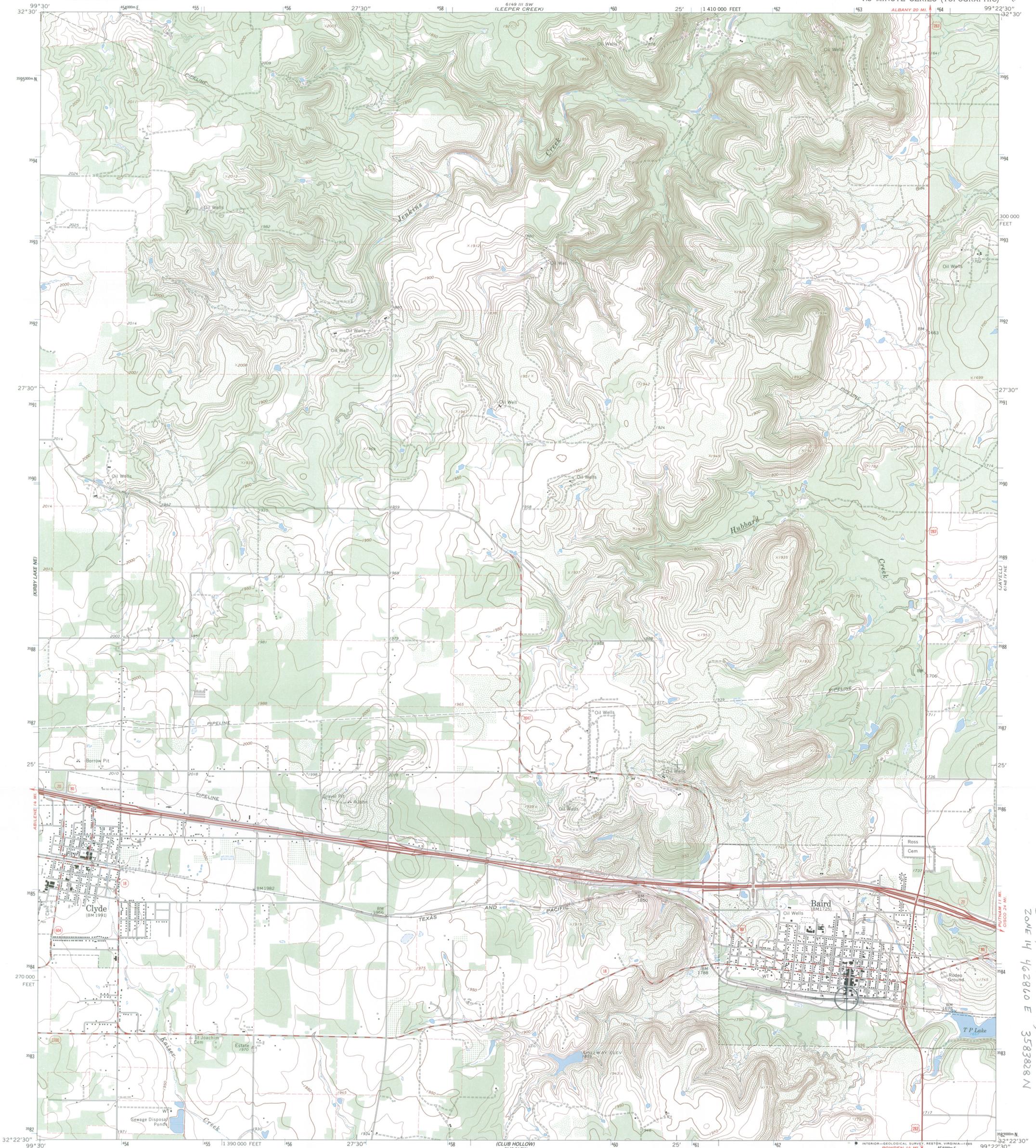
Texas + Pacific Depot  
Baird, Callahan Co. TX  
8



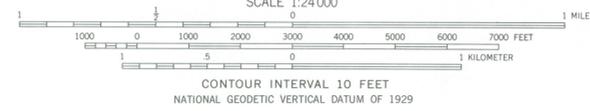
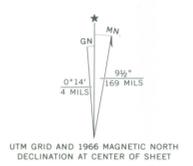
Texas+ Pacific Railway Depot  
Baird, Callahan Co. TX  
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Texas + Pacific Railway Depot  
Baird, Callahan Co. TX  
10



Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial  
photographs taken 1965. Field checked 1966  
Polyconic projection. 1927 North American Datum  
10,000-foot grid based on Texas coordinate system,  
north central zone  
1000-meter Universal Transverse Mercator grid ticks,  
zone 14, shown in blue  
Fine red dashed lines indicate selected fence lines  
To place on the predicted North American Datum 1983  
move the projection lines 10 meters south and  
33 meters east as shown by dashed corner ticks



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
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

3299-133

BAIRD, TEX.  
32099-D4-TF-024

1966  
DMA 6148 IV NW-SERIES V882

TEXAS & PACIFIC RAILWAY DEPT  
BAIRD, CALLAHAN CO., TEXAS  
ZONE 14 462810 E 3583828 N

**TEXAS HISTORICAL COMMISSION**  
*real places telling real stories*



TO: Edson Beall  
 National Park Service  
 National Register of Historic Places  
 1201 Eye Street, NW (2280)  
 Washington , DC 20005

FROM: Gregory Smith  
 Texas Historical Commission

RE: Texas & Pacific Railway Depot, Baird, Callahan County, Texas

DATE: February 8, 2012

- The following materials regarding the Texas & Pacific Railway Depot are submitted:

<input checked="" type="checkbox"/>	Original National Register of Historic Places form
	Resubmitted nomination
	Multiple Property Documentation form
	_ Resubmitted form
<input checked="" type="checkbox"/>	Photographs printed from digital files
<input checked="" type="checkbox"/>	Gold CD with TIFF photograph files
	Photographs printed from negatives
<input checked="" type="checkbox"/>	USGS map
	Correspondence – Notification of federal property owner (USPS)
	Other:

COMMENTS:

- SHPO requests substantive review (cover letter from SHPO attached)
- The enclosed owner objections (do\_\_\_) (do not\_\_\_) constitute a majority of property owners
- Other:

