

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Inventory—Nomination Form

For NPS use only  
received **DEC 6 1983**  
date entered

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

**1. Name**

historic Weatherford-Mineral Wells & Northwestern Railroad Depot

and/or common

**2. Location**

street & number 200 block South Oak Street N/A not for publication

city, town Mineral Wells N/Avicinity of congressional district

state Texas code 048 county Palo Pinto code 363

**3. Classification**

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

**4. Owner of Property**

name O'Neal Distributing Company

street & number 200 S.W. 5th Street

city, town Mineral Wells N/Avicinity of state Texas 76067

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Palo Pinto Courthouse

street & number Office of the County Clerk

city, town Weatherford state Texas

**6. Representation in Existing Surveys**

title Historic Sites Inventory has this property been determined eligible?  yes  no

date October 1983  federal  state  county  local

depository for survey records Texas Historical Commission

city, town Austin state Texas

## 7. Description

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

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

The Weatherford-Mineral Wells & Northwestern Railroad Depot is a long, narrow, rectangular structure built of red-orange brick with limestone sills. The architectural style reflects Richardsonian influence and detail, especially the roof overhangs and brick detailing at arched openings. The depot is located in the southern portion of the Central Business District of Mineral Wells, Texas.

The Mineral Wells Depot was constructed to accommodate freight and passenger service. The warehouse for freight storage was soon expanded after the original structure was built around 1910. This load-bearing brick structure replaced an earlier wooden structure that burned. The principal facades are the long sides, the north and south elevations. The south elevation faces the tracks. The east end elevation is only 25 feet wide.

The plan is characteristic of many depots of the period, in which the various functions are placed in line along the rail tracks. The Mineral Wells Depot contains areas for an express company, waiting rooms, office, trainmen's room, baggage room, and warehouse.

The depot is built of a red-orange brick with contrasting light-beige limestone sills at window openings. The hipped roof is covered with sheet-metal roofing tiles which have been covered with corrugated metal as a remedial repair and protective covering. The structure is characteristic of turn-of-the-century depot styles. The architecture is reminiscent of designs by H. H. Richardson, with corbeled detailing on the brick arches and corbeled upper walls below the roof cornice.

Wide, four-foot overhangs protect the openings around the building. Two open lobbies provide drive-through protection for horse-drawn carriages or wagons. The underside of the roof overhang is highly decorative with carved brackets and a beaded-board soffit. A metal gutter and downspout system was installed, and is presently in much need of repair or replacement. The brick walls need a complete repainting. In some places, brick is completely missing because the soft mortar has completely washed away. Two major arched openings at the east lobby were altered for truck delivery in the 1960s.

Some of the transoms above the double-hung wooden windows contain green translucent glass which allows a soft light, yet shields the interior from the harsh Texas sun. The chimney above the roof was removed when the corrugated metal roofing was applied. A portion of the wooden platform on the west end has been removed between the tracks and the building.

The interior of the depot is very stark and plain. The original cabinets in the office remain and are in need of repair. Some modifications to the interior portions have been made since a detailed plan of the building was made by the railroad chief engineer's office in 1941. Interior partitions and ceilings are painted, sealed, wooden paneling except in the warehouse where brick walls and roof trusses are exposed.

Brick paving remains in the open lobbies. The original floor scale in the baggage room remains as does the brick flooring. The existing, racially segregated, waiting rooms are preserved as they were in the 1960s.

A new, steel, chain-link fence for security was recently added by the railroad between the tracks and the privately owned depot.

## 8. Significance

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

**Specific dates** 1910

**Builder/Architect** UNKNOWN

### Statement of Significance (in one paragraph)

The Weatherford-Mineral Wells and Northwestern Railroad Depot in downtown Mineral Wells is one of the key buildings associated with the growth of the community as a health resort in the early years of this century. Constructed to meet the demands for increased rail service, the depot reflects the popularity of a rather elongated design for rail stations, with areas to service both passenger and freight.

The north-central Texas community of Mineral Wells, established in the late 1870s, was to become famous for the medicinal qualities of the water obtained from its wells, from which the town derived its name. In July of 1889, a charter was granted to a group of West Virginia investors for the creation of the Weatherford-Mineral Wells and Northwestern Railroad, whose initial segment connecting the two towns was completed in 1891. Rail service from Weatherford to other Texas locations was provided by other rail lines. The Weatherford-Mineral Wells and Northwestern line was bought by the Texas and Pacific Railroad in 1902, but retained its original name.

The town's fame stems from the hundreds of wells which were drilled to gain access to the medicinal mineral waters, with over 400 operating by 1920. The tourist trade linked to the waters led to the construction of the vast Baker Hotel (National Register 1982) and, after the destruction of the first rail depot by fire, the erection of the second, much larger, structure in 1910. The second depot is of masonry construction, in contrast to the frame building of the early 1890s. It is characteristic of early-twentieth-century rail stations in its rather linear ground plan, with the structure evenly divided into zones for the handling of freight as well as passengers. Of special interest are the covered porches with their large round arched openings, designed to shelter passengers arriving and departing the station. Further protection from the strong Texas sun was provided by the deep overhanging eaves of the roof. The round-arch openings are related to the Romanesque Revival style of architecture, and occur, over the passenger entrances and the station master's booth overlooking the trackside of the station.

The fame of the waters of Mineral Wells drew famous personalities to the town. Among the celebrities, General John J. Pershing, Helen Keller, D.W. Griffith, Will Rogers, Mary Pickford, and Marlene Dietrich, are all believed to have passed through the Mineral Wells Depot. A sense of the value of this commerce can be gauged from the fact that, by 1915, the depot was handling 200,000 passengers a year, and more than three million bottles of the famed mineral water were shipped out annually. The onset of the Depression spelled the end for the local spas, and a consequential decline in rail traffic. Although the proximity of Fort Walters boosted the use of the rail line during World War II, the boom years had long since passed.

The depot is located on the southern edge of the business district of Mineral Wells, and is one of the few commercial structures that has survived from its period with little alteration. The property was recently sold by the railroad to a private owner, and rehabilitation is anticipated in the near future.

## 9. Major Bibliographical References

Payne, H.L. Three Railroads to Mineral Wells. Privately printed, 1975.

Views from the City of Healing Waters - Mineral Wells. Mineral Wells, Texas: Owl Book Co., 1913.

## 10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Mineral Wells, TX.

Quadrangle scale 1:24000

### UMT References

A 

1	4
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5	8	3	2	0	0
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3	6	2	9	9	4	0
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Zone Easting Northing

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Zone Easting Northing

C 

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D 

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### Verbal boundary description and justification (see continuation sheet)

FIELD NOTES of all of Lot 1, Block 13 of the Lynch Addition, to the City of Mineral Wells and a part of the Mineral Wells-Weatherford and Northwestern Railroad Right-of-Way, in Palo Pinto County, Texas and being more fully described by metes and bounds as follows:

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

state	N/A	code	county	code

state	code	county	code

## 11. Form Prepared By

name/title Lewis L. Faulkner, Jr., AIA, President

organization Faulkner Associates, Inc., Architects/Planners date August 19, 1983

street & number 3224 N. Highway 67 East, Suite 205 telephone (214)-681-2441

city or town Mesquite, state Texas 75150

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national  state  local

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

State Historic Preservation Officer signature

title State Historic Preservation Officer date 28 Nov. 1983

For NPS use only

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

Keeper of the National Register Entered in the National Register date 1/5/84

Attest: \_\_\_\_\_ date \_\_\_\_\_

Chief of Registration

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

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

For NPS use only

received

date entered

Continuation sheet 1

Item number 9

Page 1

Weaver, A.F. Time Was in Mineral Wells, A Crazy Story But True. Mineral Wells, Texas:  
Houghton, 1975.

Webb, Walter Prescott (ed.). The Handbook of Texas, vol. 2, "Mineral Wells, Texas,"  
p. 213. Austin: Texas State Historical Association, 1952.

Interview by L.L. Faulkner, Jr., with Mayor Ellis White, age 72, June 1982.

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

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Continuation sheet 1

Item number 10

Page 1

BEGINNING at a steel rod, said point being the NE corner of the above mentioned Lot 1, Block 13, said point also being the intersection of the SBL of SE 3rd Street with the WBL of SE 1st Street;

THENCE South, with the WBL of the above mentioned SE 1st Street 176 ft. to a steel rod for a corner;

THENCE West 200 ft. to a steel rod for a corner, in the EBL of South Oak Avenue;

THENCE North, with the EBL of the above mentioned South Oak Avenue, 176 ft. to a steel rod, in the SBL of the above mentioned SE 3rd Street, for a corner;

THENCE East, with the SBL of said SE 3rd Street, 200 ft. to the place of beginning.

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Weatherford-Mineral Wells and Northwestern  
Railroad Depot  
Palo Pinto County  
TEXAS

Working No. DEC 6 1983  
Fed. Reg. Date: 2-5-85  
Date Due: 1/5/84 - 1/20/84  
Action:  ACCEPT 1/5/84  
 RETURN  
 REJECT  
Federal Agency: \_\_\_\_\_

Entered in the  
National Register

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

Substantive Review:  sample  request  appeal  NR decision

Reviewer's comments:

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

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

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible?  yes  no

7. Description

Condition

- excellent
- good
- fair
- deteriorated
- ruins
- unexposed

Check one

- unaltered
- altered

Check one

- original site
- moved date \_\_\_\_\_

Describe the present and original (if known) physical appearance

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

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**8. Significance**

Period \_\_\_\_\_ Areas of Significance—Check and justify below

Specific dates \_\_\_\_\_ Builder/Architect \_\_\_\_\_

Statement of Significance (*in one paragraph*)

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

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**9. Major Bibliographical References**

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**10. Geographical Data**

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

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

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

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Verbal boundary description and justification

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**11. Form Prepared By**

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**12. State Historic Preservation Officer Certification**

The evaluated significance of this property within the state is:

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

State Historic Preservation Officer signature

title \_\_\_\_\_ date \_\_\_\_\_

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**13. Other**

- Maps
- Photographs
- Other

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

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





Weatherford-Mineral Wells & Northwestern Railroad  
Depot

200 Block South Oak Street, Mineral Wells, Palo  
Pinto County, Texas

1982 photograph, A.F. Weaver photographer;  
negative on file, A.F. Weaver Photography,  
412 North Oak Avenue, Mineral Wells, Texas

Oblique view of southeast end of building, looking  
northwest

Photo 1 of 7



Weatherford-Mineral Wells & Northwestern Railroad  
Depot

200 Block South Oak Street, Mineral Wells, Palo  
Pinto County, Texas

1982 photograph, A.F. Weaver photographer;  
negative on file, A.F. Weaver Photography,  
412 North Oak Avenue, Mineral Wells, Texas

Oblique view of northeast end of building,  
looking west-southwest.

Photo 2 of 7

~~11~~  
7



Weatherford-Mineral Wells & Northwestern Railroad  
Depot  
200 Block South Oak Street, Mineral Wells, Palo  
Pinto County, Texas  
1982 photograph, A.F. Weaver photographer;  
negative on file, A.F. Weaver Photography,  
412 North Oak Avenue, Mineral Wells, Texas  
Elevation of northern lobby, looking south  
Photo 3 of 7



OH

Weatherford-Mineral Wells & Northwestern Railroad  
Depot  
200 Block South Oak Street, Mineral Wells, Palo  
Pinto County, Texas  
1982 photograph, A.F. Weaver photographer;  
negative on file, A.F. Weaver Photography,  
412 North Oak Avenue, Mineral Wells, Texas  
West elevation of entrance to north open lobby,  
looking east  
Photo 4 of 7





Weatherford-Mineral Wells & Northwestern Railroad  
Depot

200 Block South Oak Street, Mineral Wells, Palo  
Pinto County, Texas

1982 photograph, A.F. Weaver photographer;  
negative on file, A.F. Weaver Photography,  
412 North Oak Avenue, Mineral Wells, Texas

Entrance detail to express company from east  
open lobby, looking west

Photo 5 of 7



~~77~~  
77

Weatherford-Mineral Wells & Northwestern Railroad  
Depot

200 Block South Oak Street, Mineral Wells,  
Palo Pinto County, Texas

1982 photograph, A.F. Weaver photographer;  
negative on file, A.F. Weaver Photography,  
412 North Oak Avenue, Mineral Wells, Texas

Detail view of trainmaster's window adjacent  
to railroad tracks, looking west

Photo 6 of 7



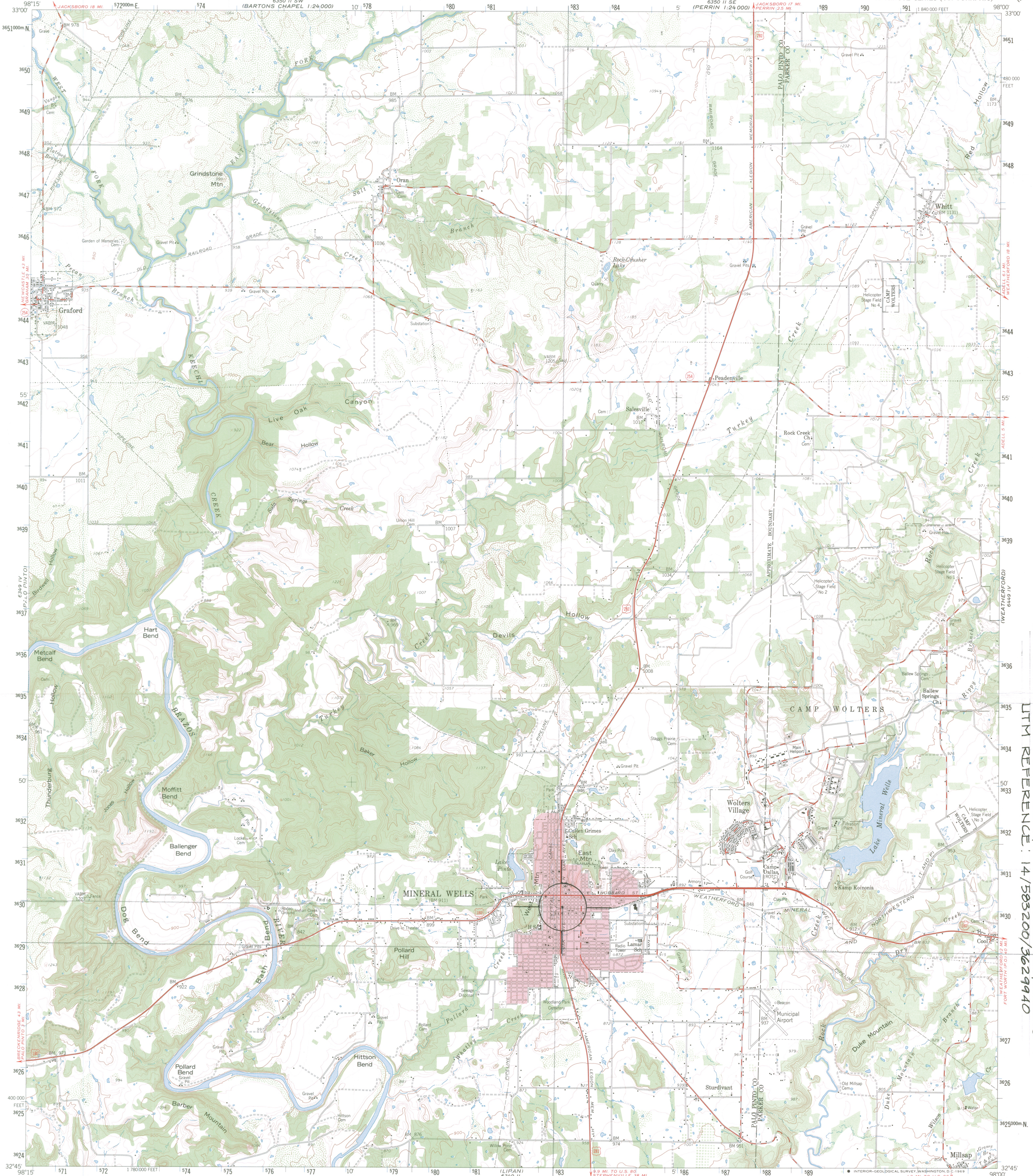
Weatherford-Mineral Wells & Northwestern  
Railroad Depot

200 Block South Oak Street, Mineral Wells,  
Palo Pinto County, Texas

1982 photograph, A.F. Weaver photographer;  
negative on file, A.F. Weaver Photography,  
412 North Oak Avenue, Mineral Wells, Texas

Interior of depot office looking southeast  
Photo 7 of 7

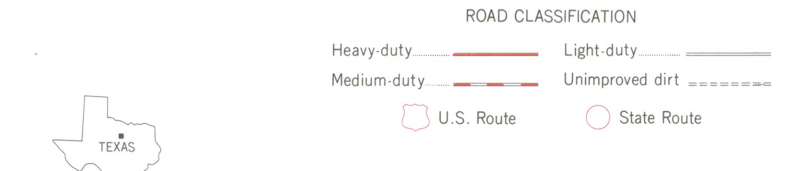
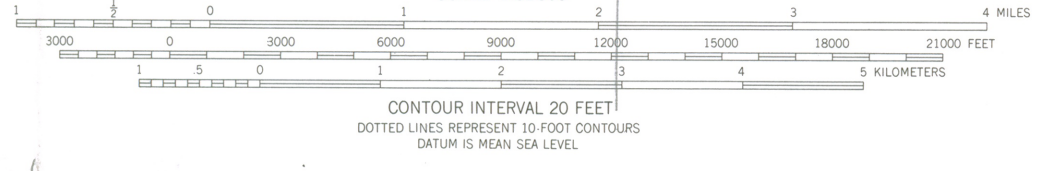
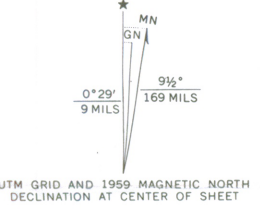
649 III SW  
(BARTON 1:24,000)



916  
200

WEATHERFORD-MINERAL WELLS & NORTHWESTERN RAILROAD DEPOT  
200 BLOCK SOUTH OAK STREET  
MINERAL WELLS, PALO PINTO CO., TEXAS  
UTM REFERENCE: 14/585200/3629940

Mapped, edited, and published by the Geological Survey  
Control by USGS and USC&GS  
Topography from aerial photographs by photogrammetric methods  
and by planetable surveys 1959. Aerial photographs taken 1958  
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  
Red tint indicates area in which only  
landmark buildings are shown

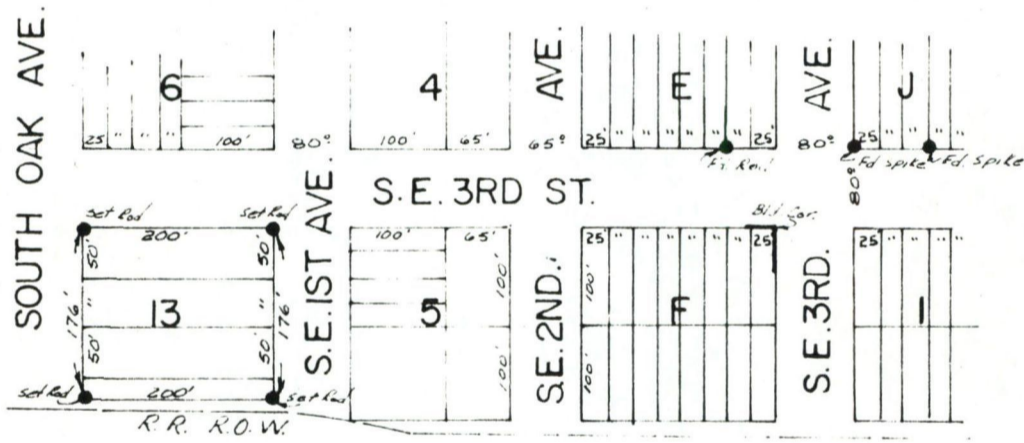
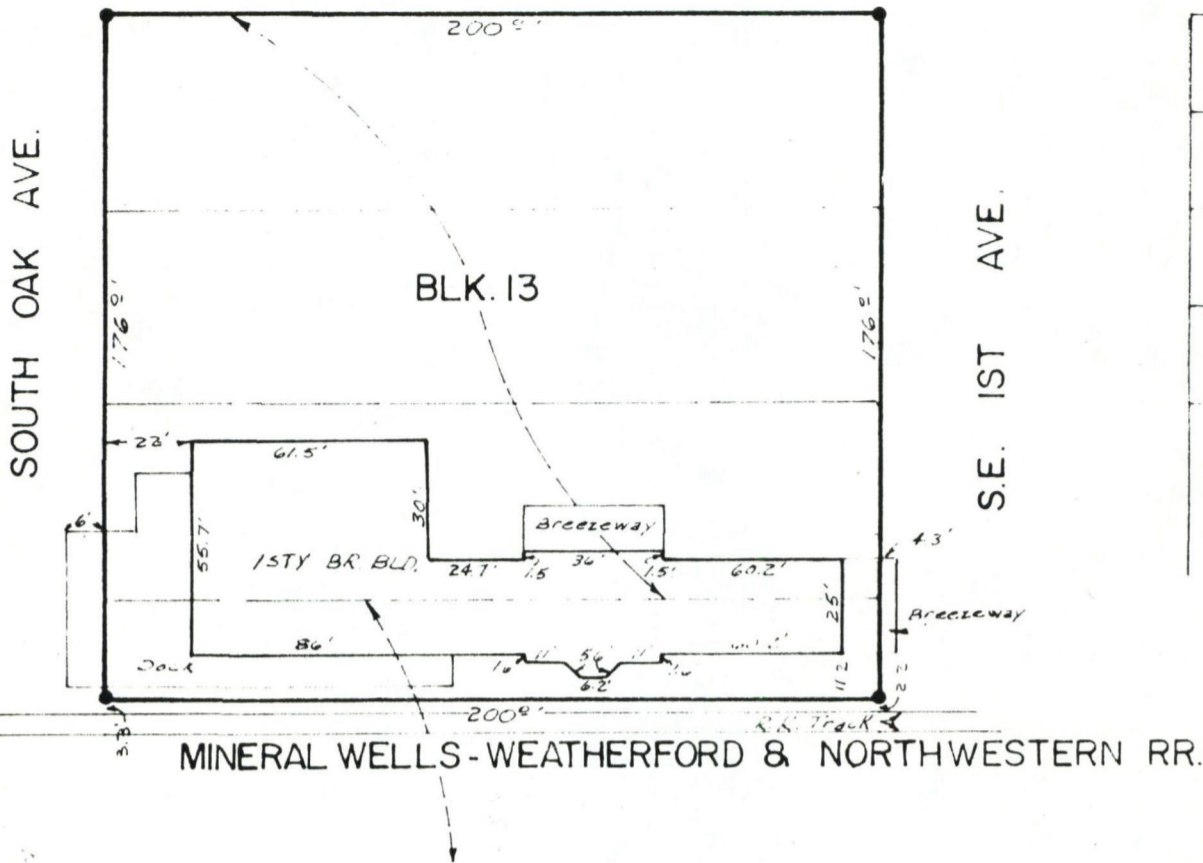


THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR WASHINGTON, D.C. 20242  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

MINERAL WELLS, TEX.  
N3245-W9800/15  
1959  
AMS 6349 I-SERIES V782

3298-440

S.E. 3RD ST.



SCALE 1" = 50'

**SURVEY OF**  
 All of Lot 1, Block 13, of the Lynch Addition, to the City of Mineral Wells, and a part of the Mineral Wells-Weatherford and Northwestern RR Right-of-Way, in Palo Pinto County, Texas.

- LEGEND**
- O ——— IRON PIPE
  - ——— STEEL ROD
  - ⊗ ——— FENCE CORNER
  - \* ——— FENCE

**HUGHES AND ASSOCIATES**  
 LAND SURVEYING - CIVIL ENGINEERING  
 LAND PLANNING

111 East Columbia, Suite E Office 594 5374 Weatherford, Texas 76086 Home 594-2165

I *Tommie Hughes, Jr.* certify that this map was prepared from field notes of an actual survey made by me or under my supervision and to the best of my knowledge and belief represents said survey.

Date 2-8- No. 9978