

HISTORY COLORADO

COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION FORM

SECTION I

Name of Property

Historic Name Haswell Missouri Pacific Railroad Depot

Other Names N/A

Address of Property

[N/A] address not for publication

Street Address 4th Street (312' south of street; 802' east of Spencer Avenue)

City Haswell County Kiowa Zip 81045

Present Owner of Property

(for multiple ownership, list the names and addresses of each owner on one or more continuation sheets)

Name Don Briggs (building)

Address P.O. Box 494 Phone _____

City Eads State Colorado Zip 81036

Owner Consent for Nomination

(attach signed consent from each owner of property - see attached form)

Preparer of Nomination

Name Thomas H. Simmons and R. Laurie Simmons, Historians (for owner) Date: 1 February 2013

Organization Front Range Research Associates, Inc.

Address 3635 W. 46th Avenue Phone 303-477-7597

City Denver State Colorado Zip 80211 Email fraden@msn.com Website www.frhistory.com

FOR OFFICIAL USE:

Site Number 5KW.200

_____ Nomination Received

_____ Review Board Recommendation
 Approval Denial

_____ HC Board State Register Listing
 Approved Denied

Listing Criteria A B C D E

Certification of Listing: President, History Colorado

Date

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Present Owner of Property

(for multiple ownership, list the names and addresses of each owner on one or more continuation sheets)

Name Scott Briggs (land)

Address P.O. Box 100 Phone _____

City Haswell State Colorado Zip 81045

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SECTION II

Local Historic Designation

Has the property received local historic designation?

no

yes --- individually designated designated as part of a historic district

Date designated _____

Designated by _____ (Name of municipality or county)

Use of Property

Historic Transportation/Rail-Related/Depot

Current Agriculture/Subsistence/Agricultural Outbuilding

Original Owner Missouri Pacific Railroad

Source of Information Kiowa County Public Library, *Railroads in the Development of Kiowa County*, 22-23

Year of Construction ca. 1950

Source of Information Local interviews and aerial photograph, 1955

Architect, Builder, Engineer, Artist or Designer Unknown

Source of Information _____

Locational Status

Original location of structure(s)

Structure(s) moved to current location

Date of move ca. 1973-74

SECTION III

Description and Alterations

(describe the current and original appearance of the property and any alterations on one or more continuation sheets)

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SECTION IV

Significance of Property

Nomination Criteria

- A** - property is associated with events that have made a significant contribution to history
- B** - property is connected with persons significant in history
- C** - property has distinctive characteristics of a type, period, method of construction or artisan
- D** - property is of geographic importance
- E** - property contains the possibility of important discoveries related to prehistory or history

Areas of Significance

- | | | |
|---|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Economics | <input type="checkbox"/> Landscape |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Education | <input type="checkbox"/> Architecture |
| <input type="checkbox"/> Archaeology – prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Law |
| <input type="checkbox"/> Archaeology – historic | <input type="checkbox"/> Entertainment/ Recreation | <input type="checkbox"/> Literature |
| <input type="checkbox"/> Art | <input type="checkbox"/> Ethnic Heritage | <input type="checkbox"/> Military |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Exploration/ Settlement | <input type="checkbox"/> Performing Arts |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Geography/ Community Identity | <input type="checkbox"/> Politics/ Government |
| <input type="checkbox"/> Community Planning and Development | <input type="checkbox"/> Health/Medicine | <input type="checkbox"/> Religion |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Industry | <input type="checkbox"/> Science |
| | <input type="checkbox"/> Invention | <input type="checkbox"/> Social History |
| | | <input type="checkbox"/> Transportation |

Significance Statement

(explain the significance of the property on one or more continuation sheets)

Bibliography

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

SECTION V

Locational Information

Lot(s) N/A Block N/A Addition N/A

USGS Topographic Quad Map Haswell, Colo.

Verbal Boundary Description of Nominated Property

(describe the boundaries of the nominated property on a continuation sheet)

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SECTION VI

Photograph Log for Black and White Photographs
(prepare a photograph log on one or more continuation sheets)

SECTION VII

ADDITIONAL MATERIALS TO ACCOMPANY NOMINATION

- Owner Consent Form**
- Black and White Photographs**
- Color Prints or Digital Images**
- Sketch Map(s)**
- Photocopy of USGS Map Section**
- Optional Materials**

Use of Nomination Materials

Upon submission to the Office of Archaeology and Historic Preservation, all nomination forms and supporting materials become public records pursuant to CRS Title 24, and may be accessed, copied, and used for personal or commercial purposes in accordance with state law unless otherwise specifically exempted. The Colorado Historical Society may reproduce, publish, display, perform, prepare derivative works or otherwise use the nomination materials for Society and/or State Register purposes.

For Office Use Only

Property Type: building(s) district site structure object area

Architectural Style/Engineering Type: Late 19th and Early 20th Century American Movements

Period of Significance: ca. 1950 and 1973-74

Level of Significance: Local State National

Multiple Property Submission: N/A

Acreage Less than 1

P.M. 6th Township 18 S Range 51 W Section 31 Quarter Sections C NW NE NE

UTM Reference: Zone 13 Easting 660748 Northing 4257420

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DESCRIPTION and ALTERATIONS

LOCATION AND SETTING

The ca. 1950 Haswell Missouri Pacific Railroad Depot is located on the Briggs farm in the eastern section of the Town of Haswell in western Kiowa County.¹ A large Quonset hut lies to the southwest and a railroad tool shed to the north. Farm equipment, vehicles, and metal granaries are located to the south. A rectangular concrete pad is present south of the depot. Dirt access roads extend to the west (toward Spencer Avenue) and north (toward East 4th Street). The other buildings, structures, and objects of the farm are not included in the nomination boundary. The depot is due south of a large concrete grain elevator on the north side of Colorado Highway 96 (Photograph 1).

DESCRIPTION

General. The one-story rectangular depot (44' 5" x 14' 3") faces south and has a gable-on-hip roof and widely overhanging boxed eaves; the underside of the overhanging eaves are clad with beadboard (Photograph 2). The small gable ends contain wood louvers. The upper two-thirds of each wall are clad with asbestos cement shingles painted red; under the shingles are flush horizontal boards. The lower one-third of each wall, below a projecting two-part wood strip sill course, is clad with vertical beadboard, once painted red. There is a horizontal board above the concrete block foundation. Doors and windows feature plain surrounds with a top drip cap.

Front (South Wall). The front wall (the original track side) features a projecting, center, hipped roof, rectangular bay window (12' 5" x 3'), with two six-over-six-light double hung sash windows on its south wall and one four-over-four-light double-hung sash window on its east and west walls (Photographs 2 and 3). East of the bay window is a paneled and glazed door with a wood screen door and a covered three-light transom. Six-over-six-light double-hung sash windows flank the door. West of the bay window is a wide sliding vertical tongue-and-groove wood door.

East and West Walls. The east wall contains a center six-over-six-light window (Photograph 4). The west wall features a wide off-center sliding vertical tongue and groove wood door (Photographs 5 and 6). Some beadboard cladding is missing from the south end of the west wall, adjacent to the location of an electrical service panel.

Rear (north wall). The rear (the original town side) displays four window openings, with the center two boarded up, the east one open, and the west one with one six-light sash remaining (Photographs 6 and 7).

Interior. The interior reflects the layout typical of a combination depot, with a center office area for railroad functions flanked by a passenger waiting room to the east and a freight and baggage room to the west. The waiting room retains its tongue and groove wood flooring and a covered flue opening that once accommodated a heating stove (Photograph 8). The bay of the office section contains a number of built-in drawers beneath the windows (Photograph 9).

ALTERATIONS

The depot was moved (ca. 1973-74) from its historic earlier location alongside the Missouri

¹ The depot was moved to this location ca. 1973-74.

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Pacific Railroad tracks west of Main Street in the center of Haswell, to the Briggs Farm, about 1,720' east-southeast. The depot, which historically faced north-northwest, is now oriented due south. Principal alterations to the building include some boarded or missing windows and removal of a short brick chimney near the center. The asbestos shingles were probably original and are shown in a historic photograph. The building, which did not have a foundation when trackside, now rests on a mortared concrete block foundation. The track side "HASWELL" sign and round Missouri Pacific shields shown in the louvered areas or ends of similar depots are no longer present.

INTEGRITY

The Haswell Missouri Pacific Depot possesses excellent historic physical integrity of design, materials, and workmanship. The functional design employed by the MoPac facilitated rapid, low-cost construction while meeting functional railroad needs. The building is no longer in its original location, having been moved about thirty-nine years ago from its location track side to a farm a short distance away, thereby diminishing its integrity of location and association. However, as the only known extant Missouri Pacific Depot in Colorado, its retention of the other aspects of integrity give it additional importance. The original materials, including the asbestos cement shingles, are remarkably intact given the depot's use as a farm outbuilding for nearly forty years. The materials of the building are substantially original to its construction, although it now rests on a new foundation. The workmanship is retained, displaying careful construction despite the pragmatic nature of the building. Although placed in a new setting, the building is immediately identifiable as a railroad depot and retains integrity of feeling.

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SIGNIFICANCE STATEMENT

The ca. 1950 Haswell Missouri Pacific Railroad depot, a combination passenger and freight facility, is significant under Criterion C for its architecture, which reflects materials, design, and construction techniques of depots of the era, including: the one-story, horizontal profile; use of asbestos cement shingles; track side bay window for observing train movements; and separate interior spaces for the railroad office, passenger waiting, and freight storage. The building incorporates elements of the Late 19th and Early 20th Century American Movements style, including such character-defining features as horizontality, widely overhanging eaves, low-pitched roof, and multi-light windows. The building meets the requirements for listing under the Multiple Property Documentation Form "Railroads in Colorado, 1858-1948," under the Associated Property Type: Depot.

Frame combination depots were the most common form employed by Colorado railroads. Clayton Fraser and Jennifer Strand, in the Multiple Property Documentation Form for "Railroads in Colorado, 1858-1948," observed:

With passenger service, freight shipping and train management housed under a single roof, combination depots were used largely at rural stations that lacked sufficient passenger and freight traffic to justify separate buildings for each. Combination depots were typically built from standard plans, sometimes even constructed from pre-fabricated components shipped by rail to the site, and they may have incorporated minor architectural elements such as brackets, dormers and decorative door and window trim to distinguish them from other depots.²

The depot is the only known remaining example of a Missouri Pacific Railroad depot in Colorado. MoPac's presence in Colorado was limited to 152.1 miles of track between the Kansas state line and North Avondale Junction, traversing all of Kiowa and Crowley counties and part of Pueblo County. Depots are known to have existed at Towner, Arden, Sheridan Lake, Brandon, Chivington, Eads, Galatea, Haswell, and Arlington. A windshield survey by the nomination preparers and previous studies have documented that no Missouri Pacific depots are still present at their original locations along the line in Colorado.³ Railroad enthusiast Mike Stutz believes "this is the only surviving depot of the Missouri Pacific in Colorado."⁴ The Missouri Pacific Historical Society listed only 52 known surviving MoPac and predecessor depots in the entire country, with none shown in Colorado and most in Missouri, Kansas, and Texas.⁵

The depot was moved to its current location on a farm ca. 1973-74. According to Fraser and Strand, "depots, more than any other railroad-related building, have often been moved from

² Clayton Fraser and Jennifer Strand, *Railroads in Colorado, 1858-1948*, Multiple Property Documentation Form (Loveland, Colorado: Fraserdesign, 31 August 1997), 156.

³ Kiowa County Public Library, *Railroads in the Development of Kiowa County* (Eads, Colorado: Kiowa County Public Library, 1983); R. Laurie Simmons and Thomas H. Simmons, "Historic Resources Survey: Towner to North Avondale Junction, Union Pacific Railroad/Missouri Pacific Railroad, Crowley, Kiowa, and Pueblo Counties, Colorado" (Denver: Front Range Research Associates, Inc., 29 January 1999).

⁴ *Bent County Democrat*, 22 December 1961, and 29 December 1966; Mike Stutz, Haswell Missouri Pacific Depot, www.denverrails.com (accessed 10 September 2009); Cathryn Anderson, Arlington, Colorado, Interview by Thomas H. Simmons, 21 November 2012.

⁵ Missouri Pacific Historical Society, *The True Survivors-Missouri Pacific Structures*, www.mopac.org (accessed 13 January 2013).

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their original location...,” resulting in a loss of integrity of location, setting, and historical associations. However, such resources may be eligible for their architecture if they “embody the distinctive architectural design or construction methods associated with significant railroad lines.”⁶ By the nature of their design as readily identifiable symbols of their railroad line, George H. Douglas concluded “the railroad station itself was always one of the most distinctive buildings in any small community.”⁷ Depots were intended as symbols of a railroad line, and, even when moved, depots continue to manifest their original function. Although the current setting of the Haswell depot is a farm, the building possesses substantial historic physical integrity, as well as rarity as a resource type, and is therefore evaluated as eligible for listing in the State Register. The dates of significance are ca. 1950 (the date of the building’s construction) and 1973-74 (the date of its move).⁸

THE MISSOURI PACIFIC RAILROAD IN SOUTHEAST COLORADO

The Missouri Pacific Railroad (MoPac) traces its beginnings to 1849 and the creation of the Pacific Railroad of Missouri with a goal of building a line from St. Louis to the western border of Missouri and extending from there to the Pacific coast. Financial problems and the Civil War slowed the railroad’s expansion, and, by 1865, the railroad only connected St. Louis and Kansas City. In 1872, the company encountered financial problems and reorganized as the Missouri Pacific Railway.

Financier Jay Gould gained control of the MoPac in 1879, consolidated smaller lines into the company, leased other railroads, and extended the railroad westward and southward. One element of the MoPac’s growth was its extension westward from Kansas to Pueblo, Colorado, thus forging a link with existing railroads serving the lucrative Colorado mining districts. In late April 1887, the MoPac created a subsidiary, the Pueblo and State Line Railroad (P&SL), to undertake construction. The P&SL built 152.1 miles of standard gauge track from the Kansas line west and south through southeastern Colorado, with the first train arriving in Pueblo on 1 December 1887 and regular service to Kansas City and St. Louis beginning in January 1888.⁹

The Pueblo and State Line Railroad encouraged agricultural settlement along its route to provide a base for shipping revenue. The railroad advertised the area’s prospects and offered group fares and special incentives, including immigrant cars for settlers and their belongings. Built like boxcars, railroad immigrant cars carried families (and their household furnishings and supplies) to new lands in the West. Travelling by immigrant car was the most inexpensive type of train travel, and passengers could cook meals and rent mattresses for the journey. A string of small communities, including Haswell, were established along the route to promote agricultural settlement. The towns were named, with few exceptions, in alphabetical order from Kansas westward, earning the route the nickname of the “ABC Railroad.” Communities along the line from east to west included, Towner, Stuart, Sheridan Lake, Arden, Brandon, Chivington, Diston, Eads, Fergus, Galatea, Haswell, Inman, Joliet, and Kilburn.¹⁰

⁶ Fraser and Strand, “Railroads in Colorado, 1858-1948,” 162-63.

⁷ George H. Douglas, *All Aboard: The Railroad in American Life* (New York: Paragon House, 1992), 271.

⁸ Interviews with longtime local residents, consultation of local history publications, queries to the Missouri Pacific Historical Society and Colorado Railroad Museum, and examination of local newspapers did not yield a more precise date of construction.

⁹ Missouri Pacific Historical Society, “MoPac’s First 125 Years,” www.mopac.org (accessed 23 September 2009); Kiowa County Public Library, *Railroads in the Development of Kiowa County*, 4-5.

¹⁰ *Kiowa County Press*, 26 January 1917, 1; Kiowa County Public Library, *Railroads in the Development of Kiowa*

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By 1889, sufficient settlement had occurred along the railroad line to create Kiowa County, by splitting territory from Bent County. The alignment of the railroad influenced the east-west orientation of the county's boundaries. Since counties relied upon assessments on railroads to supply tax revenues for schools and county government, new counties were drawn to distribute existing routes among jurisdictions.¹¹

By 1900, the MoPac had about 5,300 miles of track in the western United States. In 1910, the Missouri Pacific Railway formally absorbed the Pueblo and State Line Railroad. The line reorganized as the Missouri Pacific Railroad in 1917. MoPac lines in southeastern Colorado were part of its Western District, Kansas Division, and Hoisington Subdivision.

HASWELL AND ITS RAILROAD FACILITIES

Other points along the Pueblo and State Line Railroad developed earlier than Haswell. Among the earliest features at the future townsite were railroad facilities, which by 1890 included a section house, a tool house, a platform, stockyards and pens.¹² Shortly after the turn of the century, coal chutes (ca. 1901-02) and a water tank (1904) were added.¹³ H.E. Dean platted the town in 1907, sold lots, and development began.

The Missouri Pacific responded by adding a two-story frame combination depot built between 1907 and 1911 (see Figure 1). Depots like this first one at Haswell typically included living quarters on the second story. Such depots played important roles as one of "the hubs of small town life. Anyone and everything of importance to a community was funneled through the depot. Arriving mailbags and telegrams brought the outside world to even the most isolated town. Cross country journeys or jaunts to the next county began on the station's brick platform."¹⁴ As historians Charles H. Bohi and H. Roger Grant succinctly observed: "In a very real sense railroads were the communities' link to the outside world and depots their gateway."¹⁵

F.T. Tanquary served as station agent at the depot, succeeded by Earl Strait in 1925. The earlier Haswell depot served the community until about 1950. Alvin G. Siefkas, who grew up in the area, recalled that the two-story depot was still present when he left town for World War II in 1942. Frankie Stoker related that the railroad tore down the two-story depot and replaced it with a one-story building (Figure 2).¹⁶

CONSTRUCTION OF THE SECOND HASWELL DEPOT

According to MoPac enthusiast Jim Ogden, the "Missouri Pacific started a modernization program" in the 1940s and 1950s, and the Haswell depot appears to have been part of that effort.¹⁷ Frankie Stoker and Don Briggs both recall the one-story depot was present by the

County, 5.

¹¹ LeRoy R. Hafen, *Colorado and Its People*, vol. I (Chicago: Lewis Historical Publishing, 1948), 440.

¹² Missouri Pacific Railway Company, Listing of Bridges and Buildings, 1 July 1890, provided by Charlie Duckworth, mopac@yahoo.com, 7 November 2012.

¹³ Kiowa County Public Library, *Railroads in the Development of Kiowa County*, 22-23.

¹⁴ Dave Webb, "The End of the Line," *Kansas Territorial* 4 (January-February 1984).

¹⁵ Charles H. Bohi and H. Roger Grant, "Standardized Railroad Stations in Kansas: The Case of the Atchison, Topeka & Santa Fe," *Kansas History* 4 (Spring 1981): 39.

¹⁶ Alvin Siefkas, Eads, Colorado, Interview by Thomas H. Simmons, 30 November 2009; Frankie Stoker, Eads, Colorado, Interview by Thomas H. Simmons, 1 December 2009; *Brandon Bell*, 11 April 1913, 4.

¹⁷ Ogden offered a "hunch" the depot was built between 1910 and 1925, with the asbestos siding above the horizontal wainscoting probably applied in the 1940s and 1950s. As we know another depot was present in

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early 1950s, Mike Stutz (of denverrails.com) opined that “its construction appears to be 1950’s vintage or so, wood frame that could be picked up and moved off its foundation.” A 1955 oblique aerial view of the town shows the current depot in its location by the tracks. This information suggests an estimated construction date of 1950.¹⁸

Railroads had relied on standardized depot designs, particularly for small towns, since the late nineteenth and early twentieth centuries. As Bohi and Grant explained: “Such plans allowed structures to be constructed quickly and cheaply, while still permitting modification to meet local requirements. Furthermore, if properly conceived, carbon copy depots could become an architectural corporate logo.”¹⁹ Early Missouri Pacific depots displayed more architectural variety due to its acquisition of other railroads in the late nineteenth century and the attendant depots that came with them.²⁰

It appears that the building in Haswell reflected the general plan of MoPac depots of the period. Several examples of designs similar to the Haswell depot (employing a gable-on-hip roof with louvers, hipped roof rectangular bay, and asbestos cement shingles) were identified during preparation of this nomination, including: the building at Eads, 22 miles to the east (no longer extant), and a number of depots in Missouri. MoPac designers apparently worked with a basic plan and modified the scale, depending upon town size and anticipated railroad traffic. The comparable depots featured four-over-four-light double-hung sash or two-over-two-light double-hung sash windows, differing door styles, diamond pattern roofing shingles, and horizontal cladding on the lower walls.²¹

The railroad built the new depot on the south side of the tracks west of Main Street. Smaller than the building it replaced, the new depot reflected the reduced role of the railroad in the post-World War II era. The location lay less than a block northwest of the intersection of Main Street and Colorado State Highway 96, the town’s principal commercial roadways. According to Haswell resident James Englehardt, the new depot did not have a foundation.²²

The depot was associated with mid-twentieth century rail transportation in Haswell, serving Missouri Pacific Railroad operations in the community from the late 1940s through the early 1970s. When workers struck the MoPac in 1949, Mrs. Leonard Stoker, Haswell correspondent for the *Bent County Democrat*, observed: “Everything is especially quiet now since the MOP [sic] railroad strike is taking place. A government bus delivers mail once daily from Towner to Pueblo. We really miss those trains.”²³ Earl Strait, who began working at Haswell in 1925,

Haswell during the 1910-25 period, Ogden’s scenario would require the building to have been moved to the town from some other location ca. 1950. A \$30 million MoPac modernization program was announced in 1946. *Denver Post*, 30 December 1946.

¹⁸ Jim Ogden, Fort Worth, Texas, Email to Thomas H. Simmons, 24 September 2009; Stoker interview; Don Briggs, Haswell, Colorado, Interview by Thomas H. Simmons, 30 November 2009; Mike Stutz, Haswell Missouri Pacific Depot, www.denverrails.com (accessed 10 September 2009); *Pueblo Chieftain*, 6 March 1955.

¹⁹ Bohi and Grant, “Standardized Railroad Stations in Kansas,” 40.

²⁰ Deon Wolfenbarger, “Down at the Depot,” *Kansas Preservation* 25 (November-December 2003): 14.

²¹ Similar MoPac depots in Missouri included the buildings at Stotts City, Mineral Point, Crane, and Hoberg. This may not be an exhaustive list, and it is not known if these depots are still extant. F.D. Conner, historic postcards, ca. 1950s, www.ebay.com (accessed 13 September 2012).

²² Englehardt identified the location of the depot which is confirmed on a 1967 aerial photograph of Haswell.

James Englehardt, Haswell, Colorado, Interview by R. Laurie Simmons and Thomas H. Simmons, 11 September 2012; Haswell, Colorado, oblique aerial photograph, Myron Woods photographer, image number 002-1277.jpg, November 1967, Pikes Peak Regional Library, Photograph Archives, Colorado Springs, Colorado.

²³ *Bent County Democrat*, 16 September 1949, 8.

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continued as station agent at the new depot. Miss Evelyn F. Durrett, employed as night telegrapher at the depot since about 1942, succeeded Strait upon his retirement in the late 1950s. Durrett grew up in a railroad family; her father worked for the Missouri Pacific Railroad in Ordway. She became a MoPac employee in an era when it was rare for women to hold such positions.²⁴

In February 1961, president D.B. Jenks and other officials of the Missouri Pacific Railroad visited the Haswell depot on a general inspection trip of the line. Jenks “complimented Miss Durrett on the appearance of the depot.”²⁵ Durrett served as the station agent through 1966 and was the last person to hold that position. In 1966, the Missouri Pacific announced the Haswell depot would be closed “off season” as of 1 January 1967. This meant the depot would be closed ten months of the year, with Haswell business conducted at Eads, and open for special services only during the harvest season (1 July through 1 September). Upon the closure, Durrett became station agent at Eads and served there until her retirement in the 1980s. By the early 1970s, the Haswell depot closed permanently.

SALE AND MOVE OF THE DEPOT

The Missouri Pacific Railroad determined it no longer needed the depot and sold it ca. 1973-74. During the 1970s and 1980s, railroads abandoned small town depots throughout the country. Barbara Oringderff reported that many farmers and ranchers purchased the surplus buildings, viewing “the sturdy little depots as good storage buildings.”²⁶ Scott and Trudy Briggs bought the Haswell depot and in ca. 1973-74 moved it 1,720’ east-southeast to their farm on the eastern edge of town. James Englehardt reported he relocated the depot by placing it on two metal boxcar beams and pulling it to the new location with a four-wheel drive tractor. The depot is used for agricultural storage.²⁷

In 1982, the Union Pacific Railroad (UP) acquired the Missouri Pacific Railroad. The UP abandoned the line through the area in 1997 and sold it to the State of Colorado in 1998, which leased it to the Colorado Kansas & Pacific Railroad. That company could not make money on the route, and the state then leased it to the V&S Railway, which exercised an option to buy the line for \$9.3 million. In late 2011, V&S announced plans to abandon the line. According to James Englehardt no trains have passed through Haswell since about 2000.²⁸

²⁴ *Bent County Democrat*, 15 November 1946, 22 May 1959; Dorothy Cowden, Ordway, Colorado, Interview by Thomas H. Simmons, 21 November 2012; Cathryn Anderson, Arlington, Colorado, Interview by Thomas H. Simmons, 21 November 2012.

²⁵ *Bent County Democrat*, 24 February 1961.

²⁶ Barbara Oringderff, “Disappearing Depots,” 4 *Kansas Territorial* (January-February 1984).

²⁷ Englehardt interview, 11 September 2012.

²⁸ *Pueblo Chieftain*, 22 June 2012; James Englehardt, Haswell, Colorado, Interview by Thomas H. Simmons, 17 November 2012.

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Charlie Duckworth, mopac@yahoogleroups.com, 7 November 2012.

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GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The nominated area includes the footprint of the building plus 2' on each side, as shown on the included to-scale sketch map. The boundary does not include the steel Quonset building to the west or the tool shed to the north. The Missouri Pacific Railroad tool shed, originally located in an unknown community outside of Haswell, was moved first to the property of J.D. Riggins in Haswell and later to the Briggs' farm in the late 1970s.

CURRENT PHOTOGRAPH LOG

The following information pertains to all current photographs:

Name of Property: Haswell Missouri Pacific Railroad Depot

Location: East 4th Street (312' south of the street and 802' east of Spencer Avenue),
Haswell, Colorado

Photographer: Thomas H. Simmons

Date of Photographs: September 2012

Digital Images: CO_Kiowa_HaswellMissouriPacificRailroadDepot_0001 through 0008

1 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0001, the depot and its setting, with the Quonset hut to the left, depot in center, and tool shed to right. The Haswell grain elevator lies in the distance. View north-northwest.

2 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0002, three-quarter view of front and east wall, with the Quonset hut to the left and tool shed to right. View northwest.

3 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0003, front (south wall). View north.

4 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0004, east wall, with the Quonset hut to the left and tool shed to right. View west.

5 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0005, rear (north wall) and west wall, with the tool shed to the left and Quonset hut to right. View southeast.

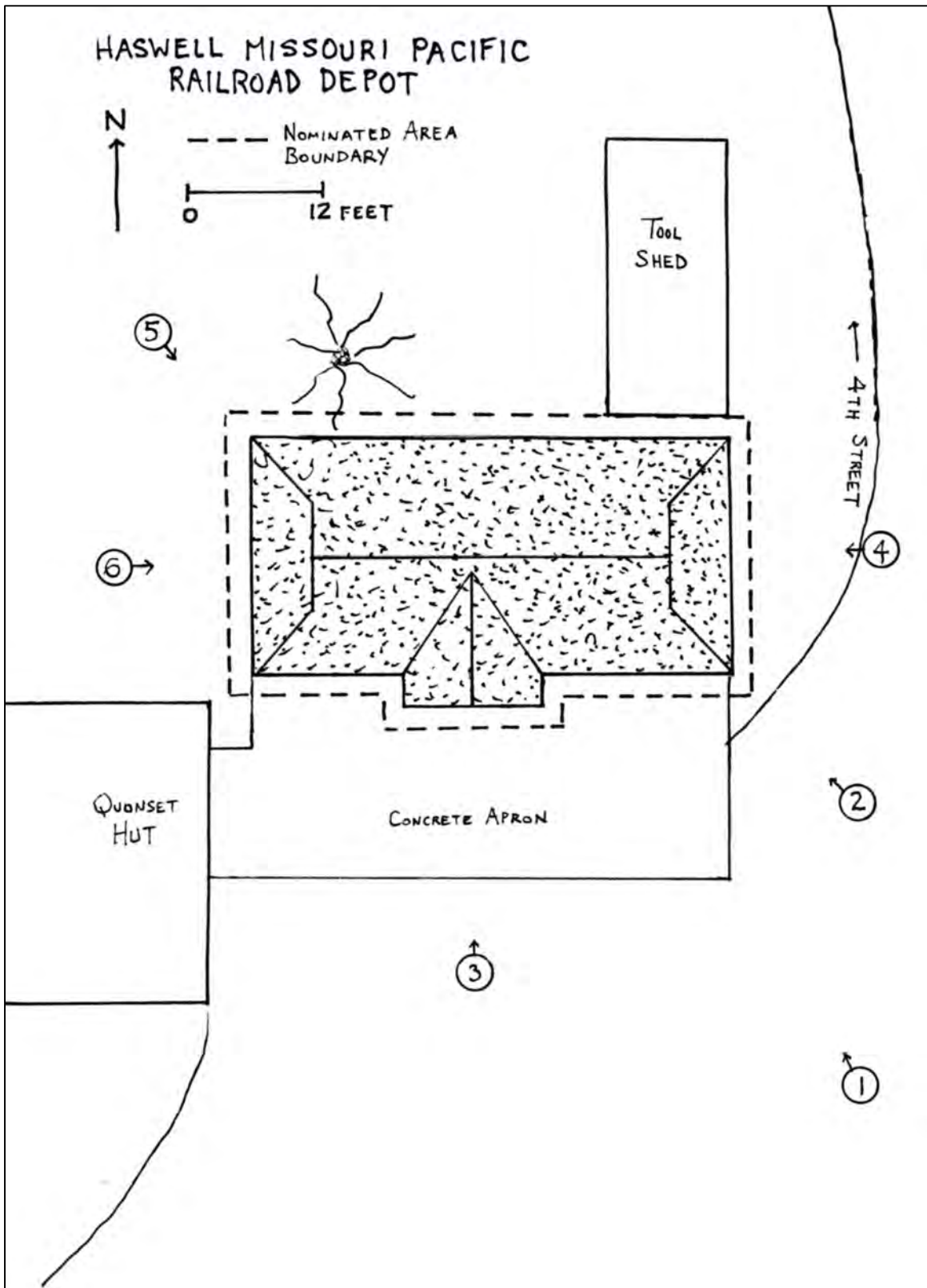
6 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0006, west wall, with the tool shed to the left and Quonset hut to right. View east.

7 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0007, interior of passenger waiting rooming looking toward office. View west.

8 of 8, CO_Kiowa_HaswellMissouriPacificRailroadDepot_0008, interior of office looking toward bay window. View southwest.

Property Name Haswell Missouri Pacific Railroad Depot

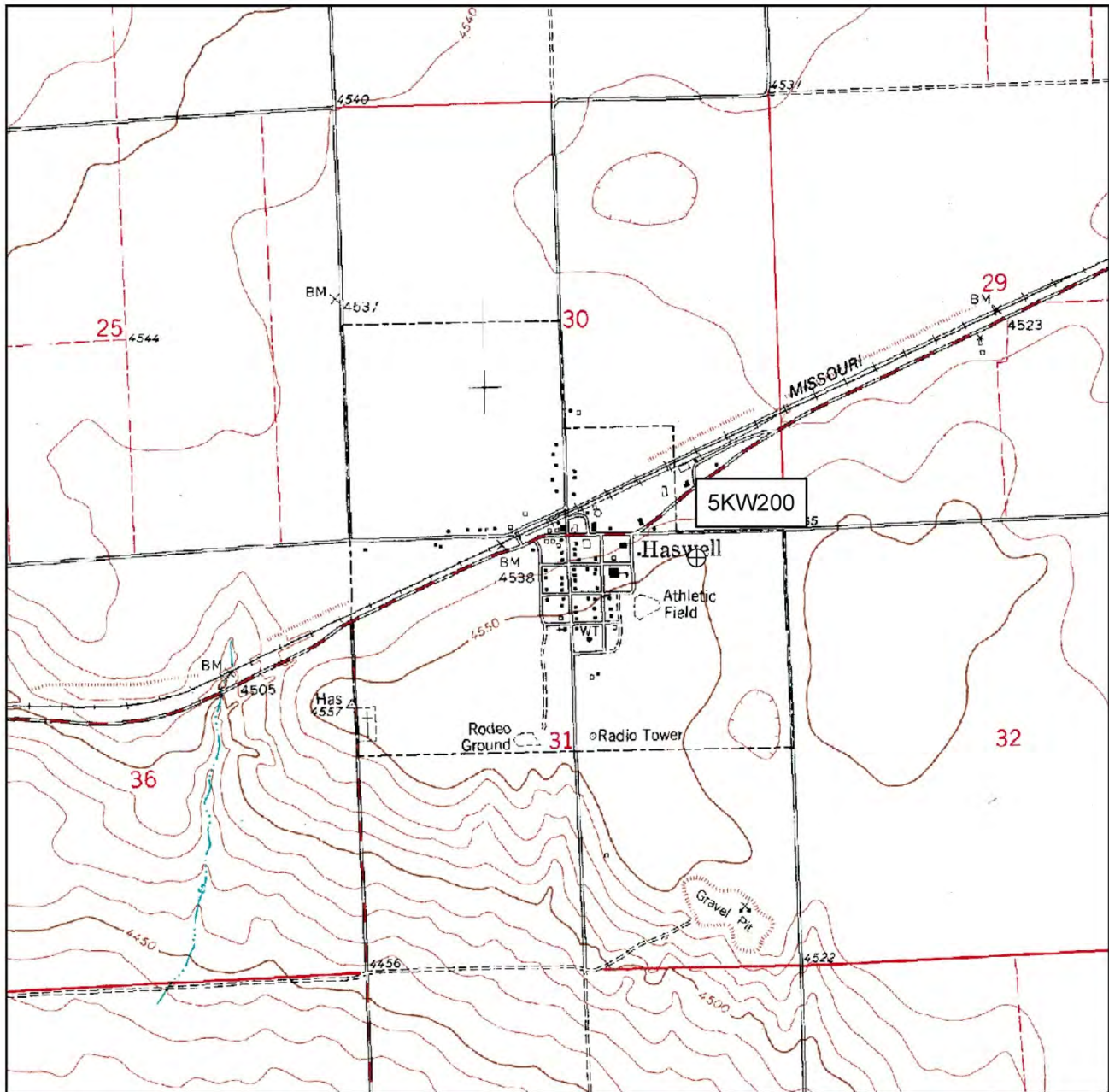
SKETCH MAP



Numbers in circles with arrows indicate photograph locations and camera directions.

Property Name Haswell Missouri Pacific Railroad Depot

USGS TOPOGRAPHIC MAP
Haswell, Colo., Colorado
7.5 Minute Series



0 825 1,650 2,475 3,300 Feet

The crosshair indicates the location of the nominated resource. SOURCE: Extract of U.S. Geological Survey, Haswell, Colo., 7.5 minute quadrangle map (Denver: U.S. Geological Survey, 1974).

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HISTORIC PHOTOGRAPH/FIGURE LOG

1 of 2, Haswell's first Missouri Pacific Railroad depot, a two-story frame building erected between 1907 and 1911, is shown here in 1911. Station agent F.T. Tanquary stands with arms crossed in front of the bay window. The depot served the town until about 1950. Courtesy of Kiowa County Historical Museum, Eads, Colorado.

2 of 2, The smaller ca. 1950 replacement frame depot featured walls clad with asbestos cement shingles and vertical beadboard. Courtesy of Kiowa County Public Library, Railroad Collection, date unknown.

Property Name Haswell Missouri Pacific Railroad Depot



Figure 1. Haswell's first Missouri Pacific Railroad depot, a two-story frame building erected between 1907 and 1911, is shown here in 1911. Station agent F.T. Tanquary stands with arms crossed in front of the bay window. The depot served the town until about 1950. Courtesy of Kiowa County Historical Museum, Eads, Colorado.



Figure 2. The smaller ca. 1950 replacement frame depot featured walls clad with asbestos cement shingles and vertical beadboard. Courtesy of Kiowa County Public Library, Railroad Collection, date unknown.