CITY OF SANTA FE, NEW MEXICO

PROJECT DESCRIPTION: Barbara Felix, agent for the City of Santa Fe, proposes to replace deteriorated windows and doors, to repair damaged architectural features, and to restore historic openings, features, and finishes at the Santa Fe Depot, a landmark structure.

Case number: 2020-001900-HDRB  
Project Type: HDRB

PROJECT LOCATION (S): 410 South Guadalupe Street

OW – City of Santa Fe-Public Works  2651 Siringo Road Santa Fe, NM 87505  JSBurnett@santafenm.gov

AP – Barbara Felix  511 Agua Fria Street Santa Fe, NM 87501  Barbara.Felix@BJFelix.com

PROJECT DATA:

HISTORIC DISTRICT
Don Gaspar Area  Downtown and Eastside  Historic Review  Transition  Westside-Guadalupe

HISTORIC BUILDING STATUS
Non-Statused  Non-Contributing  Contributing  Significant  Landmark  N/A

PRIMARY ELEVATIONS:  

PUBLICLY VISIBLE FACADE-EAST       Yes  No
PUBLICLY VISIBLE FACADE-NORTH       Yes  No
PUBLICLY VISIBLE FACADE-SOUTH       Yes  No
PUBLICLY VISIBLE FACADE-WEST        Yes  No

HISTORIC DISTRICT INVENTORY NUMBER
YEAR OF CONSTRUCTION

PROJECT TYPE
Status  Primary Elevations  Remodel  Demolition  New  Other  Restoration

USE, EXISTING  Residential  Non-Residential  Vacant

USE, PROPOSED  Residential  Non-Residential

HISTORIC BUILDING NAME  Santa Fe Depot
DATE: April 28, 2020
TO: Historic Districts Review Board Members
FROM: Lisa Gavioli Roach, Historic Preservation Division Manager

Case # 2020-001900-HDRB
Address: 410 S. Guadalupe St
Historic Status: Landmark
Historic District: N/A

REFERENCE ATTACHMENTS (Sequentially):

CITY SUBMITTALS

___ District Standards & yard wall
& fence standards.

___ Historic Inventory Form

___ Zoning Review Sheet

___ Other: Condition Assessment and
Preservation Plan by Watson Conserves (2009),
excerpt pertaining to the history of the structure

APPLICANT SUBMITTALS

___ Proposal Letter

___ Site Plan/Floor Plan

___ Elevations

___ photographs

___ Other: Paint analysis

STAFF RECOMMENDATION:

Staff recommends approval of the proposed project and finds that the application complies
with Section 14-5.2(D) General Design Standards for all Historic Districts (including landmark
structures), and 14-5.2(B) Minimum Maintenance Requirements.
BACKGROUND & SUMMARY:

410 South Guadalupe, otherwise known as the Santa Fe Depot, was constructed in 1909 and is a designated landmark property located just outside of the Historic Transition District. According to the “Conditions Assessment and Preservation Plan for the Santa Fe Depot” by Watson Conserves, the Santa Fe Depot was designed and built by the Atchison, Topeka and Santa Fe Railroad in 1909 to replace a former wood frame structure, and the building has been in continuous use as a depot for either passengers or freight since its original construction. As a result of its consistency of use the property exhibits a high degree of historic integrity and serves as a prominent reminder of the importance that the railway played in the development of the City of Santa Fe throughout the 20th Century. The City-owned property was placed on the State Register of Cultural Properties in 1981 (State Register # 807).

The Santa Fe Depot is a one-story Mission Revival style structure with partial basement and attic, constructed of brick masonry that has been covered in pebbledash stucco. It has a pitched clay barrel tile roof over the main room, flat roofs over the former baggage handling room, and three portals. The City of Santa Fe is requesting permission to complete maintenance, restoration, and repair of the Santa Fe Depot, to include returning to the building’s original openings and finishes. The State Historic Preservation Office has reviewed and approved the proposed repairs, and the following scope of work is proposed for HDRB review:

1) Restore the pebbledash stucco in the same color as existing.
2) Restore the roof, replacing broken roof tiles where needed.
3) Replace in-kind or repair where possible damaged brick.
4) Replace existing doors, and repair and repaint existing door frames. New doors will match the historic design, as seen in the 1908 drawings of the Depot.
5) Return structural wood, windows and doors to their original color palate. A paint analysis provided by the applicant indicates that the windows were originally painted black and that the wood decking and structural members were a light brown.
6) Replace in-kind rotted and failing structural rafters, decking, beams, and support corbels. The 2009 “Conditions Assessment and Preservation Plan” in addition to the recent analysis indicates the necessity of replacing these historic materials in order to preserve the structural integrity of the building.
7) Restore historic openings on the east and west elevations of the former baggage claim (currently EcoMotive), including restoring paint, wood, and glazed double doors. Remove and reinstall steel corner guards at the reopened historic openings, and paint to match the historic color of the doors and windows.
8) Restore the historic opening on the south end of the west side of the main room with a new painted, wood and glazed single door.
9) Clean and seal existing steel signage.
10) Replace and repaint the railing to the basement stair to match historic color of doors and windows. Existing wood stairs are to be replaced with metal stairs.
11) Remove, repair, and reinstall exterior pendant lighting.
12) Remove non-historic sconce at the north end of the east elevation, and replace with a sconce similar to the historic one on the west elevation.
13) Remove the existing electric meter on the east elevation, and add new electric service and phone/data service on the north elevation.

Additional detail is provided for each of these items in the proposal letter provided by the applicant.

RELEVANT CODE CITATIONS:

14-5.2(A)(1) General Purpose
In order to promote the economic, cultural, and general welfare of the people of the city and to ensure the harmonious, orderly and efficient growth and development of the city, it is deemed essential by the governing body that the qualities relating to the history of Santa Fe, and a harmonious outward appearance, which preserve property values and attract tourists and residents alike, be preserved, some of these qualities being:
(a) The continued existence and preservation of historical areas and buildings;
(b) The continued construction of buildings in the historic styles; and
(c) A general harmony as to style, form, color, height, proportion, texture and material between buildings of historic design and those of more modern design.

14-5.2(B) Minimum Maintenance Requirements
All buildings and structures in the historic district over which the board has jurisdiction to determine whether a demolition permit should be approved or denied and all landmark structures over which the governing body has such jurisdiction shall be preserved against decay and deterioration and free from certain structural defects in the following manner, by the owner thereof or such other person or persons who may have the legal custody and control thereof. The owner or other person having legal custody and control thereof shall repair such building or structure if it is found to have any of the following defects:

(1) Those which have parts thereof which are so attached that they may fall and injure members of the public or property;
(2) Deteriorated or inadequate foundation;
(3) Defective or deteriorated flooring or floor supports or flooring for floor supports of insufficient size to carry imposed loads with safety;
(4) Members of walls, partitions or other vertical supports that split, lean, list or buckle due to defective material or deterioration;
(5) Members of walls, partitions or other vertical supports that are of insufficient size to carry imposed loads with safety;
(6) Members of ceilings, roofs, ceiling and roof supports or other horizontal members which sag, split or buckle due to defective material or deterioration;
(7) Members of ceilings, roofs, ceiling and roof supports or other horizontal members that are of insufficient size to carry imposed loads with safety;
(8) Fireplaces or chimneys which list, bulge or settle due to defective material or deterioration;
(9) Fireplaces or chimneys which are of insufficient size or strength to carry imposed loads with safety;
(10) Deteriorated, crumbling or loose plaster;
(11) Deteriorated or ineffective waterproofing of exterior walls, roofs, foundations or floors, including broken windows or doors;
(12) Defective or lack of weather protection for exterior wall covering, including lack of paint, or weathering due to lack of paint or other protective covering; or
(13) Any fault or default in the building or structure that renders the same structurally unsafe or not properly watertight.

Windows & Doors:
14-5.2(D)(5) Windows, Doors, and Other Architectural Features
(a) For all facades of significant and landmark structures and for the primary facades of contributing structures:
   (i) Historic windows shall be repaired or restored wherever possible. Historic windows that cannot be repaired or restored shall be duplicated in the size, style, and material of the original. Thermal double pane glass may be used. No opening shall be widened or narrowed.
   (ii) No new opening shall be made where one presently does not exist unless historic documentation supports its prior existence.
   (iii) No existing opening shall be closed.
(b) For all façades of significant, contributing and landmark structures, architectural features, finishes, and details other than doors and windows, shall be repaired rather than replaced. In the event replacement is necessary, the use of new material may be approved. The new material shall match the material being replaced in composition, design, color, texture, and other visual qualities. Replacement or duplication of missing features shall be substantiated by documentation, physical or pictorial evidence.

14-12 Landmark Structure:
A structure outside a historic district that otherwise meets the definition of a significant structure. A structure may also be a landmark structure if it is listed or is eligible to be listed on the State Register of Cultural Properties or the National Register of Historic Places.

Removal of Historic Material/Demolition:
14-5.2(D) General Design Standards for All H Districts
(1)(a) The status of a significant, contributing, or landmark structure shall be retained and preserved. If a proposed alteration will cause a structure to lose its significant, contributing, or landmark status, the application shall be denied. The removal of historic materials or alteration of architectural features and spaces that embody the status shall be prohibited.
The Santa Fe Depot of 1909

The Atchison, Topeka and Santa Fe Railway Passenger Depot in Santa Fe, New Mexico

A Conditions Assessment Report and Preservation Plan for 2009

Prepared by Watson Conserves
1517 Canyon Road
Santa Fe, NM 87501

June, 2009
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CONDITIONS ASSESSMENT AND PRESERVATION PLAN FOR THE SANTA FE DEPOT

Section 1.0
EXECUTIVE SUMMARY

The Santa Fe Depot celebrates its 100th anniversary in 2009. Designed and built by the Atchison, Topeka and Santa Fe Railroad in 1909 to replace a former wood frame structure, the building has been in continuous use as a depot for either passengers or freight since its original construction. As a result of its consistency of use the property exhibits a high degree of historic integrity and serves as a prominent reminder of the importance that the railway played in the development of the City of Santa Fe throughout the 20th Century. The property is listed as a "landmark" property within the City and was placed on the State Register of Cultural Properties in 1981 (State Register # 807).

In the late 1980's the City of Santa Fe declared the Railyard a "blighted" area due to its neglected and unmaintained state. In the intervening twenty years since then, the district has undergone a transformation that few would have imagined. A magnificent 9-acre urban park has replaced "brownfields". Historic buildings have undergone painstaking rehabilitation. Award-winning commercial buildings have sprung up as the entire area has come alive. A state-of-the-art commuter rail system deposits passengers directly in front of the old Depot—the last, neglected reminder of how the entire area looked twenty years ago.

The present Report describes the physical condition of the Depot and the immediate site, which is defined as the historic brick platform that surrounds the building itself. This assessment is based upon what we know of the property from a study of the original drawings, the historic documents and direct observation. The latter examination was conducted in a non-invasive manner so as to avoid destroying historic fabric; however the Report recommends that some further invasive investigation should take place during the next phase of planning. The assessment is followed by recommendations for correcting observed problems in ways that should not compromise the property's historic integrity. In Section 7 the Report presents a prioritized list of recommended interventions based on issues of life safety, code compliance, abatement of hazardous materials, increased energy efficiency, strategies to reduce fire danger, and assure the preservation of historic fabric. This list comprises a Preservation Plan to which price estimates are attached to create a recommended Preservation Project.
As the occupancy requirements of the property in the near future are not entirely clear, the assessment and recommendations contained in this Report do not include allowances for reconfiguring the interior spaces or for adapting them for uses other than those presently in place. Thus, although there are some recommendations for correcting interior conditions, the primary focus is on those exterior conditions where the urgency is the greatest.

A summary of the property’s greatest needs include:

- Abatement of hazardous materials, including lead and asbestos
- Procedures leading to code compliance
- Correction of drainage problems on the building’s exterior
- Mechanical and electrical needs
- Conservation of the historic windows
- Replacement of the building’s flat roof surfaces with new membrane roofs
- Conservation of exterior surfaces
- Installation of thermal insulation to increase the building’s energy efficiency
- Installation of fire alarm and fire suppression systems

Listed above are the major components of a recommended Preservation Project, structured in two phases, for which the present Report represents the initial planning document. The Report has estimated costs attached to the individual components comprising the Preservation Project, including estimated costs for the planning that is required to prepare the Project for implementation. Including these planning costs, an estimated cost for the recommended Project falls within the range from $875,795 to $1,084,285 as of the present date (June, 2009).

“The AT&SF Passenger Depot in Santa Fe built in 1909 is among the oldest extant buildings in the city. While the adobe cores of earlier buildings survive, few have not undergone changes to windows and stucco. For one hundred years the AT&SF Passenger Depot building has survived continuous use and changes in the purpose it served -- from passenger to freight to tourism. In 2009 it sits within the revitalized Railyard district of Santa Fe, and has recently added high-speed commuter trains to its repertoire. The iconic meaning the building holds in the history of the west will continue to attract visitors from across the United States and beyond. Rehabilitation of the Santa Fe Passenger Depot will address the current deteriorated conditions, and ready it for service for the beginning of its next one hundred years of use.” Conclusion to the Depot’s History included in this Report”

END OF SECTION 1.0
SECTION 3.0

INTRODUCTION

The Santa Fe Depot celebrates its 100th anniversary in 2009. Designed and built by the Atchison, Topeka and Santa Fe Railroad in 1909 to replace a former wood frame structure, the building has been in continuous use as a depot since its original construction. As a result of its consistency of use the property exhibits a high degree of historic integrity and serves as a prominent reminder of the importance that the railway played in the development of the City of Santa Fe throughout the 20th Century. The property is listed as a “landmark” property within the City and was placed on the State Register of Cultural Properties in 1981 (State Register # 807).

The Depot is owned by the City of Santa Fe, managed by the Railyard Community Corporation and presently occupied by the Santa Fe Southern Railway. The present Report was commissioned by the Railyard Community Corporation in the fall of 2008. It represents the first detailed assessment of the physical conditions of the Depot. Because of the property’s historic significance it is deemed essential to place the property in its historic context so that recommendations for correcting physical problems do not place at risk the property’s ability to convey its own story in the development of Santa Fe during the past century. As with the physical assessment, little prior research has been done on the architectural history of the Depot except for brief historic surveys and one article written for the Bulletin of the Historic Santa Fe Foundation by historian Corrine Sze in 1992 (Volume 20, Number 1). Thus the present Report begins with a fuller architectural history of the property, tracing the changes that have taken place over the years and highlighting those components of the Depot that give it its characteristic uniqueness.

As part of the research background of this Report we were fortunate to have been provided with copies of the Depot’s original construction drawings, reproduced here courtesy of the Historic Santa Fe Foundation. The number of sheets originally drawn at the Atchison, Topeka and Santa Fe engineering office in 1908 are unknown, but the six sheets for which we have copies are a fund of useful information. These are included in the Appendix to the present Report. We have compiled new measured drawings of the Depot to illustrate its present condition and configuration. In the process of compiling the new drawings we have been constantly impressed by how closely the actual construction followed both the designs and the dimensions presented by the Railroad’s engineers.
Purpose

The purpose of this Report and Preservation Plan is to complete the requisite initial step in the preservation planning process, describing the property’s history, its character-defining features and its physical needs, making recommendations for correcting these problems and finally recommending a Preservation Project that would address the most pressing needs. Estimated costs are presented so that adequate funding to complete both the project design and its implementation can be sought. The recommended Preservation Project is based upon the following set of priorities:

- Stabilize the property to prevent further loss of historic fabric
- Rectify problems that may threaten public health and safety
- Effect procedures that will make the building more energy efficient while retaining its historic character so that it can continue to convey its important chapter in Santa Fe’s history

Components of the Depot’s structure are assessed as being in good, fair or poor condition. These terms are applied according to the following definitions:

1. Good Condition.
   - The element or feature is intact, structurally sound and performing its intended purpose.
   - There are few if no cosmetic imperfections.
   - It needs no repair or only minor or routine maintenance.

2. Fair Condition.
   - There are early signs of wear, failure or deterioration, although the feature or element is structurally sound and performing its intended purpose.
   - There is failure of a sub-component of the feature or element.
   - Replacement of up to 25% of the feature or element is required.
   - Replacement of a defective sub-component of the feature or element is required.

3. Poor Condition.
   - It is no longer performing its intended purpose.
   - It is missing.
   - It shows signs of imminent failure or breakdown.
   - Deterioration or damage effects more than 25% of the feature or the element cannot be adjusted or repaired.
   - It requires major repair or replacement.
Participants in the research that is presented in this Report are:

- Catherine Colby, architectural historian in Santa Fe, who authored the chapter on the Depot’s history;
- Graciela Tomé, architect in Santa Fe, who produced the dimensioned drawings and opinions on code compliance;
- John Baumgartel, of M & E Engineering in Santa Fe, mechanical and electrical engineer, who investigated the building’s heating, electrical and plumbing systems;
- Jim Hands, of Hands Engineering in Santa Fe, structural engineer, who assessed the building’s structure;
- Cissy Puma of Havona Environmental Consulting in Albuquerque, who performed the environmental assessment;
- Natalie Feinberg of the Collaborative in Boulder Colorado, who performed the materials analyses;
- Alan Watson, of Watson Conserves in Santa Fe, architectural conservator who performed physical assessments and compiled this Report.

The author wishes to express his gratitude to these professionals as well as to the Historic Santa Fe Foundation, the Santa Fe Southern Railway and the Railyard Community Corporation for their genuine enthusiasm in an ongoing effort to preserve one of Santa Fe’s most important historic properties.

END OF SECTION 3.0
Vicinity Map for the Santa Fe Depot
SECTION 4: Building History

The Atchison, Topeka, and Santa Fe Railway Passenger Depot

Santa Fe
New Mexico

Building History

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4.2 Phases in the history of the AT&SF Santa Fe Passenger Depot

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4.6 Phase 3 1992-2008 Alterations and Current Conditions

4.7 Evaluation and Significance

4.8 Sources
Atchison, Topeka, and Santa Fe Railway Passenger Depot, Santa Fe, New Mexico

Building History

In 2009 the Atchison, Topeka and Santa Fe Railway (AT&SF) Passenger Depot building is one hundred years old. Completed in March of 1909, the brick depot succeeded the wood frame building that had served passengers arriving in Santa Fe since 1880. Today the former Santa Fe Central and Denver and Rio Grande Western tracks adjacent to the AT&SF depot are gone. The Santa Fe Central depot, also built in 1909, still stands but has long ceased functioning as such, and the old AT&SF wood depot building has been demolished. The AT&SF company itself ceased to exist when it merged with Burlington Northern in 1995. Yet the AT&SF depot in Santa Fe is still serving passengers of the Santa Fe Southern Railway. It holds its place in a revitalized Railyard District, and now welcomes the new Rail Runner Express trains arriving in Santa Fe from the south.

4.1 Background: the AT&SF spur line into Santa Fe from Lamy, New Mexico

The railroad that Cyrus Kurtz Holliday chartered in 1859 to serve two northeastern Kansas towns became the Atchison, Topeka and Santa Fe Railway four years later to mark the company’s extending track beyond Kansas. In the early twentieth century and even now, the AT&SF railway was often referred to simply as “The Santa Fe.” But in 1880, when rails were first built in New Mexico, the main line of the Atchison, Topeka & Santa Fe Railway bypassed the capital city. The closest main line stop between Las Vegas, New Mexico and Albuquerque was at Lamy, about 13 miles west of Santa Fe.¹ A group of Santa Fe citizens managed to have a bond issue passed, providing $150,000 for the AT&SF railway company to construct the 18.1 mile spur line into town. The company built the wood frame pitch-roofed depot building in the same year (Figure 4.1.1). The 24 by 96 foot rectangular wood building served both passengers and freight for twenty-nine years.

¹ At the time it was known as Galisteo Junction, and was changed to Lamy in honor of Archbishop Lamy in January of 1881.
years before being converted to the Santa Fe Freight Depot when the new passenger depot was constructed in 1909.

4.2 Phases in the history of the Santa Fe Passenger Depot

The history of the building may be divided into three phases:


The first phase in the building’s history includes the period between its construction in 1909 and the time AT&SF ceased providing major passenger service to Santa Fe in 1929, although after 1926 only one car or caboose carried passengers during the freight service runs. During the second phase, beginning in 1930, the depot remained under AT&SF ownership and underwent alterations oriented to freight, not passenger use. In 1961 even the limited passenger service completely ended. Phase three begins in 1992 when the City of Santa Fe rejected plans proposed by the real estate arm of AT&SF, Catellus Development Corporation, for development of the whole Railyard property (approximately 50 acres). The City, with assistance from the Trust for Public Land, purchased the Railyard property, and the Santa Fe Southern Railway occupied the old depot. Santa Fe Southern instituted passenger travel to Lamy in the caboose of its freight trains. Between 1992 and 2008 further alterations occurred to the depot building as a result of expanding passenger travel and then preparations for the arrival of the Rail Runner Express in Santa Fe.

4.3 Design and construction

The design of the new brick Passenger Depot in Santa Fe (and at the same time the depot in Lamy) took place in the AT&SF Engineering Office in Topeka, Kansas. Railroad companies were notorious for trimming expenses for depots in the west when they were uncertain of future revenues. A decade before rails entered New Mexico, staff in the Engineering Office of the AT&SF Railway Company had created a series of standard drawings for depots. As AT&SF expanded their line across Kansas in the 1870s the standard drawings served to cut costs in design and construction. The sets of standard designs and floor plans served depot functions efficiently. For each new depot along the line, a standard plan would be modified to fit its particular setting and its importance. For example, since Lamy was located on the main line, not a spur line, its depot was viewed as having higher status. The Lamy Depot utilized the
same standard plans as the depot in Santa Fe, but achieved further architectural prominence by adding the imposing clock tower with its tiled roof (Figure 4.3.1). The red tile-roofed California Mission Revival style depots became a readily recognized symbol of the AT&SF Railway far beyond Kansas and New Mexico.

AT&SF efforts to economize also led the company to perfect methods of quick and inexpensive construction.² The long prior experience of the contractor who built the Santa Fe and Lamy Depots also facilitated the efficiency of these construction projects. Henry Bennett was originally from Chicago and moved to Topeka, Kansas in 1876. He constructed many important buildings for the AT&SF Railway and numerous building blocks, hotels and state buildings in Kansas as well as a number of stations between Monterrey and Mexico City for the Mexican National Railway in 1891.³ For the Santa Fe Depot Bennett utilized locally-made brick (from the penitentiary), as well as materials brought in from Hutchinson, Kansas, where he was constructing a hotel at the time. While materials were still en-route in December of 1908, The Santa Fe Daily New Mexican received copies of the architectural drawings from the AT&SF Railway Company, and offered anyone interested to come view them.⁴

³ Kansas State Historical Society web site Biography of Henry Bennett.
⁴ Daily New Mexican Dec 2, 1908, p.1.
4.4 Phase 1. 1908-1929

The construction drawings for the depot, dated November 20, 1908 originated with the Chief Engineer in Topeka. Santa Fe was considered a fairly important town, and therefore merited a covered outdoor waiting area on the south, separate waiting rooms for women and for men in the center, and a separate baggage room on the north. The central part of the building also contained the agent's office and restrooms. The plan for both the Santa Fe and Lamy depots was linear, with the less important functions occurring at the ends of the buildings. The station agent’s office contained windows to view train activities on the trackside and a ticket window inside facing the Lobby between the Men’s and Women’s Waiting Rooms (Figure 4.4.1). (The present Report uses the 1908 room designations throughout.)

Figure 4.4.1 1908 floor plan drawing with added scale and north arrow

5 The complete set of drawings was probably larger than the six sheets that have been digitally reproduced here. The full set probably also included mechanical and electrical plans, but if so these seem to be lost. The six drawings presented here (See 2009 Plans in Appendix) show the foundation plan, basement plan, floor plan, exterior elevations, and a section with some details on one sheet found in the Russell Lee Crump Collection, now Library in Kansas City. Copies here and in the Appendix to this Report are courtesy of the Historic Santa Fe Foundation.
The three-part organization of the Santa Fe Depot building is reflected in the treatment of the separate roofs. The higher central mass is more elaborately detailed and covered by a gabled tile roof parallel to the tracks with cross gables facing the tracks and the town (figure 4.4.2). Added architectural interest occurs at the ends of the cross gables, which are emphasized by rising masonry walls with curvilinear parapets, known as "remates" (Spanish for 'termination') in Mission Style architecture. In the semicircular centers of these parapets are decorative insets in a modified quatrefoil shape. The projecting agent’s window at the trackside is flanked with wide arched entrances serving as protective porches over the doors to the waiting rooms. The 1908 exterior elevation drawings and 1912 photographs by Jesse Nusbaum (See Historic Photographs in the Appendix) show metal letters spelling Santa Fe only on the trackside of the building. The original design also incorporated decorative motifs from both the Spanish Colonial and Navajo traditions. At the remate, the modified quatrefoil inset of the Spanish Colonial tradition remains, while the small metal swastikas that set off the name “Santa Fe” were removed after the ancient symbol became identified with Nazism.6

The covered open waiting area on the south end of the building, and the separate Baggage Room on the north have flat roofs and parapets flanking the more important tile-roofed area. Though these were lower, they also received some architectural detailing: a stepped motif at the upper corners of the openings to the waiting area and a stepped detail at the upper corners of the pairs of wood panel doors on each side of the baggage room. At the south side of the waiting room the opening’s upper corners were also stepped, but masonry rose several feet to form a sill, so passage was only on the

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6 The name ‘swastika’ originated thousands of years ago in Sanskrit meaning well-being. In Navajo myth it refers to a whirling log legend that was portrayed only in a religious context until the late 1800s, when owners of trading posts encouraged Navajos to use it in rugs and silver work. See The Swastika Symbol in Navajo Textiles by Dennis J. Aigner, published in 2000 by DAI Press in Laguna Beach, California. The symbol also occurs in Papago, Apache and Hopi work, and was renounced by all four nations in 1940.
west and east sides of the waiting area. In the drawings concrete benches lined the north and south walls of the waiting area. These were built as drawn, and an additional free standing pair of back-to-back benches were also installed parallel to them in the center of the space.

On the track (west) and town (east) sides of the Baggage Room not only the masonry opening but the doors themselves were shaped to soften the square corners and suggest an arch shape. The doors contained vertical siding in the panel below and two rows of small lights above (see Figure 4.4.2). The building’s east side, facing town is identical to that on the trackside except there are no arched masonry openings in front of each waiting room. The two high windows of the restrooms are in the center on the east side. Three small window openings pierce the north end of the baggage room. The small rectangular scuppers (shown curved on the drawings) which only appear to drain the flat roofs, are covered with stucco. In fact the building’s flat roofs are all drained via roof drains and downspouts. The only metal corner guards shown on the original drawings were at the opening of the pairs of doors at the baggage room. A wainscot appears in the drawings, but is not evident in early photographs.

The primary doors and windows in the center of the building each have eight-light transoms. Window openings are 22" and 36" by 44" with a single sheet of glass in the lower sash. The frame-and-panel oak doors featured in the frame with narrow vertical board in the recessed panel. Baggage Room doors had notched frames at the top. The lighting at the exterior was limited to two deck-mounted “warehouse” fixtures under the overhanging eaves on the east side, one fixture centered in the ceilings of the baggage room, both corridors, and the outdoor waiting area. One “warehouse fixture” was mounted on the east and the west wall of the Baggage Room, making a total of seven exterior fixtures in all. Four ceiling-mounted fixtures lit the interior.

The brick platform set in a herringbone pattern surrounds the depot building, extending beyond the building 10 feet on the north side and 8 feet on the south side. It extended 7 feet beyond the restroom wall on the east side (Figure 4.4.3). Fifteen feet wide platforms extended beyond this rectangular area to total 327 lineal feet of platform along the track. (See 2009 Plans in the Appendix, measured drawings of existing conditions for verification of these measurements). A pipe fence protected the east side of the brick platform from approximately the center of the building southward. The fence at the east side of the

Figure 4.4.3 Sketch of brick platform with approximate dimensions
depot built in 1883 still remained in place in 1930. The last portion protects the stairwell to the basement.

In the interior of the Depot the east wall of the enclosed office (12 feet by 16 feet) had a counter with an oak counter top. Above it were leaded glass windows, and the window in the center slid up into a pocket in the wall, leaving the grille under which tickets were issued to passengers (Figure 4.4.4).

![Figure 4.4.4 Ticket counter window from inside the enclosed office.](image)

The drawings also show a building section looking toward the passage (the Lobby) between the two waiting rooms (Figure 4.4.5). Some of the interior materials planned for the building include a cement base, cement plinths at the wood columns trim, oak moldings and oak doors.

![Figure 4.4.5 Section through women's waiting room looking north.](image)
The partial basement extends under the northeast portion of the current sales area. Originally housing the coal boiler, the basement is accessed only at the exterior, by metal stairs at the northeast side of the building (see Figure 4.4.6 below and the 1908 Basement Floor Plan in the Appendix). A section of the original pipe rail fence encloses the stairwell opening at the east side and a metal gate hangs at the north end. Below grade are two wood casement windows set into window wells, formerly open to the open air on the building’s exterior. To the south of the window wells is a former coal chute that has brick segmental arches carrying the load of the wall above. At the east side of the building, the surfaces at the locations of the window well and chute access are now covered with steel grating that has been infilled with concrete, then later paved with asphalt. The basement area contains two rooms below a portion of the Men’s Waiting Room, the Boiler Room at the north end and the Coal Room to the south of the Boiler Room. Both rooms are now used for storage.

Figure 4.4.6 Sketch of Basement floor plan and section
4.5 Phase 2 1930-1992. Alterations

According to the AT&SF Building Record, the interior of the Santa Fe Passenger Depot was altered in 1930. The scope of the changes is not described in the record, but by 1930 the ticket office functions had moved to the AT&SF-owned La Fonda Hotel. The 1930 interior work may have been the removal of the wood frame walls and ticket counter, as the agent no longer sold passenger tickets at the depot. Only freight arrived by rail; passengers to Santa Fe boarded busses in Lamy.

Figure 4.5.1 AT&SF Building Record (Courtesy of Temple Railroad & Heritage Museum, Texas). Notes referring to the Santa Fe Depot begin beneath the heading ‘SANTA FE M.P. 17.94’. The notes are dated 7-2-82. ‘R.I.P.’ means ‘remain in place’: thus the 1880 wood depot with stone foundation had
been abandoned but not demolished in 1982. The Passenger Depot is item #10 and the remarks record “Inside alterations 1930". (Courtesy Temple Railroad & Heritage Museum, Texas).

In the 1970s the AT&SF decided to remove the original boiler in the basement and the radiators above, replacing the old equipment with a forced air system. In June of 1975 drawings were prepared and signed off by the Assistant General Manager of Engineering in Topeka, C. L. Holman (See 1975 Mechanical Plan in the Appendix). A few months later the drawings were altered to relocate the diffusers, and in April of 1976 the equipment was changed and the ducts resized. In September of 1978 a gas furnace was added to the drawings, shown at the south end of the waiting room. In the late 1970s the original interior incandescent light fixtures were removed and a T-grid dropped ceiling with fluorescent lights was installed throughout the building. Vinyl tile was installed over the concrete floors of the interior.

![Diagram](Image)

Figure 4.5.2 Reflected ceiling plan diagram showing furnace and ducts installed in the 1970s.

Other changes to the building between 1930 and 1992 include infilling the freight doors on both the east and west sides of the baggage room. In the 1970s this room was used as the Agent's Office, and a door opening was cut between the former waiting rooms and the north end of the building. On the west side of the room the opening was filled solid with concrete block masonry. The lintel is visible in the interior, now enclosed in the wall and painted white like the concrete block and the brick. On the east side, according to the HVAC drawing prepared in the 1970s, the opening was filled in and a hinged door installed. (The present slider window may have been installed at this time as well.)

The original tile roof was replaced with red asphalt shingles beneath new plywood decking sometime between 1938 and 1976. All the oak panel doors were replaced with flush doors in this period, and part of the 6 feet of brick paving on the east side of the
building was covered with asphalt. Vertical wood posts of railroad ties replaced the metal fence east of the building.

**Phase 3 Alterations since 1992**

With Santa Fe Southern’s initiation of a round-trip passenger run to Lamy from Santa Fe in 1992, the depot building underwent further changes in the interior. The door openings -- doors & wood trim -- and the interior of the lavatories were altered to provide access for disabled customers. The north wall of the former special agent’s office was extended west to form an office for Santa Fe Southern personnel. Unlike the previous enclosure, the newer wood frame partition walls extend fully to the ceiling (Figure 4.5.3). The HVAC was updated and painted bright turquoise, but the rough openings previously cut in the plaster were not repaired.

![Figure 4.5.3 Floor plan showing current uses and photo of the two heights of the south wall of the current public space.](image)

With funding resulting from the Intermodal Surface Transportation Efficiency Act 1991-1997 (ISTEA), the City of Santa Fe replaced the red asphalt shingle roof with terra cotta tiles in 1999. No written documentation stating the material of the original roof tiles has been found; they are simply identified as red tile. From photographs it is clear that if the tiles were metal, they were individual tiles rather than metal sheets stamped to appear like tiles. Photos also show that the original tile was almost three-quarters smaller in scale than the clay tile installed in the 1990s.

Further work on the building exterior in the 1990s included repainting the wood and plaster at the exterior of the building. Though wood elements were inspected, and a project to rehabilitate the wood features was proposed, it was never carried out. Numerous electrical and mechanical features are now surface mounted on walls and roofs. A pay telephone, a number of disparate signs, a French door and sliding metal window at the east side of the Baggage Room have been added to the exterior.
The brick platform on the north, south and west sides of the building remained intact until 2008 when the Department of Transportation contracted to update the platform for the Rail Runner. A wide concrete curb replaced the historic brick curb, and for approximately 3 feet east of it, the historic bricks mixed with new bricks were re-laid to slope up to the level of the new curb. A ramp with concrete walls and re-used brick floor was installed north of the building to provide handicapped access to the trains.

The changing uses of the interior spaces during the three phases of the historical and recent periods of the depot building are shown in Figure 4.5.4 on the following page.
Figure 4.5.4 Three phases of the uses of interior spaces.
4.6 Evaluation and Significance of the Depot as an Historic Structure

For a century old building to retain its essential form, original windows, exterior wood brackets and original plaster is notable. Despite the deterioration of exterior wood and plaster plus intrusions in the interior and at the exterior, the depot building still retains enough integrity to convey its historic associations in 2009.

Before initiating preservation work, it is important to establish a consistent and comprehensive approach, to decide between, restoring, rehabilitating or stabilizing this significant building. For restoration a specific period would be selected, and the building returned to its appearance at that time. Rehabilitation would make the building suitable for its expanding uses without destroying its historic character. Stabilization would be the least intrusive and include repair of the deteriorating and damaged features of the building.

Restoration of the building to its appearance in 1929 is not recommended in the context of the revitalized Rail yard and the arrival of the Rail Runner trains. With the changes in its setting, the loss of former rail yard functions, and recent alterations to the brick platform, the building’s context has been altered enough to discourage restoration as the preferred treatment in 2009. Restoration to the earliest period would include returning to the original scale of the roof material and to the earlier color scheme. Comparison of black and white photographs of the east side of the depot in 1921 and 1990 clearly show that the paint color was originally darker, with the sign and window trim contrasting in a lighter or white color. The reverse, light plaster and dark sign characterize the two later periods, up to 2008.

The recommended preservation treatment is rehabilitation / stabilization. This would preserve remaining historic features and repair components that have suffered deterioration while adapting to the additional use by commuters. The preservation of the depot roof and building form and the continued use by AT&SF both support defining the period of significance as 1908 to 1958. This includes the time when the property achieved its architectural character and continues up to fifty years ago. The preservation of the distinct roof form and the fact that there have been no additions, mitigate the loss of some features and the intrusions in the interior and at the exterior.

To assist in guiding preservation decisions during rehabilitation, it is helpful to identify those features that define the historic character of the building. Throughout the changes in use and the loss of architectural features, the historic and architectural character of the building and platform have been threatened but not overwhelmed. In part this is due to the strongest aspect of the property’s architectural character being its form. No additions or demolitions have occurred, and the platform, except at the west edge, retains its original size.

The character-defining features of the building in order of their importance in conveying the building’s sense of time and place are the building shape and cross-gable roof form,
original wood windows, exterior wood brackets under the eaves, the tile roof texture, and the coarse stucco texture. The clay tile roofing installed in 1999, because of its orange, not red color and the larger size of the tiles, affects the perception of the size of the building, making it appear to be smaller.

Every effort should be made to repair the existing exterior plaster and the deteriorated portions of the exterior wood features rather than removing brackets or existing plaster and replacing them with new material. The interior space with its coved ceiling and interior finishes: plaster, wood trim and moldings define the character of the interior. All extant interior historic materials should be preserved. In a rehabilitation project the missing features, in this case, roofing, wood baggage room doors, interior oak doors may be of a new design and new materials that are compatible with the size, scale, material and color of the original features, according to current historic preservation standards.

In lieu of restoration, a graphic display of the phases of the depot building, in the form of drawings and photographs would be the best way to convey the building’s original appearance to the public. This could be in the form of framed illustrations hanging in the interior of the building. An alternate suggestion might be the creation of a weatherproof exhibit to be installed in the roofed area at the south end of the building. This area was originally meant for waiting passengers, retains it herringbone brick flooring, exposed beams and wood deck, but is very rarely used now.

Conclusion

The AT&SF Passenger Depot in Santa Fe built in 1909 is among the oldest extant buildings in the city. While the adobe cores of earlier buildings survive, few have not undergone changes to windows and stucco. For one hundred years the AT&SF Passenger Depot building has survived continuous use and changes in the purpose it served -- from passenger to freight to tourism. In 2009 it sits within the revitalized Railyard district of Santa Fe, and has recently added high-speed commuter trains to its repertoire. The iconic meaning the building holds in the history of the west will continue to attract visitors from across the United States and beyond. Rehabilitation of the Santa Fe Passenger Depot will address the current deteriorated conditions, and ready it for service for the beginning of its next one hundred years of use.
4.7 Historical Sources


*Daily New Mexican*, Dec 2, 1908.

Department of Transportation, 1991 Rail Plan Update.

Kansas State Historical Society Web Site *Biography of Henry Bennett*.


New Mexico Department of Tourism Photograph Collection (1937-1961), State Records Center and Archives, Santa Fe New Mexico.


Note about Primary Sources

When the AT&SF Railway merged with Burlington Northern in 1995, thousands of engineering drawings and records were donated to the Kansas State Historical Society. Others were simply discarded. Several individuals including Russell Lee Crump and Vernon J. Glover were able to save some of the latter. Mr. Glover provided some important leads in the research of this document. Russell Lee Crump’s collection is now in the Russell Lee Crump Memorial Library in Kansas City. Some relevant AT&SF
Ms. Lisa Roach  
Historic Preservation Division  
200 Lincoln Avenue  
PO Box 909  
Santa Fe, NM 87504-0909

RE: Maintenance and Repair of the Santa Fe Train Depot at 410 S. Guadalupe Street

Dear Ms. Roach,

The City of Santa Fe (City or Applicant) is requesting permission to complete maintenance and repair on the Santa Fe Train Depot (Depot) located at 410 S. Guadalupe Street. Per the phone discussion you and I had on Monday, March 16, in regards to the coronavirus, it is acceptable to submit the information digitally to allow the project to be placed on the HDRB schedule. Because the project will be permitted by the Construction Industries Division (CID) and the only exterior work occurring. Beyond maintenance and repair, is the addition of a concrete landing at a restored historic opening, zoning approval is not required at this time. If zoning approval is required in the future, we will work with the City to obtain it. As a City project, no fee is required for submission to HDRB.

Project Background: Owned by the City, the Depot is a one-story structure with partial basement and attic. Originally built in 1909, it is constructed of brick covered in pebbledash stucco. It has a pitched clay tile roof over the main room and flat roofs over the old baggage handling room and three portals. The Depot is designated a landmark building in the City, is listed on the State Register of Cultural Properties (HPD #350/State Register #827), and is located within the National Santa Fe Historic District. The property is zoned BCDRED, located in the Railyard District, Historic Downtown Archaeological District, and the Historic Guadalupe Neighborhood Association.

Proposed Work: In keeping with 14-5.2 (C) of the Santa Fe Land Development Code, the Applicant is requesting that they be allowed to repair the building and return to historic openings and finishes. The existing square footage and building height will remain the same, as no alterations or additions are proposed. The Applicant intends to match the existing color of stucco and roof tiles. Structural wood, windows, and doors will be taken back to their historic colors. A paint analysis was completed in November 2018, which found the original color at the wood substrate of the window jambs to be black. Original paint on the wood decking and structural members was found to be a distinct light brown/toffee-colored layer; paint analysis at the pebbledash found a very similar color to what currently exists.

Visual observation and non-invasive drilling of exposed exterior wood occurred in the summer of 2018. Observation was based on review of findings in “A Conditions Assessment Report and Preservation Plan for 2009” by Watson Conserves. 2018 documented findings included that some exterior structural rafters, decking, beams, and support corbels are close to failing. This necessitated installation of temporary support jacks placed under the wood beams on the west side of the Depot.

The Applicant recognizes and intends to maintain the historic character of the building, and will adhere to the Secretary of the Interior’s Standards for Rehabilitation and City requirements, including that if 30% or more of any non-structural historic material shall be beyond repair, it is to be replaced. In all cases, replaced materials and all repair work will be in keeping with the building’s historic character and appearance. Structural material, where damaged beyond repair, will be fully replaced to match existing shape, material and finish. In addition, the New Mexico State Historic Preservation Office has reviewed and approved proposed recommendations.
As such, the following work is proposed:

1. Exterior General:
   a. Areas of damaged brick will be replaced or repaired.
   b. Areas of damaged stucco, including areas that are delaminate, will be replaced. Stucco finish at exterior walls will cover any exposed brick and will match existing style (pebbledash) and color of stucco on existing building.
   c. Historic openings at the east and west elevations of the old baggage claim (currently EcoMotive) will be restored with new painted, wood and glazed, double doors.
   d. Historic opening at the south end of the west side of the main room will be restored with a new painted, wood, and glazed single door.
   e. Existing steel corner guards will be removed and reinstalled if needed to repair brick or stucco. New corner guards will be installed at the reopened historic openings at the old baggage claim. All corner guards will be painted to match historic color of doors and windows.
   f. Existing steel signage will be cleaned and sealed.
   g. Existing railing to basement stair will be replaced and painted to match historic color of doors and windows. Existing wood stairs will be replaced with metal stairs.
   h. Chipped concrete benches will be repaired with concrete at the covered waiting area.
   i. Existing exterior pendant light fixtures and one sconce on west elevation will be removed, cleaned, and reinstalled in same locations.
   j. Existing, non-historic, exterior wall-mount light at the north end of the east elevation will be removed (EcoMotive). A new sconce, similar in style and color of sconce on west elevation, will be installed.
   k. Existing electric meter on east elevation will be removed. New electric service and phone/data will be added on north elevation.

2. Exterior Doors and Windows:
   a. Existing doors will be replaced; existing door frames will remain and be painted. New door construction will match historic design, per 1908 drawings, with the addition of glazing, and be painted to match historic color of doors, windows, and frames.
   b. Windows will be repaired and painted to match historic color of doors, windows, and frames.
   c. It is the Applicant's intent to open three historic doorways that were infilled at an unknown date: two on the west side of the building, including a single door in the main room and a double door in the old baggage handling room (the latter is where the exterior landing is being added to account for elevation changes from interior to exterior); and one on the east side of the old baggage handling room where a historic double door was changed to a window and single door. New openings at the old baggage room will have steel corner guards.

3. Structural Elements:
   a. Elements showing minor structural damage will be repaired.
   b. Elements showing severe structural damage will be replaced.
   c. All structural elements will be painted to match historic color of structural elements and decking.
   d. New zinc flashing will be added to top of exposed portion roof beams on north and south elevations, and be painted to match historic color of structural elements.

4. Roof:
   a. Existing clay tile and associated damaged sheathing will be replaced. New clay tile will more closely match lower historic profile (more similar to the Lamy Train Depot) and similar to the color of the current tile.
   b. Flat roofed areas will be reroofed with TPO. Painted metal cap flashing will be provided at parapets.
   c. Existing, partially-painted gutter and downspout on east elevation will be removed. New, zinc gutters and downspouts on both the east and west elevations will be added for proper drainage.
5. **Interior:**
   a. Existing non-historic partition walls at previous police substation will be demolished in order to restore historic volume.
   b. Existing two bathrooms will be reconfigured to meet ADA, including replacement of finishes.
   c. Non-historic tile flooring will be removed and existing concrete will be restored, if possible.
   d. Wood trim at doors and openings will be repaired to match adjacent historic trim.
   e. Interior electrical, including lighting, and special systems will be upgraded to meet code and exposed conduit will be hidden where possible.
   f. New code compliant HVAC system will be installed in the basement with associated ductwork partially in the attic and partially exposed on the building interior.
   g. New code required janitor closet and drinking fountains will be installed.
   h. New water heater will be installed in the basement.
   i. New gas boilers will be installed in the basement to tie into the existing radiant/snow-melt system underneath the brick sidewalk.

Because the Applicant has a portion of the original 1908 drawings, it is intended that new work shall be in keeping with the original drawings, such as for doors and steel guards. Conjectural features or architectural elements from other buildings will not be employed.

Attached with this letter are the following:

1. Pre-Application Inquiry Form
2. Preliminary Zoning Review Worksheet (unsigned)
3. Photographs
4. Exterior Finish Information (including paint analysis)
5. Drawings
   a. T-001. Title Sheet with Rendering
   b. HAS-100. Architectural Site Plan
   c. HA-100. Existing and Proposed Basement Plans
   d. HA-101. Existing and Proposed Floor Plans
   e. HA-201, HA-202, HA-203. Existing and Proposed Elevations
   f. First Floor Plan for Passenger Depot – 1908
   g. Rear and Track Elevations for Passenger Depot – 1908
   h. Section and Details for Passenger Depot - 1908
   i. Elevations and Details for Passenger Depot - 1908

We appreciate the opportunity to work with HDRB on repairing the landmark Santa Fe Train Depot. Please let if you have any questions or concerns; I can be reached at 505-820-1555 or barbara.felix@bjfelix.com.

Sincerely,

Barbara J. Felix, AIA

CC: Sam Burnett, Project Administrator, City of Santa Fe – Public Works
    Robert Siqueiros, Project Administrator, City of Santa Fe – Public Works
    File
410 S. Guadalupe Street | View from Guadalupe Showing East Elevation

410 S. Guadalupe Street | View from Montezuma Showing West Elevation
# EXTERIOR PAINT SCHEDULE

<table>
<thead>
<tr>
<th>MANUFACTURER</th>
<th>COLOR</th>
<th>LOCATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dunn-Edwards</td>
<td>DE6139 Summerville Brown</td>
<td>Structural Wood + Decking</td>
</tr>
<tr>
<td>Dunn-Edwards</td>
<td>DEA187 Black</td>
<td>Wood Windows + Doors</td>
</tr>
<tr>
<td>Dunn-Edwards</td>
<td>DEA187 Black</td>
<td>Steel Corner Guards</td>
</tr>
<tr>
<td>Dunn-Edwards</td>
<td>DET653 Historic White</td>
<td>Pebbledash Stucco</td>
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</tbody>
</table>

**DE6139 Summerville Brown**

**DEA187 Black**

**DET653 Historic White**

---

**Light Fixture**
Dominion Shade by Barn Light USA
Color: White (shown in black)

---

**Clay Roof Tiles**
Profile: Spanish 13-1/4" Barrel Tile by Ludowici
Color: 129-01
On Friday, November 16, 2018 David Arbogast, architectural conservator of Davenport, Iowa, received a set of three paint samples from Becca Snyder of Barbara Felix Architecture + Design in Santa Fe, New Mexico. They were submitted in an effort to determine the historic exterior paint colors of the Train Depot in Santa Fe.

Analysis of the samples was completed on Saturday, November 24, 2018 utilizing an optical Amscope microscope with magnification between 7 and 90 power. Each layer observed was color matched to the Munsell System of Color using natural north light. Only opaque, pigmented layers (i.e. paint layers) were matched. It is impossible to determine colors for finishes such as metallic paints and leafs and shellacs and varnishes because their color varies according to their translucency and reflectance.

The Munsell System of Color is a scientific system in which colors have been ranged into a color fan based upon three attributes: hue or color, the chroma or color saturation, and the value or neutral lightness or darkness. Unlike color systems developed by paint manufacturers, the Munsell system provides an unchanging standard of reference which is unaffected by the marketplace and changing tastes in colors.

The hue notation, the color, indicates the relation of the sample to a visually equally spaced scale of 100 hues. There are 10 major hues, five principal and five intermediate within this scale. The hues are identified by initials indicating the central member of the group: red R, yellow-red YR, yellow Y, yellow-green YG, green G, blue-green BG, blue B, purple-blue PB, purple P, and red-purple RP. The hues in each group are identified by the numbers 1 to 10. The most purplish of the red hues, 1 on the scale of 100, is designated as 1R, the most yellowish as 10R, and the central hue as 5R. The hue 10R can also be expressed as 10, 5Y as 25, etc. if a notation of the hue as a number is desired.
Chroma indicates the degree of departure of a given hue from the neutral gray axis of the same value. It is the strength of saturation of color from neutral gray, written /0 to /14 or further for maximum color saturation.

Value, or lightness, makes up the neutral gray axis of the color wheel, ranging from black, number 1, to white at the top of the axis, number 10.

A visual value can be approximated by the help of the neutral gray chips of the Rock or Soil Color chart with ten intervals. The color parameters can be expressed with figures semi-quantitatively as: hue, value/chroma (H, V/C). The color “medium red” should serve as an example for presentation with the three color attributes, 5R 5.5/6. This means that 5R is located in the middle of the red hue, 5.5 is the lightness of Munsell value near the middle between light and dark, and 6 is the degree of the Munsell chroma, or the color saturation, which is about in the middle of the saturation scale.

The samples were submitted in resealable plastic bags with the vital information written on the bags. The quality of the samples was very good in light of the fact that they were exterior samples. The discussion of the samples lists the layers from the most recent at the top to the oldest at the bottom. In cases where the actual color was between two Munsell colors, an intermediate number is listed. For example, 10YR 6/5 actually falls between the standard colors of 10YR 6/4 and 10YR 6/6. The results obtained, are as follow:

<table>
<thead>
<tr>
<th>Samples 1 and 2</th>
<th>Munsell</th>
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<tbody>
<tr>
<td>Blue-green</td>
<td>5BG 4/8</td>
</tr>
<tr>
<td>Dark blue-green</td>
<td>5BG 3.5/6</td>
</tr>
<tr>
<td>White</td>
<td>5Y 9/1</td>
</tr>
<tr>
<td>Dull blue-green</td>
<td>5BG 4/4</td>
</tr>
<tr>
<td>Turquoise</td>
<td>10BG 5/4</td>
</tr>
<tr>
<td>Cream</td>
<td>2.5Y 8.5/2</td>
</tr>
<tr>
<td>Brown</td>
<td>7.5YR 4.5/3</td>
</tr>
<tr>
<td>Black</td>
<td>5BG 2/1</td>
</tr>
<tr>
<td>Black</td>
<td>5BG 2/1</td>
</tr>
<tr>
<td>Black</td>
<td>5BG 2/1</td>
</tr>
<tr>
<td>Black</td>
<td>5BG 2/1</td>
</tr>
</tbody>
</table>

The first sample actually was composed of samples numbered one and two, both of which were collected from window jambs. As it turned out, sample 1 had two pieces which varied considerably from each other as well as from that of sample 2. What is shown above is the most complete set of layers from the three samples. All of them were identical in their lowest black and brown layers. In this particular piece there were some very vivid shades of blue-green with a white layer sandwiched between them. Beneath that was a cream-colored layer which was seen in all three pieces. Beneath that was a brown layer. Beneath the brown layer the best piece had at least five layers of black paint, although it was difficult to distinguish the layers, given the fact that the color was identical in all five layers. Beneath the black paint was the wood substrate.
Sample 3
Cream  Munsell
White  2.5Y 8.5/2
White  5Y 9/1
White  5Y 9/1
Sealant  5Y 9/1

The third sample came from the pebbledash on the east side in the corner under the eave. It retained considerably fewer paint layers on its substrate than the window samples above. Most significant was the presence of a yellowed sealer which had been applied to the pebbledash. This was a relatively standard procedure in the early twentieth century to protect the otherwise porous and friable surface from the elements while retaining the visual appearance of the varicolored surface. Today, oxysilane water repellants are used in such situations. These have the advantage of being visually invisible.

Sample 4
Cream  Munsell
White  2.5Y 8.5/2
White  5Y 9/1
Black  5BG 2/1
Light brown  7.5YR 5/4

The fourth sample was taken from the northeast corner of the wood decking under the south portal. Although it revealed the cream layer, three white layers, and the black layers seen in the samples from the window jambs it had a distinct light brown layer on its heavily checked wood substrate.
SANTA FE TRAIN DEPOT
410 S. GUADALUPE ST.
SANTA FE, NM 87501

HISTORIC DESIGN REVIEW BOARD SUBMITTAL
MARCH 17, 2020
EXISTING EXTERIOR ELEVATIONS

Sheet No. 1 of 3

Description

401 S. GUADALUPE ST.
SANTA FE, NM 87501

MARCH 17, 2020

ISSUED

6/18/20

PROPOSED & EXISTING EXTERIOR ELEVATIONS - EAST

Sheet HA-202

PROJECT NO. 10001

DESIGN: R. E. LINDBERG

CONSTRUCTION: SOUTHWEST SOLUTIONS

ARCHITECTURE: BFA+D

CONSTRUCTION MANAGER: ELDON ROSE SUBMITTED TO

FACILITIES: ELIZABETH WEEKER

INSTRUCTIONS TO TRADERS:

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WE S T ELEVATION - EXISTING

REMO V E EXIST ING M E TAL DOWNS P OUT
CLEAN AND SF A I EXIST ING HERING

REMO V E PORTION OF W A ll FOR NEW DO OR O PEN ING
REMO V E CLAY T I LE ROOF.

NEW CLAY T I LE ROOF
NEW 6" HAL F - ROUND Z IN C GUTIER.

NEW DO OR W TH GLAZ ING IN NEW DO OR FR AM E TO MA TCH 1908 DRAW INGS; PA IN T DE A 16 7 BLA C K

NEW AIR UNDERLAY BRIO:
AND/OR MOR TAR AS NEECED

NEW PA I NTED M E TAL CAP FLASHING

NEW CEMENTITIOUS STUC CO W IT H PEBBLEDAS H RFNf':l E PA I NT

HISTORIC W HI T E C L EAN AND REINST AL L EXIST LI GHT FIXTURE

NEW PA I R m DOO S W I J H GLAZ ING IN NEW DO OR FR AM E

HA-203