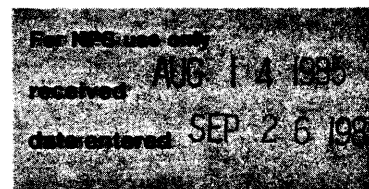


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#1563 Las Vegas Railroad and Power Company Building, NE corner 12th and San Francisco, ill. 54.

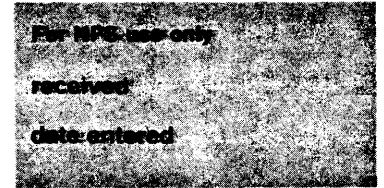
4. Owner: New Mexico Highlands University, Las Vegas, N.M.
6. In Existing Survey: State Register #437.
7. Description: Rear facing L-shape plan; rusticated light brown random ashlar sandstone foundation and walls with dark brown sandstone window sills, string cornices, parapet caps and quoins; (covered) windows in small recesses with projecting sills and arches (1st) stone lintels (2nd); main entrance in deep recess; rounded and stepped parapet. Located at north edge of Sulzbacher and Rosenwald Addition residential area with Hot Springs branch line and Gallinas River to west and north of the building.
8. Significance: The Las Vegas Railroad and Power Company Building was erected in 1905 by contractor Wallace Davis. The design by the St. Louis engineering firm of Ruebel and Wells employs local sandstone to good effect in a straight forward Romanesque design which contrasts sharply with the stripped industrial functionalism of the roundhouse built fifteen years later (ill. 32). The headquarters offices are articulated as a separate two-story block with corner quoins. The windows are grouped in threes with a bulge in the parapet marking the center group. The parapet steps up again at the corners just above where the windows stop. The building and accenting string cornice step down to tall one-story wings: to the right (east), a storeroom (and sometime city laundry), and to the left (north), the street car house with four long stalls and beyond it the dynamo room which housed the four 200 kilowatt coal-fired steam turbines.

The various transportation and power utilites which coalesced in this building in 1905 had begun to develop soon after the railroad arrived. Horse-drawn street cars started running over tracks between the depot and plaza in 1881. A gas works and street lights appeared that same year. The conversion to electric power and street lights began in 1889. Talk of electrifying the trolley system during the 1890 was finally acted on in 1901. E.L. Epperson of St. Louis obtained city and county franchises and began raising capital for the project. New tracks were laid in town and these were combined with the Hot Springs branch line at Bridge Street. This line, which ran to the Montezuma Hotel and ice ponds of the Gallinas Canyon, had been in operation since 1882.

In 1905, William Buddecke of St. Louis and Margarito Romero of Las Vegas bought Epperson's company. Romero undoubtedly

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(#1563 Las Vegas Railroad and Power Co. Building, continued)

envisioned extending the line further up the canyon to his resort hotel at El Porvenir. Buddecke raised additional capital for the improvement and expansion of the system, including this office, trolley barn and generator building. The Hot Springs run quickly proved unprofitable and was terminated in 1906. The company defaulted on bond payments in 1908 and was bought by a group of Denver capitalists. The rise of the automobile caused the termination of the trolley system in 1926, although the generation of electrical power continued. The Public Service Company of New Mexico took over the system in 1946 and continued to operate the plant until the city was tied to their power grid. The building was sold to New Mexico Highlands University in 1966 and is now used by its maintenance department.

10. Acreage: 1. UTM Reference: 13 479739 3939160

Boundary: Lots 1-9 of Block 8 of the (Lopez) Sulzbacher and Rosenwald Addition.