

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

DATA SHEET

FOR NPS USE ONLY
RECEIVED JAN 8 1976
DATE ENTERED JUN 22 1976

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Southern Pacific Railroad Depot (Yuma)
AND/OR COMMON

2 LOCATION

STREET & NUMBER

Gila Street

NOT FOR PUBLICATION

CITY, TOWN

Yuma

CONGRESSIONAL DISTRICT

STATE

Arizona

VICINITY OF

CODE

04

COUNTY

Yuma

CODE

027

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- MILITARY
- OTHER:

4 OWNER OF PROPERTY

NAME

Yuma Fine Arts Association

STREET & NUMBER

Box 1471

CITY, TOWN

Yuma

VICINITY OF

STATE

Arizona

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Yuma County Courthouse

STREET & NUMBER

CITY, TOWN

Yuma

STATE

Arizona

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Depot is a one-story building 166 x 50 feet in size. It is symmetrical with a central main section 66 x 50 feet and 25 feet in height and two wings, one to the north, and one to the south, each 50 x 50 feet square. At the time of construction the style was classified as "Mediterranean with Spanish Influence." It is more properly a reflection of "Spanish Colonial Revival" architecture popular after the Panama-California Exposition in San Diego (1915) until the middle 1940s. It is characterized by its low pitched red tile roof, flat/plain stuccoed surfaces and arched openings with detailed ornamentation. The west facade includes five central arches on spindled columns and two bay windows topped by ornamented attic vents. The east facade is similar to the west except for a long porch 15 x 65 feet, supported by columns. Behind the building, to the east, are the railroad tracks on top of a raised levee which was reached either by a flight of stairs or a ramp.

When constructed, the central section of the building served as the passenger waiting room and also housed the ticket and telegraph offices, restrooms and lavatories. The south wing housed the trainmen's quarters, and the north wing served as baggage and express office.

The depot has been adapted to serve the community of Yuma as an Art Gallery/Museum. The waiting area and north wing serve as gallery space and a work room. The south wing is used for office space, special exhibits, restrooms and storage. External alterations during the renovation consist of the filling in of some 22 windows and doors, detail surrounding these openings was left and the main central portion of the building is intact, complete with the original doors and ceramic tile detailing.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input checked="" type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1926

BUILDER/ARCHITECT The building was designed by
Southern Pacific architects, probably

STATEMENT OF SIGNIFICANCE

A.L. Arguello and Ceril H. Wakefield.

Yuma has long been a vital link in the main southern transcontinental route. From prehistoric times, Yuma has been the site of the best and most important crossing of the Colorado River, and this elegant depot reflects the importance of the location.

The Southern Pacific Railroad Depot at Yuma was completed on the 1st of April 1926 to replace an earlier depot at a different location. The building was dedicated on April 7th, and was part of a general improvement plan by the company.

When the new depot was built, the main line had to be relocated, and a new 400 ft. single-span bridge was built across the Colorado River. The levee on the Gila River had to be raised, too, to protect the new track.

The Yuma depot was an important station on the transcontinental railroad, and Yuma was a popular winter tourist area. Local Indians displayed their handiwork beside the tracks when passenger trains arrived. Yuma was also a shipping point for citrus, lettuce, and other produce.

Use of the passenger depot was discontinued in the 1960s, and the building passed into the hands of the Yuma Fine Arts Association. It is now being refurbished as an art gallery, and the association has received a grant from the Arizona Bicentennial Commission for restoration and remodeling. The project is expected to make a major contribution to the rehabilitation of the downtown area.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Southern Pacific Bulletin, May 1926
Yuma Fine Arts Association booklet
Arizona Republic, 20 April 1975
 22 September 1975
Que Pasa, July 1975

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1/2 A.

UTM REFERENCES

A	<u>11</u>	<u>72,3</u>	<u>53,0</u>	<u>3,6</u>	<u>2,2</u>	<u>9,6,0</u>	B						
	ZONE	EASTING	NORTHING					ZONE	EASTING	NORTHING			
C							D						

VERBAL BOUNDARY DESCRIPTION

The site is bounded on the north by the new depot, on the east by the railway platform and tracks, on the west by Gila Street, and on the south by a driveway.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Marjorie Wilson, Historian

December 29, 1975

ORGANIZATION

Arizona State Parks

DATE

STREET & NUMBER

1688 West Adams

TELEPHONE
(602) 271-4174

CITY OR TOWN

Phoenix, Arizona

STATE
Arizona 85007

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE x

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Dennis McCarthy
DENNIS MCCARTHY

TITLE

State Historic Preservation Officer

DATE

Dec. 29, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

ATTEST: Clark
DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

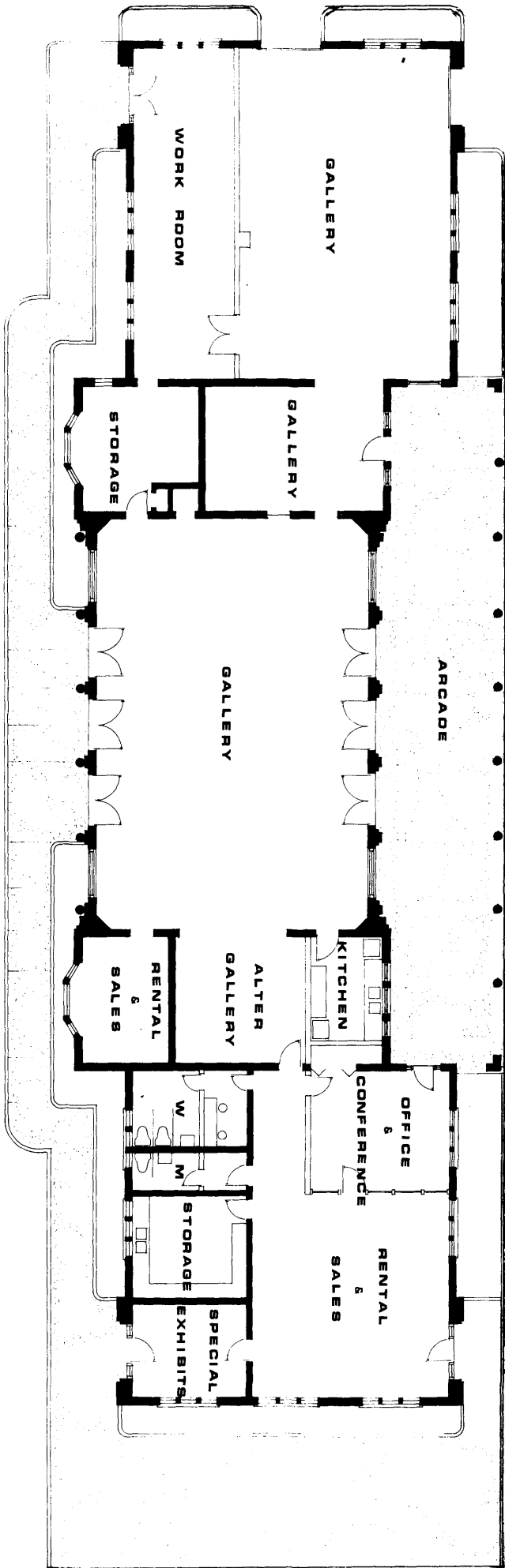
6/22/76

ATTEST: Clark
KEEPER OF THE NATIONAL REGISTER

DATE

6.18.76

FUTURE AMPHITHEATER FOR PERFORMING ARTS



FLOOR PLAN

