

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 Railroad Avenue Historic District

and/or common

2. Location

street & number U.S. 25 not for publication

city, town Las Vegas vicinity of congressional district 1

state New Mexico code 35 county San Miguel code 047

3. Classification

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

4. Owner of Property

name SEE ATTACHED LIST

street & number

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. San Miguel County Courthouse

street & number

city, town Las Vegas state New Mexico

6. Representation in Existing Surveys

title State Register of Cultural Properties has this property been determined eligible? yes no

date October 20, 1978 federal state county local

depository for survey records New Mexico Historic Preservation Program

city, town Santa Fe state New Mexico

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" 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 Railroad Avenue Historic District is an area of commercial structures which historically or presently are related to the railroad. Development of the area occurred from the time the tracks reached Las Vegas in 1879 through 1920. The earlier structures, built in the 1880s and early 1890s, were part of what was New Town's first commercial district and are examples of the Railroad Commercial Style. From the late 1890s through the 1920s buildings in various Period Revival styles were built. All of these structures which are significant and contributing are linked by remarkably homogeneous utilitarian structures of various dates.

The district boundary is drawn to include commercial structures directly and indirectly related to the existence of the railroad. Not only are there individual examples of architecturally and historically significant structures, but also there is an architectural and historical coherence among all the structures.

The following is a list of structures in the district. The large railroad-related and early commercial structures are architecturally and historically significant (H) in their own right. A number of the structures contribute (C) to this character. The remainder of the structures neither add nor subtract from the character and are considered neutral.(N). There are no intrusive structures.

At the north end of the district are two corrugated metal warehouses. Because they are so directly related to the railroad and they have been in use for some time, they maintain the district's character and relationship to the tracks. Both the buildings have gable roofs and have long, narrow plans which provide access to both the tracks and the street.(N)

A large brick warehouse, which reflects the use of the metal buildings and the material of the rest of the district is at the northeast corner of Railroad and Douglas. The building is three stories high and has a stone foundation and tan brick walls. Except for a one-story wing at the north end, the building has an approximately square plan and a cube form. The first story windows and doors have broad Syrian arches on the front and segmental arches on the side. The second story has small, flat arch fenestration and the third story has heavily-molded, round arch fenestration. There is a string course along the springing point and the moldings extend from this. The roof is flat and has a parapet with decorative brick work. The building, which now houses Hayes Plumbing and Heating, is an example of Richardsonian Romanesque. (C)

To the south of this building, along the tracks, are the AT & SF buildings. The Santa Fe and the associated Fred Harvey System made it a point to have an identifying architectural style and adopted the Southwestern Revival styles as their trademark. The northernmost building in this complex, which was built to house the AT & SF offices, is two stories, is constructed of red brick, and has a hip roof. This basically utilitarian building is differentiated by the slightly extending entrance pavilion which is topped by a shaped gable. In the gable is a quatrefoil which displays the Santa Fe's cross. In this case, it is the use of a few details which identify the building as belonging to the AT & SF. (C)

La Castenada Hotel, once the Harvey House Hotel, is the center and most prominent of the railroad buildings. It is a two-story, red brick building with a U-shape plan. Its main facade and the courtyard faces the tracks. The ends of the building have stepped gables and the center is marked by a projecting entrance pavilion topped by a cupola. An arcaded veranda extends around all but the street side of the building. The street facade, in

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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1879

Builder/Architect

Statement of Significance (in one paragraph)

The Railroad Avenue Historic District is significant because it clearly illustrates the commercial architecture associated with the Santa Fe Railroad from 1879 to 1920. In the district there are examples of typical Railroad Commercial structures of the 1880s and 1890s and the later Period Revival style structures. In addition to the overall architectural significance is the architectural and historical significance of individual structures. For example, La Castaneda Hotel and AT & SF Depot are among the earliest uses of Southwestern Revivals by the AT & SF and the associated Harvey House.

The tracks for the Atchison, Topeka and Santa Fe reached Las Vegas in 1879, but instead of going to the existing old town they passed a mile to the east. Along the tracks, a new town of shanties sprang up. Within a year, more permanent buildings of brick and stone were constructed. These buildings, four examples of which remain, illustrate clearly the type of commercial structures associated with the AT & SF in New Mexico. Because Las Vegas was one of the first New Mexican towns reached by the AT & SF, these are some of the earliest examples of a common, but important style. The main features of the Railroad Commercial are masonry construction, two-story-height, center front entrance with flanking display windows, all topped by transoms, and use of metal, mass-produced architectural elements.

The Period Revival styles are significantly represented in the district. Many of these structures have characteristics similar to the Railroad commercial, but use Classical, rather than Italianate elements. Several of them have a great deal of significance in their own right. The Gross and Kelley Company is an example of the Renaissance revival and was designed by Rapp and Rapp in 1898. Rapp and Rapp was one of the most prominent architectural firms in the Southwest. Indicative of Las Vegas' economic vitality is the fact that Rapp & Rapp had offices there for a time, as well as in Colorado Springs.

La Castaneda Hotel is one of the most prominent buildings in Las Vegas as well as in the district. It is one of the early Harvey House Hotels to be built in a Southwestern Revival style, in this case Mission Revival, which later became a trademark for the AT & SF and Fred Harvey System. The use of the style began officially in 1900 with the hiring of Mary Colter, an interior designer. The Alvarado Hotel in Albuquerque, built in 1902, is considered the first example of the use of the style along the railroad and the La Fonda in Santa Fe, 1920, the best example. Because La Castaneda, built in 1898, was built before the official adoption of the style, it served as a successful experiment for the AT & SF and Fred Harvey.

SEE CONTINUATION SHEET

9. Major Bibliographical References

SEE CONTINUATION SHEET, page Five

10. Geographical Data

Acreeage of nominated property 16

Quadrangle name Las Vegas

Quadrangle scale 1:24000

UMT References

A

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

B

1	3	4	8	0	7	6	0	3	9	3	8	5	2	1	0
Zone	Easting				Northing										

C

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

D

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

E

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

F

1	3	4	8	0	6	2	0	3	9	3	8	7	5	0	0
Zone	Easting				Northing										

G

1	3	4	8	0	6	9	0	3	9	3	8	7	4	1	0
Zone	Easting				Northing										

H

1	3	4	8	0	7	1	0	3	9	3	8	8	5	0	0
Zone	Easting				Northing										

~~I 1 3 / 4 8 0 8 4 0 / 3 9 3 8 7 8 5 8 4 0~~

J 1 3 4 8 0 8 0 5 / 3 9 3 8 9 9 0

Verbal boundary description and justification

SEE CONTINUATION SHEET, page Six

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 Ellen Threinen, Architectural Historian

organization New Mexico Historic Preservation Program

date June 4, 1979

street & number P. O. Box 1629

telephone 505-827-2108

city or town Santa Fe

state New Mexico, 87503

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature Thomas W. Mel...

title State Historic Preservation Officer of New Mexico

date 6-7-79

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

Coral Shull date 8-6-79

Keeper of the National Register

Attest: Cole Brooks for date 8/3/79

Chief of Registration

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
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PAGE One-B

Bernardo Rivera
600 Airway Road
Las Vegas

Roggows Record Shop
P. O. Box 282
Las Vegas

Carlos D. & Annabelle Lopez
Mora Rte. Box 65
Las Vegas

John Larson
433 Railroad
Las Vegas

LeRoy D. Wicks
790 Kathryn
Las Vegas

T. J. S. Inc.
609 6th
Las Vegas

Ivan J. Hilton
415 Grand
Las Vegas

Thomas J. Johnson
P. O. Box 2677
Las Vegas

J. W. Boyce
614 Jackson
Las Vegas

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Santa Fe Industries, Attention: R. K. Knowlton
80 East Jackson Boulevard
Chicago, Illinois 60604

Tony Chene Ortega
P. O. Box 60
Las Vegas

Las Vegas Development Co.
P. O. Box 2707
Las Vegas, New Mexico 87701 *

Property Tax Division
State of New Mexico
P. O. Box 630
Santa Fe, New Mexico 87503

Donald and Marie Eldh
510 Railroad Ave.
Las Vegas

Jimmy Pena and Cruz Roybal
513 Railroad
Las Vegas

Kimball Foods, Inc.
c/o Marvin F. Poer & Co.
13612 Midway Road, Suite 610
Dallas, Texas 75240

Joseph C. Wheaton
513 Railroad
Las Vegas

Hays Plumbing and Heating
P. O. Box 1414
Las Vegas

William H. Houston
8133 Loma del Norte N. E.
Albuquerque, New Mexico 87109

Cecil Guy Edwards, Est.
c/o Edward Farr
P. O. Box 365
Las Vegas

Thelma Traweck
P. O. Box 17
Sapello, New Mexico 87745

Matilda S. Pena
907 Railroad Avenue
Las Vegas

Luther Ramsey
c/o David Guerin
1006 Douglas
Las Vegas

Edward & Dineta Nitzanski
1035 5th Street
Las Vegas

Robert Hanford Dalton
P.O. Box 2606
Las Vegas

Edwin E. McCurdy
9012 Crestwood N. E.
Albuquerque, N. M. 87112

Juke and Margie Padilla
601 Lincoln
Las Vegas

*State is New Mexico and Zip Code is 87701 unless otherwise indicated

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contrast to the others, is articulated only by the double hung sash windows.

La Castaneda continues to be used as a hotel and the owner has been renovating the interior and repairing the exterior. The hotel is the visual and economic center of the district. Additionally, the structure is significant because it is an early example of the Mission Revival. It dates to 1898 and was designed by Frederic Louis Roehrig, a Denver architect.

To the south of La Castaneda is the AT& SF depot which is topped by a hip roof and surrounded by a veranda. The building is constructed of brick that was later stuccoed. Both the street and track facades have extending entrance pavilions topped by shaped gables. The depot was built in 1898 and was designed by an AT & SF architect. (H)

The Gross and Kelly Mercantile Building, a two-story, red brick structure, is to the southwest of the depot. It has a flat roof and parapet and the fenestration has round and flat arches. There is, to the south of the main building, a long, narrow, one-story warehouse wing. The main, cube-shaped building is an example of the Renaissance Revival with its second-story loggia, pedimented parapet, and denticulated cornice. Gross and Kelly was one of the major mercantile companies in Las Vegas and New Mexico. The company began in 1879 as Otero and Sellar, and a year or two later, Gross and Blackwell bought the firm. In 1882 Kelly became a partner, but it was twenty years before the name was changed to Gross and Kelly. Gross and Blackwell had Rapp and Rapp design them a large brick building in 1898. (H)

On the west side of Railroad and along Lincoln are smaller commercial structures, many of which were built shortly after the arrival of the railroad, when this area was the commercial center for the new town. The Ward Block, at the northwest corner of Railroad and Jackson, is fairly typical. It is a two-story-high, three-bay-wide building, constructed of rubble masonry with an ashlar front. The first story, now concrete-blocked in, reveals cast-iron columns and dark-colored quoins. The second story has windows topped by pediments. The metal cornice remains, but is in poor condition. The building was built in 1883 by George W. Ward and John Hill was the contractor and perhaps the architect. The Ward Block first housed the Elks Saloon and after 1886 the Golden Rule Store. Upstairs the building served as a hotel. (C)

At 407-409 Railroad is a one-story, brick-faced building. It is the sort of linkage structure which occurs frequently along Railroad Avenue. The building has large display windows flanking the doors and a flat roof with a parapet. Though more recent than some of the more significant structures, those such as this do maintain a scale and material common in the district. (N)

The building at 411 Railroad is an excellent example of the more elaborate structures built during the Railroad Era. It is two stories high, two bays wide and of rubble

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stone with red brick facing. The first story has large display windows, a center entrance flush with the wall, and twisted cast-iron columns. The second story has three segmental arch windows topped by metal moldings and the whole is capped by a metal bracketed cornice. The building is deteriorating, as some of the metal architectural details are missing and windows are boarded up. The building was constructed in 1881 and was designed by T. J. Raywood, a Las Vegas architect. It originally housed Ike Lewis' Golden Rule Furnishings, a popular men's store. After an 1886 fire, the building was used as a boarding house on the second story and was often vacant on the first. (H)

Another of the one-story linkage structures is at 415 Railroad. This one has a stuccoed front, flat roof, remodeled fenestration, and a freight door. (N)

The building at 417 Railroad is one-story and has the proportions of the adjacent building. The front facade is faced with red brick and the area of the display windows and door have been boarded in. At the sides are scored pilasters and above is a brick parapet with a decorative arcade-pattern. The building, one of the earliest in the area, was built in 1880 and 1881 and originally housed the Arcade Saloon and later the Boston Clothing House. (C)

The two buildings at 419 through 427 are both one-story and have red brick-faced fronts. Both buildings have concrete lintels, flat roofs, and plain parapets. (N)

At the southwest corner of Railroad and Lincoln is a one-story brick flat-roof building. The street facades are interrupted by pilasters which are capped by plain capitols. The mild Classical Revival detailing is broken by the gilded cartouches and elaborate paired, gilded brackets. Although this building is one of the later in the district, built between 1902 and 1908, the site was one of the earliest to be occupied and to become famous. The corner was the site of Ward and Tamme's Monarch Billiard Hall, reputed to be one of the widest spots in the West and one of the first buildings in New Town. After an 1881 fire, the hall was rebuilt at a different location in the district, but it never regained its former popularity, and finally in 1884, Tamme built a substantial opera house.(C)

The Wells-Fargo Building at 613 Lincoln is one of the most prominent structures in the district because it is three stories and an excellent example of the Classical Revival. The building is constructed of red brick, has a flat roof, and has flat arch fenestration. The upper stories of the front and east facades are articulated with scored Corinthian pilasters, a metal bracketed denticulated cornice, and a parapet with a center-front pediment. The first story of the front facade has display windows and two doors, all with transoms and the door at the side flanked by pilasters. The lower portion of the east facade has round arch windows. The Wells-Fargo Express, a company essential to development of the west generally, was at this location as early as 1890. This building was constructed in 1908. (H)

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The building at 607 Lincoln is another example of a one-story linkage structure. Like the others, this one has a flat roof and a red brick facade. (N)

At 605 Lincoln is another example of the Period Revival and it was built between 1908 and 1915. This building is two stories, is constructed of brick and has a flat roof. The front facade has end pilasters, display windows, and transoms on the first floor and pilasters and four, flat arch, double hung sash windows on the second. The building is topped by a metal cornice. (C)

A much remodeled example of the Classical Revival is at 603 Lincoln. The lower story of the front facade has been refaced with stone. The upper part of the facade has pilasters alternate with paired, linteled windows. The building's cornice has been removed. (C)

The third in this series of three Neo-Classical Revival structures is at the south-east corner of Lincoln and Grand. This building, like the other two, is two stories, has a flat roof, and is constructed of brick. The north facade is articulated by a frame oriel window and the west facade has fenestration topped by flat arches with exaggerated key stones. The building was erected in 1899 and was originally occupied by the Boston Clothing Store. A tire supplier is now in the building and to facilitate their work, have removed the corner section of the first floor. The second story is supported by metal posts. (C)

Opposite this building, at the northeast corner of Lincoln and Grand, is the Center Block. The building is two stories, constructed of red brick with a stone foundation, and is in the Richardsonian Romanesque Style. Its dominant feature is its second-story round tower; other features include broadly arched fenestration on the first story, segmental arch fenestration above, and a corbeled arcade at the top of the building. The Center Block was built in 1899 and may have been designed by architect Charles Fritch. From 1902 through 1921 the Center Block Pharmacy and various offices occupied the building. (H)

At 604 Lincoln is a small one-story building which is a well-proportioned, austere example of the Period Revival. The building is, however, overshadowed by the taller, more elaborately detailed buildings on either side. This building is stuccoed masonry and has pilasters supporting a paneled parapet. The center entrance is deeply inset and the fenestration is flat-arched. (C)

On the east side of this building, at 606 Lincoln, is another example of the Neo-Classical Revival style. The front facade has scored pilasters and display windows and transoms which have been covered over on the first story. The upper portion of the facade has paired, linteled windows, Corinthian pilaster capitals, and a center corbel with a Corinthian capital, and the facade is topped by a pediment and shaped gable. Like the other Neo-Classical Revival structures in the district, this one

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dates to about 1910. (C)

At the northwest corner of Railroad and Lincoln are three examples of the small, one-story linkage structures. All of them are stuccoed and have flat roofs. (N)

The Strousse and Bacharach Building, which is at 515 Railroad, dates to ca. 1900 and the designer and contractor was the firm of Henry and Sundt. Strousse and Bacharach was a small general mercantile company centered in Las Vegas. The red brick building is two stories high and three bays wide, and has a flat roof. The lower section of the front facade has been remodeled, though the essence of the display window, transoms, and center entrance remain. The upper story has three Palladian motif windows with circular motifs and scored pilasters between. The building is topped by a molded cornice and paneled parapet. (H)

A pair of the one-story, stuccoed linkage structures is at 519 and 525 Railroad. Both, like the others in the district, have flat roofs. (N)

At 529 Railroad is the Rawlins House which has nearly the proportions as the Strousse and Bacharach Building. The Rawlins House was built in 1899 as a two-story, brick, flat-roof building. In 1902 an intricate cast-iron front was added. The details of the Neo-Classical Revival front include paired pilasters with Corinthian capitals, a paneled freize, and a heavy cornice decorated with swag panels. Unlike most structures in the district, the first story portion of the facade is basically intact. It reflects two separate spaces, each with an inset entrance, double doors, large display windows, and transoms. At the center of the facade is an entrance to the second story. For a number of years after 1902, the Harvey girls, female employees of Fred Harvey, lived in this second story. (H)

At the southwest corner of Railroad and Douglas are two linkage structures. The one at 533 Railroad is similar to others along the street, as it is one story, has a flat roof, and is stuccoed (N). Around the corner at 621 Douglas is a two-story stuccoed building. (N)

The building at 617-619 Douglas is a deteriorating example of the Railroad Era commercial. Like others in the district, it is constructed of red brick, is two stories, and has a flat roof. The windows and doors have segmental arches and there are first and second story string courses of diagonally set bricks at the springing of the arch. What cornice the building had, has been removed. (C)

The Railroad Avenue Historic District remains a relatively intact collection of Railroad Era and Period Revival structures. These are interspersed with small, relatively unobtrusive structures. The central feature of the district and its reason for being are the AT & SF buildings and the Harvey House. With the exception of these two buildings, which have kept their original use, most of the buildings are vacant or

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used simply as warehouses. Because the district generally is economically depressed and the buildings are not being used to their full potential, the structures are in poor states of repair and some are actually deteriorating.

This situation will remain until its economic fortunes change. In the next several years the interstate highway will be completed and through-traffic diverted off Grand onto the highway. The new highway will pass about a half-mile east of the district. The district will, therefore, once again be putting its best face to travellers. It is not possible to say if this will really help the district, but it is not likely to cause more harm.

#8

The Wells-Fargo Express Building on Lincoln Avenue is prominent in the district because it is three stories tall and because it has interesting, well-proportioned Neo-Classical Revival detailing. The building has the form typical of the Railroad Commercial, namely masonry structure articulated by metal architectural elements, such as the column capitals, cornices, and window moldings. The building illustrates a peculiar feature of articulating only two of the three publically visible facades.

These and other individually significant structures, combined with the contributing structures and the homogeneous neutral structures form an architecturally cohesive, varied, and interesting architectural district.

BIBLIOGRAPHY

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Marshall, James L. Santa Fe: The Railroad that Built an Empire. New York, 1945.

Perrigo, Lynn Q. The Original Las Vegas, 1835-1935. Peralta, 1977.

Threinen, Ellen. Architecture and Preservation in Las Vegas: A Study of Six Districts. Las Vegas, 1977.

FHR-8-300A
(11/78)

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PAGE Six

VERBAL BOUNDARY DESCRIPTION

Beginning at the southwest corner of the intersection of University and the AT & SF tracks, proceed south along the west edge of the tracks to a point opposite the north side of Jackson; proceed west along this line and along the north side of Jackson to the intersection with the alley; proceed north along the west side of the alley to the intersection with the south property line of the buildings facing on Lincoln; proceed west along this south property line to the intersection with Grand; proceed north along the east curb of Grand to the intersection with the north property line of buildings facing on Lincoln; proceed east along this property line to the intersection with the alley; proceed north along the west side of the alley to the intersection with Douglas; proceed east along the south curb of Douglas to the intersection with Railroad; proceed north along the east curb of Railroad to University; proceed east along the south curb of University to the starting point.

JUN 18 1977

UNIVERSITY AVE



GRAND AVE.

DOUGLAS AVE

LINCOLN AVE

JACKSON AVE

HAYES PLUMBING

RAILROAD AVE

AT:SF TRACKS

WAREHOUSES

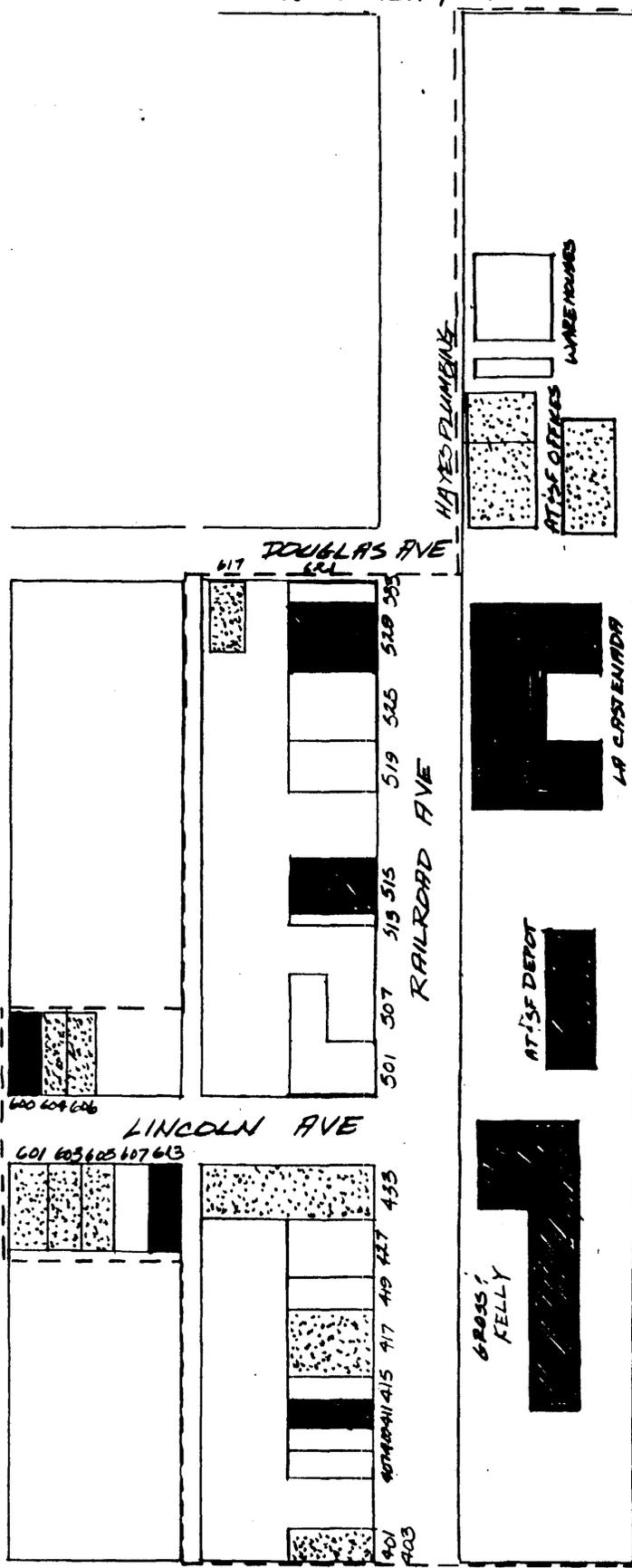
AT:SF OFFICES

LA CASTENADA

AT:SF DETOT

GROSS, KELLY

-  Historic
-  Contributing
-  Neutral



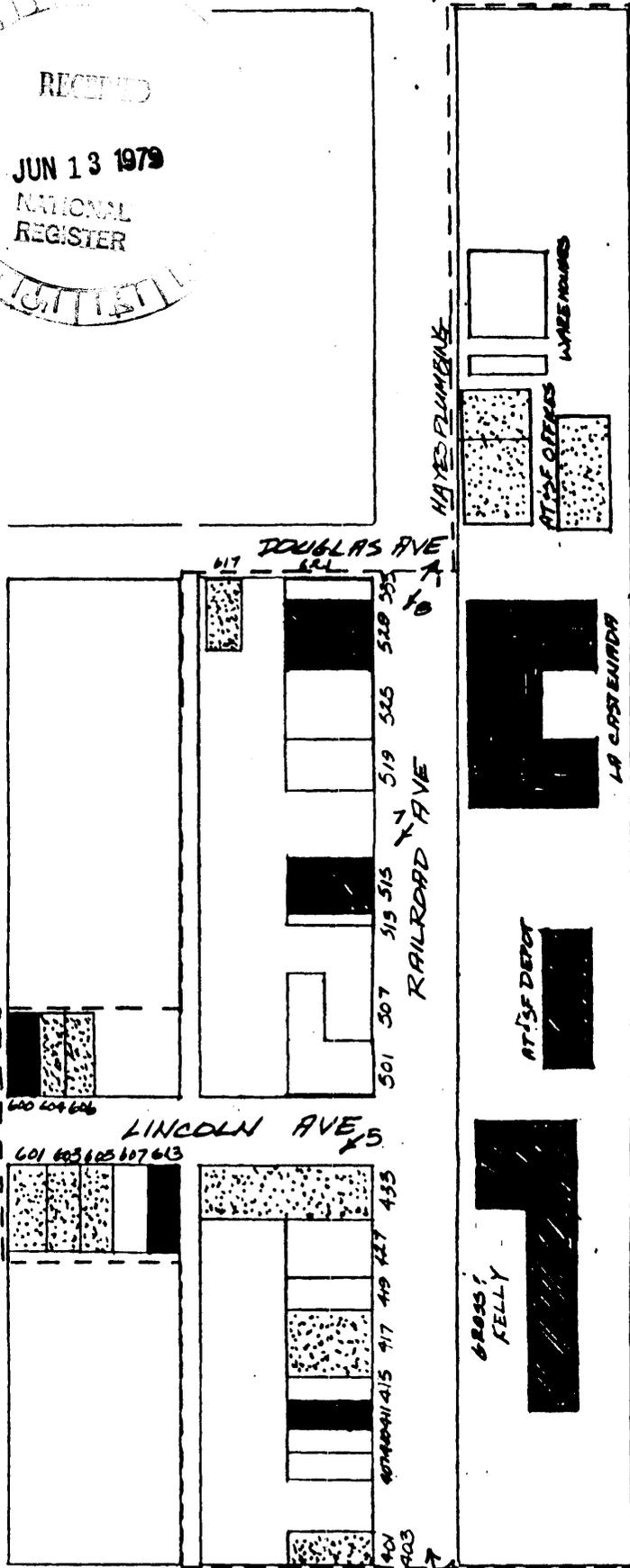
RAILROAD AVENUE HISTORIC DISTRICT
 APPROX. SCALE 1:4500



UNIVERSITY AVE



6 → GRAND AVE.



AT&SF TRACKS
← 2
← 3
LA CASS ENTRADA

-  Historic
-  Contributing
-  Neutral

RAILROAD AVENUE HISTORIC DISTRICT
APPROX. SCALE 1:4500

PHOTOGRAPHS OF DISTRICT

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

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

received AUG 14 1985
date entered

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

1. Name

historic Nuestra Señora de Los Dolores de Las Vegas, City of Las Vegas,
Town of Las Vegas
Historic Resources of Las Vegas, New Mexico
and/or common (Partial Inventory: Historic and Architectural Properties)

2. Location

street & number Generally bounded by Interstate 25 (E), Mills Avenue (N),
Keene Street (W), Keithley Street (S) not for publication

city, town Las Vegas N/A vicinity of

state New Mexico code 35 county San Miguel code 047

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<u>N/A</u> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<u>N/A</u> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
<input checked="" type="checkbox"/> multiple resources		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple (more than fifty)

street & number (owners of individual structures listed on continuation sheets)

city, town vicinity of state

5. Location of Legal Description

courthouse, registry of deeds, etc. San Miguel County Courthouse

street & number West National Street

city, town Las Vegas state New Mexico

6. Representation in Existing Surveys

title NM Hist. Bldg. Inventory has this property been determined eligible? yes no

date 1981-1983 federal state county local

depository for survey records NM Historic Preservation Division

city, town Santa Fe state New Mexico

7. Description

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

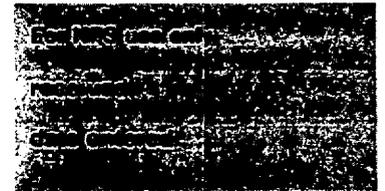
original site
 moved date _____

Describe the present and original (if known) physical appearance

The survey area of the Historic Resources of Las Vegas covers a 1570 acre area containing the historic city as it developed between 1835 and 1935, with a population, now as at the end of that period, of ten to twelve thousand. The approximately 920 historic structures and features comprise nine already-registered historic districts and seventy individual properties. The Gallinas River, flowing through the city, once was the dividing line between West and East Las Vegas. The two communities were consolidated in 1970. West of the river is the Plaza/Bridge Street commercial area and the adobe, Hispanic residential areas of the Distrito de las Escuelas and Old Town Residential District. East of the river is the Railroad Avenue/Douglas-Sixth Street commercial area and the Anglo American residential neighborhoods: Library Park, North New Town and Lincoln Park (the proposed expansion of which is attached as a district nomination). The full range of building types and styles of the New Mexican Territorial Period (1848-1912), excepting only Indian construction, are represented. The vast majority of the structures are unmodified or little modified.

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The Already Registered Historic Districts:

<u>Name</u>	<u>Nat. Reg. Date</u>	<u>Abbreviation Used Below</u>
Plaza	12-10-1974	Plaza
Bridge Street	7-26-1978	Bridge
<u>Railroad Avenue</u>	8-6-1979	RR
Distrito de las Escuelas	3-18-1980	Distrito
Library Park	5-12-1979	Lib
Lincoln Park (proposed expansion attached)	8-6-1979	Lin
Douglas-Sixth St.	7-21-1983	D-6
North New Town Residential	7-21-1983	NNT
Old Town Residential	10-28-1983	OTR

Numbers and Types of Structures in Districts:
(non-contributing in parenthesis)

	<u>Residential</u>	<u>Commercial</u>	<u>Church, Govt., Park, etc.</u>
Plaza	0	23 (7)	1
Bridge	0	29 (9)	1
RR	0	22 (11)	0
Distrito	44 (8)	0	0
Lib	17 (7)	(1)	5
Lin	170 (23)	1	2
D-6	0	28 (5)	4
NNT	225 (50)	4	6
OTR	250 (90)	6	6
Individual	58	8	5
<hr/>			
Total sig./ cont.	765 (183)	123 (35)	30
% of Total	83%	14%	3%

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For NPS use only
received 8/14/85
date entered

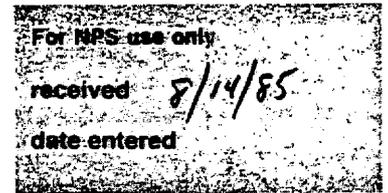
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- #169 Boston Clothing Store (Time Store); SE corner Grand and Lincoln; W.F.C.; 1902-08; 2 stories; brick walls; 1/2 of 1st floor opened for auto drive-through, ca. 1925, mural/map of northern New Mexico on wall; side windows and single door entry with arched head and projecting brick accents; 1/1 double-hung windows (2nd) with continuous projecting brick sills and splayed sandstone lintels with projecting keystones which touch pressed metal molding string course; semi-circular bay with 3 1/1 double-hung windows separated by pilasters and with continuous sill (lines up with projecting brick sill of other windows), and entablature (lines up with molding course), topped by strapwork balustrade; pressed metal cornice with dentils and egg and dart pattern; geometric pattern with two tones of brick between string course and cornice.
- #170 Center Block; NE corner Grand and Lincoln; Richardsonian Romanesque; 1902-08; 2 story; brick walls; corner oriel tower with conical roof; fixed windows with leaded transom and round arched head (1st); corner cut entry, door with side lights and transom; wrought iron in arches; brick piers with rusticated cap and brick arches organize fixed window, entrance and 1 blind arch; double-hung windows and single door (side, 1st) with leaded, arched transoms and projecting brick accents; 1/1 double-hung window with rusticated sandstone sills and segmental arches (2nd); cornice of blind arcading on corbeled bases.
- #172 (Pioneer Lounge); 610 (?) Lincoln; W.F.C.; 1902-08; 2 stories, brickwalls; (covered) fixed windows; 2 single doors with transoms; 1/1 double-hung window with continuous sill; banded brick pilasters (center of 3 rests on corbeling) with stone capitals; projecting (stone ?) pediment on brick "entablature;" brick parapet with paired (stone?) scroll brackets at peak.
- #174 Strousse and Bacharach Building (Martin's Welding); 515 RR; W.F.C.; 1898-1902; by Rapp & Rapp?; 2 stories; fixed windows with transoms, large wooden doors (1st); 3 Palladian window groups (1/1 double-hung window flanking large fixed window topped by fixed lunette, separated by banded piers and topped by molding cornice), each group separated by banded brick piers with pressed metal capitals and continuous string course; pressed metal cornice with dentils and lion's heads; brick parapet with pressed metal cornice urns.
- #175 Rawlins House Lodgings; 531 (?) RR; W.F.C.; 1898-1902; 2 stories; brick walls (side), pressed metal sheathing (front); (covered) fixed windows and two double doors with transoms, 1 single

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door (1st); 1/1 double-hung windows separated by pressed metal (?) pilasters and 1 floral/aquatic panel; pressed metal cornice with bosses, fleur-de-lis, brackets and garlands.

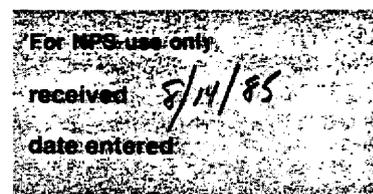
- #178 Brown/and Manzanares Co. Warehouse (Hays Plumbing) NE corner Douglas and RR; St. Register #321; W.F.C.; 1898-1902; 3 stories; brick (front and side), stucco and stone rubble (rear); 1/1 double-hung windows (1st) with side lights, sandstone sills connected by recessed panel (2nd to 3rd) with round head (3rd) with projecting brick arches, resting on pressed metal molding (2nd); recessed, paired slits and geometric pattern with two tones of brick (attic).
- #179 Castañeda Hotel (a Fred Harvey House); SE corner Douglas and RR Ave; St. Register #307; Mission Style; 1897; architect Frederic Louis Roehrig; 2 1/2 stories, hipped roofs with red tile, two wings fronted by mixtilinear parapets with metal cornice; wood frame, brick veneer; 4/1, 8/2, 1/1 double-hung windows paired with fan lights (1st); arcade with metal cornice capping parapet above surrounding 3/4 of building; Spanish Colonial Baroque tower.
- #2009 Santa Fe Railroad (Amtrak) Depot; end of Lincoln at RR tracks; Mission Style; 1898-1902; 1 story, hipped roof with 2 gabled two story masses fronted by mixtilinear parapets; 9/1 double-hung window (2nd); multiple/1 and doors with transoms all with arched heads, establish pattern of arches continued in arcaded porch at north end; large overhanging porch supported by wrought iron brackets.
- #2010 Gross-Blackwell/later Kelly (PNM) Building; SE corner Lincoln; and RR Ave; St. Register #323; 1898-1902 2 story office block, 1919 1 story docks. Office block: sandstone foundation; banded brick "podium" with molding cap supporting arched windows; 2 double doors with side lights and fan light; paired Roman windows with projecting brick frame with ears touching molding string course at top; loggia with Ionic columns; pressed metal (?) dentil cornice and parapet cap. Docks: reinforced concrete construction.

Contributing Structures:

- #156 Ward Block (Boyce Hotel); 401 (?) Railroad; Italianate; 1883; John Hill contractor, perhaps also architect; 2 story; finished light brown ashlar sandstone with dark brown quoins (street facades), rubble sandstone (sides); stone piers and cast iron columns, (new) stucco and small aluminum sliding windows (1st),

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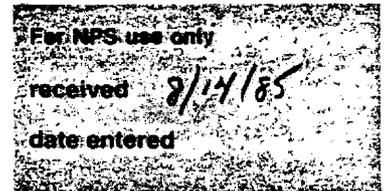
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(new) windows and stucco in original openings; continuous dark sandstone sill and pedimented and segmental window hoods (2nd).

- #163 State Highway Department Building (Rocky Mountain Body Shop); 423/25 RR; Panel Brick; 1921-30; 1 story; brick; fixed windows; 3 single doors, wooden garage doors, all with transoms; stepping parapet with brick cap.
- #166 (Roggow's Coin Machines), 609 (?) Lincoln; Panel Brick; 1892-98; 1 story; brick and stucco over brick; fixed windows; single door with transom; metal cornice above stuccoed sign "transom;" corbel brick cornice.
- #167 (Pancho's Cafe); 505 Lincoln; W.F.C.; 1908-13; 2 story; brick walls; tile and fixed windows (1st); wood siding and aluminum sliding windows (2nd); 1 brick pier with metal bands and "capital" (1st); brick pilasters, pressed metal base/cornice, capitals and dentil cornice (2nd); pressed metal dentil cornice with acroterium (attic).
- #168 (La Cantina); 603 (?) Lincoln; W.F.C.; 1908-13; 2 stories; 1st remodeled ca. 1955 with psuedo-stone and glass block; 2 pairs 1/1 double-hung windows, separated by banded brick pilasters with molding "capital" then a dentil cornice, and finally a molding cornice.
- #171 604 (?) Lincoln; Panel Brick; 1913-21; stuccoed walls; 15/1 double-hung window; single door in deep recess; pilasters; recessed panel with crosses.
- #173 (L-J Auto Repair); 511 (?) RR; Panel Brick; 1908-13; 1 story; brick walls; (covered) fixed windows, with transom; large wood doors; pressed metal (?) cornice.
- #176 SE corner of Douglas and alley between RR and Grand; Panel Brick; 1890-98; 2 stories; brick walls; 1/1 double-hung window with sandstone sills and denticulated segmental arches; 2 single doors with transoms and same arches; recessed zippered brick string course 3/4 of way up windows (1st and 2nd floor facades); corbeled cornice.
- #177 617/21 Douglas; ca. 1935; 2 stories; 6/1 double-hung window, three part group 6/1 in middle flanked by casements, projecting sills; single doors.
- #2013 Fred Harvey Creamery; SW corner National and RR tracks; Panel

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Brick; 1921-30; concrete foundation; brick veneer; 6/6
double-hung window with concrete sills; concrete parapet cap.

Non-Contributing Structures

#157 405 (?) RR; Panel Brick; ca. 1950; common bond brick; recessed
sign panel.

#158 Isaac Lewis Building (Dennis Construction); 411 RR; Italianate;
1881-83; 2 stories; major detrimental remodeling since 1975,
windows removed and replaced with fewer smaller ones and stucco.

#159 (TJS Inc.); 413 (?) RR; 1 story; possibly building which
appeared in 1883, but major facade remodeling.

#161 417 RR; 1 story; new building or facade.

#162 419 RR; 1 story; not on 1930 Sanborn; banded stone piers, cast
iron posts, otherwise new materials in facade.

Post-1945 buildings at: 501, 519 (?), 521 (?) and 535 (?)
Railroad Avenue and shed annexes to 600 Railroad Avenue.

Library Park Historic District

Significant Structures (see Map 11):

#76 Stephen D. Davis Jr. House; 506 Columbia; Jacobethan
Revival; 1902-08; 2 1/2 stories; ashlar sandstone foundation;
wood frame with wood shingles (1st and roof), stucco and 1/2
timbering (2nd, 3rd); moderate overhang with exposed rafters;
15/1, 9/1, 4/1, 1/1 double-hung windows, wood casement windows,
wood surrounds; single door with side lights and transom; wood
shingles on porch apron and piers; wooden brackets, pedimented
lintel and 1/2 timbering in porch gable.

#77 512 Columbia; Picturesque Cottage; ca. 1882; 1 story, gabled, L-
shape; stucco over rubble foundation; clapboard with endboards;
wood shingle roof; small overhangs with frieze boards; 2/2, 1/1
double-hung windows with wood surrounds and molding cornices;
window bay with wooden brackets; 2 single doors to porch;
lumberyard classic column.

#79 Dr. H.J. Mueller House; 524 Columbia; Italianate/Mansard; 2
stories, irregular shape, gable and mansard roofs; stuccoed wood
frame; cast iron cresting; moderate overhang with frieze boards
and brackets; 1/1 double-hung window, some bracketed window
hoods; chamfered porch posts with molding "bases" and

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" 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/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

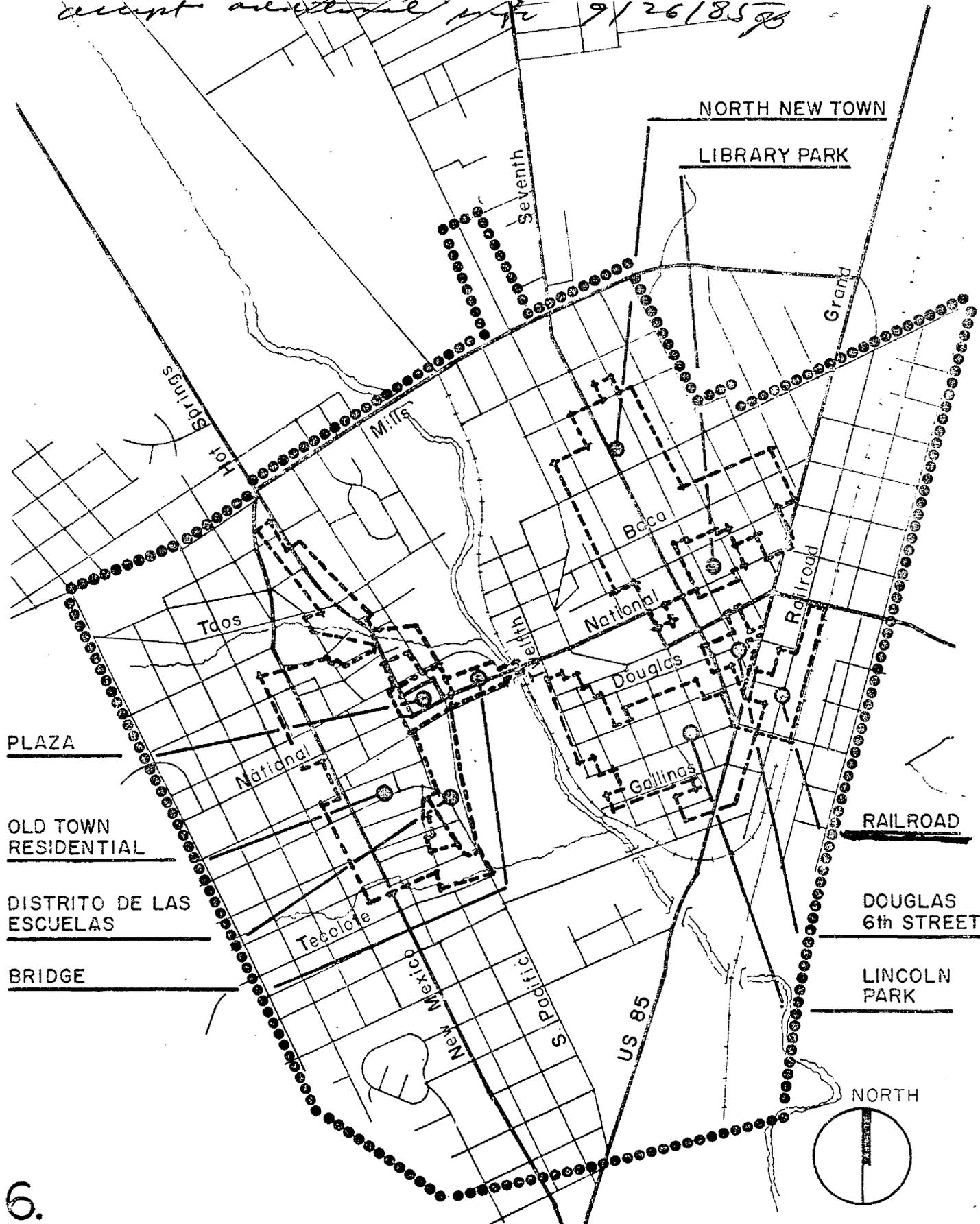
Specific dates 1835-1935

Builder/Architect specified where known

Statement of Significance (in one paragraph)

The Historic Resources of Las Vegas represent the best preserved of the leading New Mexican Territorial period cities (the others being Santa Fe, Albuquerque, and to a lesser extent Taos and Socorro). Its major commercial areas recall the city's days as a leading Santa Fe Trail town and as a marketing center for the eastern third of the State. Its residential architecture provides a notable contrast between traditional adobe Hispanic architecture and imported, wood, stone and brick Anglo-American styles. All of the types and styles built in the State during the Territorial period (1848-1912) and up to the Second World War are present, often representing the best preserved single examples and the largest and most important collections of each type. The town plan provides a similar contrast, with the core farming village around the plaza representing a provincial realization of the Laws of the Indies and the New Town following the typical speculative grids of the railroad boom era. The nominated area is the largest concentration of historic architecture in New Mexico, and arguably one of the half dozen most important historic resources in the State, along with significant but smaller remnants of Pueblo and Spanish Colonial villages.

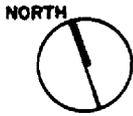
accept additional info 9/26/85



6. HISTORIC RESOURCES OF LAS VEGAS, NM
 SURVEY AREA AND HISTORIC DISTRICTS

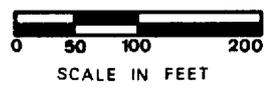
0 800 1600 3200 SCALE IN FEET

10. RAILROAD AVENUE HISTORIC DISTRICT



..... BOUNDARY ■ SIGNIFICANT ■ CONTRIBUTING

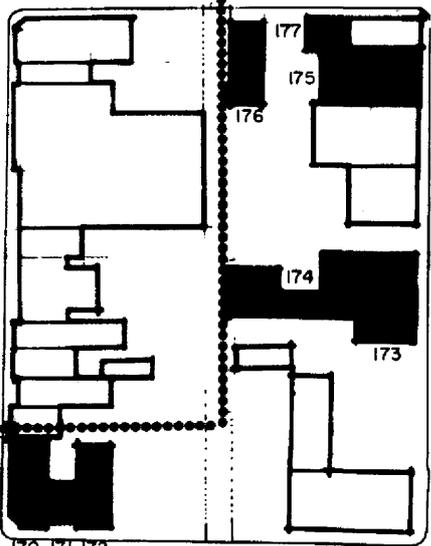
□ NON-CONTRIBUTING
(UNNUMBERED: POST 1945)



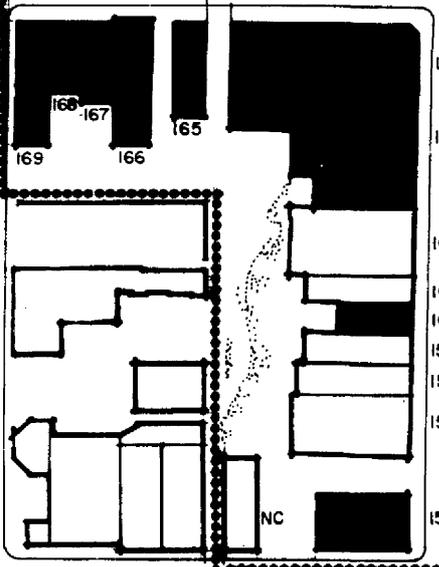
1984 L. GEGICK

DOUGLAS AVE.

GRAND AVE.



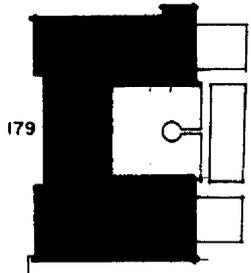
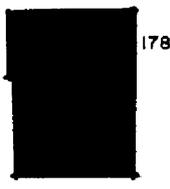
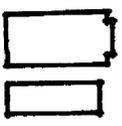
LINCOLN AVE.



JACKSON AVE.

UNIVERSITY AVE.

2013

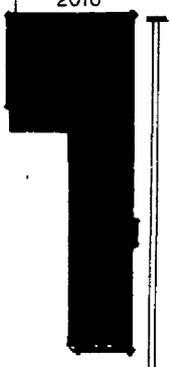


RAILROAD AVE.

2009



2010



8/14/85