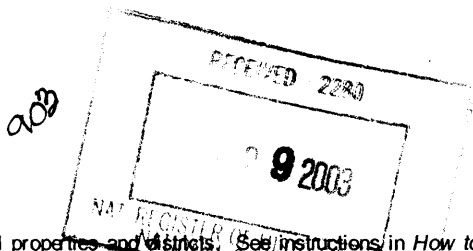


United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. (See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking in the appropriate box or by entering the information requested. If an item does not apply to the property being nominated, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property El Paso and Southwestern Railroad Depot

historic name El Paso and Southwestern Railroad Depot

other name/site number Garcia's Restaurant; Inventory No. 200

2. Location

street & number: 419 W. Congress Street _____ not for publication
city/town: Tucson _____ vicinity
state: Arizona code: AZ county: Pima code: 019 zip code: 85701

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments).

James W. Gowan ASBAP 24 July 2003
Signature of certifying official Date

ARIZONA STATE PARKS
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments).

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register
 See continuation sheet

determined eligible for the National Register
 See continuation sheet

determined not eligible for the National Register.

removed from the National Register.

other (explain): _____

Signature of the Keeper

Linda M. Culland

Date of Action

3/12/04

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building (s)
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing Noncontributing

One _____ buildings
 _____ sites
 _____ structures
 _____ objects
 One _____ Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing).

Number of contributing resources previously listed in the National Register

HISTORIC AND ARCHITECTURAL RESOURCES OF DOWNTOWN TUCSON ARIZONA

N/A _____

6. Function or Use

Historic Functions

(Enter categories from instructions)

TRANSPORTATION / rail-related

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE / restaurant

7. Description

Architectural Classification

Late 19th & Early 20th Century Revival:

Neo-Classical Revival

Materials

(Enter categories from instructions)

foundation Concrete

walls Brick; Terra-cotta

roof Ceramic Tile

other _____

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

10. Geographical DataAcreage of Property Less than one acre**UTM References**

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	12	502120	3565900	3	_____	_____
2	___	_____	_____	4	_____	_____

 See continuation sheet**Verbal Boundary Description**

(Describe the boundaries of the property on a continuation sheet)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet)

11. Form Prepared Byname/title R. Brooks Jefferyorganization University of Arizona Preservation Studies Class date May 10, 2002street & number College of Architecture, Planning and Landscape Architecture,
University of Arizona, P.O. Box 210075city or town Tucson state: AZ zip code 85721-0075**Additional Documentation**

Submit the following items with the completed form:

Continuation Sheets**Maps**

A USGS map (7.5 or 15 minute series) indicating the property's location.

A sketch map for historic districts and properties having large acreage or numerous resources.

PhotographsRepresentative **Black and White** photographs of the property.**Additional items** (Check with the SHPO or FPO for any additional items)**Property Owner**

(Complete this item at the request of the SHPO or FPO)

name El Centro Enterprises Ltd-ll; Attn: Fiesta Restaurants, Inc.street & number 1220 S. Santa Fe telephone _____city or town Edmond state OK zip code 73003**Paperwork Reduction Act Statement:** This information is being collected for applications to the National register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instruction, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief Administrative Services Division, National Park Service, P. O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- √ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
□ B Property is associated with the lives of persons significant in our past.
√ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
□ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
□ B removed from its original location.
□ C a birthplace or a grave.
□ D a cemetery.
□ E a reconstructed building, object, or structure.
□ F a commemorative property.
□ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Community Development/Planning

Architecture

Period of Significance

1912-1924

Significant Dates

1912

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Phelps-Dodge Corporation (architect/builder)

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
□ previously listed in the National Register
□ previously determined eligible by the National Register
□ designated a National Historic Landmark
□ recorded by Historic American Buildings Survey #
□ recorded by Historic American Engineering Record #

Primary Location of Additional Data:

- State historic preservation office
□ Other state agency
□ Federal agency
√ Local government
√ University
√ Other

Name of Repository:

UA Arizona Architectural Archives; Arizona Historical Society/Tucson; Assessor's Office

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National Register of Historic Places Continuation Sheet

El Paso and Southwestern Railroad Depot
Pima County, Arizona

Section Number 7 Page 1

NARRATIVE DESCRIPTION

The El Paso and Southwestern (EPSW) Railroad Depot is located at the western edge of Tucson's central business district (CBD), about 1000 feet east of Interstate 10. The Depot property (see Site Plan), once a multi-acre parcel with a complex of two buildings and a park, is now a "frying-pan" shaped parcel of less than one acre set back from West Congress Street with its main access as the "handle" of the frying pan. It is located on the east side of an abandoned set of railroad tracks that once operated the El Paso and Southwestern Railroad. The original complex, completed in 1912, formed the western terminus of the historic CBD at the corner of Congress and Granada, with the Southern Pacific Railroad Depot forming the terminus at the eastern end of the CBD. Included in that complex was a Freight Office to the southeast of the Depot (later converted to the Carl Hayden Hospital), that, with the Depot building, framed the triangular-shaped Douglas Park, named in honor of Mr. and Mrs. Walter Douglas, who commissioned the Park. The Park and surrounding grounds were originally well landscaped and contained a variety of unusual plants. There was a fountain in the center of the Park as a converging focus and hub for six concrete footpaths that integrated the Depot and the Freight Building and provided a pleasant entry sequence from the train to the city.

The Depot building (see Floor Plan) is divided into three sections reflecting its original purpose: a central terminal, measuring 106' x 57', and two porticos, each measuring 45' x 57', at either end. The original central terminal contained two entries, each recessed inside a porch: one facing the tracks and the other facing the Park, creating a bi-lateral symmetry in the overall building composition. The current building has one central entry, located on the east side facing the parking lot and while the other entry porch still is intact, it is now enclosed in glass "greenhouse" addition connecting the original building to the restaurant kitchen addition on the west side. Between the two entries is a rotunda that acts as the orienting space into which all public rooms open and is covered by a stained glass dome with a protective skylight above. The height and visual impact of the stained glass dome creates a striking interior space that provides one of the stronger attributes of the building.

The space on the north side of the rotunda was originally divided into two waiting areas: men's and families to the west, and the eastern room for women traveling alone. The wall between the original men's and women's waiting rooms, on the north side of the rotunda has been removed to create a large dining area for the current restaurant. An interior balcony projects on the east and west walls, originally used as an office area for employees. The balcony areas, originally only accessible by narrow circular staircases, are now accessible to the public through L-shaped stairways from the dining room. The balcony extends along the exterior walls and join in a large mezzanine space adjacent to the rotunda. Two separate chandeliers suspended from the ceiling in each of the waiting rooms were replaced with a single chandelier in the center of the combined room. The space on the south side of the rotunda, originally the baggage room and a series of ancillary functions, has been converted into a bar. Throughout the various remodeled restaurant spaces, new ceiling fans are suspended and connected by a series of pulleys and belts to allow all the fans to operate simultaneously and provide a visual connection between all the public spaces.

The original porticos that flanked the main terminal were open on three sides and used as baggage processing areas. Currently, both portico spaces are enclosed with a wall of reflective glass, recessed from and preserving the integrity of the original trabeated (column and beam with entablature) openings. The south portico is currently leased space and the north portico is incorporated into the restaurant as a separate, but connected dining area. Large fountains once marked a visual terminus beyond the north and south porticos as well as on the east side within Douglas Park; only the south fountain still exists, enclosed in a walled patio adjacent to the south office space.

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National Register of Historic Places Continuation Sheet

Section Number 7 Page 2

El Paso and Southwestern Railroad Depot
Pima County, Arizona

The building exterior is sheathed in buff-colored brick with a classical entablature and other ornamental features of terra-cotta tile. The central terminal has a pitched roof covered with red Mexican channel tile. The flat portico roofs and deck areas surrounding the skylight are composition roll-roofing on wood deck. Each of the original main entries is flanked by four large columns of Indiana limestone. Similar, but smaller, columns continue around the portico. The two-story openings behind the entry columns are arcuated with terra-cotta trim. Openings to either side of the rectilinear main entry are also trimmed with terra-cotta.

The building's structure is a combination of steel trusses and beams supported by brick bearing walls. In the current bar space, these materials are left exposed, as they were originally, as that space was not open to the public. The other interior walls are plastered brick accented with wood, terra-cotta, limestone and plaster trim. The floors are exposed, polished concrete and the roof structural members and soffits are plastered. The windows, doors and balcony are trimmed with dark wood that accents the plaster walls and ceiling. The protective skylight is of wired glass panes in an iron frame supported by a low brick drum.

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National Register of Historic Places Continuation Sheet

Section Number 8 Page 3

El Paso and Southwestern Railroad Depot
Pima County, Arizona

NARRATIVE STATEMENT OF SIGNIFICANCE

The El Paso and Southwestern (EPSW) Railroad Depot is eligible under both Criterion A, as an extant example of a transportation-related, quasi-institutional building, under the context of Planning and Development of Downtown Tucson and Criterion C, as an extant example of the Neo-Classical architectural style related to the context of Architecture in Downtown Tucson. The period of the building's significance begins with the date of its construction, 1912, and ends with the building's abandonment in 1924. The building sat mostly abandoned until 1978 when developer Allan Norville converted the building into a restaurant, Carbs Murphys. In 1995, Fiesta Restaurants, Inc. purchased the building and is currently operated as a Garcia's Restaurant.

The building exemplifies the boom period of growth in Tucson's CBD as seen in the construction of a competing railroad system, albeit short-lived, to the Southern Pacific railroad, whose depot was located on the opposite side of the CBD. The railroad was built by the Phelps-Dodge Corporation, whose copper mining operations defined the economy of southern Arizona at the turn of the 20th century. Because of its own disagreements with the Southern Pacific Railroad regarding rates and access to their mining centers, Phelps-Dodge decided to create its own railway system to support their increasingly profitable mining operations. Originally, Phelps Dodge had intended to build the rail line from El Paso to San Diego with the Arizona section passing through Bisbee, up the San Pedro Valley to Benson, then to the Gila River Valley to Phoenix, completely by-passing Tucson. Tucson's Chamber of Commerce, as it had often done before, intervened by meeting with Phelps-Dodge president, Walter Douglas, who had assumed Tucson did not want the competition of another railroad. The City of Tucson offered Douglas a series of depot sites, and a right-of-way through the city at a cost to the city of \$75,000. In turn, Phelps Dodge returned their investment in the form of a new YMCA building, and the construction of a city park located between the Depot and the CBD at corner of Congress and Granada (where the DeConcini Federal Courthouse now stands). At its completion, the Depot was considered a landmark building in public transportation for the Southwest and served as a symbol of community progress for Tucson. The original cost of the Depot was \$45,000, the adjacent Freight Building cost \$30,000, and an additional \$5000 allocated to landscape the city park. In 1924, Southern Pacific bought up the EPSW lines and eliminated the need for two train depots in Tucson. Although the Depot building was mostly abandoned, only used for storage, until 1978, the Freight Building continued to be used until 1935 when rail traffic was finally consolidated onto the Southern Pacific lines and the depot buildings were retired from active service. The Freight Building was later converted into a hospital, Carl Hayden Community Hospital, for railroad employees and functioned in that capacity until 1974.

The building is a typical example of the Beaux-Arts Neo-Classical architectural style, identified by its bi-lateral symmetry in plan and balanced symmetry in elevation, topped off with a domed skylight as a transition to the sky at the building's highest point. Also, the use of classical features such as entablatures, columns of the classical orders and the trabeated support system in the porticos, reflects the Neo-Classical articulation in the building's detailing. The architect, if any, is not known, and the entire complex could have been designed by engineers employed by the railroad, which was a common practice.

The integrity of the property is considered fair. The Depot building lost its context when the original Freight Office/Hayden Hospital was demolished in 1979 and Douglas Park soon thereafter. Whereas the Park and Depot complex served as a terminus for the Congress Street business corridor, the urban renewal program of the early 1970s has now isolated the lone Depot building from the central business district through the construction of the La Placita Complex, a downtown Hotel and the recent DeConcini Federal Courthouse. The building itself has also lost its bi-lateral plan symmetry when the building was remodeled as a restaurant in 1978 through the addition of a kitchen and dining

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National Register of Historic Places Continuation Sheet

Section Number 8 Page 4

El Paso and Southwestern Railroad Depot
Pima County, Arizona

room addition on the west side of the building. The original western entry porch (opposite of the restaurant entrance) has been enclosed with a glass greenhouse roof but maintains all the decorative features of the original entry porch. The 1978 adaptive re-use of the building also included the enclosure of the original porticos with floor-to-ceiling dark reflective glass recessed from the trabeated openings. The porticos were converted into offices (south side) and an additional dining room (north side). The integrity of the east façade has been maintained using the criteria of association and there is a clear distinction between historic and contemporary construction. On the interior, the rotunda, stained-glass skylight, the voluminous depot waiting rooms and the exposed materials of the baggage room (currently the bar) have been maintained with only slight modification. Original materials, including exposed concrete floors, terra-cotta trim, limestone columns and decorative plaster have all been maintained.

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National Register of Historic Places Continuation Sheet

El Paso and Southwestern Railroad Depot
Pima County, Arizona

Section Number 9 Page 5

BIBLIOGRAPHY

Damschen, Harv, Bill Dunaway, and Ben Smith. "Preservation Analysis: El Paso and Southwestern Railway Depot" class project, College of Architecture, The University of Arizona, Tucson Arizona, May 1975.

Norville, Allan J. (preparer) National Register of Historic Places Inventory - Nomination Form, 1979.

See also Section I: Major Bibliographic References of the Multiple Property Documentation Form for Historic and Architectural Resources of Downtown Tucson, Arizona.

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National Register of Historic Places Continuation Sheet

El Paso and Southwestern Railroad Depot
Pima County, Arizona

Section Number 10 Page 6

GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

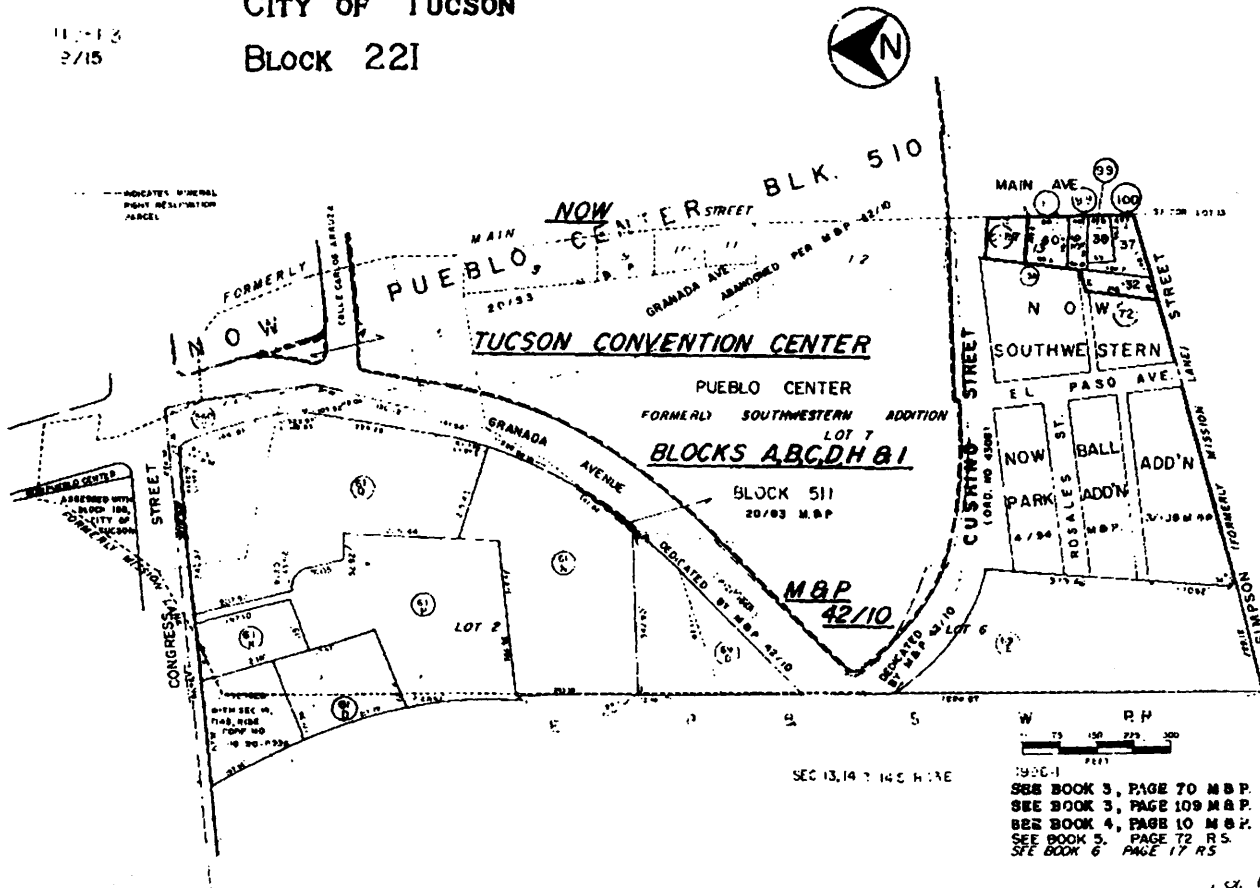
Portion of Lot 2, Block 221, City of Tucson and irregular parcel in northeast quarter of Section 13, Township 14S, Range 13E.

BOUNDARY JUSTIFICATION

The boundary of the nominated property corresponds with the current ownership of the property; accessor's parcel number 117-13-061-D.

ASSESSOR'S RECORD MAP
CITY OF TUCSON
BLOCK 221

11-1-13
2/15



(8-86)

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Section Number PHOTOS Page 7

El Paso and Southwestern Railroad Depot
Pima County, Arizona

NOTE: Archival pen used to label all original photos.

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-12
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075 The University of Arizona Tucson, Arizona 85721-0075

PHOTO #1: View of east façade



(8-86)

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El Paso and Southwestern Railroad Depot
Pima County, Arizona

Section Number PHOTOS Page 8

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-13
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075 The University of Arizona Tucson, Arizona 85721-0075

PHOTO #2: View from SE looking NW showing south portico



(8-86)

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Section Number PHOTOS Page 9

El Paso and Southwestern Railroad Depot
Pima County, Arizona

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-14
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075 The University of Arizona Tucson, Arizona 85721-0075

PHOTO #3: View of east façade of north portico showing recessed glass infill.



(8-86)

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Section Number PHOTOS Page 10

El Paso and Southwestern Railroad Depot
Pima County, Arizona

PHOTOGRAPHER: R. Brooks Jeffery
DATE: July 1, 2002
NEGATIVE NUMBER: DTT-8-15
LOCATION OF ORIGINAL NEGATIVES: Arizona Architectural Archives
College of Architecture Planning and Landscape Architecture
P.O. Box 210075
The University of Arizona
Tucson, Arizona 85721-0075

PHOTO #4: View from SW looking NE showing contemporary additions to west façade.



(8-86)

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El Paso and Southwestern Railroad Depot
Pima County, Arizona

Section Number PHOTOS Page 11

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-16
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075 The University of Arizona Tucson, Arizona 85721-0075

PHOTO #5: View of north façade showing portico section (left) and contemporary addition (right)



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Section Number PHOTOS Page 12

El Paso and Southwestern Railroad Depot
Pima County, Arizona

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-17
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075 The University of Arizona Tucson, Arizona 85721-0075

PHOTO #6: View of rectangular window with terra-cotta trim on east façade.



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Section Number PHOTOS Page 13

El Paso and Southwestern Railroad Depot
Pima County, Arizona

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-18
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075 The University of Arizona Tucson, Arizona 85721-0075

PHOTO #7: View of arcuated window with terra-cotta trim within porch area of east façade.



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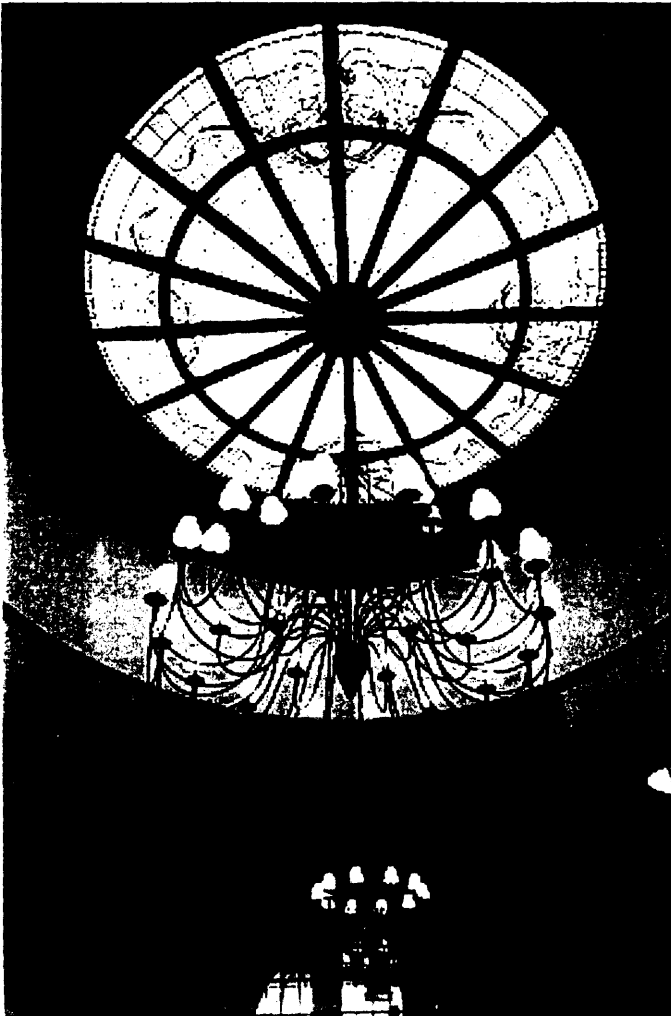
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Section Number PHOTOS Page 14

El Paso and Southwestern Railroad Depot
Pima County, Arizona

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-19
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075, The University of Arizona, Tucson, Arizona 85721-0075

PHOTO #8: View of interior rotunda stained-glass skylight.



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Section Number PHOTOS Page 15

El Paso and Southwestern Railroad Depot
Pima County, Arizona

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	DTT-8-20
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075 The University of Arizona Tucson, Arizona 85721-0075

PHOTO #9: View of interior dining room (former waiting area) showing doors to former portico and second floor balcony.



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Section Number PHOTOS Page 16

El Paso and Southwestern Railroad Depot
Pima County, Arizona

PHOTOGRAPHER:	R. Brooks Jeffery
DATE:	July 1, 2002
NEGATIVE NUMBER:	20
LOCATION OF ORIGINAL NEGATIVES:	Arizona Architectural Archives College of Architecture Planning and Landscape Architecture P.O. Box 210075, The University of Arizona Tucson, Arizona 85721-0075

PHOTO #10: View of former west entry porch now enclosed with greenhouse roof and used as a dining room



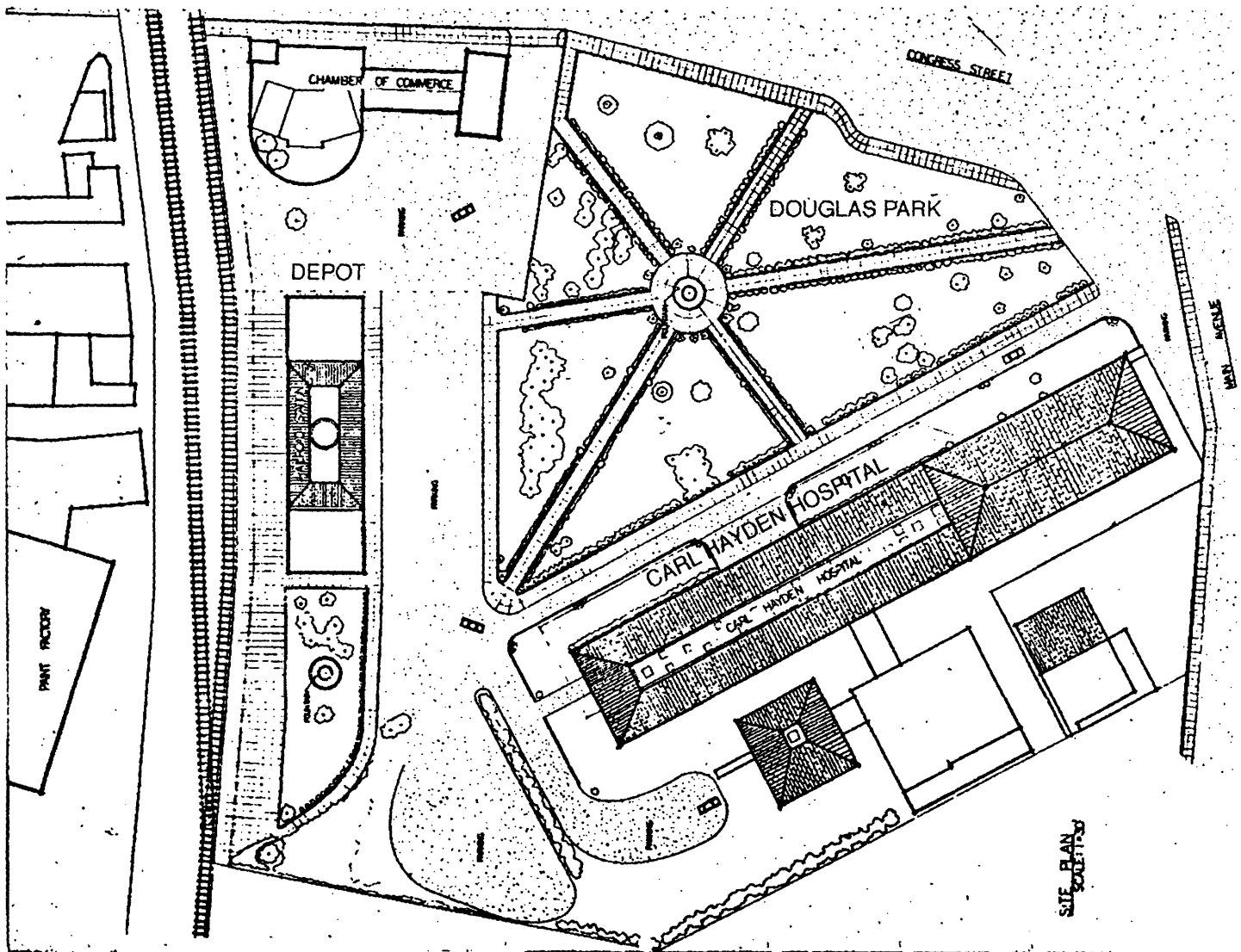
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El Paso and Southwestern Railroad Depot
Pima County, Arizona

Section Number ADD.INFO. Page 17

DRAWING #1: Site plan, 1975. North is up. (from Damschen, et al., p. D-1)



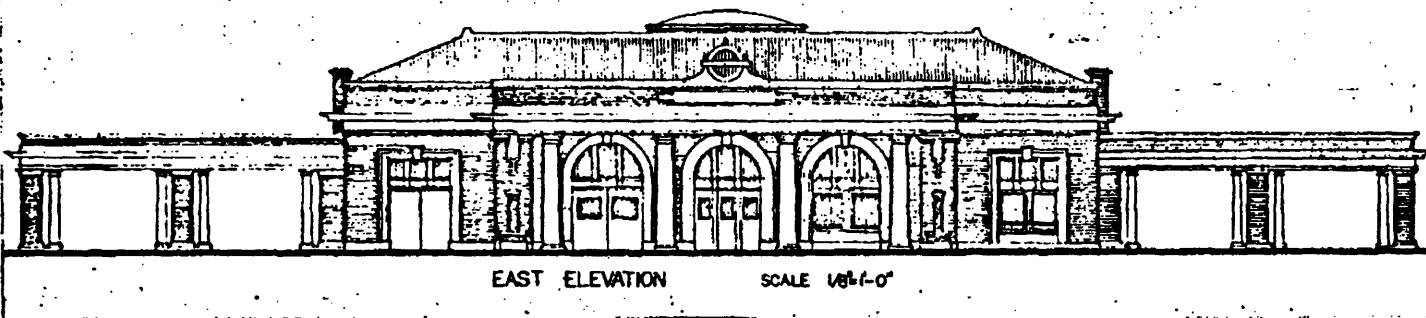
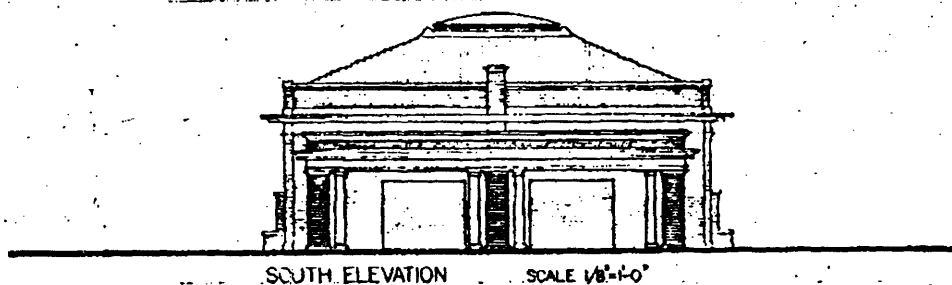
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Section Number ADD.INFO. Page 19

El Paso and Southwestern Railroad Depot
Pima County, Arizona

DRAWING #3: Elevations, 1975. (from Damschen, et al., p. D-3)



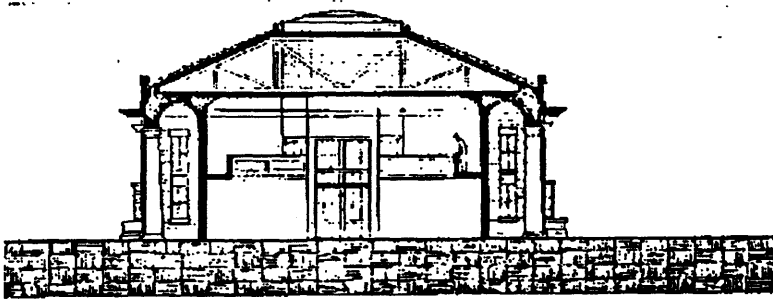
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National Register of Historic Places Continuation Sheet

Section Number ADD. INFO. Page 20

El Paso and Southwestern Railroad Depot
Pima County, Arizona

DRAWING #4: Sections, 1975. (from Damschen, et al., p. D-4)



SECTION A-A
SCALE: 1/4"



SECTION B-B
SCALE: 1/4"

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El Paso and Southwestern Railroad Depot
Pima County, Arizona

Section Number ADD.INFO. Page 21

HISTORIC PHOTO #1: Historic photograph, c. 1913. (Photo courtesy of Arizona Historical Society/Tucson; AHS 14457)

