

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91001003 Date Listed: 8/12/91

<u>Morristown Store</u>	<u>Maricopa</u>	<u>AZ</u>
Property Name	County	State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Antoinette Alice
for _____
Signature of the Keeper

8/12/91
Date of Action

=====
Amended Items in Nomination:

Statement of Significance: Under Criteria Considerations (Exceptions), B is checked because the property is moved.

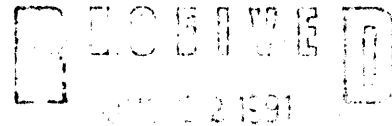
Under the Areas of Significance, Tourism is replaced with Entertainment/Recreation.

This information was confirmed with Jay Ziemann of the Arizona State Historic Preservation Office.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior National Park Service



National Register of Historic Places Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Morristown Store
other names/site number Morristown Hotel, Morristown Boarding House, Hot Springs Junction Hotel

2. Location

street & number United States Highway 89
city, town Morristown
state Arizona code AZ county Maricopa code 013 zip code 85343

3. Classification

Table with 3 columns: Ownership of Property, Category of Property, and Number of Resources within Property. Includes checkboxes for private/public ownership and building/district/site/structure/object categories.

Name of related multiple property listing: NA
Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet. Signature of certifying official: Sheren Lerner, Date: 6/25/91, State or Federal agency and bureau: State Historic Preservation Officer

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet. Signature of commenting or other official: _____ Date: _____ State or Federal agency and bureau: _____

5. National Park Service Certification

I, hereby, certify that this property is:
[checked] entered in the National Register.
[] determined eligible for the National Register.
[] determined not eligible for the National Register.
[] removed from the National Register.
[] other, (explain:) _____
Signature of the Keeper: Autumneth Price, Date of Action: 8/12/91

6. Function or Use

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

COMMERCE/TRADE: Department Store

TRANSPORTATION: Railroad Hotel

GOVERNMENT: Post Office

COMMERCE/TRADE: Department Store

7. Description

Architectural Classification
(enter categories from instructions)

Materials (enter categories from instructions)

Commercial

foundation concrete

walls wood

roof wood shingle

other

Describe present and historic physical appearance.

SUMMARY

The Morristown Store is an 1899 commercial style railroad building. It presently stands approximately twenty feet north of United States Highway 89/Arizona State Highway 93. The original site was about a quarter of a mile southwest of the present site, next to the Santa Fe Prescott and Phoenix Railroad. It is a two-story, rectangular, wood shingle-roof building.

DESCRIPTION

Original Framing and Construction: The Hot Springs Junction Hotel/Morristown Store is an example of a commercial style building favored by the Santa Fe, Prescott and Phoenix Railroad companies in the nineteenth century. The rectangular building was constructed with a second story porch which wrapped around the west, north, and east sides. An exterior staircase came up through the second story porch on the east end of the building. This allowed guests to enter the second story rooms from the outside on the east, north, or west side, depending on where their rooms were located. There was also a first story porch extending the full length of the south side. The building originally faced the west side of the Santa Fe, Prescott & Phoenix Railroad tracks, between the Hot Springs Depot and "The Bungalow." At this time "The Bungalow" was attached to the Hot Springs Junction Hotel by means of a small pantry between the two buildings.

The hotel /store, as well as several other buildings, were moved across highway 89/93 to its present site in 1934. The building was jacked up, slid onto bridge timbers and rollers, then pulled with a tractor. During the move, the building was turned ninety degrees from its original position, so what is now the north side of the building was originally the west side. The original west side faced the railroad tracks and was the side of the second story porch with the four exterior doors. The move occurred because of the construction of a new highway and a change in business focus which would target automobile, rather than railroad passengers. Although a move can potentially endanger a building's integrity, in this instance the move augments the importance of the store. As a result of the move, the Morristown Store has been able to continue to serve the travellers who pass through on their way to Castle Hot Springs or other destinations.

 See continuation sheet

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

TRANSPORTATION

TOURISM

COMMERCE

Period of Significance

1899-1941

Significant Dates

1899

Cultural Affiliation

NA

Significant Person

Architect/Builder

unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SUMMARY

The Hot Springs Junction Hotel, later known as the Morristown Store, was constructed circa 1899, and is significant under National Register Criterion "A" as an example of a building closely associated with central Arizona railroad transportation and tourism, and later highway transportation, commerce and tourism. The Hot Springs Junction Hotel is historically associated with the Santa Fe, Prescott & Phoenix Railroads and the Castle Hot Springs Resort from 1899 until approximately 1928. As the Morristown Store it is also closely tied to automobile transportation through central Arizona along United States Highway 89/Arizona Highway 93 and the growing tourist industry from 1934 through the end of the historic period.

HISTORIC CONTEXT-THE RAILROAD AND TOURISM IN ARIZONA

With the tremendous growth of the mining industry in the mid-1880's in central Arizona came the need for a cheaper and faster method for transporting dry goods, heavy mining equipment, and ores to and from the mines. The mining activities south of Prescott drew Eastern capitalists eager to invest, and new mining ventures proliferated. A rail route from Ash Fork, a station on the transcontinental line of the Santa Fe Railroad, south to Prescott and Phoenix, was considered essential. After a fierce struggle among rival rail companies, articles of incorporation were finally issued to Frank M. Murphy's group in 1891 for the construction of the Santa Fe, Prescott & Phoenix Railroad. Murphy was a prominent Arizona businessman, part owner of the Congress Mine, owner of a Prescott bank, several hotels, and eventually several railways. Nathan Oakes Murphy, Frank's brother, served as a Territorial secretary, Territorial governor on two separate occasions, and finally as a Congressional delegate. Construction took nearly four years and \$5 million before the first passenger train from Ash Fork to Phoenix via Prescott and Wickenburg made the trip on March 27, 1895. The railway quickly became not only important for mining, but a major shipping

See continuation sheet

9. Major Bibliographical References

Arizona Highways. Various Issues, December 24, 1921-January 1933.
Arizona Journal Miner. Various Issues, August 4, 1897-February 23, 1900.
Arizona Republican. Various Issues, December 25, 1897-January 28, 1900.
"Castle Hot Springs: A Beautiful Cove in the Mountain Fastness of Arizona." Arizona: The New State Magazine. Vol. 1 No. 1, February 1910.
Castle Hot Springs Arizona: The Land of Perpetual Sunshine. New York: Norman Pierce Co. Chalmers, Louis H. Papers, 1894-1904. Arizona Room, Hayden Library, Arizona State University.
Sayre, John. The Santa Fe, Prescott and Phoenix Railways. Boulder, Colorado: Prescott Publishing Co., 1990.
"Wickenburg Area-125th Anniversary Calendar, 1863-1988." Wickenburg, Arizona: Sunland Publishing, 1988.
Yavapai. Vol. X No. 6 (January 15, 1922).
Interviews with John Hardee and Ena McQuire by Melanie Sturgeon, October 9, 1990, and November 29, 1990.

See continuation sheet

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

Specify repository: _____

10. Geographical Data

Acreage of property _____ less than one

UTM References

A 12 349960 3747090
 Zone Easting Northing
 C _____

B _____
 Zone Easting Northing
 D _____

See continuation sheet

Verbal Boundary Description

The nominated property lies within tax parcel number 503-22-013-8, described as Township 13, Block 6 north, range 4 west, of the north one-half, of the southwest one-quarter, of the southeast one-quarter, except .33 acre.

See continuation sheet

Boundary Justification

The plot nominated is a 150 foot by 160 foot by 150 foot by 130 foot parcel immediately surrounding the Morrystown Store.

See continuation sheet

11. Form Prepared By

name/title Melanie Sturgeon
 organization Arizona State University date April 8, 1991
 street & number 1535 E. Hampton Circle telephone (602) 926-4345
 city or town Mesa state Arizona zip code 85204

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Current Appearance and Alterations: The Hot Springs Junction Hotel/Morristown store remains a two-story, rectangular building of wood-frame construction. The moderately pitched roof is front gabled, wood shingled, with wide overhanging eaves and cross-brace brackets. This wood shingled, gabled roof supported by the ornate brackets is a very distinctive characteristic of railroad architecture in Arizona in the late nineteenth century. The chimney is made of yellow brick. The store's exterior walls are sheathed with board and batten siding. The original doors are five-paneled with original hardware and transoms above. The windows are six over six wooden sash with wooden lintels above each window. The second story east and west ends each have exterior five-panel doors with transoms. There is a small attic space with exterior wooden louvres in the east and west end attic walls. The second story north wall has four exterior doors.

The second story porch was removed in the early 1980's as it was deteriorating and becoming hazardous. The first story porch on the (now) south side was removed prior to moving the building. That same year an enclosed room was built where the porch was and an entry made from the main floor room. The main room, used as a store since at least 1916, has been panelled and the ceiling dropped, but the original tongue and groove boards of the walls and ceiling are intact underneath. The rest of the rooms on the first and second floors are sheathed in the original tongue and groove. The downstairs floors are original and worn. The roof appears to be original and is deteriorating. There is some water damage on the southeast side upstairs interior. Small masonry rooms were added on the southwest and north sides of the building at first floor level; however, the board and batten siding was not removed where those additions attach to the building. All of the original doors and windows in the main building are intact, as is all the board and batten siding.

Interior: The second story is a double loaded corridor running east and west with four rooms on each side of the hall. Each room on the current north side of the building has a door opening to the exterior, which used to face the railroad, as well as one to the hall. Walls and ceilings are covered in vertical tongue and groove boards, as is the hallway. Downstairs, there is a main room used as a store and behind that a room which runs the width of the building (the original dining room) and behind that, two smaller rooms side-by-side.

Site: The Morristown Store occupies a 4.67 acre site in Morristown and borders United States Highway 89/Arizona State Highway 93 on the northwest. However, only a site 150' by 160' by 150' by 130' on which the Morristown Store presently stands is being

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nominated. There is a small metal building on the property to the rear (north) of the store which is non-contributing. The present site is now surrounded on the north, east and south by houses, a post office, a school, and small businesses.

Integrity: Despite its move 57 years ago, the Morristown Store does retain a great deal of integrity. The form and massing of the building, the exterior sheathing, and the wood shingles are all original. Alterations have included the moving of the building, the removal of a second story wrap-around porch due to deterioration, the removal of a ground floor porch prior to the move in 1933, the addition of two masonry sections to the north and southwest sides, and the addition of an enclosed room where the first story porch was originally. Many of these alterations were completed in the 1930s, within the period of significance. The removal of the second story porch due to deterioration has affected the integrity of the building, but could easily be restored using historic photographs. In addition, much of the original porch is still on the property and could be used in a restoration. The south side enclosed room (now the bar) where the first story porch used to be has not significantly altered the building as it is similar in looks to the old porch. The masonry additions have altered the original appearance, but could be removed and would restore integrity.

The integrity of the interior is good. All of the doors, walls, and windows are original and the guest rooms are in the same configuration as when they were constructed. Because of its dual role in railroad-auto transportation contexts, the building remains worthy of recognition and preservation.

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route for produce and cattle from Phoenix to Los Angeles as well as a heavily used passenger rail.

In September of 1897, the Murphys and their partners bought the Castle Hot Springs, a property they hoped to make into a profitable tourist resort. Between 1895 and 1940, the Castle Hot Springs resort took the lead in promoting Arizona as a health and tourist retreat. (Castle Hot Springs was determined eligible for the National Register on January 22, 1991.) The Murphy brothers began construction of a road from Vulture Siding, a train stop on the Santa Fe, Prescott & Phoenix Railroad eleven miles southeast of Wickenburg, to the Hot Springs. The road opened in October and allowed convenient access to the railroad to a large section of the mining country as well as a daily stage route from Vulture Siding to Castle Hot Springs. Anticipating an increase in traffic at Vulture Siding (the name was changed to Hot Springs Junction soon after), the railroad company began construction of a depot. On October 10, 1898 F. W. Morris, Secretary of the Castle Hot Springs Corporation, announced the planned construction of a hotel with kitchen and dining facilities at Hot Springs Junction for the convenience of travelers wishing to stay overnight before making the five hour stage ride to Castle Hot Springs. Railroad records show the Santa Fe, Prescott & Phoenix contributed \$1,000 in 1899 toward the building of the hotel which was completed that year.

Over the next twenty-seven years, thousands of American families, many of them prominent Easterners with their own private pullman cars, arrived by train, and stayed overnight at the Hot Springs Junction Hotel. The next morning they could then make connections with surries pulled by teams of six horses and, by 1910, automobiles that conveyed them over the twenty-four mile road to Castle Hot Springs. A Bungalow style house was built behind the hotel (and connected to it with a small pantry) to take care of the extra guests, and in 1914 a new, mission-revival style railroad depot was built to accommodate the increased traffic. By 1916 the hotel lobby was being used as a general store, and by 1925 the post office was also housed there. In the late twenties as economic conditions began to change, and the automobile began to be an important factor in transportation, the number of guests in the hotel dropped significantly and the Hot Springs Junction Hotel was used more as a store than as a hotel. Around 1929 or 1930, the Castle Hot Springs Company sold the hotel to John Hardee, a man who had been intimately connected with the Springs as a driver since 1913 and whose wife had run the post office and hotel store for many years.

HISTORIC CONTEXT-HIGHWAY TRANSPORTATION AND TOURISM IN ARIZONA

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In the early twenties as tourists were still flocking by train to Castle Hot Springs, the automobile became a viable means of transportation in Arizona. Arizona highway statistics show that from 1918 to 1929 automobile registrations increased 318%, and Arizona claimed the title of the greatest motor state as they led all others in average gasoline consumption of 668 gallons per car. The 7% System of Federal funding passed by Congress in the early twenties had a tremendous affect on Arizona's highway construction. In 1922 the Arizona Transportation Department suggested that a highway be constructed that ran parallel to the Santa Fe Railroad. This eventually became Interstate Highway 66 and ran through the cities of Kingman, Ash Fork and Flagstaff. The construction of a secondary highway from Ash Fork to Phoenix via Prescott, Wickenburg, and Morristown (Hot Springs Junction), became United States Highway 89/Arizona Highway 93, and when it was completed, was the first Arizona highway stretching from Nogales on the south to the Utah border.

Arizona quickly recognized the significant contribution that tourists made to the economy as they began flooding the main thoroughfares of the state. By 1925 the state announced that revenue from tourism had reached \$10 million that year. In 1930 state highway officials began actively campaigning for a highway that would connect with Blythe, California, as they envisioned the thousands of tourists that would come to Arizona from California. In 1932 the Federal government approved the construction of that highway and designated it as United States Highway 60, connecting with the highway that began in Norfolk, Virginia, entered Arizona near Springerville, traversed the central part of the state through Phoenix, Morristown, and Wickenburg, exited the state at Ehrenburg, and went on through Blythe to Los Angeles.

During the construction of United States 60 through Morristown in 1932, the old highway, which had been run between the Hot Springs Railroad Depot and the Hot Springs Junction Hotel, was moved approximately 500 feet north, routing traffic away from the hotel. In 1934 Mr. Hardee, recognizing the business potential of the new highway, moved the hotel (now called the Morristown Store) approximately a quarter of a mile northwest to its present site, about twenty feet east of United States Highway 89/Arizona Highway 93. At the same time The Bungalow was also moved northwest, but was placed on the south side of the highway. The original Santa Fe Depot, which was originally located just east of the Morristown Store, is no longer extant. Through the 1950s the Morristown store successfully catered to the tourists passing through Morristown. It was not until the construction of Interstate Highway 10 that the tourist traffic through Morristown faded significantly.

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INTEGRITY

In function, use, and association with transportation and tourism, the Hot Springs Hotel/Morristown Store maintains integrity. Since its construction in 1899 it has been on two major transportation routes and has been used by tourists almost continuously for over ninety years. Because of its close connection with transportation and tourism the fact the building was moved has not damaged the integrity.

MAP 1

MORRIS-TOWN STORE (1934)

THE BUNGALOW

U.S. HWY 89 / ARIZONA HWY 93

OLD HWY TO CASTLE HOT SPRINGS →

THE BUNGALOW MORRISTOWN STORE (1899-1934)

SF P&P RR DEPOT (NO LONGER EXANT)

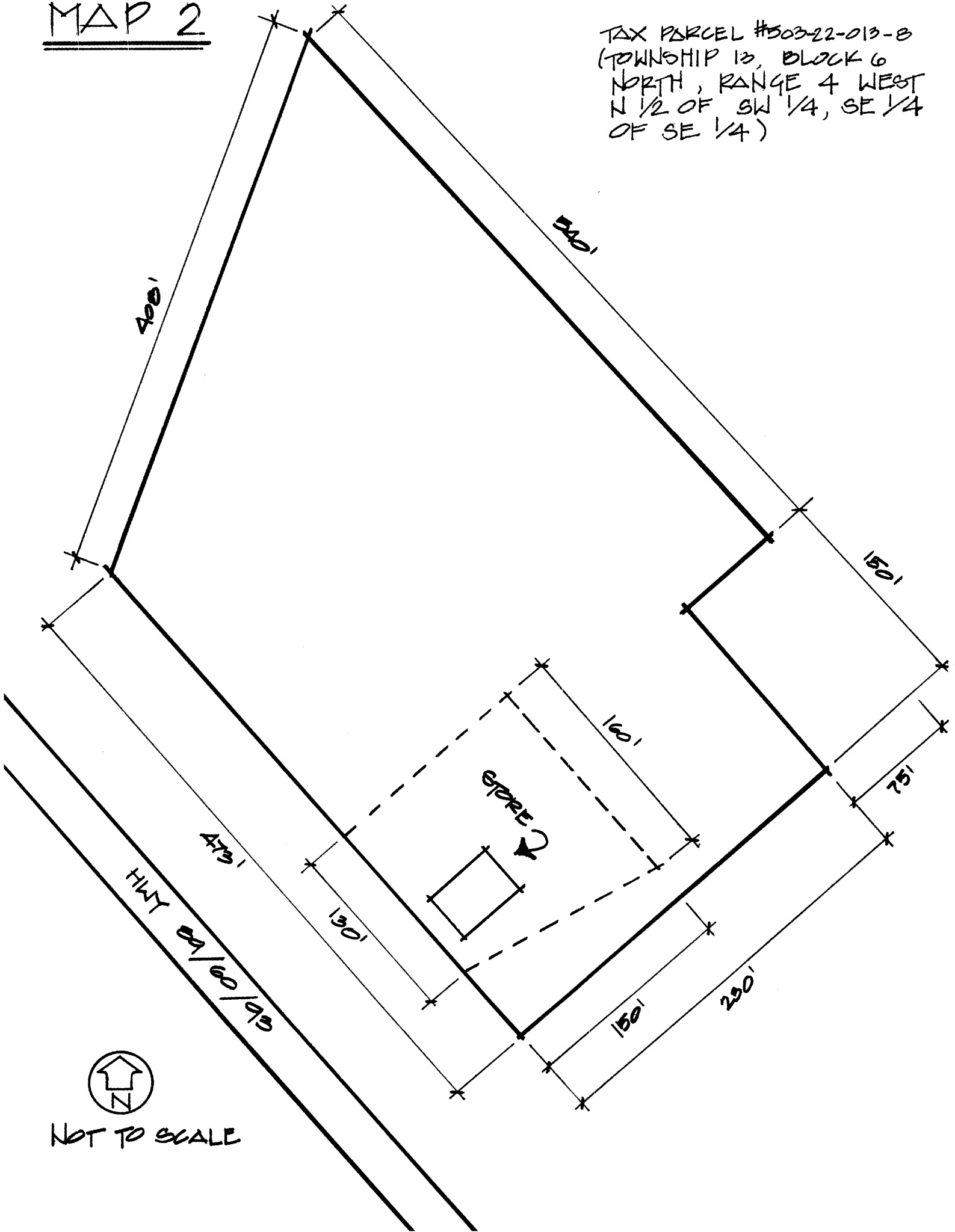
SANTA FE PRESCOTT & PHOENIX RAILROAD



NOT TO SCALE

MAP 2

TAX PARCEL #503-22-013-8
(TOWNSHIP 13, BLOCK 6
NORTH, RANGE 4 WEST
N 1/2 OF SW 1/4, SE 1/4
OF SE 1/4)



↑
N
NOT TO SCALE

MAP 3

