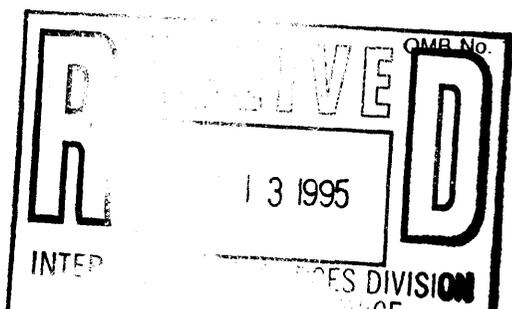


United States Department of the Interior
National Park Service

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 "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, 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

historic name Santa Fe Passenger Depot, Clovis, New Mexico

other names/site number Clovis Depot



2. Location

street & number 221 West First Street

N/A not for publication

city or town Clovis

N/A vicinity

state New Mexico

code NM

county Curry

code 009

zip code 88101

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.)

[Signature]
Signature of certifying official/Title

SHPO
Date

New Mexico SHPO
State of 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 official/Title

Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the 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]
Signature of the Keeper

12.14.95
Date of Action

entered in the
National Register

Santa Fe Passenger Depot
Name of Property

Curry County, New Mexico
County and State

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	
1		buildings
		sites
		structures
		objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

none

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation/Rail-related

Current Functions
(Enter categories from instructions)

Transportation/Rail-related

Recreation and Culture/Museum

Work in Progress

7. Description

Architectural Classification
(Enter categories from instructions)

Mission/Spanish Colonial Revival

Materials
(Enter categories from instructions)

foundation Concrete

walls Stucco, Brick

roof Terra Cotta, Asphalt

other N/A

Narrative Description

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

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 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)

Architecture

Transportation

Period of Significance

1907-1945

Significant Dates

1907

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Unknown, possibly B. Lantry & Sons of Strong
City, Kansas

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:

United States Department of the Interior
National Park Service

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SUMMARY

The Clovis Depot is a two story basically rectangular building located adjacent to the current Santa Fe west bound main line between Clovis NM and Belen NM. It is designed in a basic Spanish Mission style with tile roof and extended roof overhang with arched supports. It follows one of two designs used by the Santa Fe for the Belen Cutoff. Both designs were developed with the culture and the climate of the area in mind. The larger of the two designs and the one used for the Clovis depot, was designed to imitate the insulating qualities of adobe brick and the arched breezeways and wide tile roof overhangs to provide shade for summer cooling and insulation for heat retention during the winter. It was completed in 1907 as a passenger depot and division office and has not been significantly altered. The second story served as self contained living quarters for railroad personnel in this isolated part of the country. It is one of only three buildings of this style built by the Santa Fe. It served as a passenger depot until 1971, when AMTRAK took over rail passenger service in the United States. For a period of time between 1969 and 1977 it served as the location for the Santa Fe employee credit union. It remained vacant from 1989 until 1995, when purchased by the applicant for restoration and conversion into a railroad historical museum.

DESCRIPTION

This long building is constructed of concrete and covered with an application of Stucco. It is taupe in color, with a dark brown contrasting trim on the doors, windows and roof supports. At the eastern end, where the waiting room was, the walls facing the track and on the end of the building have a pair of large arched windows essentially covering the full extent of the wall. Continuing down the rail side of the building, there are a series of tall rectangular windows and one door covering the remaining third of the eastern end of the building. At this point there is a trapezoidal shaped bay window extension towards the tracks with one large rectangular window on each face. This feature also extends up through the roof and to the second floor track facing wall. Continuing west there are additional rectangular windows and two doors covering the remaining middle third of the building. One of these doors leads to a stairway giving access to the second floor. The last third of the building starts with a repeat of the double arched windows present on the eastern end and then has a rectangular window and a large wooden door which served as entry into the baggage area. This wall face is completed by a blank wall with one small horizontally oriented rectangular window in the upper outside corner. The western first floor wall has a single long horizontally oriented window of the same vertical dimension as the small side window and has a thin vertically aligned vent below the roof peak with an arched top. Continuing around the first floor wall of the building; the western half duplicates the track side. At the halfway point along the first floor, an extension to the building has been added in the same style towards the road. This extension continues east to the original extension of the building housing the restroom facilities. These restroom facilities extend to the east then join the main wall line at a point equal to the location of what would have been the beginning of the second of the two arched windows

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in the waiting room area. The second floor extends the length of the building from the inside extent of the eastern double arched windows to the outside extent of the western double arched windows. The first floor roof is a red Spanish tile design and extends out to provide a large overhang of the station platform. This extension is supported by a series of arched supports which are painted in a dark brown trim, as are the window and door frames. On the street side of the building, the roof pattern is continued over the original bathroom area. The remaining half of the street extension has only a flat roof behind a parapet. The roof overhang from the street extension to the inside edge of the double arched windows is covered with asphalt shingles and from that point to the end of the building extends outward approximately ten feet to provide cover for an air-conditioning plant. The original arched supports are still maintained in this roof addition. The second story roof is also of red Spanish tile and extends out the same distance as the first floor roof and again is supported by contrasting dark brown colored arched supports. The second story long walls have a series of symmetrically spaced windows, with the track side wall having the extended trapezoidal bay window. The end walls have two horizontally aligned rectangular windows, one on each side and a set of vertical vents with arched tops. On the eastern wall there are three vents with the central one being taller. On the western wall, there are two vents which flank a chimney. Wrought iron letters spell out "CLOVIS" on the first floor end walls. Five transverse walls of the building extend outward from the first floor roof line to the ground giving a slight trapezoidal appearance to the building when viewed from the ends. These walls are the two end walls, the eastern extension of the second floor end wall, and two walls on each side of the western arched windows. At the roof line, these walls are flush with the outside long wall face and at the base, extend some two feet beyond the long wall face.

The building served as the passenger depot for Clovis from its completion in 1907 until the termination of passenger service through Clovis in 1971. From 1969 until 1977, a portion of the downstairs was used by the Santa Fe Employees Federal Credit Union. The freight yard employees and Santa Fe Railroad Police special agents used the downstairs from 1977 until 1989. The upstairs was used by the train yard carmen as well as the Building and Bridges Department until 1989. From approximately April 1989 until the present, the building has remained vacant.

The building is substantially unchanged from how it was originally built in 1907. The passenger waiting area at the eastern end where the arched windows are today was originally an open area, as was the freight area towards the western end. These two areas were enclosed sometime prior to 1952. A two office extension was added to the street side of the terminal to the west of the restroom area possibly at the same time as the enclosing of the waiting room and freight room. In 1986, a new heating and air conditioning plant was installed at the western end of the building where the original heating plant had been. The eastern end of the first floor was upgraded with dropped ceilings and ceiling air handlers for the new heating and air-conditioning system. The remainder of the down stairs and all of the upstairs are virtually unchanged from their original construction.

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The depot is in sound condition with the exception of cosmetic problems such as peeling paint, a few broken roof tiles and some boarded windows. It has been purchased by the applicant to restore to its condition in the 1950's and to serve as a railroad museum and model railroad display venue.

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SUMMARY

The Atchison, Topeka and Santa Fe Railway depot at Clovis, New Mexico is historically significant as the center for passenger service for the city of Clovis, whose very existence is due to the railroad. At the turn of the Century, the AT&SF Railway was searching for an alternate rail route to its line around the Sangre de Cristo Mountains and Raton Pass. Through acquisition of railroads in eastern New Mexico, the Texas panhandle and the building of a line from Texico to Belen, the AT&SF created the "Belen Cutoff". An important part of this new line was the establishment of the Division Point. The AT&SF gave consideration to several existing towns including Texico, Portales and Melrose, and ultimately decided to create a new town at the location of the switch joining the line from Pecos, Texas to the Belen Cutoff. The switch was known as Riley's Switch, but a member of the family of one of the AT&SF hierarchy gave the new town the name "Clovis" after a Medieval Frankish king. The importance of Clovis to the AT&SF continued to expand with the completion of the rail link to Lubbock in 1914 and the growth of rail traffic on the Belen Cutoff. The passenger service provided by the railroad also played an important role in expanding the population of the New Mexico Territory and its ultimate achievement of Statehood.

HISTORY OF CLOVIS AND ITS RAILROADS

In 1859, a Pennsylvanian, Cyrus K Holliday, who had moved to what would become Kansas, secured a charter for a railroad to go between Topeka and Santa Fe. He named this railroad the Atchison and Topeka Railroad, naming himself as its president. Mr. Holliday was convinced that as this region developed, there would be a need for rail transportation to convey the products of this new land to market and move people to the land. Mr. Holliday was unable to attract investors to his railroad until 1863, when the U.S. Congress came to his rescue by granting his venture three million acres of land, in alternating sections. Congress did this to help keep Kansas in the Union during the Civil War. The Congress had made a similar contribution to the Union Pacific and the Central Pacific railroads to help finance and spur their construction of the transcontinental railroad. The congress did add a stipulation that this railroad must reach the Colorado border within ten years. With this support from the federal government, Mr. Holliday was able to raise adequate financing. He also changed the name of the railroad to The Atchison, Topeka and Santa Fe Railway (AT&SF). Construction of the new rail line began in the fall of 1868. The AT&SF reached the Colorado border late in 1872, well ahead of the deadline. At this point, continued progress was jeopardized by a competing line, the Denver and Rio Grande Railroad (D&RG) which had plans to build a line south from Denver to El Paso and on to Mexico City. Both railroads confronted each other over the Raton Pass on the Colorado-New Mexico border. Crews from both railroads arrived at the entrance to the pass on the same day in 1873, and the potential for a violent conflict was set. However, since the Santa Fe crew had arrived first, they took control of the pass and started work. On 7 December, 1878, the first train operated through the Raton Pass. A year later, a tunnel was completed and the climb to the pass was reduced from 6% to 3.5%. The

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line was continued through Las Vegas, Glorieta and on to Rio Puerco across the Rio Grande. A branch line from Lamy connected the main line to the city of Santa Fe. During this construction, the AT&SF realized that there was not enough population in the Southwest to sustain it economically and it decided to push on to the west coast and California. This decision put the AT&SF into the transcontinental passenger and freight business. It also set the stage for the creation of Clovis.

The main limitations for the AT&SF's transcontinental line were the steep grades necessary to cross the continental divide at the Raton Pass. The 3.5% incline of this line limited the length of trains and required costly and time consuming "helper" engines to push the trains up the slopes over the pass. The AT&SF investigated two routes to bypass the exiting steep line, and eventually decided on a line branching off the main at Belen, and proceeding east across the mountains through the Abo Pass and across the eastern plains of New Mexico to the Texas border at Texico. Here it would join the Pecos Valley and Northeastern Railway which was being built to serve the Pecos Valley and connect Eddy (now Carlsbad) with Roswell and Amarillo, Texas. This line was to be known as the "Belen Cutoff", and work began on it in early 1903, when the AT&SF chartered a subsidiary, the Eastern Railway Company of New Mexico, and contracted with the construction firm of B. Lantry and Sons of Strong City, Kansas, to begin construction. Initially, in 1905, the AT&SF planned for the Division point for the Pecos Division (as the Belen Cutoff was known) to be at Melrose; however, in 1906, Mr. W. B. Storey, System Chief Engineer, decided against this, and directed Mr. R. C. Reid, the Right of Way Agent at Texico, to acquire the first level section of land west of Texico for a town site and eastern terminal. The tracks actually reached Clovis, then known as the Riley Switch, on October 13, 1905. In a letter to Mr. Reid dated February 18, 1907, Mr. Storey also indicated that "It is now my intention to establish the depot about opposite Engineer's station 500, and it has been my thought that we could place the hotel and eating house which we propose to erect at this point one block further east. We may ultimately have to erect a separate freight house and this can go one block to the west. It is my thought, however, that at present a building similar to that we have erected at Melrose will serve our purpose for both freight and passenger at Clovis, leaving us in a position to change the entire building into a passenger station and to put up a separate freight house in the event that the business justifies.

"The yard and round house will be located on the south side of the main track and the depot and hotel on the north. Will you kindly advise if you have any suggestions to make relative to the respective locations given above."

On March 20, 1907, all of the trackage on the Belen Cutoff was completed. The Clovis terminal was also completed late that year, and commercial traffic began on the line on 18 December 1907. The Belen Cutoff was turned over to the operating division on 1 July 1908.

Clovis grew rapidly as the AT&SF expanded its operations and by the end of 1911 had a population of four thousand and was the County Seat of Curry County. According to an article in the December 1911 *Santa Fe Magazine*, Clovis "might be termed a three-point division; that is, crews run out of here to Amarillo on the east, Roswell and Pecos on the south and Vaughn on the west. The majority of these crews make Clovis their

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headquarters and, with the men employed in the shops and various other departments of the railroad, we have a railroad colony of about five hundred and a monthly payroll in the neighborhood of sixty thousand dollars." On March 14, 1914, the AT&SF completed a line from Clovis to Lubbock with connection to Galveston, Texas, and thus further increased the importance of Clovis to the railroad. The round house was increased in size in 1927 and by 1929, the Santa Fe payroll in Clovis exceeded \$200,000. In 1945, the round house was further expanded to be able to handle the massive 5000 class steam engines and the yard capacity was increased from 1420 cars to 2140 cars. Clovis serviced steam engines until 1954 and the Pecos Subdivision was the last in the AT&SF system to use steam. Although passenger service ceased on the first of May, 1971 with the advent of AMTRAK, the AT&SF continued to expand its activities in Clovis and in 1977 employed 890 individuals and had an annual payroll of \$12,700,000. The importance of the Belen Cutoff and Clovis is borne out today by the activities of the two largest railroads in the nation trying to take over the AT&SF and its merger with the Burlington Northern.

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY DEPOT, CLOVIS

In 1903, the Eastern Railway of New Mexico, a subsidiary of the AT&SF, came up with two depot "standards" for the Belen Cutoff. Both were based on the culture and climate of the area. The culture was that of Mexico and the Spanish Conquest, and the climate was that of blazing hot summer days and cold arctic winter nights. The larger of the two Eastern Railway standards was built from concrete and finished outside with stucco. Designed to imitate the insulating qualities of adobe brick, the arched breezeways and wide tile roof overhangs shaded the thick concrete walls for summer cooling while those same walls provided good heat retention in winter. The country was sparsely populated and the self-contained second floor living quarters in these graceful old structures provided an efficient solution to the housing problem at isolated locations. These Eastern Railway buildings were the final AT&SF Western Lines depots to contain such integral residence facilities as a part of the design.

According to Robert Pounds' book, *Santa Fe Depots - Western Lines*, examination of the building records reveals three different sizes within the Eastern Railway concrete standard. Most depots were built to the smallest size (24' X 81'). Only three were built to the largest size (24' X 135'), and one to an intermediate size (24' X 93'). The Santa Fe records specify that twelve of the concrete depots were built and today only six remain, and most are not in service. The large size depots were built at Vaughn, Melrose and Clovis, with Clovis being unique among these with only one chimney and double arched breezeways instead of triple arched breezeways and three chimneys. The Clovis depot was built in 1907 and served as the passenger station and division offices until the latter were moved to a separate administration building around 1926. In 1945 the waiting room area and ticket office were renovated and this may possibly be when the breezeways were enclosed. Both these dates correspond to major upgrades and expansions to the facilities in Clovis. The use of the depot for passenger service ended with the creation of AMTRAK and the last passenger train to pass through Clovis, the San Francisco Chief, did so on 2 May,

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1971, having left San Francisco on the 1st of May prior to the formal start of AMTRAK. In 1976, the employees credit union moved into the down stairs portion of the depot and remained there until 1979. The building continued to be used by the Santa Fe Buildings and Bridges Department as well as the yard personnel until 1989. In 1986/7, the heating and cooling plant was renovated and the eastern end of the down stairs was converted into office space for the Santa Fe Police and Yard Master. All use of the building was ended in April, 1989, and it has remained vacant until its purchase by the applicant.

HISTORICAL SIGNIFICANCE

The Clovis Depot was one of the first permanent buildings built by the Santa Fe in Clovis, is the second oldest building in town, and is the oldest building still standing where it was built. The depot represents an era in the history of the Southwest and America, when the railroad was the primary means of transportation and communications. It was in service during the time when rail passenger service was at its peak in both volume and elegance. This depot served as the center of activity for the Santa Fe Railway for eastern New Mexico and played an important role in the development of Clovis. Even after the cessation of passenger service in Clovis, the Depot continued to play an important role for the employees and administration of the AT&SF in this area. Its restoration and conversion into a museum will preserve an important part of the heritage of the railroad, the Southwest, the City of Clovis, and the westward expansion of our country.

ARCHITECTURAL SIGNIFICANCE

The California Mission Revival style had been created in southern California in the late nineteenth century from the desire to have a historic style based on regional prototypes from the Spanish Colonial past corresponding to the Colonial Revival styles that had been imported from the East.

The Mission style with its wide overhangs and open arches was particularly suited to depots in the warm, dry southwestern climate. It was used in the first decades of the twentieth century by the Southern Pacific and Santa Fe railroads for elaborate depots in major cities. In New Mexico the Southern Pacific retained for the most part older wooden depots. However, the Santa Fe brought the style into New Mexico and built or remodeled the greater part of its depots here, in towns both large and small, in the Mission Revival or later the Spanish Pueblo Revival styles. This regional revival style became a trade mark for the Santa Fe.

The Clovis Depot with its light-colored walls, red roof tiles, rounded-arch structure and overhanging eaves is not only an excellent example of the Spanish Mission Revival style used in a moderate sized depot, but also a well preserved example of the style used by the Santa Fe Railway. Finally, it is one of the few architecturally significant buildings in Clovis from the early part of this century which has not been destroyed or altered beyond recognition.

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Interviews:

Raymond McClain: 3/21/95

Clint Tidenberg: 6/15/95, 7/7/95

Eldon Smith: 7/10/95

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Verbal Boundary Description

The boundary includes all of tract 1 as shown on the accompanying plat map.

Boundary Justification

The boundary includes the depot and associated platform and parking area around the depot.

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Section number Photos Page 1

Photographs

Information common to all photographs

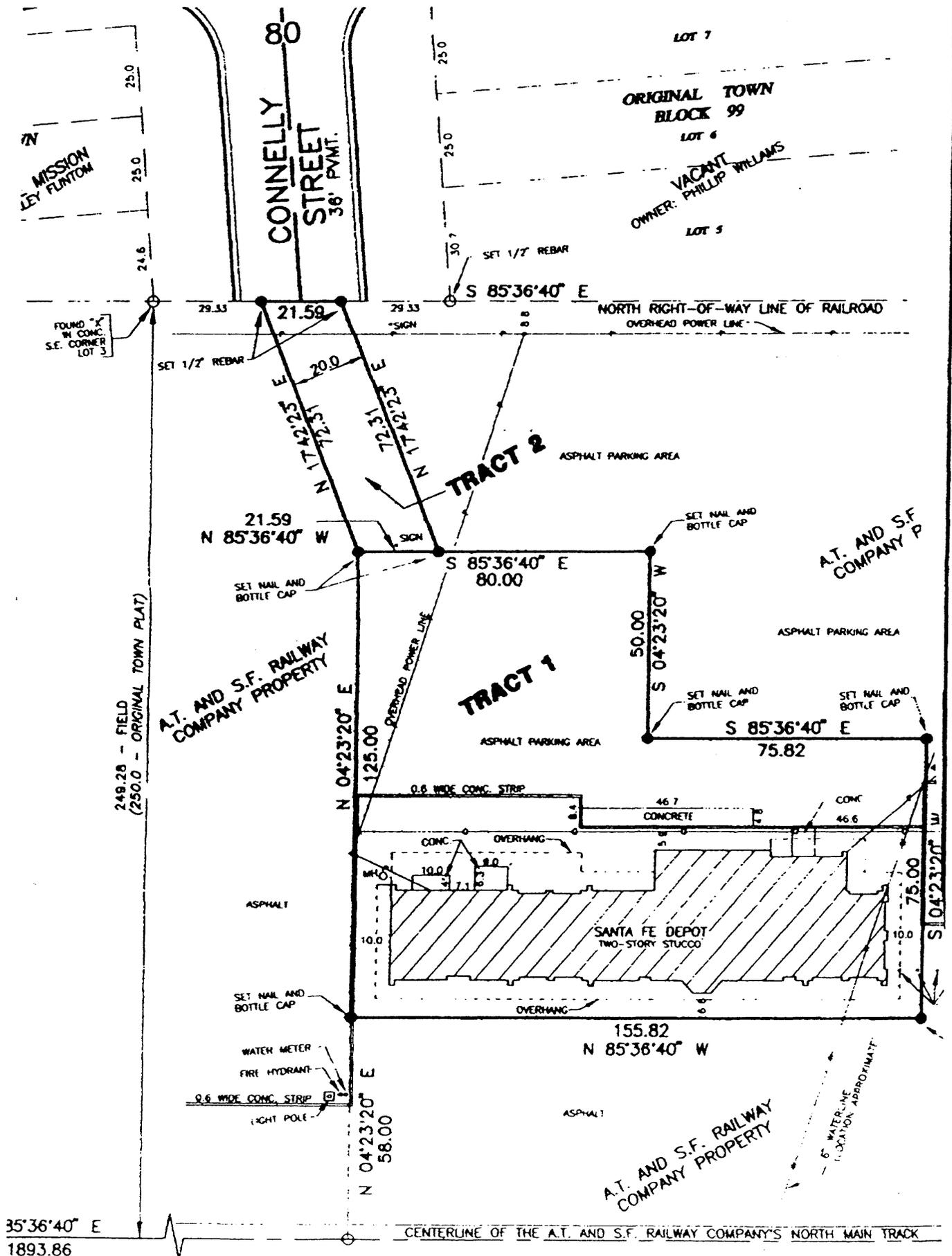
1. Atchison, Topeka and Santa Fe Railway Passenger Depot
2. Clovis, NM
3. Philip D. Williams
4. March, April 1995
5. 321 West Kathie Drive, Clovis, NM 88101

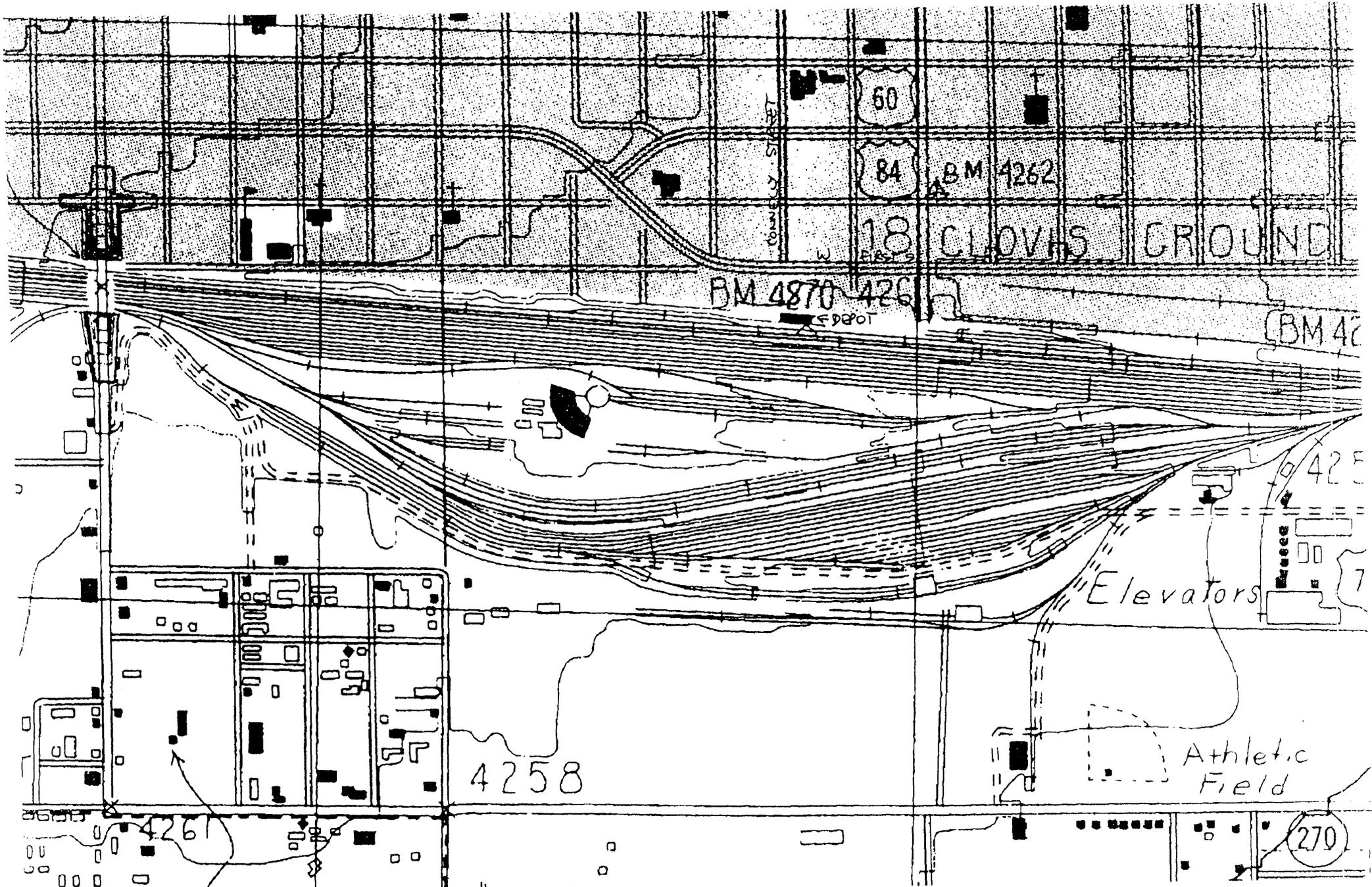
6. East and South Facades. Camera facing northwest.
7. #1

6. South Facade. Camera facing north.
7. #2

6. North Facade. Camera facing south.
7. #3

6. West and South Facades. Camera facing northeast.
7. #4





"SKETCH" MAP SHOWING BLOWUP OF DEPOT AREA IN RELATIONSHIP TO TOWN OF CLOVIS AND RAIL YARD