

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED DEC 3 1980

DATE ENTERED

**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

Santa Fe, Prescott and Phoenix Railroad Depot

AND/OR COMMON

2 LOCATION

STREET & NUMBER

North side of Sheldon at Cortez Street

NOT FOR PUBLICATION

CITY, TOWN

Prescott

CONGRESSIONAL DISTRICT

STATE

Arizona

VICINITY OF

CODE
04

COUNTY
Yavapai

CODE
25

3 CLASSIFICATION

CATEGORY

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

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH

PUBLIC ACQUISITION

- IN PROCESS
- BEING CONSIDERED

STATUS

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

PRESENT USE

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

4 OWNER OF PROPERTY

NAME

Santa Fe Railway

STREET & NUMBER

506 Santa Fe Building 121 East 6th Street

CITY, TOWN

Los Angeles

VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Yavapai County Recorder's Office

STREET & NUMBER

Yavapai County Courthouse

CITY, TOWN

Prescott

STATE

Arizona

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Prescott Survey

DATE

October 1978

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Yavapai Heritage Foundation

CITY, TOWN

Prescott

STATE

Arizona

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input 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 Santa Fe, Prescott and Phoenix Depot is a symmetrical two story building constructed of plastered reinforced concrete and measuring 100 feet (east and west) by 35 feet (north and south). An interesting example of the Mission Revival style, the building features a medium sloped pressed metal gabled roof which simulates mission tile and stepped curvilinear gable parapets with concrete caps. A 12 foot wide covered veranda with a concrete walk extends completely around the building. Arched portals are present at each of the four corners. The cross gable central 35 feet of the building projects northward five feet and southward 12 feet topped by stepped curvilinear parapets. These projections emphasize the two main entries (track side and street side). A one story wing measuring 20 x 34 feet extends to the east at the NE corner. This was once terminated by a 40 foot high smoke stack but it is now demolished.

The south facade, facing onto Sheldon Street at the north end of Cortez Street, features a central double door entry with side lights and transom. Each door has one light and two panels. The second story projects over the veranda supported by corner piers and adjacent simplified Doric columns on concrete bases. The second floor has five one over one double hung windows grouped in a recessed panel with a concrete sill. A semicircular niche with hood molding is centered in the gable above. Between the entry massing and the corner arched portals the veranda features articulated post and beam construction with Doric columns on wing walls. An original decorative iron railing defines the second story deck. The main body of the building features equally spaced one over one, wood frame double hung windows with concrete sills. The open eave is detailed with projecting rafters and a hidden gutter.

The north facade faces the tracks and has the same features and detailing as the south facade. However, the cross gable projection extends only five feet out from the building and the veranda entry is detailed as a one story parapet with a concrete cap. Also, the name "PRESCOTT", in upper case letters, is centered above the entry.

The east and west gables have small central semicircular niches with concrete sills and hood moldings. Each incorporates a plain chimney. Windows, railings, veranda and corner portals are similar to the remainder of the building.

Internally the ground floor was originally laid out with a central men's waiting room. To the west was the ladies' waiting room, the ticket office, with vault and public restrooms. Opening from the men's waiting room to the east was the baggage department. The one story wing to the east was originally used as an office for Wells Fargo and a boiler room because the building had no basement. The first floor ceiling height is twelve feet while the second floor measures ten feet six inches.

The stairways on the east and west sides of the central space led to the second floor which was divided into offices for the railroad. On the northwest corner was the draughting room with vault (above the ticket office vault). In the southwest corner was the office of the chief engineer and superintendent, W.A. Drake. A hallway

(See continuation sheet)

8 SIGNIFICANCE

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

SPECIFIC DATES Constructed 1907 BUILDER/ARCHITECT Santa Fe Railway/Frank N. Murphy

STATEMENT OF SIGNIFICANCE

The Depot in Prescott is significant for its historical association with the Santa Fe, Prescott and Phoenix Railroad and its builder, Frank M. Murphy; and for its architectural value as the largest and best preserved Prescott building designed in the Mission Revival style.

Prescott was first connected to the Atlantic and Pacific (now the Atchison, Topeka and Santa Fe) Railroad on December 31, 1886. This line, known as the Prescott and Arizona Central Railroad, was constructed by Thomas S. Bullock with the support of Territorial Governor Frederick A. Tritle, and a county bonds subsidy of \$292,000. This was possible because Prescott was the Territorial Capital. Six months later, on July 4, 1887 the Maricopa and Phoenix Railroad was completed, making Phoenix also accessible by rail. Although the desirability of connecting Prescott and Phoenix was known it had to wait for the development effort of Frank M. Murphy.

In 1891 Murphy inherited a substantial interest in the Congress mine northwest of Wickenburg from Joseph "Diamond Joe" Reynolds. Diamond Joe's intention to connect this mine into the railroad system was passed to Frank Murphy and his brother Nathan Oaks Murphy (two term Territorial Governor). Their ability to construct the Santa Fe, Prescott and Phoenix Railroad was fostered by three factors: first, Bullocks first line fell into debt and disrepair following the moving of the Capital to Phoenix; second, the Sixteenth Territorial Legislature passed a twenty-year tax exemption law for new railroads; and third, despite the nation wide Panic of 1893 Frank Murphy was successful in raising the eastern capital necessary to fund the north-south railroad originally planned by Reynolds.

In 1892 construction was begun south from Ash Fork and entered Prescott on April 23, 1893. Passing southeast through Congress and Wickenburg, the new first class line reached Phoenix on February 28, 1895.

The headquarters for the line was located in Prescott and by 1906 Murphy felt that extensive improvements were necessary at the rail yard and depot. On March 6 he appeared before the city council and urged them to help him in the purchase of additional land and the disposal of storm water from the depot area. During the summer the storm drain was constructed but the necessary land was not secured until November.

In March 1907 the plans for the new depot were ready, undoubtedly prepared by the architects of the Atchison, Topeka and Santa Fe Railroad in their popular Mission Revival style. This and other Californian and Southwestern railroads popularized

(See continuation sheet)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Arizona Daily Journal Miner, Various issues, 1906, 1907.
 Arizona Weekly Journal Miner, Various issues, 1906, 1907.
 Dunning, Charles H., Rock to Riches, Southwest Publishing, Phoenix, AZ, 1959.
 Sanborn Fire Insurance Maps: December 1910, June 1924. (Continued)

10 GEOGRAPHICAL DATA

ACREAGE NOT VERIFIED

ACREAGE OF NOMINATED PROPERTY Less than 1

QUADRANGLE NAME Prescott Quadrangle

QUADRANGLE SCALE 1:24,000

UTM NOT VERIFIED

UTM REFERENCES

A 1,2 3,6,5,3,0,0 3,8,2,3,4,0,0
 ZONE EASTING NORTHING

B
 ZONE EASTING NORTHING

C

D

E

F

G

H

VERBAL BOUNDARY DESCRIPTION

Located at the intersection of Sheldon and Cortez Streets, a portion of Yavapai County Assessor Parcel No. 113-13-031, that area with 5 feet of the building.

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

James Garrison, Historical Architect for the

ORGANIZATION

Yavapai Heritage Foundation

DATE

1 July 1980

STREET & NUMBER

2121 S. Priest #127

TELEPHONE

(602) 967-7117

CITY OR TOWN

Tempe

STATE

Arizona 85282

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE X

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

James E. Ayes

TITLE State Historic Preservation Officer

DATE 14 Nov 1980

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

determined eligible for DOE/OWNER OBJECTION

DATE 8.9.82

William H. Braxton

KEEPER OF THE NATIONAL REGISTER

ATTEST: *Patrick Andrus*
CHIEF OF REGISTRATION

DATE 8/14/82

owner objection withdrawn - New owner - listed 2-8-88

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

**National Register of Historic Places
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Continuation sheet

Item number 7

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connected these offices to the attorney's office and to the central portion of the building used for general office work. The east portion was occupied by the conductor's and telegrapher's lobby, the dispatcher's office and the train master's office.

The entire structure was originally constructed with electric lights and steam heating.

Although the depot is currently used only for freight operations in Prescott the spatial character of the interior and the exterior remain virtually unchanged.

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Continuation sheet

Item number 8

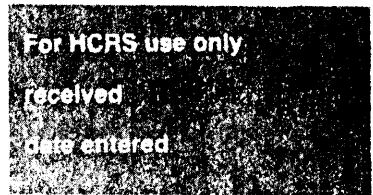
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this style following its promotion in the California Building at the Columbian Exposition in Chicago, 1893. The Depot is the largest and best example of this style in Prescott. The fireproof reinforced concrete depot was completed in September and it has occupied its prominent position at the foot of Cortez Street ever since.

Although not as old as the railroad itself, the Prescott Depot symbolizes the impact of this transportation mode on Prescott and adds identity and character to the community through its regional Mission Revival design.

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Continuation sheet

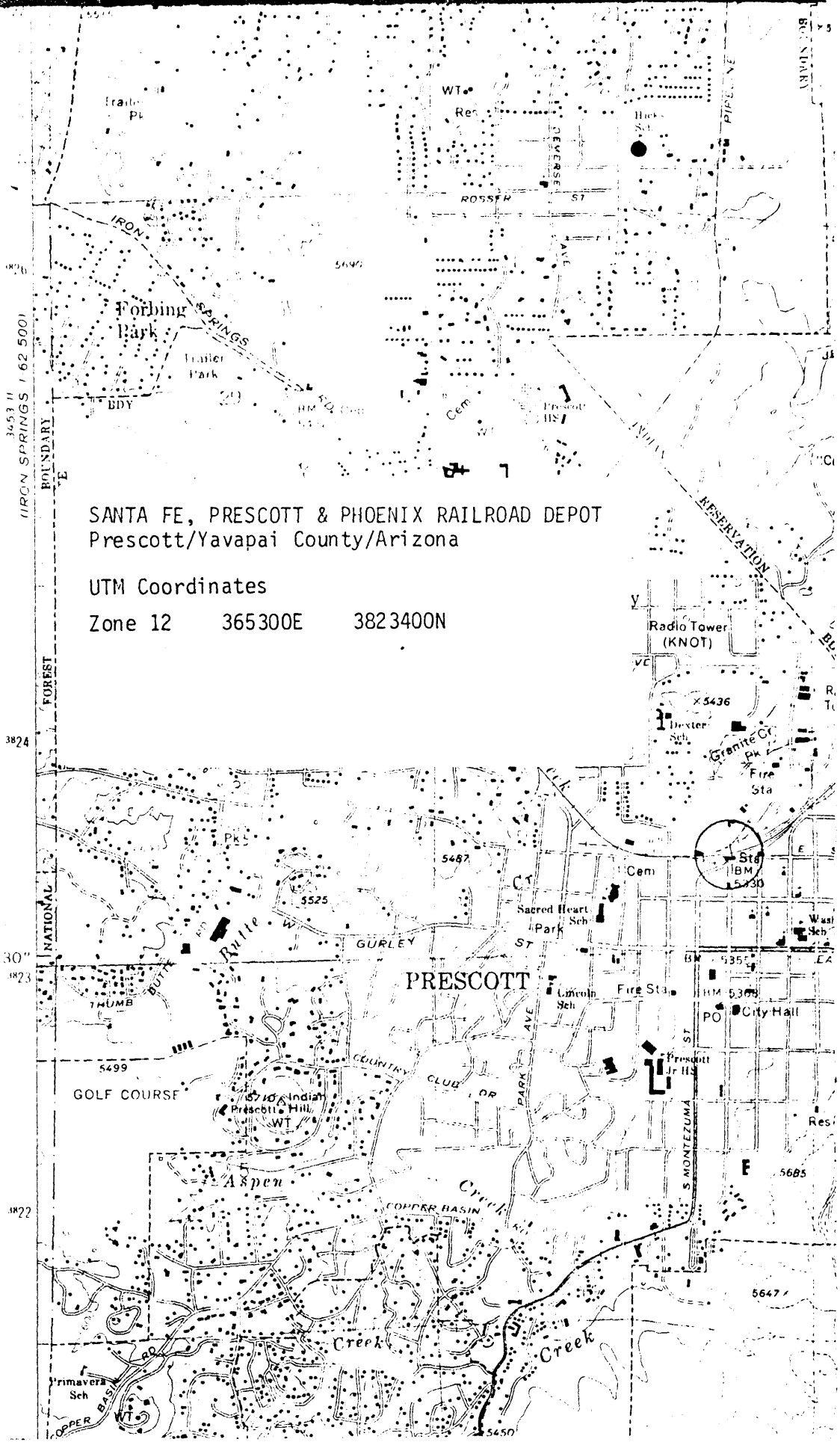
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SANTA FE, PRESCOTT & PHOENIX RAILROAD DEPOT
 Prescott/Yavapai County/Arizona

UTM Coordinates

Zone 12 365300E 3823400N

3453 11
 IRON SPRINGS 1 62 5001
 BOUNDARY
 E

3824
 NATIONAL FOREST
 32'30"
 1823

1822

