

971

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 National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any 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 certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name AT&SF Freight Office

other names/site number N/A

2. Location

street & number 314 1st Street, SW

<input type="checkbox"/>	not for publication
<input type="checkbox"/>	vicinity

city or town Albuquerque

state New Mexico code NM county Bernalillo code 001 zip code 87102

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
 I hereby certify that this X 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 X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
 ___ national ___ statewide X local

[Signature] 11/6/13
 Signature of certifying official/Title Date
 Dr. Jeff Pappas, New Mexico State Historic Preservation Officer

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

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] 12/24/2013
 Signature of the Keeper Date of Action

AT&SF Freight Office

Bernalillo County, NM

Name of Property

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	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

Historic and Architectural Resources of Central
 Albuquerque, 1880-1970

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

Transportation: rail-related

Commerce/Trade: office building

Current Functions
 (Enter categories from instructions.)

Vacant

7. Description

Architectural Classification
 (Enter categories from instructions.)

Late 19th and 20th Century Revival: Pueblo

Other: Mission Revival

Materials
 (Enter categories from instructions.)

foundation: Concrete

walls: Stucco

roof: Asphalt

other: N/A

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The AT&SF Freight Office is a two-story Mission Revival-style office building, which includes a bell cote, stepped parapets, pebble-dash stucco, walls, and historic neon signs. The freight Office is located at the south end of Albuquerque's railroad depot complex that once served the Atchison, Topeka & Santa Fe Railway's passenger and freight operations. The line is now run by AMTRAK and the Burlington Northern & Santa Fe Railway Co. The building faces 1st Street, SW, once a main commercial and industrial thoroughfare in the city. A freight depot building with a loading dock, which was demolished in the 1980s, was attached to the south side of the Freight Office. The Freight Office property is now part of the city of Albuquerque's Alvarado Transportation Center that serves as an arrival and departure point for city buses, transcontinental buses, the New Mexico Rail Runner Express commuter train, and AMTRAK trains. The Freight Office is currently vacant.

Narrative Description

The Freight Office is a two-story office building built in the Mission Revival style and constructed of concrete, including the foundation, frame, and floor decks, with structural clay tile as wall infill (photos 1-4). Built in 1946, the building has an exterior finish of pebble-dash stucco. In plan, the building is roughly square (65 by 70 feet) with a flat roof and curvilinear parapets, including a bell cote above the main entrance (photo 4). Two cast-iron scuppers and drainpipes, painted silver, are located on the east side of the building (photo 3). Small vents with rectangular metal covers are located on the exterior wall surfaces. A steel access ladder to roof is located in the southwest corner of the building's east side. A steel cooling structure stands on the building's south side and is connected via ductwork to the interior. Also sitting astride the building's south wall is a steel-frame communications tower (photo 9).

The building's fenestration consists of windows placed symmetrically on all four elevations and door openings on three sides. The main (west) elevation consists of five openings on the first and second floors (photo 1). The north elevation has five window openings on both the first and second floors (photo 2). The east elevation has five openings on both the first and second floors, including two doors on the first floor (photo 3). The south elevation includes five window openings and a door the first and five window openings on second floor (photo 9).

The first- and second-floor window openings contain paired, one-over-one-light double-hung, wood sash windows with heavy concrete lintels. Basement windows are paired hopper windows with concrete lintels, some of which have been infilled. The door openings also have concrete lintels with the exception of the doorway on the south side which appears to have been altered.

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The main entrance is centrally located on the building's main (west) façade, which faces 1st Street, and features an oversized single-entry door with sidelights and transom. There are two single-entry doors on the building's east side and a single-entry door on the building's south side near the southeast corner. All entryways are raised approximately four feet above street level. Three concrete stubs project out from the foundation under the south doorway where the railroad platform once attached to the office building.

The main entrance is covered by a flat-roofed, concrete porch (8 by 12 feet) with rectangular openings and steps on each side of the landing (photos 4-8). The steps are framed by concrete with rectilinear openings. A curvilinear parapet matching the building's second-floor stepped parapet wall tops the porch. Porch openings are topped by concrete lintels with concrete corbels. Decorative concrete drain spouts are located on the porch's west elevation. Two matching decorative metal-frame lamps with frosted glass are attached below the drain spouts.

The building's interior space is divided into interconnected office spaces and workrooms (photo 10). A central staircase leads from the entry hall to the second floor. The walls are finished with smooth plaster as are the building's interior structural steel columns. The original plastered ceiling has been modified with the installation of dropped ceilings covered in acoustical tile (some dropped ceilings were missing thus exposing the original ceilings and lighting outlets). The floors are poured concrete and are covered, except at the ceramic-tiled entry hall, with original red and white vinyl tile laid in a checkerboard pattern. Many of the offices have doors with transoms (photo 12) and some have twin wood closets, one with a hand sink and the other a rod for clothing (photo 11). Some offices have been wood paneled. Many office doors have frosted glass, and some have stenciled lettering that designates the occupant's job title (e.g., "Agent") or other notice (e.g., "Private").

Two ceramic-tiled restrooms are located on the second floor, each with multiple facilities, marble toilet partitions, and ceramic-tile flooring. A half-door opens onto the basement stairs. The basement has exposed clay-tile partitions and concrete columns and walls. It is divided into several rooms for storage (including, among other items, wooden bookshelves where company files were stored).¹ The basement also includes the electrical and utility rooms. A mural depicting the landscape of western New Mexico along the AT&SF tracks near the towns of Grants and Gallup is located on walls of the storage room in the northeast corner of the basement² (photo 15).

The Freight Office building includes original signs on its west façade (photo 8). Sheet-metal canisters with channel letters that house neon tubing are attached to the wall just above the second-story windows. The letters read: "Santa Fe." Below that, neon letters read: "Rail," "Freight House," and "Truck." Flanking this sign are two identical AT&SF corporate logos in square ceramic mosaic tile. The logo is a blue cross within a white circle on a blue square. "Santa Fe" is written in blue on the cross. These logos are also attached high on the east wall, which faced the tracks. The "Santa Fe" neon

¹ Records found in the Freight Office have been archived at the Center for Southwest Research, University of New Mexico.

² The date of the mural is unknown. Visual inspection of the mural was hampered by the lack of electricity in the building.

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sign also appears on the parapet of the north wall. The porch has a small, neon sign projecting from its façade that reads: "Freight House."

The setting of the Freight Office is different than it was during the period of significance. Currently, it is part of the Alvarado Transportation Center. The new terminal for interstate bus lines and AMTRAK trains is located near the building's northeast corner. New arcaded walkways, separated by asphalt driveways, flank the Freight Office on its north and east sides. On the east and south, the Freight Office was bounded by railroad tracks, wood platforms, and the freight depot building. The area is now a parking lot and loading area for automobiles and buses. A small nonhistoric one-story cement-block structure, separated from the Freight Office building by several feet, is situated on the southeast corner of the property. Its function is unknown and it is not within the National Register boundary of the Freight Office.

The AT&SF Freight Office building features a high level of historic integrity and retains much of its original design, materials, and workmanship. The window and door openings have been boarded up for security reasons, but the original wood window sashes and doors remain in place and the distinctive pebble-dash stucco, a character-defining feature of historic AT&SF buildings in Albuquerque. Significant details, such as signage, survives and conveys the historic function of the building. The interior of the Freight Office retains its original plan as well as original finishes, such as plaster walls, and details, such as door and windows surrounds.

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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.

Areas of Significance

(Enter categories from instructions.)

Architecture

Transportation

Period of Significance

1946-1963

Significant Dates

1946 - AT&SF Freight Office completed.

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 old or achieving significance within the past 50 years.

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Unknown

Period of Significance (justification)

The period of significance begins in 1946 with the completion of the AT&SF Freight Office and ends in 1963, the last year the freight office was used during the historic period. The building continued to serve as a freight office during the late 20th century.

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Criteria Considerations (explanation, if necessary)

N/A

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The AT&SF Freight Office in Albuquerque, New Mexico, is significant at the local level under National Register Criterion C in the area of architecture because it an excellent example of the Mission Revival style of architecture that common on in the American Southwest and in New Mexico during the first half of the 20th century and because it was favored by the Atchison, Topeka, & Santa Fe Railway Company. The Mission Revival style promulgated by the railroad is a more simplified version of the style, without many of the ornate architectural details found on earlier Mission Revival-style railroad buildings. The Freight Office is significant at the local level under National Register Criterion A in the area of transportation because it served as an office building for a larger AT&SF warehouse complex, which was demolished in the 1980s. The nomination of the AT&SF Freight Office is supported by the Multiple Property Documentation Form, "Historical and Architectural Resources of Central Albuquerque, 1880-1970," which was completed in 2012.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

The AT&SF Freight Office in Albuquerque, New Mexico was built by the Atchison, Topeka, & Santa Fe Railway Company in 1946 in an effort to modernize their freight operations. The Freight Office was built in simplified Mission Revival style, which the AT&SF had embraced by the middle of the 20th century. The Freight Office was one of the last buildings constructed by the AT&SF at the Albuquerque depot complex.

As underscored in the Multiple Property Documentation Form, "Historic and Architectural Resources of Central Albuquerque, 1880-1970," the arrival of the Santa Fe Railroad (and its partially owned subsidiary Atlantic & Pacific [A&P] Railroad) in "New Town" Albuquerque on April 5, 1880 was pivotal in the growth and development of the modern-day city between 1880 and 1930 (Simmons 1982; Wilson 1986; Myrick 1990).³ The tracks were laid a mile east of the Spanish colonial *Villa de Alburquerque* due to concerns about the annual floods that hampered transportation in the Rio Grande Valley. As such, the railway company decided to lay the tracks at a slightly higher elevation, at the base of the sandhills. Seeing an economic opportunity, an enterprising group of local businessmen, Franz Huning, William C. Hazeldine, and Elias Stover, formed the New Mexico Town Company to purchase and develop land for a new railroad town, which was called "New Albuquerque" or "New Town" (Simmons 1982: 218-19). The original townsite was laid out in a gridiron pattern bounded on the east by the newly laid railroad tracks (Simmons 1982: 224).

³ The Santa Fe Railroad was reorganized as the AT&SF in 1895. In 1902, the AT&SF absorbed the A&P Railroad (Wilson 1986: 2).

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Some three months earlier, the Santa Fe and A&P railroads had decided to not only make New Town Albuquerque a depot stop, but also a "division point." That is, they would set up their divisional office in Albuquerque and build an extensive complex of locomotive maintenance shops immediately south of the town site. Upon its arrival in New Town, the Santa Fe/A&P railway companies began construction of the locomotive shops and maintenance facilities. The first shops consisted of heavy-timber and stone structures, as well as wood-frame structures (Johnson and Dauner 1981: 79; Wilson 1986: 6). A two-story wood-frame passenger depot was built along Railroad Avenue (now Central Avenue). In 1902, this depot was replaced by a larger, Mission Revival-style building that complimented the newly built Alvarado Hotel located immediately to the north. In 1914, the AT&SF decided to modernize and update their locomotive shops and began an expansion program that was completed by 1924. When completed, the new, eighteen-building shop complex represented the state-of-the-art in railroad maintenance. For many years, the AT&SF was the largest single employer in Albuquerque.

By the late 19th century, railroad freight operations were playing a significant role in the nation's transportation system. The AT&SF freight operations were an important part of the railway company's business strategy. In 1902, along with its construction of the new depot, the AT&SF built a Freight Office and adjacent Freight House at the south end of the depot complex where hardware and grocery warehouses once stood (Sanborn Insurance Maps, 1891 and 1902). The original Freight Office building was a two-story wood-frame building, measuring approximately 40 by 30 feet. Attached to its south end was the Freight House, a 150-foot long, 25-foot wide, wood-frame building that faced the adjacent railroad tracks to the east (Sanborn Insurance Map, 1924). A freight shelter was attached to south end of the Freight House. The entire freight complex originally extended south to Lead Avenue however; by 1942 the platform was extended an additional 150 feet under the Lead Avenue viaduct as far as Coal Avenue (Sanborn Insurance Map, 1942). The 1957 Sanborn map shows a new, two-story Freight Office, constructed in 1946 of structural clay tile, and a new, wider Freight House building and platform. The new Freight House was a wood-frame building covered with asbestos siding. Together with the platform, this complex was now 50 by 465 feet. The Freight House and platform were demolished in the early 1980s.

The importance that the railroad, and in particular the role its freight operation played in industrial and commercial development in the city, cannot be overstated. Among the first buildings constructed fronting 1st Street along the railroad tracks were retail merchants, warehouses, and manufacturing companies that utilized the AT&SF's freight system to both receive goods and materials, and also ship products and manufactured items to regional markets. Albuquerque in the 19th century was a regional marketplace for wool and agricultural products.

Soon after the turn of the 20th century, the American Lumber Company established a sawmill operation and several woodworking factories on the northwest edge of town from which they shipped wood products throughout the Southwest. The lumber mill was served by a spur line that connected to the main railroad line. Later,

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additional spur lines were built to serve other small manufacturing plants just north of downtown. Other companies, such as the Southwest Brewery & Ice Company, several wool and hide processing facilities, coal and lumber yards, and large distributors, such as the Charles Iffeld Company, built their warehouses adjacent to the tracks. The location of military installations during World War II and the post-war growth of defense facilities, such as Sandia National Laboratory, and the development of light industries in Albuquerque led to the AT&SF decision to modernize and enlarge their freight operations.

Built in 1946, the Freight Office was constructed in the Mission Revival style to compliment AT&SF companion buildings in the depot complex. The crown jewel of this complex was the Alvarado Hotel. Built in 1902 and demolished in 1970, the Alvarado was the largest and the grandest hotel located along the AT&SF line. The hotel was run by the Fred Harvey Company and featured a lavish hotel, dining facility, and ballroom that served not only hotel guests but was the social center of Albuquerque. Adjacent to the hotel was an Indian Building, which was demolished in 1970, which promoted the sale of arts and crafts made by the residents of nearby Indian Pueblos and other tribes. The Alvarado, the Indian Building, and the AT&SF Depot (built in 1902, and destroyed by fire in 1993) were excellent examples of the AT&SF's Mission Revival style that featured red-tile roofs, long, arched porches, bell towers, and pebble-dash stucco wall finishes. They gave the depot complex a "Southwestern look" that was familiar to passengers riding the line as well as the local citizenry (Wilson 1986: 3). Other buildings in the complex included the Curio Store Building, which was also known as the Indian Storage Room, built in 1912, and the Telegraph Office, which opened in 1914. The Curio Store Building and the Telegraph Office survive. While these buildings lack some of the more ornate Mission Revival-style details that were found on more prominent buildings, such the hotel and depot buildings, they include pebble-dash stucco walls and curvilinear parapets.

The 1946 Freight Office building falls into the architectural group with the Curio Building and the Telegraph Office. Its simplified form and styling suggests that the Freight Office was essentially a utilitarian building but that its location facing the public on 1st Street necessitated a style in keeping with the grander AT&SF buildings found adjacent to the north. The Freight Office building was vacated late in the 20th century as the railway company (now Burlington Northern Santa Fe) moved the regional headquarters of their freight operations to the town of Belen, New Mexico. The building was subsequently bought by the City of Albuquerque in the 1990s and is currently part of a proposed urban redevelopment plan for the area.

Developmental history/additional historic context information (if appropriate)

See William A. Dodge, *Multiple Property Documentation Form: "Historic & Architectural Resources of Central Albuquerque, 1880-1970,"* 2012. On file at the Historic Preservation Division, Department of Cultural Affairs, Santa Fe, New Mexico.

AT&SF Freight Office
Name of Property

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Dodge, William A. Multiple Property Documentation Form: "Historic and Architectural Resources of Central Albuquerque, 1880-1970." 2012. On file at the Historic Preservation Division, Department of Cultural Affairs, Santa Fe, New Mexico.

Simmons, Marc. *Albuquerque: A Narrative History*. Albuquerque: University of New Mexico Press, 1982.

Myrick, David F. *New Mexico's Railroads: A Historical Survey*. Albuquerque: University of New Mexico Press, 1990.

Sanborn Map Company. "Albuquerque, New Mexico," New York: Sanborn-Perris Map Company, 1891-1957.

Wilson, Chris. "The Historic Railroad Buildings of Albuquerque: An Assessment of Significance." Unpublished manuscript prepared for the Planning Department, City of Albuquerque, 1986.

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 # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 - Other State agency
 - Federal agency
 - Local government
 - University
 - Other
- Name of repository: Center for Southwest Research, UNM, ABQ, NM

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 0.10
(Do not include previously listed resource acreage.)

UTM References - CENTER POINT
(Place additional UTM references on a continuation sheet.)

1	<u>13</u>	<u>349736</u>	<u>3883334</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (Describe the boundaries of the property.)
The nominated property is indicated by a heavy black line on an attached map drawn to scale.

Boundary Justification (Explain why the boundaries were selected.)
This boundary includes the site historically associated with the AT&SF Freight Office. The boundary, which includes only the building, is surrounded on all sides by later, nonhistoric development, including a recent communications tower on the south side and a Greyhound bus depot on the north and east sides.

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11. Form Prepared By

name/title William A. Dodge, Ph.D. / Consulting Historian
organization William A. Dodge, Consulting LLC date July 31, 2012
street & number 701 Alvarado Dr. NE telephone 505-259-2367
city or town Albuquerque state NM zip code 87108
e-mail wdodge12@comcast.net

State Historic Preservation Office

name/title Steven Moffson / Historian
organization Historic Preservation Division date November 4, 2013
street & number 407 Galisteo Street, Suite 236 telephone 505-476-0444
city or town Santa Fe state NM zip code 87501
e-mail steven.moffson@state.nm.us

Additional Documentation

Submit the following items with the completed form:

- USGS map (7.5 minute) Albuquerque West, NM.
- Sketch Map with National Register boundary.

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: AT&SF Freight Office

City or Vicinity: Albuquerque

County: Bernalillo

State: New Mexico

Photographers: William A. Dodge and Edgar Boles

Date Photographed: July 2012

Description of photograph(s) and number: 15

1 of 15: Main façade, photographer facing east.

2 of 15: Main face and north and side, photographer facing southeast.

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- 3 of 15: Rear (right) and south side, photographer facing northwest.
- 4 of 15: Main façade and south side, photographer facing northeast.
- 5 of 15: Main façade, detail of entrance porch, photographer facing northeast.
- 6 of 15: Main façade, detail of entrance porch, photographer facing south with view of Lead Avenue viaduct.
- 7 of 15: Main façade, detail of entrance porch, photographer facing southeast.
- 8 of 15: Main façade, detail of entrance with historic signs, photographer facing southeast.
- 9 of 15: South elevation, photographer facing north.
- 10 of 15: Interior, main floor, north room.
- 11 of 15: Interior, second floor, office closets.
- 12 of 15: Interior, main floor, office door and transom.
- 13 of 15: Interior, main floor, main entrance.
- 14 of 15: Interior, main floor, windows.
- 15 of 15: Interior, basement with mural in northeast corner.

Property Owner:

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

name City of Albuquerque, Transit Department
street & number 100 1st St. SW telephone 505-724-3100
city or town Albuquerque state NM zip code 87102

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.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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**National Register of Historic Places
Continuation Sheet**

Section number Photographs

AT&SF Freight Office
Name of Property
Bernalillo County, NM
County and State
Historic and Architectural Resources of Central Albuquerque, 1880-1970
Name of multiple listing (if applicable)



1 of 15: Main façade, photographer facing east.



2 of 15: Main face and north and side, photographer facing southeast.

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3 of 15: Rear (right) and south side, photographer facing northwest.



4 of 15: Main façade and south side, photographer facing northeast.

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5 of 15: Main façade, detail of entrance porch, photographer facing northeast.



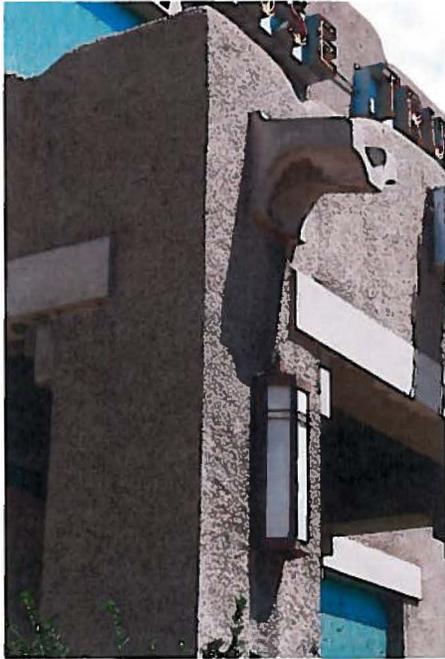
6 of 15: Main façade, detail of entrance porch, photographer facing south with view of Lead Avenue viaduct.

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7 of 15: Main façade, detail of entrance porch, photographer facing southeast.



8 of 15: Main façade, detail of entrance with historic signs, photographer facing southeast.

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9 of 15: South elevation, photographer facing north.



10 of 15. Interior, main floor, north room.

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11 of 15. Interior, second floor, office closets.



12 of 15. Interior, main floor, office door and transom.

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13 of 15. Interior, main floor, main entrance.



14 of 15. Interior, main floor, windows.

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Section number Photographs

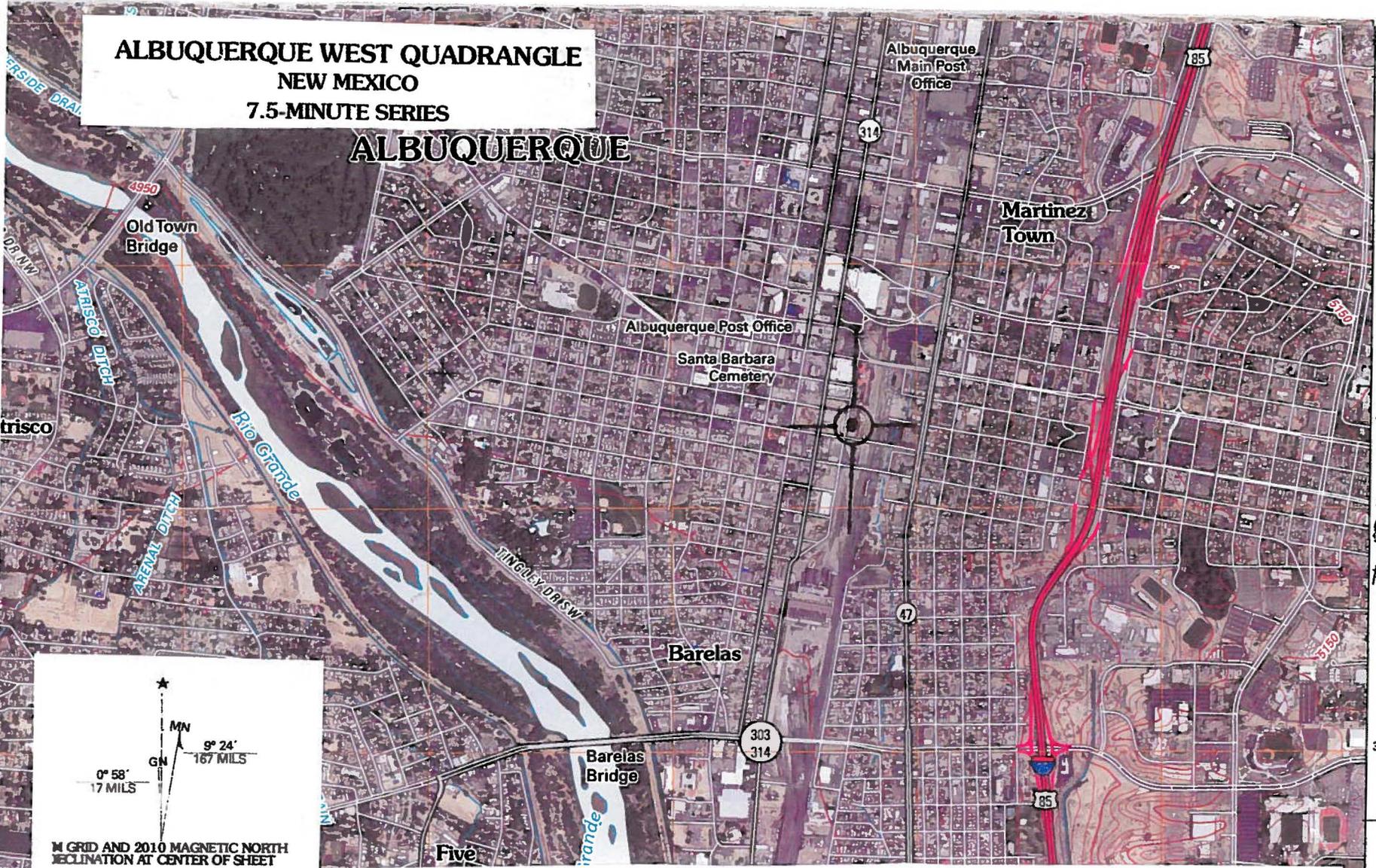
AT&SF Freight Office
Name of Property
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Historic and Architectural Resources of Central Albuquerque, 1880-1970
Name of multiple listing (if applicable)



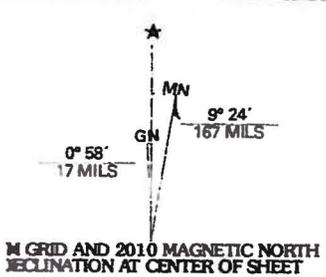
15 of 15. Interior, basement with mural in northeast corner.

ALBUQUERQUE WEST QUADRANGLE
NEW MEXICO
7.5-MINUTE SERIES

ALBUQUERQUE



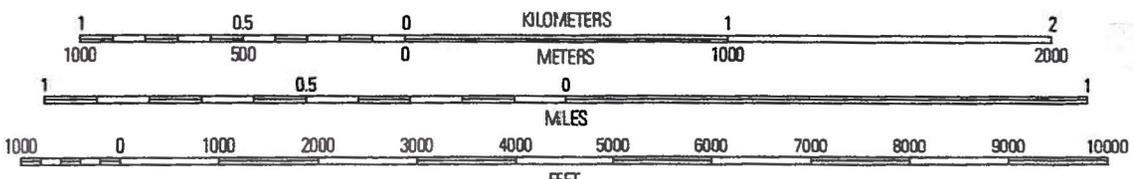
3884
 AT&SF
 Freight
 Office,
 5'
 Albuquerque,
 NM
 Bernalillo Co
 3883
 UTM Ref.:
 A) 12/349736/
 3883334



M GRID AND 2010 MAGNETIC NORTH
 DECLINATION AT CENTER OF SHEET

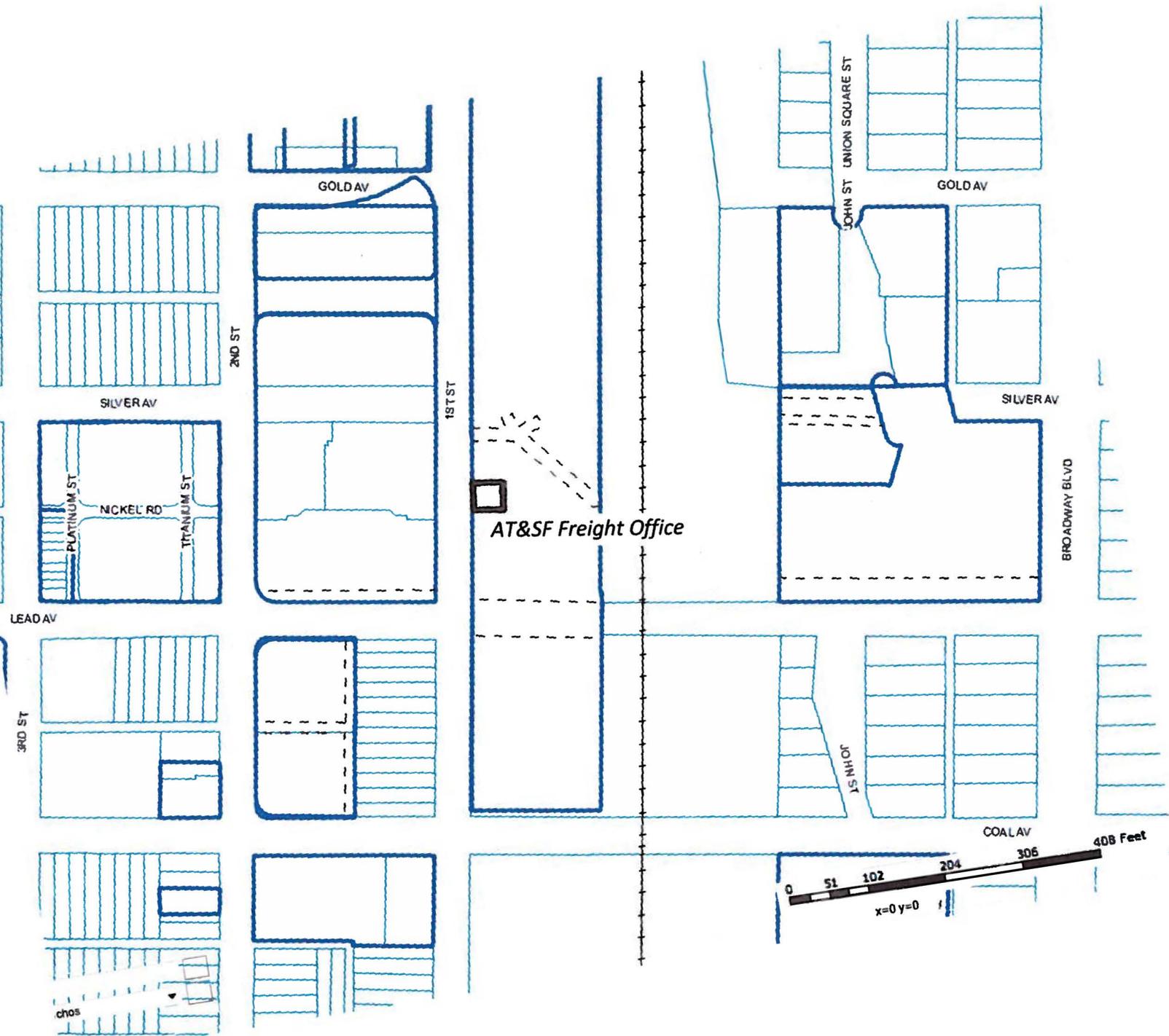
U.S. National Grid
100,000-m Square ID
CU
Grid Zone Designation
13S

SCALE 1:24 000



3882

3881



AT&SF Freight Office
 Bernalillo County, Albuquerque, New Mexico
 Sketch Map
 National Register Boundary 





RAIL

Santa Fe
FREIGHT HOUSE

TRUCK



PLEASE
DO NOT
ENTER





RAIL

Santa Fe

Freight House Truck



FREIGHT HOUSE

BUSSES ONLY
DO NOT
ENTER



SECURITY
VEHICLES
ONLY

Reverse
Parking
Only

NO PARKING

FIRE LANE



SANTA FE NAIL

Santa Fe FREIGHT HOUSE TRUCK

SANTA FE





SANTA FE

LDS

NO PARKING
IN THIS ZONE



LIGHT
USE



FRESNIGHT HOUSE

FRESNIGHT HOUSE

TRUCK













BUILDING DIRECTORY	
FIRST FLOOR	ROOM
REAR OFFICE	100
REAR OFFICE	101
REAR OFFICE	102
REAR OFFICE	103
REAR OFFICE	104
REAR OFFICE	105
SECOND FLOOR	
REAR OFFICE	200
REAR OFFICE	201
REAR OFFICE	202







UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY AT & SF Freight Office
NAME:

MULTIPLE Central Albuquerque MPS
NAME:

STATE & COUNTY: NEW MEXICO, Bernalillo

DATE RECEIVED: 11/08/13 DATE OF PENDING LIST: 12/09/13
DATE OF 16TH DAY: 12/24/13 DATE OF 45TH DAY: 12/25/13
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 13000971

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: Y SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

 ACCEPT RETURN REJECT DATE

ABSTRACT/SUMMARY COMMENTS:

The AT & SF Freight Office is locally significant under National Register Criteria A and C in the areas of Transportation and Architecture. Constructed in 1946, the building is a well-preserved local example of early twentieth-century Mission Revival-style design, applied to a utilitarian, commercial/industrial building. The style's character defining details and materials were promulgated by the railroad as its corporate style for its regional facilities. The establishment and expansion of the Santa Fe Railroad in Albuquerque was pivotal to the growth and development of the local economy. The Freight Office was one of the last buildings erected by the railroad at their expansive downtown complex, and represents one of the last extant historic resources conveying the role of the firm in local transportation history.

RECOM./CRITERIA Accept CRITERIA A+C
REVIEWER Paul R. Lusignan DISCIPLINE HISTORIAN
TELEPHONE _____ DATE 12/24/13

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



STATE OF NEW MEXICO
DEPARTMENT OF CULTURAL AFFAIRS
HISTORIC PRESERVATION DIVISION

Susana Martinez
Governor

BATAAN MEMORIAL BUILDING
407 GALISTEO STREET, SUITE 236
SANTA FE, NEW MEXICO 87501
PHONE (505) 827-6320 FAX (505) 827-6338



November 5, 2013

Paul Lusignan
National Park Service 2280, 8th floor
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

Dear Mr. Lusignan

The enclosed disk contains the true and correct copy of the nomination for the **AT&SF Freight Office, Bernalillo County, New Mexico** to the National Register of Historic Places.

- Disk of National Register of Historic Places nomination form and maps as a pdf
- Disk with digital photo images
- Physical signature page
- Original USGS topographic map(s)
- Sketch map(s)/attachment(s)
- Correspondence
- Other:

COMMENTS:

- This property has been certified under 36 CFR 67
- The enclosed owner objection(s) do do not constitute a majority of property owners.
- Special considerations:

Sincerely,


Steven Moffson
State and National Register Coordinator

Enclosures