

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PH 0687766

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RECEIVED NOV 15 1978
DATE ENTERED DEC 29 1976

**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

Atchison, Topeka and Santa Fe Railway Depot

AND/OR COMMON

2 LOCATION

STREET & NUMBER

off U.S. 60

CITY, TOWN

Magdalena

___ VICINITY OF

___ NOT FOR PUBLICATION

CONGRESSIONAL DISTRICT

#2

STATE

New Mexico

CODE

35

COUNTY

Socorro

CODE

053

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input checked="" type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input checked="" type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Village of Magdalena

STREET & NUMBER

CITY, TOWN

Magdalena

___ VICINITY OF

STATE

New Mexico

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Socorro County Clerk's Office

STREET & NUMBER

CITY, TOWN

Socorro

STATE

New Mexico

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

State Register of Cultural Properties

DATE

October 31, 1975

___ FEDERAL STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS

Department of Educational Finance & Cultural Affairs
Historic Preservation Office

CITY, TOWN

P.O. Box 1629
Santa Fe

STATE

New Mexico 87503

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" 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

Erected c.1915 in the western New Mexico village of Magdalena, the Atchison, Topeka and Santa Fe Railway Depot is a long, narrow one-story frame building with a pitched roof. Situated on the edge of a high plateau which rises 2000' above the Rio Grande Valley to the east, Magdalena is the traditional business and social center of an important mining and livestock region extending westward across the vast San Augustín Plains into Arizona. The name "Magdalena" is derived from an unusual natural formation high on a mountain which towers over the town to the south. At certain times of the day a combination of rocks and vegetation resembles the face of a woman which local tradition identifies as Mary Magdalene. Shaded by a cluster of large cottonwoods, the depot stands on the edge of the town's business district at the north end of Main Street surrounded by several brick and stone warehouses, reminders of Magdalena's former commercial importance. In 1973 the branch line was abandoned by the Santa Fe but the following year the Village of Magdalena purchased the depot which has been refurbished to house both municipal offices and the community library.

Little changed since its construction, the structure was built according to standardized plans provided by railway company engineers from their headquarters in Topeka. At Magdalena the only exception permitted from the specifications for "Frame Depot No. 3" was an extra large freight room, almost double the usual size because of the large wool shipments anticipated from this important branch terminal. Every detail was stated explicitly, including the kind of track on the sliding doors and the number of coats of Sherwin Williams paint to be applied both inside and out. Standing on a concrete foundation, the 125'x25' building is covered with ship lap siding painted yellow. Although the original plans called for a roof made of "tin shingles," these have been recently replaced with red asphalt sheeting. Topped by a single corbeled brick chimney, the roof is embellished with simple brackets under the gable ends. Prominently displayed on the building's east end are the Santa Fe emblem and "Magdalena" painted in large black letters. A heavy plank freight platform encloses this end of the building which provided loading facilities for wagons and trucks or box cars spotted on the adjacent siding.

The interior is divided into four rooms arranged in tandem -- waiting room, office, baggage room and freight room. Approximately 24' square, the waiting room is entered by a paneled wood door topped by a transom in the building's northwest corner. Illumination is provided by seven double hung windows with 6 over 9 lights, the type used throughout the structure. In contrast to the yellow upper walls, both the softwood floor and high ceiling are painted light grey. Presently occupied by Magdalena's community library, the room contains several rows of brown bookcases which match the woodwork and a band of wainscoting just below the window level. A large ticket window in the east wall opens into the office. Formerly the headquarters of the local agent and now used by the village clerk, the office is furnished with some of the original oak desks and cabinets.

Protruding from the north side of this room a bay window overlooks the
(See Continuation Sheet Page 1)

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input checked="" 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 checked="" 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 checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Located in western Socorro County, New Mexico, the town of Magdalena was founded in 1884-85 when the Atchison, Topeka and Santa Fe Railroad constructed a branch line twenty-five miles west from Socorro, the county seat. Intended to tap the lucrative freight business provided by western New Mexico's growing mining and livestock interests, the spur was originally planned to continue two miles further south up a steep grade to the mines at Kelly. The extra expense was prohibitive, however, and so Magdalena became the terminus. For the next ninety years the fortunes of the town and the railroad were closely intertwined until 1973 when declining freight traffic led to the removal of the tracks and ties of the entire branch. Now Magdalena's village hall, the Santa Fe depot is almost the only railroad building remaining to recall the town's hey-day when it was the shipping point for large quantities of ore, livestock and wool and one of western New Mexico's most important communities.

One of the most significant mineral discoveries in New Mexico was made in 1863 when silver ore was found at Pueblo Springs two miles northwest of present Magdalena. Subsequent prospecting in the area led to the location of rich lead deposits at Kelly, with many claims staked there during the late 1860s. Although less glamorous than the precious metals, it was the lead and, later, zinc values which formed the basis of prosperity in the Magdalena district. By 1870 lead ore was being smelted locally in crude adobe furnaces and small amounts were shipped by ox and mule trains to eastern markets over the Santa Fe Trail. Extensive development did not occur, however, until the railroad reached the Rio Grande Valley in 1880. Four years later the branch line was built west from Socorro which was completed and ready for use on New Year's Day, 1885.

During its first years Magdalena consisted of twelve or fifteen houses, a hotel, half a dozen saloons and a large general store operated by Gross and Blackwell, pioneer New Mexico merchants with stores all over the Territory, who purveyed supplies to the region's miners and ranchers. In 1896 a smelter with a daily capacity of 100 tons of lead carbonate ore was erected midway between the twin communities of Magdalena and Kelly which had already developed a strong rivalry. By the turn of the century, the district had yielded an estimated \$9,000,000 in lead and silver production but the original deposits were exhausted soon thereafter and in 1902 the smelter was closed. Financial disaster was averted by the discovery of rich zinc carbonate ores which were exploited by such nationally known corporations as Sherwin Williams and Empire Zinc until the end of World War II.

(See Continuation Sheet Page 1)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Christiansen, Paige W. The Story of Mining in New Mexico. Socorro, 1974.
Cleaveland, Norman. The Morleys - Young Upstarts on the Southwest Frontier
Albuquerque, 1971.
Dabney, Thomas Ewing. "Kelly and Our Lady of Magdalena," New Mexico,
Vol. XXIV, Nos. 11 and 12, November and December, 1946, Vol. XXV, Nos. 1
and 2, January and February, 1947.
(See Continuation Sheet Page 2)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Approximately 1 acre.

UTM REFERENCES

A	1,3	29,31,0,0	37,7,3,0,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Beginning at a point on the east side of Main Street which is also the northwest corner of the nominated property and proceeding in an easterly direction for a distance of approximately 265'; thence in a southerly direction for a distance of approximately 180'; thence in a westerly direction for a distance of approximately 265' to a point on the east side of Main Street which is also the southwest corner of the nominated property; thence in a northerly direction to the point of beginning.

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

STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

John O. Baxter, Archivist

ORGANIZATION

State Records Center and Archives

DATE

October 31, 1978

STREET & NUMBER

404 Montezuma

TELEPHONE

(505) 827-2321

CITY OR TOWN

Santa Fe

STATE

New Mexico 87503

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

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

Thomas W. Meador

TITLE

State Historic Preservation Officer

DATE

11-1-78

FOR NPS USE ONLY

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

W. H. ...

DATE

12/29/78

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

KEEPER OF THE NATIONAL REGISTER

ATTEST:

Marvella ...

DATE

12-29-78

KEEPER OF THE NATIONAL REGISTER

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CONTINUATION SHEET

ITEM NUMBER 7&8

PAGE #1

#7

former location of the platform and tracks. Surmounted by a small gable which breaks the exterior roofline, the bay originally contained a large lever box which conveyed signals to engineers and other train crew members. Next to the bay a small area designated as a "conductor's lobby" was partitioned from the office. Furnished with a bench from the waiting room, it now serves as a vestibule for those having business with the clerk. Like the library, this room has also recently been repainted. Other modifications include the installation of a modern heating plant and rest rooms in the former baggage room east of the office and new wiring throughout the building. The photographs accompanying this nomination were made just as the rehabilitation was beginning and do not show these recent improvements.

Unchanged as yet is the large 60'x24' freight room which is entered by three steps leading from a narrow passageway south of the old baggage room. Here the rough lumber trusses in the ceiling and studs in the walls remain uncovered and unpainted except for a large number of names and initials of former freight handlers which have been applied in the same black paint usually used to mark wool sacks. Sliding doors in the north, south and east walls provide access to the loading dock outside. Because of the rapid growth of the library, however, village officials hope that they can transfer the books and necessary fixtures into this larger room and still maintain its integrity since insulation and additional illumination are needed.

#8

Mining was not the only industry in western New Mexico to enjoy tremendous growth during the 1880s. The almost simultaneous arrival of the railroad and subjugation of Apache raiders opened the grass covered San Augustín Plains to extensive livestock production. Because of their advantageous location, the Magdalena stockyards quickly became the delivery point for annual shipments of cattle and sheep. The growing number of wholesalers located there handled large incoming shipments of groceries, dry goods, hardware and other equipment necessary for rancher and miner alike. In addition, the same merchants often acted as brokers in wool and livestock sales. Sometimes covering as much as 125 miles from the Springerville country in eastern Arizona, great trail drives of cattle and sheep for the south and west soon became an autumn institution at Magdalena. In 1919 a peak year, 150,000 sheep and 21,000 cattle were billed out through the Santa Fe depot and loaded at the big stockyards several hundred yards to the west.

(See Continuation Sheet Page 2)

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CONTINUATION SHEET

ITEM NUMBER 8 & 9

PAGE #2

#8

To control the stock while on the trail, the driveway was fenced by the Civilian Conservation Corps in the 1930s and wells were drilled at ten mile intervals. By 1972, however, increasing use of trucks facilitated by better highways made the old trail obsolete. At that time the fence was removed and the land returned to the public domain. Highways also contributed to another aspect of the local economy. After World War I tourism became increasingly important because of its location on the so-called "Ocean to Ocean Highway," now U.S. 60, which was widely publicized as a major route from Chicago to Los Angeles. Early travelers included famed racing driver Barney Oldfield who passed through Magdalena while breaking a coast-to-coast speed record. More recently the village has received national attention because of the construction of "The Very Large Array," a highly sophisticated astronomical observatory located nearby because of the pollution-free atmosphere found in western New Mexico.

Despite this intrusion of space age technology, Magdalena retains the atmosphere of a turn-of-the-century southwestern town. Although the ore cars no longer rumble to the mines and the region's livestock seldom "ride the rails," the depot, in its new role, continues to be one of the most important buildings in town. An outstanding example of adaptive use, the station is significant architecturally because of its standardized construction plans imposed by railroad company officials. It also has historic importance because of the railroad's part in the region's original development.

#9

French, William. Some Recollections of a Western Ranchman. New York, 1965.

Myrick, David F. New Mexico's Railroads - An Historical Survey. Golden, 1970.

Wadleigh, A.B. "Ranching in New Mexico, 1886-90," New Mexico Historical Review, Vol. XXVII, No. 1, January, 1952.