

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
received **OCT 12 1983**
date entered **OCT 28 1983**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Belen Harvey House

and/or common Harvey House Civic Center, SF Railroad Reading Room

2. Location

street & number 104 North ¹⁵⁺ First Street not for publication

city, town Belen N/A vicinity of

state New Mexico code 35 county Valencia code 061

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input 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 checked="" type="checkbox"/> work in progress	<input 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	N/A in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	N/A being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: Civic Center

4. Owner of Property

name City of Belen

street & number 503 Becker Avenue

city, town Belen N/A vicinity of state New Mexico

5. Location of Legal Description

courthouse, registry of deeds, etc. AT & SF Railway Headquarters

street & number General Office, Santa Fe Building, 9th and Polk

city, town Amarillo state Texas

6. Representation in Existing Surveys

title State Register of Cultural Properties has this property been determined eligible? yes no

date October 1, 1982 federal state county local

depository for survey records Historic Preservation Division, 228 East Palace Ave.,

city, town Santa Fe state New Mexico

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" 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

The Belen Harvey House was constructed in 1901 as the Santa Fe Hotel, a simple two-story t-shaped brick structure with a pitched cross-gable roof. An extensive 1910 remodeling by SF Railway architect Myron Church transformed the trackside hotel into a Harvey House restaurant which served the Santa Fe's passengers and housed the Harvey Girl waitresses. The original roof, supported by heavy wood brackets and purlins, was covered with a flat red clay tile; a flat-roofed wrap-around horseshoe arch portal was poured-in-place to provide the distinctive mission appearance; and the existing and new elements of the structure were unified with a beige pebble-dash concrete stucco. The chimney, broadened to serve the new kitchen facilities, was banded with Sullivanesque trim, a motif carried out in the geometric lead designs which graced the single, paired and tripled wood casement transom windows and sidelit doors added to the trackside of the building. Simpler wood double hung 6/1 windows remained at the rear and second story. One story flat-roofed step-parapeted additions were made at the north, south and west to accomodate a kitchen and related spaces required for the building's new function as a Fred Harvey House.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

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received
date entered

Continuation sheet

Item number 7

Page 1

The stepped parapet portal, of cast-in-place concrete, provides a porch for the second story bedroom units, simple individual rooms with tongue and groove walls and ceilings which once housed the Harvey Girl waitresses who served the Santa Fe passengers. The fenestration at the second story level consists of single and paired wood 6/1 double-hung windows with concrete lug sills. Decorative cast canales project below the parapets and once drained the flat roof portal. The upper floor was accessible by a simple pine and oak staircase (still in place). The same stair area, located in the northwest section of the building, served the full basement which housed the boiler, laundry facilities and storage. The stair landing hallway provided a dining area for the Harvey staff.

The main hotel lobby, with its built-in newsstand and cashier's office, was converted to a lunch room in 1910. It was entered at trackside through a double-leaf door with sidelights and transom, still in place, and equipped with a cork floor edged in terrazzo, oak wainscoting, marble lunch counter (since removed) and swinging double leaf wood doors to the kitchen.

The kitchen was substantially upgraded in the 1910 remodeling with square red clay floor tiles and a cold storage room added at the west side of the building. The coal chute which served the building's steam heat system is visible between the two exterior doors on this side. The lower flat roofed room at the southwest corner of the building was also added in 1910 and functioned as a loading and unloading area for ice and food for the restaurant.

The northwest courtyard area originally contained the boiler room that provided heat to the entire railroad complex. The small flat roofed addition in the corner was intended to serve as the "colored" dining room.

The northeast section of the Harvey House, accessible through the lunchroom and from trackside, was once a first class dining room which featured an extensive menu and fine linens, crystal and silver. Oak wainscoting and flooring area are still in place; one stained glass panel remains from a series used in the window transoms of this room. The space was remodeled into small sleeping rooms with individual sinks in 1954 when the Harvey House was converted to a reading room for the Santa Fe Railway (see item 8). These partitions have recently been removed and the space is now in its 1910 configuration, as are the other interior spaces.

The period of significance for the building dates from its 1910 remodeling and both the exterior and interior spaces of the Belen Harvey House date from this period.

Boarded up windows have recently been unblocked and original lighting fixtures rehung as the first phase of the Harvey House restoration project undertaken by the City of Belen.

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 1901, 1910

Builder/Architect Myron Church

Statement of Significance (in one paragraph)

The Belen Harvey House is a fine example of the Mission Revival buildings constructed under the auspices of the Santa Fe Railway in a style which came to symbolize that company's presence in New Mexico and the Southwest. In its function as a Fred Harvey House dining room from the time of its 1910 remodeling until 1939 it was the most visible and successful public building in Belen, which in turn was a major rail center in New Mexico. Fred Harvey's role - exemplified in the Belen Harvey House - was to shape and merchandize the image of the Southwest and to link that image with the Atchison Topeka and Santa Fe Railway, which provided New Mexico's primary transportation network.

9. Major Bibliographical References

See Continuation sheet, Item 9

10. Geographical Data

Acreeage of nominated property less than 1 acre

Quadrangle name Belen

Quadrangle scale 1:24000

UTM References

A

1	3	3	3	8	0	6	0	3	8	3	6	5	6	0
Zone			Easting				Northing							

B

Zone			Easting				Northing							

C

Zone			Easting				Northing							

D

Zone			Easting				Northing							

E

Zone			Easting				Northing							

F

Zone			Easting				Northing							

G

Zone			Easting				Northing							

H

Zone			Easting				Northing							

Verbal boundary description and justification Nominated property includes "Reading Room Building #35" and fenced area surrounding it as donated by the AT & SF Railroad to the City of Belen. See enclosed sketch map for dimensions.

List all states and counties for properties overlapping state or county boundaries

state N/A code county code

state N/A code county code

11. Form Prepared By

name/title Kathleen Brooker

organization Historic Preservation Division

date October 5, 1983

street & number 228 East Palace Avenue

telephone (505) 827-8320

city or town Santa Fe

state New Mexico


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

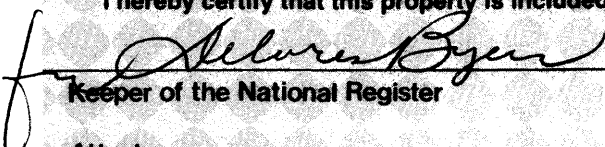


title State Historic Preservation Officer

date 10-5-83

For NPS use only

I hereby certify that this property is included in the National Register



Keeper of the National Register

Inscribed in the National Register

date 10/28/83

Attest:

date

Chief of Registration

**United States Department of the Interior
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**National Register of Historic Places
Inventory—Nomination Form**

For NPS use only
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date entered

Continuation sheet

Item number 8

Page 2

The site of the Belen Harvey House was first occupied by the Santa Fe Hotel, a standard brick building constructed at trackside in 1901 by the Santa Fe Railway to house its employees and passengers on the line's north-south route. By 1903, however, Belen had been designated as the terminus of an ambitious Santa Fe project, the Belen Cutoff, which was to bypass the steep passes of northern New Mexico and provide a flatter route for the east-west main line from Chicago to California. With the completion of this route in 1908, Belen was dubbed Hub City for it now was at the intersection of the north-south and east-west routes.

The Santa Fe, whose architect Myron Church had designed a number of interesting poured-in-place concrete mission style depots and hotels along the Cutoff, upgraded its facilities in Belen to reinforce the Southwestern image projected by those buildings. The success of the Belen Cutoff depots was based on the public's enthusiastic acceptance of the Alvarado Hotel (demolished) and depot complex in Albuquerque, designed by then Santa Fe Railway architect Charles Whittelsey in 1901.

The opening of a new Harvey House in Belen in 1910 reflected both the new importance of Belen in the Santa Fe network and the great popularity of the Fred Harvey restaurants elsewhere in the State. Plans were prepared, probably by Myron Church, to transform the 1901 hotel to a mission style Harvey House restaurant with facilities upstairs for the famous Harvey Girls who served the railroad customers their meals in the days before the dining car. Hotel rooms were not to be provided. The brick Santa Fe hotel was stuccoed and a poured-in-place concrete arched verandah was added to wrap around the older structure (of which no early photos have been located) to give it the Southwest appearance which characterized Myron Church's other Southwest style depots on the Belen cutoff. The Harvey House's fine cuisine and attractive gardens (no longer extant) provided a popular destination for the citizens of Belen as well as for railroad passengers.

By 1939, however, railroad passengers--accustomed to the expediency of auto and air travel--demanded speed over sight-seeing and began to dine and sleep aboard trains, impelling the closure of the Harvey Houses. The outbreak of World War II resulted in a brief resurgence of the Harvey Houses: rail travel increased dramatically as troops were transported across the country, and the facilities were re-opened to serve soldiers in the War effort.

The Belen Harvey House was left vacant for several years following the War. A new use was found for the property by 1954 and it was re-opened as a reading room and boarding house for Santa Fe Railroad employees, serving in that capacity until 1978. Only minor changes to the interior of the building were made at that time.

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**National Register of Historic Places
Inventory—Nomination Form**

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Continuation sheet

Item number 8

Page 3

Other buildings in the State dating from this period were not so fortunate. The Belen Harvey restaurant is the only remaining example of the Southwest Santa Fe dining room once so popular in the State. Remaining depots and one trackside Harvey Hotel (now serving as storage space for the Clovis station) along the Belen Cutoff are threatened by pending station closures.

Through extended negotiation, the City of Belen arranged to acquire its Harvey House on November 24, 1982 and has begun renovations. When completed, the Belen Harvey House will serve as a community center housing a local history museum and offices for many civic organizations.

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National Register of Historic Places
Inventory—Nomination Form

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Continuation sheet

Item number 9

Page 4

Atchison Topeka and Santa Fe Railway. Plans for Eating House, Belen, New Mexico for the AT & SF Railway Co., Topeka 1910. Prints available from Harvey House Civic Center.

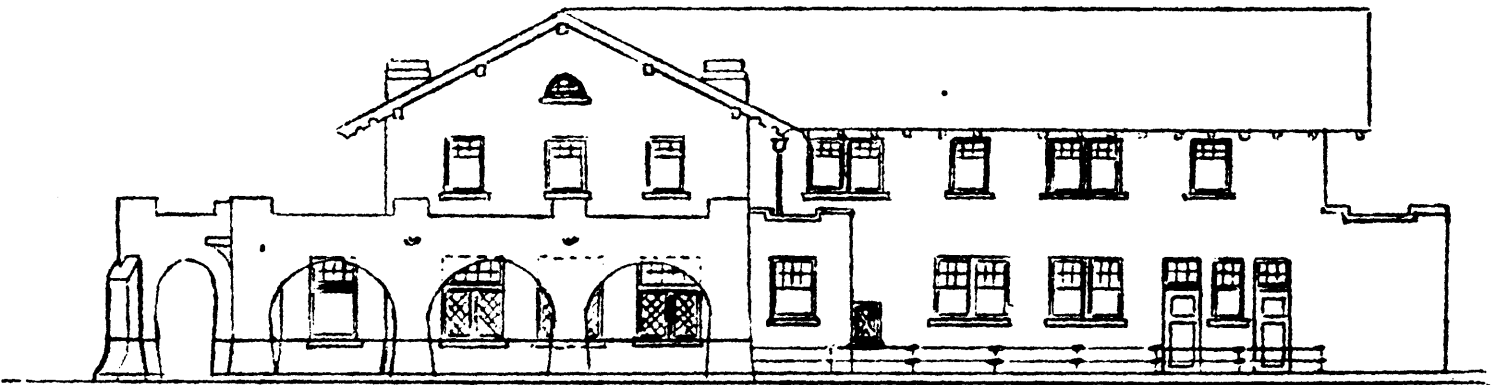
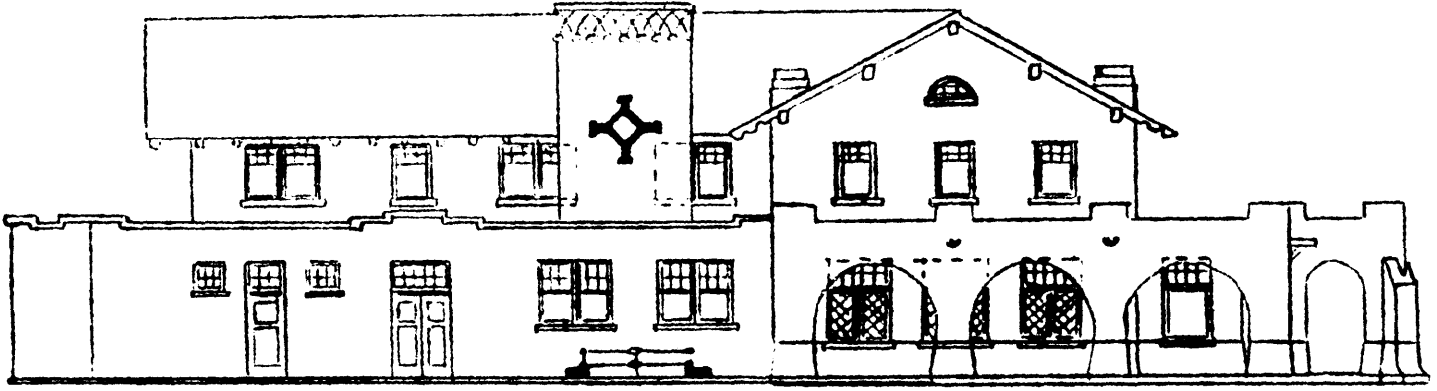
Brooker, Kathleen. "Railroad Depots in New Mexico." Thesis, University of New Mexico, 1981.

Design and Planning Assistance Center, University of New Mexico. "Harvey House Restoration Project Manual." Summer, 1983.

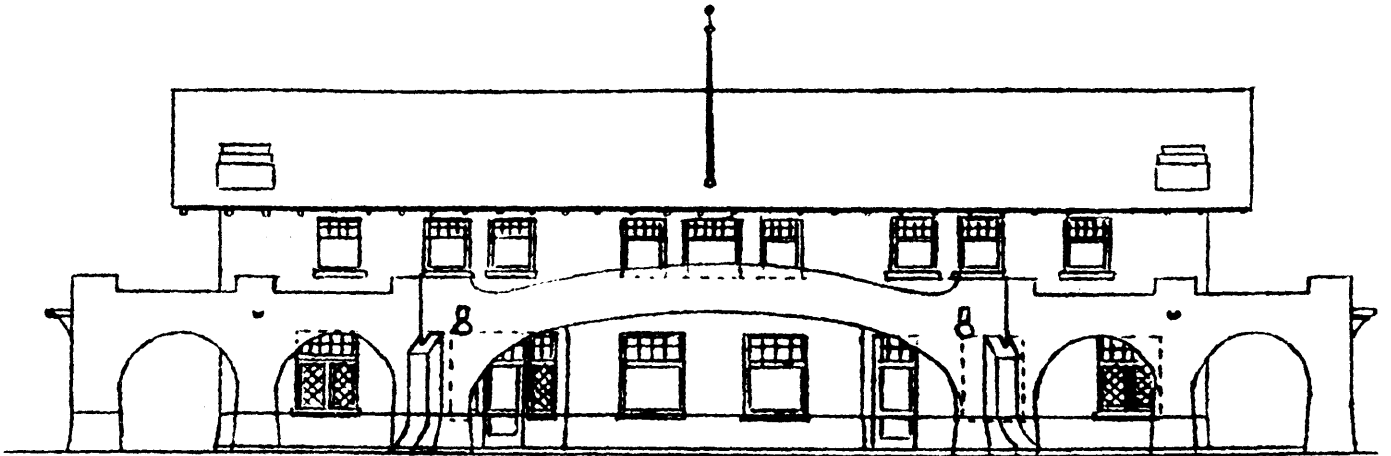
Gebhard, David. "Architecture and the Fred Harvey Houses." New Mexico Architecture 4 (July - August, 1962): 12-17.

"Santa Fe Concrete Depots." Railway Age, 16 March 1906, p. 438.

SIDE ELEVATION



SIDE ELEVATION



PLANNING HOUSE, BERLEN, N.M.
FOR THE AT&S.F. RY. CO.

ELEVATION FACING TRACK

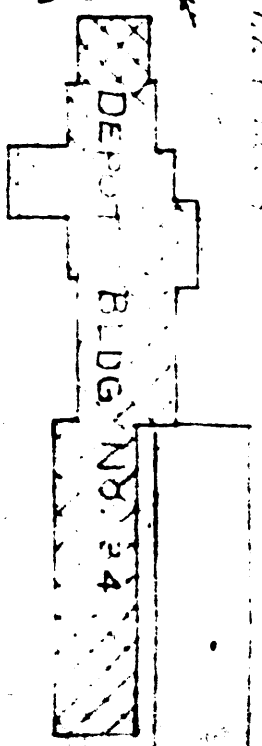
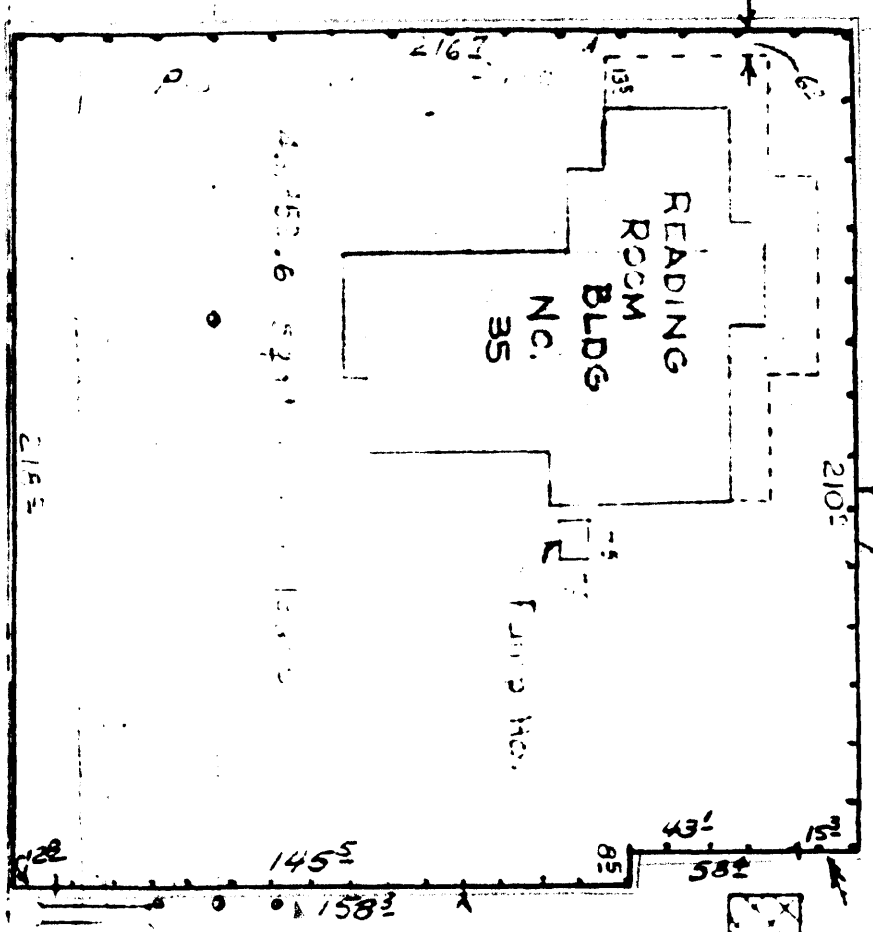


LIBRARY
 4,250.6 sq ft. proposed lease
 for City of Belen shown in red.
 Plus chain link fence and
 lease (b, City of Belen).

RE:
 Reading Room Bldg. No 35, to be
 donated to City of Belen.

R. Jimm
 1119.
 R/W
 Line

STREET



1971 existing chain link

4249+10 210.5
 ROOM 345 sq ft

4249+11 51.5
 HO. (75' x 75')

SKETCH
 SHOWING

PROPOSED LEASE TO
 CITY OF BELEN,
 AT

BELEN, NEW MEXICO
 NEW MEX. DIV. EL PASO
 DEO CLAVIS, JAN. 17, 1983
 SCALE 1" = 50'

