

APPENDIX





LIST OF APPENDICES

Appendix A
Documents Incorporated into Master Plan

Appendix B
“La Otra Banda del Rio”:
The Santa Fé Railroad Properties between
Montezuma Street and St. Francis Drive

Appendix C
Plant List

APPENDIX A

Documents Incorporated Into Master Plan

The Railyard Master Plan was approved by the governing body of the City of Santa Fe by Resolution 2002-10 on February 13, 2002 with an amendment that the following three documents be incorporated as historic resources to the master plan.

The length and format of the three documents preclude them from being physically attached to this Master Plan document. Copies of these documents may be obtained from the City Clerk’s office or from the Railyard manager’s office.

The documents incorporated with a short description of their content are listed below:

- Santa Fe Railyard Property Public Opinion Survey, Research & Polling, Inc., February 1997
- Railyard Land Use Survey Results
- A Community Report, Regional/Urban Design Assistant Team, February 1997.”



APPENDIX B

Archeological and Historic Research of

“La Otra Banda Del Rio”

The Santa Fe Railroad Properties
Between Montezuma Street
and St. Francis Drive

(Preliminary Report - Part I / Excerpts Only)

Written by:

Cherie Schieck
Dr. Stanley Hordes
Cordelia Thomas Snow

Contributions by:

Melissa Payne
Lontya Viklund

Prepared For :

Santa Fe Railyard Project

Submitted By:

Cherie Schieck, Program Director
Southwest Archaeological Consultants, Inc.

NMCRIS 45718
SW 458

August 7, 2001

Author’s Permission Granted For Use In Master Plan
No other use of this material is permitted without
written permission by the author of the original report.

(Master Plan Notes:

The following excerpts are provided as general
information. The full report should be referenced
and read for complete and accurate research data.)

CHAPTER 2: (Excerpt)

PREHISTORIC SITE POTENTIALS FOR THE
RAILROAD YARDS

In this section we discuss the property’s potential
for yielding pre-Colombian remains. We structure this
discussion by the cultural-temporal periods used in the
Cultural Overview, and we rely heavily on data presented
above as well as in publications by Viklund (1988) and
Snow and Snow (1990). We refer to the following two
chapters for assessing the property’s historic potentials.

The combined information indicates that a
continuous cultural sequence exists for the Santa Fe area
and that a diversity of site types resulted from each cultural-
temporal group’s subsistence and settlement strategies.
Each group’s remains represent settlement type and
locational preferences dictated by both environmental and
social variables that crosscut physiographic zones.
Nevertheless, patterns in those preferences are visible, and
we can use them to predict what pre-Colombian site types
may be represented in the railyard property. Because the
railyard occurs within a single physiographic location south
of the river, we expect only selected aspects of any
particular group’s settlement-subsistence strategies to be
represented.

The lack of dune fields, playas and open grasslands
in Santa Fe as well as Santa Fe’s distance from the Great
Plains suggest a low probability for Paleoindian sites.
Although isolated Paleoindian finds are increasing in the
area, those finds are restricted to gravel ridges above
secondary drainages. The probability of Paleoindian finds
on the project property is minimal.

Known Archaic sites consist of limited activity
resource and food procurement loci and short-term

campsites. Lesser numbers of habitational sites are known.
Archaic sites tend to be located at drainage heads and on
ridges overlooking drainages and/or in grassland/woodland
ecotones. Most Archaic sites recorded in the Santa Fe area
occur on the gravel ridges and high terrace banks along the
Santa Fe River and its tributaries, on the ridges and plateau
north of the Santa Fe River, and in the foothills of the
Sangre de Cristo Mountains. Areas in between generally
contain only isolated finds of chipped stone debitage.
Archaic remains are not expected for the railyard property.

Early Pueblo (A.D. 600–A.D. 1150/1200) sites
consist of isolated or multiple pit structures with and
without jackal surface rooms, jackal surface structures,
limited activity loci, and campsites. Preferred site locations
are terraces adjacent to alluvial lands at the lowest
elevations along the drainage and from the foothills
overlooking major drainages. Apparently, water, not arable
land, was the critical variable. Limited activity sites also
border watered areas, are on hilltops close to intermittent
drainages, and are on elevated terrain in ecotone situations.
In the Galisteo Basin, preferred physiography for limited
activity sites includes high mesatops or ridge remnants with
good overviews. Later, sites occur lower down on slopes,
on hillocks or ridges next to drainages, and on hillslopes in
the rolling upland foothills.

In all likelihood sites of this phase are not within
the project property because of the railyard’s low
physiographic situation and its distance from the Santa Fe
River. At best, buried artifact scatters may occur.

Late Developmental site types include limited
activity loci, rockshelters, small farm-sites (2–3 room
surface pueblos), field-houses (single surface rooms), and
pit structures. Although the range of environmental settings
used by people increased, distance to arable land apparently
was a major variable for site location. Most habitations
(surface pueblos with pit structures, masonry pueblos)
occur consistently below 1951 m (6,400 f), while the use of
the upland zones 1767.8 m (5,800–6,500 f) served for
seasonal exploitation of arable land and plant and animal
resources. At higher elevations fieldhouses and farmsites
occur on piedmont slopes or terraces in the drainage
valleys. Artifact scatters suggestive of limited activity loci

are dispersed along valley floors and slopes, on low ridges
overlooking drainages and arroyos, and at the edges of the
piñon-juniper belt. Clusters of temporary habitation sites
(farmsites), consisting of both surface rooms and pit
structures, show a high correlation with drainage
confluences in the uplands where floodplains expand.
Fieldhouses tend to be strung along smaller tributaries and
their side drainages, although a few are at the base of mesas
to catch run-off. In the Galisteo Basin, all late
Developmental/early Coalition phase sites are limited
activity loci or rockshelters. These sites occur on ridges in
the uplands (hunting loci) or at the bases of mesas near
drainage confluences.

The probability of late Developmental sites
occurring/remaining in the project area is extremely low.
The elevations and physiographic parameters outlined for
preferred site locations do not occur within the property
boundaries. Wild plant and animal resource exploitation
sites could be possible. Snow and Snow (1990) believe the
majority of Pueblo period sites dating between A.D. 1100
and 1200 are above the floodplain along the base of, or on
top of, the gravel hills overlooking Santa Fe on the north.
This tendency, as discussed previously, probably relates to
the natural springs and alluvial gravels in those locations.

Known Coalition period site types include
farmsites, fieldhouses, pueblos of jackal, surface rooms, pit
structures, large masonry pueblos of 20 to 30 rooms, and
limited activity sites. Preferred site locations were wide
expanses of arable land near drainage confluences, zones of
wide floodplains along reliable water (e.g., the Santa Fe
River), on high terraces above rivers, and in or along more
intermittent drainages in upland areas. Limited activity
sites increase both in numbers and in their range of
elevations zones and environmental settings during this
period. These sites occur all over. In the Galisteo Basin,
agricultural communities developed next to springs,
consisting of loosely associated fieldhouses, farmsites and
rockshelters. The remains of both pit structures and surface
pueblos are present. Pueblos initially averaged 6 to 10
rooms but later contained upwards of 100. These sites
usually cluster near permanent drainages along the margin
of the mountain-mesa foothills zone or springs. Isolated
farmsites are known. After A.D. 1270 Pueblo people



constructed large pueblos (100+ rooms) near permanent water sources and along major drainages. They also built agricultural features (terraces, checkdams) on the floodplains. The remains of limited activity sites dot the hilltops, mesa edges, and ridge slopes in the uplands.

Snow and Snow (1990) indicate that not until the Coalition period, particularly in the Santa Fe area, did occupation and use spread along the first and second terraces above floodplains. Still, indigenous people apparently preferred the north bank, reducing the possibility of habitation sites of this time period in the railyard property. As in the Developmental, project property use as a resource extraction zone may have occurred. Expected sites might include limited activity loci (artifact scatters), fieldhouses, and/or agricultural features. If these sites were present at one time, they probably were destroyed by subsequent ground leveling activities associated with historic urban construction. Given the number of Coalition pueblos in the Santa Fe area and the amount of inter-pueblo interaction documented, isolated sherd finds and small sherd scatters may be common in the overall area, including the project property.

By the Classic period, regional populations increased and settlements aggregated into larger but fewer pueblos. Although hunting and gathering continued, agriculture had achieved increased importance in the food base, and retaining dams, reservoirs and fieldhouses formed part of the surrounding Pueblo landscape. Recorded Classic sites include fieldhouses, farmsites, pueblos, and limited activity sites. Pueblo remains range from 20 to hundreds of rooms, while limited activity sites consist of artifact scatters, petrology panels, shrines, and storage features in sandstone mesa/cliff faces. Preferred site locations were permanent drainages and springs, major tributaries, and foothills overlooking the major drainage floodplains. Limited activity sites tend to cluster in areas surrounding the pueblos and in the uplands above the pueblos. Sites seem to form loosely aggregated communities in the Santa Fe River Valley and in the Galisteo Basin, eventually being replaced by centralized towns and single large multistory, multi room-block pueblos with associated surrounding smaller pueblos. Many medium-sized, permanently occupied pueblos were replaced by single large multi room-block pueblos

surrounded by nonstructural limited activity sites. The small farmsites and fieldhouses tended to decrease in total numbers and occur at greater distances from the central pueblo, and agricultural features appear on the floodplains. By the end of the Classic, area populations had concentrated into a few large pueblos located along the Santa Fe River, with limited activity sites common to areas north of the river and in the foothills and mountains. Because of changing settlement and subsistence practices throughout the Classic period, site types are more diversified than any other phase and demonstrate a wider range of environmental settings.

Sherd scatters and agricultural fieldhouses and features have a higher probability of occurring on or under the project property than any other pre-Colombian cultural-temporal period or phase site. According to Snow and Snow (1990), during the middle and later decades of the fifteenth century, occasional use of Santa Fe's immediate environs increased, including the sudden popularity of the south side of the river. Nevertheless, we do not anticipate pueblos. Because of the demonstrated settlement strategy, only small sites directly related to subsistence maintenance activities for the larger pueblos along the major rivers potentially could occur in the area. Other structural site types (e.g. fieldhouses and farmsites) should occur only at the margins of the floodplain/valley slope zones. The degree of population movement characteristic of the Classic period increases the probability of artifact scatters and isolated finds. By the end of the Classic, however, most Santa Fe River valley pueblos were abandoned, with populations having moved to lower elevations along the Rio Grande.

Summary

The potential for pre-Colombian remains is limited to later Pueblo phases of development, probably beginning with the middle to late Coalition, circa A.D. 1220. Given the settlement characteristics outlined, the chances for Classic period (A.D. 1325/1350–1540/1610) cultural remains increase substantially. In all likelihood any pre-Colombian cultural remains will be restricted to artifact scatters and isolated finds. A slim possibility may exist for the remains of small-one or two-room Classic period fieldhouses to occur within the railyard property. The

actual likelihood for finding any pre-Colombian remains, apart from isolated artifacts, is reduced substantially by the number and kinds of historic activities and disturbances outlined in the following two sections.

CHAPTER 3: (Excerpts)

HISTORY OF THE RAILROAD PROPERTY FROM MONTEZUMA AVENUE TO THE INTERSECTION OF ST. FRANCIS DRIVE AND CERRILLOS ROAD, 1610–1880

Dr. Stanley M. Hordes and Melissa Payne

INTRODUCTION

This chapter was prepared initially in response to Catellus Development Corporation's request to research the history of the railroad corridor extending from Montezuma Avenue southward to the intersection of St. Francis Drive and Cerrillos Road in Santa Fe, New Mexico. Our research focus was from the establishment of Santa Fe in 1610 to the arrival of the Santa Fe Railroad in 1880.

Given the strong likelihood of finding significant cultural resources in the railyard property, all parties concerned determined the necessity of conducting historical research to provide the archaeologists and developers with documentary evidence that would help identify and interpret these resources. Thus, the purpose of this report is to document the historical occupation of the railyard property from 1610 to 1880. While we offer some general historical context, the report concentrates on the physical occupation of the railyard property: to what use the lands were dedicated, settlement patterns over time, what kinds of structures were built, spatial relationships of the structures, function of the buildings, demographic profiles of their occupants, and how these patterns changed over the two and one-half centuries under consideration.

METHODOLOGY

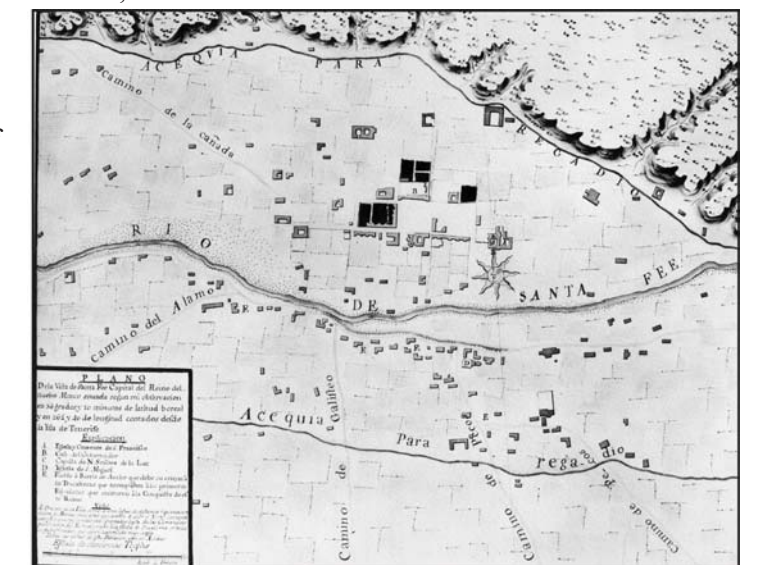
In order to accomplish these ends, we took a two-pronged approach to the research. First, we examined the known information on the 1880 property landowners and worked backwards in time. Second, we searched out

records from the eighteenth century and worked forwards toward the present. We conducted research at Santa Fe Abstract Company, the New Mexico Records Center and Archives (NMRC), and in the Santa Fe County Deed Books housed in the Santa Fe County Courthouse, tracing the ownership of the properties backwards in time from 1880. Genealogical records contained in the baptismal and marriage books maintained by the Archives of the Archdiocese of Santa Fe (AASF) aided in the effort to trace the family origins of the property owners where title transfers were absent.

Figure 3.1 (see map pocket) shows land ownership as of 1880, containing the names of the individuals who transferred parcels to the Atchison, Topeka and Santa Fe Railroad (AT&SF). We assigned each parcel a number, 1 through 16. In analyzing the transition of these lots, we make reference to them by number in this report.

The complementary task, tracing the occupation of the property forward from the early seventeenth century, proved more difficult. Since the Pueblo Revolt of 1680 resulted in the destruction of virtually all of the locally generated records of Santa Fe, very little documentation remains to shed light on Santa Fe's urban development

Figure 3.2. Map of Santa Fe, New Mexico by Joseph de Urrutia, ca. 1768.



during its first eight decades of existence. While much can be gleaned about other areas of town from the early Reconquest period records of the late seventeenth and early eighteenth centuries, we found little relevant documentation to the project area in the Spanish Archives of New Mexico. These archives contain records from the Spanish and Mexican periods of New Mexico history related to land grants and property ownership, including grants, property transfers, wills and probate proceedings extending back to the 1690s. We supplemented the primary archival documentation with historical maps found at the NMRCA, including the Urrutia Map of 1768 (Figure 3.2) and the Gilmer Map of 1847 (Figure 3.3).

The authors would like to acknowledge the assistance of Richard Salazar, Sandra Macias, Alvin Regensberg, Alfred Aragon, Ron Montoya and Arlene Padilla of the NMRCA, and Caroline Norris of Santa Fe Abstract Company for their excellent research assistance.

HISTORY

The project property along the railroad right-of-way between Montezuma Avenue and the intersection of St. Francis Drive and Cerrillos Road reflects the typical settlement patterns of a rural community during the period in question. From its establishment as the capital of New Mexico in 1610, Santa Fe served as the political and administrative center of the remote northern frontier region. The town retained its essentially agricultural character well

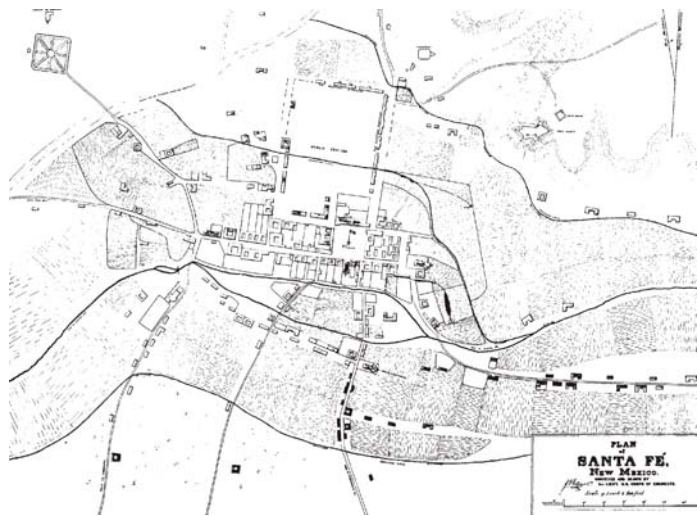


Figure 3.3. Plan of Santa Fe, New Mexico, U.S. Corps of Engineers, Gilmer 1846–1847. into the nineteenth century, when it underwent a transformation to a mercantile center, based largely on the opening of the Santa Fe Trail in the 1820s, and the arrival of a spur line from the AT&SF in 1880.

Because the project property was on the south side of the Santa Fe River, a considerable distance from the plaza, very little documentation exists describing the kind of activity that took place there during the first 2 centuries of the Spanish Colonial period. The paucity of information on the period from 1610 to 1680 is the result of the general destruction of all locally generated records during the Pueblo Revolt of 1680, which not only witnessed the burning of the Palace of the Governors but also the exile of Spanish colonists to El Paso for 13 years. The location of the property a significant distance from the center of town, and served by a network of irrigation ditches, strongly suggests the area served for agricultural purposes during this period.

In the spring of 1610, the governor of New Mexico, Pedro de Peralta, laid out the plan for the new villa de Santa Fe. According to the instructions issued by the viceroy, he was to designate six *vecindades* (districts) and a square block for the *casas reales*, or government buildings, and other public structures. Each of the residents was to receive two lots for a *casa y huertas* (house and garden), two adjoining fields for vegetable gardens, two others for vineyards and olive groves, and four *caballerias* of additional land, together with water necessary for irrigation. The extent to which Santa Fe citizens actually ever complied with the officially designated pattern of concentrated urban settlement is open to question. Eighteenth-century observers often comment upon Santa Feans' tendencies to place their homes not around the fortified plaza but in close proximity to their fields, thus ensuring easy access to their crops and allowing them to guard their fields against trespassers and stray animals (Simmons 1979:104–105).

The Commissary Visitor to the Missions of New Mexico commented on the disorganized residential pattern around Santa Fe in 1776:

The Villa of Santa Fe (for the most part) consists of many small *ranchos* at various distances from one another, with no plan as to their location, for each owner built as he was able, wished to, or found convenient, now for the little farms they have there, now for the small herds of cattle which they keep in corrals of stakes, or else for other reasons. (in Adams and Chávez 1956:40)

These *ranchos* typically consisted of adobe residences varying in size depending on the number of individuals in each household. They were placed in close proximity to farms and orchards and generally included corrals for livestock. As lands were partitioned to the heirs of the original owners over the course of several generations, the individual agricultural parcels became smaller and narrower, providing each lot access to streams or acequias (irrigation ditches) (Simmons 1979:105–106).

The key to the Spanish colonial subsistence economy requires an understanding of the relatively small amount of arable land available for cultivation by settlers and the system of land grants developed by royal authorities. In all, the Spanish crown granted some 113 private and community *mercedes reales* over a 128-year period, in addition to a number of larger grants parceled out during the Mexican period (Westphall 1983).

Spanish settlers began to occupy the project property around the mid-eighteenth century; indications of settlement in the late 1730s or early 1740s may be found in a series of land grant documents issued to two families “*en la otra banda del rio*” (on the other side of the river) in 1742. Although it is unclear precisely where the grants were, both were bounded on the north by either the Camino Real (presently Agua Fria Street) or a “very old acequia” adjacent to the Camino Real, and on the south by the “*camino de los carros*,” or wagon road to Albuquerque (presently Cerrillos Road).

Contradictions in the contemporary documentation make it difficult to place the original tracts of land in relation to one another. Separate documents that make-up the 1742 grant issued to Tomás de Tapia named two distinct parties as the neighbor to the east. The grant petition, dated June 2, 1742, identifies the east boundary as “the lands of Phelipe Pacheco,” but the act of possession, dated the next day, places “the boundary marker of Phelipe Tafoya” as the eastern mark (NMRCA, Spanish Archives of New Mexico

[SANM], Series 1, No. 962, June 2–3, 1742). Tafoya petitioned the governor of New Mexico for his grant on 26 May 1742, but he was not placed in possession until June 2. Pacheco’s property is cited as the eastern boundary of his grant, but Tapia’s property is not mentioned anywhere (NMRCA, SANM 1, No. 961, May 26–June 2, 1742).

Based on subsequent documentation, it appears that Tomás de Tapia was the original owner of Tract 1, and that Phelipe Tafoya possessed the large tract that eventually would form tracts 2 through 16. Baptismal, marriage, census and land transfer records indicate that the people who inherited or purchased the subdivided lands from these two families owned property that was later transferred to the Santa Fe Railroad by 1880.

The intention of the two families to use the land for agricultural purposes is made clear in their petitions for the grant from the governor of New Mexico. “I find myself in a position that requires me to seek a parcel of land in order to sow and reap provisions in order to sustain my obligations,” states Tomás de Tapia in his petition of June 2, 1742 (NMRCA, SANM 1, No. 962). Phelipe Tafoya registered “a piece of cultivable land.... deserted and unpopular, in which can be raised two bushels of wheat and one of corn...” (NMRCA, SANM 1, No. 961). The Urrutia Map of 1768 (Figure 3.2) and the Gilmer Map of 1846–47 (Figure 3.3) corroborate this continuous usage over time, showing scattered homes and fields in the area under study.

The Census of 1750 shows the households of Cristóbal Tapia and Tomás Tapia adjacent to each other, listed immediately below that of Gregorio Garduño, who owned lands to the north, between the Camino Real and the Santa Fe River. This suggests that the Tapias maintained their residences in or near the project property, instead of living in town and farming their lands on the other side of the river by day. Cristóbal Tapia’s household consisted of 4 individuals; that of Tomás Tapia, 10 residents (NMRCA, Transcription of 1750 Census from Biblioteca Nacional [Mexico], Legajo 8, No. 81).

Whether Phelipe Tafoya and his household maintained their residence on the project property is unclear. In his will of 1771, he distinguishes his grant lands from the house (location not specified) brought to the marriage by his second wife, Teresa Fernandez de la



Pedraera. His bequest of the grant lands to his son-in-law and grandson makes reference only to “a piece of farmland,” making no mention of a house or other structures. The property pertaining to Fernandez consisted of a house, lands, 30 head of cattle, 200 sheep, and 3 yoke of oxen. Tafoya’s total declared livestock holdings numbered 41 head of cattle, 11 oxen, which could have been pastured on tracts 2 through 16, plus 700 sheep, under the care of individuals in Rio Abajo. Tafoya also cited a mill, located apart from the house, which could be on 1 of the 3 acequias on the project property in the area under consideration in this study (NMRCA, SANM 1, No. 881).

A 1756 trial against one Alexandro Baldés for sedition provides further information on the relationship among the neighbors in this area. Baldés, a soldier in the Royal Presidio of Santa Fe, was accused of fomenting revolt among his comrades against the governor. During the course of the investigation, several witnesses testified that meeting that took place at the home of Juan Tafoya (cousin of Phelipe). Baldés, it was alleged, came to Tafoya’s house bearing a document addressed to the viceroy of New Spain containing information damaging to the governor. Tafoya refused to sign the seditious letter, following the advice given to him by fellow soldiers Tomás Tapia and Juan Diego Romero (NMRCA, SANM II, No. 535, ff. 1–2).

The *alcalde* who gathered the testimony in the case apparently proceeded from house to house in the neighborhood, going from the homes of Tafoya to Romero to Tapia. An analysis of succeeding documentation shows that Romero most likely was the owner of tracts 2 through 16 after inheriting the east half of the lands of his father-in-law, Phelipe Tafoya, in 1771, which encompassed not only tracts 2 through 16 but also lands to the west (see below). Moreover, in his testimony, Tafoya indicates that his mother-in-law, Rosa Esquibel, lived in his household; Esquibel’s descendants appear later in land records as the owners of Tract 2 (see below). The collegial relationship among Tafoya, Romero and Tapia, as well as the family tie between Tafoya and Esquibel, suggest that these families all maintained close relationships with each other and served as the nucleus for later generations of settlement of the project area. Gradually through the late eighteenth and early nineteenth centuries, the tracts described above began to be

subdivided among the heirs of the original grantees, with some parcels transferred to other parties.

CONCLUSION

The project property, the railroad corridor extending from Montezuma Avenue southward to the intersection of St. Francis Drive and Cerrillos Road, served as agricultural and pastoral lands from its earliest documented use in the eighteenth century until the arrival of the spur line of the AT&SF in 1880. This use is consistent with other areas on the outskirts of Santa Fe during this period of the city’s history.

All relevant documentation places this area in a farming and ranching context. The earliest land grants to Phelipe Tafoya and Tomás de Tapia in 1742 refer to their plans to use the property for cultivation of crops. The provision of Tafoya’s will of 1771 that bequeathed lands to his son-in-law, Juan Diego Romero, makes reference to farmland, and the will describes a water mill that might have been on the property. Most of the residents who lived on the project property in the mid-nineteenth century are listed in census records as farmers or soldier/farmers, the exceptions are cook John Allen (Tracts 4 and 9), baker/stonemason/brickmason José Sena (Tract 10), and blacksmiths Feliz Britan (Tract 2) and Matías Domínguez (Tract 12).

Land transfer records indicate that at least three acequias crossed the project lands: (1) Acequia de Analco, which served as the boundary between tracts 4 through 8, and Tract 10; (2) Arroyo Tenorio, which divided tracts 13 and 14; and (3) Arroyo San Antonio, separating Tract 14 from tracts 15 and 16. Of the few contemporary maps that exist, the Urrutia Map of 1768 (Figure 3.2) and the Gilmer Map of 1846–47 (Figure 3.3) also indicate this area totally was given over to fields.

The destruction of documentation from the seventeenth century precludes any analysis of land use in the Santa Fe area during its 75 years of existence. Although lands were granted to Tapia and Tafoya in the 1740s, we can only speculate when these families actually built their homes on the property.

Apparently, the settlement began slowly through

the mid-eighteenth century and accelerated through the end of the 1700s and early 1800s, with lands subdivided among the heirs of the original families or sold to new residents. Around the turn-of-the-nineteenth-century, the Church of Nuestra Señora de Guadalupe was built just to the north of the project property. This development certainly helped stimulate a shift of population to this region (Kubler 1940:101–102; Kessell 1980:44), which included the project property within its boundaries. By 1823 census takers had designated the Barrio de Guadalupe as a distinct neighborhood within Santa Fe (NMRCA, MANM, Reel 3, frames 273–285).

From all the available documentation, settlement concentrated more in the north portion of the project

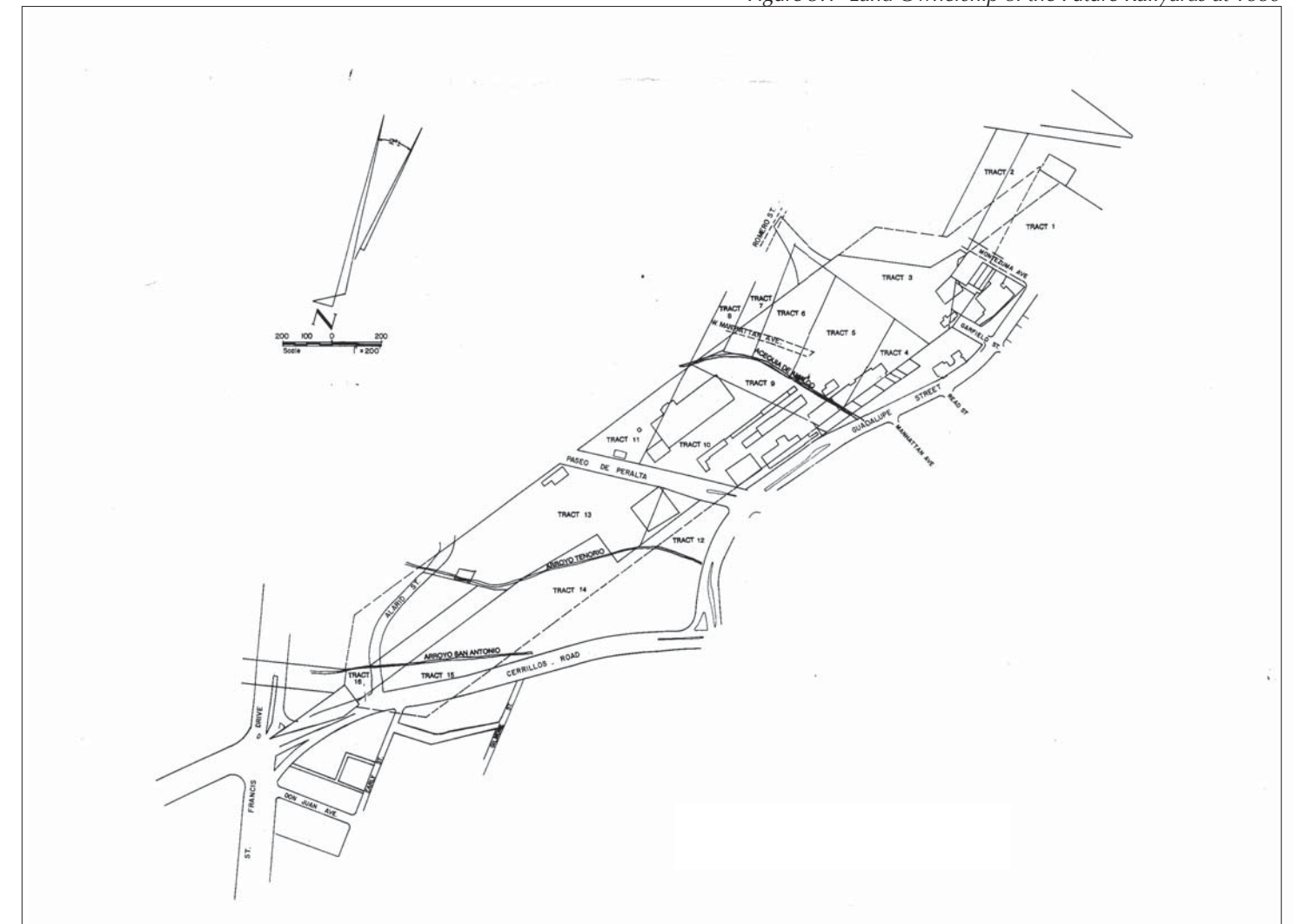
property, where the railroad depot grounds later were located, and along the Arroyo San Antonio at the extreme south end of the project property. Cultural features most likely will be found in those areas in close proximity to the acequias.

Historic Potentials

On the basis of research into documents from the mid-eighteenth century to 1880, tracts with the highest potential for the presence of structural features follow.

Tract 1 - Tapia/Longwell Property

Figure 3.1 Land Ownership of the Future Railyards at 1880



Pre-1880 residential and farm structures. One residence housed nine persons in 1860; another housed five persons in 1870. Quite possibly, this tract may contain material associated with a blacksmithing operation. We do not know precisely where on the tract these structure remnants and materials may occur; most likely they may be to the east or north off the project property.

Tract 2 - Tafoya/Romero/Torres/Britan Property:

Residences possibly from the middle to late eighteenth century, but more likely from the period 1868 to 1880. They also may be farther north off the project property. The census records show only two persons living in each of two residences, suggesting the houses were small.

Tract 5 - Tafoya/Romero/Martínez/Baca Property

Residences possibly from the middle to late eighteenth century, but more likely mid-nineteenth century residential and farm structures. Census records from 1880 show 13 people living on the tract, suggesting a large structure.

Tract 6 - Tafoya/Romero/Gutiérrez Property

Residences possibly from the middle to late eighteenth century, but more likely mid-nineteenth century residential and structures. Census records from 1860 show seven people living on the tract, suggesting a moderate to large residential structure.

Tract 7 - Tafoya/Romero/Gutiérrez/Martínez Property

Residences possibly from the middle to late eighteenth century, but more likely mid-nineteenth century residential and farm structures. Census records from 1880 show two people living on this tract, suggesting a small structure.

Tract 8 - Tafoya/Romero/Quintana Property

Residential and farm structures from late eighteenth to early nineteenth century. Census records from 1860 cite a household of 13, suggesting the presence of a large residential structure.

Tract 11 - Tafoya/Romero/Rivera Property

Residential structure from the 1860s. Census records from 1880 reference three people living on this tract, suggesting a small house on the tract.

Tract 12 - Tafoya/Romero/Domínguez Property

Farm and residential structures, and possibly material associated with a blacksmithing operation from the 1840s may occur. Census records suggest two residences were in place by 1860, both of small to moderate size.

Tract 16 - Tafoya/Romero/Ortiz/Abeytia/Spiegelberg Property

Residential and farm structures predating 1829 that probably occurred in close proximity to the Arroyo de San Antonio are possible.

More than likely, the small residences were rectangular in shape. The larger houses probably expanded from smaller ones, forming an “L” shape, later a “C” shape, and possibly an “O” shape, closing the open side, enclosing an interior patio.

Located on one of the three acequias that cross the property may be the mill cited in the 1771 will of Phelipe Tafoya. Given the probable settlement patterns, it appears more likely that the mill was on the Acequia de Analco that separated tracts 4 through 8 from tract 9. No documentation occurs that indicates the presence of



structures on Tract 10 or tracts 13 through 15. The house and gardens of John Allen are well documented on Tract 4, but their location is east across Guadalupe Street.

The railroad corridor’s history reflects the transition of Santa Fe’s urban geography. In the early years, the area was considered as a poorly defined region amorphously referred to as simply “*la otra banda del rio*,” or the other side of the river. As the town’s population grew through the early and middle-eighteenth century, and citizens sought new areas to cultivate and build their residences, the area took on greater definition. Gradually, over the course of the next 100 years, the original families started to subdivide their lots and sell to new residents, and population became more dense in the north portion of the project property. Once the rumors circulated that the AT&SF Railroad was planning to build the corridor for the spur line right through these agricultural fields, land speculators bought up lots as quickly as they could and turned handsome profits in reselling them to the railroad.

The railroad tracts were laid, and the smoke-belching iron horses entered Santa Fe in 1880. The scattered residences and barns were replaced by coal and lumber yards, warehouses, and depots. The character of this portion of “*la otra banda del rio*” changed forever.

CHAPTER 4: (Excerpts)

LAND USE AT THE STATION GROUNDS IN SANTA FE, NEW MEXICO FROM 1880 TO 1991
Cordelia Thomas Snow

PREFACE AND ACKNOWLEDGMENTS

On 3 August 1991, Atchison, Topeka and Santa Fe Railroad (AT&SF) passenger service was restored, albeit too briefly, to Santa Fe, New Mexico. Accustomed as I am to see the occasional freight car at the depot, it was thrilling to see instead eight sleek, stainless steel passenger cars including “pullmans,” a “Fred Harvey dining car,” an observation or dome car, and a theater car at the depot grounds. Arrangements for the arrival of the Super Chief (Figure 4.1) were made by executives of the Santa Fe

Railroad working with the staff of the Fine Arts Museum, a division of the Museum of New Mexico, to celebrate the opening of a major art work exhibit commissioned by the railroad. A most generous and joyous gesture on the part of the Santa Fe to the citizenry of the “City Different,” both the grounds and depot were refurbished for the event, which several hundred people of all ages attended. Possibly, the last passenger train to ever grace the depot grounds in Santa Fe, it was difficult to tell who was more excited—avowed railroad buffs, children for whom the train was probably a once-in-a-life-time event, present and retired railroad personnel, or the general public there to relive or discover the past.

Figure 4.1. Superchief, Depot Grounds, Santa Fe, New Mexico, 8/3/1991.

The impact of the Super Chief’s arrival, while of short duration, was no less than the arrival of the first train into Santa Fe on 9 February 1880, when the entire town turned out to celebrate the end of the Santa Fe Trail and the beginning of a new era. It remains to be seen whether the arrival of the Super Chief in 1991 was as prophetic as that first train into Santa Fe in 1880.

This report would not have been possible without the assistance of several individuals, namely Caroline Norris of Santa Fe Abstract Ltd, who, with her staff, cheerfully allowed me access to the abstract for present-day Tomasita’s Restaurant and the chains-of-title for parcels encompassed by the depot grounds and yards. Arthur Olives and Richard Rudisill, of the Museum of New Mexico, with unfailing good humor, pulled the railroad photographs “just one more time” and pointed out details I had overlooked. Vernon Glover not only provided me with a wealth of information on the Santa Fe in Santa Fe but, more importantly, an introduction to Connie Menninger, Archivist for the Santa Fe Railway Project at the Kansas State Historical Society. Mrs. Menninger kindly supplied me with photographs of the 1880 depot and coal house in Santa Fe and details about the line into town. Mrs. Menninger also went out of her way to assure that my stay in Topeka was a pleasurable one. Finally, I wish to express my gratitude to Mr. R. L. Crump, Assistant Manager for Clearances, at the Santa Fe Railroad for allowing me use of the records and collections he has maintained for the operational history of the Santa Fe. Without his assistance,



and copies of the Santa Fe building records corrected to 1915 and 1983, and copies of the 1896 and 1904 maps of the railroad grounds, this report would not have been possible.

Before beginning the discussion of land use at the depot grounds in Santa Fe since 1880, I want to point out that any errors or omissions in details of railroad operations and terminology are solely the responsibility of the author.

INTRODUCTION

The arrival of the railroad revolutionized the western United States. Previously dependent upon wagon trains for transportation, the train permitted larger and more varied pay loads. Each stop on the line, however, required construction of the basic necessities to service those trains. The first requirement was sufficient space to lay out and construct the yards and station grounds. Thus, the institution of the “old town”, “new town” concept found in many previously settled communities. The second requirement was access to fuel and water in adequate supply to power the trains.

While Santa Fe met all three requirements, and was believed to be a desirable location for a terminus on a main line of a major railroad company, the city very nearly lost the opportunity because of its location on the west slope of the Sangre de Cristo Mountains. More importantly, the “Santa Fe at the end of the Trail” faced an altogether different future as the “Santa Fe on a spur of the New Mexico and Southern Pacific.” Within the year that the train arrived (1880), the city lost its former status as the center of commercialization of the New Mexico Territory, and even though allowed to remain capital first of the territory and eventually of the state, it was no longer the “economic plum” it once was.

METHODOLOGY

Unlike much urban archaeology where one must deal with numerous landowners, in the case of the depot ground and railroad yards in Santa Fe, we have a single landowner—the railroad, from, for all practical purposes, December 1879 to the present. As a result our focus was on those railroads: what the New Mexico and Southern

Pacific (NM&SP); the Atchison, Topeka and Santa Fe (AT&SF); the Texas, Santa Fe and Northern (TSF&N); the Denver and Rio Grande (D&RG Western); and the New Mexico Central (NMC) constructed and what buildings were constructed on the property under discussion. By using photographs, maps and building records, I looked at what construction involved surface-disturbing activities; whether for depots, warehouses, transfer platforms, scales, cinder pits, coal houses and yards, wells, and windmills, and whether construction of those features required foundations or basements (as in the case of the 1909 AT&SF depot and the Gross Kelly warehouse), the laying of water, gas and electric lines, installation of telephone lines, laying of track, filling of acequias, closing of streets, and the like.

I treated the area as a whole, as dictated by property ownership. Historic railroad maps, plans and building records proved invaluable to this project, as nowhere else can there be found an accurate depiction of structures in context to the past. As a result I present much of the data in maps and overlays. Without such visual aids, narrative description tends to confuse more than enlighten.

Moreover, since at least 1897, the railroad has leased space on the grounds and yards to railroad and industrial users. I reviewed those leases not only for location but more importantly for the service provided. Did a leasee construct loading platforms and docks, entry ramps, and/or above- or below ground storage tanks? In some cases it was impossible to make such determinations from the material at hand.

Initially, I depended upon the maps and plans available locally, principally, the 1882 Stoner Bird’s Eye View of Santa Fe, the Hartman Map of 1885, the Kings Map of 1912, and the Sanborn Insurance Maps, even though I knew those maps did not cover the entire railroad grounds. It also became apparent that I had a large gap from 1880 to 1908 in area coverage. While I knew where the original depot for the NM&SP was, I did not know the location or extent of any other structures on the property. A brief trip to the Santa Fe Offices in Topeka at the end of August not only solved the problem but also provided a wealth of additional primary information not available here. Those data included several maps, specifically, maps dated

1896 and 1904 of the Station Grounds in Santa Fe, in addition to two maps of the Santa Fe Central (SFC) and NMC Station Grounds. Also included are two Building Records, one beginning in 1880 and corrected to 1915, the second beginning in 1981 and corrected to 1983, water records, and copies of correspondence on the original construction cost. Preparation of additional overlays provides a more complete picture of the station grounds than I had envisioned possible at the beginning of this project.

The project remains incomplete, however, because the data are incomplete. In a number of cases, leases are lacking, and, in other cases, copies of the originals on microfilm or microfiche are simply illegible. I should note, however, that in the case of present-day leases with standing structures, such as the Gross Kelly *alamacén*, or warehouse, where, although the building’s use has changed considerably over time, the basic structure remains unchanged. In such cases contemporary leases are not discussed in detail.

In closing I would like to present a caveat. In some instances we only can surmise surface-disturbing activities from present-day experience, and we cannot necessarily document those for the past. For example, the week of 29 July 1991, I noticed a flurry of activity at the depot grounds, which included extensive grading and laying of gravel, in preparation for the arrival of the Super Chief. How frequently, and to what extent, such yard maintenance occurred in the past is unknown. Grading, whether to correct drainage problems or to refurbish the grounds, would serve to obliterate surface manifestations of earlier features and thoroughly mix cultural remains within the area so treated.

In other instances the occasional brief mention of “parks and gardens” around the depots suggests it probably was necessary to import fill to those areas. While not destructive to archaeological remains, the source of fill material is problematic.

HISTORICAL BACKGROUND

Before discussing land use at the depot grounds and railroad yards in Santa Fe, it is necessary to discuss the

history of the railroads, albeit in a brief, rather simplistic manner, to place the railroad property in perspective. Without some knowledge of the various railroad lines involved, and the sequence of events that occurred with railroad ownership, we can make little sense of land use in the area.

With the expansion of the railroad throughout the western United States during the 1870s, the Santa Fe Trail, opened in 1821, became outmoded. Faster and more economical than wagon trains pulled by teams of oxen or mules, the train allowed a wider variety of goods and merchandise to be shipped west than was possible previously. Seeing an economic boom for the future, the leading citizens and businessmen in Santa Fe could not wait until the train arrived.

Santa Fe, the governmental, ecclesiastical and economic center of the former colony of Spain and in 1821 of Mexico, became the New Mexico Territory capital in 1848. Formally founded in 1610 by Peralta, who acted under orders from the Viceroy, Santa Fe had been the center of trade south into Mexico for several centuries before the Santa Fe Trail opened in 1821. With the expansion of the trail from the eastern states via Independence, Missouri, into New Mexico, the economic prosperity of Santa Fe boomed. Tariff rates were high, however, and wagon trains traveled only seasonally because of the winter weather conditions on the Plains and in the mountain passes of New Mexico.

While the AT&SF was chartered in Kansas in 1859, little headway occurred until 1868 when construction of the line began. The ultimate goal of the railroad was, of course, Santa Fe, New Mexico, and the lucrative trade of the Santa Fe Trail (Bryant 1982:3; Myrick 1990:1, 5). Although progress was slow, by 1877 the railroad reached Trinidad, Colorado, where it faced the obstacle of Raton Pass (Myrick 1990:2–5; Bryant 1982:43–45).

Meanwhile, William Barstow Strong, then president of the AT&SF, and Miguel Otero, a prominent New Mexican, appeared before the territorial legislature to request a charter for the train. As the result of their efforts, the NM&SP, an affiliate of the AT&SF, received a charter in



February 1878 (Bryant 1982:44–45).

“THE RAILROAD OUTLOOK ... SURE PROSPECT OF RAILROAD COMMUNICATION ... Railroads, railroads! Everybody is on the qui vive just now over the coming railroads. The Atchison, Topeka and Santa Fe people are re-presented from abroad by Vice President Strong, F. W. Pitkin, attorney, from Pueblo; A. A. Robinson engineer, of Topeka; Henry C. Nutt, of Chicago, and Miguel Otero, of El Moro. The names of these gentlemen with those of W. W. Griffen, James L. Johnson, Henry M. Atkinson, Wm. Breeden and Edward Hatch of Santa Fe, Jefferson Reynolds, of Las Vegas, and J. Placido Romero of Peralta, appear as in-corporators in the certificate of incorporation of the NEW MEXICO AND SOUTHERN PACIFIC RAILROAD ... (*The New Mexican* March 9, 1878)

At the same time, the D&RG narrow gauge line had extended their track into the new D&RG Railroad town of El Moro, northeast of Trinidad, Colorado, with the expressed intention of building south to Santa Fe to take advantage of the Santa Fe Trail trade (Athearn 1977:46–48). Unable to meet its financial obligations, however, the line went into receivership, albeit temporarily (Athearn 1977:48).

Having received a reprieve, the D&RG and the AT&SF prepared to battle for Raton Pass. Due largely to the efforts of W. R. Morley, a former engineer for the D&RG, and Albert Alonzo Robinson, chief engineer for the AT&SF, the AT&SF won and the D&RG retreated. On 7 December 1878, the first train entered New Mexico (Bryant 1982:44).

In the meantime Morley had surveyed the proposed route through New Mexico (Bryant, 1982; see also Gurley 1950:16–19). Bryant reported, “in the summer of 1878, they [Morley and his survey crew] surveyed west from Las Vegas to the Rio Grande. Although his crew contracted malaria [?] and their work took longer than anticipated, Morley submitted his preliminary report by October. He urged Robinson to persuade Strong to build southwestward from Raton to the Rio Grande Valley, follow the valley to southern New Mexico, and then turn west to California along the 32nd parallel rather than along the 35th” (1982:59–60). Having convinced Robinson, he and Morley

wrote to Strong:

... urging that the line be built south from Raton through Glorieta Pass to Albuquerque and the Rio Grande rather than through the town of Santa Fe. *The trade to Santa Fe was no longer significant, they argued, and even the Barlow and Sanderson stage-coaches had reduced service to Santa Fe. Instead they urged a branch from Lamy to the territorial capital.* (Bryant 1982:60; my emphasis)

The leading citizens and businessmen of Santa Fe were furious that the main line would bypass the city, but they quickly passed a bond issue to assure completion of a spur (Bryant 1982:62). The County voted on the bond issue 11 October 1879 (*Weekly New Mexican*), and by December of the same year, the NM&SP began buying parcels of land for the depot grounds and railroad yard. Grading for the spur into the capital city began in November 1879; McCardy and Harmon, W. Cox, and several others were the contractors (AT&SF Collections at the Kansas State Historical Society, [AT&SF-KSHSI]). The line reached Santa Fe 9 February 1880, at which time a special train made the first run into town to be greeted by a gala celebration. The train was forced to back the 18 miles into town from Lamy because the wye had not yet been constructed (Bryant 1982:62). On 14 February 1880, the *Weekly New Mexican* headlined the event with the following:

SANTA FE’S TRIUMPH

The Last Link is Forged in the Iron Chain which Binds the Ancient City to the United States

—
And the Old Santa Fe Trail Passes into Oblivion

—
An Immense Crowd Greet the Coming of the Iron Steed

—
Speeches and Congratulations!!

Although regular service did not begin until 16

February 1880, it was obvious from the *Weekly New Mexican’s* account of the event and the newspaper’s inclusion of every speech given and telegram received, that, with the arrival of the train, New Mexico would only prosper. As former Governor Prince said:

It is because this railroad now completed, will bring with it the population, and the capital and the enterprise which will cause our hills to give up their hidden treasures of gold and silver, which will make every stream resound with the busy hum of mills, which will cover every prairies [sic] with flocks and herds, and make New Mexico the orchard, the vineyard and the garden of the great west; which in short will develop every natural resource and stimulate every industrial enterprise... (*Weekly New Mexican* February 14, 1880)

In anticipation of the railroad’s arrival, several of Santa Fe’s leading citizens, attorneys Thomas B. Catron and William Berger, Antonio Ortiz y Salazar, Luciano Baca, Abraham Staab, and physician Robert Longwill, platted a subdivision east of the depot grounds (Sze and Spears 1988:63). That subdivision, which was known as “Valuable Building Lots Adjoining the AT&SF Depot,” included a number of lots that eventually would be part of the depot grounds. The lots, which averaged 25 by 100 (2,500 ft²) in size, did not receive water service until 1884 when several hydrants were located adjacent to the railroad property (*New Mexican* January 2, 1884). While some houses in the “Addition” were under construction as early as 1882 (Sze and Spears 1988:63), most of the Valuable Building Lots were held for speculation purposes.

Even though Santa Fe now had regular rail service, that service was from a spur, not a main line of a major railroad; a fact that obviously perturbed several of Santa Fe’s leading citizens. Thus, in April 1882, Charles Irvin, Chief Engineer for the TSF&N Railroad Company, prepared a certificate of Incorporation for that line (Irvin 1882). It was proposed the TSF&N narrow gauge line would enter Santa Fe from the north, with the line an extension of the D&RG in Española (Myrick 1990:110–111). The incorporators included Lehman Spiegelberg, Zadoc Staab, Romulo Martínez, Antonio Ortiz y Salazar, Bernard Seligman and Charles H. Gildersleeve, several of

whom owned land in what had become the depot grounds and railyards and the Valuable Building Lots Addition.

Previously, on 31 December 1880, the San Juan Division of the D&RG had reached Española (Myrick 1990:110), but as the result of an agreement with the AT&SF, could proceed no farther. Undaunted, Chief Engineer Irvin prepared a prospectus for investors in 1883 in which he states that the route of the proposed line for the “Texas, Sante [sic] Fe and Northern Railroad” would run “from Santa Fe to the present terminus of the Denver and Rio Grande at Española, New Mexico, at the intersection of the 36th parallel north with the Rio Grande River [sic]” (Irvin 1883:3). Because of financial difficulties, however, it was impossible to lay lines from Santa Fe to Española until 21 October 1887 (Myrick 1990:115). Briefly known as the Santa Fe Southern Railroad, the D&RG purchased the TSF&N line in 1895 (Athearn 1977:186; Myrick 1990:117). The “Chili Line” had come to town.

Initially, the depot grounds for the narrow gauge were on the north side of the river, east of present-day Guadalupe Street where an Allsup’s now stands. Before the end of the nineteenth century, however, when the AT&SF absorbed the property of its affiliate lines and the D&RG assumed control of the TSF&N, their depot grounds were combined and joint use agreements signed.

In 1900 two financiers, Francis J. Torrence and William H. Andrews, incorporated yet a third railroad line to be centered in the capital, the Santa Fe, Albuquerque and Pacific Railroad Company, which later changed to the SFC Railway (Myrick 1990:49–50). The line, opened in 1903, was 116 miles long and ran from Santa Fe to the appropriately named new junction of Torrance where it linked with the El Paso and Rock Island Line (Myrick 1990:52–55). It was this line that combined with the Albuquerque Eastern in 1908 to form the NMC Railroad, later the NMC Railway (Myrick 1990:55). The Santa Fe/NMC shared the Union Station on the depot grounds in Santa Fe with the D&RG, where Tomasita’s Restaurant now stands.

Ironically, passenger service into Santa Fe often was erratic, and within months of completion of the spur



from Lamy in 1880 passenger service was in a state of flux (*Weekly New Mexican* October 1, 1880). Although the D&RG/NMC and the AT&SF eventually constructed new depots at Santa Fe in 1903 and 1909, respectively, shipping of freight was simply a more cost-effective use of the respective lines than passenger service. As a result friction often developed between the boosters of Santa Fe and the railroads:

February 12, 1912

My dear Sir:-

As you are aware application has been made to your road for the granting of summer tourist rates to and from the city of Santa Fe, the same rates as are now in effect to Colorado points. On the 28th of January last, the Chamber of Commerce of this city received a communication from J. M. Connell, General Passenger Agent, from which the following is copied. 'I take pleasure in advising that the proposition is now being given consideration, and for your information would state that summer tourist fares will no doubt be authorized to Santa Fe and return. Will however advise you further in regard thereto in the near future.' We have no further communication from Mr. Connell but we have received communication from Mr. H. A. Coomer, General Manager of the NMC, which states that the A.T. & S.F. R. after careful consideration has decided not to make Santa Fe a summer tourist destination. We requested the same action by the Rock Island, D & R.G. and the NMC, which is practically a branch of the Rock Island into Santa Fe, and the fact that Mr. Coomer is able to advise us to this effect indicates that our request will not be granted and that the Rock Island so understands and they doubtless will follow the lead of the Santa Fe ... Our people have for a long time felt that the Santa Fe railroad has very little interest in the city of Santa Fe and a great deal of unfriendly criticism has been going on here for years when we have observed the interest taken by the road in other cities where your road has no competition ... we had great hopes that your road would take the lead in granting tourist rates to our city and we are unable to understand why you will not do so when you make these rates to Colorado points every year unless on the theory that your road still deems Santa Fe as of no importance worthy of your consideration... (Letter from Edgar Lee Hewett to W. J. Black, Passenger

Traffic Manager, A. T. & S. F., Chicago, Ill. Hewett Collections, Box 37, AT&SF File, History Library, Museum of New Mexico)

We should note that tourist rates, notwithstanding, Hewett and his associates were not deterred from preparing pamphlets and guidebooks printed by the AT&SF, which extolled points of scenic, historic and archaeological interest in the area and thus promoted tourism for their own interests (Hewett Collections, Boxes 23 and 37, History Library, Museum of New Mexico).

With the beginning of World War I, passenger service took a distant back seat to freight service (Thomas 1978:37). After initial efforts to control the rush of war material shipped to east coast ports proved fruitless, President Wilson nationalized the railroad system with the Railroad Control Act of 1 March 1918 (Bryant 1982:239–40). With the idea that the railroad companies would return to their owners after cessation of hostilities, the U. S. Railroad Administration USRA was under contract to operate the various systems, maintain track, and see that equipment was kept in good order (Bryant 1982:240). In the case of the Santa Fe, "all off-line offices [i.e., Santa Fe] were closed and ticket agencies were combined with those of other railways. The railroads routed traffic over their former competitors, and shippers were not allowed to designate routes as the USRA sought to maximize efficiency. Luxury passenger services ended and terminal services were combined..." (Bryant 1982:240).

After World War I, with the defederalization of train service, passenger service slowly resumed. By the mid-1920s, the AT&SF was ready to add the latest feature to its list of innovative means to ease travel and lure tourists to the Southwest—the Indian Detours. Previously, of course, beginning in 1878 (Bryant 1982:109–110), Fred Harvey, restaurateur and hotelier extraordinary, had expanded west with the AT&SF. Founded by Harvey to upgrade the then deplorable service found on railroad lines, it has been said that "Harvey Houses" and "Harvey Girls" "civilized the West" (Bryant 1982:113). Although initially intended to meet the traveler's need for fresh, well-prepared food served in comfortable surroundings, by the turn of the twentieth century, Harvey, in association with the AT&SF,

began to emphasize resorts and tourism. The Santa Fe/Fred Harvey enterprise was wildly successful and set a standard for railroad service unmatched by any other line.

After the war, as feelings of normalcy returned, the City of Santa Fe prepared to take its place as one of several foci in the Santa Fe/Fred Harvey chain. Nonetheless, those preparations were not without setbacks. In April 1919 the former Exchange Hotel on the corner of San Francisco and Shelby streets was razed. A year later the property was sold to the Santa Fe Building Corporation (Hartzog in Wood 1984:25). Shortly thereafter, plans were made to construct a new hotel designed by the firm of Rapp and Rapp on the site. In 1922 the corporation was declared insolvent, however, and went into receivership (Hartzog in Wood 1984:28). Not until 1926 was a buyer found; the Santa Fe Land Improvement Company, a subsidiary of the AT&SF (Hartzog in Wood 1984:29). La Fonda, "The Inn at the end of the Trail," became one of the gems of the Harvey System and a center of activity for the Indian Detours.

As originally envisioned those wishing to take advantage of the "Indian Detours" would leave the train at either Las Vegas or Albuquerque and then "detour" by touring car or bus to the opposite destination in the company of those knowledgeable guides, the Couriers. Special trips that featured Taos and points south used Raton as a point of departure from the train (Thomas 1978:52).

The Detours were the brainchild of R. Hunter Clarkson, assistant to Fred Harvey (Thomas 1978:42–44). Although no copies are available, entries in the Contract Master List of Leases suggest that regular passenger service into Santa Fe on the AT&SF, for all but special trains, may have been discontinued as early as 1932 when "Clarkson Hunter, Inc." received the initial contract for handling of "passengers, baggage and express by bus and truck service between Lamy and Santa Fe." (Catellus Development Corporation, formerly Santa Fe Land Development Records, Contracts 72221 and 74615).

Discontinued at the start of World War II, the detours were revived briefly in the late 1940s and early 1950s. In 1968 the company and the name, "Indian

Detours," was sold to Gray Line (Thomas 1978:318–322). The latter still provides a touring service.

Meanwhile, train service into Santa Fe did not fare as well as even the Indian Detours. After World War I, passenger service resumed; however, Lamy became the point of departure for the Santa Fe except for shipping freight, a situation that continues in 1991. At the same time, the Denver and Rio Grande Western (D&RGW) was facing financial problems again (Athearn 1977:274–299). Although the D&RGW continued to run mixed passenger and freight trains into Santa Fe throughout the 1930s, the "Chili Line" into Santa Fe was eliminated in 1941 (Athearn 1977:315–15).

RAILROAD USE OF THE DEPOT GROUNDS AND YARDS

The location of a railroad yard presupposes the construction of several specific types of structures in addition to the obvious depots and engine house. In the days of steam, those structures included coal chutes or coal houses and yards, a water tank or tower, a cinder pit, a hose house, and baggage and freight platforms. We discuss those primary structures found on the station grounds in Santa Fe in the following section. Figure 4.2 (see map pocket), a map of the station grounds from 1889 to 1991, provides identification.

We should note that the majority of the railroad structures were in the north one-half of the property obtained by the NM&SP beginning in 1879, simply because that was closer to the center of Santa Fe.

AT&SF DepotsAT&SF Depots

The railroad has not become monotonous. In fact, It will be some time before the old citizens of Santa Fe become used to the whistle and the bell, but it will not be long before we can speak of 'going down to the depot' as if we had been used to it all our lives. (*Weekly New Mexican* February 21, 1880)

The rapidity with which the railroad progressed into Santa Fe once the decision was made to build a spur from Lamy, and the speed with which land was acquired



and major structures built suggest that the principals responded to a well-rehearsed, but as then untried, plan of action. Land for the depot and yards was obtained beginning in December 1879 (Santa Fe County T:303, T:309), although land acquisition was still in progress as late as 1909 (City Ordinance 5/10/1909). Subsequently, the railroad sold some property on the east side of Guadalupe Street south of Manhattan Street, specifically the property presently housing the Wellborn Paint Company. In any case, by 10 January 1880, the railroad owned the parcels shown in Figure 4.2 (see map pocket).

Feature 1, 1880 NM&SP/AT&SF Depot

We know from contemporary accounts construction of the original depot was completed prior to 9 February 1880:

... the eager crowd occupied every available point of vantage in the neighborhood, *climbing upon the roof of the depot*, tops of covered wagons, and even upon one another's shoulder's in their desire to see all of the proceedings ... (*Weekly New Mexican* February 14 1880; my emphasis).

Figure 4.3. Soldiers at AT&SF Depot. General Bell's visit regarding Taos Rebellion ca. 1913. Photo by Jesse L. Nusbaum. Courtesy of Museum of New Mexico, Negative No. 66659.



A Building Record for the Santa Fe Division, corrected to 1915 (hereinafter refereed to as the 1915 Building Record [Santa Fe Operation Records, Crump Collection; see also plate 1]), provides the following information on the original depot: built at a cost of \$2,550, the depot measured 96.3 by 24.3 by 14 ft and was constructed of wood on (cut?, cobble?) stone foundations. The structure had a shingled roof, was one story in height, and contained four rooms. An 1896 plan of the depot grounds shows a park immediately south of the depot, while the 1904 plan shows a hydrant in the middle of the same area (Figure 4.2 [see map pocket]). We also know that the structure was remodeled in 1909 when the present AT&SF depot was constructed for use as a freight depot. Located on the east side of the main line for the AT&SF, northwest of the present Gross Kelly warehouse, the depot served not only the railroad but also various leases, including J. S. Morgan and Sons (Lease No. 87476) in 1944 for building materials storage. While shown on a property map prepared for the Santa Fe Land Improvement Company dated 15 April 1977, the 1880 depot is described first as “retired in place”, later, simply as “gone” in the Building Record for the AT& SF Railway System, Colorado Division, corrected in 1981, 1982, and finally on 4 April 1983 (Santa Fe Ry Operational Files).

Feature 2, 1909 AT&SF Depot

SANTA FE RAILWAY TO BUILD NEW DEPOTS HERE AND AT LAMY

... Santa Fe and Lamy will receive the long planned new depots of the Santa Fe Railway, as soon as the brick can be had from the penitentiary. It is to be regretted that it will be some time before that brick can be furnished, as the capacity of the penitentiary brick kilns is taxed to its utmost... (*Santa Fe New Mexican* November 23, 1908)

Less than a year later, the *New Mexican* reports:

SANTA FE RAILROAD HELPS ITS NAMESAKE TO GROW
Two Fine Modern Depots Have Been Completed One on [sic] Lamy and

Another Here

... During the past year while Santa Fe has been enjoying a period of remarkable and unusually progressive growth, the Santa Fe Railroad Companies been nonetheless wide awake, but has aided the growth of the Ancient City to the extent of erecting two modern and attractive passenger stations, one in this city and the other at Lamy ... The new depots were commenced in March, the one at Lamy being completed on August the 1st and the one in this city on September the 1st. Each cost approximately \$10,000 and belong in the class of improvements that may well be taken as standards. Of mission style, with red tile roofing, the buildings are constructed of brick, plastered over and pebble dashed. Both depots have spacious waiting rooms for ladies and gentlemen and have large commodious lobbies and good sized ticket offices. The walls of the inside are tastefully painted and the wood stained dark ... each depot is provided with a large basement in which is an up-to-date heating plant. All other modern conveniences are also evident ... Here at Santa Fe there will be half an acre of ground which will be carefully parked and fenced. Flower beds will later be one of the attractions (*Santa Fe New Mexican* October 6, 1909)

Several items are noteworthy in the description of the new depot. Excavation of the basement would have destroyed any archaeological remains that were in the area previously; further, and perhaps more importantly, there is no indication of where that fill was disposed of on the depot grounds or elsewhere. There also is no indication of where the fill went when an 8 ft diameter, concrete-lined cesspool used for “the modern conveniences” in the new depot was constructed somewhere east of that structure (1915 Building Record, Santa Fe Operation Records, Crump Collection).

Less than three weeks after the new depot opened, it was the scene of Major General James Franklin Bell's arrival on an inspection of all military posts in the United States (*Santa Fe New Mexican* September 20, 1909). Welcomed by Governor Curry and the National Guard, Figure 4.3, taken by Jesse Nusbaum (Museum of New Mexico Negative No. 66659), depicts the event. Obviously, the park mentioned three weeks previously by the

newspaper was still in the planning stages. The rubble in the left center portion of the photograph is not identified.

According to the Building Record of 1915 (Santa Fe Operation Records, Crump Collection), the brick platforms that today are found around the depot also were built in 1909. Further, the Building Record of 1981–1983 (Santa Fe Operations Records) states the depot interior was altered in 1930; however, that document does not specify what those alterations were.

Feature 3, 1903 Union Depot

The Union Depot (Figure 4.2 [see map pocket]), presently Tomasita's Restaurant, was constructed in 1903 for use by the D&RG and, at that time, the SFC. That depot, constructed of brick, replaced the former D&RG depot north of the river. The Union Depot measured 24 by 100 by 18.3 ft, was one story in height, and contained six rooms. According to Brooker, the Union Depot, while constructed in the “Eastern style,” was an exception to the D&RG's construction policy: “the Engineering Department came up with the plans, which were then approved by the Board of Directors. The amount of traffic through the depot never justified its expensive construction, but the intense rivalry with the AT&SF certainly did...” (1981:125–128).

Although extensively remodeled today, at the time of the Union Depot construction, the building encompassed an alley and portions of lots 200, 201, 235 and 234 of the Valuable Building Lots. The building also included the adjacent lots shown on Figure 4.4.

Interestingly, in 1881 Robert M. Longwill and his wife Elizabeth sold lot 200 to Nicolas J. Kennedy (Santa Fe County K:385), while they sold lot 201 to William Bradley of New York on 25 October 1880 (Santa Fe County P-1:164). On 10 January 1881, John Allen sold lots number 228, 243, 244, 290 and 291 to Esther B. Thomas, wife of Benjamin M. Thomas (Santa Fe County P-1:9). Several days later on 15 January 1881, Allen sold Valuable Building Lots, 233 to 235 and 242 to William Bradley (Santa Fe County P-1:149). On the same date, Allen sold lots number 236 through 240 and lots 292 through 297 to Willi Spiegelberg (Santa Fe County P-1:38).



The above lots and others along the line of what became the NMC never were occupied by their owners. Not surprisingly, those seemingly innocuous, but highly speculative, transactions from the early 1880s resulted in further speculation and eventually, in some cases, condemnation beginning in February 1903 when the SFC and D&RG were completing plans to construct the Union Depot and lay lines for the SFC's route south (Santa Fe County M-1:108; M-1:198; L-1:28; M-1:189; M-1:144; M-1:151; M-1:154; M-1:148; M-1:193).

Feature 4, Temporary Santa Fe Central Depot

The 1904 Station Grounds at Santa Fe map shows a temporary station for the SFC Railroad (Figure 4.2 [see map pocket]). This structure was approximately 575 ft south and west of the Union Depot and west of the SFC tracks. According to the map, the station measured 85 by 52 ft. A platform, constructed of unknown building materials, surrounded the northeast corner of the building.

A map of the Joint Terminals of the D&RG and SFC railroads dated between 1903–1918 (Santa Fe Operation Records, Crump Collection) identifies a building on the same location shown for the temporary depot as a warehouse. The north one-third of the structure is designated “perishables.” Nothing more is known of the

Figure 4.5. Freight Depot, New Mexico Central - D&RG jointly operated facilities, Santa Fe, New Mexico, ca. 1925. Courtesy of Museum of New Mexico, Negative No. 10781.



temporary station/warehouse (Figure 4.5).

Other Railroad Structures

Feature 5, 1880 NM&SP/AT&SF Engine House

The roundhouse (which by the way is square) and water tank at the depot are nearly completed (*Weekly New Mexican* March 22, 1880).

The square “roundhouse” is not mentioned in any subsequent documents of which I am aware; it may be that the structure the newspaper refers to is, in fact, the engine house (Figure 4.2 [see map pocket]). Built in 1880, the engine house was west and slightly south of the original depot. Constructed of wood on a (cut?, cobble?) stone foundation, the structure measured 70.3 by 32.5 by 19 ft. Roofed with wood shingles, the structure had two stalls and cost \$2,800. According to the 1915 Building Record (Santa Fe Operation Records, Crump Collection), the engine house's condition was fair in that year. The structure is not on the 1981–1983 Building Record for (Santa Fe Ry Operations Records); it is unknown when the structure was demolished.

Features 6 & 7, 1880 Water Tank and Windmill

A water tank and windmill were on the east side of the main line of the AT&SF tracks between 200 and 250 ft north of the north end of the 1880 depot, with the tank closer to the depot than the well (Figure 4.2 [see map pocket]). Both the water tank and windmill are on Stoner's 1882 Bird's Eye View of Santa Fe. According to John H. Folks, editor of the *El Dorado* (Kansas) Press, however, the view of Santa Fe from the “top of the gigantic depot wind mill ... was uninteresting. Every tourist who has ever viewed it from a similar position has said it [Santa Fe] ‘looks like a vast collection of lime kilns.’ For the sake of being in the fashion, I[illegible] add: ‘Them's my sentiments,’ but I don't believe the stereotyper of that expression ever saw a sod house or he [would] have said ‘sod houses’ instead of ‘lime kilns’... (*The Press* June 6, 1881 in New Mexico Clippings, Vol. 1, Kansas State Historical Society).

The 1888 Water Service Book for the Western

Grand Division of the AT&SF (Santa Fe Operations Records, Crump Collection) provides further information on water service at the Santa Fe depot grounds:

Santa Fe

Water is supplied from a well 12' x 30' stone
Well is located at M. P. 853 + 1253, Right of main line and west of Depot.

Pipe line:-24' of 2" [illegible] screw pipe
Tank:- 20' Diameter, 30,000 gallons capacity-Right of main line and west of Depot
No Pump House
Windmill:-Armstrong Standard, 62' lower 16' wheel, Right of main line and west of depot.
No Pump
Hydrants:-1 at ash pit-west of depot. Left.
1" West end of Depot
1 in front of Depot
1 in Engine House

None of the hydrants appear on the 1896 Depot grounds plan (which appears to be incomplete), although all four are shown on the 1894 property plan.

Features 8 and 9, Coal Houses

Additional buildings constructed on the depot grounds in 1880 and 1881 included a coal supply house shown northwest of the original depot and west of the main line of the AT&SF (Figure 4.2 [see map pocket]). Constructed of wood on a “block” foundation, the coal house had a roof of corrugated iron. The building measured 20.4 by 14.3 ft and was 8 ft, or one story, in height. The two-room structure (1915 Building Record, Crump Collection) is listed in poor condition in 1915; the location given for the coal supply house in that year, “park at E[ast] E[nd]” is at variance with the earlier maps.

A second coal house was built at the original depot specifically for use by the station master and passengers in 1895 (1915 Building Record, Santa Fe Operation Records, Crump Collection). The structure was smaller than the 1880 coal house, which was designed for supplying trains

with fuel. The former depot coal house measured 6.4 by 11.3 by 7 ft and was wood on a block foundation. The roof consisted of boards. The structure is shown on the 1904 map as adjacent to the depot's southeast corner (Figure 4.2 [see map pocket]).

Feature 10, Privy

The 1880 depot also had a water closet, or privy (Figure 4.2 [see map pocket]). Shown on both the 1896 and 1904 maps west of the depot, the structure was rebuilt at least once, as the size given on those maps is 10 by 12 ft. As built in 1880, the size of the privy was 8.2 by 7.2 by 7 ft. The privy was a wood structure on a block foundation and had a shingle roof. According to the 1915 Building Record, it too had two rooms. If, as it appears from the differences between the Building Record and the two earliest maps, the privy was rebuilt, in all likelihood the location also changed, perhaps located slightly closer to the depot.

Feature 11, 1880 Freight Platform

Only one freight platform dates from 1880 on the depot grounds; however, it is not on either the 1896 or 1904 map of the area. The platform location on the 1915 Building Record (Santa Fe Operations Records, Crump Collection) was the “back w[est] e[nd] depot”; a location so imprecise as to be useless. Suffice it to say, the platform was wood and possibly was L-shaped given the measurements of 96.3 by 10 to 2.4 by 34 ft. Quite possibly, two distinct platforms existed.

Feature 12, 1880 Cinder Pit

Construction of a cinder, or ash, pit completed the 1880 building schedule. Located approximately 225 ft northeast of the engine house on the spur to the latter, the pit was constructed of “stone” and was 30 ft long (Figure 4.2 [see map pocket]). As with the water crane, the cinder pit became obsolete with the conversion from coal and steam to diesel fuel. The current status of the pit is unknown; quite possibly the pit and its contents were filled in and covered over, “retired-in-place,” as it were, rather than demolished.

Feature 13, Tool House

The section tool house was constructed in 1881 according to the Building Record of 1915 (Santa Fe Operation Records, Crump Collection). Constructed of wood on a block foundation, the building measured 16.2 by 12.3 by 8 ft, and had a shingled roof (Figure 4.2 [see map pocket]). Built at a cost of \$100, the tool house’s condition is listed as “poor” in 1915. The tool house location on the 1904 Map of the Station Grounds in Santa Fe was in the north extension of the grounds, which varies with the location at the “w[est] e[nd] yard” given in the 1915 Building Record (Santa Fe Operational Records, Crump Collection).

Feature 14, Fence

An iron pipe fence constructed in 1883 at the east end of the depot still was standing in 1983 (1915 Building Record, Crump Collection; 1983 Building Record, Santa Fe Operational Records, Topeka); the fence measured 77 by 27 ft in both records. The fence no longer exists.

Feature 15, Hose House

There is no record of when the hose house was constructed; however, it seems probable it happened shortly after the train’s arrival in 1880. The hose house is visible southwest of the coal house on the 1904 Map of the Station Grounds (Santa Fe Operation Records, Crump Collection Figure 4.2 [see map pocket]). The structure measured 4.5 by 4 by 7 ft and was wood on a block foundation. Apparently, it was a simple shedlike affair with a board roof. Little else is known of the hose house.

Feature 16, Romero Street Wye

Never discussed in the records, but shown on all maps from 1896 to the present, is the Romero Street wye (Figure 4.2 [see map pocket]). We do not know when those tracks were laid, but they did not exist on 9 February 1880, because the first train had to back into town from Lamy “because there was no wye to turn around on” (Bryant 1982:62). In all likelihood the track was completed shortly thereafter. Construction of the Outside Magazine building

and parking area demolished the wye.

Feature 17, Water Crane

Construction of several auxiliary features occurred on the depot grounds during the last decade of the nineteenth century. In the installation of a water crane and 225 ft of 6 in screw pipe to the city water main supplanted the water tank and windmill (1915 Building Record, Crump Collection). The water crane entered the property approximately 350 ft south of the south facade of the Union Depot (Figure 4.2 [see map pocket]) and proceeded west to the main AT&SF tracks, from which point smaller 2-inch pipes supplied the various hydrants mentioned above. While the water crane is listed in “good” condition in 1915, the 225 ft pipeline was listed as only in “fair” condition (1915 Building Record, Crump Collection). The water crane became obsolete when diesel engines supplanted steam engines. It is unknown if the pipes were removed or remain in place.

Feature 18, Stock Yard

The stockyard, in the southeast one-third of the depot property, measured 49 by 43 by 7 ft. Divided into two enclosures, or pens, and other than the possibility of locating pestholes or soil differences, the archaeological remains would be ephemeral (Figure 4.2 [see map pocket]).

Feature 19, Brick Platform

Construction of several additional platforms occurred in the first decade of the twentieth century. Two, of brick, were built around the east end of the original depot and since have been removed. One wonders if the bricks were reused to construct the platforms north, west and south of the 1909 depot.

Feature 20, Transfer Platform

The third platform, constructed circa 1903, was the transfer platform used jointly by the AT&SF and SFC. Located southeast of the 1880 depot, that platform measured 100 by 8 ft (1915 Building Record, Santa Fe Operation Records, Crump Collection; Figure 4.2 [see map

pocket]). Constructed of wood, it is unknown if the platform laid directly on the ground surface or rose above the ground. In any case, the platform had no foundations.

Features 21 & 22, Loading Platforms

According to the 1981–83 Building Record (Santa Fe Operation Records, Topeka), additional platforms and/or docks were constructed in 1948 and 1964, respectively. The former, an L-shaped affair, measured 16' by 41' and 30' by 40' along its extensions (Figure 4.2 [see map pocket]). The foundation consisted of creosote timbers, the walls were wood, and the interior fill was cinders. That platform was near track no. 6 and was visible until 1999 when it was removed to create parking spaces. The second dock, constructed in 1964, also is visible on the west portion of the depot grounds. Located at the end of track no. 7, the dock was constructed from a flat car (Figure 4.2 [see map pocket]).

Miscellaneous Features

Several other features appear on the 1896 and 1904 Depot Grounds maps that are not in the 1915 Building Record. Most of those features no longer exist; D&RG turntable and roundhouse, they ever were constructed. Further, several of the structures lay outside the project property. Given modern construction in those localities, more than likely, if present, any archaeological remains would be too disturbed to be recognizable.

One of those structures was the Santa Fe/NMC freight house, located south and east of the Union Depot. Because of the freight house’s location, it is probable that the Guadalupe Street extension destroyed any material remains of the building (discussed below). Also presumably destroyed were the AT&SF scales located in the approximate area where present-day Paseo de Peralta crosses the tracks into the depot.

An above ground oil tank immediately east of the railroad right-of-way at the north end of the tracks was removed prior to 1908; it does not appear on the Sanborn Insurance Map of that date (however, see Figure 4.2 [see map pocket]). Also removed was a spur to the State House,

which was ordered constructed in 1895 (*Santa Fe New Mexican* July 18, 1895; see also Figure 4.2 [see map pocket]).

The pre-1918 Joint Terminals of the D&RG and SFC Railroad’s map (Santa Fe Operation Records, Crump Collection) shows a large turntable, a roundhouse complex south and east of the Union Depot, and transfer platform north of Hickox Street, now Paseo de Peralta, in the present location of the Wellborn Paint Company. A blacksmith shop is attached to the southwest corner of the roundhouse. From recent excavations (Moore et al. 1998), we know the turntable and roundhouse were constructed although the structures are not present on a post-1918 NMC Railroad Station Grounds Map (Santa Fe Operation Records, Crump Collection). Nor can we identify the buildings in early photographs of the area, subsequent construction in the area destroyed surface traces of them until the archaeological excavations in 1988.

Acequias

As shown elsewhere in this report, before the acquisition of the Station Grounds by the NM&SP, later the AT&SF Railroad, land use in the area was agricultural. Given the semiarid climate of Santa Fe, agricultural pursuits were impossible without irrigation.

The possibility exists that as many as five, and possibly six, acequias and two laterals once crossed the station grounds or were immediately adjacent to them. Two of these ditches, the Acequia del Pino and “Arroyo [sic] de las Crucitas”, and an unnamed lateral are on Figure 4.2 (see map pocket [Santa Fe Operation Records, Crump Collection]). The former trend east-west, south of and between present Paseo de Peralta and Cerrillos Road. The lateral runs north-south at the west end of the AT&SF wye, in the approximate area of present Romero Street. The lateral may have flowed from the Manhattan Street Ditch, recalled by John Paul Delgado, grandson of Benjamin Read, who lived for a time in a rental house on Manhattan Street (interview conducted 10 May 1991, by Linda Tigges and C. T. Snow, transcript in files of the author), into the Agua Fria Ditch to the north (D. H. Snow, personal communication September 15, 1991). Sze and Spears (1988:69) also report that Delgado recalls a ditch on Read



Street, formerly Metropolitan Avenue. Whether there were, in fact, ditches on both streets is unknown.

Besides the Manhattan Street Ditch, which is not pictured on the 1904 Station Grounds Map, the Kings Map of 1912 shows the Arroyo de los Pinos flowing west along Hickox Street. It is uncertain when that ditch was diverted into the former location of Arroyo Tenorio north of, and parallel to, Cerrillos Road.

To the north, another ditch, possibly an extension of the Acequia de Analco, once crossed through the old capital grounds, now the Bataan Memorial Building, and exited the grounds in the area of the present Villagra Building. From that point it flowed southwesterly along the west end of Garfield Street (Snow 1988 a: 119). A slight depression indicating the course of the ditch was visible between Tomasita's and the State Records Center and Archives until recently according to D. H. Snow. Snow also surmises the ditch flowed into the Manhattan Street Ditch. In the case of the latter, railroad construction obliterated all traces of the ditch on the depot grounds.

Yet another ditch, incorrectly referred to as the Arroyo del Pino, transacted the extreme southwest portion of the depot grounds (Snow 1988 a: 15). Properly termed the Arroyo de San Antonio, the acequia ran beneath Cerrillos Road and reappeared behind La Chozza Restaurant, at which point it flowed westerly to the area of Baca Street. When the present course of the Arroyo del Pino subsumed the ditch is unknown; however, the latter is the only ditch in the area to appear on the 1914 Hydrographic Survey (Snow 1988 a: Sheet 20).

Streets

The project area presently is bounded on the north by Garfield Street, on the east by Guadalupe, and on the south by Cerrillos Road. Paseo de Peralta, formerly Hickox Street, transects the property. The east-west streets of Garfield, Read and Manhattan now extend no further west than Guadalupe Street; however, when planned as part of the Valuable Building Lots Addition, those streets extended onto property previously now owned by Catellus Development Corporation, formerly Santa Fe Land

Improvement Company, and now owned by the city of Santa Fe.

In 1902, by ordinance passed by the City Council on 27 August, the City abandoned those portions of Metropolitan (now Read Street) and Manhattan avenues that had extended west of Guadalupe Street (Parcel 147, phase 2, Norris Files, Santa Fe Abstract Ltd). Not until 1909, however, did the city pass an ordinance on 5 May, in which:

...the said Atchison, Topeka and Santa Fe Railroad is granted the right to use all that part of Garfield Avenue and that part of the alleyway laying between said Garfield and Montezuma Avenues ... that it may require for its new depot site and the depot grounds and yards connected therewith, as long as the Atchison, Topeka and Santa Fe maintains its said new depot at its present location... (Parcel 27, phase 2, Norris files, Santa Fe Abstract Ltd.)

Unfortunately, it is impossible to determine from either the 1882 Stoner Bird's Eye View of Santa Fe or the Hartman Map of 1885 whether Hickox Street, now mostly Paseo de Peralta, continued west of the depot grounds because neither map depicts the area in question. The Flannagan Map of 1910 and the Kings Map of 1912, however, suggest the street continued west until it eventually intersected with Agua Fria Street as it does today. The fact that the former course of the Arroyo de los Pinos flowed along what is now Hickox Street (Snow 1988:15) suggests further that Hickox Street may be considerably older than normally thought.

When the Valuable Building Lots were laid out, those streets that ran north-south were Guadalupe and Hancock, now Sandoval. I consider Guadalupe Street in this report. Shown incorrectly on the Gilmer Map of 1846-48 as platted on the Valuable Building Lots Maps, Guadalupe Street extended south only to Read Street, formerly Metropolitan, where it ended. While in 1931 Guadalupe Street still extended no farther than Read Street (Map prepared by W. G. Turley for the City of Santa Fe), by 1938 it extended south to Manhattan Street (Map of City of Santa Fe showing Precinct Divisions, 1938). By the early 1950s, Guadalupe Street was extended south to Hickox

Street, now Paseo de Peralta (1952 Santa Fe City Map published by the Chamber of Commerce).

Since the area between Manhattan Street and Cerrillos Road shown on the post-1918 Map of the NMC Grounds (Santa Fe Operation Records, Crump Collection) includes the turntable and roundhouse (discussed above), north of Paseo de Peralta and a Cavalry Corral south of that street, it is conceivable that remains of those features were still visible prior to the extension of Guadalupe Street. Not until the late 1960s and early 1970s was Guadalupe Street extended south to intersect with Cerrillos Road (Santa Fe Street Guide, 1976). At that time any existing structures were demolished and several parcels, formerly railroad property east of Guadalupe Street, were sold.

Miscellaneous

Bridges were necessary, of course, in order for trains to cross active acequias, and two are shown on the 1904 Map of the Station Grounds (Santa Fe Operation Records, Crump Collection), crossing the Acequia del Pinos and the Arroyo de las Crucitas. Nothing is known of their construction, nor if the original bridges ever were replaced. Presumably, the bridges were upgraded periodically, particularly as heavier railroad equipment became available. Both bridges were on the main line of the AT&SF. Only one of those bridges exists today, the bridge across the present course of the Acequia del Pino.

Possibly, a third bridge once existed since the original course of the Acequia del Pino ran along the south side of Hickox Street. Unless that bridge can be defined by archaeological means, its existence remains speculative.

Strangely enough, there is only reference to one bridge for the Santa Fe/NMC (Catellus Development Corporation, Lease 20165), although of course those lines would have needed bridges to cross the same acequias as the AT&SF. In this case, then, the records are simply incomplete.

On at least four occasions, portions of the station grounds were leased for use by a circus. Although no lease exists, on 5 April 1909, "The Great Sells-Floto Show" came

to town (*Santa Fe New Mexican*). The show, which featured a team of gray Percherons, was evidently a great success. The AT&SF also leased grounds to the Al G. Barnes Circus (Catellus Development Corporation, Lease 70731) on 25 September 1931, to Cole Brothers Circus (Lease 85363) on 6 June 1942, to Siebrand Brothers Circus and Carnival on 13 May 1946, to Dailey Brothers Circus on 6 June 1946, and finally to the Standard Circus Corporation on 25 July 1947. In all likelihood the circuses were held on the south portion of the railway grounds, away from the depots.

Finally, while engaged in research on an entirely different project, I ran across the following references that may, or may not, be relevant to depot grounds activities. As background I should note that intermittently between 1909 and 1916 Jesse Nusbaum was an archaeologist and staff photographer for the Archaeological Institute of America, now Museum of New Mexico and School of American Research. Between 1909 and 1912, Nusbaum was responsible for the restoration of the Palace of the Governors, and in 1916 for the demolition of the former military headquarters for the Fort Marcy Military Reservation and subsequent construction of the Fine Arts Museum on the corner of Lincoln and Palace Avenues in downtown Santa Fe. Rosemary Nusbaum included extracts of her husband's notes on his work at the Palace and Fine Arts Museum in her publication, *The City Different and the Palace*. Speaking of the Palace, Jesse Nusbaum relates:



The plaza space behind the building [the Palace] had been filled up with trash and manure from the stabling of livestock in there, to such a level that it was well above the sills of the rear windows by a good deal and deeply eroded the walls at their base. I arranged for native workmen with teams for the immediate removal of this and it took 2100 small wagon loads for the removal of 1000 cubic yards of material, to bring it down to a satisfactory level for grading and to insure proper drainage ... All debris was carefully screened for archaeological values ‘in situ’ and then hauled to wherever fill was requested, the greater part going to the site of the proposed new University building on Montezuma Street ... (Nusbaum 1978:85–86; my emphasis).

On construction of the Fine Arts Museum, Nusbaum states:

...I began dismantling this old Army Officer’s barracks with a force of 36 men and 20 teams of wagons ... Following archaeological scrutiny the material was taken to the new three-storied building, which was to have housed the first of the University, then proposed for Santa Fe and still standing and which became the convent in the vicinity of the old D & RG, little brick railway station, one block south on

Montezuma Avenue ... (Nusbaum 1978, 83; my emphasis).

Construction of the building now known as University Plaza (Figure 4.6) was completed in 1887, some 22 years before Nusbaum commenced work on the Palace, and nearly 30 years before construction of the Fine Arts Museum; hardly a “new” building. Suffice it to say, somewhere in the vicinity of University Plaza, possibly on the depot grounds, is approximately 1,000 cubic yards of construction material, doubtless including seventeenth- and eighteenth-century cultural remains from the Palace of the Governors and/or the Fine Arts Museum.

Summary

The depot grounds and railroad yard in Santa Fe represent the first taste of industrialization of the area. Although it is interesting that Sze and Spears (1988:71) note that it was not until 1946, after the D&RG line was abandoned, that a proposed zoning ordinance would have classified the area as such. Of the structures discussed above, any archaeological remains that could be identified for the 1880 depot, the engine house, the well associated with the water tank and windmill, and the temporary SFC depot/freight house, and the features associated with those structures would be of primary importance to the project.

Since the AT&SF Depot and the Union Depot are the only extant buildings to have survived, and since both are in excess of 75 years in age, they are highly significant. Of somewhat less importance, although still significant, would be the location of the former acequias throughout the area.

LEASES ON THE DEPOT GROUNDS AND YARDS

Beginning in 1897, when the AT&SF assumed control of its affiliate lines, the railroad began to lease, or subcontract, nonessential property on the grounds to individuals who had need for railroad access and adjacent storage facilities. Information on the leases and contracts are on a “contract master” list accompanied by copies of the exhibits, or maps, included in the original contract documents. The area to be leased is outlined in red on the original exhibit. The copies of those exhibits provided to the author, however, are reproductions from microfiche, which makes accurate identification of individual leases difficult and, at times, impossible. Dealing with the leases was complicated further because exhibits were unavailable for many of the contracts involved. As a result it was impossible in many cases to identify and correlate specific improvements with individual firms or even to provide chains-of-lease for specific areas. This is especially true for those instances where a firm leased a stretch of track, a

warehouse, and/or a loading dock on the depot grounds but maintained its business elsewhere in the city. In such cases, city business directories are of no use whatsoever.

The earliest of the leases, dated 22 October 1897, was to the D&RG Railroad Company for the transfer tracks the two firms would share. Although no copies are available of that lease, it appears on the Contract Master List of leases at the Santa Fe Station Grounds (Catellus Development Corporation, Lease 11901). The transfer tracks also are on the 1904 Map of the Station Grounds (Santa Fe Operation Records, Crump Collection) and a plat of the Station Grounds that accompanied a 1914 contract renewal (Catellus Development Corporation, Leases 32107 and 32556).

A little over one year after the D&RG made its last scheduled run from Santa Fe in August 1941, the “Chili Line” contracted with J. S. Morgan and Sons, doing business for the AT&SF, for use of the 1880 depot for storage and handling of scrap metal (Catellus Development Corporation, Lease 86019). The scrap metal to be removed and stored was the tracks (Myrick 1990:124).

Sometime between 1904 and 1908, the Capital Coal Yard (Figure 4.7) leased an undefined site in the area of the

Figure 4.7. Overlay of 1908 and 1921 Sanborn Insurance Maps showing change in the location of the Capital Coal Yard.

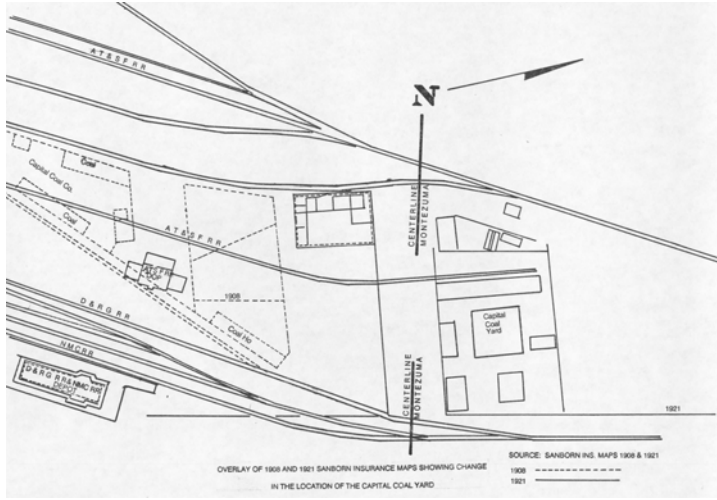


Figure 4.8. Capital Coal Yard, Santa Fe, New Mexico, ca. 1910. Courtesy of Museum of New Mexico, Negative No. 10655.



Figure 4.9. Hutchinson Fruit Co., Montezuma Ave., Santa Fe, New Mexico, ca. 1928. Courtesy of Santa Fe Railway Company Collections, Museum of New Mexico, Negative No. 92228.



Figure 4.10. Former D&RG Depot, currently, Tomasita’s Restaurant 8/3/1991.



present AT&SF depot. While the earliest lease for the Capital Coal Yards on the Contract Master List provided by the Catellus Development Corporation is 1 July 1928, the 1908 Sanborn Insurance Map (Figure 4.7) shows the coal yard in its earlier location. Included on the map are an office and at least three coal houses (Figure 4.7). As the result of the 1909 depot construction, the coal yard moved north and east to its more familiar location in the vicinity of the former Ilfeld warehouse, now the site of the State Records Center and Archives. Although photographs exist of the coal yard in its later location (Figure 4.8), no records exist that detail the type of construction of the earlier buildings. More importantly, given the “distortion” found in some of the Sanborn Maps, care should be taken when attempting to locate any of the Capital Coal Yard structures on the ground.

An otherwise unidentified Beer House, located south of Montezuma Street and east of the railroad tracks, first appears on the 1896 Station Grounds Map (Santa Fe Operation Records, Crump Collection). That structure is on the 1904 Station Grounds Map as the Lemp Brewing Company. Later, it is shown in somewhat more detail on the 1908 Sanborn Insurance Map, at which time the business included a bottling works and icehouse. The 1913 Sanborn Insurance Map shows the Brewing Company

considerably enlarged by the addition of a two-room adobe structure south of the icehouse. In the 1920s the business became known as the Henry Krick Company, “Bottlers of Carbonated Beverages” (City Directory 1928). The business, owned by Clifford M. and Lena H. Barker (Catellus Development Corporation, Lease 79039), remained a bottling works throughout the 1930s and into the 1940s. Interestingly, only two leases are known for the business during its long occupation of the site: Lease 23284, dated 11 November 1908, to William J. Lemp for right-of-way for track, and Lease 79039, dated 12 August 1937, to the Henry Krick Company for a roadway.

Some years later, in 1962, Lena H. Barker (Catellus Development Corporation, Lease 114598) renewed that same road lease.

While the bulk of the Beer house/Lemp/Krick bottling works complex is outside the project area, the two-room adobe structure constructed before 1913 south of the former icehouse mentioned above is within the project area. We do not know the date of construction for the second story on this structure, formerly used by Art Services. That addition, however, occurred after the building became the location for the Hutchinson Fruit Company (Figure 4.9).

The Hutchinson Fruit Company, located immediately south of the former Lemp Brewing Company, is within 50 ft of the AT&SF depot. Although the earliest lease for the business dates 1 November 1928, copies of that record are unavailable. According to a contract dated 28 May 1935 (Catellus Development Corporation, Lease 75964), the structures on the Hutchinson Fruit Company lease included the above mentioned two-room adobe building that lay west of three boxcar bodies. Two of the former boxcars are aligned parallel on a north-south axis, while the third is shown on a east-west axis immediately south of the other cars. Although stuccoed over, the car on the east side of the property still is recognizable for its former use.

In 1937 Hutchinson changed the name of his business to Quality Fruits (Catellus Development Corporation, Lease 78762; see also City Directory), at which time a 1-inch waterline was extended from Montezuma Street south to the property. In 1941 Hutchinson renewed his contract (Catellus Development Corporation, Lease 83894) and installed “a small underground tank for storage of gasoline for private use.” It is difficult to ascertain the location of that tank from the exhibit provided; however, it appears that the tank may have been northeast of the easternmost boxcar described

above.

South and east of the former Hutchinson’s Fruit Company (now Art Service) is the present site of Tomasita’s Restaurant (Figure 4.10), formerly the Union

Depot (Figure 4.6). The D&RG and New Mexico used the building as their depot until they abandoned the line in August 1941 (see above). The AT&SF has leased out the building for the past 50 years. In 1979 Georgia A. Acker began leasing the building (Santa Fe Land Improvement Company, Lease 2752-360), and in 1999 she purchased it.

In 1968 the AT&SF leased a site of 2,500 ft to the Buckley Powder Company (Catellus Development Corporation, Lease 129373). Located 210 ft west of the former 1880 NM&SP depot on the north side of the entrance to the Romero Street wye and 25 ft south of the property line between the depot grounds and present Sanbusco, the site was used for unloading ammonium nitrate. This lease is of particular importance because ammonium nitrate is a low-level explosive frequently used in mining. The lease was renewed in 1970 (Catellus Development Corporation, Lease 133276). Presumably, Buckley Powder remained in that location until 1978 when

Figure 4.11. Gross Kelly & Co., near depot. Santa Fe, New Mexico, ca. 1928. Courtesy of Santa Fe Railway Co., Collection, Museum of New Mexico, Negative 92232.



Figure 4.12. Gross Kelly Building, State Distributors Inc., Santa Fe, New Mexico, ca. 1976–77. Photo by Arthur Taylor. Courtesy of Museum of New Mexico, Negative No. 117160.



Figure 4.13. North Facade Gross Kelly Warehouse, Depot Grounds, Santa Fe, New Mexico 8/3/1991.



Figure 4.14. The Nuckolls Packing Co. near depot. Santa Fe, New Mexico, ca. 1928.



it moved to an otherwise unidentified location west of Felipe Street and north of Cerrillos Road (Catellus Development Corporation, leases 155086, 155763 and 155764).

Although construction of the Gross Kelly *Almacen*, or warehouse (Figure 4.6), was completed in 1913 (*Santa Fe New Mexican* July 8, 1913), the earliest extant lease listed on the Contract Master List dates 15 October 1937, while the earliest extant exhibit is for 370 [?] ft of track (Catellus Development Corporation, leases 79329 and 30485). Designed by the firm of Rapp and Rapp Architects, the building is one of the earliest extant examples of the Pueblo Revival style (Figures 4.11, 4.12 and 4.13).

The Spanish mission [sic] style of architecture is used in the building and with its wide porch all around, with its ornamental roof and pebble dashed exterior, the building would be an ornament to any section of the city... (*Santa Fe New Mexican* July 8, 1913)

The building was 172 ½ ft by 44 ft wide with a concrete basement the entire length of the structure. (Once again, one cannot help but wonder where the fill from that excavation went). Occupied by a variety of businesses, including a theater, the building was in a deplorable state of disrepair until purchased recently by Gross Kelly

Figure 4.15. Muir Publications. Former site of Nuckolls Packing Company, Depot Grounds, Santa Fe, New Mexico 8/3/1991.



Warehouse LLC/Alley Properties, who renovated it for office use.

Moving southwest from the Gross Kelly Warehouse is the site of the former Nuckolls Packing Company (Figure 4.14), which first appears on the 1930 Sanborn Insurance Map. While the actual construction date is uncertain, the earliest contract known for the structure dates 17 December 1929 (Catellus Development Corporation, Lease 66241), at which time the AT&SF leased 84 ft of Tract 16 to C. L. Bowlds for the packing plant. Previously, the 1928 City Directory lists Bowlds in an insurance business in the Laughlin Building, while the 1928 State Directory lists “Nuckolls Packing Co., Wm. Wallace, mgr, whol[esale] meats, Santa Fe R R Yards.” The structure housed John Muir Publications (Figures 4.15 and 4.16) until summer 2000 when the business sold. Currently John Muir Company limited leases it out for office space.

Figure 4.17 shows other leases and/or contracts in the area south of Gross Kelly and the Nuckolls Packing Company and north of Hickox Street, presently Paseo de Peralta, in 1945. Included are the United States War Department (Catellus Development Corporation, Lease 85909); A. G. Kellogg, who had maintained a warehouse for storage of roofing materials since 1941 (Catellus Development Corporation, Leases 84045, 105627, 128453,

Figure 4.16. West side of the former Nuckolls Packing Co., Depot Grounds, Santa Fe, New Mexico 8/3/1991.



101777 and 164991); Koury Motor Company, shown south of Kellogg where they had 12,600 ft² of space for a warehouse and driveway (Catellus Development Corporation, Lease 89253); Townsend Petroleum Company, east of Kellogg (Catellus Development Corporation, Lease 83594); Las Vegas Wholesale Liquor Company (Catellus Development Corporation, Lease 89167); and A. Coors (Lease not included with exhibits or shown on Master List).

When we compare leases with leases shown in 1969 (Figure 4.18), only A. G. Kellogg remains in the same location. Where the U. S. Army was in 1945, the Stuart Oil Company (Catellus Development Corporation, Lease 131913) is in 1969. We should note that the firm leased the site for the storage of oil and gas and had proposed construction of four underground gasoline storage tanks. Whether those tanks were constructed, and remain, or were subsequently removed is unknown. (Wholesale Building Supply presently occupies the area.) Finally, the area occupied previously by A. Coors and Las Vegas Wholesale Liquor appears in 1969 as M. J. and Phillip Maloof, “lease pending”; however, that lease is not on the Master List. This should not be confused with the Joe G. Maloof Warehouse at 1606 Paseo de Peralta. Santa Fe Clay Company (lease not included in the Contract Master List) presently occupies this area. It is unknown when, or by which lessee, the boxcar that forms part of the present east facade of that structure was moved into place.

Railroad property leases between Paseo de Peralta and Cerrillos Road and between St. Francis Drive and Guadalupe Street are even more confused, and confusing, than those north of this area simply because so few records are available. Nonetheless, the concrete slab visible on the surface on the northwest corner at the intersection of Guadalupe Street and Cerrillos Road was leased formerly W. N. Chambers for a Grandy’s Family Fare Restaurant. The lease appears in neither the Master List nor the exhibits provided me.

In 1960 Chambers leased 9,000 ft² of land west of the main line of the AT&SF, east of Alarid Street (Catellus Development Corporation, Lease 113100). This property, located at mile post 17+2932.7 ft, appears to be in the vicinity of, if not the same location as, the present Ortiz’s Body Shop at 705 Alarid Street. Reference to a lease for

the latter, however, is not on either the contract Master List or in the exhibits.

While the earliest lease for the Phillip Petroleum Company dates 1 January 1926 (Catellus Development Corporation, Lease 63216), a microfiche record of that lease is unavailable. We know from the exhibit for Lease 93737, dated 15 July 1947, and also Lease 92976 (no print available) that Phillips leased a site of unknown square footage for handling bulk petroleum products. This site was approximately 200 ft east of the main track of the AT&SF and south of an arroyo. That arroyo must be the Acequia del Pino in its present location north of and parallel to Cerrillos Road. Yet another document (Catellus Development Corporation, Lease 94081) places the east boundary of the property at mile post 17+2791 ft. The Santa Fe Land Improvement Corporation, now Catellus Development Corporation, canceled the Phillips leases in 1973 and 1974 (Contract Master List).

The 1942 Sanborn Insurance Map (corrected to 1971) notes that the Phillips Petroleum site was 410 ft west of the Gulf Oil Bulk Station north of Cerrillos Road. The Gulf Oil site contained 16,069.2 ft², and the southwest corner of the property is given as 335.5 ft from the center line of the main track of the AT&SF Railroad. According to the 1942 Sanborn Insurance Map, the address was 740 Cerrillos Road. At the time of map preparation, the property contained an oil house and five steel aboveground tanks with a capacity of 80,000 gallons of oil. An exhibit dated 1961 (Catellus Development Corporation, Lease 114325) shows a sixth tank; the capacity of the tank is not noted on the exhibit.

The 1942 Sanborn Insurance Map shows a structure for used furniture storage east of the Gulf Oil property at 736 Cerrillos Road. We cannot identify that property from any of the available exhibits, nor can we identify it on the Contract Master List. We also could not identify a one-story building constructed of “tile” (presumably “pen tile”) formerly located at 732 Cerrillos Road.

As we note earlier, in 1969 M. J. and Phillip Maloof had a lease “pending” in the area south of the Gross Kelly Warehouse. It appears that between 1971 and 1995, the Joe G. Maloof Warehouse was at 1606 Paseo de Peralta. Site Santa Fe purchased the property in 1995. Although not



included with the exhibits, three leases for the property are on the Master List (Catellus Development Corporation, leases 131401, 137933 and 137982). Two earlier leases also are mentioned for Maloof's business, the first dates 1936 (Catellus Development Corporation, Lease 77128, and the second dates 1946 (Cattellus Development Corporation, Lease 91151); however, because prints were not provided for any of the Maloof leases, it is impossible to determine the location of those earliest leases.

Summary

The leases, while they represent a continuation of the industrialization of the depot grounds and railroad yards in Santa Fe, are less likely to yield archaeological information since, in the majority of cases, the structures remain in use. Of particular significance and importance to the integrity of the area are the site of the former Hutchinson Fruit Company, the Union Depot, the Gross Kelly Warehouse, and the Nuckolls Packing Company, all of which are more than 50 years old.

CONCLUSIONS

Although the arrival of the first train in Santa Fe on 9 February 1880 meant the end of the Santa Fe Trail and the end of the city as the commercial center for the New Mexico Territory, the train also brought with it the opportunity to expand and diversify the city's economic base. When the city chose to exploit the history of the area and promote tourism, AT&SF and its subsidiary operations eagerly supported it, particularly the Harvey Company and the associated Indian Detours.

The archival research for the Santa Fe station grounds yielded no surprises, although it did produce a wealth of information on the earliest railroad structures on the property. Questions of a logistic nature remain. What was done with the fill removed from the excavation for the basements of the 1909 AT&SF Depot and the Gross Kelly Warehouse? Was that material disposed of on or off the property? We may never know.

In addition to the obvious significant structures that remain on the site, the 1909 AT&SF Depot, the Union

Depot, the Gross Kelly Warehouse, we identify two additional structures as significant, the former Nuckolls Packing Company and the former Hutchinson Fruit Co.

CHAPTER 5: (Excerpt) CONCLUSIONS

Cherie L. Scheick

POTENTIALLY SIGNIFICANT SITES

Clearly, little potential exists for substantive pre-Colombian sites in the project property. Although artifact scatters can be significant, generally their size and depth precludes work beyond a single field session.

At least four sites representative of Spanish Colonial period occupation potentially are within the railroad yards, all of which would occur in the "North" area of the property. These include middle-to-late eighteenth century adobe residences and outlying buildings in tracts 2, 5, 6 and 7. A fifth site may consist of the remains of a mill known from the middle to late 1700s in the "South" area of the property. Potentially significant nineteenth-century residences and farm structures are known for tracts 1, 2, 5, 6 through 8, 12, and 16. Possibly, portions of a blacksmith shop also may remain in Tract 12.

At least five, and possibly, six acequias and two laterals crossed the property prior to 1880. Two of the acequias are still visible in the "South" property area. A third, the most northern, acequia was destroyed with construction of the railroad facilities; in all likelihood the feature was filled in to level the ground surface. These three acequias may have been constructed during the Spanish Colonial occupation of the area.

For the most part, important post-1880 structures/features are limited to those associated with the railroad and are listed in chapter 4 (n=20+). These are too numerous to repeat here. Unquestionably, the railroad yard and its associated facilities form a significant site and historical landscape for Santa Fe. What remains of the site complex, however, is questionable. A few structures are standing today, but the remainder, at best, may be represented entirely by structure foundations.

Other potentially significant sites include the original Capital Coal Yard complex built between 1904 and 1908, a two-room adobe structure (formerly part of Art Services) associated with an 1897 beer house (later to become the Lemp Brewing Co, and then the Henry Krick Co.) constructed before 1913, and the Gross Kelly Warehouse built in 1917. Snow also identifies the Nuckolls Packing Company (the present site of John Muir, LLC.), but this building does not exceed 75 years of age.

SITE PREDICTIONS

Our historic research (see chapter 4) failed to identify cut and fill sequences associated with late-nineteenth and twentieth-century development within the railyards. Nevertheless, excavations in the downtown area provide some insights into the depth of cultural material and the nature of historic fill possible.

Consistently, archaeologists recover Spanish Colonial period material from depths of between .5 m (1.5 ft) to nearly 2.0 m (6.5 ft) below the present ground surface (bpgs). More importantly, materials at those depths generally are undisturbed, apart from some mixing of Colombian, prehistoric and historic material culture at the deeper levels.

North of the plaza, excavations predictably hit *ciénega* deposits at .6 m (ca. 2 ft) below pgs (e.g., see Schaafsma 1982; Viklund 2001); much of the overlying material was mixed, though isolated seventeenth-century trash pits/dumps are reported (see D. Snow 1989 d, 1989 e, 1990 a, and 1990b). Nevertheless, to the east of the railyards, undisturbed seventeenth-century deposits and pre-Colombian material culture occurred at depths of between .3 to .8 / 1 m (ca. 1 to 2.5/3 ft) below the present grade (Ellis 1985; Wilmer 1990); to the southeast, .75 to 1/1.5 m (2.4 to 5 ft) below (Wiseman 1988); to the south, 1.4 to 2.04 m (3.8 to 6.8 ft) below (Stubbs and Ellis 1955); and to the west, 1.23 to 2.4 m (4 to 8 ft) below (Nusbaum field notes 1916; Peckham 1982; Peckham and Snow 1982; Post and Snow 1982). Apart from excavations located north of the present Palace of the Governors, sterile arroyo sand and cobbles underlay cultural materials.

Closer to the railyards, excavations at the corner of Paseo de Peralta and Cerrillos Road encountered a middle-eighteenth-century adobe structure at 1.3 m (ca. 4 ft) below the floor of the abandoned "Molly's Restaurant," formerly the Quintana and Bonal residences (see Scheick 1989). This structure too rested on arroyo sands and river cobbles and was covered by sterile deposits. Elsewhere on the property, old asphalt and disturbed deposits extended to depths of roughly .2 to .4 m (.5 to 1.3 ft). Within those disturbed zones, nineteenth- and twentieth-century material culture was intermixed. East of the railyard, Moore and others (1998) excavated the D&RG railroad turntable, the Superchief Diner foundations, and an L-shaped foundation (from an unknown structure). During excavations for the Borders Bookstore building, archaeologists recorded an intact trash deposit dating to as early as 1695 when that property bordered El Camino Real.

These data tentatively indicate that much of the upper fill across Santa Fe is restricted to nineteenth- and twentieth-century cultural remains but rests on relatively undisturbed earlier deposits. In areas removed from the plaza, often a stratum of sterile deposits separates the two cultural strata. More than likely, when the upper stratum includes pre-Colombian or early historic material, the stratum represents redeposited fill (see Scheick 1988).

The history of occupation in Santa Fe clearly has resulted in fill accumulation. Snow and Snow (1990) suggest that the surface of Santa Fe's downtown area has risen as much as 2 m from the seventeenth century, partly because of continual degradation and partly because of the demolition of traditional adobe structures. Despite the fact the railyards did not experience the same intense occupational history as the downtown area, they have experienced the same environmental conditions that led to the build up of soil deposits on top of the eighteenth-century structure found just to the southeast of them. Regardless of the cause or causes, the implications are that the railyards and later lessee uses resulted in a considerable amount of physical impact to the landscape, but those impacts may be relatively restricted in depth. Overall, we do not seem to see a history of cutting or bleeding associated with development in Santa Fe, but one of filling

APPENDIX C

Plant List

The following plants are recommended for the landscaping of common open space areas at the Railyard. The plants are selected for:

- durability for use in public spaces
- hardiness
- drought-tolerance, unless recommended for water harvesting or drainage locations
- appropriate use in the Railyard areas noted on the plant list tables.

Other drought-tolerant and appropriate plants are available. Other plants when proposed for use in common open space areas of the Railyard, must be submitted with information on the above selection criteria for approval by the Railyard management.

Plant Characteristics:

The plant characteristics noted are general information for designers. Verify with other resources prior to use.

| PLANT CHARACTERISTICS | | Mature Height | | | | Flower | | | Shade/Sun | | | Moisture | | | | | Seasonal Interest | | | | |
|---|--------------------------------------|---------------|------------|----------|--|--------|--------|------|------------|------------|----------|----------|---------|-------|--------|------------------|-------------------|-------|------------|--|--|
| | | 15' to 20' | 20' to 30' | Over 30' | | Spring | Summer | Fall | Full Shade | Part Shade | Full Sun | Dry | Average | Moist | Native | Drought Tolerant | Flowers | Fruit | Full Color | | |
| Botanic Name | Common Name | | | | | | | | | | | | | | | | | | | | |
| DECIDUOUS TREES | | | | | | | | | | | | | | | | | | | | | |
| Fraxinus americana 'Autumn Purple' | Autumn Purple White Ash | | | | | | | | | | | | | | | | | | | | |
| Fraxinus pennsylvanica | Green Ash | | | | | | | | | | | | | | | | | | | | |
| Gleditsia triacanthos 'inermis' 'Shademaster' | Shademaster Honey Locust | | | | | | | | | | | | | | | | | | | | |
| Platanus x. acerifolia 'Bloodgood' | Bloodgood London Planetree | | | | | | | | | | | | | | | | | | | | |
| Populus acuminata | Lanceleaf Cottonwood | | | | | | | | | | | | | | | | | | | | |
| Salix amygdaloides | Peachleaf Willow | | | | | | | | | | | | | | | | | | | | |
| EVERGREEN TREES | | | | | | | | | | | | | | | | | | | | | |
| Pinus edulis | Pinon Pine | | | | | | | | | | | | | | | | | | | | |
| Pinus ponderosa | Ponderosa Pine | | | | | | | | | | | | | | | | | | | | |
| FLOWERING TREES | | | | | | | | | | | | | | | | | | | | | |
| Acer ginnala | Amur maple | | | | | | | | | | | | | | | | | | | | |
| Amelanchier alnifolia | Saskatoon Serviceberry | | | | | | | | | | | | | | | | | | | | |
| Celtis occidentalis | Common Hackberry | | | | | | | | | | | | | | | | | | | | |
| Cercis occidentalis | Western Redbud | | | | | | | | | | | | | | | | | | | | |
| Crataegus crusgalli 'inermis' | Thornless Cockspur Hawthorne | | | | | | | | | | | | | | | | | | | | |
| Crataegus phaenopyrum | Washington Hawthorn | | | | | | | | | | | | | | | | | | | | |
| Koelreuteria paniculata | Golden Raintree | | | | | | | | | | | | | | | | | | | | |
| Malus 'prairifire' | Prairifire Crabapple (Purple-leaved) | | | | | | | | | | | | | | | | | | | | |
| Prunus maackii | Amur Chokecherry | | | | | | | | | | | | | | | | | | | | |
| Pyrus calleryana 'Chanticleer' | Chanticleer Bradford Callery Pear | | | | | | | | | | | | | | | | | | | | |
| Robinia pseudoacacia 'Purple Robe' | Purple Robe Locust | | | | | | | | | | | | | | | | | | | | |



| | | Mature Height | | | | Flower | | | Shade/Sun | | | Moisture | | | | | Growth Rate | | | | |
|--|-------------------------------|---------------|----------|----------|---------|--------|--------|------|------------|------------|----------|----------|---------|-------|--------|------------------|-----------------|-----------|------|----------|-------|
| | | Under 12" | 1' to 3' | 3' to 6' | Over 6' | Spring | Summer | Fall | Full Shade | Part Shade | Full Sun | Dry | Average | Moist | Native | Drought Tolerant | Erosion Control | Screening | Slow | Moderate | Rapid |
| Botanic Name | Common Name | | | | | | | | | | | | | | | | | | | | |
| DECIDUOUS SHRUBS | | | | | | | | | | | | | | | | | | | | | |
| Berberis thunbergii atropurpurea | Red-leaved Barberry | | | | | | | | | | | | | | | | | | | | |
| Caryoperis x. clandonensis 'Blue Mist' | Blue Mist Spirea | | | | | | | | | | | | | | | | | | | | |
| Chaenomeles speciosa | Flowering Quince | | | | | | | | | | | | | | | | | | | | |
| Chrysothamnus nauseosus nauseosus | Dwarf Chamisa | | | | | | | | | | | | | | | | | | | | |
| Cornus stolonifera | Red Osier Dogwood | | | | | | | | | | | | | | | | | | | | |
| Cornus cericea 'Ilanti' | Isanti Dogwood | | | | | | | | | | | | | | | | | | | | |
| Cowania mexicana | Cliffrose | | | | | | | | | | | | | | | | | | | | |
| Fallugia paradoxa | Apache Plume | | | | | | | | | | | | | | | | | | | | |
| Potentilla fruticosa 'Gold Drops' | Gold Drops Shrubby Cinquefoil | | | | | | | | | | | | | | | | | | | | |
| Prunus americana | Wild Plum | | | | | | | | | | | | | | | | | | | | |
| Rhus aromatica 'Gro-low' | Gro-low Dwarf Sumac | | | | | | | | | | | | | | | | | | | | |
| Rhus trilobata | Three-leaf Sumac | | | | | | | | | | | | | | | | | | | | |
| Ribes alpinum 'Aureum' | Yellow Flowering Currant | | | | | | | | | | | | | | | | | | | | |
| Rosa foetida 'bicolor' | Austrian Copper Rose | | | | | | | | | | | | | | | | | | | | |
| Rosa woodsii | Wood Rose | | | | | | | | | | | | | | | | | | | | |
| Santolina chamaecyparissus | Lavender Cotton | | | | | | | | | | | | | | | | | | | | |
| Spiraea nipponica 'Snowmound' | Snowmound Spirea | | | | | | | | | | | | | | | | | | | | |
| Spiraea vanhouttei | VanHoutte Spirea | | | | | | | | | | | | | | | | | | | | |
| Symphoicarpus albus | Snowberry | | | | | | | | | | | | | | | | | | | | |
| Syringa spp. | Lilac Hybrids | | | | | | | | | | | | | | | | | | | | |



| | | Mature Height | | | | Flower | | | Shade/Sun | | | Moisture | | | | | Growth Rate | | | | |
|--------------------------------|------------------------------|---------------|----------|----------|---------|--------|--------|------|------------|------------|----------|----------|---------|-------|--------|------------------|-----------------|-----------|------|----------|-------|
| | | Under 12" | 1' to 3' | 3' to 6' | Over 6' | Spring | Summer | Fall | Full Shade | Part Shade | Full Sun | Dry | Average | Moist | Native | Drought Tolerant | Erosion Control | Screening | Slow | Moderate | Rapid |
| Botanic Name | Common Name | | | | | | | | | | | | | | | | | | | | |
| DECIDUOUS SHRUBS | | | | | | | | | | | | | | | | | | | | | |
| Syringa x. persica | Persian Lilac | | | | | | | | | | | | | | | | | | | | |
| Viburnum spp. | Viburnums | | | | | | | | | | | | | | | | | | | | |
| EVERGREEN SHRUBS | | | | | | | | | | | | | | | | | | | | | |
| Cercocarpus intricatus | Littleleaf Mountain Mahogany | | | | | | | | | | | | | | | | | | | | |
| Cercocarpus ledifolius | Curlleaf Mountain Mahogany | | | | | | | | | | | | | | | | | | | | |
| Chamaebatiaria millefolium | Fernbush | | | | | | | | | | | | | | | | | | | | |
| Juniperus spp. | Juniper | | | | | | | | | | | | | | | | | | | | |
| Mahonia aquifolium 'Compacta' | Compact Oregon Grape | | | | | | | | | | | | | | | | | | | | |
| Mahonia aquifolium 'Repens' | Creeping Mahonia | | | | | | | | | | | | | | | | | | | | |
| Pinus mugho mugho | Dwarf Mugo Pine | | | | | | | | | | | | | | | | | | | | |
| GRASSES | | | | | | | | | | | | | | | | | | | | | |
| Agropyron smithii | Western Wheatgrass | | | | | | | | | | | | | | | | | | | | |
| Andropogon scoparium | Little Bluestem | | | | | | | | | | | | | | | | | | | | |
| Bouteloua curtipendula | Sideoats Grama | | | | | | | | | | | | | | | | | | | | |
| Bouteloua gracilis | Blue Grama | | | | | | | | | | | | | | | | | | | | |
| Buchloe dactyloides | Buffalo Grass | | | | | | | | | | | | | | | | | | | | |
| Oryzopsis hymenoides | Indian Ricegrass | | | | | | | | | | | | | | | | | | | | |
| HERBACEOUS EMERGENT VEGETATION | | | | | | | | | | | | | | | | | | | | | |
| Juncus effusus | Soft Rush | | | | | | | | | | | | | | | | | | | | |
| Scripus cyperinus | Wool Grass | | | | | | | | | | | | | | | | | | | | |
| Scripus fluviatilis | River Bulrush | | | | | | | | | | | | | | | | | | | | |
| Scripus validus | Soft Stem Bulrush | | | | | | | | | | | | | | | | | | | | |





