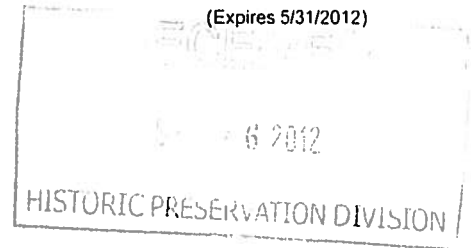


United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name AT&SF Freight Office

other names/site number Freight House

2. Location

street & number 314 1st St. SW not for publication

city or town Albuquerque vicinity

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

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Signature of certifying official/Title _____ Date _____

State or Federal agency/bureau or Tribal Government _____

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

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain:) _____

Signature of the Keeper _____ Date of Action _____

AT&SF Freight Office
 Name of Property

Bernalillo, New Mexico
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5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only one box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

Historic & Architectural Resources of Central
 Albuquerque, 1880-1970

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

COMMERCE/TRADE/business

Current Functions
 (Enter categories from instructions.)

Vacant

7. Description

Architectural Classification
 (Enter categories from instructions.)

Mission Style

Materials
 (Enter categories from instructions.)

foundation: Concrete
 walls: Stucco

 roof: Asphalt
 other: Concrete

AT&SF Freight Office
Name of Property

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Narrative Description

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

Summary Paragraph

The AT&SF Freight Office is a two and one-half story, simplified Mission Style office building located at the south end of Albuquerque's railroad depot complex that once served the Atchison, Topeka & Santa Fe Railway's passenger and freight operations (now run by AMTRAK and the Burlington Northern & Santa Fe Railway Co.). The building faces 1st St. SW, once a main commercial and industrial thoroughfare in the city. A freight depot building (now demolished) with loading docks for truck and rail transport was attached to the south side of the Freight Office. The property is now part of the City of Albuquerque's Alvarado Transportation Center that serves as an arrival and departure point for city buses, transcontinental buses, the New Mexico Railrunner Express commuter train, as well as AMTRAK trains. The Freight Office is currently vacant and owned by the City of Albuquerque.

Narrative Description

The Freight Office is constructed of concrete, including foundation, frame, and floor decks, with structural clay tile as wall infill. The building's exterior finish is pebble-dash stucco. The building has a modified square plan (65 by 70 feet) with a flat roof featuring curvilinear parapets including a tall bell-shaped parapet wall in the center of the building's facade. According to the 1948 Sanborn Insurance map, the roof has a metal decking. Two cast-iron scuppers and drainpipes, painted silver, are located on the east side of the building. Small vents with rectangular metal covers are located on the exterior wall surfaces. A steel access ladder to roof is located in the southwest corner of the building's east elevation. A steel cooling structure stands on the building's south side and connected via ductwork to the interior. Also sitting astride the building's south wall is an abandoned metal-frame communications tower. Its period of use is unknown.

The building's fenestration consists of windows placed symmetrically on all four elevations and door openings on three sides. The west elevation consists of two basement window openings, four openings on the first floor (two on either side of the entryway), and five on the second floor. The north elevation has five window openings on each of the two upper floors and the basement level (there are no door openings). The east elevation has five openings on the second floor, three large and two small window openings as well as two doors on the first floor, and two small and three large window openings (including one that has been infilled) on the basement level. The south elevation is similar to the north side with five window openings on the first and second floors but only four window openings on the basement level, and one door opening on the first floor.

The first and second floor window openings contain paired, 1/1, double-hung, wood sash windows with heavy concrete lintels. Basement windows are paired hopper types with concrete lintels, some of which has been infilled. The door openings also have concrete lintels with the exception of the doorway on the south side which appears to have been altered.

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

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

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

Two ceramic-tiled restrooms are located upstairs, each with multiple facilities, marble toilet partitions, and ceramic tile flooring. A half-door opens onto the basement stairs. The basement has exposed clay tile partitions and concrete columns and walls. It is divided into several rooms for storage (including, among other items, wooden bookshelves where company files were stored).¹ Other basement spaces include a boiler room and an electrical utilities room. The walls of the storage room in the building's northeast corner contain a mural depicting the landscape of western New Mexico along the AT&SF tracks near the towns of Grants and Gallup.² As a side note, a sign at the base of the basement stairs indicates that this space was a designated Fallout Shelter for the city with a capacity of seventy people.

The Freight Office building has what appear to be original signs on its west façade. Sheet metal canisters with channel letters housing exposed neon tubing are attached to the wall just above the second story windows. The letters read:

Santa Fe
RAIL FREIGHT HOUSE TRUCK

Flanking this sign are two identical AT&SF corporate shields in square ceramic tile mosaic – blue crosses in a white circle on a blue background with the name, "Santa Fe," in white tile in the center of the cross. These shields are also attached

¹ All boxes and files were removed and are currently being archived at the Center for Southwest Research, University of New Mexico.

² The date of the mural is unknown. The building presently lacks electricity and the basement room is dark and cluttered with old furniture and boxes that made an in-depth visual inspection of the mural very difficult at the time of the survey.

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high on the walls of the east, track-facing elevation. The "Santa Fe" neon sign has a duplicate on the north parapet. The porch also has a small, neon sign projecting from its facade. The sign reads: "Freight House."

As noted earlier, today the Freight Office is part of the Alvarado Transportation Center. The new terminal for interstate bus lines and AMTRAK trains is located just off the building's northeast corner. Arcaded walkways, separated by asphalt driveways, flank the Freight Office on its north and east sides. A historical connection to the building's past is the old Telegraph Office (built in 1914, and now vacant), which sits approximately 75 feet to the east. Although the Freight Office was once bordered on the east and south by several sets of railroad tracks, wood platforms, and the freight depot building, the area is now a parking lot and loading area for automobiles and buses. A small (approximately 144 square feet), one-story, cement block structure, separated from the Freight Office building by several feet is situated on the southeast corner of the property. Its function is unknown. This structure is thought to be outside the Freight Office building's period of significance since according to Sanborn maps it is located where the railroad tracks and loading platforms would have been.

The AT&SF Freight Office building is in very good condition and retains virtually all of its original design elements and materials. While the window and door openings have been boarded up for security reasons, the original wood window sashes and doors are still in place. The distinctive pebble-dash stucco (a character-defining feature for historic AT&SF buildings and structures in Albuquerque) is in good condition; however, it appears that patchwork has been done on the south wall in the building's southeast corner where the Freight House joined the Freight Office. Alterations in this area are also suggested by a missing concrete lintel over the doorway in that corner – a distinctive feature of all other door and window openings.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

ARCHITECTURE

COMMERCE

Period of Significance

1946-1962

Significant Dates

1946

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

Euro-American

Architect/Builder

Unknown

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The Period of Significance, 1940-1962, starts with the construction date of the building and ends at 50 years from the date of this nomination form as per guidelines found in National Register Bulletin 16A (p. 42). Although the building continued to be used after 1962, no specific end date can be found to define the end of its historic use. No known significant events are associated with its use after 1962.

Criteria Considerations (explanation, if necessary)

N/A

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

The Freight Office in Albuquerque, NM was built by the Atchison, Topeka, & Santa Fe Railway Company (AT&SF) in 1946 to update and modernize their freight operations. The building is associated with the historical context of "Industrial Buildings of Central Albuquerque, 1880-1970 (Associated Property Type 1) developed in the MPDF, "Historical and Architectural Resources of Central Albuquerque, 1880-1970 (Section F). It is an example of the associated property subtype A, "Warehouse". Specifically, the building served as office space for what was originally a larger warehouse complex that included a storage depot (known as the Freight House) with loading docks for both rail and freight (this structure was demolished by the mid-1980s). As noted in the MPDF, office space for industrial warehouses was an integral part of the property type. The Freight Office building is divided into numerous private offices that served to facilitate regional AT&SF freight operations. There is physical evidence in the building's southeast corner for an original doorway connection to the freight depot area.

The Freight Office is significant under Criterion A for its contribution to the industrial development of Central Albuquerque during the city's Expansion-Deterioration-Renewal period that followed the end of World War II and discussed in the MPDF. It is also significant under Criterion C as an example of simplified Mission Style architecture promulgated by the AT&SF in the Southwestern cities it served. It is eligible under the State level of significance.

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

The Freight Office in Albuquerque, NM was built by the Atchison, Topeka, & Santa Fe Railway Company (AT&SF) in 1946 to update and modernize their freight operations. It is significant under Criteria A and C for its contribution to the growth and development of Central Albuquerque, and as an example of simplified Mission Style architecture promulgated by the AT&SF in the Southwestern cities it served. The Freight Office building was one of the last structures built by the AT&SF within the Albuquerque depot complex and is one of three AT&SF structures, together with the Telegraph Office and Indian Curio Building, still standing in the complex that once featured the lavish Alvarado Hotel and the distinctive AT&SF Depot.

As underscored in the Multiple Property Documentation Form – *Historic and Architectural Resources of Central Albuquerque, 1880-1970* (Dodge 2012) – the arrival of the Santa Fe Railroad (and its partially owned subsidiary Atlantic & Pacific [A&P] Railroad) in "New Town" Albuquerque on April 5, 1880 was a pivotal date in the growth and development of the modern-day city between 1880 and 1930 (Simmons 1982; Wilson 1986; Myrick 1990).³ The tracks were laid a mile east of the Spanish colonial *Villa de Alburquerque* due to concerns about the annual floods that hampered transportation in the Rio Grande valley. As such, the railway company decided to lay the tracks at a slightly higher elevation, at the base of the sandhills. Seeing an economic opportunity, an

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

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enterprising group of local businessmen – Franz Huning, William C. Hazeldine, and Elias Stover – formed the New Mexico Town Company to purchase and develop land for a new railroad town, which was called “New Albuquerque” or “New Town” (Simmons 1982: 218-19). The original townsite was laid out in a grid pattern bounded on the east by the newly-laid railroad tracks (Simmons 1982: 224).

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

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

The importance that the railroad and in particular the role its freight operation played in industrial and commercial development in the city cannot be overstated. Among the first buildings constructed along the railroad tracks paralleling 1st Street and Broadway Boulevard, both north and south of Railroad Avenue were retail merchants, warehouses and manufacturing companies that utilized the AT&SF’s freight system to both receive goods and materials, and also ship products and manufactured items to regional markets (as noted in the Multiple

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Property Documentation Form, nineteenth century Albuquerque was a regional marketplace for wool and agricultural products).

Soon after the turn of the twentieth century, the American Lumber Company established a sawmill operation and several woodworking factories on the northwest edge of town from which they shipped wood products throughout the Southwest. The lumber mill was served by a spur line that connected to the main railroad line. Later, additional spur lines were built to serve other small manufacturing plants just north of downtown. Other companies, such as the Southwest Brewery & Ice Company, several wool and hide processing facilities, coal and lumber yards, and large distributors such as the Charles Ilfeld Company built their warehouses adjacent to the tracks to facilitate their shipping needs. The location of military installations during World War II, and the post-war growth of defense facilities, such as Sandia National Laboratory, and the development of light industries in Albuquerque, along with many other Sunbelt cities throughout the Southwest, led to the AT&SF decision to modernize and enlarge their freight operations.

Architecturally, the Freight Office's Mission Style compliments its AT&SF companion buildings in the depot complex (see Section 7). The crown jewel of this complex was, of course, the Alvarado Hotel. Built in 1902 and demolished in 1970, the Alvarado was the largest and arguably the grandest hotel located along the AT&SF line. The hotel was run by the Fred Harvey Company and featured a lavish hotel, dining facility and ballroom that served not only hotel guests but was the social center of Albuquerque. Adjacent to the hotel was an Indian Building (also demolished 1970) that promoted the sale of arts and crafts made by the residents of nearby Indian Pueblos and other tribes. The Alvarado, the Indian Building, and the AT&SF Depot (built in 1902, and destroyed by fire in 1993) were excellent examples of the iconic AT&SF's Mission Style that featured red tile roofs, long, arched porches, bell towers, and pebble-dash stucco wall finishes. They gave the depot complex a "Southwestern look" that was so familiar to passengers riding the line as well as the local citizenry (Wilson 1986: 3). Other buildings in the complex included the Curio Store Building (also known as the Indian Storage Room) built in 1912 and the Telegraph Office opened in 1914 – both of which still stand today. While these buildings lack some of the more ornate Mission Style details that were found on the more prominent hotel and depot buildings, they are undeniably related architecturally through their pebble-dash stucco walls and curvilinear parapets.

The 1946 Freight Office building falls into the architectural group with the Curio Building and the Telegraph Office. Its simplified form and styling suggests that the Freight Office was essentially a utilitarian building but that its location facing the public on First Street necessitated a style in keeping with the grander AT&SF buildings found adjacent to the north.

The AT&SF Freight Office building was vacated late in the twentieth century as the railway company (now Burlington Northern Santa Fe) moved their regional headquarters of its freight operations south to the town of Belen, New Mexico. The building was subsequently bought by the City of Albuquerque in the 1990s and is presently part of proposed urban redevelopment plans for the area.

In summary, the AT&SF Freight Office building is considered eligible for inclusion in the National Register of Historic Places under Criterion A for its association with historic events, namely freight operations, both rail and

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Name of Property

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truck, that contributed to the growth and development of Central Albuquerque, and under Criterion C as an example of a simplified Mission Style building that was typical of AT&SF Railway Company buildings in the Southwest. Under Criterion A, the building housed employees who directed the regional freight operations for the AT&SF. These operations in turn stimulated the industrial and commercial growth of numerous businesses not only in the city but the metropolitan area. The AT&SF corporate presence has, since the founding of New Town in 1880, played a significant role in the development of modern-day Albuquerque.

Developmental history/additional historic context information (if appropriate)

See Multiple Property Documentation Form: *Historic & Architectural Resources of Central Albuquerque, 1880-1970*,

William A. Dodge, Ph.D., prepared for the City of Albuquerque, Planning Department, 2012.

AT&SF Freight Office
Name of Property

Bernalillo, New Mexico
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9. Major Bibliographical References

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

Dodge, William A.
2012 *Historic and Architectural Resources of Central Albuquerque, 1880-1970*. National Park Service Multiple Property Documentation Form. Prepared for the City of Albuquerque.

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

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

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

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

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

Historic Resources Survey Number (if assigned):

10. Geographical Data

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

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

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

Verbal Boundary Description (Describe the boundaries of the property.)
The nominated property is located at 314 1st St. SW – the east side of 1st Street, 170 feet south of its intersection Silver Ave. SW in Albuquerque, NM.

Boundary Justification (Explain why the boundaries were selected.)
This boundary encompasses the entire site of the nominated property developed by the AT&SF Railway Company in 1946.

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11. Form Prepared By

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

Additional Documentation

Submit the following items with the completed form:

- USGS map (7.5 minute) Albuquerque West, NM.

Photographs:

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

Name of Property: AT&SF Freight Office

City or Vicinity: Albuquerque

County: Bernalillo

State: New Mexico

Photographers: William A. Dodge and Edgar Boles

Date Photographed: 9 July 2012

Description of Photograph(s) and number:

- 1: View to the west, main entrance and signage
- 2: View to the southeast from 1st St., north and west elevations
- 3: View to the northwest from terminal parking area, south and east elevations
- 4: View to the northeast from 1st St., west and south elevations
- 5: View to the northeast from 1st St., front entry porch
- 6: Entry porch steps, view to the south
- 7: Porch detail, concrete drain spout and porch light fixture
- 8: Signage, west elevations
- 9: View to the north from Coal Ave. viaduct, south elevation and former Freight House site (parking area)

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- 10. Interior view, north room, main floor
- 11. Interior view, entry hall and main entrance door
- 12. Interior view, typical paired windows
- 13. Typical interior office door with transom
- 14. Typical office closets, 2nd floor.
- 15. Basement room, northeast corner, with wall mural

Property Owner:

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

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

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

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

**National Register of Historic Places
Continuation Sheet**

Section number Photographs Page 1

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



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

**National Register of Historic Places
Continuation Sheet**

Section number Photographs Page 2

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



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

**National Register of Historic Places
Continuation Sheet**

Section number Photographs Page 3

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



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

**National Register of Historic Places
Continuation Sheet**

Section number Photographs Page 4

Freight House
Name of Property

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County and State

Historic and Architectural Resources of
Central Albuquerque, 1880-1970
Name of multiple listing (if applicable)

