

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

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section Amendment Page 1

Railroad Addition Historic District
name of property
Coconino, AZ
county and State



Amendment to the Railroad Addition Historic District, listed in the National Register of Historic Places on January 18, 1983.

This amendment expands the boundary of the Railroad Addition Historic District to include all of Block 4 of the Railroad Addition to Flagstaff. The current boundary now excludes the property at 122 E. Route 66 (formerly Santa Fe Avenue.) The property was excluded because of modern-era sheathing applied to the primary facade sometime during the 1950s. The sheathing obscured the historic fabric so the building was unable to convey its significance.

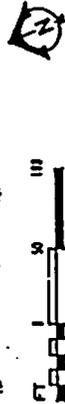
The non-historic sheathing has recently been removed, revealing the original facade of the ca. 1930-31 building. It is the opinion of the Arizona State Historic Preservation Officer that the building now conveys its significance as representing the growth and development of commercial architecture as defined in the original Railroad Addition nomination documentation.

Birch Avenue

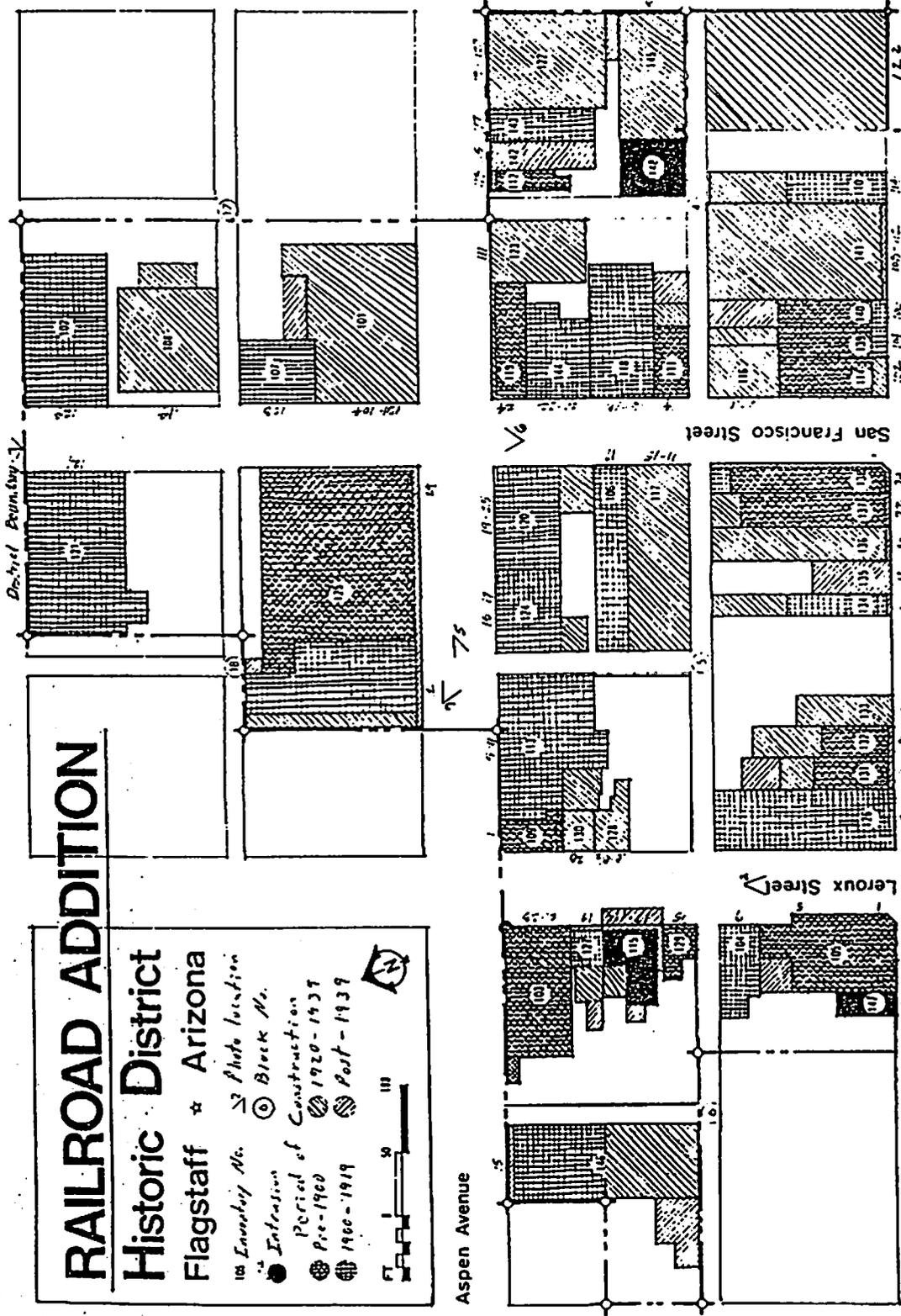
RAILROAD ADDITION

Historic District Flagstaff * Arizona

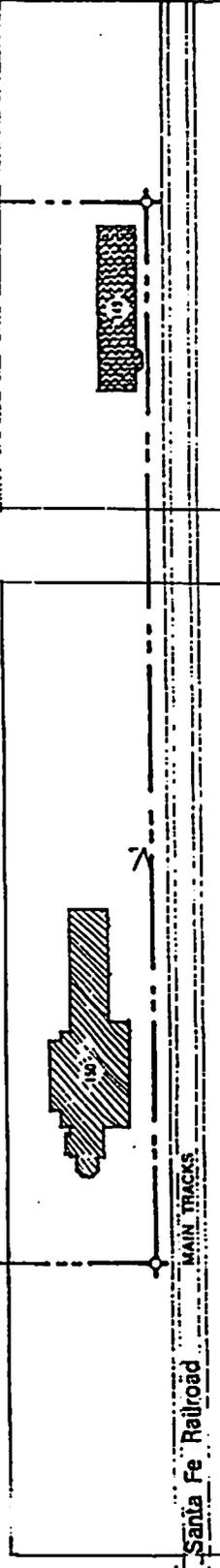
- 100 Inventory No.  Photo location
-  Block No.
-  Intention
-  Period of Construction
-  1920-1937
-  1900-1919
-  Post-1939



Aspen Avenue



Route 66 (formerly Santa Fe Ave.) V₅



Santa Fe Railroad MAIN TRACKS

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date entered

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

1. Name

historic RAILROAD ADDITION HISTORIC DISTRICT

and/or common

2. Location

street & number Downtown Flagstaff, Arizona (See Continuation Sheet) N/A not for publication

city, town Flagstaff N/A vicinity of ~~Congressional District~~

state Arizona code 04 county Coconino code 005

3. Classification

Category	Ownership	Status	Present Use	
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property

name Multiple ownership: see property inventory forms.

street & number

city, town N/A vicinity of state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. Coconino County Courthouse

street & number

city, town Flagstaff state Arizona

6. Representation in Existing Surveys

title See Continuation Sheet has this property been determined eligible? yes no

date federal state county local

depository for survey records State Historic Preservation Office

city, town Phoenix state Arizona

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PHYSICAL RELATIONSHIPS AND DEVELOPMENT:

The physical character of the District is unique to each street, with the intersections forming transition points. Along Santa Fe Avenue (Route 66) the commercial buildings all face south toward the street and the railroad tracks. This historic juxtaposition has been maintained with zero set back lines, one story scale, and narrow building fronts which conform to the original layout of the addition. Although many of the buildings on Santa Fe Avenue have been modified, they all maintain characteristics of the original buildings. Recognition of the relationship between the building types, their usage, and the transportation routes and depots is essential to a correct orientation within the District and an appreciation of its historic associations.

Aspen Avenue has the feeling of a community downtown "Main Street". Because the south side lots are placed lengthwise to the street, many buildings have long facades with several shop fronts (FHR 114, 120, 124, 125).

San Francisco Street is the main north-south street connecting the transportation routes on Santa Fe Avenue with the county courthouse just outside the district at Birch Avenue. With the construction of the Hotel Monte Vista (FHR 101) in 1926 on the northeast corner of Aspen and the Post Office (FHR 108) in 1936 to the north, San Francisco Street became the most developed and architecturally interesting street in town. Moving from the one story buildings on Santa Fe Avenue, the scale increases up to the massiveness of the four story hotel and the three story Babbitt's Garage (FHR 121).

The block of Leroux Street, Santa Fe to Aspen, presents a mixture of scale from the large two story Victorian hotels (FHR 103, 105) and one story Aubineau commercial building (FHR 126) to the tiny Loy office building (FHR 129) and Weatherford Cafe (FHR 127).

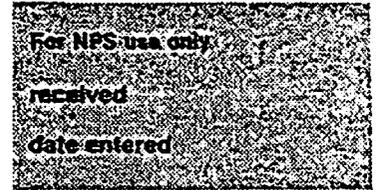
CURRENT APPEARANCE:

The Railroad Addition Historic District is currently in transition and is in danger of losing its economic stability. Shopping centers on the periphery of the city are drawing away much of the resident market from the district. However, the majority of buildings are still in use and are well maintained. Only a few properties are vacant, but this number is on the increase. Many of the buildings have maintained their historic appearance over the years (FHR 101, 102, 105, 107, 108, 109, 110, 112, 113, 114, 119, 123, 124, 140, 149, 150). A few buildings have undergone initial restoration or rehabilitation measures, including the Weatherford Hotel (FHR 103), the Aubineau Building (FHR 126), Switzer's Hardware (FHR 106), and the Coalter Block (FHR 109). A number of other buildings have good restoration potential (FHR 104, 117, 120, 121, 122, 125, 127, 139).

In spite of modifications made over the last three decades, the District is a coherent whole, distinctive in its organization, layout, orientation, and use of materials. The combination of red brick, sandstone, tufa, buff brick, and early concrete block helps to give the district its unique character. The district also encompasses several individual buildings of high architectural merit.

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ARCHAEOLOGICAL POTENTIAL:

Two sites in the District may be likely to yield significant historic archaeological evidence important in the history of Flagstaff. These are the location of the 1897 City Hall (south of FHR 128 on Leroux) and the site of the Commercial Hotel (on Santa Fe between FHR 133 and 134). The hotel was built around the turn of the century and burned in 1975. Both the hotel and the City Hall sites are now parking lots.

BUILDING INVENTORY:

Contributing Properties

The buildings on the following list are determined to be contributors to the district. Ownership data, individual descriptions, and historical information are given on the accompanying Arizona State Historic Property Inventory Forms. In some instances, altered buildings with restoration potential are included as contributors.

Contributors:

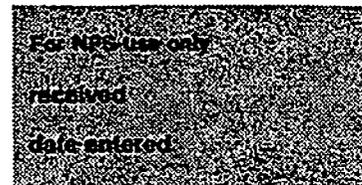
- FHR 101 Monte Vista Hotel
- FHR 102 Masonic Temple
- FHR 103 Weatherford Hotel
- FHR 104 Dr. Raymond's Office
- FHR 105 Bank Hotel
- FHR 106 Switzer's Hardware
- FHR 107 Third Post Office
- FHR 108 Federal Building
- FHR 109 Coalter Block
- FHR 110 Pine Hotel
- FHR 112 Bikker Office
- FHR 113 Pollock Block
- FHR 114 Brannen/Babbitt Block
- FHR 117 Nackard Building
- FHR 119 Elks Hall
- FHR 120 Second Post Office
- FHR 121 Babbitt Brothers Garage
- FHR 123 Coconino Sun Building
- FHR 124 "New" Babbitt Block
- ~~FHR 125 Babbitt Brothers Store~~
- FHR 126 Aubineau Building
- FHR 129 Loy Building
- FHR 135 Andreatos Building
- FHR 138 Vail Building
- FHR 140 Brannen/Backard Building
- FHR 143 Bikker Building
- FHR 144 Rickel and Brooks Building
- FHR 145 Waldhaus Garage
- ~~FHR 146 Orpheum Theatre~~
- FHR 149 Santa Fe Freight Depot
- FHR 150 Santa Fe Passenger Depot

Yes

Railroad Depot
FHR 146

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FHR 111 Hawks Building
FHR 116 Babbitt Office Building
FHR 118 Herman Building
FHR 122 Burrus Building
FHR 127 Telephone Exchange
FHR 128 Longley Building
FHR 130 Mayflower Building
FHR 131 Berry Building
FHR 132 Brown Building
FHR 133 Navajo-Hopi Trading Company Building
FHR 134 El Patio Grill Building
FHR 136 Bender Building
FHR 137 Donahue Building
FHR 139 Nackard's New York Market
FHR 141 Grand Canyon Cafe Building
FHR 142 Lehr Building
FHR 148 Garage

Non-Contributing Properties

These buildings are considered non-contributing due to a loss of architectural/historic values.

Non-Contributors:

FHR 115 Stilley Building
FHR 147 Cafe Building
FHR 148 Garage

This nomination is based upon survey work undertaken by the Flagstaff Historic Sites Commission from 1977-1979 in conjunction with the Arizona SHPO. Records of this survey (individual files on each building) are kept by the commission: City of Flagstaff, P.O. Box 1208, Flagstaff, AZ 86002, and by the Arizona SHPO. Inventory items FHR 103 (Weatherford Hotel) and FHR 105 (Bank Hotel) are already individually listed on the National Register.

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The community continued to grow rapidly. Efforts were finally begun to initiate a reliable water system after the community was again stricken by fire in 1888. Pipe was laid along Railroad Avenue, formerly Front Street, from the railroad's water supply which lay eight miles south of town. While this gave some protection to businesses on Railroad Avenue, it was not until 1898 that running water was available to the community as a whole.

The fire of 1888 was the last major fire to affect the commercial core, and the small settlement continued to develop into a town. As in the beginning, its focus centered on the railroad. Building radiated north, south, east, and west from the depot. After the 1888 fire, merchants and property owners began to use materials more fireproof than wood and canvas. Construction of the new sandstone train depot (FHR 149) from a locally available material marked the evolution to more substantial structures.

As lumbering, cattle raising, and sheepherding developed as industries in the surrounding region, support institutions were organized within the community in the 1880's. The Post Office was relocated from Old Town with P. B. Brannen as postmaster. In 1884 the Odd Fellows were organized and four years later the Masons were founded. The Bank of Flagstaff was started in 1887 and soon was housed in a red sandstone building (FHR 105) constructed by Thomas McMillan.

Toward the end of the decade another significant event occurred which was to have a lasting influence on northern Arizona, Flagstaff, and the commercial center. In 1888 David Babbitt, who had a lumber yard and hardware business on the corner of San Francisco and Aspen Streets, began to buy out some of the early merchants such as P. J. Brannen and Ralph Cameron. David Babbitt and his brother, George, who was running a grocery at the time, joined forces to organize the Babbitt Brothers Trading Company. A two story building of brick and native sandstone went up in place of the frame building which had housed the hardware store and was then expanded over the years to cover half a block (FHR 125). William and Charles Babbitt came to the area to manage the livestock interests of the family, and the fifth brother, Edward, served as legal council operating from offices on the second floor of the store.

During the 1890's, Flagstaff developed into a community of state and national importance. In 1891 Governor John N. Irwin authorized the formation of Coconino County from part of Yavapai County; Flagstaff was chosen as the county seat. The town was incorporated in 1894 and the first mayor and council were elected. Both a county courthouse and a city hall were constructed shortly thereafter. The courthouse, constructed of native sandstone, was sited at the north end of the business center just outside the proposed Historic District; the city hall (now demolished) stood in the center of town on Leroux Street. By the end of the 1890's, Flagstaff also had its own fire department, water system, telephone, and electric power services.

By 1895 tourism had become an important economic activity for Flagstaff. A stage line ran three times weekly between Flagstaff and the Grand Canyon, and in the summer, tourists flocked to enjoy the cool climate and to gaze at the beauties of nearby Oak Creek Canyon, the Walnut Canyon cliff dwellings, and the San Francisco Peaks. Housing was always short during the summer months and there was a constant demand in the Coconino Sun for more hotels and houses.

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Three other important developments in this period affected the commercial viability of the settlement. First, in the early 1890's, the red sandstone quarry east of town was put into full operation, shipping stone to locations as far away as Chicago and Los Angeles. Second, on April 16, 1894, Percival Lowell decided to locate his observatory on the mesa west of Flagstaff (Mars Hill). Here Lowell conducted his "scientific" study of the planet Mars, which would make Flagstaff an internationally known center for astronomy. Third, in the fall of 1899, the Flagstaff Normal School (now Northern Arizona University) opened in a large sandstone building on the south side of town.

By the close of the 19th century, Flagstaff was well on its way to becoming the most significant commercial center of northern Arizona. Additional hotels (as the Weatherford (FHR 103, N.R.)) had been built and the community could support two banks. Over forty businesses were housed in brick and stone buildings, such as the Coalter Block (FHR 109) and the Elks Hall (FHR 119).

During the first two decades of the twentieth century, Flagstaff and its historic core continued to grow at a steady pace. In 1904 the first streetlights went on, powered with current provided by the electric company from dusk until midnight. The Overland Telephone Company took over the local telephone system in 1909 and connected Flagstaff with other Arizona towns and Los Angeles (see FHR 127). The Flagstaff Library, organized in 1914 by the Woman's Club, was moved into the second floor of the Pollock Block (FHR 113) in 1918.

The Babbitts continued to expand their business to include furniture, dry goods, curios and trade goods, hardware, lumber, and a butcher shop. Their building was added onto and internally remodeled. To the north they constructed a brick warehouse and, in 1915, a three story garage (FHR 121) of reinforced concrete. David Babbitt also constructed two commercial blocks (FHR 120, 124) across from the store to the south; one to house the Post Office and one to house the Babbitt Drug Store with several shops in between.

The success of the Babbitts initiated competition. In 1912 Fred Hensing constructed a large commercial building (FHR 126) at the corner of Leroux and Railroad (now Santa Fe) Avenues. In 1913 Sam Finley opened a mercantile business in the first three story building (FHR 106) to be constructed in Coconino County.

On December 31, 1915, Flagstaff experienced a massive snowstorm which collapsed several roofs and isolated the community for days. Rebuilding started immediately with most public attention being focused on the Orpheum Theatre (FHR 146), which was constructed on the site of the former Majestic Theatre. A building boom followed which included the construction or modification of several buildings. Among these were the Masonic Temple (FHR 102), the Bicker Building (FHR 143), later used by the Odd Fellows, and the new Post Office building (FHR 107), undertaken by David Babbitt and T. A. Riordan (a local entrepreneur whose residence, the Riordan Estate, is listed on the National Register).

Following the institutional developments of the 1890's, Flagstaff's commercial district was well supported during the period from 1900 to 1920 but soon found itself facing the economic declines of the 1920's and 1930's along with the rest of the country.

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The post World War I building boom was followed by a Prohibition-related slump in the early 1920's. Many buildings, especially those along Railroad Avenue, were not maintained and began to deteriorate. However, K. J. Nackard's successful New York Store was moved in 1922 to a new building (FHR 117), one of the first structures to utilize concrete block as a major building material.

To spur commercial activity, the community undertook two major projects made possible by the designation of the Grand Canyon as a National Park in 1918. First, a competition was held for the design of a new railroad depot (FHR 150) which was subsequently constructed at the foot of Leroux Street. The Monte Vista Hotel (FHR 101), a new community-sponsored facility was constructed in 1926. The leaders of the hotel construction movement were I. B. Koch, vice president of the Arizona Lumber and Timber Company, and Fred S. Breen. Breen was publisher and editor of the Coconino Sun, Flagstaff's weekly newspaper, which had to be relocated (see FHR 123) before the hotel could be constructed.

The automobile was gaining importance in the 1920's, and Flagstaff was fortunate to have Santa Fe Avenue become part of the Old Trails National Highway in 1928. This alignment would later become Route 66 and bring thousands of tourists through Flagstaff.

The collapse of the stock market in 1929 brought an economic depression to Flagstaff which forced numerous businesses into bankruptcy, resulting in the abandonment of many buildings. With the repeal of Prohibition in 1933 and the government's New Deal programs, Flagstaff slowly recovered. During this time, few new buildings were constructed but many buildings, especially along Santa Fe Avenue, were remodeled. A particularly noteworthy adaptation was the transformation of the Victorian-era Vail Building into a version of Streamlined Modern (FHR 138). Many of the businesses along Santa Fe Avenue still retain names established during the 1930's: El Patio, Rose Tree, and the Grand Canyon Cafe among others.

Flagstaff continued to be an important transportation link during the 1940's, but following the Second World War, commercial development quickly spread outward from the center to the east and west along Route 66. The automobile opened northern Arizona to new economic prosperity, but it also ended the commercial development in what is now the RAILROAD ADDITION HISTORIC DISTRICT.

ARCHITECTURE AND BUILDING STYLES:

Although the primary significance of the District derives from its historical associations, it does contain several examples of significant architectural styles. The District contains two unique examples of the Victorian commercial tradition. These are locally quarried sandstone structures sited at opposite ends of the same block: the Bank Hotel (FHR 105, 1888) and the Weatherford Hotel (FHR 103, 1893). Although both have lost their wooden porches, they still retain most of their original integrity and are both individually listed in the National Register.

Other nineteenth century commercial blocks include the Coalter Block (FHR 109, 1898) and the adjacent Pollock Block (FHR 113, 1903), which provide examples of Victorian brickwork within the District and retain much of their original craftsmanship and detailing. The district also contains many buildings constructed of yet another locally produced material

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(FHR 119), the Babbitt Brothers Store (FHR 125), the Vail Building (FHR 138), Nackard's New York Market (FHR 139), the Brannen/Nackard Building (FHR 140), and the Orpheum Theatre (FHR 146). Modifications to most of these buildings are either minor, reversible, or have acquired significance of their own (especially FHR 112, 114, 119, and 138).

PRESENT ACTIVITIES:

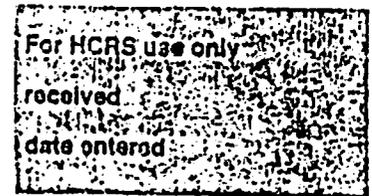
The commercial area of Flagstaff is presently in a state of change. Like many other communities, Flagstaff has experienced an explosive growth of shopping centers on the periphery of town, drawing away some of the economic stability from the historic center. In the face of rumors that the area is dying, a few local interests have striven to create a new spark of life for the area. Foremost is the renovation of the Weatherford Hotel (FHR 103) into a good example of multiple use. The hotel is now designated as a youth hostel, provides offices and studio space, serves as a showcase for local bands, and houses one of the most popular lunch spots in the community. Both interior and exterior modifications have been designed in keeping with the character of the building. In another case, the new owners of the Monte Vista Hotel (FHR 101) have resolved to revive the sense of a community which initially supported construction of their building. Other significant and successful projects have been the renovation of the Aubineau/Hensing Building (FHR 126), the repainting of the Coalter Building (FHR 109) in preparation for the return to the District of a much needed grocery store, and rehabilitation of the Switzer Hardware Building (FHR 106) as a continental restaurant. Each of these projects is an important contribution to the upgrading of the District and its revival as the center of community life.

BOUNDARIES:

The District boundaries were chosen to include all of the area associated with the historic commercial development of Flagstaff which still retains its integrity of location, design, setting, materials, workmanship, feeling, and association. Inside the District there is a pedestrian scale and a typological arrangement of buildings reflecting this historic development. Wherever possible, boundaries have been drawn to maintain the integrity of streetscapes, but the overriding criteria for District formation was the desire to contain all of the contiguous significant resources.

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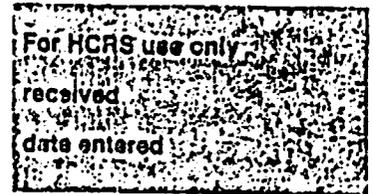
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OWNERSHIP LIST AND TAX MAP NUMBERS
FLAGSTAFF RAILROAD ADDITION HISTORIC DISTRICT

Site	Owner/Address/Tax Map#	Site	Owner/Address/ Tax Map #
101	La Estrella Cafe, Inc. Carder, Douglas G. 100 N. San Francisco Flagstaff, AZ 86001 101-19-5	109	Choi, In Ho & Young Sook c/o Thomas Smith 7 East Aspen Flagstaff, AZ 86001 100-20-14
102	A M Lodge #7 Box 73 Flagstaff, AZ 86002 101-19-7A	110	Finder, William D. & Susan E. Fletcher, Harold G. & Anna V. 114 E. Santa Fe Flagstaff, AZ 86001 101-21-08
103	Spur Land & Cattle Co. Taylor, Lloyd Will Taylor, Henry D. 23 N. Leroux Flagstaff, AZ 86001 100-20-26	111	Herman, Mollie & Julia c/o Mike Herman 1001 N. Highland, Arlington, VA 101-21-13
104	Scheuring, Mary L. 2315 W. Solano Dr. Phoenix, AZ 85015 100-20-19A	112	Montoya, Robert M. 113 E. Aspen Flagstaff, AZ 86001 101-21-17
105	Fleming, George W. Box 483 Phoenix, AZ 85001 100-20-18	113	W & P Widman Box 159 Flagstaff, AZ 86002 100-20-13
106	Wallace, Scott Alan 616 W. Grand Canyon Flagstaff, AZ 86001 100-20-16	114	Cave, Vernon & Yevette 3464 E. Ranier Loop Flagstaff, AZ 86001 101-21-11 part
107	La Estrella Cafe, Inc. Carder, Douglas G. 100 N. San Francisco Flagstaff, AZ 86001 101-19-5	115	Stilley Building 17½ N. Leroux Flagstaff, AZ 86001 100-20-27
108	U.S. Post Office 101-19-6A Carl Blalock Regional Historic Preservation Officer Public Buildings Service General Services Administration - Region 9 525 Market Street San Francisco, CA 94105	116	Cave, Vernon & Yevette 3464 E. Ranier Loop Flagstaff, AZ 86001 101-21-12 part

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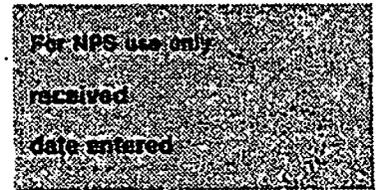
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<u>Site</u>	<u>Owner/Address/Tax Map #</u>	<u>Site</u>	<u>Owner/Address/Tax Map #</u>
135	Andreatos, Jerry 10201 Burns Drive Sun City, AZ 85351 100-20-4	144	Westbrook, James L. & Shirley R. 111 E. Aspen Flagstaff, AZ 86002 101-21-16 part
136	Western Stores, Inc. Box 1076 Flagstaff, AZ 86002 100-20-3	145	Nunn, Jimmie R., Trustee 1418 W. Paltaire Phoenix, AZ 85021 101-21-23
137	June, Florence 406 E. Birch Flagstaff, AZ 86001 100-20-2	146	Northern Arizona Theaters, Inc. P.O. Box 7308 Phoenix, AZ 85011 100-20-25
138	Rick Natenberg & Debby Denny 7 N. San Francisco Street Flagstaff, AZ 86001 100-20-1	147	Fleming, George W. Box 483 Phoenix, AZ 85001 100-20-18 part
139	Nackard, K.J. Est., Inc. 701 N. David Drive Flagstaff, AZ 86001 101-21-11	148	Webber, Henry James P.O. Drawer S. Flagstaff, AZ 86002 101-21-22
140	Babbitt, George 7401 Cottontail Run N. Scottsdale, AZ 101-21-10	149	Mr. H. D. Fish General Manager, Coastlines Santa Fe Railway Company 5200 E. Sheila Street Los Angeles, CA 90040 101-27-2B
141	Herman, Sarah & Rita c/o Mike Herman 1001 N. Highland, Arlington, VA 101-21-9	150	Mr. H.D. Fish General Manager, Coastlines Santa Fe Railway Company 5200 E. Sheila Street Los Angeles, CA 90040 100-44-3
142	Woo, Judge Etal Box 1907 Flagstaff, AZ 86002 101-21-18		
143	O'Malley Investment Co. P.O. Box 1785 Flagstaff, AZ 86002 101-21-19		

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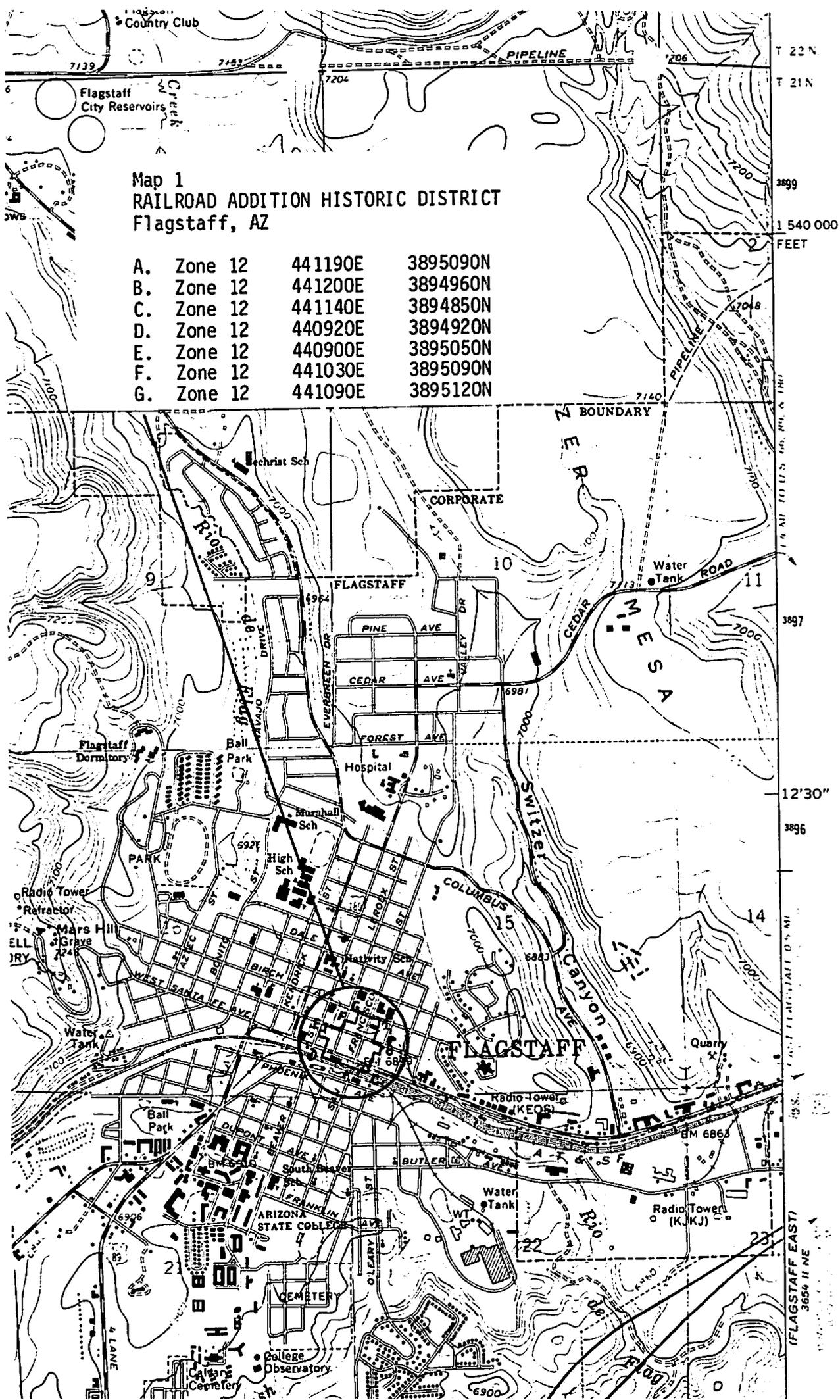
VERBAL BOUNDARY DESCRIPTION AND JUSTIFICATION:

The boundaries of the RAILROAD ADDITION HISTORIC DISTRICT in Flagstaff, Arizona are depicted on the accompanying base map and are defined as being the outside edge of those parcels of land identified by the Flagstaff tax map and lot numbers shown on the appended list of current property owners.

The boundaries can be defined legally as follows: Beginning at the NE corner of lot 18 block 17; then, Southerly to the NE corner of lot 18 block 4; then, Easterly to the NE corner of lot 19 block 4; then Southerly to the SE corner of lot 24 block 4; then, Westerly 90 feet to a point on the south property line of lot 24 block 4; then Southerly 160 feet past the south property line of block 4 near the SE corner of the Santa Fe freight depot; then, Westerly to a point 100 feet past a southerly extension of the east property line of block 6 southwest of the Santa Fe Passenger Depot; then, Northerly to the south property line of lot 24 block 6; then, Westerly to the SW corner of lot 13 block 6; then, Northerly to the NW corner of lot 15 block 6; then, Easterly 82 feet; then, Northerly 75 feet to the north property line of lot 18 block 6; then, Easterly to a point 100 feet east of the NW corner of lot 18 block 5 on the north property of this lot; then, Northerly to the north property line of lot 18 block 18; then, Easterly 74 feet along this property line; then, Northerly to the north property line of lot 19 block 18; then, Easterly to the point of beginning.

Map 1
RAILROAD ADDITION HISTORIC DISTRICT
Flagstaff, AZ

A.	Zone 12	441190E	3895090N
B.	Zone 12	441200E	3894960N
C.	Zone 12	441140E	3894850N
D.	Zone 12	440920E	3894920N
E.	Zone 12	440900E	3895050N
F.	Zone 12	441030E	3895090N
G.	Zone 12	441090E	3895120N



9. Major Bibliographical References

(See Continuation Sheet)

10. Geographical Data

Acreege of nominated property 10.8

Quadrangle name Flagstaff

Quadrangle scale 1:24000

UMT References

A	<u>12</u>	<u>4411100</u>	<u>3895600</u>
	Zone	Easting	Northing
C	<u>12</u>	<u>4411140</u>	<u>3894815</u>
E	<u>12</u>	<u>4410910</u>	<u>3895015</u>
G	<u>12</u>	<u>4410900</u>	<u>3895112</u>

B	<u>12</u>	<u>4412210</u>	<u>3891815</u>
	Zone	Easting	Northing
D	<u>12</u>	<u>4410912</u>	<u>3894912</u>
F	<u>12</u>	<u>4411012</u>	<u>3894910</u>
H	<u> </u>	<u> </u>	<u> </u>

Verbal boundary description and justification

(See Continuation Sheet)

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

state	<u>N/A</u>	code	county	code
state	<u>N/A</u>	code	county	code

11. Form Prepared By

James Garrison, Historical Architect Jody Gebhardt, Historical Consultant
name/title James Woodward, Architectural Historian Edited by SHPO Staff

organization Janus Associates date September 1982

street & number 2121 South Priest, #127 telephone (602) 967-7117

city or town Tempe state Arizona 85282

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature Ann D. Putclaff

title State Historic Preservation Officer date 11/15/82

For NPS use only

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

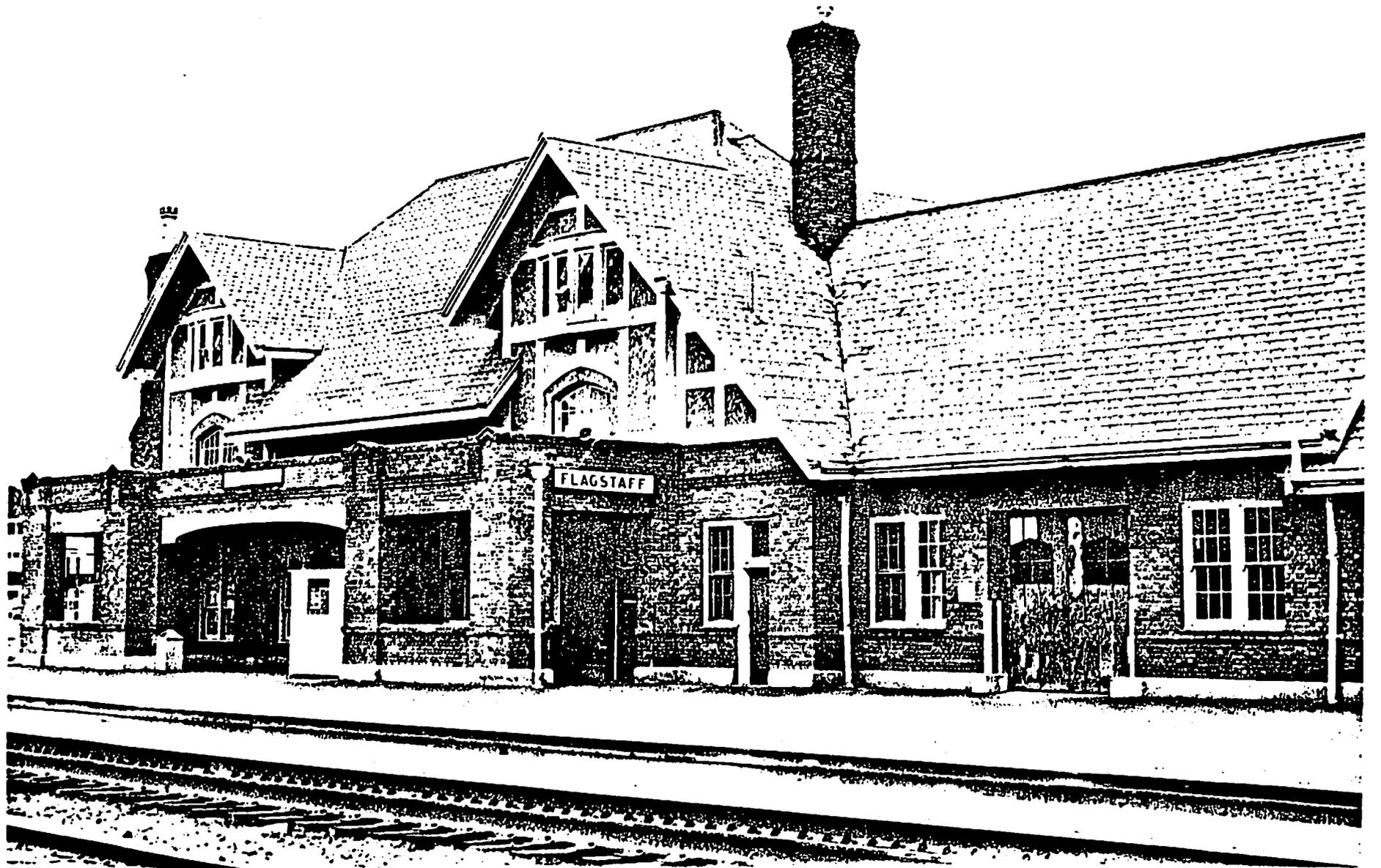
date

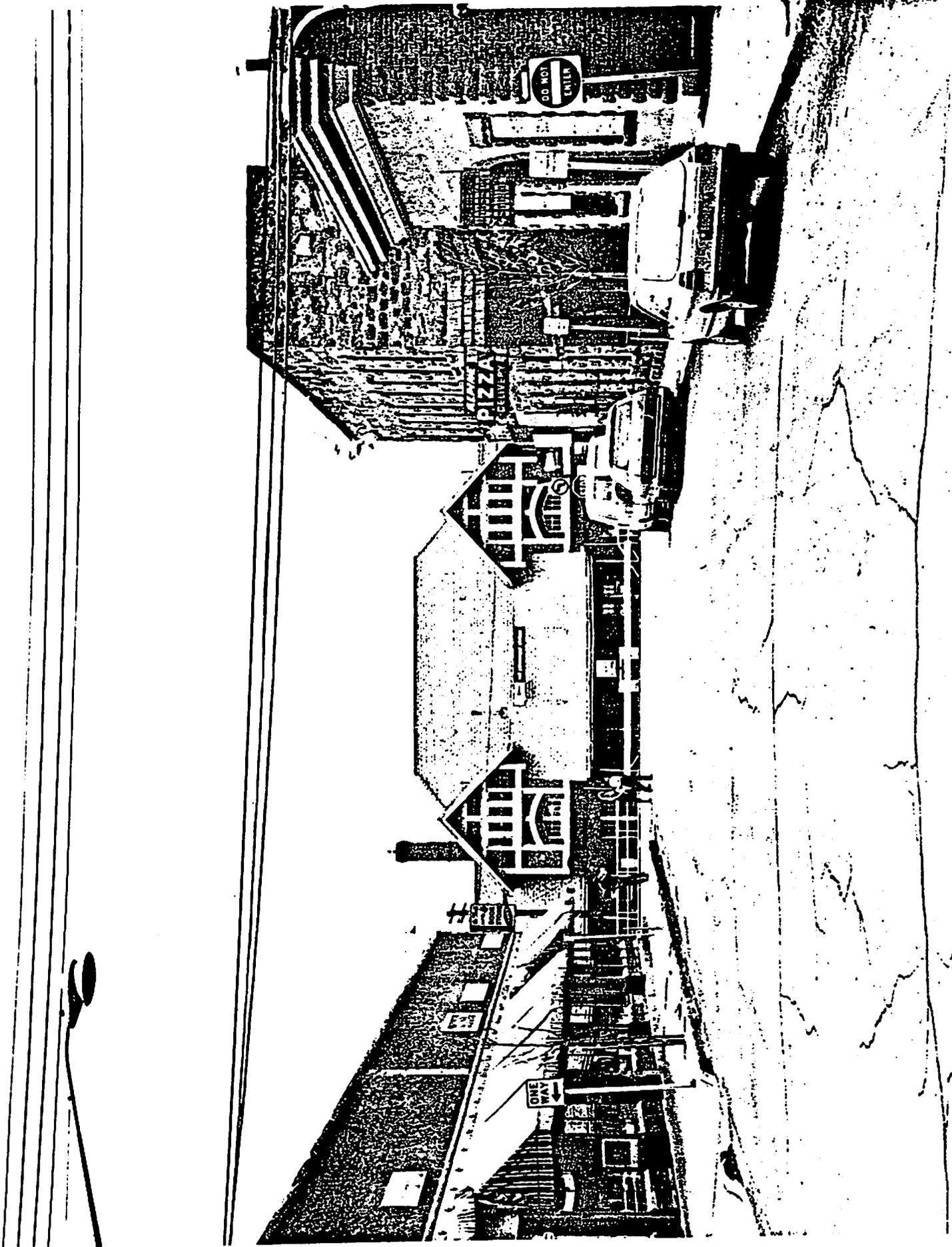
Keeper of the National Register

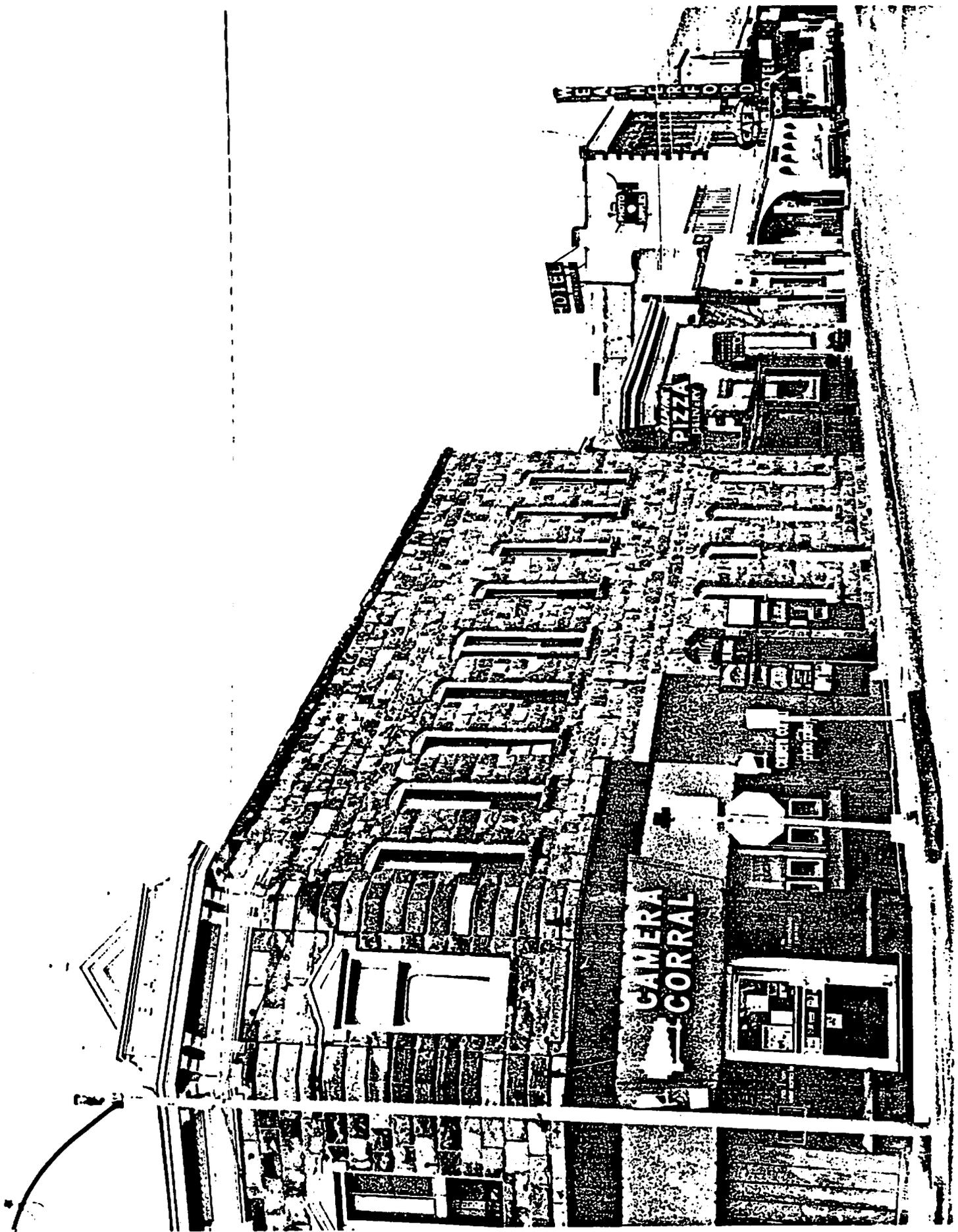
Attest:

date

Chief of Registration







CAMERA
CORRAL

PIZZA
PASTRY

RESTAURANT

HEATH HURFORD
HOTEL

KIVA Lounge

LIJES PLACE

CAUSERS

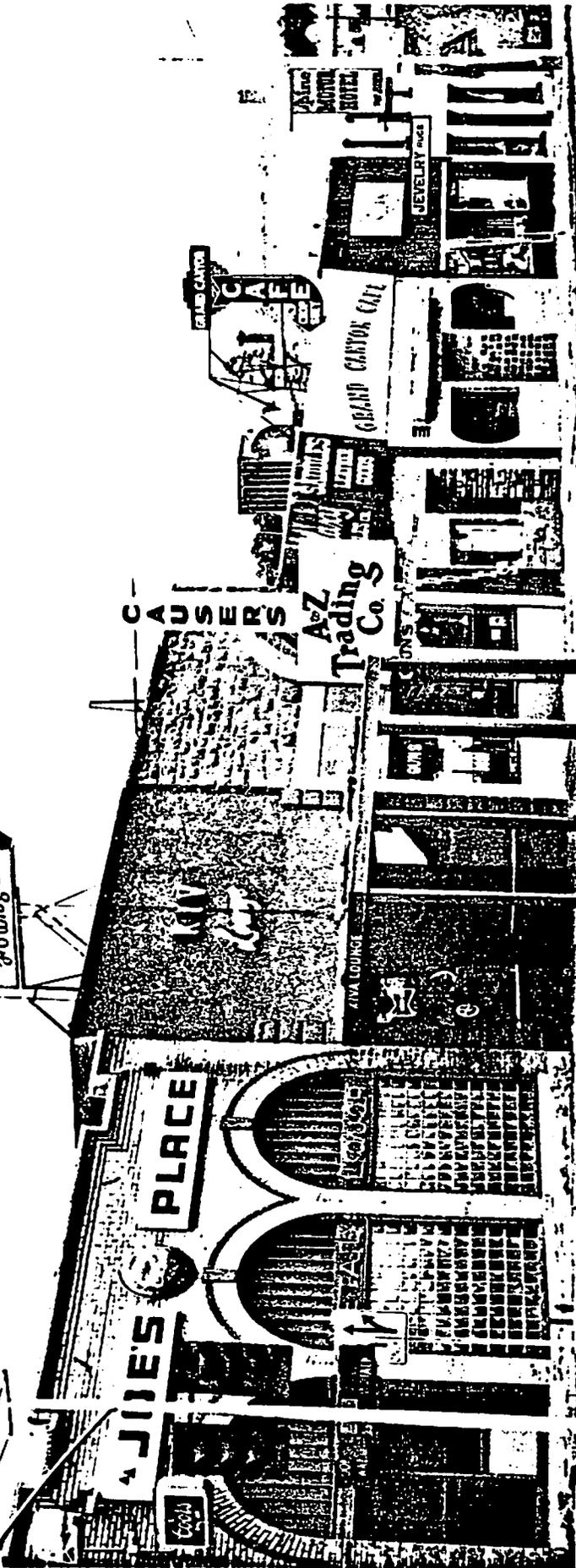
A-Z Trading Co.

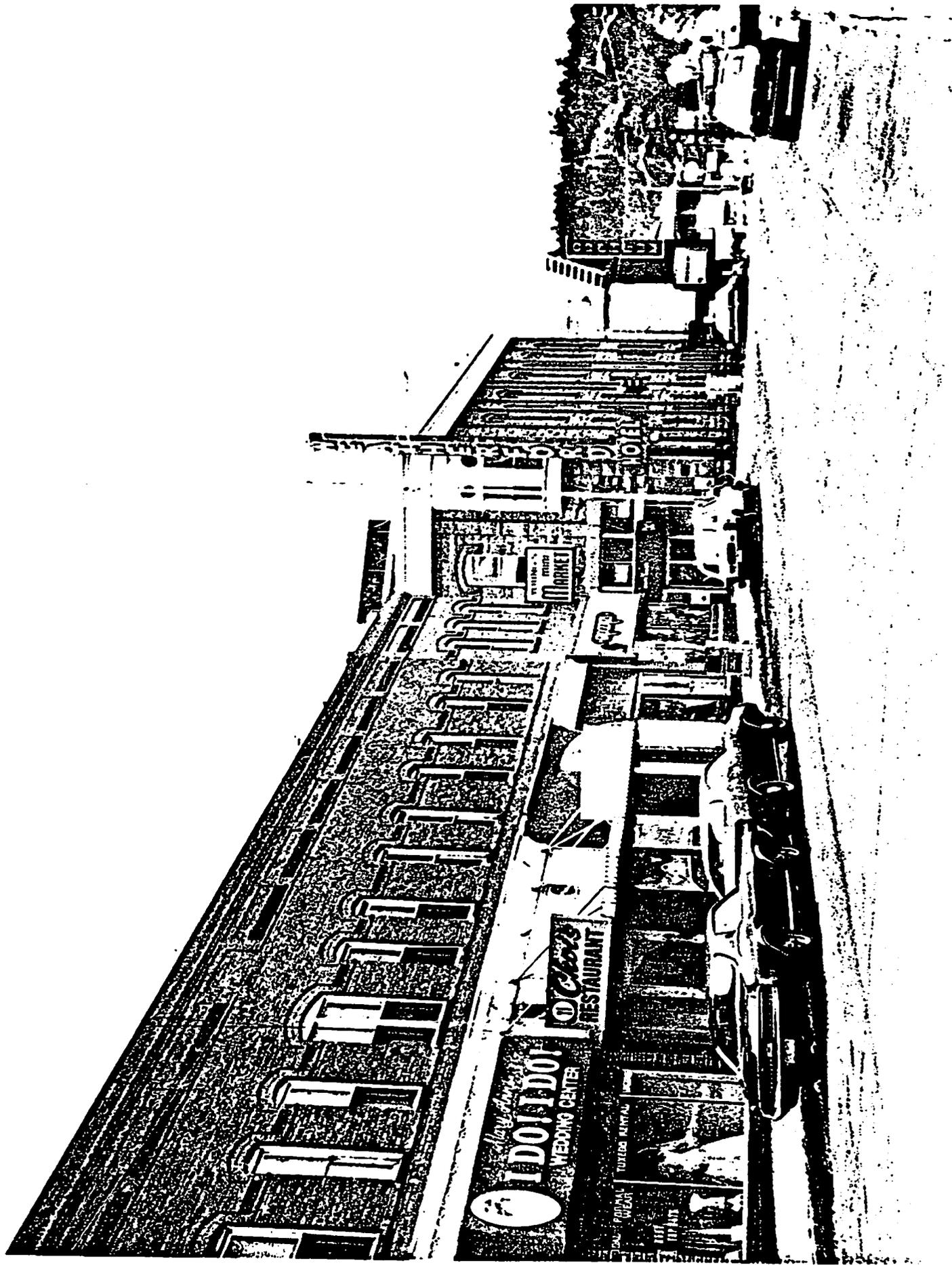
GRAND CANYON CAFE

GRAND CANYON CAFE

JEWELRY SHOP

GRAND CANYON HOTEL





HILTI

DOLLO
WEDDING CENTER

CLOVER
RESTAURANT

PROFANE RENTAL

HOTEL
MONTE WISTA



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ADDENDUM

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RAILROAD ADDITION HISTORIC DISTRICT
FLAGSTAFF, ARIZONA

At the request of the Keeper of the National Register of Historic Places, the Arizona State Historic Preservation Office re-evaluated the Railroad Addition Historic District in Flagstaff, Arizona. As directed, both the Period of Significance for the district and the contributing/noncontributing status of individual buildings within the district were re-assessed. Based upon this study, the Arizona State Historic Preservation Office prepared the following recommendations:

PERIOD OF SIGNIFICANCE

It is recommended that the Period of Significance for the Railroad Addition Historic District be established as 1883-1935. The first structure was erected in the district in 1883 on the site of FHR 114. The predominant late 19th and early 20th century physical character of the district supports amendment of the Period of Significance to reflect the documented historic importance of the district prior to fifty years ago. At the present time it is not possible to document, through scholarly research, that the district has had an "extraordinary impact" on the history of Flagstaff within the past fifty years.

NONCONTRIBUTORS

Each building within the Railroad Addition Historic District was re-evaluated to determine its relationship to the Period of Significance and to establish whether sufficient integrity exists to warrant contributing status. It is recommended that the following buildings be reclassified as noncontributors.

- * FHR 111 - Hawks Building
- FHR 115 - Stilley Building
- * FHR 125 - Babbitt Brothers Store
- FHR 127 - Weatherford Cafe
- FHR 131 - Berry Building
- * FHR 132 - Brown Building
- FHR 134 - El Patio Grill Building
- FHR 135 - Andreatos Building
- * FHR 136 - Bender Building
- FHR 137 - Donahue Building
- FHR 141 - Grand Canyon Cafe Building
- FHR 142 - Lehr Building
- FHR 146 - Orpheum Theater
- FHR 147 - Cafe Building
- FHR 148 - Garage

* These properties are currently sheathed and may be reclassified as contributors

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when, and if, the sheathing is removed, provided that a sufficient degree of historic architectural integrity exists under the sheathing.

It is recommended that two properties built or substantially remodeled after the Period of Significance remain classified as contributors to the district:

FHR 108 - U.S. Post Office (Federal Building)

The Federal Building contributes to the significance of the Railroad Addition Historic District by virtue of its architectural value and for its historic association with Flagstaff's role in an extensive Federal building program initiated in the late 1920's by the Hoover Administration. Designed for the United States Postal Service by Gilbert Stanley Underwood and constructed under the supervision of Louis A. Simon, architect, and Neal A. Melick, engineer, the building is a good example of the Federal Moderne architectural style and the only such example in Flagstaff. Furthermore, as the second U.S. Post Office facility to be constructed within the District, it continued the importance of downtown Flagstaff as a location for government facilities.

On August 28, 1984 the Federal Building was certified as a contributor to the Railroad Addition Historic District by the Division of National Register Programs, Western Regional Office, National Park Service. The subsequent rehabilitation of the Federal Building also received Preliminary Certification by the National Park Service. In 1985 the project received the Arizona Governor's Award for Historic Preservation in the Project category.

FHR - Vail Building

Constructed ca. 1888 and remodeled in 1939 to its current appearance, the Vail Building possesses exceptional significance as the largest and best example in Flagstaff of the Streamline Moderne style. In keeping with the Moderne style, the building features a rounded corner at the juncture of the two primary elevations, and there is a strong emphasis on horizontality with minimal surface ornament. The simple styling and unadorned exterior reflect the 1930's emphasis on functionalism and simplicity.

IMPACT OF NONCONTRIBUTORS

The greatest concentration of noncontributors in the Railroad Addition Historic District is found on the north side of Santa Fe Avenue between Leroux Street on the west and Agassiz Street on the east. The impact of this concentration of noncontributors is mitigated by four factors: First, although altered or sheathed, their historic form, scale, proportions, and setback patterns remain virtually intact. Second, the presence of strong contributors along Santa Fe

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Avenue (FHR 105, 126, 133, 138, 114, 139, 140, and 110) serves to unify this section of the historic district. Third, two major historic and architectural resources are located to the south (FHR 149, 150) and anchor the southern terminus of the district as it is currently defined. Fourth, a recently completed historic resource survey in Flagstaff has resulted in a recommendation to expand the district's southern boundary to incorporate nine additional properties. These include six properties which functioned historically as hotels, boarding homes, or auto courts and three warehouses located within the Santa Fe Railroad right-of-way. (This change is pending review by the Arizona Historic Sites Review Committee.)

DISTRICT BOUNDARY/VERBAL BOUNDARY DESCRIPTION

It is recommended that the boundary of the Railroad Addition Historic District be amended to delete the Orpheum Theater (FHR 146) due to the theater's peripheral location within the existing boundary.

The boundaries should be defined legally as follows: Beginning at the NE corner of lot 18 block 17; then Southerly to the NE corner of lot 18 block 4; then Easterly to the NE corner of lot 19 block 4; then Southerly to the SE corner of lot 24 block 4; then Westerly 90 feet to a point on the south property line of lot 24 block 4; then Southerly 160 feet past the south property line of block 4 near the SE corner of the Santa Fe freight depot; then Westerly to a point 100 feet past a southerly extension of the east property line of block 6 southwest of the Santa Fe Passenger Depot; then Northerly to the south property line of lot 24 block 6; then Westerly to the SW corner of lot 24 block 6; then Northerly to the NW corner of lot 19 block 6; then Easterly to a point 100 feet east of the NW corner of lot 18 block 5 on the north property of this lot; then Northerly to the north property line of lot 18 block 18; then Easterly 74 feet along this property line; then Northerly to the north property line of lot 19 block 18; then Easterly to the point of beginning.

Boundaries are drawn on the accompanying district map.

Donna J. Schover
State Historic Preservation Officer

August 23, 1985
Date

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RAILROAD ADDITION HISTORIC DISTRICT
FLAGSTAFF, ARIZONA

At the request of the Keeper of the National Register of Historic Places, the Arizona State Historic Preservation Office re-evaluated the Railroad Addition Historic District in Flagstaff, Arizona. As directed, both the Period of Significance for the district and the contributing/noncontributing status of individual buildings within the district were re-assessed. Based upon this study, the Arizona State Historic Preservation Office prepared the following recommendations:

PERIOD OF SIGNIFICANCE

It is recommended that the Period of Significance for the Railroad Addition Historic District be established as 1883-1935. The first structure was erected in the district in 1883 on the site of FHR 114. The predominant late 19th and early 20th century physical character of the district supports amendment of the Period of Significance to reflect the documented historic importance of the district prior to fifty years ago. At the present time it is not possible to document, through scholarly research, that the district has had an "extraordinary impact" on the history of Flagstaff within the past fifty years.

NONCONTRIBUTORS

Each building within the Railroad Addition Historic District was re-evaluated to determine its relationship to the Period of Significance and to establish whether sufficient integrity exists to warrant contributing status. It is recommended that the following buildings be reclassified as noncontributors.

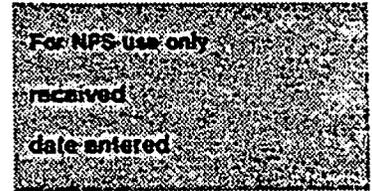
- * FHR 111 - Hawks Building
- FHR 115 - Stilley Building
- * FHR 125 - Babbitt Brothers Store
- FHR 127 - Weatherford Cafe
- FHR 131 - Berry Building
- * FHR 132 - Brown Building
- FHR 134 - El Patio Grill Building
- FHR 135 - Andreatos Building
- * FHR 136 - Bender Building
- FHR 137 - Donahue Building
- FHR 141 - Grand Canyon Cafe Building
- FHR 142 - Lehr Building
- FHR 146 - Orpheum Theater
- FHR 147 - Cafe Building
- FHR 148 - Garage

NO

* These properties are currently sheathed and may be reclassified as contributors

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- ~~FHR 111 Hawks Building~~
- FHR 116 Babbitt Office Building
- FHR 118 Herman Building
- FHR 122 Burrus Building
- ~~FHR 127 Telephone Exchange~~
- FHR 128 Longley Building
- FHR 130 Mayflower Building
- ~~FHR 131 Berry Building~~
- ~~FHR 132 Brown Building~~
- FHR 133 Navajo-Hopi Trading Company Building
- ~~FHR 134 El Patio Grill Building~~
- ~~FHR 136 Bender Building~~
- ~~FHR 137 Donahue Building~~
- FHR 139 Nackerd's New York Market
- ~~FHR 141 Grand Canyon Cafe Building~~
- ~~FHR 142 Lehr Building~~
- ~~FHR 148 Garage~~

Yes

Non-Contributing Properties

These buildings are considered non-contributing due to a loss of architectural/historic values.

Non-Contributors:

- FHR 115 Stille Building
- FHR 147 Cafe Building
- FHR 148 Garage

This nomination is based upon survey work undertaken by the Flagstaff Historic Sites Commission from 1977-1979 in conjunction with the Arizona SHPO. Records of this survey (individual files on each building) are kept by the commission: City of Flagstaff, P.O. Box 1208, Flagstaff, AZ 86002, and by the Arizona SHPO. Inventory items FHR 103 (Weatherford Hotel) and FHR 105 (Bank Hotel) are already individually listed on the National Register.

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RAILROAD ADDITION HISTORIC DISTRICT - FLAGSTAFF, ARIZONA

The following Railroad Addition Historic District boundary description incorporates the August 1985 revision and the area proposed for addendum as of February 1986.

The addendum area encompasses those properties between San Francisco Street and Beaver Street and between the Santa Fe Railroad Tracks and the alley to the south of Phoenix Avenue.

The boundaries should be defined legally as follows: Beginning at the NE corner of lot 18 block 17, then Southerly to the NE corner of lot 18 block 4; then Easterly to the NE corner of lot 19 block 4; then Southerly to the SE corner of lot 24 block 4; then Westerly 90 feet to a point on the south property line of lot 24 block 4; then Southerly 160 feet past the south property line of block 4 to a point near the corner of the Santa Fe Freight Depot; then Westerly to the western curb-line of San Francisco Street; then Southerly to the SE corner of tax lot number 100-41-38; then west, following the southern edge of block 6W lots 6 and 7; then extending Westerly across Leroux Street to intersect with the southern border of block 5 lot 16A; then Westerly 300 feet to intersect with the SW corner of block 5W lot 14; then intersecting with the eastern curblines of Beaver Street where it turns north, extending to the southern edge of the Santa Fe Railroad tracks; then Southeasterly approximately 175 feet to a point SW of the Santa Fe Passenger Depot; then Northerly to intersect with the southern edge of lot 24, block 6; then Westerly to the SW corner of lot 24 block 6; then Northerly to the NW corner of lot 19 block 6; then Easterly to a point 100 feet east of the NW corner of lot 18 block 5 on the north property of this lot; then Northerly to the north property line of lot 18 block 18; then Easterly 74 feet along this property line; then Northerly to the north property line of lot 19 block 18; then Easterly to the point of beginning.

Boundaries are drawn on the accompanying district map of the Railroad Addition Historic District. The legal tax map of the addendum incorporating Phoenix Avenue between San Francisco and Beaver Streets is also enclosed.

Acreage:

Original District	10.8
Addendum Area (estimated)	6.0
TOTAL	16.8

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"RAILROAD ADDITION HISTORIC DISTRICT ADDITIONAL PROPERTIES"

Review of the results of the survey show that a concentration of important historic properties exist along Phoenix Avenue south of the railroad line and immediately adjacent to the boundary of the Railroad Addition Historic District (NR). These properties, numbering nine in all, extend from Beaver Street east to San Francisco Avenue and are all commercial or industrial in use. The historic period of significance dates from 1892 to 1935.

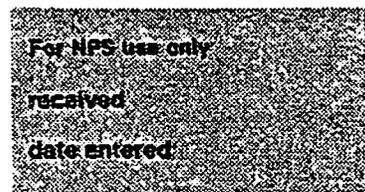
They included six properties which functioned historically as hotels, boarding homes, or auto courts and relate directly to the history of both railroad and automobile transportation in Flagstaff. Three properties are historic warehouses built on the north side of Phoenix Avenue in the railroad right of way, and are historically associated with railroad commerce and shipping. These important historical themes as well as the buildings' significant qualities, coincide with the major areas of significance and sense of place and time which qualify the existing Railroad Addition Historic District for inclusion in the National Register of Historic Places.

The existing district boundaries should be extended to include these properties and provide a more complete recognition of the historic commercial and industrial heritage of Flagstaff.

- 11-1 Du Beau Hotel
- 11-2 Hicks Hotel (St. Andrews Apartments)
- 11-3 Hicks Boarding House
- 12-23 The Coconino Apartments
- 12-24 The Sierra Vista Motel (non-contributing)
- 12-28 The Downtowner Motel
- (18-18)-105 J.D. Halstead Lumber Company Warehouse
- (18-18)-104 Flagstaff Lumber Company Warehouse
- (18-18)-102 Arizona Central Commercial Company Warehouse

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MAJOR BIBLIOGRAPHICAL REFERENCES:

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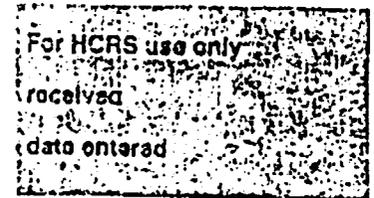
Item number 6

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This nomination is based upon survey work undertaken by the Flagstaff Historic Sites Commission from 1977-1979 in conjunction with the Arizona SHPO. Records of this survey (individual files on each building) are kept by the commission: City of Flagstaff, P.O. Box 1208, Flagstaff, AZ 86002. Inventory items FHR 103 (Weatherford Hotel) and FHR 105 (Bank Hotel) are already individually listed on the National Register.

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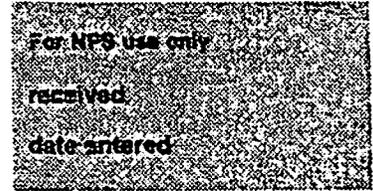
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<u>Site</u>	<u>Owner/Address/Tax Map#</u>	<u>Site</u>	<u>Owner/Address/Tax Map #</u>
117	Nackard Investments 555 Blackbird Roost Flagstaff, AZ 86001 100-20-17	126	Valley National Bank P.O. Box 71 Phoenix, AZ 100-20-10
118	Herman, Sarah c/o ilike Herman 1001 N. Highland, Arlington, VA 101-21-14	127	Spur Land & Cattle Co. Taylor, Lloyd Will Taylor, Henry D. Route 2, Box 135 Flagstaff, AZ 85001 100-20-26 part
119	Westbrook, James L. & Shirley R. P.O. Box 1813 Flagstaff, AZ 86002 101-21-16	128	W & P Widman Box 159 Flagstaff, AZ 86002 100-20-13 part
120	David Babbitt Industries P.O. Box 1328 Flagstaff, AZ 86002 100-20-15 part	129	Scheuring, Mary L. 2315 W. Solano Dr. Phoenix, AZ 85015 100-20-28
121	Babbitt Brothers Trading Co. P.O. Box 1328 Flagstaff, AZ 86002 101-19-13	130	W & P Widman Box 159 Flagstaff, AZ 86002 100-20-13 part
122	O'Malley Investment Co. Ross Carder P.O. Box 1785 Flagstaff, AZ 86002 101-21-20	131	Gee, Robert & Lily 1713 Ft. Valley Rd. Flagstaff, AZ 86001 100-20-9
123	Westbrook, James L. & Shirley R. P.O. Box 1813 Flagstaff, AZ 86002 101-21-16	132	Mastin, Mary E. Box 519 Flagstaff, AZ 86002 100-20-8
124	David Babbitt Industries P.O. Box 1328 Flagstaff, AZ 86002 100-20-15 part	133	Jackson, Douglas C. & Francis 10 E. Santa Fe Flagstaff, AZ 86001
125	Babbitt Brothers Trading Co. P.O. Box 1328 Flagstaff, AZ 86002 101-19-9	134	Andreatos, Jerry 10201 Burns Drive Sun City, AZ 85351 100-20-5

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Bounded by Beaver Street on the west, Agassiz Street on the east, Birch Avenue on the north, and the Santa Fe Railroad tracts on the south; comprised of all or portions of Blocks 4,5,6,17,18 in the Railroad Addition to the City of Flagstaff. Inclusive street numbers are as follows:

- Santa Fe Avenue: All even numbers from 6 west to 114 east plus Railroad depots on south side.
- Aspen Avenue : All odd numbers from 15 west to 127 east and even numbers 12 to 24 east.
- Leroux Street : All numbers 1-24 north.
- San Francisco Street : All numbers 1-124 north.

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tufa, a volcanic stone. Tufa was used exclusively in construction of the Babbitt Block (FHR 120, 1907), while the adjacent New Babbitt Block (FHR 124, 1911) combined a tufa facade with brick side and back walls. Behind the false facade of the Babbitt Store (FHR 125, 1888) is the original facade, another unusual combination of stone and brick expressing a variation of the Renaissance Revival style which blends Northern Italian and Richardsonian Romanesque influence. (Although altered, the building could be restored to its former appearance.)

The twentieth century Commercial style, which features skeletal construction framing display windows, appears twice in the district. First, in the recently rehabilitated Switzer's Hardware (Finley Building) (FHR 106) which, despite tall, narrow massing, has an elegant two-story storefront of display windows, and second, the Babbitt Garage (FHR 121, 1915) which uses a reinforced concrete frame with brick infill.

The Neoclassical Revival style is represented by two important public buildings: the Third Post Office (FHR 107, 1917) and the two-story Masonic Temple (FHR 102, 1918), both located on the same block.

Two of the District's most architecturally significant buildings were constructed in 1926. The new Railroad Depot (FHR 150) was designed in the Tudor Revival style with residential massing, and the Monte Vista Hotel (FHR 101) incorporates Spanish Colonial Revival design and has a brick exterior rather than the more conventional stucco covering.

Although not yet 50 years old, three buildings from the 1930's deserve mention: first, the 1936 Post Office and Federal Building (FHR 108), which is a good example of Federal Moderne with virtually no modifications, and second, the remodeled Vail Building (FHR 138, c. 1939), which was originally a Victorian brick commercial building but was later changed into the only example of Streamline Modern design in the District. Of more recent vintage, the 1955 facade of the Grand Canyon Cafe (FHR 141) is also notable for its Streamline motifs.

Nearly all of the buildings within the RAILROAD ADDITION HISTORIC DISTRICT contribute to its sense of time and place. The District does not represent a "slice of time", but rather an evolutionary growth process with buildings reflecting most of Flagstaff's pre-World War II development. Nineteenth century buildings which retain most of their original integrity include the Weatherford Hotel (FHR 103), the Bank Hotel (FHR 105), the Coalter Block (FHR 109), and the Freight Depot (FHR 149). Examples from 1900-1919 include: the Masonic Temple (FHR 102), the Third Post Office Building (FHR 107), the Pollock Block (FHR 113), the two Babbitt Blocks (FHR 120, 124), the Babbitt Garage (FHR 121), the Aubineau Building (FHR 126), and the Bikker Building (FHR 143). Buildings with high integrity from the period of 1920-1939 include: the Monte Vista Hotel (FHR 101), the Federal Building (FHR 108), the Coconino Sun Building (FHR 123), the Waldhaus Garage (FHR 145), and the Santa Fe Depot (FHR 150).

Other buildings tie together these key architectural landmarks, including some significant historically related properties: Switzer's Hardware (FHR 106), the Bikker Office (FHR 112), the Brannen/Babbitt Block (FHR 114), the Nackard Building (FHR 117), the Elks Building