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02/01/2008

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

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1. Name of Property

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historic name: **Seligman Commercial Historic District**

other names/site number: **N/A**

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2. Location

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street & number: **Roughly bounded by First and Lampion Streets, and Picacho and Railroad Avenues**

not for publication: **_N/A_**

city or town: **Seligman**

vicinity: **_N/A_**

state: **Arizona** code: **AZ**

county: **Yavapai**

code: **025**

zip code: **86337**

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3. State/Federal Agency Certification

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As the designated authority under the National Historic Preservation Act of 1986, 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 _____ nationally _____ statewide _____ locally. (_____ See continuation sheet for additional comments.)

Signature of certifying official

Date

State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. (_____ See continuation sheet for additional comments.)

Signature of commenting or other official

Date

State or Federal agency and bureau

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4. National Park Service Certification
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I hereby certify that this property is:

- entered in the National Register _____
 See continuation sheet.
 determined eligible for the National Register _____
 See continuation sheet.
 determined not eligible for the National Register _____
 removed from the National Register _____
 other (explain): _____

Signature of Keeper

Date of Action

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

- private
 public-local
 public-State
 public-Federal

Category of Property (Check only one box)

- building
 district
 site
 structure
 object

Number of Resources within Property

Contributing	Noncontributing	
<u> 24 </u>	<u> 7 </u>	buildings
<u> 1 </u>	<u> </u>	sites
<u> 1 </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u> 26 </u>	<u> 7 </u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing: N/A

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6. Function or Use

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Historic Functions (Enter categories from instructions)

Category:	COMMERCE/TRADE	Subcategory:	specialty store; department store; restaurant
	GOVERNMENT		post office
	DOMESTIC		single dwelling; multiple dwelling; hotel/motel
	TRANSPORTATION		road-related; rail-related
	RECREATION & CULTURE		theater/hall

Current Functions (Enter categories from instructions)

Category:	COMMERCE/TRADE	Subcategory:	specialty store; department store; restaurant
	DOMESTIC		single dwelling; multiple dwelling; hotel/motel
	TRANSPORTATION		road-related; rail-related
	RECREATION & CULTURE		museum
	VACANT		

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7. Description

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Architectural Classification (Enter categories from instructions)

Category:	LATE 19 TH & 20 TH CENTURY AMERICAN MOVEMENTS	Subcategory:	Commercial
	LATE 19 TH & 20 TH CENTURY REVIVALS	Subcategory:	Prairie/Spanish Colonial Revival/Colonial Revival
	MODERN MOVEMENT	Subcategory:	Moderne
	OTHER		

Materials (Enter categories from instructions)

Foundation:	CONCRETE; STONE
Walls:	STONE; CONCRETE BLOCK; BRICK; WOOD; STUCCO; METAL
Roof:	ASPHALT; METAL; WOOD; COMPOSITION SHINGLE
Other:	N/A

Narrative Description (*SEE CONTINUATION SHEETS, pages 1-8*)

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8. Statement of Significance

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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.

Criteria Considerations (Mark "X" in all the boxes that apply.)

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

Areas of Significance (Enter categories from instructions)

- COMMERCE
- TRANSPORTATION
- ENTERTAINMENT/RECREATION (Tourism)
- ARCHITECTURE
- ARCHAEOLOGY (Historic/Non-Aboriginal)

Period of Significance

1903 to 1963

Significant Dates

- 1903: construction date of earliest remaining buildings in district
- 1926: designation of U.S. Route 66
- 1933: realignment of Route 66 within Seligman
- 1963: construction date of last commercial building in district (end of Route 66 build-out period in Seligman)

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Bullder

Narrative Statement of Significance (SEE CONTINUATION SHEETS, pages 9-14)

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9. Major Bibliographical References

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Bibliography (SEE CONTINUATION SHEETS, pages 15-16)

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 # _____

Primary Location of Additional Data

X State Historic Preservation Office

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10. Geographical Data

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Acreage of Property 18

UTM References (See accompanying USGS maps for point references)

A	12	329470E	3910780N
B	12	329900E	3910680N
C	12	329820E	3910550N
D	12	329440E	3910590N

Verbal Boundary Description

The district boundary is shown on the accompanying map entitled "Seligman Commercial Historic District, Yavapai County, Arizona." The boundary encompasses approximately 18 acres.

Boundary Justification

The district boundary coincides with what is recognized locally as the historic commercial core of Seligman, Arizona. The boundary of the district defines a concentration of twentieth century properties associated with the transcontinental railroad, or with an early alignment or later alignment of U.S. Route 66 through the community.

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11. Form Prepared By

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name/title:	Pat Haigh Stein*	date:	January 2004
organization:	Arizona Preservation Consultants	telephone:	(928) 714-0585
street/number:	6786 Mariah Drive	zip code:	86004
city or town:	Flagstaff	state:	AZ

**From survey data assembled by Ryden Architects (Phoenix); Beth Isaak and William L. Collins (State Historic Preservation Office/Arizona State Parks); and Mary Clurman, Mirna Delgadillo, and Barbara L. Martin (Seligman).*

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Additional Documentation

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Continuation Sheets (pages 1-17)

Maps

Two USGS maps (Seligman East and West 7.5' quadrangles) indicating the district's location

Photographs

Representative black and white photographs of the property (Photos 1 -10, with descriptions on page 17)

Other

N/A

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CONTINUATION SHEET**

Section 7 Page 1 Seligman Commercial Historic District
Yavapai County, Arizona

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DESCRIPTION

SUMMARY

The nominated property lies within the community of Seligman in northern Yavapai County, Arizona. The district represents the town's historic commercial core. Its development was stimulated first by the transcontinental railroad and later by U.S. Route 66. The district contains 33 resources, including 31 buildings, one structure (an intact, early segment of Route 66), and one historical-archaeological site (the remains of a 1903 hotel). Buildings include a railroad station/Fred Harvey House, an early community hall, a post office, general and specialty stores, restaurants, gas stations/garages, motor courts/motels, a warehouse, and a few residences. All of the properties date to the twentieth century. Twenty-six of them (78 percent) contribute to the historic character of the district. Six of the seven noncontributors have lost historic integrity; the seventh noncontributor is a residence that post-dates the commercial district's period of significance (1903-1963).

Location and Setting

The Seligman Commercial Historic District is located on the north side of the Burlington Northern & Santa Fe Railway in Seligman, an unincorporated town of about 600 people (according to the 2000 census) in northern Yavapai County, Arizona. The community lies 75 miles northwest of Prescott, the county seat. Flagstaff (seat of Coconino County) and Kingman (seat of Mohave County) are each about 75 miles east and west of town, respectively. Seligman lies 0.5 miles due north of Interstate 40, near the eastern end of the longest remaining segment of U.S. Route 66 in the United States. The community derives much of its present livelihood from tourism along the historic road.

Seligman occupies the northern end of Chino Valley, a major rangeland of the Colorado Plateau. Big Chino Wash, a tributary of the Verde River, passes near the west side of town. Mount Floyd and the Aubrey Cliffs lie to the north and northwest. Situated at an altitude of 5242 ft, the town escapes both the searing heat of lower Arizona elevations and the heavy snows often experienced by nearby cities such as Williams and Flagstaff. Writers have sometimes referred to Seligman as a "flat spot in the desert." The description is apt, for the district and town lack even the smallest of knolls that could qualify as topographic relief. This characteristic of the landscape, plus the fact that water could be developed nearby, encouraged railroad companies to site facilities at the location; this, in turn, stimulated the early growth of the town (see Section 8).

The historic district lies within the SW ¼ of the SW ¼ of the SE ¼ of Section 36, Township 23 North, Range 6 West (Seligman East and West 7.5' quadrangles). The district measures approximately 1300 ft east-west by 600 ft north-south, encompassing nearly 18 acres. Chino Street (recently renamed Historic Route 66) is now the main east-west artery through the district; Main Street is the principal north-south artery (please see accompanying map titled "Seligman Commercial Historic District").

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Yavapai County, Arizona

Settlement Pattern

The historic district owes much of its configuration to nineteenth century railroad construction. The Atlantic & Pacific Railroad (later part of the Santa Fe Pacific Railroad; then the Atchison, Topeka & Santa Fe Railway; and now the Burlington Northern & Santa Fe Railway) laid tracks through the area in 1882. The transcontinental carrier generally followed the 35th Parallel in navigating the plateaus and mountains of northern Arizona Territory. As it crossed Chino Valley, however, the railroad struck an ESE-WNW course to follow more closely the lay of the land.

Early settlers followed the path of the tracks in laying out their town. Chief among them was James A. Lamport, who, in 1895, filed a homestead claim for 160 acres adjoining the railroad (Moore 1986; Schuckings nd). An experienced surveyor, Lamport subdivided his claim into a grid of approximately 300 ft-sq blocks. Streets in the Lamport Addition, as it came to be called, were placed parallel and perpendicular to the alignment of the tracks. Later developers followed suit. Their subdivisions would vary in the size of blocks, but would follow the pattern, set by Lamport, of placing streets perpendicular and parallel to the railroad. Today, two-thirds of the resources in the Seligman Commercial Historic District lie within the Lamport Addition. The other third lies within the Homesites Addition (west of the Lamport Addition) or on unsubdivided railroad land adjacent to the tracks.

By the early twentieth century, Main Street--situated at the west end of the Lamport Addition and running in a north-northeasterly direction away from the tracks--had emerged as Seligman's principal commercial artery. At its southern end were the 1903 Seligman Hotel (Inventory #2, now a historical-archaeological site) and the circa 1905-1909 Santa Fe depot/Fred Harvey House (the Havasu, #1). North of the depot and hotel were a variety of establishments--saloons, a community hall, a general mercantile, other commercial establishments, and a post office--that extended beyond Chino Street almost to Picacho Avenue. Most of the earliest resources remaining in the district today (#1, 2, 4, 10, 25, and 26) are found along Main Street or within one block of it.

The importance of Main Street was reaffirmed when the Old Trails Highway, the first true transcontinental roadway through northern Arizona, was routed through Seligman in the 1910s. So-named because it linked many separate tracks, trails, and roads into a single roadway, the highway entered Seligman (from the east) along Railroad Avenue, turned right (north) onto Main Street, continued along Main Street for one block, turned left (west) at Chino Street, and continued in a westerly direction out of town. This same route gained additional status when the federal government made it part of U.S. Route 66 in 1926 (Cleeland 1988; Ryden 1996). Construction activity in the commercial district from the 1910s through early 1930s followed this path. The train depot/Harvey House (#1) at the corner of Railroad Avenue and Main Street was greatly expanded, while a Standard Oil Bulk Storage warehouse (#8) and a pool hall (#3) appeared along Railroad Avenue

The local road network changed in 1933, when the federal government rerouted Route 66 from Railroad Avenue to Chino Street. The shift both physically and symbolically marked the re-orientation of American society away from the railroad and toward the automobile. Construction activity in downtown Seligman reflected the re-routing. Post-1933 buildings did not appear along the abandoned portion of Route 66 but rather along Chino Street. A host of facilities catering to the traveling public arose along "new" Route 66. Such facilities included car dealerships (#9, 28, 31), service stations (#14, 18), restaurants or bars (#13, 19, 23), curio shops (#12), and motor courts/motels (#15, 20, 21, 27, 32).

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Yavapai County, Arizona

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The beginning of the end for Route 66 came in 1956, when Congress passed the Interstate Highway Bill, authorizing construction of a new road network linking major metropolitan areas. The new highway system bypassed small towns in an effort to make travel across the states faster. In northern Arizona, Interstate 40 would, segment by segment, render Route 66 obsolete. The first northern Arizona town to be bypassed was Flagstaff, in 1960 (Ryden 1996). Although it would be 18 more years until Seligman met the same fate, all new commercial construction in its downtown would cease in 1963. After that date, construction of business establishments shifted to sites east and west of downtown where Route 66 would eventually connect with the interstate.

The development pattern seen in the district today reflects the historical trends noted above. Pre-1934 resources cluster along Main Street and Railroad Avenue. Post-1933 properties stretch along Chino Street. The build-out period ended in 1963, three years after I-40 bypassed its first Arizona town but 15 years before it would reach Seligman.

Architectural Description

Building Chronology and Materials

The Seligman district was constructed during a sixty-year period that began in 1903 and ended in 1963. Of the 31 buildings in the district, six date to the first decade of the twentieth century, two to the 1910s, six to the 1920s, seven to the 1930s, one to the 1940s, three to the 1950s, and six to the early 1960s.

The district's buildings are constructed principally of five types of material. The two most common, each providing the main fabric for 10 buildings, are wood and cinder block. Locally-quarried sandstone (laid in a coursed or uncoursed ashlar pattern) is the next most common material, accounting for five buildings constructed between 1905 and 1936. Adobe and red brick each provide the main structural material for two buildings; the adobe ones date to 1920 and 1923, and the brick ones to 1903. The other two buildings in the district incorporate more than one main structural material. The circa 1905 railroad depot/Harvey House (#1) has a brick first story and a woodframe second story, while the Aztec Motel (#32) has some adobe room units dating from 1915 and some woodframe ones dating from about 1955.

Historical photographs suggest that it has always been common practice in Seligman to finish exterior walls with stucco. The substance has typically been used on adobe, woodframe, and cinder block buildings, and occurs throughout the district today. However, there has never been a tendency in the commercial district to stucco the exteriors of brick or stone buildings. Fortunately, the buildings constructed of these two materials still bear their original wall finishes; they have not been sheathed.

Functions

The 31 buildings in the district originally served a variety of functions. One was a post office (#25). Six provided lodging to travelers, as motor courts, motor hotels ("motels"), or hotels (#1, 15, 20, 21, 27, and 32). Three were dining establishments

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or bars (#11, 19, and 23). Five buildings were general stores or specialty shops (including a barber shop and curio store) (#3, 12, 13, 24, and 26). One was a community hall and theatre (#10). Seven provided automotive goods or services (#4, 8, 9, 14, 18, 28, and 31). Seven were originally residences (#5, 6, 7, 17, 22, 29, and 30). The original function of another building (#16) is unclear, but may have been the residence for the proprietor of an adjacent motor court (#15). The property that is now a historical-archaeological site (#2) was first a hotel.

The function of many buildings changed through time. For example, the bottom half of the old Seligman Hotel (#2) became a drug store by 1925, and, from 1935 to 1939, housed the original Black Cat Bar (Schuckings nd). The Pioneer Theatre (#10) became a drug store and then a sundries shop. The Bailey Duplex (#17), which first provided housing for railroad workers, became the new home for Delgadillo's Pool Hall and Barber shop after Route 66 was rerouted from Railroad Avenue to Chino Street. The most profound change in the use of buildings resulted from the by-pass of Route 66 by Interstate 40 in 1978. That event caused buildings in the downtown to suffer an immediate and drastic loss of business (Moore 1986; Pieper 1990; Schuckings nd). Neon lights were turned off, buildings were boarded, and the struggle for survival began. Today, many commercial buildings remain vacant. With the exception of two garages, businesses catering to the automobile have virtually disappeared. The few remaining establishments provide food, lodging, or souvenirs to tourists along the Historic Route 66 by-road.

Forms and Styles of Architecture

The commercial buildings of the Seligman district reveal two stages of architectural evolution. Those constructed prior to circa 1933 reflect the general character of commercial buildings seen along myriad main streets in small towns throughout America. Those erected after that date increasingly reflect a trend toward "roadside architecture," incorporating features designed specifically to attract motorists in ever-faster cars. The re-routing of Route 66 from Railroad Avenue to Chino Street coincided with the change, and likely triggered it.

Most of the buildings from the earlier phase exhibit a form, rather than style, of architecture commonly called twentieth century commercial. Its characteristics in Seligman include: symmetrical massing (or asymmetrical massing in the case of buildings occupying corner lots); designs of usually one story; central, sometimes recessed, entries; large windows for displaying goods or advertising services; sloping or flat canopies to provide shade; and parapets designed to present an impressive front to passersby. Within these parameters, Seligman's early commercial buildings achieved some measure of individuality through parapet treatment, wall surfacing, and signage. For example, the Pioneer Hall and Theatre (#10) has a parapet so tall that it created the illusion of a second story. The old Seligman Post Office (#25) achieved architectural interest through brick corbeling along its front and side parapets. The Pitts General Merchandise Store (#26) derived distinction from recessed brick panels that bore signage in historic times, as well as from a dentilated and corbeled cornice. The former Seligman Pool Hall (#3) drew the eye because of its rigidly symmetrical massing, high void-to-mass ratio along the principal elevation, and peaked parapet accentuated by a contrasting cap.

The term "twentieth century commercial" does not fit the railroad station/Fred Harvey House (#1). The "Havasu" was built circa 1905-1909 and was expanded during the 1910s. Arguably the most stylish building that Seligman has ever seen, the eclectic Havasu successfully culled and combined design elements from several architectural styles. Its low-pitched hip

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roof with wide, overhanging eaves suggested a Prairie School influence. The second-story half-timbering was reminiscent of the Tudor style. A quatrefoil band delineating the first from second stories suggested a Gothic influence. The visually heavy, wooden porch brackets (regionally called *zapatas*) were details borrowed from Spanish Colonial architecture. The stunning edifice closed in 1954. The building today remains largely vacant, although plans are being developed to restore and reuse it.

Route 66 moved from Railroad Avenue to Chino Street in 1933. Commercial buildings constructed around or after that date increasingly showed an orientation to the automobile. Buildings in the "roadside architecture" mode used innovative features to lure motorists and capture their dollars. Such features were designed to convey an instantaneous impression of modernism, cleanliness, safety, and convenience.

The Deluxe Inn (#15), constructed on Chino Street circa 1932, exemplified the trend. The motor court attracted patrons with a tall neon sign boldly pointing to the establishment. The facility sheltered not only motorists but also their cars; garages adjoined each room. Room blocks were arranged around a central courtyard, providing a sense of comfort and safety to travelers crossing the wild and vast expanses of northern Arizona.

Curio shops and "mom and pop" cafes along new Route 66 relied heavily on signage to attract patrons. A typical example of the former was the Thunderbird Indian Store (#12). A neon in the shape of a thunderbird first captured the eye of the motorist from blocks away. Approaching more closely, the traveler would find that the principal façade was a veritable billboard, advertising "Indian Jewelry," "Pottery," "Moccasins," "Rugs," "Indian Baskets," "Beaded Belts," and "Blankets." Brightly-colored paintings of Navajo rugs on the parapet and kickplates further conveyed a sense of treasures to be found within the establishment. A fine example of a mom and pop *café* was the Snow-Cap Drive-In (#19), which used vibrant signage to tantalize hungry motorists. Capping the parapet of the Snow-Cap were adorns ice cream cones, outlined in neon.

Seligman from 1933 to 1963 was still the era of the pre-franchise, pre-chain, family-run business, with two significant exceptions. Petroleum and automobile companies began selling franchises there at an early date, and found a ready market. The oil and car companies had standardized the architecture and signage of their franchises to such an extent that travelers developed brand recognition and loyalty to nearly indistinguishable products. Examples of franchises that appeared along new Route 66 in Seligman included Donovan's Texaco Gas Station (#31), Olson's Shell Station (#14), the Richfield Oil Station (#18), the Studebaker Agency (#9), and Olson's Chevrolet (#28).

In addition to commercial buildings, the district includes seven residential buildings. One was originally a duplex, and the rest were built for single families. Five reflect stylistic *influences* rather than styles, per se. Three of them--#5, 29, and 30, dating from the early 1900s through 1929--are woodframe structures with hipped roofs and symmetrical facades that suggest a Colonial Revival influence. The Bailey Duplex, built in 1916 to house railroad workers, suggests a Bungalow influence. A cinder block house (#22) dating to the 1960s incorporates some Ranch-style design elements. The other two residences are vernacular buildings showing no particular stylistic reference. One (#6), built in 1920, is a flat-roofed, stuccoed adobe building with front veranda. The other (#7), built in the early 1930s and moved in 1939, is a long, narrow, stucco-frame building with a low-pitched, gabled roof.

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Builders and Architects

Little is known about the architects and builders associated with Seligman's downtown. The grand railroad depot/Harvey House (#1) undoubtedly had an architect, but original drawings or other materials that might reveal his or her name have not yet been located, despite inquiries at the Kansas State Historical Society/Topeka, Northern Arizona University/Flagstaff, the University of Arizona, the Old Trails Museum/Winslow, the Seligman Historical Museum, the Mohave Museum of History and Arts, and the Sharlot Hall Museum/Prescott. The aforementioned James A. Lampport was not only a surveyor and developer but also a competent builder; in the early twentieth century he constructed the Pioneer Hall and Theater (#10) behind the depot. Lampport was also responsible for moving three buildings—a dwelling, boarding house, and store—from Peach Springs to Seligman (Moore 1986). Two have not survived; the third (the dwelling) is outside the commercial district.

A well-known and prolific builder was Angel A. Delgadillo, Sr., a native of Mexico who moved to Seligman in 1917 to work for the Santa Fe. Around 1920 he built the family home (#6) on Railroad Avenue. After he was laid off by the railroad, he built the Seligman Pool Hall (#3), which housed not only pool tables but also Angel's barber shop; in time, the building became a social gathering place for Seligman's Hispanic community. During the Depression, Delgadillo did odd jobs and found that he had a special talent for stone masonry. He helped construct some of the sandstone buildings in the district, including the Deluxe Inn (#15) and Olson's Chevrolet garage (#28) (Delgadillo 2003).

Angel Delgadillo passed his talent for construction to his son Juan. While the latter worked for the Santa Fe, he brought home, bit by bit, material scrapped by the railroad. Defying the label of "packrat," Juan envisioned using the material one day to start his own business. In 1953 he did exactly that when he constructed the Snow Cap Drive-In (#19) (*Arizona Route 66 News* 2000). Still owned and operated by the Delgadillo family, the exuberant cafe, with its "drive-in" form, eye-catching neon, and wacky visual gimmicks, is considered a fine example of roadside architecture in northern Arizona (Ryden 1996).

Historical-Archaeological Site Description

The district contains one historical-archaeological site, the ruins of the Seligman Hotel (#2). The building was constructed in 1903 and demolished in 1962. It is known to have served variously as a boarding house, drug store, and bar. Local lore also suggests that it may have been a house of prostitution at some point during its long history. Located at the northeast corner of Railroad Avenue and Main Street, the foundation of the former building can still be seen. The foundation is associated with a scatter of surface artifacts dating from the early through mid twentieth century. A depression in the center suggests that the building had a basement and that the site has subsurface deposition. The site has not been disturbed since the time of demolition.

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Structure Description

The district also contains one historic structure, the 1926 to 1933 alignment of Route 66. The structure is a good example of the property type called "Urban Route 66" in the multiple property documentation form for "Historic US Route 66 in Arizona" (Cleeland 1988). The structure extends for two blocks along Railroad Avenue and one block along Main Street. The structure contributes to the district by providing a pristine view of what the "Mother Road" looked like during its infancy. Measuring about 50 ft wide, the asphalt structure has not been bermed or built up through successive episodes of re-surfacing. The Railroad Avenue portion of the structure parallels the tracks and lies about 200 ft north of them. The Main Street portion of the route extends from Railroad Avenue north to Chino Street.

Integrity

Interstate 40 bypassed Seligman in 1978. The bypass was bad for downtown business, but not necessarily bad for its architecture. Businesses closed, but few buildings disappeared. The majority were spared the ravages of demolition or insensitive remodeling. Consequently, the district today conveys a strong sense of Seligman as it looked during its heyday as a railroad town and then a Route 66 town. The district retains good integrity of location, design, setting, materials, workmanship, feeling, and association.

The district contains 33 resources. Twenty-six of them (78 percent) are contributors and seven are noncontributors. Of the contributors, 24 are buildings, one is a structure, and one is a historical-archaeological site. All seven noncontributors are buildings. Six of them have lost integrity because of extensive alteration to the principal façade. The seventh is a noncontributor because it post-dates the district's period of significance (ending in 1963). Fortunately, the noncontributors are fairly evenly distributed throughout the district and do not constitute a notable intrusion.

List of Contributing and Noncontributing Buildings

<u>Address</u>	<u>Inventory #</u>	<u>Status</u>
The Havasu (West side of Main Street & Railroad Avenue)	1	Contributor
(Northwest corner of Railroad Avenue & Floyd Street)	4	Contributor
(Northwest corner of Railroad Avenue & Lamport Street)	8	Contributor
102 East Chino Street (East "Historic Route 66")	26	Contributor
114 East Chino Street (East "Historic Route 66")	27	Contributor
115 East Chino Street (East "Historic Route 66")	12	Noncontributor
117 East Chino Street (East "Historic Route 66")	13	Noncontributor
123 East Chino Street (East "Historic Route 66")	14	Contributor
128 East Chino Street (East "Historic Route 66")	28	Contributor
203 East Chino Street (East "Historic Route 66")	15	Contributor
(No #, East Chino Street, east of 203 East Chino Street)	16	Contributor
208 East Chino Street (East "Historic Route 66")	29	Noncontributor
214 East Chino Street (East "Historic Route 66")	30	Noncontributor

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List of Contributing and Noncontributing Buildings (continued)

<u>Address</u>	<u>Inventory #</u>	<u>Status</u>
217 East Chino Street (East "Historic Route 66")	17	Contributor
222 East Chino Street (East "Historic Route 66")	31	Contributor
223 East Chino Street (East "Historic Route 66")	18	Noncontributor
301 East Chino Street (East "Historic Route 66")	19	Contributor
312 East Chino Street (East "Historic Route 66")	32	Contributor
103 West Chino Street (West "Historic Route 66")	11	Contributor
109 West Chino Street (West "Historic Route 66")	10	Contributor
114 West Chino Street (West "Historic Route 66")	23	Contributor
115 West Chino Street (West "Historic Route 66")	9	Contributor
116 West Chino Street (West "Historic Route 66")	22	Noncontributor
122 West Chino Street (West "Historic Route 66")	21	Contributor
134 West Chino Street (West "Historic Route 66")	20	Contributor
100 North Main Street	24	Contributor
(No #, North Main Street; north of 102 East Chino Street)	25	Contributor
110 East Railroad Avenue	3	Contributor
214 East Railroad Avenue	6	Contributor
(No #, East Railroad Avenue, west of 214 East Railroad Avenue)	5	Contributor
(No #, East Railroad Avenue, east of 214 East Railroad Avenue)	7	Noncontributor

Contributing Structure

The 1926-1933 alignment of U.S. Route 66, beginning at the corner of Lamport Street and East Railroad Avenue; extending along East Railroad Avenue to Main Street; turning north at Main Street; and continuing along Main Street to the corner of Main and Chino streets (Inventory #33)

Contributing Historical-Archaeological Site

Archaeological site of the Seligman Hotel; located at the northwest corner of East Railroad Avenue and Main Street (Inventory #2)

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SIGNIFICANCE

SUMMARY

The Seligman Commercial Historic District is eligible for the National Register under Criterion A for its association with the transcontinental railroad and Route 66. Seligman's commercial core began as a railroad center, experienced a new phase of growth when "the Mother Road" was routed through it in 1926, and declined when Interstate 40 bypassed it in 1978. The district provides a case study demonstrating the power of transportation systems to create and sustain communities in the American West. The district is eligible under Criterion C because it includes buildings that are good examples of architectural types, periods, or methods of construction. The district also qualifies for the National Register under Criterion D because it includes a historical-archaeological site with the potential to yield important data regarding Seligman's past. The period of significance (1903 to 1963) begins with the construction date for the earliest surviving resource and ends with the construction date for the last commercial building in the district (marking the end of downtown Seligman's build-out period). The level of significance is local.

Historical Background

Seligman's genesis began in 1886, when a feeder line called the Prescott & Arizona Central Railroad was completed, linking the Atlantic & Pacific Railroad (A&P) with the territorial capital of Prescott. The two lines met at a point about one mile east of future Seligman. A small tent city, named Prescott Junction, arose at the point of juncture (Moore 1986; Schuckings nd). A host of problems caused the feeder line to fail in 1893 (Sayre 1985 and 1990). Its demise made Prescott Junction decline, and by the mid 1890s, only a hotel, saloon, and several houses remained (*Arizona Republican* 1897).

In 1895, the A&P began developing a trio of dams southwest of Prescott Junction to provide water for steam locomotives. A pipeline carried water from the dams to a point about a mile west of Prescott Junction (*Arizona Republican* 1897). This point would form the nucleus for a new community. The community would be named Seligman in honor of Jesse Seligman (1841-1894), a New York banker whose firm had helped finance the railroad (Moore 1986; Schuckings nd).

The Santa Fe Pacific Railroad acquired the A&P through a foreclosure sale in July 1897 (Robertson 1986). Pleased with the adequate water supply and flat, expansive topography of Seligman, the Santa Fe discontinued Williams and Peach Springs, A. T., as division points and selected Seligman in their stead (Myrick 1998). At its new division point, the railroad company built side tracks, erected coal bunkers and a water tank, relocated (from Prescott Junction) the old depot, and moved (from Williams) a round house and Fred Harvey eating house (*Arizona Republican* 1897).

A flood of railroad workers and their families settled at the new division point. In addition to conductors, firemen, brakemen, and engine mechanics, there were "switchmen, yardmen, car inspectors, pumphouse pumpers, boilermakers, machinists, powerhouse attendants, hostlers, callboys, rip track crews, storehouse keepers, dispatchers, timekeepers, clerks, day and night foremen, and yardmasters" (Moore 1986). Woodframe and adobe houses replaced tents as these myriad souls made Seligman their home.

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A stockyard, added east of the railroad complex at an early date, gave rise to a new enterprise, the shipment of livestock. Ten of thousands of horses, cattle, and sheep from the region's ranches were soon passing through Seligman semi-annually on their fateful voyage to glue factories, feedlots, and slaughterhouses of the East (Schuckings nd). The end of each round-up brought a bumper crop of cowboys to Seligman's saloons, dance halls, and boarding houses (Gilliam 1986).

The railroad town continued to grow. Ed Gale and J. A. Lamport homesteaded land near the tracks, then divided their parcels into residential and commercial lots. Entrepreneurs inevitably established businesses. Some of the first were the Seligman Hotel (#2), A G. Oliver's store, Pitts' general merchandise store (#26), a blacksmith shop, F. W. Smith's drugstore, several saloons, Michael McBride's general merchandise store, and a meat market (Schuckings nd). The Santa Fe provided the community with a resident physician, who treated not only railroad workers but other townsfolk as well (Gilliam 1986).

Seligman gained an air of refinement when the railroad built a new Harvey House between 1905 and 1909. The Havasu, as it was called, replaced a simpler structure that had been been moved from Williams in 1897 (*Arizona Republican* 1897). English-born Fred Harvey had established track-side restaurants along the Santa Fe beginning in 1876. By offering good food, served promptly and at reasonable prices—in contrast to most other western eateries—Harvey enjoyed phenomenal success. Before long, Fred Harvey restaurants, hotels, and newsstands were greeting weary travelers throughout the Santa Fe's realm (Harvey Collection MS #280). Fred Harvey "brought a refining influence of civilized dining to an area where burnt cow and rifle whiskey had heretofore constituted the height of gastronomic ambition" (Howell 1999). In a beans and bacon wilderness, Harvey created oases of vintage claret and quail-in-aspic.

One of only seven Harvey Houses in Arizona (Poling-Kempes 1991), the Havasu became the preeminent place to dine and stay in Seligman. Its rooms provided clean, comfortable beds, the newsstand offered the latest books and periodicals, and the curio shop sported an assortment of Native American crafts (Moore 1986). Travelers and locals particularly liked the "Harvey Girls," the cadre of carefully-trained, well-mannered young waitresses recruited from the East and Midwest. Many Harvey Girls remained in Seligman at the end of their contracts—marrying local men, raising families, and helping to build the town (Gilliam 1986; Poling-Kempes 1991).

The iron horse built Seligman, but did not long sustain it. The horseless carriage would earn the latter distinction. In 1900, approximately 4,000 cars were manufactured in the United States; by 1910, the figure climbed to 187,000 (Keane and Bruder 1999). The rising popularity of the automobile weaned travelers away from the railroad and focused attention on the need for decent roads. Following statehood in 1912, a regional "good roads" association successfully lobbied for the creation of a national highway across northern Arizona. The resulting Old Trails Highway—so-named because it linked numerous roads, tracks, and trails into a single roadway—entered Seligman from the east along Railroad Avenue (the frontage road north of the tracks), turned north at the Havasu, passed north along Main Street for one block, turned left onto Chino Street, and continued in a westerly direction out of town (Ryden 1996).

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The numerical designation of "66" was assigned to the Old Trails Highway in the summer of 1926. With that designation came its acknowledgement as one of the nation's principal east-west arteries. Because Route 66 linked the main streets of countless communities, it became known as "the Main Street of America" (Cleeland 1988; Scott 1988; Wallis 1990).

Old businesses in Seligman were expanded, while new ones were added to serve increasing numbers of automotive travelers. The Havasu was enlarged. An auto repair shop appeared along Railroad Avenue, and a warehouse was erected nearby to supply fuel to new gas stations.

In 1933, Route 66 was rerouted from Railroad Avenue to Chino Street. The new route carried travelers in a direct east-west line through Seligman, eliminating the need to zigzag through the community. The shift symbolized the nearly complete re-orientation of American society away from the railroad and toward the automobile. Construction activity in downtown Seligman reflected the change. Post-1933 buildings did not appear along the abandoned portion of Route 66 but rather along Chino Street. A host of facilities developed along the "new" Route 66, as savvy entrepreneurs developed services with the motorist in mind. New amenities included streetlights, sidewalks, motor courts, restaurants, gas stations, and auto dealerships. Construction was brisk even during the mid 1930s, while the nation recovered from the Great Depression. As one writer aptly stated, "Seligman's lifeblood coursed with concrete" (Pieper 1990).

At the end of 1937, the Arizona Highway Department reported that the number of cars traveling on Route 66 that year with out-of-state plates numbered 514,332 (Schuckings nd). Despite that impressive figure, the true heyday for the route and Seligman came in the years following World War II. The end of the war triggered a westward migration far greater than that of the Great Depression. More than three million people moved into California during the post-war period, many of them following Route 66 to the Golden State (Crump 1994; Wallis 1990).

The end of the war also stimulated tourism. GIs had fought to protect their rights, one of which was the right to get in the car and drive on the open road. The Southwest became a particularly popular destination for such voyagers. Fueled by images of the Grand Canyon, the Painted Desert, and cowboys-and-indians, unprecedented numbers of veterans and other motorists followed Route 66 to Arizona. The bible for many was *A Guide Book to Highway 66* (Rittenhouse 1946). The guide book noted that the traveler could find a variety of hotels, motor courts, garages, and cafes at Seligman. The guide also noted a curious relic from the town's railroad days; as a railroad division point, Seligman was the dividing line between Mountain Time and Pacific Standard Time. The book cautioned motorists to adjust watches back an hour when traveling west, and forward an hour when traveling east (Rittenhouse 1946).

Business along 66 boomed during the mid twentieth century but was highly competitive. To succeed along the route, businesses increasingly took an "anything goes" marketing approach to set themselves apart from similar enterprises and get motorists to stop. Catchy slogans, one-of-a-kind signage, flashing neon, and other visual gimmicks became an integral part of the route's imagery. Exemplified by enterprises including Delgadillo's Snow Cap, the Copper Cart restaurant, and the Thunderbird Indian Store, Seligman's built environment attained unprecedented exuberance.

Old-timers recall the heavy volume of traffic along 66 during the halcyon days of the 1950s and early 1960s. Cars and cross-country hauling rigs passed bumper-to-bumper along the two-lane road through the community. Angel Delgadillo, a

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retired barber and co-founder of the Historic Route 66 Association, remembers that, "It would take you 15 minutes to cross the road sometimes, and mothers always held on to the hands of their children" (Angel Delgadillo, cited in Shaffer 2003). Louise Brown, owner of the Copper Cart restaurant, recalls the mob scene that would ensue after Southern California schools began their summer recess: "You'd see the solid line of car lights coming down the hills from the west and the parking lot would be totally full when we opened at 5:30 a.m" (Louise Brown, cited in Shaffer 2003).

To relieve traffic congestion, the Highway Department widened 66 through Seligman in 1966. Anticipating that road work, owners of the Black Cat Bar at the northwest corner of Main Street and Chino Street (Route 66) in 1963 moved their business back several feet by erecting a new bar to the rear of their existing one. As predicted, highway construction subsequently demolished the "old" Black Cat (Larimore 2003). The "new" Black Cat marked the end of the Route 66 commercial build-out period in Seligman. The Black Cat was not the only business to be affected by the highway widening. One handsome stone building lost its partial front porch to the construction. Other buildings fared worse: several commercial buildings at the southeast corner of Main and Chino streets were lost as a result of the work. A small community park with gazebo now marks their former location.

Hard times lay ahead for 66 and its businesses. Passage of the Interstate Highway Bill in 1956 sounded the death knell for the historic route. The legislation authorized construction of a new road network to link major metropolitan areas. The new transportation system would bypass small towns like Seligman in an effort to hasten travel across the States. In northern Arizona, Interstate 40 would, segment by segment, render Route 66 obsolete. The first northern Arizona town to be bypassed was Flagstaff, in 1960. The portion of I-40 that bypassed Seligman was opened in 1978 (Moore 1986; Ryden 1996).

The bypass had an immediate and profound effect on Seligman. Overnight, the downtown went from a bustling commercial center to an incipient ghost town. Once the ribbon was cut to open the new stretch of the interstate, Seligman's once-busy streets were left almost vacant of vehicles (Schuckings nd). Neon signs were turned off and buildings were boarded. A few remaining businesses struggled to stay alive (Moore 1986). The community received an additional blow in 1984 when the Santa Fe discontinued Seligman as a division point. Income from about 300 resident crewmen was lost on the day the railroad left town (Smith 1984; Moore 1986; Schuckings nd).

The town did not disappear but instead rallied to stay alive. In 1987, a group of local business people began lobbying the State of Arizona to designate Route 66 as a Historic Highway. The State complied in November of that year, when it dedicated old U.S. Route 66 from Seligman to Kingman as Historic Route 66. The local Chamber of Commerce began promoting Seligman as the "Birthplace of Historic Route 66." The marketing strategy worked; each year has witnessed increasing numbers of American, European, and Asian tourists. The downtown is beginning to experience a revitalization. The current nomination, funded through the Route 66 grant program of the federal government, is an example of the increasing interest shown in the route's preservation. It is hoped that National Register designation will further increase awareness of Seligman's past and focus attention on the need to protect the resources representing that history.

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Significance under Criterion A: Association with the Transcontinental Railroad and U.S. Route 66

The Seligman Commercial Historic District is eligible for the National Register under Criterion A for its association with the transcontinental railroad and Route 66. Seligman's commercial core began as a railroad center, experienced a new phase of growth when Route 66 was designated in 1926, and declined when Interstate 40 bypassed the town in 1978. The district provides a case study demonstrating the power of transportation systems to create and sustain communities, commerce, and tourism in the American West.

As railroad historian David Myrick has noted: "Seligman was established as a [railroad] division point in 1897. There was no other reason for the town's existence and it has continued to be a small settlement" (Myrick 1998:127). As the "Historical Background" section of this nomination has shown, Route 66 assumed an increasingly important role in the local economy as the railroad's dominance ebbed. Road, more than rail, sustained the town and fueled its growth during much of the twentieth century.

The period of significance begins with the construction date for the earliest surviving resource (1903) and ends with the construction date for the last commercial building in the district (1963), marking the end of downtown Seligman's build-out period. The end-date of 1963 falls well within the Route 66 Corridor "period of outstanding historic significance"—1926 to 1970—as defined by Public Law 106-45, "An Act to Preserve the Cultural Resources of the Route 66 Corridor and to Authorize the Secretary of the Interior to Provide Assistance" (*Congressional Record* 1999). The Route 66 Corridor is defined as structures or other cultural resources of businesses, sites of interest, and other contributing resources that: (a) are located within the immediate vicinity of those portions of the highway formerly designated as U.S. Route 66; (b) existed during the route's period of outstanding historic significance (principally between 1926 and 1970); and (c) remain in existence as of the date of the law's enactment (August 10, 1999).

Significance under Criterion C: Architectural Importance

The district is eligible under Criterion C because it includes buildings that are good examples of architectural types, periods, or methods of construction. Notable examples include the Havasu, the stylish and eclectic building constructed by the Santa Fe as a Harvey House, and the Snow-Cap, the flamboyant drive-in symbolizing the modern American highway and the automobile culture it served.

As a whole, the district provides a concise visual statement of the influence of transportation systems on community planning/development and architecture. The street grid was designed with reference to the railroad rather than to cardinal compass points. The earliest buildings were constructed near the tracks or along the principal artery to the tracks, Main Street. Construction during the 1910s and 1920s followed much the same path, as the Old Trails Highway, followed by U.S. 66, were routed along Railroad Avenue and Main Street. Later construction shifted to Chino Street after Highway 66 was re-routed to that street in 1933.

The district is a living museum that demonstrates changing architectural styles. Commercial buildings of the Seligman district reveal two stages of evolution. Those constructed prior to circa 1933 reflect the general character of "twentieth

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century commercial" buildings seen along myriad main streets in small towns throughout America. Those erected after that date increasingly reflect a trend toward "roadside architecture," incorporating features designed specifically to attract motorists in ever-faster cars. The re-routing of Route 66 from Railroad Avenue to Chino Street coincided with the change, and probably triggered it.

Significance under Criterion D: Historical-Archaeological Importance

The Historic District is significant under Criterion D because it includes a historical-archaeological site with the potential to yield important information about Seligman's past. The site is that of the Seligman Hotel, built in 1903 and razed in 1962. Known to have been a boarding house, drug store, and bar, the hotel is also thought to have been a house of prostitution during some phase of its long history. Situated at the corner of Railroad Avenue and Main Street, the former hotel occupied a pivotal place in the downtown until Highway 66 was re-routed to Chino Street in 1933. Professional excavation of this undisturbed site could elucidate its history, yield artifacts representing Seligman's early material culture, and provide insight into the building's changing role as Seligman grew and prospered.

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Photographic Information

The following information applies to Photos 1 through 10:

1. Seligman Commercial Historic District
 2. Yavapai County, AZ
 3. Pat H. Stein
 4. September 2003
 5. Arizona Preservation Consultants, Flagstaff, Arizona 86004
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6. View west along Chino Street (Historic Route 66; U.S. Route 66 after 1933)
 7. Photo 1

 6. View west along Railroad Avenue (U.S. Route 66 from 1926 to 1933)
 7. Photo 2

 6. View north showing principal elevation of the Havasu (Inventory #1)
 7. Photo 3

 6. View east along Railroad Avenue (U.S. Route 66 from 1926 to 1933), showing former Seligman Pool Hall and Seligman Garage.
 7. Photo 4

 6. View north/northwest showing the former Seligman Pool Hall (Inventory #3)
 7. Photo 5

 6. View west/southwest showing the former Olson's Chevrolet building (Inventory #28)
 7. Photo 6

 6. View north showing the former Donovan's 1-Stop Garage building (Inventory #31)
 7. Photo 7

 6. View south showing the former Olson's Shell Gas Station (Inventory #14), now a museum/gift shop
 7. Photo 8

 6. View south showing the Snow-Cap Drive-In (Inventory #19)
 7. Photo 9

 6. View southeast along Chino Street (Historic Route 66) showing non-contributing buildings from 115 to 117 East Chino Street
 7. Photo 10