

HISTORICAL SOCIETY OF NEW MEXICO / ARIZONA HISTORICAL SOCIETY JOINT CONFERENCE IN SANTA FE

APRIL 26 - 30, 1990

**Program and Registration Forms
on Way to Members**

As spring flowers bloom throughout Santa Fe in late April of 1990, the Historical Society of New Mexico will welcome the Arizona Historical Society in joint annual meetings at the Hilton Inn in the historic core of Santa Fe. The building that housed the seat of government for the Kingdom of New Mexico, which included the future territory and state of Arizona, will begin the meetings with a gala reception on Thursday evening. (A Saturday afternoon session will talk about the history of the venerable Palace of the Governors. The session will include a tour and discussion of the restoration and renovation process that has been in progress for over fifteen years.)

Exciting papers detailing aspects of the history of both Arizona and New Mexico will be presented. Can you afford to miss the presentation of such papers as: "Researching the History of Your Old House," "Murder Most Foul . . .," "A Raid on the Royal Domain . . . in the Mid-1730s," "Highway 66 Revisited," "The Corps and the Colorado—Army Engineers on the American Nile," "James S. Calhoun and the Navajo Fiends. . . ." These are but a taste of the brew of history that awaits you.

In addition to these papers on the history of our two neighboring states, the traditional book and collectibles auction will take place on late Friday afternoon. Tours of historic Santa Fe homes and Indian Pueblos will be offered for Saturday afternoon. A festive Annual Awards Banquet will also feature a spirited, humorous and provocative talk by Professor Gus Seligman, who, while now teaching at North Texas State University, Denton, Texas, is in reality a New Mexican of soul and heritage.

Beginning on Sunday morning, a tour of Taos and Northern New Mexico will cap the conference. Led by New Mexico State Historian Dr. Myra Ellen Jenkins and Santa Fe Architect John P. Conron, participants in this special overnight tour will visit sites of historic interest including the church at Ranchos de Taos, Taos Pueblo, the Mabel Dodge Luhan House, the Millicent Rogers Museum, the Historic homes of Taos artists Blumenschein and Fechin, the studio of *santero* Leo Salazar, and others. Dinner Sunday night will be at the exquisite Casa de Cordoba, featuring the finest in continental cuisine. Participants will spend the night in hand-picked rooms at the famous Sagebrush Inn. Monday's activities will include visits to churches and other historic sites in the remote and picturesque mountain villages of Peñasco, Las Trampas, and Truchas. The tour will return to the Hilton of Santa Fe around 8:00 p.m. Monday. Conferees taking the tour must make their own lodging arrangements Monday night. Lodging Sunday night in Taos, all meals and entrance fees, and other incidentals are included in the price of the tour. Total cost (price includes a donation to both Societies) is \$250.00 per person, double occupancy, (with single supplement of \$20.00 per person). Reservations with full payment are due by March 16. Cancellations until April 13 will be accepted with a 10% administrative charge. Any refunds after this date are contingent upon our ability to fill the vacancy. Minimum for the tour: 20 people. Maximum: 35.

It's going to be grand. For further information on the conference or tour, please call Charles Bennett in Santa Fe at 827-6476. □

1989 Volunteers on the Cumbres and Toltec Scenic Railroad

During 1989 over 100 people traveled to Chama, New Mexico, to volunteer their time and travel expenses to help preserve the Cumbres and Toltec Scenic Railroad. On one weekend alone in late August, 74 people came from as far away as Jacksonville, Florida; Jeffrey, New Hampshire; and Novato, California. This was the 9th year that volunteers had been coming to work on the Cumbres and Toltec and the 2nd year under the auspices of the Friends of the Cumbres and Toltec.

Many projects of historical preservation were accomplished. Again this year, freight cars were repaired, painted and lettered and various other projects were completed. The remnant of the historic snowshed at Cumbres Pass was plotted on a computer-assisted drawing by several civil engineer volunteers. Two particular projects stand out as highlights for 1989:

1. The last remaining section of 3-Rail Track in Alamosa, Colorado, was disassembled and transported to Antonito, Colorado. The Denver and Rio Grande Western Railway donated

this historically significant section of track which includes a rare dual-gauge switch. Through the cooperation of the Public Service Company of Colorado, the volunteers loosened the track and switch from the ties, dismantled it and transported all of it to Antonito. A dual-gauge display is planned for the Antonito yard of the C&TS.

2. Significant work was accomplished to restore narrow gauge Derrick OP and its Tender Flat Car. A new roof consisting of tongue and groove planks and canvas built-up roofing was installed on

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SOCIETY RESOLUTIONS SUPPORT STATE PROJECTS

The Board of Directors of the Historical Society of New Mexico passed two resolutions that have been submitted to the 1990 Legislative Session in Santa Fe.

1. BE IT RESOLVED: that the Historical Society of New Mexico supports the efforts of the Museum of New Mexico to secure the Horwitch property on Lincoln Avenue in Santa Fe for the establishment of a history museum.

2. BE IT RESOLVED: that the Historical Society of New Mexico endorses the construction of the new State Records Center and Archives Building to house the state's public records and historical archives and that it urges the State Legislature to provide adequate funding for that purpose. □

FRENCH "40 & 8" BOXCAR DEDICATED

NEW MEXICO LT. GOVERNOR JACK STAHL REPRESENTS STATE OF NM AT CEREMONIES

This historic French "40 & 8" boxcar, vintage 1903, was recently renovated and decorated with the coats of arms of French provinces to look exactly like the boxcar which was given to the State of New Mexico by the people of France in 1949. Many a veteran of both World War I and II have vivid memories of cars such as this one.

The French Boxcar was brought to Albuquerque and restored by the French Boxcar Committee, which is an ad hoc committee composed of the Historical Society of New Mexico, Alliance Francaise d'Albuquerque, 40 & 8 Society, and the Railroad Club of New Mexico. The Committee deeply appreciates the generous contributions and support of the following businesses, institutions, and individuals:

Compagnie Generale Maritime and French National Railroads for transporting this boxcar to the United States. The Grand Marnier Foundation for a generous grant for the restoration and decoration, and to Bill Hall of Albuquerque.

The other contributors who aided in the restoration and decoration of this historic boxcar were: Acme Iron and Metal, Alliance Francaise d'Albuquerque, Baldrige Lumber, Barnhill Bolt, Governor Garrey Carruthers, Forty and Eight Society, Bill Hall, Historical Society of New Mexico, Inc., Hydro-Conduit, Paxton Lumber, Suzanne C. Poole, Railroad Club of New Mexico, Sunwest Bank, Thomson Signs, and other numerous private contributors, including students of French in the Albuquerque Public Schools. S.W.

(See La Cronica, September, 1989 for the history of this car and the original boxcar, which is being preserved and stabilized.)



Jeannine Hudson of the Alliance Francaise presided as Mistress of Ceremonies at the dedication. In the photograph above, Mrs. Hudson is about to present a deed for the Boxcar to Lt. Governor Jack Stahl. (Photograph by Col (Ret.) M.M. Bloom, Jr.)

Los Alamos Historical Society Receives National Award

The Los Alamos Historical Society recently received an award for its publication program and public lecture series from a leading national historical organization, the American Association for State and Local History.

"We were the only historical society in New Mexico to receive such an honor," says Hedy Dunn, director of the museum.

"This award recognizes our preservation efforts in documenting Los Alamos' unique history through our publications. The award also gives recognition to our outstanding lecture series that attracts an average of 100 people per program." □

FOUNDERS DAY Aztec, N.M.

Founders Day, commemorating the founding of Aztec in 1890, was observed September 16, 1989. Many visitors were attracted to the Aztec Museum to view the numerous additions in the past few months, including the first buildings in the pioneer village now being established on the museum grounds.

In the costume contest held in the Memorial Garden, Dawn Brett received first prize; Jay and Linda Turnbow, second; Lois Crum, third; and Jan Lobato, fourth.

In the guessing contest, Barry Cooper identified the most antique objects and

Music was furnished throughout the afternoon by The Rowdies, the Aztec Swinging Seniors Band, and Eddie Gedney. (Reported in the *Newsletter* of the Aztec Museum Association.) □

THE MISSING LANDMARK

by James E. Wilmarth

While driving Interstate 40 near Albuquerque recently, I sensed that there was something missing. Glancing about at the scenery through the windshield, everything seemed to be where it belonged. The Sandia Mountains and Mount Taylor were in their customary locations. As I recalled childhood memories of travel, I became more aware of what was missing. It was not a mountain that was missing, but something from the highway. Whenever our family traveled during my childhood we would watch the traffic for this "moving" landmark. This landmark that traveled the highways of New Mexico has vanished.



The symbol of the Blue-eyed Indian that belonged to Navajo Freight Lines has disappeared.

My interest is personal as my father, E.E. Wilmarth had driven over three million miles with the Blue-eyed Indian. This symbol of the Blue-eyed Indian has faded into the obscurity of a few memories.

What happened to *Navajo Freight Lines*? Where has this portrait gone that was instantly recognized? To find the answers to the landmark's disappearance, I searched back to the beginnings of the truck line. I found the history of *Navajo Freight Lines* intertwined with the history of U.S. Route 66.

The designation of U.S. Route 66 in 1926 as a new National Road was the result of 100 years of expansion in the western United States. This expansion was accelerated by the discovery of gold in California in 1848. The gold seekers from the East had a choice of travel, the sea route by the Strait of Magellan at the southern tip of South America or the land route by the Santa Fe Trail and uncharted desert. The choice of many to spend a king's ransom and six months at sea spoke volumes of the hardships that had to be endured on the deserts of the Southwest.

In 1849, to find a safe and direct road to California two officers, Captain Randolph B. Marcy and Lieutenant James H. Simpson of the United States Army were ordered to "Make from Fort Smith to Santa Fe in direct reference to future location of a National Road." The survey was completed to Santa Fe but the worst part of the Southwestern desert was still uncharted.

In 1857, another survey of the "Great Wagon Road" was started by Lieutenant Edward Beale. Using existing military forts as restocking points on the first half of his journey, Beale traveled from San Antonio, Texas to El Paso then up the Rio Grande to Albuquerque where the reconnaissance survey of the Wagon Road really began. Beale completed his journey across the Great Southwestern Deserts to Los Angeles in October of that same year. He accomplished this task with the use of 33 camels, 8 mule-drawn wagons and 50 men.

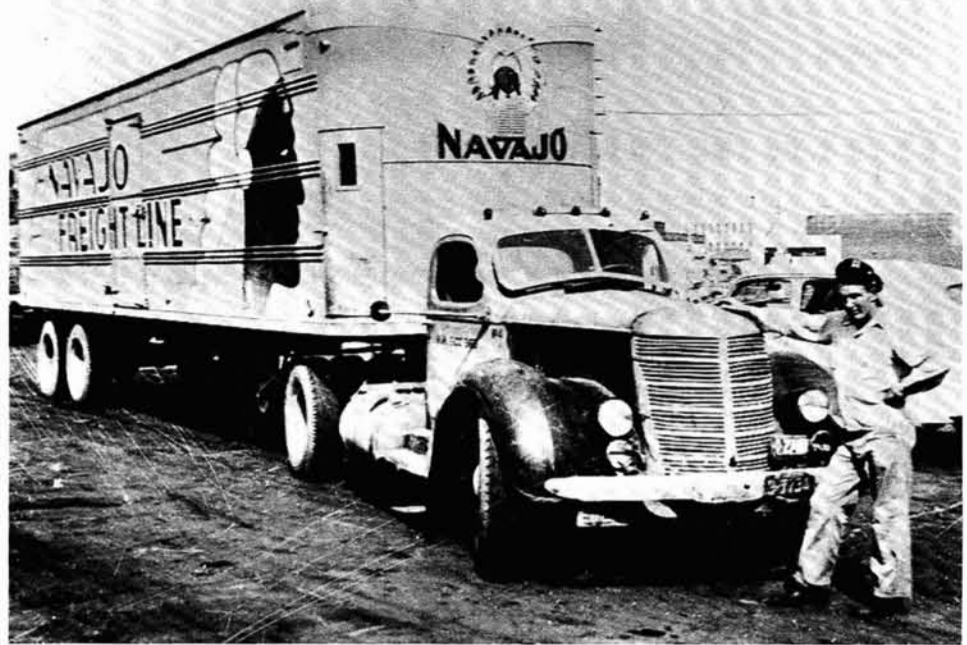
Beale's survey was the link needed to complete the "Great Wagon Road." Travel on the road began immediately. Many vehicles and years passed before the road was designated U.S. Route 66. The highway was completely paved by 1934 from the intersection of East Jackson Boulevard and South Michigan Avenue in Chicago, Illinois to the corner of Santa Monica Boulevard and Ocean Avenue in Santa Monica, California.

As the population in the Southwest increased and the development of trucks progressed, the demand for goods grew large enough for general freight shipping by motor carrier. The new highway provided an all-weather route to the Eastern network of highways and railroads.

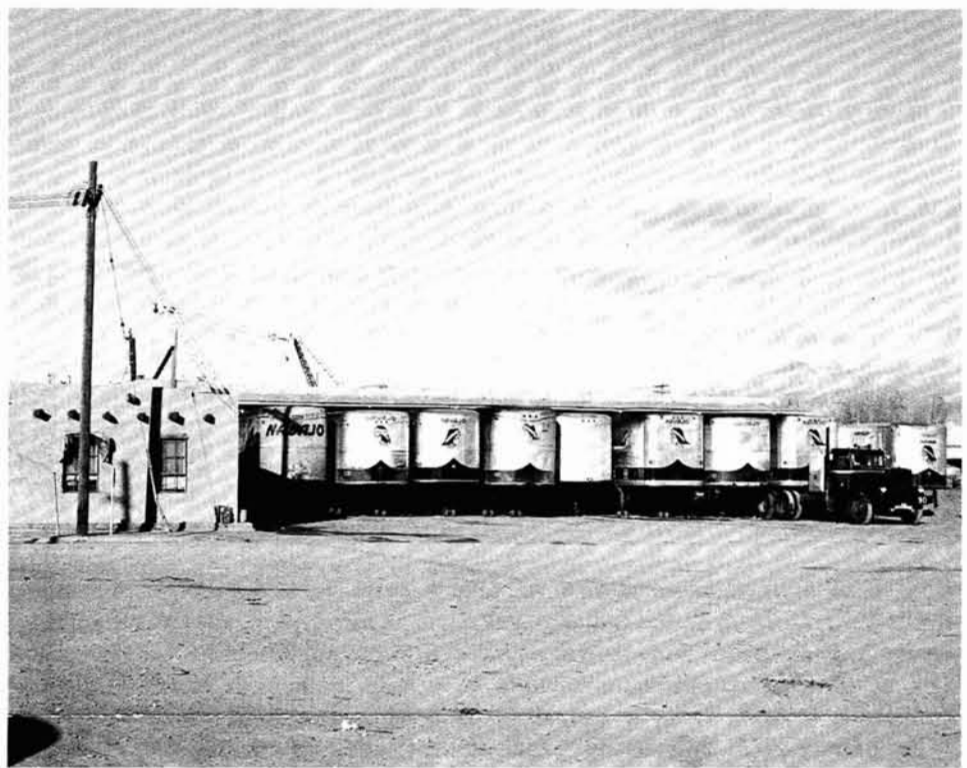
To take advantage of this new artery, the *Red Arrow Transportation Company* was incorporated in Wichita, Kansas in November of 1934. Their trucks began hauling freight over the new pavement. This was the beginning of what was later to become a transcontinental truck line.

To promote advertising of the new freight routes, *Red Arrow* was renamed the *Kansas City-Los Angeles Flyer Transport Company*. In January of 1938, the Interstate Commerce Commission (ICC) granted authorized operating routes to the new *KC-LA Flyer*. The routes however were from Wichita to Los Angeles, California. There was no mention of Kansas City.

By June of 1939, the *Flyer* was hauling general commodities from Los Angeles to Albuquerque. Packing house products, fresh fruit and vegetables were the main source of revenue between Albuquerque and Wichita. Headquarters for the *Flyer* was moved to Los Angeles in the summer of 1940. The ICC struck again shortly after the move by revoking all previous routes except the one from Albuquerque to Los Angeles. The ICC did allow the *Flyer* to service all points along this single route.



Earliest known photograph of Navajo Freight Lines equipment. 1939 International Model D-30 tractor. Notice the sleeping compartment door in the nose of the trailer. Driver unknown. (Mitch Howe Collection)



Navajo Freight Lines Albuquerque, New Mexico Terminal at 1800 Second Street, NW, circa 1948. (Mitch Howe Collection)

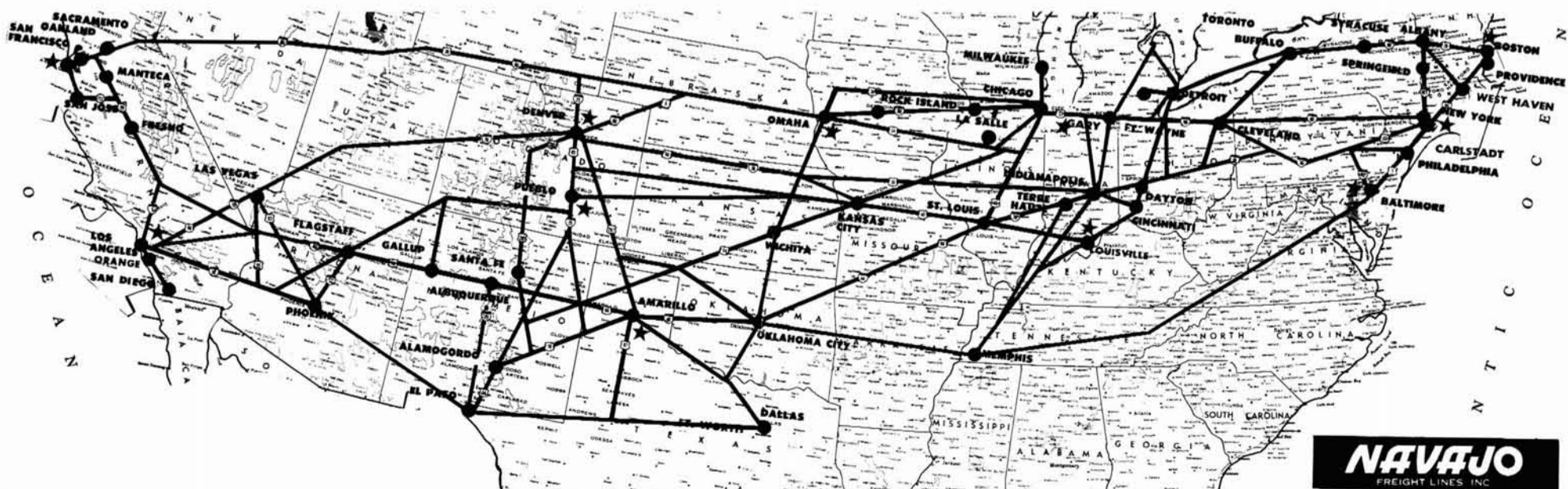
The plot thickens in the story with the introduction of a visionary. Mitchell (Mitch) B. Howe, a 36-year-old executive of *National Car Loading Corporation* saw the potential of building motor carrier routes to service areas distant from the railroads. He used a different approach in gaining ICC approval for expansion and growth.

Mitch Howe bought the struggling *Flyer* and its abbreviated operating route, resigned from *National Car Loading* and renamed the company *Navajo Freight Lines*. Expansion began quickly. The purchase of the *Colorado-New Mexico Express* with operating routes from Albuquerque, New Mexico to Denver, Colorado was completed in November of 1940. The *CO-NM Express* was renamed *Navajo Express Lines*.

The next step was the acquisition of *Tucumcari Truck Lines* with headquarters in Tucumcari, New Mexico.

Tucumcari had operating routes from Albuquerque to Amarillo, Texas and from Las Vegas, New Mexico to Roswell. The name selected for this new addition was *Navajo Truck Lines*.

It was during this period of *Navajo's* history that the symbol came into service. The original company logo was neither blue-eyed nor Navajo. (See photograph of earliest equipment.) The full-feathered headdress of the Plains Indians as depicted on early equipment was objected to by members of the Navajo Nation because it was not part of their tradition. In an effort to overcome this objection, a sign painter in Albuquerque was commissioned to make a more appropriate portrait. The painter had only recently arrived from Italy and his mistake of coloring the eyes was understandable. Mitch Howe decided to stick with the mistake. "We decided to make the Blue-eyed Indian our trademark and added the slogan,





1952 Peterbilt conventional tractor with 35-foot Trailmobile trailer. Tractor had 6-cylinder "HB-600" Cummins Diesel, 672 CID giving 150 hp at 1800 rpm. Notice the sleeper is attached to the cab of the tractor. (Mitch Howe Collection)



This is one of three 1964 White-Freightliner tractors with a dromedary trailer configuration. Notice the sleeper is now built into the cab. There were only three of these types of trucks built for Navajo Freight Lines. Photograph taken in front of the Denver Terminal. (Freightliner Corporation)

Route of the Blue-eyed Indian," he recalled during an interview some years later. This painting of the Blue-eyed Indian is on display in the offices of Mitch Howe in Pasadena, California.

The result of an artist's mistake became the "moving" landmark of a new "tribe" of Navajos. This unique beginning, with part of its inception in New Mexico, gave us the symbol that was to become recognized on highways throughout the United States.

After the war years, shipping requirements to support the effort subsided. Firmly established routes and new techniques of freight handling moved the trucking industry toward new prosperity. The freight moving business boomed.

On the first day of March, 1948, Navajo Freight Lines, Navajo Express Lines, and Navajo Truck Lines were incorporated, in New Mexico, into a single company titled Navajo Freight Lines. 1800 2nd Street, Albuquerque, New Mexico became the new corporate headquarters. Headquarters were moved to Los Angeles, California a short time later because Mrs Howe did not want to give up her California home.

The use of long-haul "sleeper" operations gave Navajo its ability to move freight rapidly over the vast distances of the Southwest. A team of two drivers could keep a truck moving 24 hours a day with one driving and one resting.

The sleeper compartment was located in the nose of trailers in the early years. This arrangement did not last long because of the inherent problems. An example of one of the problems occurred while crossing Raton Pass between New Mexico and Colorado on a winter's

night. The "sleeping" partner had a call of nature. Opening the door on the trailer he frantically signaled the driver. The driver was busy pulling the Pass and did not respond. He leaned further and further out, waving his arms until the rig lurched unexpectedly. The "sleeping" partner tumbled out onto the shoulder of the road. In his underwear, with snowflakes swirling about his face, he watched the taillights of his rig disappear. We can imagine the shock of the driver at the next stop when he could not find his partner. We can imagine the shouting match when the "lost" partner arrived on the next truck. Attaching the "sleeper" to the cab of the truck solved this problem. (See photo.)

"Sleeper" operations had other problems. Due to the small living arrangements it was often stated that driving partners lived closer than most husbands and wives. One example of driver team problems was sound sleepers. It was rumored they could sleep through a truck wreck. A solution was described by a partner who had a hard-to-rouse truck mate. At a stop near Flagstaff, Arizona, he tossed a captured bear cub into the sleeper. Immediately the partner exited one side of the sleeper and the bear the other. Drastic measures, effective results.

The pioneering of long-haul sleeper operations would continue with two additional owners of Navajo Freight Lines. Mitch Howe sold his controlling interest to a long-time friend Laurence Dohen in 1953. Laurence had started Denver-Chicago Truck Lines in 1931 and sold out in 1951. Laurence's leadership increased Navajo operating revenues from \$8 million in 1953 to \$40 million before selling to David H.

Ratner of Chicago in October of 1964.

The backbone of Navajo Freight Lines had always been Route 66 from California to Illinois. Route 66 became part of Interstate 40 in 1956 when President Eisenhower's signature created the 42,500 mile Interstate System. The familiar shields with 66 in black were gone within a few years.

With the new Interstate System Navajo Freight Lines would grow until it became a transcontinental motor carrier with terminals reaching across the nation, coast-to-coast and border-to-border.

Navajo Freight Lines became part of Arkansas Best Freight Truck Lines (ABF) in April of 1978. The long-haul sleeper operations were no longer viable. Equipment had aged and new single driver operations were being made more efficient. ABF Truck Lines, with headquarters in Fort Smith, Arkansas, became the eighth largest motor carrier in the United States with the acquisition of Navajo.

The Blue-eyed Navajo vanished within a few months after the take-over. Old Navajo equipment and facilities were repainted or scrapped.

The Blue-eyed Indian is gone after being a part of New Mexico's and the nation's landscape for forty years.

The Blue-eyed Indian is gone but not forgotten by all those pioneers who were part of the "Tribe."

The Blue-eyed Indian is gone but not forgotten by those of us whose childhood memories include watching the highways for Blue-eyed Indian landmarks.

Following the disappearance of the Blue-eyed Indian in 1978, Don Digby of Denver, Colorado purchased the rights to the Navajo name from Arkansas Best Freightways in 1981. Navajo Express Inc. was formed as the operating unit for Navajo Shippers Company that same year. Acquisitions of Digby Golden Arrow in 1983 and Illini Express in 1986 shows a positive growth rate. Navajo Express Inc. operates a fleet of 400 late-model tractors with over 600 forty-eight-foot refrigerated trailers specializing in hauling perishable freight from coast-to-coast and border-to-border.

The moving landmark has been modified, but it can be found on the highways of the nation again. It has a new owner and hopefully this new company with an old name will have a long and prosperous life. J.E. W.



The new look of the Navajo Express, Inc. The Blue-eyed Indian is missing.

THE BOBCAT

by James E. Wilmarth

During the early days of trucking in New Mexico, an incident occurred that changed the way trucking operations would be conducted in New Mexico. This single afternoon's events would set in motion changes that would alter how sleeper operations would be conducted for all time.

This incident happened on a highway in south central New Mexico during the summer of 1940. It was a bright sunny day and the driving team was on a run to Roswell. The equipment in use during those days had the sleeper compartment in the nose of the trailer. One man drove while the other slept. This allowed the truck to run 24 hours a day moving freight over vast distances in the Southwest. There were several drawbacks to having the sleeper in the trailer. The trailer compartment could be freezing in the winter and sweltering in the summer and there was no way to communicate between the trailer and the cab.

About 2 o'clock on that fateful afternoon, the driver noticed something alongside the road. Stopping, he found

the body of a magnificent bobcat evidently struck by another vehicle. Thinking the pelt could be worth money, he tossed it into the sleeping compartment in the nose of the trailer. Climbing back into his "office," he started off toward their destination about an hour away.

When the rig reached Roswell, the driver rushed into the terminal to tell his fellow workers about his good fortune. Several spectators quickly gathered about the truck as the driver opened the door to the sleeping compartment. With a scream that turned everyone's blood to ice water, a very upset bobcat leaped from the trailer. Inside the compartment, on the far side of the sleeper was huddled a rather wild-eyed "sleeping" partner. It seems the bobcat revived shortly after being tossed into the trailer. The bobcat's screams awakened the person already occupying the compartment. After much scrambling and screeching by both occupants, the two reached stand-off positions. The problem was the bobcat took the one nearest to the door. With no way to get out or signal the driver, the victim, with his bed clothes wrapped around himself for protection, faced the bobcat apprehensively for the remainder of the trip.

Continued, Page 4, Col. 1

James E. Wilmarth was born September 24, 1941, in Cortez, Colorado. He attended the Albuquerque school system through high school and graduated from Sandia High School in 1959. He married Cubazell Cassaday on September 5, 1964 in Albuquerque; they have two sons, Jeffery and Daniel.

The Wilmarth family has lived in Los Alamos, where Mr. Wilmarth has been employed by the Los Alamos National Laboratory, since 1968.

His father, Elmer E. Wilmarth, two Uncles, Robert S. Wilmarth and Chester W. Prichett, and brother, William S. Wilmarth all worked for Navajo Freight Lines as line drivers. Elmer was employed there from 1951 until 1976.

James Wilmarth visited Mitch B. Howe in Pasadena, California in 1984, where he conducted a two-day interview.

MISSING LANDMARK

(continued from Page 3)

It is said among the old timers of *Navajo Freight Lines*, that those two team members never made another trip together. The bobcat was never heard from again, but I am sure he had an exciting tale to tell his grandchildren.

There were several hair-raising adventures associated with sleeping in the front of trailers that helped convince the drivers of the problems. The result of this incident with the bobcat was the single episode that caught the attention of the right people. Within a short time, sleeping compartments were being attached to the cabs of the trucks with only a curtain between the driver and sleeper. J.E.W.

VOLUNTEERS ON THE C&TS

(continued from Page 1)

the Derrick house. New planting was installed on the Derrick deck and other restoration work completed. Kyle Railways employee Earl Knoob hooked up compressed air to the Derrick machinery and it worked fine. In order to restore the flat car, several sills had to be replaced, including an oak end sill which involved taking the entire coupler and draft gear apart and replacing the sill with an oak timber cut from a tree back East and trucked to Chama for this purpose. Work will continue in 1990 to complete the restoration of Derrick OP and its Flat Car.

William J. Lock

BOOK REVIEW

Creator of the Santa Fe Style:

Isaac Hamilton Rapp,
Architect

by Carl D. Sheppard

Albuquerque: University of
New Mexico Press, 1988

\$22.50 (cloth), \$12.50 (paper)

Reviewed by David Gebhard

Two of America's late nineteenth- and early twentieth-century expositions had a lasting impact on subsequent architecture and planning. One was the Beaux Arts-oriented World Columbian Exposition of 1893 in Chicago; the other was the mythical Spanish city made real by Bertram G. Goodhue—the 1915 Panama California Exposition in San Diego. The Chicago Fair boldly and aggressively argued the case for the City Beautiful movement, and for the utilization of the classical vocabulary of the French Ecole. In a much more modest fashion San Diego set the stage not only for the Spanish Colonial Revival rage of the twenties, but also for the planning of America's romantic suburbs of the twenties and later.

One of the most popular buildings in the San Diego Exposition was the New

Mexico Building. "Here," wrote Goodhue's associate, Carleton Monroe Winslow, "is represented with apparent astonishing fidelity the irregular walls and rough beam construction of the Pueblo Indians, as trained by the early Franciscan Fathers missionaries . . ." (Bertram G. Goodhue, *The Architecture and the Gardens of the San Diego Exposition*, p. 146). The architects of this building were the brothers Isaac Hamilton Raap and William Morris Rapp of Trinidad, Colorado. From this success Rapp and Rapp went on to design a second highly influential building, that of the Museum of New Mexico in Santa Fe (1916).

While these two buildings have been widely illustrated and admired over the years, the firm that designed them has on the whole passed as an unknown. Carl D. Sheppard has taken up the task in this volume of unraveling its story and of seeking to appraise its contributions to the development of the Pueblo or, as it was often called, the Santa Fe Style. The text consists of six chapters which provide a biography of the two brothers and their family, a presentation of their work in Colorado, New Mexico and elsewhere, a discussion of the Santa Fe Style, and an evaluative conclusion. This is followed by four short appendices, some letters from the firm, letters from the Loomis-Weiss Collection of the Museum of New Mexico, a listing of documented buildings, and finally a selection of illustrations of buildings not treated in the text.

The background and training of the two brothers followed a somewhat typical pattern for many American architects of the nineteenth and early twentieth centuries. Their father, Isaac Hamilton Rapp, Sr., was a carpenter-builder, and most likely it was he who interested five of his sons to enter the profession of architecture. How Isaac Hamilton Rapp, Jr., and his brother William Morris Rapp were trained in practice and design is not known; it was probably in part by working with their father, perhaps also by working as draughtsmen in a local architectural office. In 1889 Isaac Hamilton Rapp and C. W. Bulger opened an architectural office in Trinidad, Colorado, a small but prosperous Southwestern community. And though Isaac Hamilton Rapp designed a number of buildings in Santa Fe, Las Vegas, and elsewhere, Trinidad remained his home for his entire life.

The work of Rapp and Bulger (1889-1892), and of Rapp and Rapp (1892-1922) from the late 1880s on into the 1900s includes examples of most of the fashionable architectural styles of the time—the Richardsonian Romanesque, the Queen Anne, the Gothic, the early Beaux Arts Classical and other styles and combinations of styles. In other words they were, in every sense of the term, a typical small American architectural firm, which kept up with the latest—whatever it might be. What is disturbing about their work is the tremendous variation encountered in the quality of design. Most of it is dull

or worse; but a small number of their designs are impressive and would stand up well in comparison with designs coming from America's major name-brand architectural firms. Their small Richardsonian Romanesque First Baptist Church in Trinidad (1889) is, as Sheppard comments, ". . . a medieval fantasy" (p. 21). Their Browne and Manzanares & Co. Warehouse Building in Las Vegas (1898) would do credit to Harvey Ellis or even Louis H. Sullivan. And their Cross and Blackwell & Co. Building in Las Vegas (1898) indicates a sensitive understanding of the language of the Colonial Revival.

Their first exercise in the regional Santa Fe Style was the Colorado Supply Co. Building in Morley, Colorado (1908). In this instance as Sheppard points out, it was the client who suggested the image—the Church of San Esteban del Rey at the Acoma Pueblo. Though the town of Morley was small, it was situated on one of the main railroad lines into New Mexico, and the building could easily be seen from passing trains. It is obvious, from the letters which Sheppard presents, that by 1910 it had become widely known among the small cultural Anglo elite of Santa Fe.

By this time Hispanic architectural images were coming into their own throughout the Southwest and in California. The Atchison, Topeka and Santa Fe Railroad, as well as several other Western railroad companies, had from 1894 on adapted the image of California's missions for their railroad stations—the Santa Fe also for its accompanying Harvey House hotels and restaurants. The idea of using the specific

regional form of New Mexico churches, adobes and Native American Pueblos, was already off to a start, with the extensive building program at the University of New Mexico in Albuquerque, and in such railroad-oriented buildings as El Ortiz Hotel at Lamy, New Mexico (designed in 1908-09 by Louis Curtis). In the case of the New Mexico Building at the San Diego Exposition and of the Museum of New Mexico Building in Santa Fe, it was once again the clients who pressed for the regional "primitive" imagery, and the architects responded. In the years immediately following the completion of the Museum of New Mexico Building in 1916 Rapp and Rapp went on to design a number of major monuments of the style in Santa Fe, the best known of which is the La Fonda Hotel of 1920.

What the reader is left with is the story of an architect who seemingly emerged at just the right moment, and who created a group of regional Hispanic buildings which certainly seized hold of the public's imagination. Within this context Sheppard is correct in entitling his book "Creator of the Santa Fe Style," and attaching this phrase to Isaac Hamilton Rapp. Rapp did not originate the revival—actually it first came to the fore outside of New Mexico—nor did he create its most impressive monuments—this was left to John Gaw Meem and others. But it was Rapp's New Mexico Building in San Diego and his Museum of New Mexico and La Fonda Hotel in Santa Fe which opened the door for the enthusiastic reception of the Santa Fe Style in the American Southwest and elsewhere. D.G.

New Mexico Historical Society Offers Books at Discount to Members

The Historical Society of New Mexico, in partnership with the University of New Mexico Press over the past several years, has seen a series of interesting and valuable books published. These books should be available at your local bookstore, or, at a discount of 20% from the Society. Books currently in print, and their suggested retail prices are:

- Baxter, John: *Las Carneradas. The Sheep Trade in NM.* cloth 22.50, paper 10.95.
Bender, Norman J.: *New Hope for the Indians: the Navajos in the 1870s.* cloth 29.95, paper 14.95.
Bender, Norman J.: *Missionaries, Outlaws, Indians.* paper 9.95.
Chew, Joe: *Storms Above the Desert.* cloth 22.50, paper 11.95.
Cutter, Charles: *Protector de Los Indios.* cloth 17.50, paper 8.95.
Delaney, Robert W.: *Ute Mountain Utes.* cloth 24.95.
Ellis, Bruce T.: *Bishop Lamy's Santa Fe Cathedral.* cloth 19.95, paper 10.95.
Garcia, Nasario: *Recuerdos de Los Viejos.* cloth 17.50, paper 9.95.
Lecompte, Janet: *Rebellion in Rio Arriba.* paper 9.95.
Pearson, Jim: *The Red River - Twining Area.* cloth 19.95, paper 10.95.
Reeve, Agnesa: *From Hacienda to Bungalow.* cloth 24.95, paper 12.95.
Sandweiss, Martha: *Denizens of the Desert.* cloth 24.95.
Sheppard, Carl: *Creator of the Santa Fe Style.* cloth 22.50, paper 12.50.
Taylor, Michael: *Along the Rio Grande: A Pastoral Visit to Southwest New Mexico in 1902.* cloth 17.50, paper 8.95.
Voute, Peter: *Stranger in New Mexico.* cloth 22.50, paper 10.95.

If ordering through the Society, please include \$2.50 for shipping and handling. Order from: Historical Society of New Mexico, P.O. Box 5819, Santa Fe, New Mexico 87502. □

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