

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

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Alpine Downtown Historic District

Other names/site number: NA

Name of related multiple property listing: NA

2. Location

Street & number: Roughly bounded by W. Lockhart Ave to the north, N. 3rd St to the east, W. Avenue H to the south, and S. 9th St. to the west, plus the Centennial School.

City or town: Alpine State: Texas County: Brewster

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,


I hereby certify that this x 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 x meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide x local

Applicable National Register Criteria:

x A ___ B ___ C ___ D

 _____ Signature of certifying official/Title:	Chief Deputy State Historic Preservation Officer _____ Date
_____ State or Federal agency/bureau or Tribal Government	

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

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau
or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

- ___ entered in the National Register
- ___ determined eligible for the National Register
- ___ determined not eligible for the National Register
- ___ removed from the National Register
- ___ other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure

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Object



Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>198</u>	<u>54</u>	buildings
<u>2</u>	<u>1</u>	sites
<u>18</u>	<u>6</u>	structures
<u>3</u>	<u>0</u>	objects
<u>221</u>	<u>61</u>	Total

Number of contributing resources previously listed in the National Register 3

6. Function or Use

Historic Functions

COMMERCE/Business
DOMESTIC/Single dwelling, Hotel, Tourist Court, Secondary Structure
GOVERNMENT/Courthouse, Jail, Post Office, Fire Department
EDUCATION/School
RELIGION/Church, Church School
HEALTHCARE/Clinic, Hospital, Doctor's Office
SOCIAL/Masonic Hall, Mutual Aid Society
TRANSPORTATION/Gas station, Auto Sales, Train Depot
RECREATION/ Park, Theater
FUNERARY/Funeral Home

Current Functions

COMMERCE/Business
DOMESTIC/Single dwelling, Hotel, Secondary Structure
GOVERNMENT/Courthouse, Jail, CAD Office, Fire Department, Public Defender's Office
RELIGION/Church
SOCIAL/Fraternal Hall
TRANSPORTATION/Train Depot
RECREATION/ Park, Theater
FUNERARY/Funeral Home

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7. Description

Architectural Classification

LATE VICTORIAN: Second Empire (modest)

LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS: Commercial Style (One-part Commercial Block, Two-part Commercial Block), Rustic, Bungalow/Craftsman (modest)

LATE 19TH and 20TH CENTURY REVIVALS: Neo-classical Revival, Spanish Colonial Revival, Mission Revival, Gothic Revival (modest)

MID-CENTURY MODERN NONRESIDENTIAL

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Brick, adobe, native stone, wood, concrete, metal, glass

Narrative Description

Summary Paragraph

The Alpine Downtown Historic District consists of approximately 40 blocks clustered on the north and south sides of the Union Pacific Railroad tracks in central Alpine in Brewster County in far West Texas. The district is laid out on a grid with an arroyo known as Alpine Creek roughly serving as the western boundary and N. 3rd Street and S. 4th Street serving as the eastern boundary (See Map 1). The intersection of Holland Avenue and 5th Street is at the heart of the district and is the main crossing over the railroad tracks. The district is generally bounded by E. Lockhart Avenue to the north, and W. Avenues H and I to the south. The Union Pacific Railroad corridor (historically the Southern Pacific Railroad) divides the district roughly in half. Holland Avenue (US 90/US 67), just north of the railroad corridor, serves as the main thoroughfare through town, providing one-way traffic to the east, while E. Avenue E serves as a secondary commercial street providing one-way traffic to the west.¹ Murphy Avenue also serves as a secondary commercial thoroughfare just south of the railroad tracks. Historically, the area north of the railroad was more densely commercial and surrounded by white residential areas, while the area south of the railroad had fewer businesses and was a predominantly Hispanic residential area.

The district is a conglomeration of commercial, civic, religious, educational, recreational, health-related, and residential buildings that were significant in the development of downtown Alpine. Originating in 1882 upon the arrival of the Southern Pacific Railroad, downtown Alpine quickly became a transportation and supply center for area ranchers and south Brewster County mining operations. The town continued to expand following the emergence of a local tourism industry and the founding of Sul Ross State University in the early 20th century. Alpine is also the Brewster County seat, with the Brewster County Courthouse (NRHP 1978) historically drawing county residents to downtown and cementing its status as the heart of the community. The proposed district consists of 282 resources, 221 of which are contributing, including the NRHP-listed Brewster County Courthouse and Jail and the

¹ Note: Google maps mislabels this street as "Avenue East" but the actual street name is "Avenue E." East of 5th street, it is East Ave E; west of 5th, it is West Ave E.

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Holland Hotel. Most resources were constructed during the period of significance (1884-1976) and retain integrity to convey their associations and significance to downtown Alpine's development.

Narrative Description

Previously Listed National Register Properties in the Proposed Alpine Downtown Historic District

- Brewster County Courthouse and Jail (NRHP 1975, Reference # 78002899)
- Holland Hotel (NRHP 2025, Reference # 100011753)

Geographic Setting

Alpine is in northern Brewster County and serves as the county seat. It is in Far West Texas (sometimes referred to as the Trans-Pecos region) and is situated in an arid valley surrounded by the Davis mountains.² As part of the Chihuahuan Desert ecoregion, Alpine generally features a desert landscape and climate. Nearby towns include Marfa (25 miles to the west), Fort Davis (25 miles to the northwest), and Marathon (31 miles to the southeast). Alpine is also considered a gateway to Big Bend National Park, approximately 80 miles to the south. It is located along one of the few major roads (TX-118) to the remote park and is one of the last stops along the route.

General Characteristics

The district encompasses approximately 95.7 acres. The heart of the district lies at the intersection of 5th Street and Holland Avenue, just north of the railroad corridor. 5th Street provides the primary crossing over the railroad tracks, providing access to the south side of downtown. Buildings north of the railroad tracks are typically larger and more often constructed of masonry than buildings south of the railroad tracks, which are generally smaller and more commonly constructed of adobe or wood frame. Buildings south of the tracks are also generally older than those on the north side. Holland Avenue and Murphy Avenue are primarily lined with commercial buildings, while blocks north of Holland and south of Murphy feature a mix of building types, including civic, religious, recreational, and residential structures. Resources generally retain their historic appearance, with most alterations dating to the period of significance. A handful of parking lots and new infill are present on the north side of the district, though both are rare on the south side. Of the 282 total resources, 221 (78 percent) are considered contributing.

Historic photographs indicate that the early development of downtown Alpine took place simultaneously on both sides of the railroad tracks. On the north side, a concentration of commercial buildings quickly emerged along Holland Avenue facing the railroad tracks, gradually expanding outward during the late 19th and early 20th centuries to include a mix of residential, religious, civic, and other resource types. The area south of the railroad tracks developed in tandem with the north side, with the earliest commercial resources clustered along S. 7th Street and also interspersed with residences. Many of the commercial buildings along Murphy Street were constructed during the early 20th century,

² Robert H. Schmidt, "Trans-Pecos," *Handbook of Texas Online*, accessed January 22, 2025, <https://www.tshaonline.org/handbook/entries/trans-pecos>.

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though the original part of the Ritchey Hotel (Resource 55) was constructed in 1886. One-story, flat-roofed adobe buildings predominated on the south side for much of the late 19th and early 20th century, though pitched or hipped roofs were added to most buildings by the 1920s, most likely to better shed precipitation.³

Within the district, construction dates of historic-age buildings range from 1884-1976. A higher proportion of older buildings are south of the railroad tracks, which was not impacted by the major fires of 1907 and 1911 that destroyed many of the early downtown buildings north of the tracks. Among the oldest buildings in the district are the J.C. Carr-Bob Slight House on the north side (ca. 1884, Resource 260) and the Hotel Ritchey on the south side (ca. 1886, Resource 55).

Building forms and styles vary throughout the district. One- and two- part commercial block buildings predominate along Holland Avenue, N. 5th and N. 6th Streets, and W. and E. Avenue E, and are also interspersed throughout the district on both sides of the railroad. Most buildings on the south side of the district are modest, one-story buildings, many of which were constructed at least partially of adobe. A number of notable buildings throughout the district are clad with native stone, including First Christian Church (Resource 239), Our Lady of Peace Catholic Church and its adjacent parish hall and parochial school (Resources 32, 33, 35), the Alpine Saddlery building (Resource 206), the Cozy Court (Resources 152-160 and 163), a prominent residence at 308 W. Gallego (Resource 23), as well as a former military building (Resource 126). Much of the stone used in Alpine was locally sourced. Known as Davis Mountains rhyolite, it is a pink or red hued volcanic rock.⁴ Some buildings also feature light colored stone, likely limestone. Native stone was also used extensively throughout the district to build retaining walls, cisterns, and planters. A handful of buildings are notable for their expression of a particular architectural style, including the Spanish Colonial Revival Holland Hotel (Resource 178, NRHP 2025), the Mission Revival First United Methodist Church (Resource 212), a Mission Revival commercial building at 105 E. Holland (Resource 197), the Second Empire Brewster County Courthouse (NRHP 1978), and the Classical Revival First Baptist Church (Resource 218). In addition, several resources in the district are WWII-era military buildings (typically referred to as "WWII Temporary Buildings" or "WWII Mobilization Buildings") that were moved to Alpine from Fort D.A. Russell or the Marfa Army Airfield in the immediate postwar years.⁵ Extant WWII Temporary Buildings in the district include the Green Cafe (Resource 15), a rear addition to the First Presbyterian Church (Resource 258), and a former cleaners at 305 Gallego (Resource 126).

Common Alterations

Most buildings within the district have experienced at least minor modifications over the course of their existence. Common alterations to commercial buildings include replacement storefronts, doors, or windows which are typical of historic buildings that remained in continuous use. A handful of buildings experienced mid-century facade modernizations to maintain relevancy to consumers and attract

³ Terri Myers and Emily Thompson, Preservation Central, Inc, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," October 2004, 29.

⁴ "NPS Geodiversity Atlas---Fort Davis National Historic Site, Texas," National Park Service, accessed February 3, 2026 <https://www.nps.gov/articles/nps-geodiversity-atlas-fort-davis-national-historic-site-texas.htm>

⁵ For more information about WWII Temporary Buildings, see "World War II and the U.S. Army Mobilization Program: A History of 700 and 800 Series Cantonment Construction," available through HathiTrust. <https://babel.hathitrust.org/cgi/pt?id=mdp.39015028454331&seq=37>

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customers, an excellent example being the Alpine Lumber building (Resource 142). These modernizations took place during the period of significance and have acquired significance in their own right. Changes to exterior cladding such as painted brick or the application of exterior stucco or stone were common on all building types. For example, the First Christian Church (Resource 239) was originally a frame building constructed in the early 20th century, and in the 1940s native stone cladding was added to the exterior. The most common alterations to residential properties are additions and infilled porches. Some of the oldest extant buildings within the proposed district (both commercial and residential) were originally flat-roofed adobe structures upon which gable or hipped roofs were added in the early 20th century to better protect the structure from rain and snow. This is most evident on the south side of the district where more adobe properties are extant. Examples include Resources 98 and 99 (visible in Figure 13 with their frame roofs appended to the original flat roof adobe structure). Most modifications to buildings within the district took place during the period of significance and did not result in a loss of integrity; in many cases, alterations gained significance in their own right.

Many buildings in the district, particularly on the south side, were adaptively reused or repurposed over time. Adaptive reuse is a form of significance, pointing to the creativity and resourcefulness of residents. Alpine has numerous extant adobe buildings from the late 19th and early 20th centuries largely because buildings were retained for new uses in lieu of being replaced with new structures. Several residences were repurposed for religious, community, or commercial uses. Resource 123 was originally built as a residence, was later repurposed as the Latin American Community Center during the 1940s and 1950s, and is once again in use as a residence. 209 S 6th Street was originally a residence that also served as a church at one time (Resource 101). Resource 107 was originally a residence but was later converted to commercial use, including as a barber shop. Resource 30 was originally (and currently) used as a residence but was also repurposed as a business during the period of significance. Several former WWII military buildings were moved to the neighborhood and cleverly repurposed by residents, primarily as businesses. There are also several examples of adaptive reuse on the north side, including Resource 174, a former residence that was converted into a hospital in 1945, and the Reata restaurant (Resource 222), an adobe residence that was converted to commercial use during the period of significance.

Contributing

Buildings that contribute to the Alpine Downtown Historic District are those that were present during the period of significance (1884-1976), retain integrity, and add to the district's historically significant associations. Alterations to buildings in the district do not automatically disqualify them from being considered a contributing resource; in fact, alterations that took place during the period of significance oftentimes contributed to an understanding of Downtown Alpine's development and have acquired significance in their own right and reflect changes in architectural preferences and consumer habits over time. Changes such as rear or side additions, application of paint or stucco cladding, and replacement windows, doors, or altered storefronts did not automatically disqualify a building's contributing status if enough of the building's overall form, fenestration, and materials remained to convey its historic character.

Particularly on the south side of the district, many buildings were altered to accommodate the changing needs and functions of the property owner, including the construction of additions for expanding families and the alteration of buildings to accommodate a new use (such as the adaptive reuse of a residence for commercial, religious, or social use.) In many cases, these alterations help to convey the

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history and evolution of the predominantly Hispanic south side, as well as the resourcefulness and determination of its residents. In addition, recent discussions in the field of historic preservation have suggested a more nuanced interpretation of how alterations reflect a property and its historical significance, particularly for resources in systematically underrepresented and income-challenged communities.⁶ Alterations to buildings were often made with affordability and longevity in mind and represent the impact of economic inequality in communities, and do not automatically prevent a resource from being able to convey its historical significance, particularly under Criterion A.⁷

Non-Contributing

Non-contributing resources are those that were either constructed after the period of significance (after 1976) or were so radically and/or irreversibly altered that the building can no longer convey its historical significance or historic form, function, or association. For example, Resource 146 was historically a Humble Service Station, and its historic function was easily identifiable by the presence of an awning to shelter vehicles, as well as several garage bays. The removal of the awning and garage bays impacted the character of the building to the extent that its historic function is no longer evident and it appears as a modern commercial building. Multi-story resources that were altered on one floor (typically the ground floor) but retained their historic appearance on one or more other floors were not automatically classified as non-contributing resources.

While some buildings were classified as non-contributing due to extensive alterations, it is possible that they could be reconsidered for inclusion as contributing properties if the changes were reversed and historic integrity restored. In addition, if the period of significance were to be extended later, resources that were disqualified from contributing status due to their construction outside the period of significance could be reevaluated.

Historic and Current Functions

Commercial

A significant number of commercial resources are present within the district. On the north side of the railroad tracks where major fires in 1907 and 1911 destroyed Alpine's earliest commercial resources, most extant commercial resources are masonry buildings in the one- and two- part commercial block form and constructed of brick. The highest concentration of commercial buildings are clustered along the north side of Holland Avenue (US-90), W. and E. Avenue E, and along N. 6th and N. 5th Streets. Examples on the north side vary in size, style, and building materials and include the two-part commercial block Lackey Hord building (Resource 185), the one-part commercial block Turner building (Resources 180 and 181), the native stone Alpine Saddlery building (Resource 206), and the mission revival Old Mission Café (Resource 197). Current and former commercial resources are also plentiful south of the railroad tracks, with a concentration along the south side of Murphy Avenue and

⁶ For more information, see "Architecture 101 – The Architecture of Arizona's Working Class Communities," https://www.youtube.com/watch?v=385Dw_YXOac&ab_channel=ArizonaHistoricPreservation (for the discussion of integrity, forward to 36:54 of the video.)

⁷ National Council on Public History, "Repairing National Register Nominations: Underrepresented communities and integrity," accessed November 15, 2024, <https://ncph.org/history-at-work/repairing-national-register-nominations-underrepresented-communities-and-integrity/>.

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interspersed throughout the residential resources. Most commercial resources south of the railroad tracks are adobe or wood frame construction and modest in size and design. They are also typically older than commercial resources on the north side. Examples include the two-part commercial block at 100 W. Murphy Street (Resource 63, formerly Alpine Furniture and later the Valadez Grocery and Meat Market), the Green Café (Resource 15, a repurposed WWII military mess hall), and the Bull Beer Parlor (Resource 11). Buildings that served as boarding houses, hotels, or tourist courts also fall under the commercial property type. The Holland Hotel (Resource 178, NRHP 2025) includes a three-story section facing Holland Avenue designed by Henry C. Trost. On the south side of the railroad, the Hotel Ritchey (Resource 55, initially known as the City Hotel) was originally built as a one-story adobe boarding house in 1886 and was later expanded into the present two-story adobe and wood frame structure sometime between 1904 and 1909. A tourist court consisting of native-stone clad structures at the corner of N. 8th Street and Holland Avenue, known as the Cozy Court (Resources 151-164), points to the heyday of automobile tourism in Alpine during the early- to mid- 20th century.

Civic

Several resources in downtown Alpine were historically or are presently associated with the operations of the City of Alpine and Brewster County government. Alpine's role as the Brewster County seat led to the early construction of the Brewster County Courthouse and Jail between 1887-1888 (Resources 230 and 231, NRHP 1978). The brick buildings occupy a full block bounded by W. Sul Ross Avenue to the north, N. 7th Street to the west, W. Avenue E to the south, and N. 6th Street to the East. The 1938 former Alpine Post Office (Resource 229) is a brick building adjacent to the courthouse square, at the northeast corner of N. 6th and W. Avenue E. Meanwhile, the former Alpine Fire Station (Resource 165) is extant at the northwest corner of N. 8th Street and Holland Avenue (US-90/US-67). The building at 203-205 N. 7th Street (Resources 232-234) was historically two stucco-clad residences and a garage, and is now occupied by the Far West Texas Regional Public Defender's Office.

Residential

Numerous residential resources are present in the district, including current and former residential properties. Single-family dwellings within the district are primarily those that date to Alpine's earliest development, point to the Hispanic heritage of the district, or served multiple functions over time (i.e., commercial or religious purposes). Extant single-family residential properties on the north side of the district include the Gage-Van Sickle House (Resource 210), the J.C. Carr-Bob Slight House (Resource 260), and the adobe house at 203 N 5th Street (Resource 222), currently the Reata restaurant but originally a single family home. Many historic residential buildings on the south side of the district continue to serve a residential function, though they may have served commercial or religious functions in the past (this is further discussed in Section 8). A few examples of single family residences on the south side include the Garcia-Valadez House (Resource 75), the J.M. Watts House (Resource 124), and the James Lafarelle Home (Resource 40). Several residential resources throughout the district were converted to other uses, including 209 S 6th Street, which was originally a residence that also served as a church at one time (Resource 101). Resource 123 was originally built as a residence, was later repurposed as the Latin American Community Center during the 1940s and 1950s, and is once again in use as a residence.

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Education

There are several significant educational resources within the district, the earliest of which is the c. 1893 brick schoolhouse at 205-207 E. Sul Ross Avenue (Resource 252) which educated white students. Two additional extant schools are located south of the railroad tracks and are highly significant for their association with the education of Hispanic residents of Alpine. The 1936 Centennial School (Resource 1) began as a segregated school for Hispanic children and operated until 1972. A parochial school opened on the campus of the Our Lady of Peace Catholic Church in 1929 and primarily taught Hispanic children. A new brick school building was constructed in 1956 and survives today (Resource 35).

Health Care

Several historic buildings in downtown Alpine served health care related functions during the period of significance. Alpine physician Joel Wright opened two hospitals downtown, including a building he constructed in 1933 at 208 N. 6th Street (Resource 227) and a former residence converted to a hospital at 206-208 W. Avenue E (Resource 174) in 1945. Another local physician, Dr. William E. Lockhart, Jr., constructed a clinic and hospital building at 105-107 E. Lockhart Avenue (Resource 257) in 1946 and operated it until his death in 1987. Other healthcare-related buildings include the second floor of the Fuller/Jeter-Hill Building (Resource 175), which was occupied by a suite of doctor's offices beginning in the late 1940s, including Dr. D.O. Jeter, optometrist Dr. Thomas L. Coats, and dentist Dr. T.C. Selvig.⁸

Religion

Religious properties are some of the most prominent and architecturally significant buildings within the proposed district. Several churches are on W. and E. Sul Ross Avenue, including the First Christian Church of Alpine (Resource 239, constructed c. 1906 with stone veneer applied in 1940) and First Methodist Church (Resource 212, a Mission Revival building). First Baptist Church (Resource 218, constructed in 1916 and designed by architect James E. Greene), and its adjacent classroom building (Resource 219) are at 201-3 N. 4th Street. The 1944 First Presbyterian Church and manse (Resources 259 and 259) are at the northern end of the district at 101-103 E. Lockhart. On the south side of the district, Our Lady of Peace Catholic Church (Resource 32, originally known as Nuestra Señora de Guadalupe Catholic Church) is a longstanding community institution which, along with its associated buildings (Resources 33-36), occupy a full city block. Resource 101 (originally a residence) operated as the Mexican Methodist Church from the 1930s through the 1950s, until a new building was constructed in 1955 (outside the district boundaries).

Recreation and Culture

Resources related to recreation and culture include the Granada Theater (Resource 205) and the former Mojave/Tivoli Theater (Resource 198) both of which were constructed on Holland Avenue during the 1920s. On the south side, the 1968 Baines Park (Resource 37) occupies a full city block and retains much of its original plan as well as its original picnic pavilions with corrugated metal roof forms of varying styles, including shed, semi-circular, and pavilion shapes. Original native stone retaining walls and

⁸ "Fuller Building to be Remodeled," *The Alpine Avalanche*, March 5, 1948, 1.

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planters are also present throughout, which radiate from a circular planter at the center of the park and line the pathways throughout (see Figure 29).

Social

A handful of resources in the district served as the meeting place for social organizations. The Hancock Building (Resource 190) at 118 N. 5th Street was constructed as a Masonic Hall by area Masons in 1912. The Masons met on the second floor while the first floor was rented out to local businesses. South of the railroad tracks, the Alpine Furniture Company building at 100 W. Murphy Street (Resource 63) also hosted a Masonic lodge on the second floor. On the south side, Resource 123 was originally a residence that repurposed as the Latin American Community Center. The building at 501 W. Gallego (Resource 8) was a highly significant social resource on the south side of the district, occupied by the Amor al Trabajo y Union (which translates to Love of Work and Union), a mutual aid society established by Hispanic elders of the community in 1908.

Transportation

Transportation played a significant role in the establishment of the remote town of Alpine, as evidenced by the orientation of downtown around the railroad tracks. The Southern Pacific Railroad Depot (Resource 144) was constructed in 1947 after a 1946 fire destroyed the previous depot and was designed by architects Chase and Dunlap.

Ancillary Buildings

Some properties have one or more associated ancillary buildings or structures. Following guidance outlined in the National Park Service publication *Best Practices Review*, "Evaluating Garages and Outbuildings in Historic Districts," only ancillary buildings of substantial size that contribute to an understanding of the development of a property or the larger district were counted as resources.⁹ Within the proposed district, contributing outbuildings most commonly include ancillary residences, garages, or stone cisterns. Unenclosed carports and most sheds were not inventoried, as they were too small in scale and/or did not contribute to an understanding of the development of a property or the district.

Stone Cisterns

A number of native stone cisterns were identified throughout the proposed district and were counted as contributing resources due to their significance as water catchment systems in the dry, West Texas climate.

Parking Lots

Asphalt parking lots of substantial size were counted as structures within the district based on guidance from the National Park Service Best Practices Review "Considering Parking Lots."¹⁰

⁹ "Evaluating Garages and Outbuildings in Historic Districts," Best Practices Review, National Park Service, January 2023, https://www.nps.gov/subjects/nationalregister/upload/BPR_garages-and-outbuildings-2022-01-06.pdf

¹⁰ "Considering Parking Lots," *Best Practices Review*, 11 (April 2025) accessed July 8, 2025,

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Integrity

Overall District Integrity

The Alpine Downtown Historic District retains excellent integrity and is clearly recognizable as the commercial, religious, civic, and social center of Alpine and greater Brewster County. It retains many of the character-defining features that were well-established by the early 20th century, including the town's grid plan and orientation toward the railroad corridor and Holland Avenue (US-90/US-67). Many commercial resources are concentrated on Holland Avenue, W. and E. Avenue E, and N. 6th and N. 7th Streets on the north side of the railroad tracks, as well as Murphy Avenue south of the tracks. Beyond these areas, however, the district is characterized by the intermingling of commercial resources alongside current and former residences, churches, and civic, educational, and social institutions. Buildings are primarily one or two stories with minimal setback from the street. Most buildings were constructed during the period of significance and modern infill is minimal. While modest alterations to historic-age buildings are common, they do not significantly detract from the overall integrity of the district.

Location, Setting, Feeling and Association: Downtown Alpine retains its character-defining setting in an arid valley surrounded by the Davis Mountains in the West Texas desert. Though Alpine was founded as the seat of Brewster County and includes a courthouse square occupying a full block, the town has always been oriented toward the railroad corridor, pointing to Alpine's significance as a transportation center. Commercial resources are most densely concentrated along the streets adjacent to the railroad (Holland Avenue and Murphy Avenue), while residences, churches, and schools were built in the surrounding blocks. The downtown retains its original low building heights and its walkable character, and street parking and sidewalks are present throughout the district. Buildings range in construction date from Alpine's founding in the late 19th century through the postwar era, representing the development of the Far West Texas town over the course of a century.

Design, Materials, and Workmanship: Some changes have occurred to buildings within the district, including the replacement of windows, doors, and storefronts, as well as the application of new cladding such as stucco or native stone. Many of these changes took place during the period of significance and do not significantly detract from a building's ability to convey its historic use. Though many of the town's early adobe buildings on the north side of the railroad were lost in a series of early 20th century fires and replaced with masonry or frame construction, adobe remains the prominent construction material on the south side.

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Inventory Table

Note: Build dates labeled "SAIp" were taken from the 2004 South Alpine Survey performed by Preservation Central, Inc.

#	Address	Approx. Year Built	Historic Name	C/NC
1	500 W AVE H (No CAD address)	1936	Centennial School	C
2	500 W AVE H (No CAD address)	c. 1950	Centennial School recreational fields (Site)	C
3	411 S 9TH	c. 1920		C
4	409 S 9TH	1960 (CAD)		C
5	405 S 9TH	1920 (CAD)		C
6	403 S 9TH	1920 (CAD)		C
7	401 S 9TH ST	c. 1910		C
8	501 W GALLEGRO	c. 1922	Amor al Trabajo y Unidad (ATU)	C
9	303 S 9TH ST	1920		C
10	303 S 9TH ST	c. 1970		C
11	303 S 9TH ST	1920	Bull Beer Parlor	C
12	410 S 9TH	1920 (CAD)		C
13	410 S 9TH	c. 1920		C
14	410 S 9TH	c. 1920		C
15	408 W GALLEGRO	c. 1941	Pete Gallego's Chili Parlor; Green Cafe	C
16	404 W GALLEGRO	1900		C
17	404 W GALLEGRO	c. 1950		C
18	404 W GALLEGRO	2016 (CAD)		NC
19	402 W GALLEGRO	1900	Ramos Barber Shop	C
20	402 W GALLEGRO	1920 (CAD)		C
21	405 S 8TH	1930 (CAD)		NC
22	407 S 8TH	1910 (CAD)		C
23	308 W GALLEGRO	1900		C
24	306 W GALLEGRO (google address, no CAD address)	1920 (CAD)		C
25	304 W GALLEGRO AVE	1900 (SAIp)		C
26	300 W GALLEGRO/ 401 S 7th	c. 1920		C

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#	Address	Approx. Year Built	Historic Name	C/NC
27	300 W GALLEGRO/ 401 S 7th	c. 1940		NC
28	204 W GALLEGRO AVE	1890 (SAlp)		C
29	204 1/2 W GALLEGRO	c. 1935		C
30	202 W GALLEGRO AVE	c. 1941	Martinez Grocery	C
31	401-403 S 6TH ST	1915 (SAlp)	"Shellys"	C
32	100-106 W GALLEGRO AVE	1943	Nuestra Señora de Guadalupe; Our Lady of Peace church	C
33	100-106 W GALLEGRO AVE	1964 (SAlp)	Our Lady of Peace Catholic Church: Parish Hall	C
34	100-106 W GALLEGRO AVE	c. 1963	Our Lady of Peace Catholic Church	C
35	100-106 W GALLEGRO AVE	1956	Our Lady of Peace Catholic Church: Parochial School	C
36	100-106 W GALLEGRO AVE	c. 1963	Our Lady of Peace Catholic Church	C
37	100 E GALLEGRO AVE	1968	Baines Park (Site)	C
38	200 E GALLEGRO AVE	c. 1960	Valadez Grocery	C
39	200 E GALLEGRO AVE	c. 1968		NC
40	301 S 4TH ST	c. 1890s	James Lafarelle home	C
41	303 S 4TH ST	1910 (SAlp)		C
42	309 S 4TH ST	c. 1990		NC
43	308 S 5th	c. 1968		C
44	306 S 5TH ST	1950 (SAlp)		C
45	306 S 5TH ST	c. 1950	Stone Cistern (Structure)	C
46	210 S 5TH ST	1890 (SAlp)		C
47	109 E AVE F	c. 1930		C
48	109 E AVE F	c. 1935	Stone Cistern (Structure)	C
49	203 S 4TH ST	1910 (SAlp)		NC
50	203 S 4TH ST	c. 2010		NC
51	203 S 4TH ST	c. 1920		C
52	106 E MURPHY AVE	c. 1920	Lafarelle Market (SAlp)	C
53	106 E MURPHY AVE	c. 1980		NC
54	108 E MURPHY AVE (106 on CAD)	c. 1920		C

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#	Address	Approx. Year Built	Historic Name	C/NC
55	102 E MURPHY AVE	1886	Hotel Ritchey/Ritchey Hotel, City Hotel	C
56	102 E MURPHY AVE	c. 2017 (CAD)		NC
57	102 E MURPHY AVE	c. 1920		C
58	206 S 5TH ST	c. 1930		C
59	209 S 5TH ST	1890 (SAIp)	Casa Valenzuela	C
60	209 S 5TH ST	c. 1980		NC
61	205-207 S 5TH ST	1890 (SAIp)		C
62	205-207 S 5TH ST	c. 1950		C
63	100 W MURPHY AVE	c. 1902	Alpine Furniture Co.; Valdez Grocery and Meat Market	C
64	102 W MURPHY AVE	c. 1920	Solo Cafe; Valadez Burger Inn	C
65	104 W MURPHY AVE	2012 (CAD)		NC
66	104 W MURPHY AVE	c. 2015		NC
67	106-108 W MURPHY AVE	c. 1908	Alpine Studio	C
68	110 W MURPHY AVE	1910 (SAIp)	Alpine Bottling Works	C
69	110 W MURPHY AVE	2016 (CAD)		NC
70	204 S 6TH ST	1910 (SAIp)		C
71	204 S 6TH ST	c. 1940		C
72	103 W AVE F	c. 1925		NC
73	103 W AVE F	2004 (CAD)		NC
74	105-107 W AVE F	c. 1920		C
75	108 W AVE F	1890 (SAIp)	Garcia-Valadez House; Alpine Chapel	C
76	108 W AVE F	c. 1930		C
77	301 S 5TH ST	1975 (SAIp)		C
78	301 S 5TH ST	c. 1975		C
79	303 S 5TH ST	1910 (SAIp)		C
80	305 S 5TH ST	c. 1934		C
81	304 S 6TH ST	c. 1920		C
82	304 S 6TH ST	c. 1940		C
83	107 W GALLEG0 AVE	1900 (SAIp)		C

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#	Address	Approx. Year Built	Historic Name	C/NC
84	107 W GALLEGO AVE	c. 2015		NC
85	205 W GALLEGO AVE	c. 1920		C
86	205 W GALLEGO AVE	c. 1950		NC
87	309 S 6TH ST	1910 (SAIp)		C
88	307 S 6TH ST	c. 1930		C
89	305 S 6TH ST	c. 1920		C
90	303 S 6TH ST	c 1940		NC
91	301 S 6TH ST	1920 (SAIp)		C
92	301 S 6TH ST	c. 1940		C
93	206 W AVE F	1920 (SAIp)		C
94	306A S 7TH ST	2015 (CAD)		NC
95	306B S 7TH ST	2015 (CAD)		NC
96	308A S 7TH ST	2015 (CAD)		NC
97	308B S 7TH ST	2015 (CAD)		NC
98	300-304 S 7TH ST	c. 1900		NC
99	300-304 S 7TH ST	c. 1900		C
100	208 W AVE F	1995 (SAIp)		NC
101	209 S 6TH ST	1900 (SAIp)	Mexican Methodist Church	C
102	200 W MURPHY AVE	c. 1900	Little Mexico Cafe (Brewster CAD)	C
103	200 W MURPHY AVE	c. 1940		C
104	200 W MURPHY AVE	c. 1960		C
105	202 W MURPHY AVE	1890 (SAIp)		C
106	204-206 W MURPHY AVE	1925 (SAIp)		C
107	204-206 W MURPHY AVE	1925 (SAIp)	barber shop (SAIp)	C
108	210 W MURPHY AVE	c. 1900	The Toltec (Toltec Cafe, Toltec Bar)	C
109	210 W MURPHY AVE	c. 1900		C
110	204-206 W MURPHY AVE	c. 2023		NC
111	204 S 7TH ST	1910 (SAIp)	fmr restaurant (SAIp)	NC
112	205-207 W AVE F	c. 1935		C
113	205-207 W AVE F	c. 1935		C

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#	Address	Approx. Year Built	Historic Name	C/NC
114	205-207 W AVE F	c. 1935		C
115	205-207 W AVE F	c. 1935	Stone Cistern (Structure)	C
116	300 W MURPHY AVE	2014 (CAD)		NC
117	300 W MURPHY AVE	2014 (CAD)		NC
118	300 W MURPHY AVE	2014 (CAD)		NC
119	305 W AVE F	1920		C
120	305 W AVE F	c. 1935		C
121	306 W AVE F	1900 (SAIp)	Adobe Store building	C
122	105 W AVE E	c. 1935	Trans-Pecos Abstract Company	NC
123	305 S 7TH ST	1890 (SAIp)	Latin American Community Center (SAIp)	C
124	307 S 7TH ST	1890 (SAIp)	J.M. Watts Home	C
125	307 S 7TH ST	c. 1935		C
126	305 W GALLEGRO AVE	c. 1941	(WWII Temporary Building)	C
127	307 W GALLEGRO AVE	1930 (CAD)		C
128	308 S 8TH ST	1975		C
129	306 S 8TH ST	1965		C
130	304 S 8TH ST	1910		C
131	308 W AVE F	1900	Stone store building	C
132	301 S 8TH ST	1960		C
133	303 S 8TH ST	1925		C
134	305 S 8TH ST	1980		NC
135	401 W GALLEGRO	1920 (CAD)		C
136	405 W GALLEGRO	1940 (CAD)		C
137	405 1/2 W GALLEGRO	c. 1940		C
138	407 W GALLEGRO	1920 (CAD)		C
139	406 W AVE F	1905		C
140	205 W MURPHY AVE	1945	Big Bend Wool & Mohair	NC
141	108 S 5TH ST	c. 2014		NC
142	204 E HOLLAND AVE	1928	Alpine Lumber Company	C

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#	Address	Approx. Year Built	Historic Name	C/NC
143	106 E HOLLAND AVE	1970 (CAD)		NC
144	102 W HOLLAND AVE	1947	Southern Pacific Depot	C
145	202 W HOLLAND AVE	c. 1950	Gulf Service Station "Gulf Servicenter"	C
146	208 W HOLLAND AVE	1957	Humble Service Station	NC
147	302 W HOLLAND AVE	c. 1950		C
148	402 W HOLLAND AVE	c. 2020		NC
149	408 W HOLLAND AVENUE	c. 1930		C
150	408 W HOLLAND AVENUE	c. 1981		NC
151	403 W HOLLAND AVE	1922	Alpine Tourist Camp; Cozy Court	C
152	403 W HOLLAND AVE	c. 1939	Cozy Court	C
153	403 W HOLLAND AVE	c. 1939	Cozy Court	C
154	403 W HOLLAND AVE	c. 1939	Cozy Court	C
155	403 W HOLLAND AVE	c. 1939	Cozy Court	C
156	403 W HOLLAND AVE	c. 1939	Cozy Court	C
157	403 W HOLLAND AVE	c. 1939	Cozy Court	C
158	403 W HOLLAND AVE	c. 1939	Cozy Court	C
159	403 W HOLLAND AVE	c. 1939	Cozy Court	C
160	403 W HOLLAND AVE	c. 1939	Cozy Court	C
161	403 W HOLLAND AVE	c. 1960	Cozy Court	NC
162	403 W HOLLAND AVE	c. 1960	Cozy Court	NC
163	403 W HOLLAND AVE	c. 1932	Cozy Court	C
164	403 W HOLLAND AVE	c. 1950	Cozy Court sign (Object)	C
165	403 W HOLLAND AVE	1924	Fire Station	C
166	109 N 8TH ST	1956	Fire Station	C
167	308 W AVE E	c. 1930		C
168	106 N 8TH ST	c. 1965		C
169	103-105 N 7TH ST	c. 1968		C
170	301 W HOLLAND AVENUE	c. 1924	Casner Motor Company	C
171	301 W HOLLAND AVENUE	c. 1950		C
172	210 W AVE E	c. 1920	Dr. Wright home	C

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#	Address	Approx. Year Built	Historic Name	C/NC
173	210 W AVE E	c. 1920	Dr. Wright home-Garage	C
174	206-208 W AVE E	c. 1920	Dr. Wright's 1945 hospital	C
175	121-125 (123) N 6TH ST	1930	Fuller Building/ Jeter-Hill Building after renovation	C
176	117 N 6TH ST	c. 1930		C
177	115 N 6TH ST (Street address not CAD)	1927	Hord & Williams	C
178	201-203 W HOLLAND AVE	1907, 1923, 1928	Holland Hotel	C
179	106-108 W AVE E	1948	M System Grocery	C
180	114 N 6TH ST	1928	Turner Building	C
181	112 N 6TH ST	1928	Turner Building	C
182	110 N 6TH (CAD does not include address)	c. 1920		C
183	106-108 N 6TH	c. 1920		C
184	104 N 6TH ST	c. 1920		C
185	121 W HOLLAND AVE (street address-CAD address is wrong)	c. 1911	Lackey-Hord Building	C
186	Corner of 5th and Holland	c. 1969	Parking lot (Structure)	C
187	105 W HOLLAND AVE	c. 1920		C
188	101 & 103 W HOLLAND AVE	c. 1920		C
189	102 W AVE E	2005 (CAD)		NC
190	118 N 5TH ST	1912	Hancock Building	C
191	114-116 N 5TH ST	c. 1927	D.N. Scott Building	C
192	112 N 5TH ST	1927	DeLuxe Cleaners	C
193	112 N 5TH ST	c. 2005		NC
194	108 N 5TH ST	c. 1920		C
195	106 N 5TH ST	1927	Western Union	C
196	104 N 5TH ST	1927		C
197	105 E HOLLAND AVE	1929	Old Mission Cafe	C
198	109 E HOLLAND AVE	1921	Big Bend Theater; Mojave Theater; Tivoli Theater	C
199	111-3 E HOLLAND AVE	c. 1930		C

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#	Address	Approx. Year Built	Historic Name	C/NC
200	115 E Holland	c. 1930		C
201	117 E HOLLAND AVE	c. 1950		NC
202	119-121 E HOLLAND AVE	1929		C
203	201 E HOLLAND AVE	c. 1920	Alpine Cafe	C
204	203 E HOLLAND AVE	c. 1934		C
205	205-209 E HOLLAND AVE	1929	Granada Theater	C
206	211 E HOLLAND AVE	1937	Alpine Saddlery	C
207	213 E HOLLAND AVE	c. 1930	Texas Cafe	C
208	215 E HOLLAND AVE	1950 (CAD)		C
209	200-202 E AVE E	1959	City Drug	C
210	109 N 3RD ST	1886	Gage-Van Sickle House	C
211	311 S 6TH ST	2002 (SAIp)		NC
212	208 E SUL ROSS AVE	1925	First Methodist Church	C
213	203 E AVE E	1990/2008 (CAD)		NC
214	202-204 N 4TH ST	c. 1940		C
215	202-204 N 4TH ST	c. 1940	Stone Cistern (Structure)	C
216	202-204 N 4TH ST	c. 1940	Well House	C
217	206 N 4TH ST	c. 1940		C
218	201-203 N 4TH ST	1916	First Baptist Church	C
219	201-203 N 4TH ST	1956	First Baptist Church Educational building	C
220	101 E AVE E	1980 (CAD)		NC
221	101-103 W AVE E	1948	Smith Furniture Company	NC
222	203 N 5TH ST	1900 (CAD)		C
223	205 N 5TH ST	c. 1930		C
224	106 W SUL ROSS AVE	c1930		NC
225	212 N 6TH ST	c. 1934		NC
226	210 N 6TH ST	1969	Trans-Pecos Abstract Company	C
227	208 N 6TH ST	1932	Dr. J.E. Wright Hospital	C
228	208 N 6TH ST	c. 1940		C

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#	Address	Approx. Year Built	Historic Name	C/NC
229	107 W AVE E	1938	Post Office	C
230	201 W AVE E	1887-8	Brewster County Courthouse (NRHP 1978)	C
231	201 W AVE E	1887-8	Brewster County Jail (NRHP 1978)	C
232	203-205 N 7TH ST	c. 1920		C
233	203-205 N 7TH ST	c. 1920		C
234	203-205 N 7TH ST	c. 1930		C
235	210 W LOCKHART	c. 1960		C
236	310 N 7TH ST	c. 1935		C
237	310 N 7TH ST	c. 1950		C
238	209 W SUL ROSS AVE	c. 1909	Livingston Funeral Home	C
239	201-203 W SUL ROSS AVE	1906	First Christian Church	C
240	201-203 W SUL ROSS AVE	1948	First Christian Church Community Building	C
241	305 N 6TH ST	1940 (CAD)		NC
242	309 N 6TH ST	1948	Henry Bailey Motors	C
243	310 N 6TH ST	c. 1940		C
244	306 N 6TH ST	c. 1950		NC
245	302 N 6TH ST	c. 1970		C
246	302 N 6TH ST	1956	Southwestern Bell Telephone	C
247	302 N 6TH ST	c. 1980		NC
248	106 W LOCKHART AVE	c. 1935		C
249	301 N 5TH ST	1980 (CAD)		NC
250	101 E SUL ROSS AVE (CAD) 306 N 5th (Google)	2002 (CAD)		NC
251	101 E SUL ROSS AVE	2002 (CAD)		NC
252	205-207 E SULL ROSS AVE	c. 1893	Alpine School building	C
253	205-207 E SULL ROSS AVE	c. 1920		C
254	301 N 3RD ST	c. 1935		C
255	309 N 3RD ST	c. 1925		C
256	202 E LOCKHART	1920 (CAD)		C

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#	Address	Approx. Year Built	Historic Name	C/NC
257	105-107 E LOCKHART AVE	1946	Lockhart Clinic-Hospital	C
258	101-103 E LOCKHART AVE	1944	First Presbyterian Church	C
259	101-103 E LOCKHART AVE	c. 1920	First Presbyterian Church Manse	C
260	406 N 5TH	1884	J.C. Carr-Bob Slight House	C
261	Just west of the intersection of N 7th and W Sul Ross	1934	Alpine Creek Bridge (Structure)	C
262	Between N 8th and N 10th Streets	1939	Holland Ave Bridge (Structure)	C
263	Corner of 5th and Holland	c. 1930	5th Street Planter #1 (Object)	C
264	Corner of 5th and Holland	c. 1930	5th Street Planter #2 (Object)	C
265	Corner of 5th and Holland	c. 2000	Park (Site)	NC
266	209 W HOLLAND	c. 1969	Parking lot (Structure)	C
267	102 W AVE E	c. 1969	Parking lot (Structure)	C
268	corner of 5th and E Sul Ross	c. 1980	Parking lot (Structure)	NC
269	102 E Sul Ross Ave	c. 1980	Parking lot (Structure)	NC
270	101 E Sul Ross Ave	c. 1980	Parking lot (Structure)	NC
271	301 N 5th	c. 1980	Parking lot (Structure)	NC
272	205 E Sul Ross Ave	c. 1971	Parking lot (Structure)	C
273	208 E Sul Ross	c. 1980	Parking lot (Structure)	NC
274	203 E Ave E	c. 1969	Parking lot (Structure)	C
275	no address on CAD	c. 1969	Parking lot (Structure)	C
276	no address on CAD	c. 1969	Parking lot (Structure)	C
277	102 E Ave E	c. 1969	Parking lot (Structure)	C
278	Corner Holland and 5th	c. 1971	Parking lot (Structure)	C
279	Corner S 5th and murphy	c. 1980	Parking lot (Structure)	NC
280	Corner S 5th and E Gallego	c. 1969	Parking lot (Structure)	C
281	403 W. Holland Avenue	1958	Cozy Court Pool (Structure)	C
282	403 W. Holland Avenue	c. 1939	Cozy Court Stone Wall (Structure)	C

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8. Statement of Significance

Applicable National Register Criteria

- 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

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

Areas of Significance

Commerce (local level of significance)

Community Planning and Development (local level of significance)

Ethnic Heritage: Hispanic (local level of significance)

Period of Significance

1884-1976

Significant Dates

1884

Significant Person

NA

Cultural Affiliation

NA

Architect/Builder

Chase and Dunlap, Trost & Trost

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Statement of Significance

Alpine was first established in 1882 and was an important transportation point in the remote Far West Texas region as well as the heart of Brewster County government. Ranchers traveled to Alpine to ship their livestock via rail and to purchase supplies, while residents traveled to the courthouse and jail to conduct civic matters. The discovery of “quicksilver” (aka mercury) in southern Brewster County during the late 19th century only furthered Alpine’s significance as a transportation and supply center. With the rise of automobile tourism in the early 20th century, US-90 and US-67 (traversing Holland Avenue) became a popular travel route, and businesses emerged along the route to cater to the tourist traffic. Tourism in Alpine was further enhanced with the formation of Big Bend State Park (Big Bend National Park since 1944), becoming a primary gateway to the park.¹¹ The Alpine Downtown Historic District consists of downtown commercial, civic, residential, religious, educational, social, transportation, and recreational resources that were constructed over the course of the 19th and 20th centuries as Alpine developed into the largest town in Far West Texas.

The Alpine Downtown Historic District is nominated for listing in the National Register of Historic Places at the local level of significance under Criterion A in the area of Commerce, as a hub of commercial activity in both Alpine and Brewster County during the late 19th and 20th centuries. Early businesses supplied goods to locals, area ranchers, mining interests, rail travelers, and people conducting government business. With the rise of automobile tourism in the early twentieth century, Alpine entrepreneurs capitalized on the demand for filling stations, cafes, and tourist courts along US-90/US-67. The district is also nominated under Criterion A for Community Planning and Development, which is evident in the district’s adherence to the original town layout and orientation toward the Southern Pacific Railroad, as well as evidence of a concerted civic improvement campaign in the 1920s. Lastly, the district is nominated under Criterion A in the area of Ethnic Heritage: Hispanic, due to the significant role that Hispanic residents, most of whom resided south of the railroad tracks, played in the development of Alpine. Many of Alpine area’s early ranch hands and laborers were Mexican Americans and Tejanos (those descended from Mexicans who resided in present-day Texas prior to its annexation to the U.S.) who established religious and community institutions and successful local businesses. Though a system of de facto segregation existed in Alpine with white residents primarily living north of the railroad and Hispanic and Black residents living south of it, there was considerable exchange across the tracks. Thus, the evolution and significance of Downtown Alpine is best understood when the areas north and south of the tracks are considered as a single downtown entity. The period of significance extends from 1884 (the age of the oldest known extant resource in the district: the J.C. Carr-Bob Slight House, Resource 260) through 1976, reflecting the continued growth and evolution of downtown Alpine as it played a prominent role in the ranching, transportation, education, and tourism industries of Far West Texas.

¹¹ Clifford B. Casey, “Alpine, TX (Brewster County),” Handbook of Texas Online, accessed January 24, 2025, <https://www.tshaonline.org/handbook/entries/alpine-tx-brewster-county>.

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Historic Overview

Commerce: Downtown Alpine has been a center of commercial activity for the town, Brewster County, and the surrounding region for much of its existence. Businesses historically clustered along the railroad to provide locals, ranchers, miners, rail travelers, and tourists with a host of supplies and services. North of the railroad, the district broadly developed as the civic and commercial core, while the area south of the railroad represented predominantly Hispanic institutions and residences. Today, historic commercial buildings dating from the late 19th century through the 1970s point to Alpine's growth and prominence as a commercial center in West Texas.

Community Planning and Development: Downtown Alpine has retained its original grid plan and orientation toward the Southern Pacific Railroad on both the north and south side of the railroad tracks. The centrality of the railroad greatly influenced the district's development and expansion over time. In addition, the community made a concerted effort in the 1920s to safeguard the downtown by eliminating the oldest adobe and frame commercial buildings on the north side, after repeated fires had devastated the commercial district in the late 19th and early 20th centuries.

Ethnic Heritage: Hispanic: A system of de facto segregation emerged very early in Alpine's history, in which Hispanic residents were almost exclusively relegated to the area south of the railroad tracks. In addition to being the primary residential area for Alpine's Hispanic families, the south side was also the location of separate schools, churches, businesses, and social organizations. Hispanic residents of Alpine made tremendous contributions to Alpine's economy and growth; many residents of the south side worked for the railroad, on area ranches, or as general laborers, while others operated their own businesses serving a primarily Hispanic clientele. Though adobe was a common early building material in Alpine, both north and south of the railroad tracks, most adobe buildings on the north side were replaced with brick or masonry structures by the 1920s. By contrast, adobe buildings (both residential and commercial) remain prevalent on the south side into the 21st century.

Early History of Alpine (late 19th century)

The Southern Pacific Railroad was a major impetus in the initial development of downtown Alpine and greater Far West Texas. The establishment of railroad stops along the route encouraged the development of towns in an otherwise remote and inhospitable region, including Marathon, Alpine, and Marfa. The railroad line that passed through Alpine was built through a merger of the Galveston, Harrisburg, and San Antonio Railroad (GH&SA) which built westward from San Antonio, and the Southern Pacific Railroad, which built eastward from the West Coast. Southern Pacific Railroad workers first arrived in what would become Alpine in 1882, and the railroad station and small surrounding settlement were briefly named "Osborne."¹² Among the earliest permanent settlers were the families of Hispanic railroad workers who had traveled alongside the railroad crews as they moved through Texas. According to Alpine historian Clifford B. Casey:

During the last winter and early spring of 1882, as the construction crews were building the railroad through the mountains from Paisano Pass eastward toward what is now the Alpine

¹² Gerald G. Raun, "Build a Railroad and They Will Come: High Hopes in the Big Bend 1909-1913," *The Journal of Big Bend Studies* 16 (2004): 213-4; Clifford B. Casey, "Alpine, TX (Brewster County)," Handbook of Texas Online, accessed January 24, 2025, <https://www.tshaonline.org/handbook/entries/alpine-tx-brewster-county>.

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valley, families of the Mexican-American workers of the construction crews moved into the valley and pitched their tents along what is now Alpine Creek in an effort to keep in touch with their men folks who were working on the railroad. Thus these Mexican-American families were to become the first permanent settlers of what was to become Alpine, Texas.¹³

To obtain ready access to water for its steam engines, the railroad entered an agreement with Daniel and Thomas Murphy, who owned a section of land along the line where a spring was located. In exchange for the contract, the railroad agreed to rename the station and surrounding settlement Murphyville in 1883. Soon after, the Murphys filed a plat for the town of Murphyville, which included 50 blocks north of the railroad and 30 blocks south of it.¹⁴ As was typical of towns established along a railroad, the new settlement was platted on a symmetrical grid on either side of the tracks, with the streets on either side of the railroad serving as the major business streets. N. and S. Railroad Avenue (now Holland Avenue and Murphy Street) were platted with narrow lots intended to be purchased and occupied by businesses, comprising the new town's commercial core. Additional streets radiating out from N. and S. Railroad Avenues were also platted with narrow business lots, including 1st through 8th Streets. A wide strip of railroad right-of-way was retained along the tracks, where railroad support operations such as coal yards, warehouses, and the railroad depot were located. As was common in most railroad towns, the depot was constructed near the center of the plat, adjacent to the primary railroad crossing (5th Street).¹⁵ This intersection quickly emerged as the center of the new downtown.

At the time of its founding, Murphyville was in the expansive Presidio County, which encapsulated present-day Presidio, Jeff Davis, and Brewster Counties. In 1885, however, the Presidio County Seat was moved from Fort Davis to Marfa, provoking considerable outrage among county residents, particularly those who lived far from the county seat and did not feel adequately represented. As a result of their complaints, Presidio County was divided into several smaller entities including Jeff Davis, Buchel, Foley, and Brewster counties. After Brewster County was formed, Murphyville was named the county seat. Soon after, residents of Murphyville circulated a petition to change its name; evidently the Murphy family was not well liked and also did not reside in the community. Following a January 1888 election, the name was changed to Alpine, reflecting the town's location at the foothills of the Davis Mountains.¹⁶

Meanwhile, the Brewster County Commissioners Court initiated the purchase of Block 15 in the original town plat for the Brewster County Courthouse and Jail. Contractor Tom Lovell was selected to design and build them in 1887, and they were completed in 1888 (Resources 230 and 231, NRHP 1978).¹⁷ The presence of the courthouse in downtown Alpine drew visitors to the community from throughout Brewster County. In the pre-automobile age, those traveling to Alpine for county government affairs often stayed overnight and patronized local businesses while in town. The courthouse and its surrounding square also served as important community gathering spaces. In the ensuing decades, the courthouse and outdoor lawn were the site of countless meetings, balls, picnics, barbeques, public speakers, pep rallies, military drills, dances, concerts, and performances.¹⁸

¹³ Clifford B. Casey, *Alpine, Texas, Then and Now*, (Pioneer Book Publishers, 1981), 18.

¹⁴ Clifford B. Casey, "Alpine, TX (Brewster County)," Handbook of Texas Online, accessed January 24, 2025, <https://www.tshaonline.org/handbook/entries/alpine-tx-brewster-county>; Casey, *Alpine, Texas, Then and Now*, 19-20.

¹⁵ John C Hudson, "Towns of the Western Railroads," *Great Plains Quarterly*, 2, no. 1 (Winter 1982), 47-8.

¹⁶ Casey, *Alpine, Texas, Then and Now*, 20-1.

¹⁷ Clifford B. Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, (Pioneer Book Publishers, Inc, 1972), 28.

¹⁸ "List of Alpine Band Supporters Almost Complete," *Alpine Avalanche*, February 27, 1931, 1; "Teen Talk," *Alpine Avalanche*,

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Ranching made up Alpine's primary economic base in its early years. Before the railroad arrived, a handful of transient sheep ranchers grazed their herds in the Alpine valley, camping in tents near water sources. Following the arrival of the railroad, Alpine quickly emerged as an important regional shipping point and supply center for livestock.¹⁹ Several 1880s photographs of Alpine depict sheep grazing on the open land south of the railroad, as well as a large, fenced area just southeast of the railroad depot, where livestock were penned prior to shipment (Figures 10, 12, 15). The City Hotel was constructed in 1886 along S. Railroad Ave as a boarding facility for ranchers and cowboys who brought herds of livestock to Alpine for shipment. Originally a small adobe structure, it was later expanded into a two-story building known as the Hotel Ritchey (Resource 55).²⁰

After the railroad was completed, many ranchers moved their families to Alpine, including Mexican Americans and Tejanos who worked on the ranches. Hispanic families who arrived in Alpine with the railroad crews began replacing their tents near Alpine Creek with permanent structures, in the form of small adobe houses.²¹ Almost all Hispanic families resided south of the railroad tracks. By 1890 the Mexican-American population of Alpine was larger than the Anglo population, with 605 Mexican American residents and 275 Anglos.²² Among the early Mexican-American residents of downtown Alpine was Trinidad Garcia, who worked as a ranch hand. His adobe home served as an early social center for the Hispanic community (Resource 75, the Garcia-Valadez House, RTHL).²³ The Gallego family was among the earliest to settle in Alpine when Wenselrado²⁴ "Ben" Gallego and his wife Jesusita "Susie" Russell arrived sometime prior to 1886. The 1900 federal census identifies Ben as a "wood hauler," referencing his work as a freighter transporting wood by mule to the mining areas of southern Brewster County.²⁵ By 1908, Ben and Susie purchased a ranch eight miles west of Alpine where they built an adobe home (Figure 30).²⁶ Perhaps selling meat produced at his ranch, Ben opened a meat market in Alpine (at an unknown location) in 1902.²⁷ The Gallego family (and their descendants) would remain prominent residents of Alpine for decades, operating local businesses, holding local leadership positions, and advocating on behalf of the Hispanic community.

In the 1890s, mercury (often historically referred to as "quicksilver") was discovered in southern Brewster County. Mined from the mineral cinnabar, numerous mines and mining companies emerged during the late 19th and early 20th century to capitalize on the discovery, including the Chisos Mining

October 27, 1966, 12; "Will Use Courthouse Square," *Alpine Avalanche*, April 10, 1913; "Memorial Day Plans Changed," *Alpine Avalanche*, May 23, 1941, 8; "Dry Farming Congress a Success," *The Alpine Avalanche*, September 9, 1909, 1.

¹⁹ Clifford B. Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, (Pioneer Book Publishers, Inc, 1972), 23, 61.

²⁰ Ritchey Hotel Historic Marker, Texas Historical Commission.

²¹ Clifford B. Casey, *Alpine, Texas, Then and Now*, (Pioneer Book Publishers, 1981), 18.

²² Casey, *Alpine, Texas, Then and Now*, 23.

²³ Garcia-Valadez House Historical Marker, Texas Historical Commission.

²⁴ Various spellings of Gallego's name were recorded in census records and other documents, including "Rencelado," "Bensalado" and "Wenceslas," though he appears to have primarily gone by "Ben," and named his youngest son "Ben Gallego Jr."

²⁵ 1900 Federal Census, available on Ancestry.com; "The Original Settlers of Big Bend," National Park Service, accessed October 31, 2025 https://www.nps.gov/bibe/learn/historyculture/original_settlers.htm

²⁶ 1910 Federal Census, available on Ancestry.com; David W. Keller, "Images of America: Alpine," (Arcadia Publishing, 2011), 27.

²⁷ "Local and Personal," *Alpine Avalanche*, September 26, 1902, 4.

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Company and the Marfa and Mariposa Mining Company.²⁸ Mercury was used for medicinal purposes, scientific equipment, and for gold and silver extraction. Freight wagons loaded with supplies began traveling regularly between Alpine and southern Brewster County. Alpine also served as a shipping point for much of the mined mercury. Though mining operations in Brewster County would continue into the 1940s, they reached their peak between 1899 and 1920.²⁹

Late 19th Century Development of Downtown Alpine

Alpine quickly emerged as an important transportation point and supply center for area ranchers and mining interests during the late 19th century. It also served as a commercial center for rural Brewster County residents, many of whom also traveled to town for county government affairs. Commercial enterprises emerged on both sides of the railroad tracks to serve these groups. The largest and most prominent commercial buildings were on Front Street (subsequently renamed N. Railroad Ave. and later Holland Ave.) facing the railroad depot (Figures 11 and 12). South of the railroad, the earliest commercial buildings were clustered along S. 7th Street and dispersed among residential resources (commercial buildings along Murphy Street would be built slightly later). Among the earliest known businesses south of the railroad was a dry goods concern owned by James M. Watts (Figure 13). Watts was a Black former Buffalo soldier who served at Fort Davis. He opened the "Mexican Store" on S. 7th Street (no longer extant) sometime prior to 1900. He also built his home nearby (Resource 124) and later opened a restaurant (the exact location is unknown but it was likely near his home and store).³⁰ Watts was married to Maria Fierro Watts, who was originally from Mexico, and the couple had several children.³¹

In addition to civic, commercial, and residential structures, several other institutional buildings were constructed in Alpine during the late 19th century. Educational efforts in the young town began early, with separate schools for white and Hispanic children in operation by the mid-1880s. Little is known about Alpine's earliest Hispanic school (referred to as the "Mexican School" in records) except that its earliest teachers were Mrs. E. Welsh from 1888-1891, Miss Julia V. Moran 1890-1899, and Miss Eva Eberling from 1899-1900.³² More is known about Alpine's first school for white students, which quickly outgrew its original wood-frame building. About 1894, a brick schoolhouse was constructed at the northeast corner of N. 4th Street and Avenue D (Resource 252). The 1894 school was in use until 1910 when a much larger school was built further from downtown (no longer extant).³³

Several churches were established during the late 19th century, though most congregations did not construct permanent edifices until the early 20th century. Shortly after platting Murphyville, Thomas Murphy sold several lots to churches, including the Methodist Church and the Christian Church.³⁴ In 1888, Murphy (an Irish Catholic) also donated land south of the railroad for the construction of a Catholic Church, originally known as Nuestra Señora de Guadalupe and later renamed Our Lady of

²⁸ W. D. Burcham and Harris S. Smith, "Mercury Mining," Handbook of Texas Online, accessed October 30, 2025, <https://www.tshaonline.org/handbook/entries/mercury-mining>.

²⁹ Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, 160-5.

³⁰ "Mexican Store," *Alpine Avalanche*, October 7, 1904, 4; "J.M. Watts Restaurant," *Alpine Avalanche*, July 21, 1910, 3.

³¹ "Maria Fierro Watts," Findagrave.com, accessed November 4, 2025:

<https://www.findagrave.com/memorial/185009783/maria-fierro-watts>

³² Albert Tucker, *Ghost Schools of the Big Bend: Brewster County, Texas*, (Howard Payne University Press, 2008), 147

³³ Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, 62.

³⁴ Casey, *Alpine, Texas, Then and Now*, 20.

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Peace. The first known church building in Alpine was constructed of adobe in 1884 and served as a communal structure for members of all Christian denominations (no longer extant). Alpine residents met for “union worship” in the adobe structure until the courthouse was complete, at which time they began holding services there. As the local population grew, each denomination branched off from the union church as their congregations were established. Among the first Alpine churches to construct a permanent building was the Methodist church, which was organized in 1884. The congregation constructed a wood frame building in 1889, which was in use until the present church building was constructed in 1925 (Resource 212).³⁵

Many of the earliest buildings in Alpine were constructed of adobe, both north and south of the railroad tracks. Adobe bricks were typically made using soil from the surrounding property (which was rich in clay content) and was mixed with water and straw to bond the clay. The adobe mixture was poured into molds and left to set for several days and then stood on end to dry. In part because adobe was inexpensive and made with readily available materials, it was a longstanding and popular building material among Hispanic south side residents. According to local resident, B.J. Gallego, Don Luis Hernandez was an early adobe mason who taught members of the community how to make adobe bricks.³⁶ In addition, Manuel Fierro was a documented Hispanic adobe brick maker in Alpine.³⁷ While most extant examples of adobe construction are located south of the railroad, several examples remain on the north side as well. The J.C. Carr-Bob Slight House (Resource 260) was constructed of adobe and is the oldest known extant resource in the district, constructed in 1884. The Gage-Van Sickle House at 109 N. 3rd Street (Resource 210) was constructed as an adobe residence, as was the Reata restaurant at 203 N. 5th (Resource 222).

By the end of the 19th century, the development of downtown Alpine was well underway. Early photographs of Alpine from the 1880s depict the beginnings of a town on both sides of the railroad tracks (Figures 10-12). A row of modest adobe and wood-frame commercial buildings were present along Front Street (Holland Ave.) facing the railroad, and several adobe commercial buildings were present along Murphy Avenue and S. 7th Street on the south side. The Brewster County Courthouse was the tallest and most prominent building in the young town, located a block north of Front Street. The wood frame railroad station was on the north side of the tracks, while pens for holding livestock prior to rail shipment were southeast of the station along the south side of the tracks. A brick schoolhouse and at least one church had been constructed on the north side, and an adobe church (Nuestra Señora de Guadalupe) was constructed on the south side by 1902. Modest residences constructed of adobe or wood frame were present on both the north and south sides of the railroad.

Early 20th Century Development of Downtown Alpine

Alpine continued to develop as an important transportation and supply center for the ranching and mining industries into the early 20th century, though the population remained small, with population figures varying from approximately 400-650 residents in 1900.³⁸ Racial settlement patterns in the early

³⁵ “Churches of Alpine Have Interesting History,” *Alpine Avalanche*, November 22, 1940, 2.

³⁶ Terri Myers and Emily Thompson, Preservation Central, Inc, “Historic & Architectural Resources Survey of South Alpine, Alpine, Texas,” October 2004, 30.

³⁷ “Manuel Fierro, Adobe Brick maker,” Archives of the Big Bend, accessed November 4, 2025: <https://digitalcollections.sulross.edu/digital/collection/HispanicCommu/id/9/>

³⁸ “Population of Alpine, TX from 1900 to 2021,” Texas Almanac, Accessed October 31, 2025

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20th century indicate that a system of de facto segregation was entrenched in Alpine. Between 1900 and 1930, residents living north of the railroad tracks were almost entirely white (97-99%), with the non-white population primarily consisting of prisoners in the county jail or servants residing with white families. South Alpine was more diverse: in 1900, 73% of the population was identified as “Mexican” (a term that likely included Tejanos, first generation Mexican immigrants as well as their American born children), 11% white, 9% Black, and 7% individuals of multi-racial heritage. By 1920, the south side was 76% Hispanic, 21% white, with all other groups comprising less than 4%. In relation to these population statistics, scholar Paul Wright observed: “In short, the tracks did not prevent Anglos from settling in Southside, but were an impermeable barrier that kept non-Anglos from moving to Northside.”³⁹

Alpine’s business district gradually expanded to capitalize on the commercial traffic passing through town, and to meet the needs of the growing local population. A 1904 panorama photograph of downtown Alpine (Figures 14-15) depicts the developing downtown area in the early 20th century. On the north side of the railroad tracks, small commercial buildings line N. Railroad Avenue (Holland Avenue) between N. 7th and N. 5th streets, most of which display false-front wood facades and were likely constructed (at least in part) with adobe. A two-story hotel and a two-story brick mercantile building were the largest commercial buildings on N. Railroad Ave and were directly across the street from the train depot. Several commercial buildings are also identifiable south of the railroad, primarily one-story adobe structures. Residences of varying size and construction materials were present on both sides of the railroad tracks. The Brewster County Courthouse remained the most prominent downtown building, though by that time the spires of several churches rose above the horizon, including the original (no longer extant) First Baptist Church and First United Methodist buildings along Avenue E (now Sul Ross Avenue). Sometime prior to 1902, the Nuestra Señora de Guadalupe Catholic Church was constructed on the city block donated by Daniel and Thomas Murphy, and was an adobe building (Figure 25, rear visible in Figure 15).⁴⁰

In 1907, a fire devastated the commercial buildings along N. Railroad Ave. The *El Paso Herald* reported that most of the buildings were constructed of adobe and that: “Every business house north of the depot was entirely destroyed.”⁴¹ (Figure 16). Alpine businesspeople quickly constructed new buildings, some selecting more fire-resistant materials such as brick and masonry (Figure 17). Among the new buildings on N. Railroad was the original section of the Holland Hotel (Resource 178) at the southeast corner of Railroad and N. 6th Street. The new hotel was constructed by early Alpine resident, prominent local rancher, and entrepreneur John R. Holland. In addition to the hotel, the building housed the Alpine State Bank and had several commercial and office spaces along the first floor.⁴² Holland further assisted in Alpine’s rebuilding efforts through the construction of at least four additional commercial buildings after the 1907 fire, though these structures were destroyed just four years later in 1911 when Alpine’s downtown was devastated by yet another fire. The Holland Hotel was spared, however, with only

<https://www.texasalmanac.com/charts/place/alpine#jump-to-population-counts>; “Hispanic Historic and Pioneers of El Barrio, Alpine, Texas, 1882-1910,” Center for Big Bend Studies, accessed October 31, 2025 <https://cbbs.sulross.edu/hispanic-history-alpine/>; Paul Wright, “Residential Segregation in Two Early West Texas Towns,” *Southwestern Historical Quarterly* CII, No. 3 (January 1999), 301.

³⁹ Paul Wright, “Residential Segregation in Two Early West Texas Towns,” *Southwestern Historical Quarterly* CII, No. 3 (January 1999), 302.

⁴⁰ Myers and Thompson, “Historic & Architectural Resources Survey of South Alpine, Alpine, Texas,” 31.

⁴¹ “Alpine Has Big Fire That Costs \$100,000,” *El Paso Herald*, April 15, 1907.

⁴² Megan Warley McDonald, “Holland Hotel,” National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

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blistered paint and cracked window glass.⁴³ Both the 1907 and 1911 fires appear to have been largely concentrated along N. Railroad Avenue (Holland Avenue) and did not spread to the surrounding residential areas nor travel south of the railroad tracks. A handful of extant commercial buildings were constructed in the immediate aftermath of the 1911 fire, including the Lackey-Hord building (Resource 185, c. 1911) and the Hancock Building (Resource 190, 1912).

Commercial resources south of the railroad were not impacted by Alpine's early downtown fires and are therefore comparatively older than commercial resources on the north side of the railroad tracks. Murphy Avenue (then known as S. Railroad Ave.) began to develop into a primarily commercial street as the 20th century progressed. The Alpine Furniture Company building at 100 W. Murphy Ave (Resource 63) was originally constructed as a small adobe building with a wood false-front ca. 1902 and remodeled to its present two-story form in 1909.⁴⁴ By the 1920s, several additional businesses lined Murphy Street, including the Central Power & Light Company (no longer extant), an adobe store at the northwest corner of Murphy and S. 7th (Resource 108), the Alpine Bottling Works (Resource 68), a photo studio (Resource 67), and a store at 101 W. Murphy (Resource 64). The Ritchey Hotel was renovated sometime prior to 1909 to include a wood-frame second story, greatly expanding the hotel's capacity. Commercial enterprises on Murphy Street were patronized by customers who lived on both sides of the railroad and were operated by both Anglo and Hispanic business owners.⁴⁵

Several buildings associated with social and fraternal groups were also constructed in downtown Alpine during the early 20th century. The Hancock Building (Resource 190) was constructed as a Masonic Lodge in 1912, with the Masons meeting upstairs and renting out the first floor as commercial space. On the south side, a mutual aid society known as Amor al Trabajo y Unidad (Love of Work and Unity or ATU for short) was founded in 1908 and initially met in a local school. The organization raised funds and supplies for families in need; for example, after a fire destroyed the home and belongings of a local family, the ATU gathered donations totaling \$157.41 to support them.⁴⁶ The ATU also gathered financial support for broader causes, including donations for the Red Cross War Relief fund.⁴⁷ By 1922, the organization purchased property adjacent to the school and constructed a large adobe building (Resource 8). Untold numbers of community events and meetings were held in this building, as well as social events and dances. (In fact, the 1927 Sanborn Fire Insurance Map identifies it as a "Dance Hall.")⁴⁸ Other than the Catholic Church (and later, the Centennial School), the ATU building was the largest building on the Hispanic south side that could accommodate large social gatherings.

With the onset of the Mexican Revolution ca. 1910, Alpine saw an influx of Mexican immigrants fleeing violence or political persecution, many of whom settled south of the railroad. Though settlement on the south side had largely been concentrated on the east side of a deep arroyo (Alpine Creek) up until this time, some migrants began to settle west of it, in what became known as 'El Otro Lado de la Arroyo' (the 'other side of the arroyo'). Apparently to differentiate the original area of settlement from the new, the area east of the arroyo became known as 'Pueblo Viejo' (old town).⁴⁹ During the early 20th century,

⁴³ "Prominent Cattlemen," *El Paso Herald*, December 11, 1908; "\$75,000 Fire Visits Alpine," *Alpine Avalanche*, May 11, 1911, 1.

⁴⁴ Rear of building prior to renovation visible in 1904 Panorama photograph of Alpine, Figures 14 and 15; "Industrially Alpine Allright," *Alpine Avalanche*, June 10, 1909, 1.

⁴⁵ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 37-8.

⁴⁶ "\$157 is Raised Here For Families Who Lost Home," *Alpine Avalanche*, February 5, 1943, 1.

⁴⁷ "Latin-American Society Gives to War Relief Fund," *Alpine Avalanche*, February 6, 1942, 1.

⁴⁸ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 33.

⁴⁹ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 33-4

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many Hispanic residents of Alpine's south side were employed at area ranches, including the 06 Ranch, owned by the prominent Kokernot family.⁵⁰

Though many of the residences and businesses south of the railroad were historically associated with Hispanic residents, this area was also occupied by Black and white citizens (some of whom were European immigrants) of Alpine. Among the early Anglo families to settle south of the railroad were the Weyerts, LaFarelle, and Micou families. The Weyerts family owned two houses near the base of A Mountain at 502 and 501 S. 2nd Street (outside of the district boundaries). John Weyerts owned a blacksmith shop in Alpine by 1890. James LaFarelle was born in England and resided in Alpine by the 1890s. The 1910 census identified him as a mercury miner. The LaFarelle family eventually owned several homes along S. 4th Street and operated a meat market on Murphy Street.⁵¹ The Micou family moved to Alpine in 1908 and operated a well-drilling business, as well as an orchard and truck farm. Sometime prior to 1910, J.W. Micou purchased land along A Mountain, including the site of the Centennial School (Resource 1).⁵² A number of Black residents also resided on the south side, including businessman J.M. Watts who is believed to have resided at 307 S 7th Street (Resource 124) and operated a dry goods store for many years. In addition, Gordon Morgan arrived in Alpine in 1895 and worked on several area ranches. Morgan resided on S. 11th Street with his family, and in 1929 would sell a plot of land for a combination school/church building (the Morgan School, outside the district boundaries) for \$10.⁵³

1920s Building Boom

A significant number of buildings in the district were constructed during the prosperous 1920s, thanks to the establishment of Sul Ross State University and the continued success of the ranching, mining, and tourism industries. Hispanic residents of Alpine made significant contributions to Alpine's growth during the time, many of whom worked for the railroad, on area ranches, and as laborers.⁵⁴ Between 1920 and 1930, the population of Alpine grew from 931 residents to 3,495.⁵⁵ There appears to have been a cooperative effort on behalf of prominent local businessmen to replace the remaining adobe and wood frame buildings in the commercial area north of the tracks, particularly along 5th Street. As the *Alpine Avalanche* newspaper reported at the time:

With the beginning of work on three new business buildings on Fifth street this week a like number of old buildings formerly occupying the lots on which the new structures will stand will be moved away, sacrifices to the march of progress. All three of these old buildings are ancient landmarks of Alpine and relics of former days when this was but a small cow town...⁵⁶

⁵⁰ 1900 Census, Available on Ancestry.com; Clifford B. Casey, "Kokernot Ranch," Handbook of Texas Online, accessed November 04, 2025, <https://www.tshaonline.org/handbook/entries/kokernot-ranch>.

⁵¹ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 35; 1910 Census, available on Ancestry.com.

⁵² Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 34.

⁵³ "Cowboy Here Since 1895," *Alpine Skyline*, August 11, 1943, 3; Abelardo Baeza, "La Escuela Escondida: History of the Morgan School in Alpine, Texas, 1929-1959," *The Journal of Big Bend Studies* VI, (January 1994), 85-98.

⁵⁴ 1920 Federal Census, available on Ancestry.com.

⁵⁵ "Population of Alpine, TX from 1900 to 2021," Texas Almanac, Accessed October 31, 2025 <https://www.texasalmanac.com/charts/place/alpine#jump-to-population-counts>

⁵⁶ "Old Buildings, Relics of Frontier Days, Are to Be Moved to Make Way for March of Progress," *Alpine Avalanche*, September 2, 1927, 7.

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The buildings were viewed as a potential fire hazard, a particularly important issue to a town that had been ravaged by two major downtown fires: “Not only will the appearance of this section of the city be greatly improved but a fire hazard which has existed on account of these frame buildings will have been removed.”⁵⁷ Reflective of these efforts, almost all of the buildings along the east side of N. 5th Street were built in 1927 (Resources 191-196).

Several notable buildings were constructed north of the railroad during the 1920s, including the Granada Theater (1929, Resource 205), the Old Mission Cafe (1929, Resource 197), and the Mission Revival First United Methodist Church (1925, Resource 212). One of the most significant new developments in downtown Alpine during the 1920s was an expansive “addition” to the Holland Hotel begun in 1927, designed by prominent southwest architect Henry C. Trost. The Spanish Colonial Revival addition, initiated by owner Clay Holland, became the new face of the hotel along Holland Avenue and was a source of immense community pride when it opened in 1928.⁵⁸

Though few records are available to confirm building dates for properties on the south side of the railroad, several notable buildings were constructed during the 1920s, including the Bull Beer Parlor (Resource 11). Though the Amor al Trabajo y Unidad (ATU) had been founded earlier and met at the Madero Ward School (no longer extant), the organization built a new building in 1922 (Resource 8). Though not a new construction, the Alpine Studio building (Resource 67) was completely remodeled to its current appearance in 1928.

Early 20th Century Education in Alpine

Education would play a key role in the development of Alpine’s early 20th century economy through the establishment of Sul Ross State Normal School (now Sul Ross State University). The University traces its origins to the Alpine Summer Normal School, which began in 1910 as a much-needed normal school for teachers in West Texas who otherwise would have had to travel far distances to San Antonio. After operating for several years, widespread support was in place for a permanent normal college in Alpine and in 1917 the Texas Legislature approved a bill to create Sul Ross Normal College. Though the United States’ entrance into WWI temporarily delayed construction, Sul Ross State Normal College opened in 1920.⁵⁹ Initially catering to aspiring teachers and offering teaching certificates, the school expanded its curriculum to begin awarding bachelor’s degrees by 1925 and master’s degrees by 1933.⁶⁰ Though located outside of the district, approximately one kilometer to the east, Sul Ross State University had a tremendous impact on the economy of Alpine, drawing students and their families to the community as well as permanent faculty and staff.

Meanwhile, much of Alpine’s public education system continued to operate in the downtown area. At the outset of the 20th century, white children continued to attend the brick schoolhouse on the north side of downtown (Resource 252) though by 1910 a large new public school was constructed several

⁵⁷ “Appearance of Business Street Will Be Greatly Improved When New Buildings Are Completed,” *Alpine Avalanche*, September 2, 1927, 3.

⁵⁸ Megan Warley McDonald, “Holland Hotel,” National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

⁵⁹ Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, 213-218.

⁶⁰ Earl H. Elam, “Sul Ross State University,” *Handbook of Texas Online*, accessed January 28, 2025, <https://www.tshaonline.org/handbook/entries/sul-ross-state-university>.

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blocks north of downtown (demolished in 1971, outside of the district). While white children attended the public school on the north side of the railroad tracks, Black and Hispanic children attended segregated schools on the south side of town.

Though a “Mexican” school operated in Alpine as early as 1888, very little is known about it other than the names of a handful of teachers.⁶¹ A second educational option for Hispanic children was to attend school at the Catholic Church (then known as Nuestra Señora de Guadalupe, later known as Our Lady of Peace Catholic Church). Parochial and private schools that focused on Spanish language education were common in Hispanic communities throughout Texas in the late 19th and early 20th centuries. Sometimes referred to as “escuelitas,” these schools were often created in response to racism or outright exclusion from predominantly white public schools and/or to preserve Hispanic heritage and culture. Many of these schools were free or at extremely low cost for families.⁶² Classes at Nuestra Señora de Guadalupe were taught entirely in Spanish and the curriculum extended through the 6th grade, at which point most students ended their education, as their lack of fluency in the English language prevented them from attending higher level education in the English-speaking schools of the area.⁶³ It is unclear how the Nuestra Señora de Guadalupe school was funded and if families paid tuition, and it appears to have ceased operation following the construction of the Madero Ward School in 1910. However, the church established a new parochial school on the church grounds in 1929, known as Our Lady of Peace School or the “Sister’s School.” The original school building was razed and replaced with a new building in 1956 (Resource 35).⁶⁴

In 1910, local Hispanic residents constructed a U-shaped adobe school building at the intersection of Avenue G and South 10th Street (lost to fire in 1989). Officially known as the Francisco E. Madero Ward School, it was commonly referred to as La Escuela de Don Clemente by students. Operated by the Alpine Independent School District, classes in the new school were taught primarily in English by a predominantly white faculty, which enabled students to pursue further education if they chose. While many early 20th century American schools in immigrant communities enacted “Americanization” programs that were generally hostile to the native languages and cultures of immigrants and their children, records indicate that the Madero Ward School and its successor, the Centennial School, supported the continued use of Spanish by its students. Spanish was part of the school curriculum, and at least two of the school’s teachers, Melvin P. Slover and Berta Lassiter, were bilingual. Years later, students remembered Slover’s “perfect command of the language, including the pronunciation of difficult Spanish names and surnames.”⁶⁵ Slover further applied his knowledge of Spanish by volunteering as a census taker in South Alpine.⁶⁶ Meanwhile, Berta Clark Lassiter (who would also serve as school principal) was highly effective at communicating and building relationships with parents than teachers who were not bilingual. In addition to her efforts at the Madero Ward and Centennial Schools,

⁶¹ Albert Tucker, *Ghost Schools of the Big Bend: Brewster County, Texas*, (Howard Payne University Press, 2008), 147

⁶² Carlos Kevin Blanton, *The Strange Career of Bilingual Education in Texas, 1836-1981*, (Texas A&M University Press: 2004), 26-7.

⁶³ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 41-53.

⁶⁴ Angelita Ramirez Valenzuela, interview by B.J. Gallego, May 19, 1998, transcript, Archives of the Big Bend at Sul Ross State University, Alpine, Texas.

⁶⁵ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 45.

⁶⁶ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 45-46.

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Lassiter served as the secretary of the Hispanic Chamber of Commerce. She was so beloved by families that no fewer than 15 children were named "Berta" in her honor.⁶⁷ The Madero Ward School closed in 1936 upon completion of the new Centennial School, and the building was converted to a private residence (which unfortunately burned in 1989).⁶⁸

Though elementary education in Alpine would remain largely segregated until the late 1960s, it appears that Hispanic students could and did attend the predominantly white Junior High and High School in Alpine as early as the 1920s. Brothers Willie and Juan (identified as "John" or "Johnnie" in some records) Uranga completed their studies at Madero Ward School in 1926 and subsequently were among the earliest Hispanic students to attend the predominantly white Alpine Junior High School.⁶⁹ After completing Junior High School in 1928, Willie Uranga went on to be the first Hispanic graduate of Alpine High School.⁷⁰

The Centennial School (Resource 1) was constructed one block south of the Madero Ward school in 1936 and was named in honor of the 100th anniversary of Texas' independence from Mexico. The school initially consisted of a rectangular adobe building with stucco cladding. Two former barracks buildings were moved to the property after WWII from Marfa Army Airfield and repurposed as a library and cafeteria, as well as an aircraft hangar that was repurposed as a gymnasium (the former army buildings are no longer extant). The Centennial School served as a community center for much of Alpine's Hispanic community, with the gymnasium hosting weddings and quinceañeras.⁷¹

As the Civil Rights Movement gained momentum in the 1960s, many in Alpine's Hispanic community advocated for the integration of local elementary schools. As Pete Gallego, Jr. (the first Hispanic member of the Alpine School Board) recalled, leading up to the 1969 school year: "Hispanics were unhappy with the situation and began attending school board meetings. They told the Board of their intentions to enroll Hispanic children at Central Ward, but the school board thought it was a bluff and made no plans to accommodate the new influx of students." When the vast majority of Hispanic children living in Alpine enrolled at Central Ward that year, the school board decided to consolidate the elementary and junior high school students: all students in first through fifth grades (regardless of race or ethnicity) would attend the Central Ward school, while students in kindergarten, sixth through eighth grades, and special education classes would go to Centennial. When the plan was proposed at the August 15, 1969 school board meeting, the motion was passed by a vote of 6 to 1. The only dissenter had proposed that all students be moved to the Central Ward School (which would have caused overcrowding and required split sessions).⁷² The Centennial School operated in this capacity until it was closed in 1972.⁷³

⁶⁷ Abelardo Baeza, "La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936," *The Journal of Big Bend Studies* VII (January 1995): 46-7; "For Berta's Sake," *San Angelo Standard-Times*, August 10, 1952, 4D.

⁶⁸ Abelardo Baeza, "La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936," *The Journal of Big Bend Studies* VII (January 1995): 41-53.

⁶⁹ "24 to Graduate from Junior High," *Alpine Avalanche*, May 11, 1928, 1.

⁷⁰ "The Agile Bookworm," *The Alpine Avalanche*, April 2, 1959, 10.

⁷¹ Abelardo Baeza, "La Escuela del Barrio: A History of the Alpine Centennial School, 1936-1969," *The Journal of Big Bend Studies* IV, (January 1992): 131-145; Terri Myers, "South Alpine Historic Resources Survey Report," October 2004, 47.

⁷² "All Elementary Grades Consolidated," *The Alpine Avalanche*, August 21, 1969, 1.

⁷³ Abelardo Baeza, "La Escuela del Barrio: A History of the Alpine Centennial School, 1936-1969," *The Journal of Big Bend Studies* IV, (January 1992): 131-145; Terri Myers, "South Alpine Historic Resources Survey Report," October 2004, 47.

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A small school for Black students was also located in downtown Alpine, known as the Morgan School (extant, outside the district boundaries at the intersection of S. 12th Street and W. Avenue I). Prior to its establishment ca. 1929, the only nearby educational options available to Black children were dozens of miles away in Marfa or Marathon, presenting a significant barrier to education. The Morgan School was established when local residents Morgan Gordon (a Black man) and his wife Rita (who was born in Mexico) sold a piece of land to the Black Methodist Episcopal Convention of Texas in 1929 for use as a school during the week and a church on Sundays. A group of local men including Morgan Gordon, Bill Gordon, Louis Bly, Neil Perryman, and Revered John White constructed the small wood-frame building, which held a single classroom for the small student body and single teacher. Available records indicate that fewer than 20 students were enrolled at the Morgan School in any given year, largely due to Alpine's small Black population.⁷⁴ In the early 1950s, the Morgan School's teacher, Miss Ora Bullock, taught a morning session from 8:30-11:30 am, before traveling to the Carver School in Marfa where she taught from 1:15 to 4:15 pm.⁷⁵ The school offered first through eighth grade, and for many years, most students did not continue their education beyond that point, as they were not welcome at the all-white Alpine High School and Alpine did not have a segregated high school for Black students. Shortly after the *Brown v. Board* Supreme Court decision in 1954, the Morgan School was closed in 1956 and students moved to the nearby Centennial School, which had more teachers and a more expansive curriculum. Though Black students had the option of attending the nearly all-white Central Ward Elementary in north Alpine, most chose to attend Centennial due to its proximity to their homes.⁷⁶

Early 20th Century Tourism

In addition to Alpine's role as a commercial, transportation, county government, and supply center, by the early 20th century tourism emerged as a new industry in the scenic town and the greater Far West Texas region. The Alpine Business Men's Club began advertising Alpine as the "Texas Roof Garden" or "Roof Garden of Texas" as early as 1909, likely a reference to its high elevation and beautiful scenery.⁷⁷ A 1933 article in the Santa Fe Railroad publication *The Earth* highlighted Alpine in a brief article titled "The Texas Roof Garden," describing it as "a summer and winter resort known as the 'Roof Garden' of Texas. It is the gateway to the Davis mountains and the Big Bend cattle country, and the home of Sul Ross State Teachers College."⁷⁸

Among the earliest known Alpine businesses to specifically cater to tourists was the Garnett Hotel, which was lost in the 1907 downtown fire and re-established in 1909 at the foot of A Mountain on the south side of town. Much larger than the original hotel on Front Street and occupying a full city block, the new Garnett Hotel was specifically advertised as a "tourist hotel."⁷⁹ With wraparound porches providing scenic, elevated views of the town and surrounding mountains, the Garnett Hotel was also frequented by locals who held events at the hotel and dined at the restaurant.⁸⁰ The hotel operated

⁷⁴ "Report 725 In Schools Here Now," *Alpine Avalanche*, February 22, 1929, 1; "Schools of City Close This Week," *Alpine Avalanche*, June 1, 1934, 1; Peyton Cain, "Know Your City Schools," *Alpine Avalanche*, August 26, 1949, 7.

⁷⁵ "Enrollment Up In Schools Of City," *Alpine Avalanche*, September 12, 1952, 1.

⁷⁶ Abelardo Baeza, "La Escuela Escondida: History of the Morgan School in Alpine, Texas, 1929-1959," *The Journal of Big Bend Studies* VI, (January 1994), 85-98; Abelardo Baeza, "La Escuela del Barrio: A History of the Alpine Centennial School, 1936-1969," *The Journal of Big Bend Studies* IV, (January 1992): 131-145.

⁷⁷ *Alpine Avalanche*, July 1, 1909, 2.

⁷⁸ "Looking Over the Trans-Pecos," *Alpine Avalanche*, April 7, 1933, 1.

⁷⁹ *Alpine Avalanche*, June 10, 1909, 1; *Alpine Avalanche*, June 10, 1909, 3.

⁸⁰ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 45.

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until 1943 when it was lost to fire and the property was redeveloped as Baines Park (Resource 37) in 1968.

The Holland Hotel (Resource 178) also saw an increase in tourists and underwent two expansion programs during the 1920s to keep up with demand: in 1923, a rear addition was built to accommodate more rooms, and in 1928 an expansive “addition” became the new face of the hotel along Holland Avenue. Designed by West Texas architect Henry Trost, the Spanish Colonial Revival addition helped make the Holland Hotel a centerpiece of downtown Alpine.⁸¹ By 1933, a garage was constructed adjacent to the hotel to house tourist vehicles.⁸²

The proliferation of the automobile and popularity of auto-tourism during the early 20th century had a significant impact on the development of downtown Alpine. The paving of major highways through town in the 1920s, including US-90, US-67, US-385, TX-118, and TX-223, better enabled motorists to travel to Alpine and Far West Texas. Several downtown businesses emerged to serve Alpine’s automobile tourist traffic, especially along Holland Avenue (US-90/US-67). A city-owned tourist camp was established in 1922 at the northwest corner of Holland and N. 8th Streets, welcoming automobile tourists to the downtown area. Tourist camps were properties set aside for automobile travelers, where they could park, camp, and access basic amenities such as water and restrooms. By the 1930s, most tourist camps had transitioned to tourist courts, which featured more comfortable accommodations in permanent buildings.⁸³ Emblematic of this trend, the Alpine tourist camp had transitioned to private ownership by the 1930s and was renamed the Cozy Court (Resources 151-164). Several additional tourist courts were established along Holland Avenue during the 1920s and 1930s, though outside the district boundaries.

Several filling stations, service stations, and auto repair-related businesses emerged in downtown Alpine to serve tourists, passing motorists, and locals. The 1927 Sanborn Fire Insurance Map depicts several early filling stations on Holland Avenue, most of which have been lost or no longer retain integrity (Figures 2 and 3). Casner Motors at 301 W. Holland (Resource 170) was constructed in 1924 and provided auto sales and service, and a nearby “Auto Repair” shop at 408 W. Holland (Resource 149) opened by 1933.⁸⁴

A number of restaurants and cafes were established along N. Railroad Ave. (US-90/US-67) as increasing numbers of tourists passed through downtown Alpine. Extant examples include the Alpine Cafe (Resource 203), the Old Mission Cafe (Resource 197) which opened in 1929, and the Texas Cafe (Resource 207) which opened in the 1930s. Several restaurants and cafes also operated south of the railroad, including Pete Gallego’s Chili Parlor (later the Green Cafe, Resource 15).

Alpine’s tourism industry was further advanced in 1933 following the creation of Big Bend State Park (briefly known as Texas Canyons State Park) in southern Brewster County. Discussions with the National Park Service began shortly afterward regarding both the establishment of a Civilian Conservation Corps

⁸¹ Megan Warley McDonald, “Holland Hotel,” National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

⁸² 1933 Sanborn Fire Insurance Map of Alpine, Texas, Library of Congress.

⁸³ “Local Tourist Park is to be Improved,” *Alpine Avalanche*, May 21, 1926, 8; 1927 Sanborn Fire Insurance Map of Alpine, Texas, Library of Congress; Megan Warley McDonald, “Grandview Courts-Siesta Motel,” National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

⁸⁴ 1933 Sanborn Fire Insurance Map of Alpine, Texas, Library of Congress.

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(CCC) camp in the park and the creation of a new National Park. Over the course of several years, additional land was acquired and roads and park infrastructure were constructed by CCC crews. On June 12, 1944, Big Bend National Park officially opened to the public.⁸⁵ Alpine quickly became a major gateway to the park, providing access to the remote area via TX-118.

Downtown Alpine During the Great Depression

Though certainly impacted by the nationwide economic downturn of the Great Depression, ranching, tourism, and Sul Ross State University provided fairly reliable employment for many residents of Alpine in the 1930s. While new construction declined during the lean years of the Great Depression, a handful of new buildings were constructed in downtown Alpine, including a new Post Office in 1938 (Resource 229).⁸⁶ Between 1939 and 1940, Spanish artist Josè Moya del Pino painted a mural inside the building called "View of Alpine." He was commissioned by the Treasury Section of Fine Arts, which was a New Deal program that initiated art in public buildings during the Depression.⁸⁷

A handful of other notable buildings were constructed during the Depression years including Dr. J.E. Wright's hospital, constructed in 1932 at 208 N. 6th Street (Resource 227), the native stone Alpine Saddlery building on E. Holland Avenue in 1937 (Resource 206) and the segregated Centennial School south of the railroad tracks in 1936 (Resource 1). Lastly, the Cozy Court (Resources 151-164) assumed its present appearance during the late 1930s. To keep up with evolving tourist preferences, owner M.N. Bobo sought to modernize the property from rustic tourist camp to a tourist court with more home-like amenities. Beginning in 1939, Bobo constructed a series of native stone cottages, with plans for each building to be air conditioned and steam heated.⁸⁸

In addition to buildings, several structures and objects were also constructed in downtown Alpine during the Depression, many likely utilizing federal funding from New Deal era programs. In 1934, the Alpine Creek Bridge (Resource 261) was erected over the creek just west of the intersection of N. 7th Street and W. Sul Ross Avenue. In 1939, a bridge was constructed over the creek along Holland Avenue, between N. 8th and N. 10th Streets. A pair of stone planters (Resources 263 and 264) flanking 5th Street where it crosses W. Holland Avenue were also likely built during the 1930s.

Mid- to Late- 20th Century Development of Alpine

Between 1930 and 1940, the population of Alpine increased slightly from 3,495 to 3,866 residents. During the 1940s, however, Alpine experienced a larger population boom, growing to 5,261 residents by the end of the decade. During WWII, Alpine was impacted by the influx of soldiers to Fort D.A. Russell south of Marfa. Approximately 1,000 soldiers were stationed there during the war, including a Women's Army Corps (WAC) unit. In addition, Marfa Army Airfield, which was used as a pilot training facility, was constructed 10 miles east of the Fort. Servicemembers frequented the stores and commercial

⁸⁵ "Texas' Gift to the Nation: The Establishment of Big Bend National Park," National Park Service, accessed January 29, 2025: <https://www.nps.gov/bibe/learn/historyculture/tgttn.htm>

⁸⁶ "New Post Office is Dedicated and Now Open For Business," *Alpine Avalanche*, June 24, 1938, 1.

⁸⁷ "Post Office (Former) Mural-Alpine TX," Living New Deal, accessed January 27, 2025, <https://livingnewdeal.org/sites/old-post-office-mural-alpine-tx/>

⁸⁸ 1927, 1933 Sanborn; "Alpine Tourist Camp is Sold to Rankin Man This Week," *Alpine Avalanche*, February 8, 1929, 4; "Bobo to Modernize Cozy Court Camp on West Holland Ave.," *Alpine Avalanche*, February 3, 1939, 1.

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establishments of downtown Alpine, including two bars on the south side: the Toltec on Murphy Street (Resource 108) and the Bull Beer Parlor at 303 S. 9th (Resource 11).⁸⁹ Many Alpine residents also joined the military during WWII. Particularly for Black and Hispanic servicemembers, military service was an eye-opening experience, and many returned home unwilling to accept the limitations of segregation and racial discrimination after fighting for their country abroad.⁹⁰

While Fort D.A. Russell and the Marfa Army Airfield boosted Alpine's local economy during the war years, they continued to influence the built environment of downtown after their closure in 1945. After the war, Fort D.A. Russell was deactivated and most of the buildings were sold and moved.⁹¹ Several of the buildings were moved to Alpine and repurposed. For example, two former barracks buildings were moved to the Centennial School property and repurposed as a cafeteria and library, as well as an airplane hangar for a gymnasium (no longer extant). Though no longer extant, Big Bend Cleaners at 110 W. Murphy repurposed two former military buildings for decades, which were demolished between 2008 and 2020. Extant examples in the district include the Green Cafe at 408 W. Gallego (Resource 15, a former mess hall that currently has metal sheathing applied to the exterior), and an addition to the First Presbyterian Church (Resource 258). 305 Gallego (Resource 126) is also a former military building, though the exterior was clad with native stone.

The Green Cafe was a significant local business south of the railroad that became a community-wide gathering place. Originally established by Pete Gallego Sr. in 1917, the cafe closed for a time and was reopened in the 1930s in a green adobe building that inspired the cafe's name. Following the death of Pete Gallego, Sr. in 1944, his son Pete Gallego, Jr. assumed leadership of the business. After returning from military service in WWII, Gallego purchased and moved a former Army mess hall building to the property (Resource 15). Both Anglo and Hispanic residents of Alpine met at the Green Cafe, and it was the site of countless events, meetings, and banquets. It would also become the site of a credit union managed by Gallego, which was founded to provide loans to Hispanic residents of Alpine, who were often refused loans from local banks. Initiated by the local Catholic priest and known as the Our Lady of Peace Credit Union, it consisted of 17 parishioners (including Gallego), and originally operated from Gallego's dining room table. The credit union was open each evening so that people could access it after work.⁹² Leveraging his prominence as the owner of the popular cafe, Gallego, Jr. became an outspoken advocate for school integration in Alpine. He successfully ran for the local school board in 1959 and spent years pushing for the integration of Alpine Public Schools. Through Gallego's efforts and those of other south side parents were ultimately successful and Alpine's schools desegregated in 1969, many Anglo customers responded to their success by boycotting his restaurant and the Green Cafe went out of business. Gallego, Jr. later opened a new restaurant on East Holland Avenue. His son, Pete Gallego, III was later elected to the United States Congress in 2012.⁹³

Shortly after returning to Alpine from serving in the Pacific Theater during WWII, Dr. W.E. Lockhart, Jr. established the Lockhart Clinic Hospital at the northwest corner of Avenue C (now Lockhart Avenue) and

⁸⁹ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42.

⁹⁰ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42.

⁹¹ Susan Odom, "Building 98, Fort D.A. Russell," National Register of Historic Places Nomination, Marfa, Presidio County, Reference # 4000100; Lee Bennett, "Fort D. A. Russell," Handbook of Texas Online, accessed January 29, 2025, <https://www.tshaonline.org/handbook/entries/fort-d-a-russell>.

⁹² "Pete Almodova Gallego Jr.," Accessed October 30, 2025: <https://www.legacy.com/us/obituaries/gosanangelo/name/pete-gallego-obituary?id=14555301>

⁹³ "The Green Cafe," Museum of the Big Bend exhibit.

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N. 4th Street (Resource 257). Constructed in 1946, the CMU and concrete building was funded entirely by personal loans. At the time that it opened, it was the only facility of its kind in Alpine, though two additional clinics opened by 1950 and the Brewster County Memorial Hospital opened in 1957.⁹⁴ Dr. Lockhart operated the clinic until his death in 1987, providing healthcare to the Alpine community, regardless of an individual's ability to pay for his services.⁹⁵

In the postwar era, Alpine's economy continued to depend upon ranching, Sul Ross State University, and tourism, while mining in southern Brewster County had largely ceased by 1942.⁹⁶ Directly related to ranching, a thriving wool and mohair industry emerged in the region by 1940. In 1945, the Big Bend Wool and Mohair Company built a large building at 205 W. Murphy Avenue (Resource 140) adjacent to the railroad. The building served as a warehouse, feed store, and also hosted livestock shows.⁹⁷

No longer faced with material shortages and WWII building moratoriums, Alpine experienced a postwar building boom much like the rest of the United States. Several new commercial buildings were built within the district during the immediate postwar period, including the M System Grocery Store at 106-108 W. Ave E (Resource 179), constructed in 1948. Henry Bailey Motors was constructed in part using a prefabricated steel structure at 309 N. 6th Street in 1948 (Resource 242).⁹⁸ Dr. J. E. Wright renovated and expanded a former residence at 206-208 W. Ave E into a new hospital in 1945 (Resource 174).⁹⁹ In early 1946, the Southern Pacific Railroad Depot was destroyed by fire. In its place, a new depot was constructed in 1947, designed by architects Chase and Dunlap (Resource 144).¹⁰⁰

New residential properties were also constructed during the postwar era as soldiers returned and sought homes for their growing families. On the south side of the district, a number of new houses were built east of S. Fourth Street, which had been sparsely populated before the war. New houses in this area were typically wood frame construction (clad with stucco) in lieu of adobe. This area east of S. 4th Street became known as "Pueblo Nuevo" (new town) distinguishing it from the older section of the south side, which was commonly referred to as "Pueblo Viejo" (old town).¹⁰¹

In addition to new construction, several older buildings in Alpine were modernized in the postwar era to conform with the architectural preferences for streamlined, modern buildings in the midcentury. Among the most prominent was Alpine Lumber at 204 E. Holland Ave (Resource 142) which was remodeled in 1950, with sleek white stucco added to the exterior, glass block windows, and modern signage updating the exterior of the building.¹⁰² The Tivoli Theater (formerly known as the Mojave Theater, Resource 198) was remodeled in 1946 to present a more modern appearance. The exterior brick was painted white and the upper story windows were infilled except for a narrow band of glass blocks, providing a blank canvas to better highlight the theater's modern signage (see Figure 23 for pre-modernization

⁹⁴ David W. Keller, *Images of America: Alpine*, (Arcadia Publishing, 2011). 107.

⁹⁵ "The Lockhart Clinic Hospital" provided by Mary Bell Lockhart and Lolly Lockhart.

⁹⁶ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42.

⁹⁷ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42; "New Wool and Mohair Storage House in Alpine," *Alpine Avalanche*, August 31, 1945.

⁹⁸ "New Building For Auto Firm Started," *Alpine Avalanche*, August 20, 1948, 1.

⁹⁹ "Announcing The Formal Opening Of Our New Hospital Plant in Alpine," *Alpine Avalanche*, May 11, 1945, 5.

¹⁰⁰ "SP. RR Depot Destroyed by Fire Saturd'y," *Alpine Avalanche*, January 18, 1946; "Contract Awarded for New S.P. Depot," *Alpine Avalanche*, January 31, 1947, 1.

¹⁰¹ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 44.

¹⁰² "Open House at Alpine Lumber Co. Bldg is Attraction June 1," *Alpine Avalanche*, June 9, 1950, 1.

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appearance). A new, larger marquee was also installed.¹⁰³ Significantly, upon reopening as the Tivoli, the theater began catering to Alpine's sizable Hispanic population, showing Spanish language films several days each week. Similarly, the Texas Cafe at 213 E. Holland (Resource 207) was modernized in 1956 with new plate glass windows and glass block transoms.¹⁰⁴

New social and religious buildings were also constructed downtown during the postwar years. In 1955, a new Mexican Methodist Church (outside the district boundaries) was constructed, and the congregation moved from the small building at 209 S. 6th Street (Resource 101). Our Lady of Peace Catholic Church constructed several new buildings on their E. Gallego Street property, including a new building to house the parochial school in 1956 (Resource 35) and a new parish hall in 1964 (Resource 33). Unfortunately, the construction of the parish hall involved the demolition of the original adobe church building. In 1968, Baines Park (Resource 37) was completed on the block immediately east of the church on the former site of the Garnett Hotel. Though it is unclear where the organization met, a Latin American Cemetery Association was founded in the 1940s, composed of citizens who maintained and improved the Hispanic cemetery in Alpine (today known as Holy Angels cemetery, located well outside the district boundaries).¹⁰⁵

Though the population of Alpine declined from 5,261 to 4,740 residents between 1950 and 1960, it rebounded to 5,971 residents by 1970. A handful of new commercial buildings were constructed within the district during the 1950s and 1960s. Among the most notable extant examples are the City Drug store building constructed in 1959 (Resource 209), the Southwestern Bell Telephone Building (Resource 256) constructed in 1956, a new building for the long-standing Trans-Pecos Abstract Company in 1969 (Resource 226), and the large AT&T building built ca. 1970 (Resource 245).

Conclusion

In the 21st century, downtown Alpine remains a cohesive collection of buildings on either side of the former Southern Pacific (now Union Pacific) railroad, which collectively convey the historic significance of the remote Far West Texas town over the course of nearly 150 years. The district is significant under Criterion A in the area of Commerce for its role as a commercial hub in both Alpine and Brewster County during the late 19th and 20th centuries, as well as its role in local and regional tourism during the 20th century. It is also eligible under Criterion A for Community Planning and Development due to the district's adherence to the original town layout and orientation toward the Southern Pacific Railroad, as well as a concerted civic improvement campaign that took place in the 1920s. The proposed district is also eligible under Criterion A under Ethnic Heritage: Hispanic, for the essential role that Hispanic residents played in the development and success of the town. The proposed period of significance extends from 1884 (the age of the oldest known extant resource (the J.C. Carr-Bob Slight House, Resource 260) through 1976, the 50-year cut-off for the National Register, reflecting the continued growth and evolution of downtown Alpine.

¹⁰³ "New Theatre Will Open Here Tonite," *Alpine Avalanche*, June 14, 1946, 1.

¹⁰⁴ "Enlarged Texas Cafe Holds Open House Today," *Alpine Avalanche*, February 17, 1956, 3.

¹⁰⁵ "L-A Cemterery Assn. Dues For August Total \$106," *Alpine Avalanche*, August 30, 1946, 1.

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- "Announcing The Formal Opening Of Our New Hospital Plant in Alpine." *Alpine Avalanche*, May 11, 1945, 5.
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Alpine Downtown Historic District
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Alpine Downtown Historic District
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Previous documentation on file (NPS):

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

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Archives of the Big Bend, Sul Ross State University

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 95.7 acres

Latitude/Longitude Coordinates

- | | |
|--------------------------|-------------------------|
| 1. Latitude: 30.357312° | Longitude: -103.665727° |
| 2. Latitude: 30.355482° | Longitude: -103.664991° |
| 3. Latitude: 30.355718° | Longitude: -103.663981° |
| 4. Latitude: 30.354898° | Longitude: -103.663631° |
| 5. Latitude: 30.354598° | Longitude: -103.664591° |
| 6. Latitude: 30.354214° | Longitude: -103.665037° |
| 7. Latitude: 30.352727° | Longitude: -103.664450° |
| 8. Latitude: 30.352285° | Longitude: -103.665870° |
| 9. Latitude: 30.351430° | Longitude: -103.665567° |
| 10. Latitude: 30.352034° | Longitude: -103.663679° |
| 11. Latitude: 30.352818° | Longitude: -103.663970° |
| 12. Latitude: 30.353154° | Longitude: -103.662974° |
| 13. Latitude: 30.353640° | Longitude: -103.663159° |
| 14. Latitude: 30.354251° | Longitude: -103.661084° |
| 15. Latitude: 30.353816° | Longitude: -103.660921° |
| 16. Latitude: 30.354360° | Longitude: -103.659016° |
| 17. Latitude: 30.354783° | Longitude: -103.658538° |
| 18. Latitude: 30.355288° | Longitude: -103.658711° |
| 19. Latitude: 30.355135° | Longitude: -103.659287° |
| 20. Latitude: 30.357387° | Longitude: -103.660214° |

Alpine Downtown Historic District

Brewster County, Texas
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Name of Property

21. Latitude: 30.357680°	Longitude: -103.659182°
22. Latitude: 30.360797°	Longitude: -103.660411°
23. Latitude: 30.360507°	Longitude: -103.661430°
24. Latitude: 30.361146°	Longitude: -103.661699°
25. Latitude: 30.360875°	Longitude: -103.662618°
26. Latitude: 30.360240°	Longitude: -103.662380°
27. Latitude: 30.359610°	Longitude: -103.664430°
28. Latitude: 30.358683°	Longitude: -103.664198°

Verbal Boundary Description

The district includes approximately 95.7 acres and is delineated on Maps 1-2.

Beginning at the southeast corner of W. Ave E and N. 9th Street, the boundary follows the path of Alpine Creek in a northeasterly direction until it meets W. Lockhart Avenue. The boundary then extends to the east along the south side of W. Lockhart Avenue to the east side of N. 5th Street, from whence it travels north to the northwest corner of the property boundary of 406 N. 5th Street. It then extends east to N. 4th Street, traveling south to the southwest corner of N. 4th Street and E. Lockhart Avenue. From there, the boundary travels east to the southwest corner of N. 3rd Street and E. Lockhart Avenue. The boundary then extends south to intersect with the Southern Pacific Railroad corridor, then travels west to the western property boundary of 203 E. Murphy Street. From there, the boundary extends southward along S. 4th Street to the southwest corner of S. 4th Street and E. Gallego Avenue, then travels east along E. Gallego to the east property boundary of 200 E. Gallego Avenue, then south and west to encompass said property. The boundary then extends to the west side of S. 4th Street, then south to the southeast corner of the Baines Park property, then west along the park boundary and the southern property boundary of Our Lady of Peace Catholic Church. From the southwest corner of the Church property, the boundary extends north along S. 6th Street, then west along the southern property boundaries associated with 401-403 S. 6th Street, continuing west to encompass the buildings that face W. Gallego Avenue until it reaches the west side of S. 8th Street. The boundary then travels south along S. 8th Street to the northwest corner of W. Avenue H, from whence it travels west to the northwest corner of S. 9th Street and W. Avenue H. The boundary then travels south, west, north, and east to encompass the Centennial School property and adjacent recreational fields. The boundary then travels north from the intersection of the alley between S. 10th and S. 9th Streets at W. Avenue H along the west property boundaries of properties facing S. 9th Street until it meets Alpine Creek. It follows Alpine Creek until it intersects with W. Avenue F, traveling east along W. Avenue F, then north along S. 8th Street, and west along W. Murphy Avenue until it meets Alpine Creek. The boundary then travels along the creek bed until it meets the point at the beginning.

Boundary Justification

The boundaries of the Alpine Downtown Historic District were selected to include the highest concentration of intact historic resources associated with the 19th and 20th century development of downtown Alpine. Significant resources primarily consist of commercial, domestic, religious, educational, civic, and medical resources that represent Alpine's downtown development over time.

Alpine Downtown Historic District
Name of Property

Brewster County, Texas
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11. Form Prepared By

name/title: Megan Warley McDonald, Architectural Historian

organization: Post Oak Preservation Solutions

street & number: 2506 Little John Lane

city or town: Austin state: Texas zip code: 78704

e-mail: Megan@postoakpreservation.com

telephone: 814-397-2359

date: November 11, 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A USGS map or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Alpine Downtown Historic District
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Photographs

Photo Log

Name of Property: Alpine Downtown Historic District
City or Vicinity: Alpine, Texas
County: Brewster State: TX
Photographer: Ellis Mumford-Russell and Irene Allender
Date Photographed: January 27, 2025

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0001
View east on Holland Avenue (US-90/US-67) from N. 7th Street.
- 2 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0002
Holland Avenue (US-90/US-67), view west from 5th Street (TX-118).
- 3 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0003
Holland Avenue (US-90/US-67), view east from 5th Street (TX-118).
- 4 of 31. TX_BrewsteCounty_AlpineDowntownHistoricDistrict_0004
Intersection of 5th Street and Murphy Avenue, view southeast toward A Mountain.
- 5 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0005
View southwest on Murphy Street from S. 5th Street.
- 6 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0006
South 9th Street, view southeast toward A Mountain.
- 7 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0007
View west along W. Gallego Street.
- 8 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0008
Hotel Ritchey (Resource 55). View south.
- 9 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0009
Resource 222, one of few extant adobe buildings north of the railroad tracks. View southwest.
- 10 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0010
The Cozy Court with 1920s office building at right (Resource 151) and some of the 1930s rock cottages at left. The neon sign in the foreground (Resource 164) is also a contributing structure in the district. View northwest.
- 11 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0011
Resource 252, the oldest extant school in Alpine. View northeast.

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- 12 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0012
The Centennial School (Resource 1), formerly a segregated school for Hispanic children. View southeast.
- 13 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0013
The Hancock Building (Resource 190) constructed in 1912. View southeast.
- 14 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0014
Lackey-Hord Building (Resource 185). View northeast.
- 15 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0015
First Christian Church (Resource 239). Originally constructed in 1906 as a frame building, native stone cladding was added in the 1940s. View northwest.
- 16 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0016
The Mission Revival First Methodist Church (Resource 212). View southeast.
- 17 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0017
Our Lady of Peace Catholic Church (Resource 32, at left) and adjacent Parish Hall (Resource 33, at right). View south.
- 18 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0018
Resource 197, the former Old Mission Café. View northwest.
- 19 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0019
Resource 205, the 1929 Granada Theater. View northeast.
- 20 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0020
Resource 206, clad with native stone. View northwest.
- 21 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0021
The Lockhart Clinic (Resource 257), constructed in 1946. View west.
- 22 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0022
1938 Post Office building (Resource 229). A PWA mural by Jose Moya del Pino is extant within the building. View northwest.
- 23 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0023
1947 Southern Pacific Depot (Resource 144) designed by Chase and Dunlap. View southeast.
- 24 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0024
One of two native stone planters flanking the intersection of 5th Street and Holland Avenue (Resource 264). View south.
- 25 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0025
Resources 107 (foreground with pink façade), 108 (native stone), and 109 (adobe red and yellow) along s. 7th Street. View southeast.

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- 26 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0026
The former Green Café (Resource 15) was owned by the Gallego family and was originally a WWII temporary building (a mess hall) moved to the site following the closure of Marfa Army Airfield. The exterior is partially clad with sheet metal, but the original wood clapboard siding is intact beneath. View southeast.
- 27 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0027
A former WWII temporary building moved to Alpine and clad with native stone (Resource 126).
- 28 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0028
Former Martinez Grocery Store (Resource 30), originally a WWII temporary building moved and given a false front. Patricia Martinez and his wife Ester Sotelo operated a grocery store in the building from 1945-1960. View southwest.
- 29 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0029
The former site of Amor al Trabajo y Unidad (ATU) (Resource 8), a Hispanic mutual aid society. View northwest.
- 30 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0030
The Garcia-Valadez House (Resource 75). View southeast.
- 31 of 31. TX_BrewsterCounty_AlpineDowntownHistoricDistrict_0031
The c. 1890 J.M. Watts home (Resource 124). View southwest.

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Alpine Downtown Historic District

Name of Property

Brewster County, Texas

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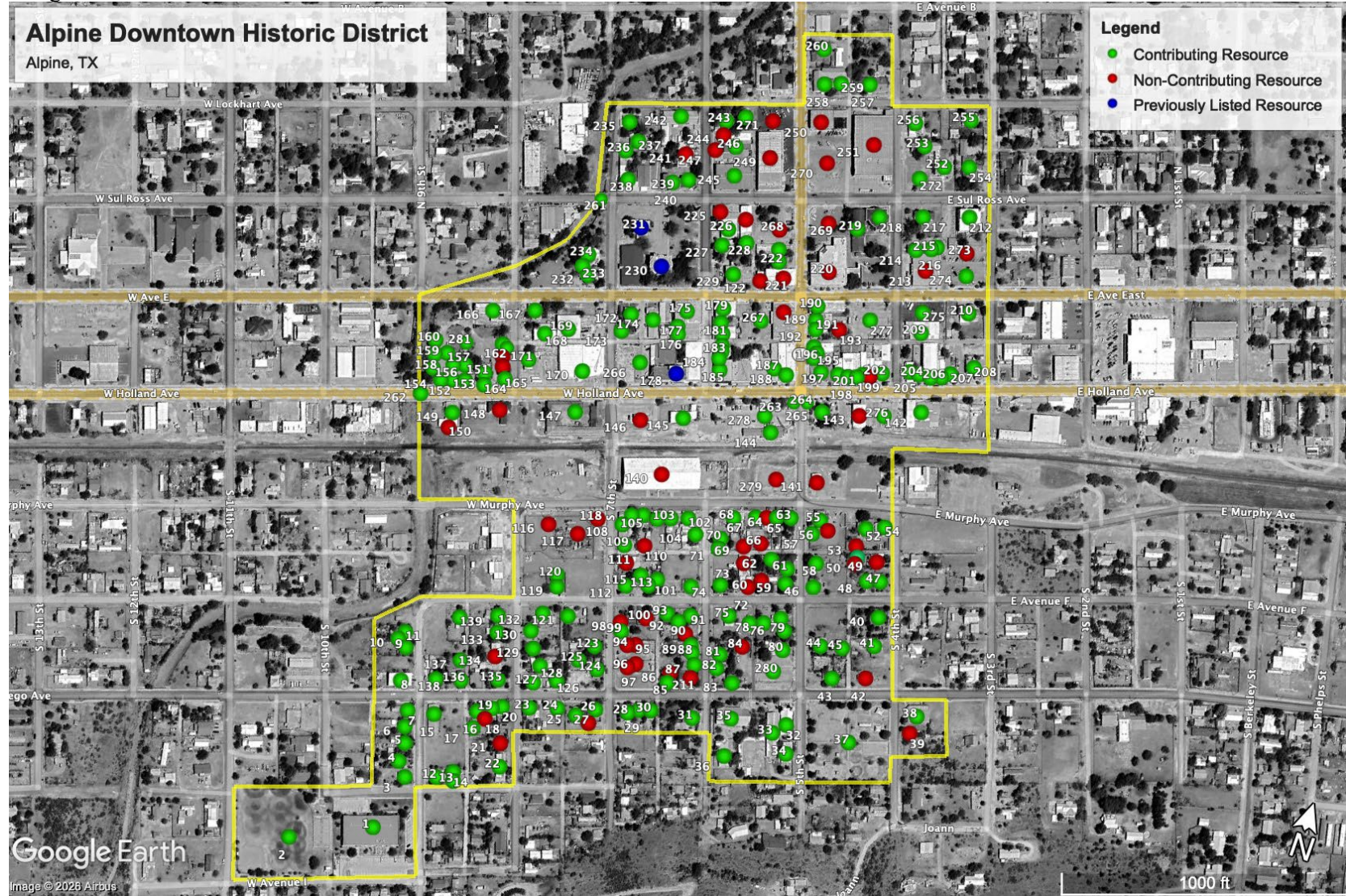
Photo Key



Alpine Downtown Historic District
Name of Property

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Map 1. District Map depicting contributing and non-contributing resources. (See Maps 1.1 - 1.5 for zoomed in sections of the map.) Source: Google Earth.



Alpine Downtown Historic District
Name of Property
Map 1.1

Brewster County, Texas
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Alpine Downtown Historic District
Name of Property
Map 1.2

Brewster County, Texas
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Alpine Downtown Historic District
Name of Property
Map 1.3

Brewster County, Texas
County and State



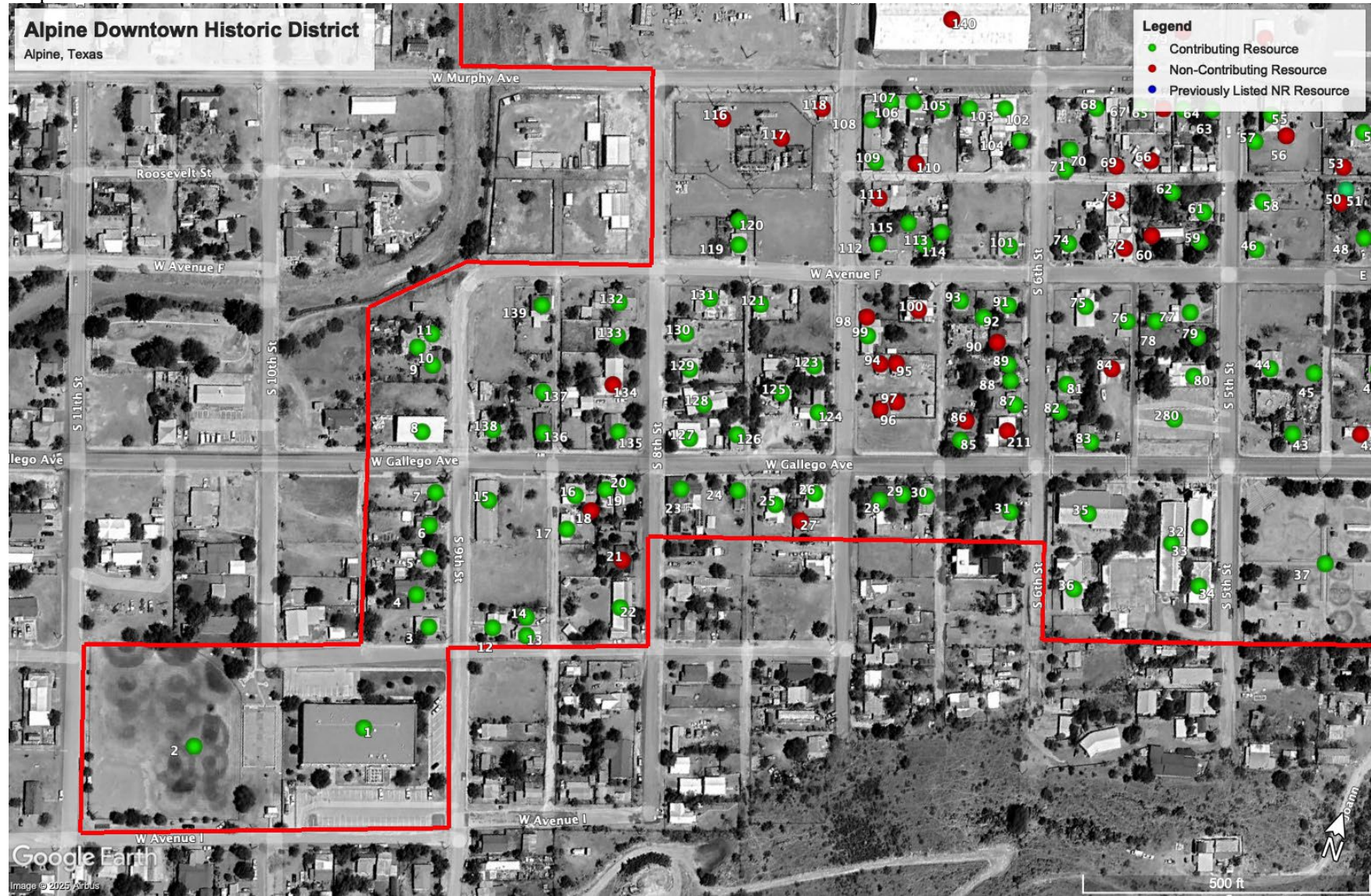
Alpine Downtown Historic District

Name of Property

Map 1.4

Brewster County, Texas

County and State



Alpine Downtown Historic District

Name of Property

Map 1.5

Brewster County, Texas

County and State



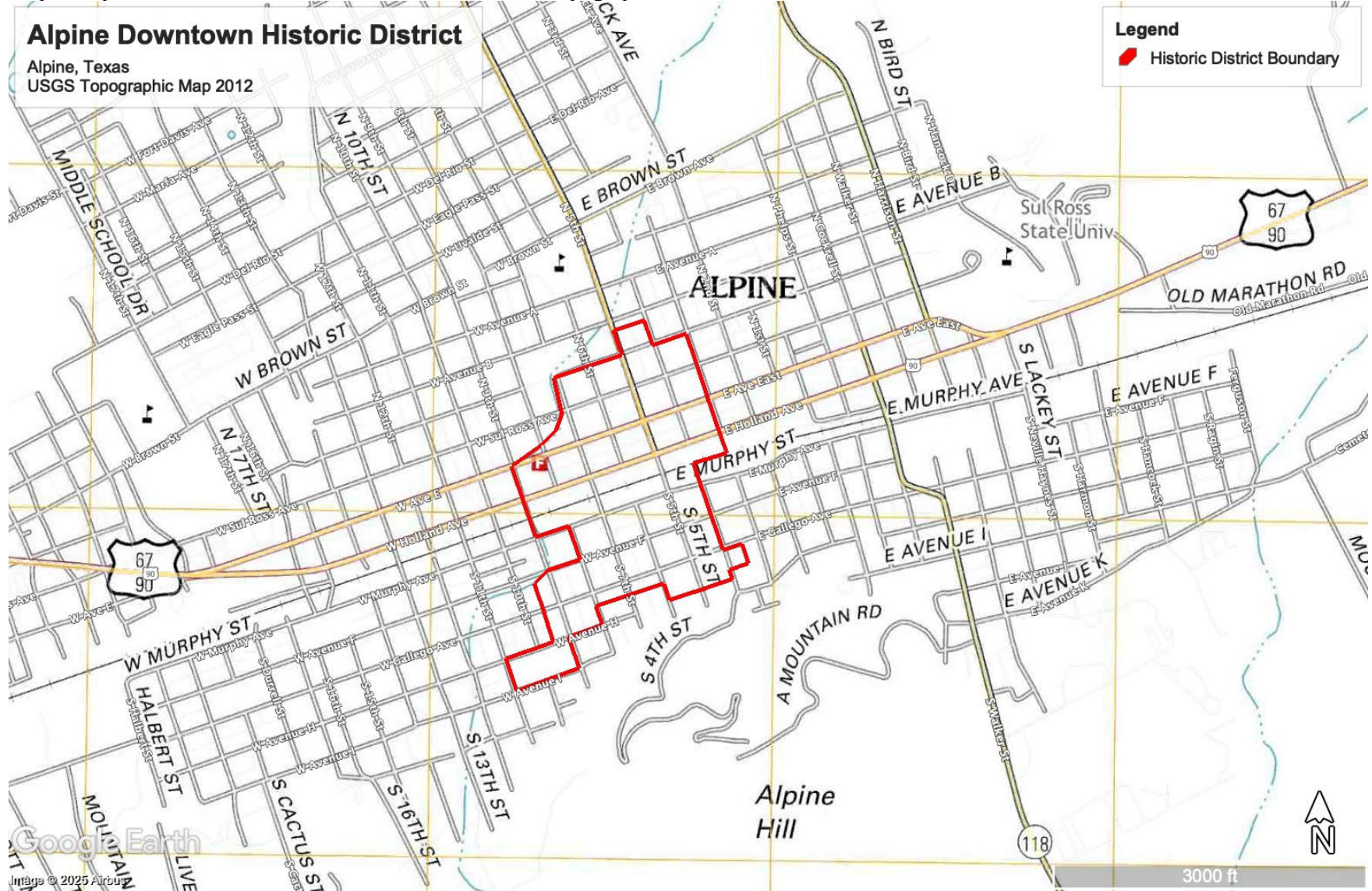
Alpine Downtown Historic District

Name of Property

Brewster County, Texas

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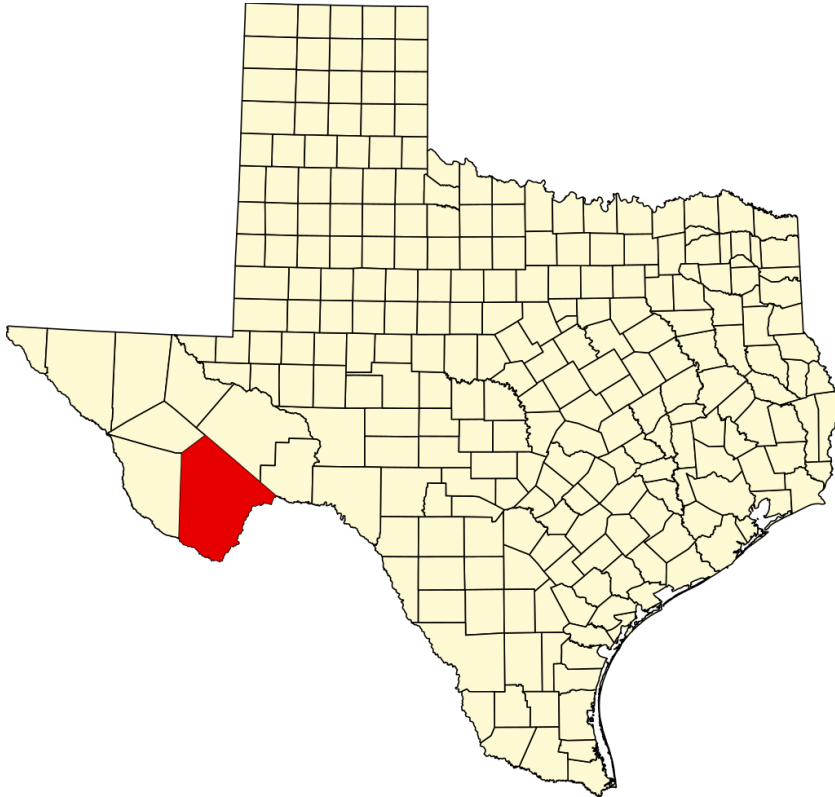
Map 2. Alpine Downtown Historic District on 2012 USGS topographic base.



Alpine Downtown Historic District
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Map 3. Brewster County, Texas in red.



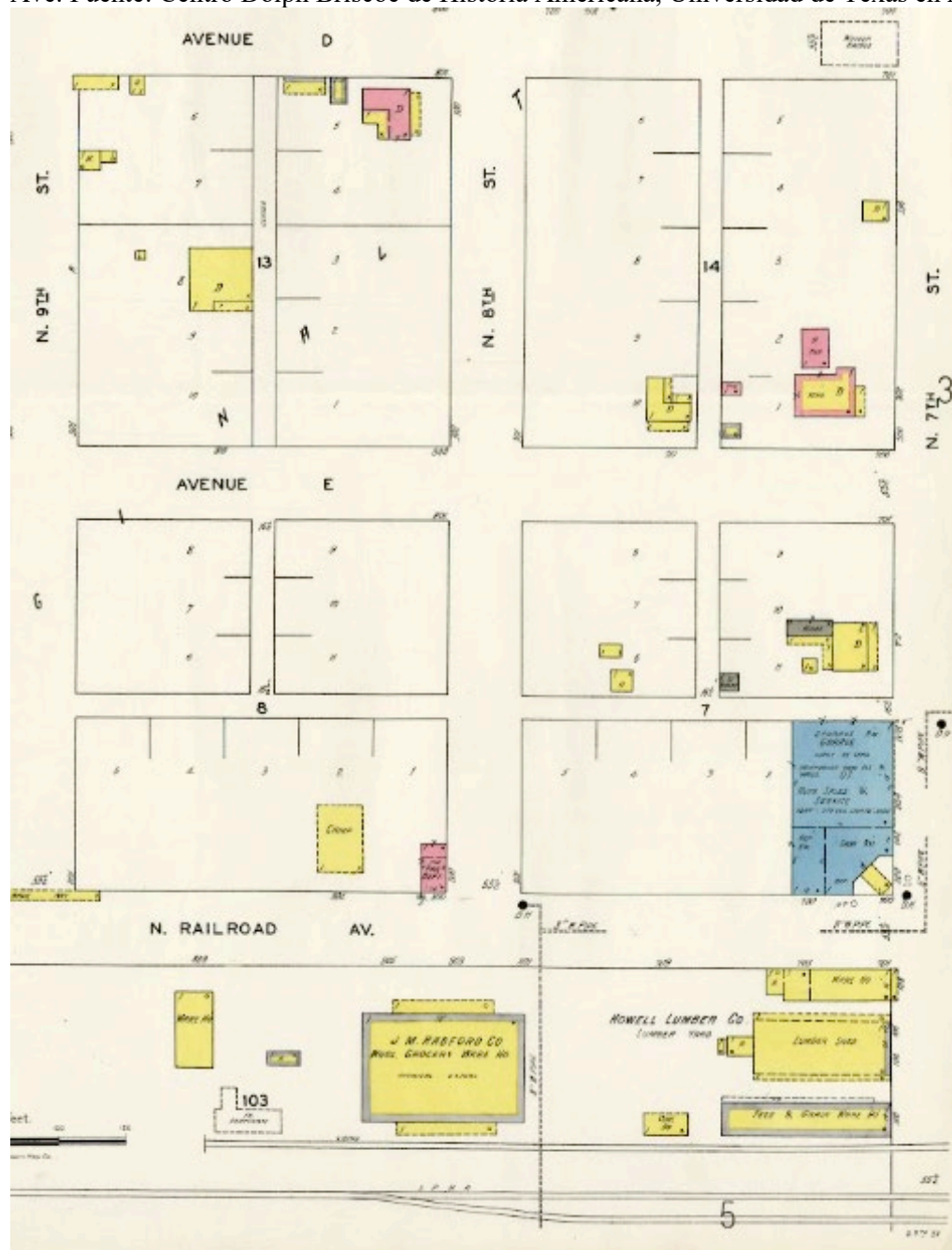
Alpine Downtown Historic District
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Figures

Figure 1. 1927 Sanborn Fire Insurance Map depicting downtown Alpine. Note: N. Railroad Ave. is now Holland Ave.; Ave. D is now E. Sul Ross Ave.; Ave. C is now Lockhart Ave. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 1. Mapa de seguros contra incendios de Sanborn de 1927 que representa el centro de Alpine. Nota: N. Railroad Ave. ahora es Holland Ave.; Ave. D ahora es E. Sul Ross Ave.; Ave. C ahora es Lockhart Ave. Fuente: Centro Dolph Briscoe de Historia Americana, Universidad de Texas en Austin.

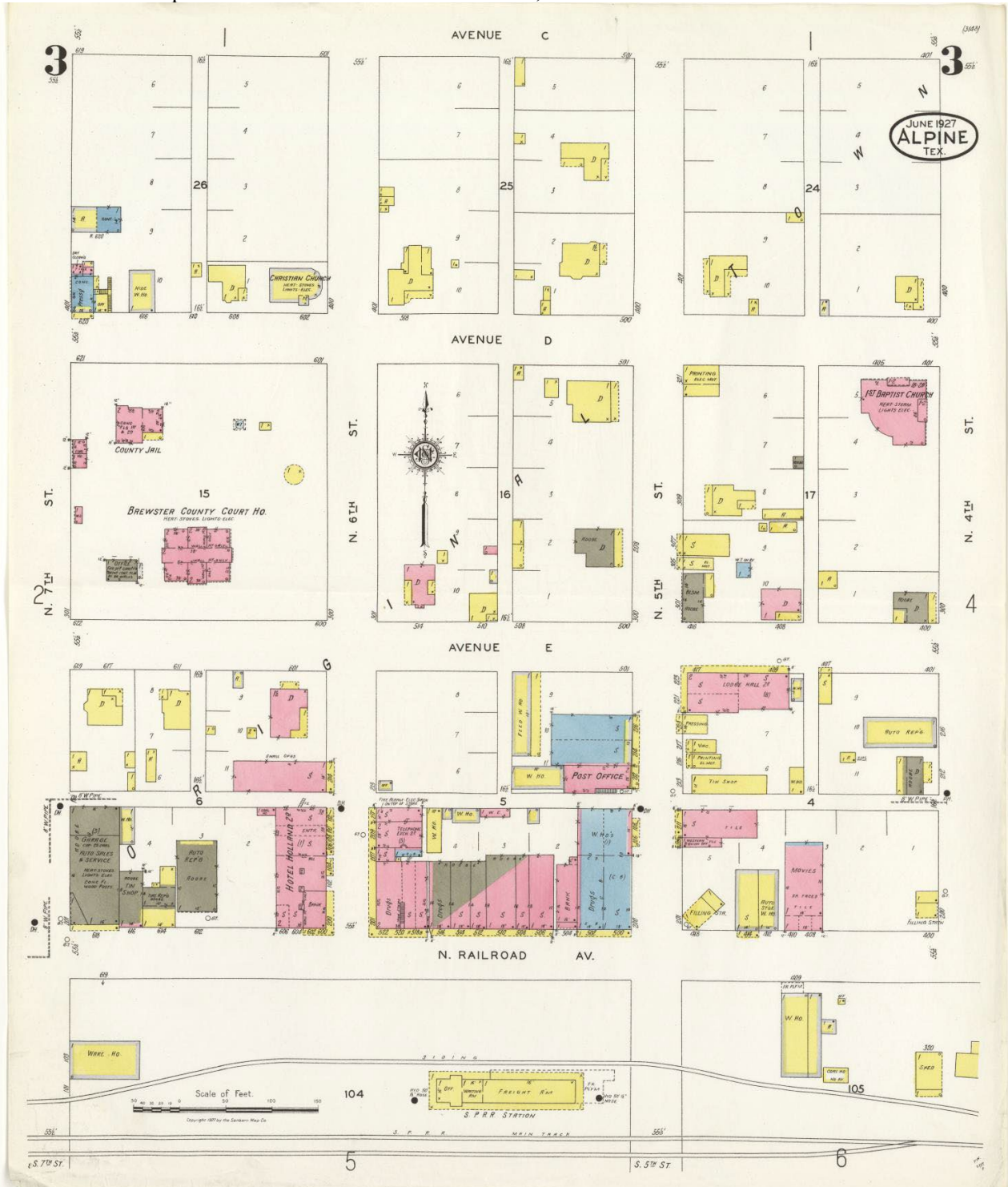


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Figure 2. 1927 Sanborn Fire Insurance Map depicting downtown Alpine. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 2. Mapa de seguros contra incendios de Sanborn de 1927 que representa el centro de Alpine. Fuente: Centro Dolph Briscoe de Historia Estadounidense, Universidad de Texas en Austin.

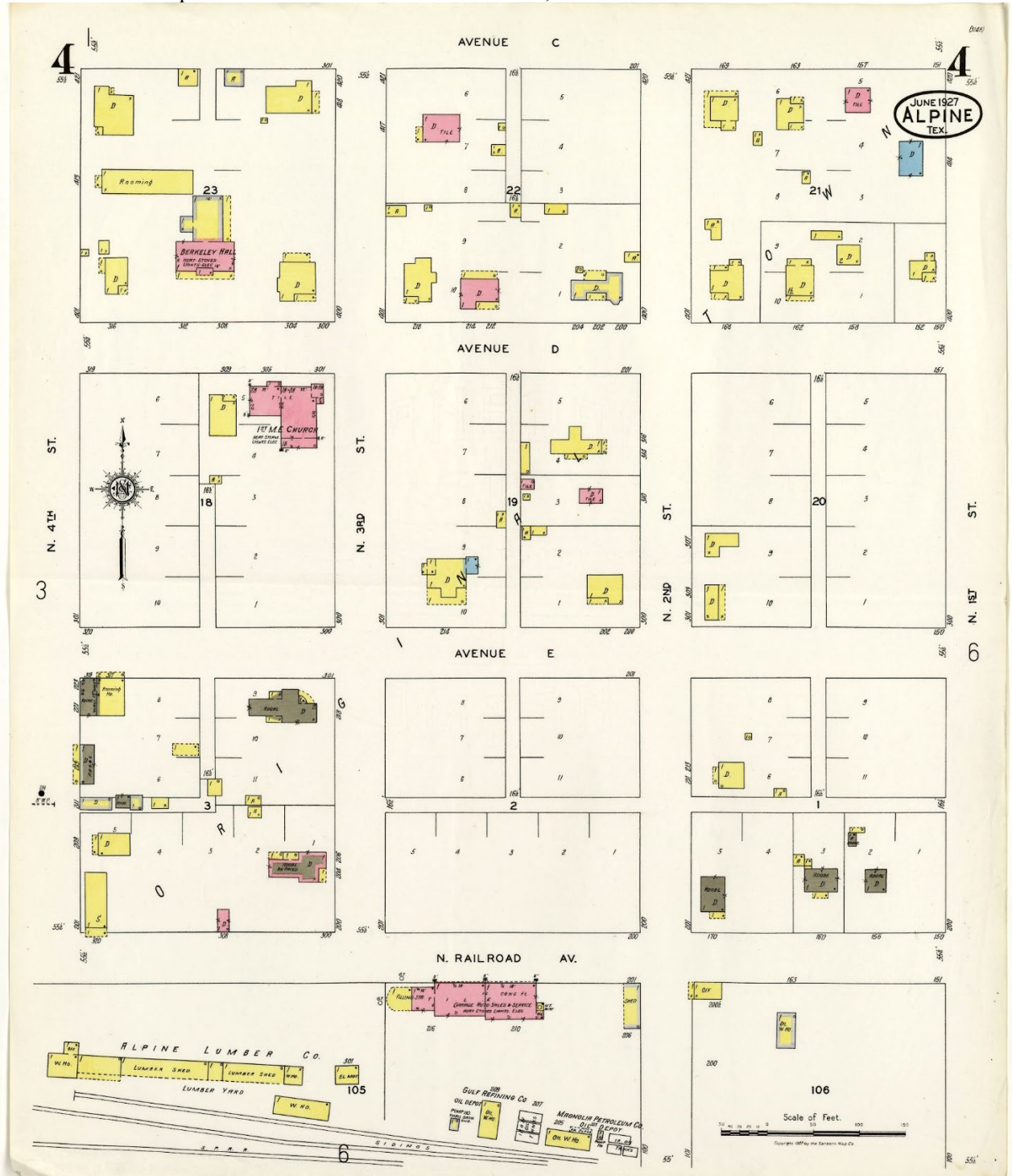


Alpine Downtown Historic District
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Figure 3. 1927 Sanborn Fire Insurance Map depicting downtown Alpine. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 3. Mapa de seguros contra incendios de Sanborn de 1927 que representa el centro de Alpine. Fuente: Centro Dolph Briscoe de Historia Estadounidense, Universidad de Texas en Austin.

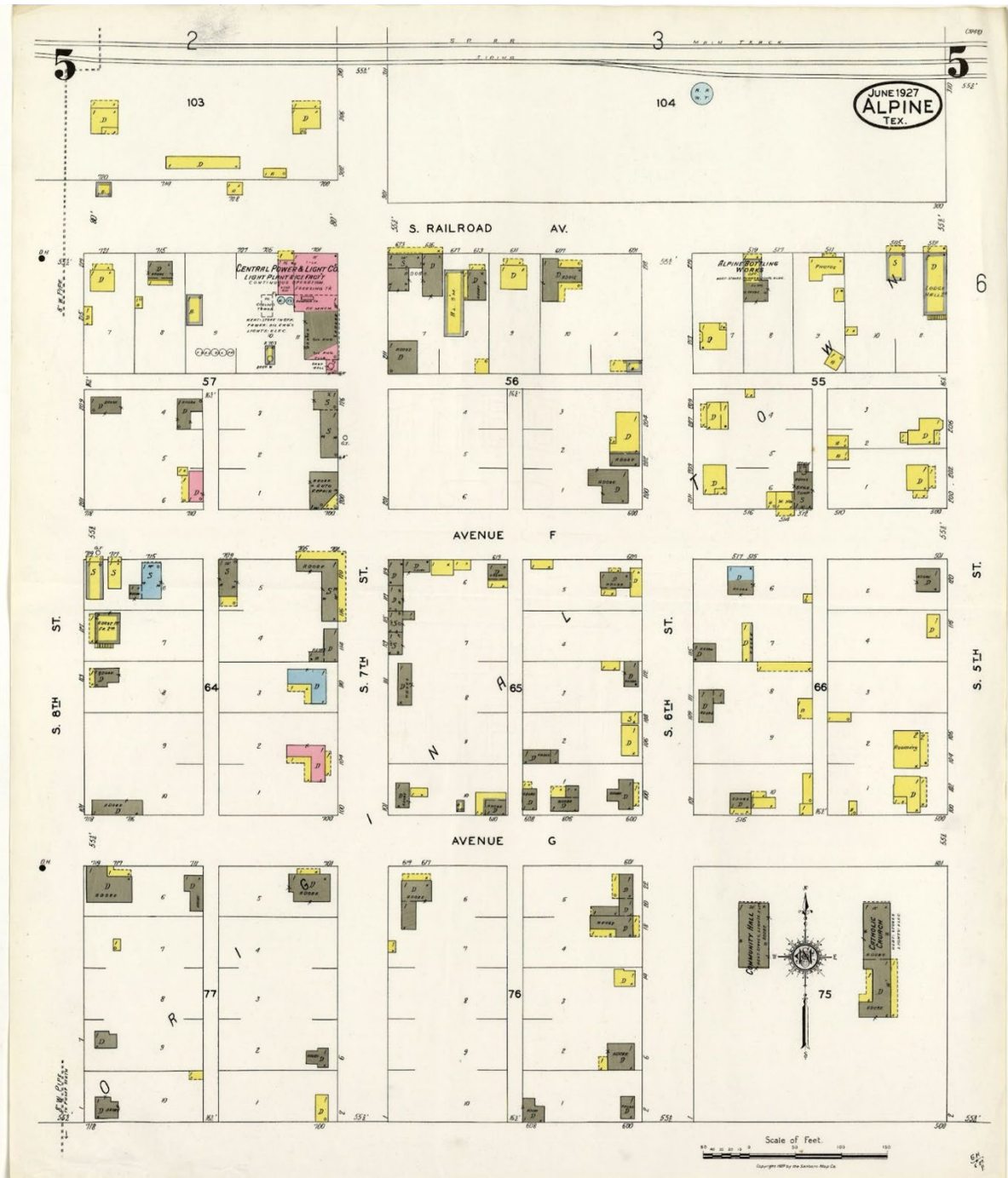


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Figure 4. 1927 Sanborn Fire Insurance Map depicting downtown Alpine, south of the railroad corridor.
Note: Avenue G is now Gallego Ave and S. Railroad Ave is now Murphy Ave. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 4. Mapa de seguros contra incendios de Sanborn de 1927 que representa el centro de Alpine, al sur del corredor ferroviario. Nota: La avenida G ahora es la avenida Gallego y la avenida S. Railroad ahora es la avenida Murphy. Fuente: Centro Dolph Briscoe de Historia Americana, Universidad de Texas en Austin.

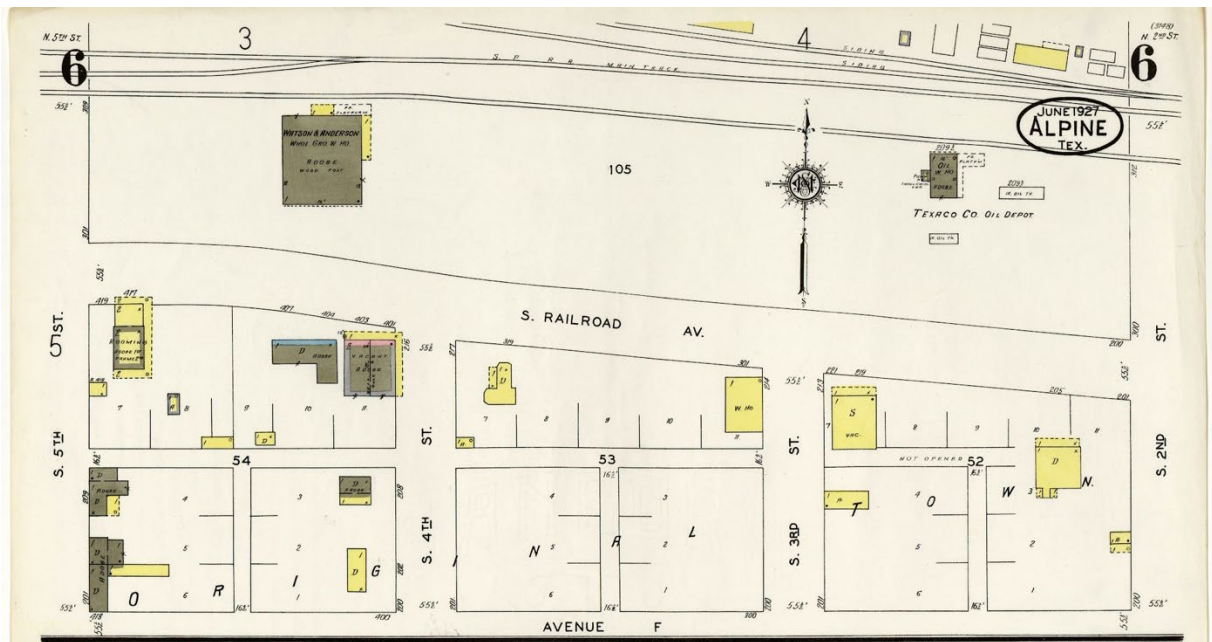


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Figure 5. 1927 Sanborn Fire Insurance Map depicting downtown Alpine. Note: S. Railroad Ave is now Murphy Ave. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 5. Mapa de seguros contra incendios de Sanborn de 1927 que representa el centro de Alpine. Nota: S. Railroad Ave. ahora es Murphy Ave. Fuente: Centro Dolph Briscoe de Historia Estadounidense, Universidad de Texas en Austin.



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Figure 6. 1933 Sanborn Fire Insurance Map depicting downtown Alpine. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 6. Mapa de seguros contra incendios de Sanborn de 1933 que representa el centro de Alpine. Fuente: Centro Dolph Briscoe de Historia Estadounidense, Universidad de Texas en Austin.



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Figure 7. 1933 Sanborn Fire Insurance Map depicting downtown Alpine. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 7. Mapa de seguros contra incendios de Sanborn de 1933 que representa el centro de Alpine. Fuente: Centro Dolph Briscoe de Historia Estadounidense, Universidad de Texas en Austin.

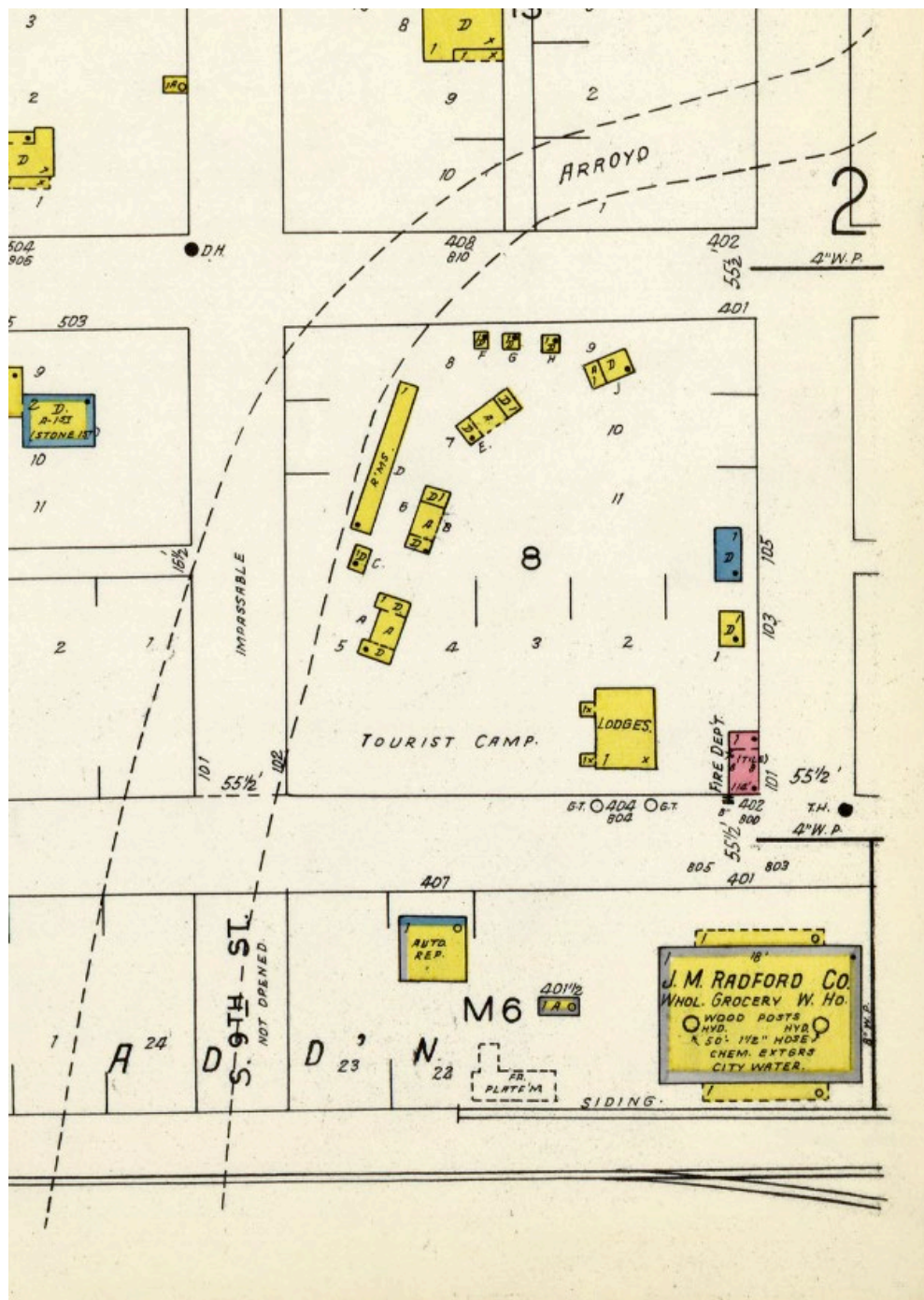


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Figure 8. 1933 Sanborn Fire Insurance Map depicting downtown Alpine. The area east of the arroyo (Alpine Creek) is within the district boundaries. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 8. Mapa de seguros contra incendios de Sanborn de 1933 que representa el centro de Alpine. El área al este del arroyo (*Alpine Creek*) se encuentra dentro de los límites del distrito. Fuente: Centro Dolph Briscoe de Historia Americana, Universidad de Texas en Austin.

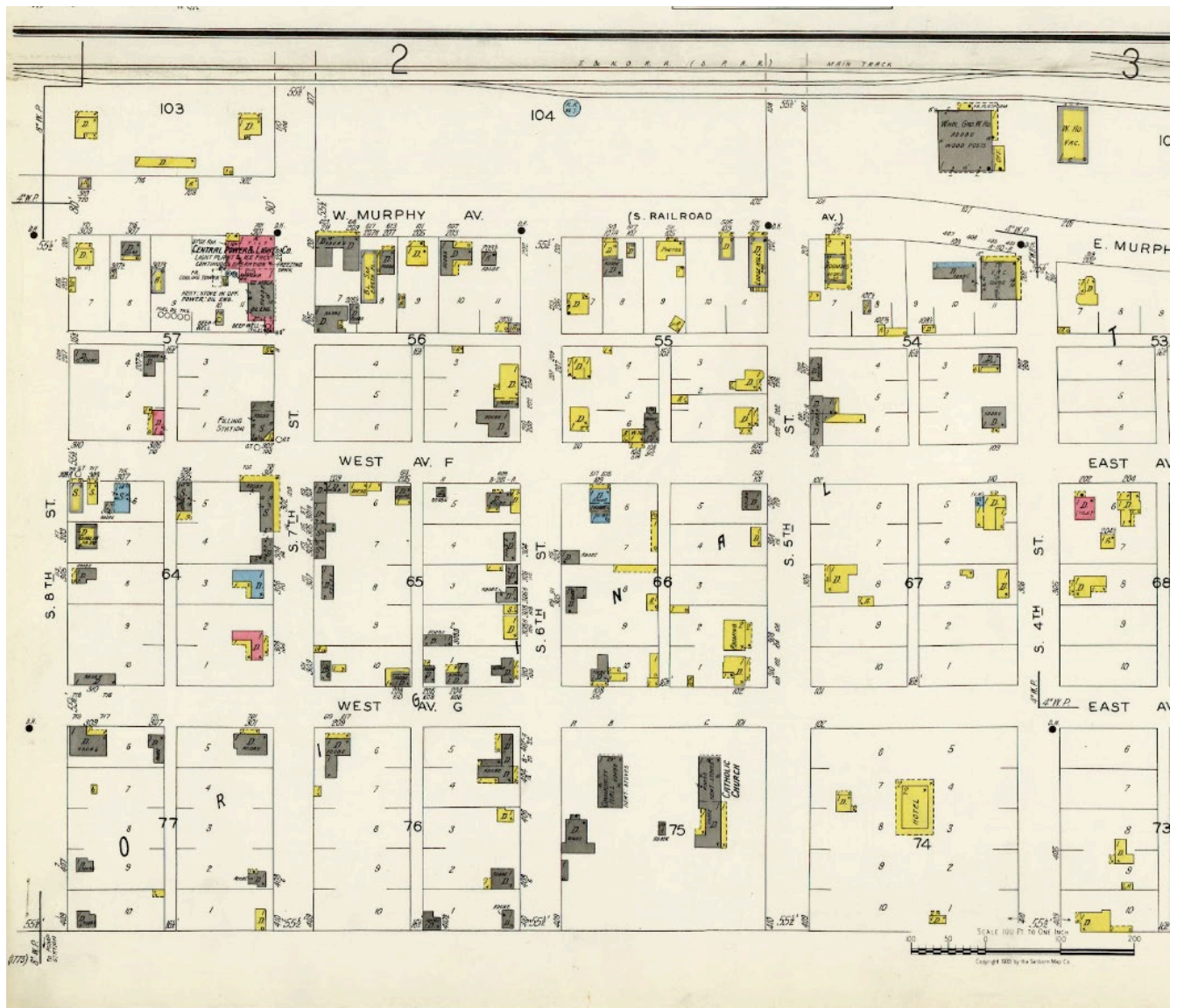


Alpine Downtown Historic District
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Figure 9. 1933 Sanborn Fire Insurance Map depicting downtown Alpine south of the railroad. Source: Dolph Briscoe Center for American History, University of Texas at Austin.

Figura 9. Mapa de seguros contra incendios de Sanborn de 1933 que representa el centro de Alpine al sur del ferrocarril. Fuente: Centro Dolph Briscoe de Historia Estadounidense, Universidad de Texas en Austin.



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Figure 10. Ca. 1885-7 photograph of surveying crew on A Mountain, with downtown Alpine, the railroad depot, and stock pens, in the background. View north. Source: Clifford B. Casey Collection, 1882-1981, Archives of the Big Bend, Sul Ross State University.

Figura 10. Fotografía de alrededor de 1885-1887 del equipo de topografía en la Montaña A, con el centro de Alpine, la estación de ferrocarril y los corrales de ganado al fondo. Viendo hacia el norte. Fuente: Colección Clifford B. Casey, 1882-1981, Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 11. Ca. 1886-7 photo of Front Street (later N. Railroad Ave and now Holland Avenue), view west/northwest. Businesses depicted include the Haymaker Saloon, Gage Brothers, Ware House, and Garnett and Sons (none of which are extant). Source: Clifford B. Casey Collection, 1882-1981, Archives of the Big Bend, Sul Ross State University.

Figura 11. Fotografía de la calle Front (posteriormente N. Railroad Ave y ahora Holland Avenue), viendo hacia el oeste-noroeste, de circa 1886-7. Entre los negocios representados se encuentran *Haymaker Saloon*, *Gage Brothers*, *Ware House* y *Garnett and Sons* (ninguno de los cuales son existentes). Fuente: Colección Clifford B. Casey, 1882-1981, Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 12. Ca. 1890 photograph of downtown Alpine, including railroad tracks and depot, stock pens, and commercial buildings along Front Street (Holland Avenue). The Brewster County Courthouse is visible at left. Note sheep grazing in foreground. Source: Clifford B. Casey Collection, 1882-1981, Archives of the Big Bend, Sul Ross State University.

Figura 12. Fotografía de alrededor de 1890 del centro de Alpine, que incluye vías de tren y la estación, corrales, y edificios comerciales a lo largo de Front Street (Holland Avenue). El juzgado del condado de Brewster se ve a la izquierda. Nota: las ovejas pastando en primer plano. Fuente: Colección Clifford B. Casey, 1882-1981, Archivos de Big Bend, Universidad Estatal Sul Ross.

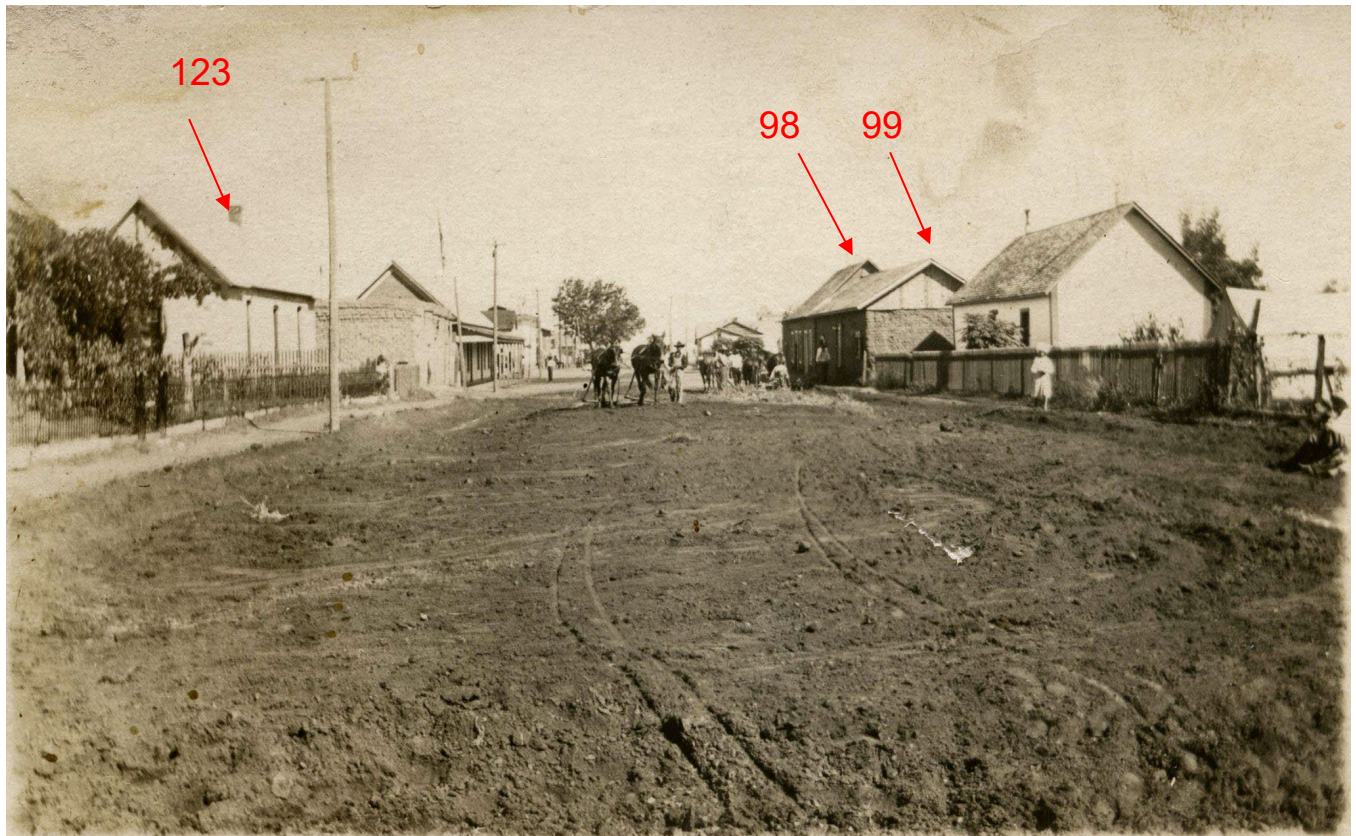


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Figure 13. Undated photograph depicting J.M. Watts (center, with horses and plow) on S. 7th Street, between W. Ave. F and W. Gallego (view northwest). Watts' store (no longer extant) was further down the street (not visible in this photograph). Several extant resources are depicted and labeled. Source: Archives of the Big Bend, Sul Ross State University.

Figura 13. Fotografía sin fecha que representa a J.M. Watts (centro, con caballos y arado) en la calle S. 7th, entre W. Ave. F y W. Gallego (viendo al noroeste). La tienda de Watts (no existente) se encontraba más adelante en la misma calle (no se ve en esta fotografía). Varios recursos existentes están representados e indicados. Fuente: Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 14. (1 of 2) Inset of 1904 panorama image of Alpine, taken from A Mountain depicting the south side in the foreground. Numerous one-story adobe buildings are visible. Source: Archives of the Big Bend, Sul Ross State University.

Figura 14. (1 de 2) Recuadro de una imagen panorámica de Alpine de 1904, tomada desde la Montaña A, que representa el lado sur en primer plano. Se ven numerosos edificios de adobe de una sola planta. Fuente: Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 15 (2 of 2) Inset of 1904 panorama image of Alpine, taken from A Mountain, with south side in the foreground. The rear of the adobe Nuestra Señora de Guadalupe Catholic Church is visible at the center. Archives of the Big Bend, Sul Ross State University.

Figura 15 (2 de 2) Recuadro de una imagen panorámica de Alpine de 1904, tomada desde la Montaña A, con el lado sur en primer plano. La parte trasera de la Iglesia Católica de Nuestra Señora de Guadalupe, construida con adobe, está visible en el centro. Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 16. Front Street (Holland Ave) after the 1907 fire. Source: Clifford B. Casey Collection, 1882-1981, Archives of the Big Bend, Sul Ross State University.

Figura 16. Front St. (Holland Ave) después del incendio de 1907. Fuente: Colección Clifford B. Casey, 1882-1981, Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 17. C. 1908 image of Front Street (Holland Ave) after businesses were reconstructed, view northeast. The original portion of the Holland Hotel is depicted at far left. Source: Clifford B. Casey Collection, 1882-1981, Archives of the Big Bend, Sul Ross State University.

Figura 17. Imagen de Front St. (Holland Ave) de alrededor de 1908 después de la reconstrucción de los negocios, viendo al noreste. La parte original del Hotel Holland se muestra en la extrema izquierda. Fuente: Colección Clifford B. Casey, 1882-1981, Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 18. Ca. 1925 Birds-Eye view from A Mountain showing Garnett Hotel in foreground (with wrap around porches). South 5th Street is depicted at left. Source: Clifford B. Casey Collection, 1882-1981, Archives of the Big Bend, Sul Ross State University.

Figura 18. Vista aérea desde la Montaña A, alrededor de 1925. Se muestra el Hotel Garnett en primer plano (con porches envolventes). La calle S. 5th Street se muestra a la izquierda. Fuente: Colección Clifford B. Casey, 1882-1981, Archivos de Big Bend, Universidad Estatal Sul Ross.

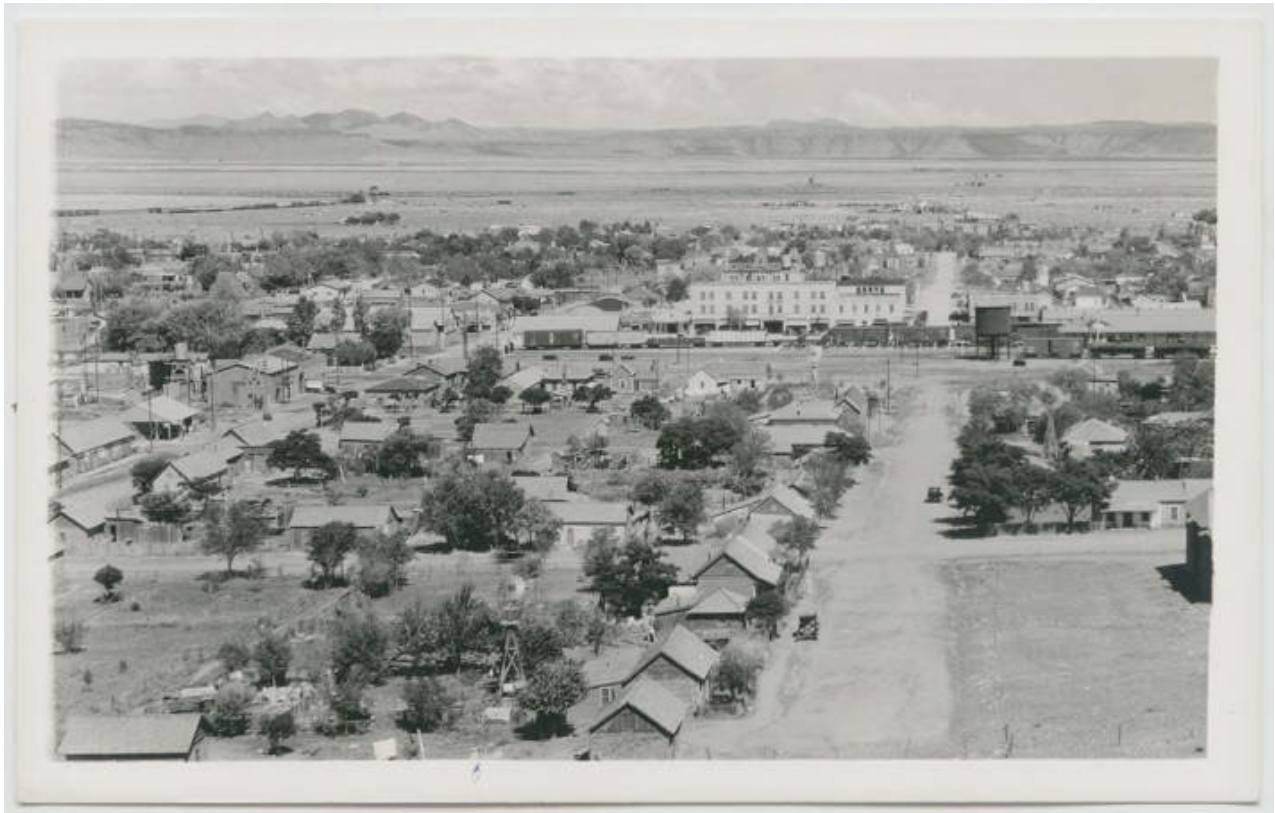


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Figure 19. C. 1930s image of downtown Alpine from A Mountain. South 5th Street is the street depicted near the center of the photo. Source: Clifford B. Casey Collection, 1882-1981, Archives of the Big Bend, Sul Ross State University.

Figura 19. Imagen del centro de Alpine, alrededor de 1930, desde la Montaña A. La calle S. 5th Street se muestra cerca del centro de la foto. Fuente: Colección Clifford B. Casey, 1882-1981, Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 20. Alpine's oldest extant public school (Resource 252). Source: The Portal to Texas History.

Figura 20. La escuela pública más antigua de Alpine que aún es existente (Recurso 252). Fuente: El Portal de la Historia de Texas.



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Figure 21. The City Hotel (later known as the Ritchey Hotel, Resource 55) was constructed just south of the railroad tracks as a boarding house for ranchers and cowboys who drove herds of livestock to Alpine for shipment. Originally a small adobe structure, it was expanded sometime between 1904 and 1909. Source: Archives of the Big Bend, Sul Ross State University.

Figura 21. El Hotel de la Ciudad (posteriormente conocido como el *Hotel Ritchey*, Recurso 55) se construyó justo al sur de las vías del ferrocarril como pensión para ganaderos y vaqueros que transportaban ganado a Alpine para su transporte. Originalmente una pequeña estructura de adobe, se amplió entre 1904 y 1909. Fuente: Archivos de Big Bend, Universidad Estatal Sul Ross.



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Figure 22. C. 1930 photo of downtown Alpine taken from A Mountain. The railroad tracks are visible at the center of the photo (running left to right), and Sixth Street crosses the tracks from north to south.

Source: Historic Alpine.

Figura 22. Fotografía del centro de Alpine de alrededor de 1930, tomada desde la Montaña A. Las vías del ferrocarril son visibles en el centro de la foto (de izquierda a derecha), y 6th St. las cruza de norte a sur. Fuente: Historic Alpine.



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Figure 23. C. 1930 photograph of E. Holland Avenue between N. 5th and N. 4th Streets. The Old Mission Cafe (Resource 197), the Mojave Theater (Resource 198), and part of Resource 199 are visible. Source: Historic Alpine.

Figura 23. Fotografía de alrededor de 1930 de la Avenida E. Holland, entre las calles N. 5th y N. 4th. Se pueden ver el *Old Mission Cafe* (Recurso 197), el *Mojave Theater* (Recurso 198) y parte del Recurso 199. Fuente: Historic Alpine.



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Figure 24. C. 1940s postcard depicting E. Holland Avenue between N. 4th and N. 3rd Streets. Source: Ebay

Figura 24. Tarjeta postal de la década de 1940 que muestra la avenida E. Holland entre las calles N. 4th y N. 3rd. Fuente: eBay

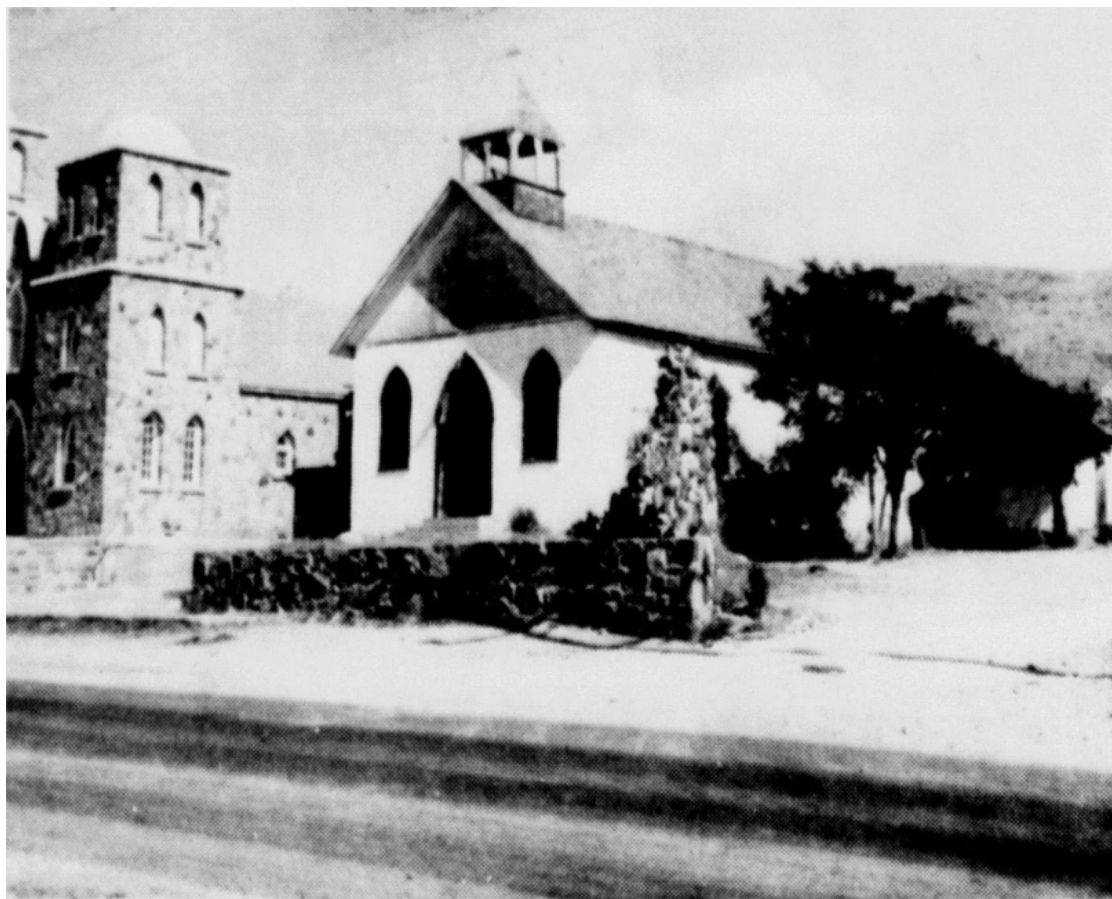


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Figure 25. The original adobe Nuestra Guadalupe Catholic Church, shortly before it was demolished for the construction of a new parish hall. The current stone church edifice (constructed in 1943) is partially visible at left (Resource 32). Source: "Parish Hall to Replace Catholic Church Building," *Alpine Avalanche*, April 2, 1964, 4.

Figura 25. La Iglesia Católica de Nuestra Guadalupe, construida originalmente de adobe, poco antes de su demolición para la construcción de un nuevo salón parroquial. El edificio de piedra de la iglesia (construido en 1943) es parcialmente visible a la izquierda (Recurso 32). Fuente: "Salón Parroquial reemplazará el edificio de la Iglesia Católica", *Alpine Avalanche*, 2 de abril de 1964, pág. 4.



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Figure 26. Tomas (left) and Lito (right) Valadez owners of the Valadez Grocery Store, shown inside the store in 1940 (Resource 38). UTSA General Photograph Collection, MS 362: 096-1036.

Figura 26. Tomás (izquierda) y Lito (derecha), propietarios de la tienda de comestibles Valadez, dentro del establecimiento en 1940 (Recurso 38). Colección General de Fotografía de la UTSA, MS 362: 096-1036.



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Figure 27. The Green Café (Resource 15) ca. 1940s. Source: Museum of the Big Bend.

Figura 27. El *Green Cafe* (Recurso 15) ca. década de 1940. Fuente: Museo del Big Bend.



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Figure 28. The Association of Catholic Women holding a banquet at the Green Café (Resource 15).
Source: Museum of the Big Bend.

Figura 28. La Asociación de Mujeres Católicas celebrando un banquete en el *Green Cafe* (Recurso 15).
Fuente: Museo del Big Bend.

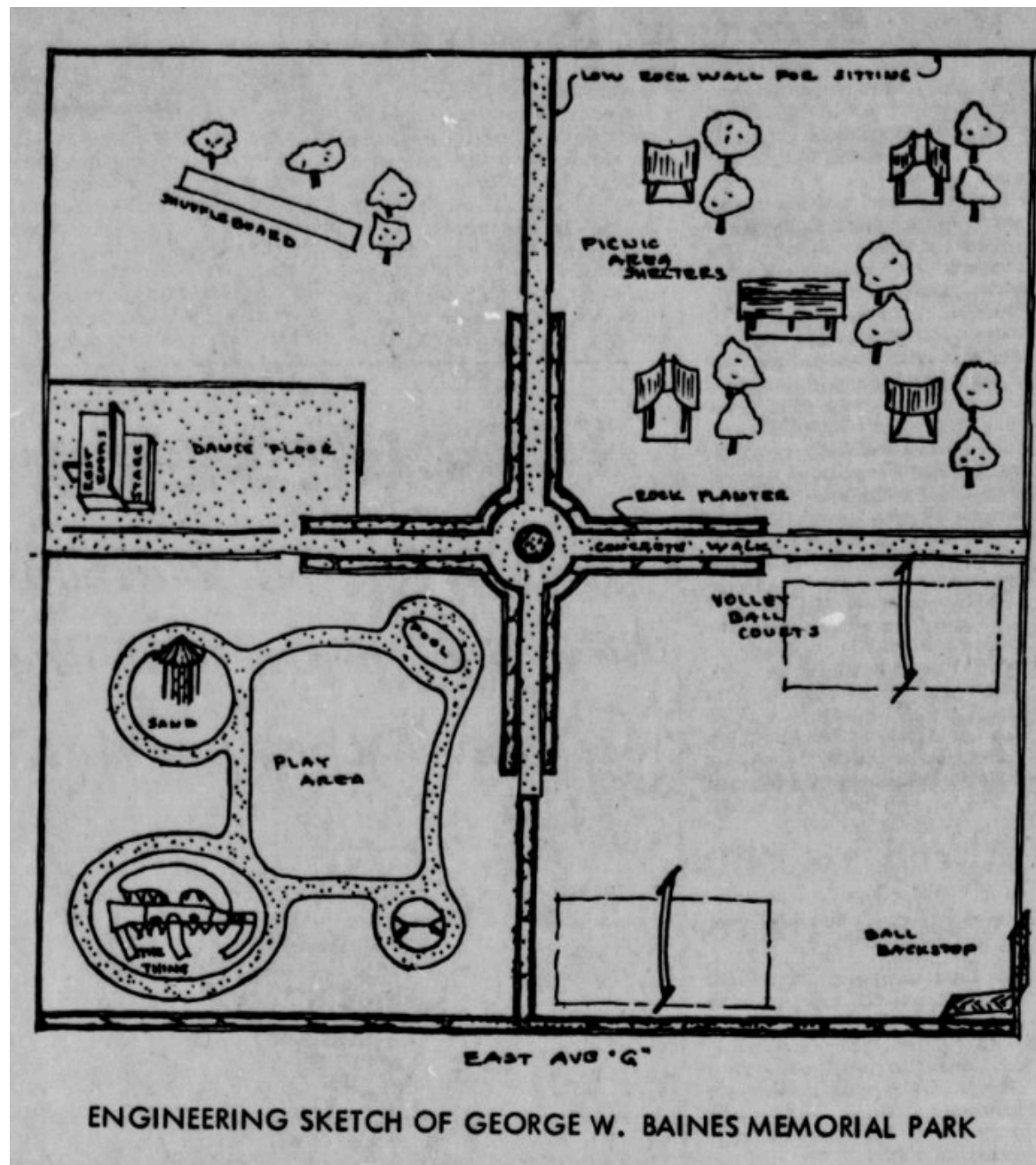


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Figure 29. 1968 engineering sketch of Baines Park. The native stone planters and retaining walls depicted in the drawing, as well as the picnic pavilions with unique roof forms are all extant. Source: "Baines Park Bids to Be Opened Feb. 20," *Alpine Avalanche*, January 18, 1968, 4.

Figura 29. Dibujo de ingeniería de 1968 de *Baines Park*. Las jardineras de piedra autóctona y los muros de contención que se muestran en el dibujo, así como los pabellones para picnic con techos de formas únicas son existentes. Fuente: "Las licitaciones para Baines Park se abrirán el 20 de febrero", *Alpine Avalanche*, 18 de enero de 1968, pág. 4.



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Figure 30. 1908 photograph of the Gallego family at their ranch west of Alpine. Patriarch “Ben” Gallego is seated at the center, with his wife “Susie” with her hand on his shoulder. Their son Pete Gallego Sr. is at far right, who would later open the Green Café. His son, Pete Gallego Jr. expanded the successful restaurant and became the first Hispanic member of the Alpine school board. His son, Pete P. Gallego, would serve as the President of Sul Ross State University and represent Alpine as a U.S. Representative in Congress. Source: The University of Texas at San Antonio (MS363: 096-1042).

Figura 30. Fotografía de 1908 de la familia Gallego en su rancho al oeste de Alpine. El patriarca “Ben” Gallego está sentado en el centro, con su esposa “Susie” con la mano sobre su hombro. Su hijo, Pete Gallego Sr., aparece en el extremo derecho, quien posteriormente abrió el *Green Cafe*. Su hijo, Pete Gallego Jr., expandió el exitoso restaurante y se convirtió en el primer miembro hispano de la junta escolar de Alpine. Su hijo, Pete P. Gallego, fue presidente de la Universidad Estatal Sul Ross y representó Alpine como representante en el congreso de los Estados Unidos. Fuente: Universidad de Texas en San Antonio (MS363: 096-1042).



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Figure 31. 1937 image of prominent Hispanic businessmen presenting a check to the Alpine Chamber of Commerce. From left to right: Tomas Valadez, Juan Portillo, Juan Sotello, Clemente Uranga, Apolinar Garcia, and Joe Gallego. The woman accepting the check is Berta Lassiter, former principal of the Madero Ward School and secretary of the Chamber of Commerce. Source: Archives of the Big Bend.

Figura 31. Imagen de 1937 de prominentes empresarios hispanos entregando un cheque a la Cámara de Comercio de Alpine. De izquierda a derecha: Tomás Valadez, Juan Portillo, Juan Sotello, Clemente Uranga, Apolinar García y Joe Gallego. La mujer que acepta el cheque es Berta Lassiter, exdirectora de la Escuela Madero Ward y secretaria de la Cámara de Comercio. Fuente: Archivos de Big Bend.



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Additional Information (Spanish Translation)

Note: The Alpine Downtown Historic District is significant under Criterion A for Ethnic Heritage: Hispanic. For that reason, section 8 of the nomination is provided in Spanish, below. The text was translated into Spanish by Angela Jimenez, Architectural Historian.

Declaración narrativa de importancia

Alpine se fundó en 1882 y fue un punto importante de transporte en la remota región del extremo oeste de Texas, además de ser la sede del gobierno del condado de Brewster. Los ganaderos viajaban a Alpine para enviar su ganado por ferrocarril y comprar provisiones, mientras que los residentes iban al juzgado y la cárcel para realizar trámites cívicos. El descubrimiento de mercurio en el sur del condado de Brewster a finales del siglo XIX consolidó aún más la importancia de Alpine como centro de transporte y suministros. Con el auge del turismo automovilístico a principios del siglo XX, las carreteras US-90 y US-67 (que atraviesan la avenida Holland) se convirtieron en una ruta popular, y surgieron negocios a lo largo de ella para atender a los turistas. El turismo en Alpine se vio impulsado con la creación del Parque Estatal Big Bend (Parque Nacional Big Bend, *Big Bend National Park*, desde 1944), que se convirtió en una de las entradas principales al parque.¹⁰⁶ El Distrito Histórico del Centro de Alpine tiene recursos comerciales, cívicos, residenciales, religiosos, educativos, sociales, de transporte y recreativos que se construyeron a lo largo de los siglos XIX y XX a medida que Alpine se convertía en la ciudad más grande del extremo oeste de Texas.

El Distrito Histórico del Centro de Alpine está nominado para su inclusión en el Registro Nacional de Lugares Históricos a nivel local, bajo el Criterio A en el área de Comercio, por haber sido un centro de actividad comercial tanto en Alpine como en el condado de Brewster a finales del siglo XIX y durante el siglo XX. Los primeros negocios atendían a los residentes locales, a los ganaderos de la zona, a las empresas mineras, a los viajeros del ferrocarril y a quienes realizaban negocios gubernamentales. Con el auge del turismo automovilístico a principios del siglo XX, los empresarios de Alpine aprovecharon la demanda de gasolineras, cafeterías y complejos turísticos a lo largo de las carreteras US-90/US-67. El distrito también está nominado bajo el Criterio A de Planificación y Desarrollo Comunitario, lo cual es evidente en su fidelidad al diseño original de la ciudad y su orientación hacia el Ferrocarril *Southern Pacific* (el Ferrocarril del Pacífico Sur), así como en la evidencia de una campaña concertada de mejora cívica en la década de 1920. Por último, el distrito está nominado bajo el Criterio A en el área de Herencia Étnica: Hispana, debido a la importancia del desempeño de los residentes hispanos, la mayoría de los cuales vivían al sur de las vías del ferrocarril, en el desarrollo de Alpine. Muchos de los primeros vaqueros y trabajadores de la zona de Alpine eran mexicano-estadounidenses y tejanos (descendientes de mexicanos que vivían en lo que hoy es Texas antes de su anexión a los Estados Unidos), quienes fundaron instituciones religiosas y comunitarias, y también exitosos negocios locales. Aunque existía un sistema de segregación de facto en Alpine, con los residentes angloamericanos viviendo principalmente al norte de las vías del ferrocarril y los hispanos y afroamericanos al sur, había un intercambio considerable entre ambos lados de las vías. Por lo tanto, la evolución y la importancia del centro de Alpine se comprenden mejor cuando se consideran las áreas al norte y al sur de las vías como una sola entidad urbana. El período de importancia abarca desde 1884 (la edad del recurso existente más antiguo conocido en el distrito: la Casa J.C. Carr-Bob Slight, Recurso 260) hasta 1976, para reflejar el continuo

¹⁰⁶ Clifford B. Casey, "Alpine, TX (Brewster County)," Handbook of Texas Online, accessed January 24, 2025, <https://www.tshaonline.org/handbook/entries/alpine-tx-brewster-county>.

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crecimiento y evolución del centro de Alpine, que desempeñó un papel importante en las industrias ganaderas, de transporte, educativas y turísticas del extremo oeste de Texas.

Resumen Histórico

Comercio: El centro de Alpine ha sido un centro de actividad comercial para el pueblo, el condado de Brewster, y los alrededores durante gran parte de su existencia. Los negocios se concentraron a lo largo de las vías del ferrocarril para proporcionar suministros y servicios a los residentes, ganaderos, mineros, viajeros del ferrocarril, y turistas. Al norte del ferrocarril, el distrito desarrolló como el núcleo cívico y comercial, mientras que el área al sur del ferrocarril representaba instituciones y residencias predominantemente hispanas. Hoy en día, los edificios comerciales históricos construidos desde finales del siglo XIX hasta la década de 1970 reflejan el crecimiento y la importancia de Alpine como centro comercial en el oeste de Texas.

Planificación y Desarrollo Comunitario: El centro de Alpine ha mantenido su trazado histórico en cuadrícula y orientación hacia el ferrocarril *Southern Pacific* tanto al norte como al sur de las vías del ferrocarril. La centralidad del ferrocarril influyó considerablemente el desarrollo y expansión del distrito con el paso del tiempo. Asimismo, en la década de 1920 la comunidad realizó un esfuerzo para proteger el centro de la ciudad eliminando los edificios comerciales de adobe y madera más antiguos del lado norte, después de que varios incendios devastaron el distrito comercial a finales del siglo XIX y principios del XX.

Herencia Étnica: Hispana: Un sistema de segregación de facto surgió muy pronto en la historia de Alpine en el que los residentes Hispanos fueron relegados al área al sur de las vías del ferrocarril. Además de ser el área principal de las residencias de las familias hispanas de Alpine, en el lado sur también se ubicaban las escuelas, iglesias, comercios y organizaciones sociales separadas. Los residentes hispanos de Alpine hicieron importantes contribuciones a la economía y el crecimiento de la ciudad; muchos trabajaban en el ferrocarril, en ranchos de la zona o como obreros en diversos oficios, mientras que otros tenían sus propios negocios atendiendo principalmente a una clientela hispana. Aunque el adobe fue un material de construcción común en los primeros años de Alpine, tanto al norte como al sur de las vías del ferrocarril, para la década de 1920 la mayoría de los edificios de adobe en el lado norte fueron reemplazados por edificios de ladrillo o mampostería. En cambio, los edificios de adobe (tanto residenciales como comerciales) siguen siendo predominantes en el lado sur hasta el siglo XXI.

Historia temprana de Alpine (finales del siglo XIX)

El Ferrocarril *Southern Pacific* impulsó significativamente el desarrollo inicial del centro de Alpine y del extremo oeste de Texas. El establecimiento de paradas del ferrocarril a lo largo de la ruta motivó el desarrollo de pueblos en una región que, de otro modo, sería remota e inhóspita, incluyendo Marathon, Alpine, y Marfa. La línea del ferrocarril que atravesaba Alpine se construyó mediante la unión del Ferrocarril de Galveston, Harrisburg y San Antonio (GH&SA), que se extendía hacia el oeste desde San Antonio, y el Ferrocarril *Southern Pacific*, que se extendía hacia el este desde la Costa Oeste. Los trabajadores del Ferrocarril *Southern Pacific* llegaron por primera vez a lo que llegaría a ser Alpine en 1882, y la estación de ferrocarril y el pequeño asentamiento circundante se llamaron brevemente

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“Osborne.”¹⁰⁷ Entre los primeros colonos permanentes se encontraban las familias de trabajadores del ferrocarril hispanos que viajaron junto a las cuadrillas a lo largo de Texas. Según el historiador de Alpine, Clifford B. Casey:

Durante el último invierno y principios de la primavera de 1882, mientras las cuadrillas construían el ferrocarril a través de las montañas desde *Paisano Pass* hacia el este, en dirección a lo que hoy es el valle de Alpine, las familias de los trabajadores mexicano-estadounidenses se mudaron al valle y acamparon a lo largo de lo que hoy es *Alpine Creek* (arroyo), para mantenerse en contacto con los hombres de sus familias que trabajaban en el ferrocarril. De esta manera, estas familias mexicano-estadounidenses se convertirían en los primeros colonos permanentes de lo que sería Alpine, Texas.¹⁰⁸

Casey también incluyó un recuerdo del colono hispano Margareto de Anda: “El Sr. de Anda cuenta que poco después de la llegada del ferrocarril, los mexicano-estadounidenses comenzaron a reemplazar sus tiendas de campaña por pequeñas casas de adobe. Y añadió que la mayoría de estas casas de adobe estaban ubicadas a lo largo de un arroyo en lo que llegó a conocerse como ‘México Viejo,’ al sur y al oeste de las vías del ferrocarril.”¹⁰⁹

Para asegurar el acceso al agua para sus locomotoras de vapor, el ferrocarril firmó un acuerdo con Daniel y Thomas Murphy, propietarios de un terreno junto a la línea donde se ubicaba un manantial. A cambio del contrato, el ferrocarril renombró la estación y el asentamiento Murphyville en 1883. Poco después, los Murphy registraron el plano de la ciudad de Murphyville, que incluía 50 cuerdas al norte de la vía del ferrocarril y 30 al sur.¹¹⁰ Como era típico en los pueblos fundados a lo largo de una línea férrea, el nuevo asentamiento se planeó en una cuadrícula simétrica a ambos lados de las vías, con las calles a cada lado de las vías del ferrocarril sirviendo como las calles comerciales principales. Las avenidas N. y S. Railroad (actualmente avenida Holland y calle Murphy) se trazaron con lotes estrechos con la intención de ser adquiridos y ocupados por negocios, conformando el núcleo comercial de la nueva ciudad.

Calles adicionales que partían de las avenidas N. y S. Railroad se planearon con lotes comerciales estrechos, incluyendo las calles 1.^a a 8.^a. Se conservó una amplia franja de derecho de vía férrea a lo largo de las vías, donde se ubicaban las operaciones de apoyo del ferrocarril, como depósitos de carbón, almacenes, y la estación del ferrocarril. Como era común en la mayoría de los pueblos ferroviarios, la estación se construyó cerca del centro del terreno, junto al cruce principal del ferrocarril (calle 5.^a).¹¹¹ Esta intersección pronto se convirtió en el nuevo centro de comercio.

Cuando se fundó, Murphyville se encontraba en el extenso condado de Presidio, que abarcaba los actuales condados de Presidio, Jeff Davis y Brewster. Sin embargo, en 1885, la sede del condado de Presidio se trasladó de Fort Davis a Marfa, lo que generó una considerable indignación entre los residentes del condado, en particular entre aquellos que vivían lejos de la sede y no se sentían

¹⁰⁷ Gerald G. Raun, “Build a Railroad and They Will Come: High Hopes in the Big Bend 1909-1913,” *The Journal of Big Bend Studies* 16 (2004): 213-4; Clifford B. Casey, “Alpine, TX (Brewster County),” Handbook of Texas Online, accessed January 24, 2025, <https://www.tshaonline.org/handbook/entries/alpine-tx-brewster-county>.

¹⁰⁸ Clifford B. Casey, *Alpine, Texas, Then and Now*, (Pioneer Book Publishers, 1981), 18.

¹⁰⁹ Clifford B. Casey, *Alpine, Texas, Then and Now*, (Pioneer Book Publishers, 1981), 18.

¹¹⁰ Clifford B. Casey, “Alpine, TX (Brewster County),” Handbook of Texas Online, accessed January 24, 2025, <https://www.tshaonline.org/handbook/entries/alpine-tx-brewster-county>; Casey, *Alpine, Texas, Then and Now*, 19-20.

¹¹¹ John C Hudson, “Towns of the Western Railroads,” *Great Plains Quarterly*, 2, no. 1 (Winter 1982), 47-8.

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debidamente representados. Como resultado de sus quejas, el condado de Presidio se dividió en varias entidades más pequeñas, entre ellas los condados de Jeff Davis, Buchel, Foley y Brewster. Después de la formación del condado de Brewster, Murphyville fue designada como su sede. Poco después, los residentes de Murphyville promovieron una petición para cambiar su nombre; al parecer, la familia Murphy no era muy querida y no residía en la comunidad. Tras elecciones en enero de 1888, el nombre se cambió a Alpine, reflejando la ubicación del pueblo a las estribaciones de las Montañas Davis.

Mientras tanto, el Tribunal de Comisionados del Condado de Brewster inició la adquisición de la Cuadra 15 del plano original de la ciudad para la construcción del Palacio de Justicia y la Cárcel del Condado de Brewster. El contratista Tom Lovell fue seleccionado para diseñarlos y construirlos en 1887. Fueron completados en 1888 (Recursos 230 y 231, NRHP 1978). La presencia del palacio de justicia en el centro de Alpine atrajo visitantes de todo el Condado de Brewster. En la época antes del automóvil, los quienes viajaban a Alpine por asuntos del gobierno del condado solían quedarse la noche y frecuentaban los negocios locales durante su estancia. El palacio de justicia y la plaza que lo rodeaba también servían como importantes espacios de reunión comunitaria. En las décadas siguientes, el palacio de justicia y el área del jardín al aire libre fueron lugares de innumerables reuniones, bailes, picnics, barbacoas, discursos públicos, celebraciones, ejercicios militares, conciertos y espectáculos.¹¹²

La ganadería constituyó la principal base económica de Alpine en sus primeros años. Antes de la llegada del ferrocarril, unos rancheros de ovejas itinerantes pastaban sus rebaños en el valle de Alpine, acampando cerca de las fuentes de agua. Después de la llegada del ferrocarril, Alpine se convirtió rápidamente en un importante punto de envío y centro de suministros regional para el ganado.¹¹³ Varias fotografías de Alpine de la década de 1880 muestran ovejas pastando en los terrenos abiertos al sur de las vías del ferrocarril, y en un área cerrada para el ganado antes de su envío justo al sureste de la estación (Figuras 10, 12, 15). El *City Hotel* (hotel de la ciudad) fue construido en 1886 en la Avenida S. Railroad como alojamiento para los ganaderos y vaqueros que llevaban sus rebaños de ganado a Alpine para su envío. Originalmente una pequeña construcción de adobe, el hotel se amplió a un edificio de dos plantas conocido como Hotel Ritchey (Recurso 55).¹¹⁴

Cuando se completó la construcción del ferrocarril, muchos ganaderos trasladaron a sus familias a Alpine, incluyendo mexicano-estadounidenses y tejanos que trabajaban en los ranchos. De hecho, para 1890, la población mexicano-estadounidense de Alpine era mayor que la angloamericana, con 605 residentes mexicano-estadounidenses y 275 angloamericanos.¹¹⁵ Entre los primeros residentes mexicano-estadounidenses del centro de Alpine se encontraba Trinidad García, quien trabajaba como peón de rancho. Su casa de adobe sirvió como uno de los primeros centros sociales para la comunidad hispana (Recurso 75, la Casa García-Valadez, RTHL).¹¹⁶ La familia Gallego fue una de las primeras en establecerse

¹¹² "List of Alpine Band Supporters Almost Complete," *Alpine Avalanche*, February 27, 1931, 1; "Teen Talk," *Alpine Avalanche*, October 27, 1966, 12; "Will Use Courthouse Square," *Alpine Avalanche*, April 10, 1913; "Memorial Day Plans Changed," *Alpine Avalanche*, May 23, 1941, 8; "Dry Farming Congress a Success," *The Alpine Avalanche*, September 9, 1909, 1.

¹¹³ Clifford B. Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, (Pioneer Book Publishers, Inc, 1972), 23, 61.

¹¹⁴ Ritchey Hotel Historic Marker, Texas Historical Commission.

¹¹⁵ Casey, *Alpine, Texas, Then and Now*, 23.

¹¹⁶ Garcia-Valadez House Historical Marker, Texas Historical Commission.

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en Alpine cuando Wenslerlado¹¹⁷ “Ben” Gallego y su esposa Jesusita “Susie” Russell llegaron antes de 1886. El censo federal de 1900 identifica a Ben como “transportista de leña”, haciendo referencia a su trabajo en que transportaba madera en mula a las zonas mineras del sur del condado de Brewster.¹¹⁸ En 1908, Ben y Susie compraron un rancho a ocho millas al oeste de Alpine, donde construyeron una casa de adobe (Figura 30).¹¹⁹ Quizás para vender la carne producida en su rancho, Ben abrió una carnicería en Alpine (en una ubicación desconocida) en 1902.¹²⁰ La familia Gallego se mantuvo como residentes prominentes de Alpine durante décadas, dirigiendo negocios locales, ocupando puestos de liderazgo y abogando por la comunidad hispana.

En la década de 1890, se descubrió mercurio (históricamente conocido como azogue) en el sur del condado de Brewster. Extraído del mineral cinabrio, surgieron numerosas minas y compañías mineras a finales del siglo XIX y principios del XX para aprovechar el descubrimiento, entre ellas *Chisos Mining Company* (Compañía Minera Chisos) y *Marfa and Mariposa Mining Company* (Compañía Minera Marfa y Mariposa).¹²¹ El mercurio se utilizaba para usos medicinales, en equipos científicos y para la extracción de oro y plata. Carros de carga repletos de provisiones comenzaron a viajar regularmente entre Alpine y el sur del condado de Brewster. Alpine también servía como punto de envío para gran parte del mercurio extraído. Aunque la actividad minera en el condado de Brewster continuó hasta la década de 1940, alcanzó su apogeo entre 1899 y 1920.¹²²

Desarrollo del centro de Alpine a finales del siglo XIX

A finales del siglo XIX, Alpine se desarrolló rápidamente en un importante punto de transporte y centro de provisiones para los ganaderos y mineros de la zona. También era un centro comercial para los residentes rurales del condado de Brewster, quienes llegaban a la ciudad para realizar trámites gubernamentales. Surgieron negocios a ambos lados de las vías del ferrocarril para atender a estos grupos. Los edificios comerciales más grandes y prominentes se ubicaban en Front Street (posteriormente renombrada como N. Railroad Ave. y después como Holland Ave.), frente a la estación de tren (Figuras 11 y 12). Al sur del ferrocarril, los primeros edificios comerciales se agrupaban a lo largo de S. 7th Street y estaban dispersados entre las zonas residenciales. Entre los primeros negocios conocidos al sur del ferrocarril se encontraba una tienda de abarrotes de James M. Watts (Figura 13). Watts era un ex-soldado afroamericano de los *Buffalo Soldiers* que sirvió en Fort Davis. Inauguró el “*Mexican Store*” (tienda mexicana) en la calle 7 Sur (no existente) antes de 1900. También construyó su casa cerca (Recurso 124) y posteriormente abrió un restaurante (se desconoce la ubicación exacta, pero

¹¹⁷ Various spellings of Gallego’s name were recorded in census records and other documents, including “Rencelado,” “Bensalado” and “Wenceslas,” though he appears to have primarily gone by “Ben,” and named his youngest son “Ben Gallego Jr.”

¹¹⁸ 1900 Federal Census, available on Ancestry.com; “The Original Settlers of Big Bend,” National Park Service, accessed October 31, 2025 https://www.nps.gov/bibe/learn/historyculture/original_settlers.htm

¹¹⁹ 1910 Federal Census, available on Ancestry.com; David W. Keller, “Images of America: Alpine,” (Arcadia Publishing, 2011), 27.

¹²⁰ “Local and Personal,” *Alpine Avalanche*, September 26, 1902, 4.

¹²¹ W. D. Burcham and Harris S. Smith, “Mercury Mining,” Handbook of Texas Online, accessed October 30, 2025, <https://www.tshaonline.org/handbook/entries/mercury-mining>.

¹²² Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, 160-5.

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probablemente estaba cerca de su casa y la tienda).¹²³ Watts estaba casado con María Fierro Watts, originalmente de México, y la pareja tuvo varios hijos.¹²⁴

Además de edificios cívicos, comerciales y residenciales, en Alpine se construyeron varios otros edificios institucionales a finales del siglo XIX. La educación en la nueva ciudad comenzó pronto, con escuelas separadas para niños angloamericanos e hispanos que fueron establecidas a mediados de la década de 1880. Se sabe poco sobre la primera escuela hispana de Alpine (conocida como "*the Mexican School*", la escuela mexicana, en los registros), excepto que sus primeras maestras fueron la Sra. E. Welsh (1888-1891), la Srta. Julia V. Moran (1890-1899) y la Srta. Eva Eberling (1899-1900).¹²⁵ Se sabe más sobre la primera escuela de Alpine para estudiantes angloamericanos, que pronto se quedó pequeña en su edificio original de madera. Alrededor de 1894, se construyó una escuela de ladrillo en la esquina noreste de la calle N. 4th y la avenida D (Recurso 252). La escuela de 1894 estuvo en operación hasta 1910, cuando se construyó una escuela mucho más grande, más alejada del centro (no existente).¹²⁶

Varias iglesias se establecieron a finales del siglo XIX después de la adquisición de terrenos en el centro, aunque la mayoría de las congregaciones no construyeron edificios permanentes hasta principios del siglo XX. Poco después de la planificación de Murphyville, Thomas Murphy vendió varios terrenos a iglesias, entre ellas la Iglesia Metodista y la Iglesia Cristiana.¹²⁷ En 1888, Murphy (un católico irlandés) también donó terrenos al sur de la vía del ferrocarril para la construcción de una iglesia católica, originalmente conocida como Nuestra Señora de Guadalupe y posteriormente renombrada como *Our Lady of Peace*. El primer edificio de iglesia conocido en Alpine fue construido de adobe en 1884 y sirvió como centro comunitario para miembros de todas las denominaciones cristianas (no existente). Los residentes de Alpine se juntaban en la estructura de adobe para adoración comunal ("*union worship*") hasta que se terminó la construcción del juzgado y comenzaron a celebrar servicios allí. A medida que la población local crecía, cada denominación se separó de la iglesia unificada al establecer sus congregaciones. Unas de las primeras iglesias en Alpine que construyó un edificio permanente fue la iglesia metodista, que se organizó en 1884. La congregación construyó un edificio de estructura de madera en 1889, que usaron hasta que se construyó el edificio actual de la iglesia en 1925 (Recurso 212).¹²⁸

Muchos de los primeros edificios de Alpine se construyeron con adobe, tanto al norte como al sur de las vías del ferrocarril. Los ladrillos de adobes se fabricaban generalmente con tierra de los alrededores (rica en arcilla), mezclada con agua y paja. La mezcla se vertía en moldes y se dejaba endurecer durante varios días, luego se secaba para formar un ladrillo de adobe. Debido a su bajo costo y a que se formaba con materiales fácilmente disponibles, el adobe fue un material de construcción popular y de larga tradición entre los residentes hispanos del sur de la ciudad. Según B.J. Gallego, un residente local, Don Luis Hernández fue uno de los primeros albañiles de adobe y le enseñó a la comunidad cómo

¹²³ "Mexican Store," *Alpine Avalanche*, October 7, 1904, 4; "J.M. Watts Restaurant," *Alpine Avalanche*, July 21, 1910, 3.

¹²⁴ "María Fierro Watts," Findagrave.com, accessed November 4, 2025:
<https://www.findagrave.com/memorial/185009783/maria-fierro-watts>.

¹²⁵ Albert Tucker, *Ghost Schools of the Big Bend: Brewster County, Texas*, (Howard Payne University Press, 2008), 147.

¹²⁶ Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, 62.

¹²⁷ Casey, *Alpine, Texas, Then and Now*, 20.

¹²⁸ "Churches of Alpine Have Interesting History," *Alpine Avalanche*, November 22, 1940, 2.

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fabricarlos.¹²⁹ Manuel Fierro también fue un reconocido fabricante de adobe hispano en Alpine.¹³⁰

Aunque la mayoría de las construcciones de adobe que son existentes se encuentran al sur de las vías del ferrocarril, también existen algunos ejemplos al norte. La casa J.C. Carr-Bob Slight (Recurso 260) fue construida de adobe en 1884 y es el recurso existente más antiguo conocido en el distrito. La casa Gage-Van Sickle en 109 N. 3rd St. (Recurso 210) fue construida como una residencia de adobe, y también el restaurante Reata en 203 N. 5th St. (Recurso 222).

A finales del siglo XIX, el centro de Alpine estaba en pleno desarrollo. Las primeras fotografías de Alpine, de la década de 1880, muestran los inicios de un pueblo a ambos lados de las vías del ferrocarril (Figuras 10-12). Una hilera de edificios comerciales modestos de adobe y madera se extendía a lo largo de la calle Front (Holland Ave.), frente a las vías del ferrocarril, y varios edificios comerciales de adobe se ubicaban a lo largo de Murphy Avenue y la calle 7 Sur, en el lado sur. El Palacio de Justicia del Condado de Brewster era el edificio más alto y prominente del pueblo, situado a una cuadra al norte de la calle Front. La estación del ferrocarril, construida de madera, se ubicaba al norte de las vías, mientras que los corrales para poner el ganado antes de su transporte por ferrocarril estaban al sureste de la estación, al sur de las vías. Una escuela construida de ladrillo y al menos una iglesia fueron construidos al lado norte, y en el lado sur se construyó una iglesia de adobe (Nuestra Señora de Guadalupe) antes de 1902. En ambos lados de las vías del ferrocarril había residencias modestas construidas de adobe o con estructura de madera.

Desarrollo del centro de Alpine a principios del siglo XX

Alpine continuó desarrollándose como un importante centro de transporte y suministros para las industrias de ganadería y minería hasta principios del siglo XX, aunque su población se mantuvo pequeña, oscilando entre aproximadamente 400 y 650 habitantes en 1900.¹³¹ Los patrones de asentamiento racial en las estadísticas demográficas de principios del siglo XX indican que existía un sistema de segregación de facto en Alpine. Entre 1900 y 1930, los residentes que vivían al norte de las vías del ferrocarril eran casi todos angloamericanos (97-99%), y la población no blanca estaba compuesta principalmente por presos de la cárcel del condado o sirvientes que vivían con familias angloamericanas. El sur de Alpine era más diverso: en 1900, el 73% de la población se identificaba como “mexicano/a” (un término que probablemente incluía a los tejanos, inmigrantes mexicanos de primera generación, y también a sus hijos nacidos en Estados Unidos), el 11% angloamericano, el 9% afroamericano y el 7% de personas de ascendencia multirracial. Para 1920, el sur de la ciudad era 76% hispano, 21% angloamericano, y todos los demás grupos representaban menos del 4%. Con relación a estas estadísticas demográficas, el académico Paul Wright observó: “En resumen, las vías del ferrocarril

¹²⁹ Terri Myers and Emily Thompson, Preservation Central, Inc, “Historic & Architectural Resources Survey of South Alpine, Alpine, Texas,” October 2004, 30.

¹³⁰ “Manuel Fierro, Adobe Brick maker,” Archives of the Big Bend, accessed November 4, 2025: <https://digitalcollections.sulross.edu/digital/collection/HispanicCommu/id/9/>

¹³¹ “Population of Alpine, TX from 1900 to 2021,” Texas Almanac, Accessed October 31, 2025 <https://www.texasalmanac.com/charts/place/alpine#jump-to-population-counts>; “Hispanic Historic and Pioneers of El Barrio, Alpine, Texas, 1882-1910,” Center for Big Bend Studies, accessed October 31, 2025 <https://cbbs.sulross.edu/hispanic-history-alpine/>; Paul Wright, “Residential Segregation in Two Early West Texas Towns,” Southwestern Historical Quarterly CII, No. 3 (January 1999), 301.

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no impidieron que los angloamericanos se asentaran en el sur, pero sí eran una barrera infranqueable que impidió que los no angloamericanos se mudaran al norte.”¹³²

El distrito comercial de Alpine se expandió gradualmente para aprovechar el flujo comercial que atravesaba la ciudad y satisfacer las necesidades de la creciente población local. Una fotografía panorámica de 1904 del centro de Alpine (Figuras 14-15) muestra el desarrollo de la zona a principios del siglo XX. Al norte de las vías del ferrocarril, pequeños edificios comerciales bordean la Avenida N. Railroad (Avenida Holland) entre las calles N. 7th y N. 5th, la mayoría con fachadas de madera y probablemente construidos (al menos en parte) con adobe. Un hotel de dos plantas y un edificio comercial de ladrillo de dos plantas eran los edificios comerciales más grandes de la Avenida N. Railroad y se ubicaban justo enfrente de la estación de tren. También se pueden identificar varios edificios comerciales al sur de las vías, principalmente construcciones de adobe de una sola planta. A ambos lados de las vías había viviendas de diversos tamaños y materiales de construcción.

El Palacio de Justicia del Condado de Brewster seguía siendo el edificio más prominente del centro, aunque para entonces las agujas de varias iglesias se veían sobre el horizonte, incluyendo los edificios originales (no existente) de la Primera Iglesia Bautista y la Primera Iglesia Metodista Unida a lo largo de la Avenida E (actualmente Avenida Sul Ross). En algún momento antes de 1902, se construyó la Iglesia Católica Nuestra Señora de Guadalupe en la cuadra donada por Daniel y Thomas Murphy; era un edificio de adobe (Figura 25, parte posterior visible en la Figura 15).¹³³

En 1907, un incendio devastó los edificios comerciales de la avenida N. Railroad. El periódico *El Paso Herald* reportó que la mayoría de los edificios eran de adobe y que: “Todos los negocios al norte de la estación fueron completamente destruidos.” (Figura 16).¹³⁴ Los comerciantes de Alpine rápidamente construyeron nuevos edificios, algunos con materiales más resistentes al fuego, como ladrillo y mampostería (Figura 17). Entre los nuevos edificios de la avenida N. Railroad se encontraba la porción original del Hotel Holland (Recurso 178), en la esquina sureste de Railroad y la calle N. 6th. El nuevo hotel fue construido por John R. Holland, uno de los primeros residentes de Alpine, prominente ganadero local y empresario. Además del hotel, el edificio albergaba el *Alpine State Bank* “Banco Estatal de Alpine” y también tenía varios negocios y oficinas en la planta baja.¹³⁵ Holland contribuyó aún más a la reconstrucción de Alpine con la construcción de al menos cuatro edificios comerciales adicionales después del incendio de 1907, aunque estas estructuras fueron destruidas sólo cuatro años después, en 1911, cuando el centro de Alpine fue devastado por otro incendio. El Hotel Holland, sin embargo, se salvó, sufriendo únicamente daños en la pintura y vidrio roto en las ventanas.¹³⁶ Tanto el incendio de 1907 como el de 1911 parecen haberse concentrado principalmente a lo largo de la Avenida N. Railroad (Avenida Holland) y no se propagaron a las zonas residenciales ni al sur de las vías del ferrocarril. Algunos de los edificios comerciales que aún están existentes fueron construidos inmediatamente después del incendio de 1911, entre ellos el edificio Lackey-Hord (Recurso 185, alrededor de 1911) y el edificio Hancock (Recurso 190, 1912).

¹³² Paul Wright, “Residential Segregation in Two Early West Texas Towns,” *Southwestern Historical Quarterly* CII, No. 3 (January 1999), 302.

¹³³ Myers and Thompson, “Historic & Architectural Resources Survey of South Alpine, Alpine, Texas,” 31.

¹³⁴ “Alpine Has Big Fire That Costs \$100,000,” *El Paso Herald*, April 15, 1907.

¹³⁵ Megan Warley McDonald, “Holland Hotel,” National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

¹³⁶ “Prominent Cattleman,” *El Paso Herald*, December 11, 1908; “\$75,000 Fire Visits Alpine,” *Alpine Avalanche*, May 11, 1911, 1.

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Los comercios al sur de las vías del ferrocarril no fueron afectados por los primeros incendios del centro de Alpine y son comparativamente más antiguos que los ubicados al norte de las vías. La avenida Murphy (entonces conocida como S. Railroad Ave.) comenzó a desarrollarse como una calle principalmente comercial a medida que avanzaba el siglo XX. El edificio del *Alpine Furniture Company*, en 100 W. Murphy Ave (Recurso 63), se construyó originalmente como un pequeño edificio de adobe con una fachada falsa de madera alrededor de 1902 y se remodeló a su forma actual de dos plantas en 1909.¹³⁷ Para la década de 1920, varios negocios más fueron construidos en la calle Murphy, incluyendo *Central Power & Light Company* (no existente), una tienda de adobe en la esquina noroeste de Murphy y la calle 7 Sur (Recurso 108), *Alpine Bottling Works* (Recurso 68), un estudio de fotografía (Recurso 67) y una tienda en 101 W. Murphy (Recurso 64). El Hotel Ritchey fue renovado antes de 1909, añadiendo una segunda planta con estructura de madera, lo que amplió considerablemente su capacidad. Los comercios de la calle Murphy eran frecuentados por clientes que vivían a ambos lados de las vías del ferrocarril y tenían dueños tanto angloamericanos como hispanos.¹³⁸

A principios del siglo XX, se construyeron varios edificios asociados con grupos sociales y fraternales en el centro de Alpine. El Edificio Hancock (Recurso 190) se construyó en 1912 como Logia Masónica; los masones se reunían en el segundo piso y alquilaban la planta baja para negocios comerciales. En la zona sur, en 1908, se fundó una sociedad de ayuda mutua conocida como Amor al Trabajo y Unidad (ATU), que inicialmente se reunía en una escuela local. La organización recaudaba fondos y provisiones para familias con necesidades; por ejemplo, después de que un incendio destruyó la casa y las pertenencias de una familia local, ATU reunió donaciones con un total de \$157,41 para apoyarla.¹³⁹ La ATU también recaudó fondos para varias otras causas, incluyendo donaciones para el fondo de ayuda de la Cruz Roja para la guerra.¹⁴⁰ Para 1922, la organización compró un terreno contiguo a la escuela y construyó un gran edificio de adobe (Recurso 8). En este edificio se celebraron innumerables eventos y reuniones comunitarias, y también eventos sociales y bailes. (De hecho, el mapa de seguros contra incendios de Sanborn de 1927 lo identifica como un "Salón de baile").¹⁴¹ Aparte de la iglesia católica (y más tarde, *Centennial School* [la Escuela Centennial]), el edificio de la ATU era el más grande del sur hispano con capacidad para albergar grandes reuniones sociales.

Con el inicio de la Revolución Mexicana alrededor de 1910, Alpine experimentó una afluencia de inmigrantes mexicanos que huían de la violencia y la persecución política, muchos de los cuales se asentaron al sur de las vías del ferrocarril. Aunque hasta entonces el asentamiento en la zona sur se había concentrado principalmente al este de un profundo arroyo, algunos migrantes comenzaron a establecerse al oeste, en lo que se conoció como "El Otro Lado del Arroyo". Al parecer, para diferenciar la zona original del asentamiento de la nueva, el área al este del arroyo empezó a llamarse "Pueblo Viejo".¹⁴² A principios del siglo XX, muchos residentes hispanos de la zona sur de Alpine trabajaban en ranchos de la región, incluyendo el Rancho 06, propiedad de la prominente familia Kokernot.¹⁴³

¹³⁷ Rear of building prior to renovation visible in 1904 Panorama photograph of Alpine, Figures 14 and 15; "Industrially Alpine Allright," *Alpine Avalanche*, June 10, 1909, 1.

¹³⁸ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 37-8.

¹³⁹ "\$157 is Raised Here For Families Who Lost Home," *Alpine Avalanche*, February 5, 1943, 1.

¹⁴⁰ "Latin-American Society Gives to War Relief Fund," *Alpine Avalanche*, February 6, 1942, 1.

¹⁴¹ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 33.

¹⁴² Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 33-4.

¹⁴³ 1900 Census, Available on Ancestry.com; Clifford B. Casey, "Kokernot Ranch," Handbook of Texas Online, accessed November 04, 2025, <https://www.tshaonline.org/handbook/entries/kokernot-ranch>.

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Aunque muchas de las residencias y negocios al sur de las vías del ferrocarril estaban históricamente asociados con residentes hispanos, esta zona también estaba habitada por ciudadanos afroamericanos y angloamericanos (algunos de ellos inmigrantes europeos) de Alpine. Entre las primeras familias angloamericanas que se asentaron al sur de las vías del ferrocarril se encontraban las familias Weyerts, LaFarelle y Micou. La familia Weyerts tenía dos casas cerca de la base de la Montaña A, en los números 502 y 501 de la calle 2 Sur (fuera de los límites del distrito). John Weyerts era dueño de una herrería en Alpine desde 1890. James LaFarelle nació en Inglaterra y vivió en Alpine en la década de 1890. El censo de 1910 lo identificó como minero de mercurio. La familia LaFarelle llegó a poseer varias casas a lo largo de la calle 4 Sur y manejaba una carnicería en la calle Murphy.¹⁴⁴ La familia Micou se mudó a Alpine en 1908 y se dedicó a la perforación de pozos, además de cultivar un huerto y una granja. Antes de 1910, J.W. Micou compró terrenos a lo largo de la Montaña A, incluyendo el sitio donde se ubica *Centennial School* (Recurso 1).¹⁴⁵ Varios residentes afroamericanos también vivían en la zona sur, entre ellos el empresario J.M. Watts, quien se cree que vivió en el 307 de la Calle 7 Sur (Recurso 124) y tuvo una tienda de abarrotes durante muchos años. Gordon Morgan llegó a Alpine en 1895 y trabajó en varios ranchos de la zona. Morgan vivió en la Calle 11 Sur con su familia, y en 1929 vendió un terreno para la construcción de un edificio que combinaría escuela e iglesia (*Morgan School* [Escuela Morgan], fuera de los límites del distrito) por \$10.¹⁴⁶

Auge de la construcción en la década de 1920

Un número significativo de edificios en el distrito se construyeron durante la próspera década de 1920, gracias al establecimiento de *Sul Ross State University* (Universidad Estatal Sul Ross) y al continuo éxito de las industrias ganadera, minera y turística. Los residentes hispanos de Alpine contribuyeron significativamente al crecimiento de la ciudad durante ese período; muchos de ellos trabajaron para el ferrocarril, en ranchos de la área y como jornaleros.¹⁴⁷ Entre 1920 y 1930, la población de Alpine aumentó de 931 a 3,495 habitantes.¹⁴⁸ Al parecer, hubo un esfuerzo conjunto por parte de prominentes empresarios locales para reemplazar los edificios de adobe y madera en la zona comercial al norte de las vías del ferrocarril, especialmente a lo largo de la Calle 5. Como informó el periódico *Alpine Avalanche* en aquel entonces:

Con el inicio esta semana de la construcción de tres edificios comerciales en la Avenida 5, tres edificios antiguos que ocupan los lotes donde se levantarán las nuevas construcciones serán movidos a otro sitio, como sacrificios para el progreso. Estos tres edificios tienen valor histórico de Alpine y son reliquias de tiempos pasados, cuando era solo un pequeño pueblo ganadero...¹⁴⁹

Los edificios se consideraban un riesgo de incendio, un tema especialmente importante para una ciudad que había sido devastada por dos grandes incendios en el centro: "No solo mejorará considerablemente

¹⁴⁴ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 35; 1910 Census, available on Ancestry.com.

¹⁴⁵ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 34.

¹⁴⁶ "Cowboy Here Since 1895," *Alpine Skyline*, August 11, 1943, 3; Abelardo Baeza, "La Escuela Escondida: History of the Morgan School in Alpine, Texas, 1929-1959," *The Journal of Big Bend Studies* VI, (January 1994), 85-98.

¹⁴⁷ 1920 Federal Census, available on Ancestry.com.

¹⁴⁸ "Population of Alpine, TX from 1900 to 2021," Texas Almanac, Accessed October 31, 2025 <https://www.texasalmanac.com/charts/place/alpine#jump-to-population-counts>.

¹⁴⁹ "Old Buildings, Relics of Frontier Days, Are to Be Moved to Make Way for March of Progress," *Alpine Avalanche*, September 2, 1927, 7.

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el aspecto de esta zona de la ciudad, sino que también se eliminará un riesgo de incendio que existía debido a estos edificios de madera".¹⁵⁰ Como reflejo de estos esfuerzos, casi todos los edificios del lado este de la calle N. 5th se construyeron en 1927 (Recursos 191-196).

Durante la década de 1920 se construyeron varios edificios notables al norte de las vías del ferrocarril, entre ellos el *Granada Theater* (Teatro Granada 1929, Recurso 205), el *Old Mission Cafe* (Cafe Misión Vieja 1929, Recurso 197) y Mission Revival First United Methodist Church (Primera Iglesia Metodista Unida Mission Revival 1925, Recurso 212). Uno de los desarrollos más significativos en el centro de Alpine durante la década de 1920 fue una extensa ampliación del Hotel Holland, iniciada en 1927 y diseñada por el prominente arquitecto del suroeste, Henry C. Trost. La ampliación de estilo Renacimiento Colonial Español que fue encargada por el propietario Clay Holland, se convirtió en la nueva imagen del hotel en la avenida Holland y era una fuente de gran orgullo para la comunidad cuando se inauguró en 1928.¹⁵¹

Aunque existen pocos registros que confirmen las fechas de construcción de las propiedades al sur de las vías del ferrocarril, varios edificios notables se construyeron durante la década de 1920, incluyendo el *Bull Beer Parlor* (Recurso 11). Aunque el Amor al Trabajo y Unidad (ATU) se había fundado anteriormente y se reunía en la escuela Madero Ward (no existente), la organización construyó un nuevo edificio en 1922 (Recurso 8). Aunque no era construcción nueva, el edificio Alpine Studio (Recurso 67) fue completamente remodelado a su aspecto actual en 1928.

Educación en Alpine a principios del siglo XX

La educación desempeñó un papel fundamental en el desarrollo económico de Alpine a principios del siglo XX gracias a la creación de *Sul Ross State Normal School* (Escuela Normal Estatal Sul Ross, actualmente Universidad Estatal Sul Ross). La universidad tiene sus orígenes en *Alpine Summer Normal School* (Escuela Normal de Verano de Alpine), que comenzó en 1910 como una escuela normal muy necesaria para los maestros del oeste de Texas, quienes de otro modo habrían tenido que viajar largas distancias hasta San Antonio. Después de varios años en operación, existía un amplio apoyo para la creación de una facultad de educación normal permanente en Alpine, y en 1917 la Legislatura de Texas aprobó un proyecto de ley para la creación de *Sul Ross Normal College*. Aunque la participación de Estados Unidos en la Primera Guerra Mundial retrasó temporalmente la construcción, *Sul Ross State Normal College* abrió sus puertas en 1920.¹⁵² Inicialmente, la escuela se dedicaba a la formación de maestros aspirantes y ofrecía certificados de enseñanza. En 1925 comenzó a ofrecer títulos de licenciatura y en 1933, títulos de maestría.¹⁵³ Aunque se encontraba fuera del distrito, aproximadamente a un kilómetro al este, *Sul Ross State University* tuvo un impacto tremendo en la economía de Alpine, atrayendo a estudiantes y sus familias a la comunidad, así como a profesores y personal.

¹⁵⁰"Appearance of Business Street Will Be Greatly Improved When New Buildings Are Completed," *Alpine Avalanche*, September 2, 1927, 3.

¹⁵¹ Megan Warley McDonald, "Holland Hotel," National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

¹⁵² Casey, *Mirages, Mysteries and Reality: Brewster County, Texas, The Big Bend of the Rio Grande*, 213-218.

¹⁵³ Earl H. Elam, "Sul Ross State University," *Handbook of Texas Online*, accessed January 28, 2025, <https://www.tshaonline.org/handbook/entries/sul-ross-state-university>.

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Mientras tanto, gran parte del sistema escolar público de Alpine continuó operando en el centro de la ciudad. A principios del siglo XX, los niños angloamericanos seguían asistiendo a la escuela construida de ladrillo ubicada al norte del centro (Recurso 252), aunque para 1910 se construyó una gran escuela nueva pública varias cuadras al norte del centro (demolida en 1971, fuera del distrito). Mientras que los niños angloamericanos asistían a la escuela pública al norte de las vías del ferrocarril, los niños afroamericanos e hispanos asistían a escuelas segregadas ubicadas al sur de la ciudad.

Aunque en Alpine ya existía una escuela “mexicana” desde 1888, se sabe muy poco de ella, salvo los nombres de algunos maestros.¹⁵⁴ Otra opción educativa para los niños hispanos era asistir a la escuela de la Iglesia Católica (entonces conocida como Nuestra Señora de Guadalupe, y posteriormente como *Our Lady of Peace Catholic Church* [Iglesia Católica Nuestra Señora de la Paz]). Las escuelas parroquiales y privadas que se centraban en la enseñanza del español eran comunes en las comunidades hispanas de todo Texas a finales del siglo XIX y principios del XX. Estas escuelas, a veces llamadas “escuelitas”, se crearon a menudo como respuesta al racismo o a la exclusión directa de las escuelas públicas predominantemente blancas, y/o para preservar la herencia y la cultura hispanas. Muchas de estas escuelas eran gratuitas o de muy bajo costo para las familias.¹⁵⁵ En la escuela Nuestra Señora de Guadalupe, las clases se enseñaban solo en español y el currículo llegaba hasta sexto grado. A este nivel, la mayoría de los alumnos finalizaron sus estudios, ya que su falta de fluidez en inglés les impedía acceder a la educación superior en las escuelas de la zona donde solo se hablaba inglés.¹⁵⁶ Se desconoce cómo se financiaba la escuela Nuestra Señora de Guadalupe y si las familias pagaban matrícula, y parece haber terminado su operación tras la construcción de la escuela Madero Ward en 1910. Sin embargo, la iglesia fundó una nueva escuela parroquial en sus terrenos en 1929, conocida como *Our Lady of Peace School* (Escuela Nuestra Señora de la Paz) o “*Sister's School*” (“Escuela de las Hermanas”). El edificio original fue demolido y reemplazado por uno nuevo en 1956 (Recurso 35).¹⁵⁷

En 1910, residentes hispanos locales construyeron una escuela de adobe en forma de U en la intersección de la Avenida G y la Calle 10 Sur (destruida por un incendio en 1989). Oficialmente conocida como *Francisco E. Madero Ward School* (Escuela del Distrito Francisco E. Madero), los estudiantes la llamaban comúnmente La Escuela de Don Clemente. Administrada por el Distrito Escolar Independiente de Alpine, la nueva escuela impartía clases principalmente en inglés, con un profesorado mayoritariamente angloamericano, lo que permitía a los estudiantes continuar sus estudios si así lo deseaban. Aunque muchas escuelas estadounidenses de principios del siglo XX en comunidades inmigrantes implementaron programas de “americanización” que generalmente eran hostiles a las lenguas y culturas nativas de los inmigrantes y sus hijos, los registros indican que el *Francisco E. Madero Ward School* y su sucesora, el *Centennial School*, apoyaron el uso continuo del español por parte de sus estudiantes. El español formaba parte del currículo escolar, y al menos dos de los maestros, Melvin P. Slover y Berta Lassiter, eran bilingües. Años después, los alumnos recordaban el “dominio perfecto del

¹⁵⁴ Albert Tucker, *Ghost Schools of the Big Bend: Brewster County, Texas*, (Howard Payne University Press, 2008), 147.

¹⁵⁵ Carlos Kevin Blanton, *The Strange Career of Bilingual Education in Texas, 1836-1981*, (Texas A&M University Press: 2004), 26-7. Angelita Ramirez Valenzuela, interview by B.J. Gallego, May 19, 1998, transcript, Archives of the Big Bend at Sul Ross State University, Alpine, Texas.

¹⁵⁶ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 41-53.

¹⁵⁷ Angelita Ramirez Valenzuela, interview by B.J. Gallego, May 19, 1998, transcript, Archives of the Big Bend at Sul Ross State University, Alpine, Texas.

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idioma, incluyendo la pronunciación de nombres y apellidos españoles difíciles” por parte de Slover.¹⁵⁸ Slover aplicó aún más sus conocimientos de español trabajando como voluntario en el censo del sur de Alpine.¹⁵⁹ Por su parte, Berta Clark Lassiter (quien también después fue directora de la escuela) tenía una gran facilidad para comunicarse y crear relaciones con los padres, a diferencia de los maestros que no eran bilingües. Además de sus esfuerzos en las escuelas *Madero Ward* y *Centennial*, Lassiter fue secretaria de la Cámara de Comercio Hispana. Era tan querida por las familias que al menos quince niños fueron nombrados “Berta” en su honor.¹⁶⁰ La escuela *Madero Ward* cerró sus puertas en 1936 al finalizar la construcción del nuevo *Centennial School*, y el edificio se convirtió en una residencia privada (que, lamentablemente, se destruyó en 1989).¹⁶¹

Aunque la educación primaria en Alpine permaneció mayormente segregada hasta finales de la década de 1960, parece que los estudiantes hispanos podían asistir, y de hecho asistieron, a la escuela secundaria y preparatoria de Alpine, predominantemente angloamericana, desde la década de 1920. Los hermanos Willie y Juan (identificados como "John" o "Johnnie" en algunos registros) Uranga completaron sus estudios en la escuela *Madero Ward* en 1926 y, posteriormente, fueron algunos de los primeros estudiantes hispanos en asistir a la escuela preparatoria de Alpine, predominantemente angloamericana.¹⁶² Después de graduarse de la escuela secundaria en 1928, Willie Uranga se convirtió en el primer graduado hispano de la preparatoria de Alpine.¹⁶³

El *Centennial School* (Recurso 1) se construyó en 1936 a una cuadra al sur de la escuela *Madero Ward* y recibió su nombre en honor al centenario de la independencia de Texas de México. Inicialmente, la escuela consistía en un edificio rectangular de adobe con revestimiento de estuco. Dos antiguos cuarteles, anteriormente usados en el aeródromo militar de Marfa y trasladados a la propiedad después de la Segunda Guerra Mundial, fueron convertidos en biblioteca y cafetería, además de un hangar de aviones que se transformó en gimnasio (los edificios militares ya no existen). *El Centennial School* funcionó como centro comunitario para gran parte de la comunidad hispana de Alpine, y en el gimnasio se celebraban bodas y quinceañeras.¹⁶⁴

Con el auge del Movimiento por los Derechos Civiles en la década de 1960, muchos miembros de la comunidad hispana de Alpine abogaron por la integración de las escuelas primarias locales. Como recordó Pete Gallego, Jr. (el primer miembro hispano de la Junta Escolar de Alpine), en los años antes al año escolar de 1969: “Los hispanos estaban descontentos con la situación y comenzaron a asistir a las reuniones de la junta escolar. Informaron a la Junta Escolar de su intención de matricular a niños hispanos en *Central Ward*, pero la junta lo consideró una mentira y no hizo planes para acomodar a la nueva afluencia de estudiantes. Cuando la gran mayoría de los niños hispanos que vivían en Alpine se

¹⁵⁸ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 45.

¹⁵⁹ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 45-46.

¹⁶⁰ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 46-7; “For Berta’s Sake,” *San Angelo Standard-Times*, August 10, 1952, 4D.

¹⁶¹ Abelardo Baeza, “La Escuela de Don Clemente: History of the Madero Ward Elementary School in Alpine, Texas, 1910-1936,” *The Journal of Big Bend Studies* VII (January 1995): 41-53.

¹⁶² “24 to Graduate from Junior High,” *Alpine Avalanche*, May 11, 1928, 1.

¹⁶³ “The Agile Bookworm,” *The Alpine Avalanche*, April 2, 1959, 10.

¹⁶⁴ Abelardo Baeza, “La Escuela del Barrio: A History of the Alpine Centennial School, 1936-1969,” *The Journal of Big Bend Studies* IV, (January 1992): 131-145; Terri Myers, “South Alpine Historic Resources Survey Report,” October 2004, 47.

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matricularon en *Central Ward* ese año, la junta escolar decidió consolidar a los estudiantes de primaria y secundaria: todos los estudiantes de primero a quinto grado (independientemente de su raza o etnia) asistieron a la escuela *Central Ward*, mientras que los estudiantes de kínder, de sexto a octavo grado y las clases de educación especial fueron a *Centennial*. Cuando se propuso el plan en la reunión de la junta escolar del 15 de agosto de 1969, la moción fue aprobada por 6 votos a 1. El único disidente propuso que todos los estudiantes fueran trasladados a la escuela *Central Ward* (lo que hubiera causado hacinamiento y requerido sesiones divididas).¹⁶⁵ La escuela *Centennial* funcionó así hasta su cierre en 1972.¹⁶⁶

En el centro de Alpine también se ubicaba una pequeña escuela para estudiantes afroamericanos, conocida como *Morgan School* (la Escuela Morgan, existente, fuera de los límites del distrito, en la intersección de la Calle 12 Sur y la Avenida I Oeste). Antes de su fundación alrededor de 1929, las únicas opciones educativas cercanas para los niños afroamericanos se encontraban a decenas de kilómetros de distancia, en Marfa o Marathon, lo que representaba una barrera significativa para la educación. *Morgan School* se fundó cuando los residentes locales Morgan Gordon (un hombre afroamericano) y su esposa Rita (nacida en México) vendieron un terreno a el *Black Methodist Episcopal Convention of Texas* (la Convención Metodista Episcopal Afroamericana de Texas) en 1929 para que se utilizara como escuela durante la semana e iglesia los domingos. Un grupo de hombres locales, entre ellos Morgan Gordon, Bill Gordon, Louis Bly, Neil Perryman y el reverendo John White, construyeron el pequeño edificio de madera, que albergaba una sola aula para el pequeño número de estudiantes y un solo maestro. Los registros disponibles indican que *Morgan School* contaba con menos de 20 estudiantes matriculados cada año, debido principalmente a la escasa población afroamericana de Alpine. A principios de la década de 1950, la maestra de *Morgan School*, la señorita Ora Bullock, enseñaba clases por la mañana, de 8:30 a 11:30, antes de trasladarse a *Carver School* (la Escuela Carver) en Marfa, donde daba clases de 13:15 a 16:15.¹⁶⁷ La escuela ofrecía desde primero hasta octavo grado, y por muchos años, la mayoría de los estudiantes no continuaban sus estudios más allá de ese nivel, ya que no eran bienvenidos en la Escuela Preparatoria Alpine, exclusivamente para angloamericanos, y Alpine no tenía una escuela preparatoria segregada para estudiantes afroamericanos. Poco después de la decisión de la Corte Suprema en el caso Brown contra la Junta de Educación (*Brown v. Board*) en 1954, *Morgan School* cerró sus puertas en 1956 y los estudiantes se trasladaron a la cercana *Centennial School*, que tenía más maestros y un plan de estudios más amplio. Aunque los estudiantes afroamericanos tenían la opción de asistir a la *Central Ward Elementary* (escuela primaria), casi exclusivamente para angloamericanos, ubicada al norte de Alpine, la mayoría optaron por asistir a *Centennial* debido a su proximidad a sus hogares.¹⁶⁸

Turismo a principios del siglo XX

Además de su función como centro comercial, de transporte, gubernamental del condado y de provisiones, a principios del siglo XX Alpine experimentó un auge turístico en la pintoresca ciudad y en la

¹⁶⁵ "All Elementary Grades Consolidated," *The Alpine Avalanche*, August 21, 1969, 1.

¹⁶⁶ Abelardo Baeza, "La Escuela del Barrio: A History of the Alpine Centennial School, 1936-1969," *The Journal of Big Bend Studies* IV, (January 1992): 131-145; Terri Myers, "South Alpine Historic Resources Survey Report," October 2004, 47.

¹⁶⁷ "Enrollment Up In Schools Of City," *Alpine Avalanche*, September 12, 1952, 1.

¹⁶⁸ Abelardo Baeza, "La Escuela Escondida: History of the Morgan School in Alpine, Texas, 1929-1959," *The Journal of Big Bend Studies* VI, (January 1994), 85-98; Abelardo Baeza, "La Escuela del Barrio: A History of the Alpine Centennial School, 1936-1969," *The Journal of Big Bend Studies* IV, (January 1992): 131-145.

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región del lejano oeste de Texas. El *Alpine Business Men's Club* (Club de Empresarios de Alpine) comenzó a promocionar la ciudad como el "Jardín de Techo de Texas" desde 1909, probablemente en referencia a su elevada altitud y sus hermosos paisajes.¹⁶⁹ Un artículo de 1933 en la publicación *The Earth* (La Tierra), del Ferrocarril de Santa Fe, habló de Alpine en un breve artículo titulado "El Jardín de Techo de Texas", describiéndola como "un centro turístico de verano e invierno conocido como el 'Jardín de Techo' de Texas. Es la puerta de entrada a las montañas Davis y a la región ganadera de Big Bend, y sede de *Sul Ross State Teachers College*".¹⁷⁰

Entre los primeros negocios de Alpine conocidos que atendían específicamente a turistas se encontraba el Hotel Garnett, que se destruyó en el incendio del centro de la ciudad en 1907 y se reconstruyó en 1909 al pie de la Montaña A, en la zona sur de la ciudad. Mucho más grande que el hotel original de Front Street y ocupando una cuadra entera, el nuevo Hotel Garnett se anunció específicamente como un "hotel turístico".¹⁷¹ Con porches envolventes que ofrecían vistas panorámicas elevadas de la ciudad y las montañas, el Hotel Garnett también fue frecuentado por los lugareños, quienes celebraban eventos en el hotel y cenaban en su restaurante.¹⁷² El hotel estuvo en operación hasta 1943, cuando un incendio lo destruyó, y la propiedad se convirtió en el Parque Baines (Recurso 37) en 1968.

El Hotel Holland (Recurso 178) también experimentó un aumento en el número de turistas y se sometió a dos programas de expansión durante la década de 1920 para satisfacer la demanda: en 1923, se construyó una ampliación en la parte trasera para añadir más habitaciones, y en 1928 una amplia extensión se convirtió en la nueva fachada del hotel a lo largo de la Avenida Holland. Diseñada por el arquitecto del oeste de Texas, Henry Trost, la ampliación de estilo Renacimiento Colonial Español contribuyó al reconocimiento del Hotel Holland como un punto de referencia del centro de Alpine.¹⁷³ En 1933, se construyó un garaje junto al hotel para guardar los vehículos de los turistas.¹⁷⁴

La proliferación del automóvil y la popularidad del autoturismo a principios del siglo XX tuvieron un impacto significativo en el desarrollo del centro de Alpine. La pavimentación de las carreteras principales que atravesaban la ciudad en la década de 1920, incluyendo la US-90, la US-67, la US-385, la TX-118 y la TX-223, facilitó el acceso de los automovilistas a Alpine y al extremo oeste de Texas. Surgieron varios negocios en el centro para atender la afluencia de turistas que llegaban en automóvil a Alpine, especialmente a lo largo de la Avenida Holland (US-90/US-67). En 1922, la ciudad de Alpine estableció un campamento turístico en la esquina noroeste de las calles Holland y N. 8th, que daba la bienvenida a los automovilistas que visitaban el centro de la ciudad. Los campamentos turísticos eran propiedades destinadas a viajeros en automóvil, donde podían estacionar, acampar y acceder a servicios básicos como agua y baños. Para la década de 1930, la mayoría de los campamentos turísticos se habían transformado en complejos turísticos, que ofrecían alojamientos más cómodos en edificios permanentes.¹⁷⁵ Como ejemplo de esta tendencia, el campamento turístico Alpine pasó a ser propiedad privada en la década de 1930 y se renombró como *Cozy Court* (Recursos 151-164). Varios complejos

¹⁶⁹ *Alpine Avalanche*, July 1, 1909, 2.

¹⁷⁰ "Looking Over the Trans-Pecos," *Alpine Avalanche*, April 7, 1933, 1.

¹⁷¹ *Alpine Avalanche*, June 10, 1909, 1; *Alpine Avalanche*, June 10, 1909, 3.

¹⁷² Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 45.

¹⁷³ Megan Warley McDonald, "Holland Hotel," National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

¹⁷⁴ 1933 Sanborn Fire Insurance Map of Alpine, Texas, Library of Congress.

¹⁷⁵ "Local Tourist Park is to be Improved," *Alpine Avalanche*, May 21, 1926, 8; 1927 Sanborn Fire Insurance Map of Alpine, Texas, Library of Congress; Megan Warley McDonald, "Grandview Courts-Siesta Motel," National Register of Historic Places Nomination, Alpine, Brewster County, Texas.

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turísticos adicionales se establecieron a lo largo de la avenida Holland durante las décadas de 1920 y 1930, aunque están ubicados fuera de los límites del distrito.

En el centro de Alpine surgieron varias gasolineras, estaciones de servicio y talleres mecánicos para atender a turistas, automovilistas de paso y residentes locales. El mapa de seguros contra incendios de Sanborn de 1927 muestra varias de las primeras gasolineras en la avenida Holland, la mayoría de las cuales han desaparecido o se han deteriorado (Figuras 2 y 3). Casner Motors, en el número 301 de la avenida Holland Oeste (Recurso 170), se construyó en 1924 y ofrecía venta y servicio de automóviles. Un taller mecánico cercano, en el número 408 de la misma avenida (Recurso 149), abrió sus puertas en 1933.¹⁷⁶

Varios restaurantes y cafeterías fueron establecidos a lo largo de la Avenida N. Railroad (US-90/US-67) por el creciente flujo de turistas que pasaban por el centro de Alpine. Entre los ejemplos existentes está el *Alpine Cafe* (Recurso 203), el *Old Mission Cafe* (Recurso 197), inaugurado en 1929, y el *Texas Cafe* (Recurso 207), que abrieron sus puertas en la década de 1930. Varios restaurantes y cafeterías también operaban al sur de las vías del ferrocarril, como *Pete Gallego's Chili Parlor* (posteriormente conocido como *Green Cafe*, Recurso 15).

La industria turística de Alpine experimentó un mayor desarrollo en 1933 después de la creación del Parque Estatal Big Bend (conocido brevemente como *Texas Canyons State Park*) en el sur del condado de Brewster. Poco después, se iniciaron conversaciones con el Servicio de Parques Nacionales sobre el establecimiento de un campamento del Cuerpo Civil de Conservación (CCC) en el parque y la creación de un nuevo Parque Nacional. A lo largo de varios años, se adquirieron terrenos adicionales y las cuadrillas del CCC construyeron carreteras e infraestructura para el parque. El 12 de junio de 1944, el Parque Nacional Big Bend abrió oficialmente al público.¹⁷⁷ Alpine se convirtió rápidamente en una importante puerta de entrada al parque, facilitando el acceso a esta remota zona a través de la carretera TX-118.

El centro de Alpine durante la Gran Depresión

Aunque fueron afectadas por la crisis económica nacional de la Gran Depresión, la ganadería, el turismo y la Universidad Estatal Sul Ross proporcionaron empleo bastante estable a muchos residentes de Alpine en la década de 1930. Aunque la construcción de nuevos edificios disminuyó durante los años de escasez de la Gran Depresión, se construyeron algunos en el centro de Alpine, incluyendo una nueva oficina de correos en 1938 (Recurso 229).¹⁷⁸ Entre 1939 y 1940, el artista español José Moya del Pino pintó un mural en el interior del edificio titulado "*View of Alpine*" (Vista de Alpine). La obra fue encargada por la Sección de Bellas Artes del Tesoro, un programa del *New Deal* que impulsó la presencia del arte en edificios públicos durante la Depresión.¹⁷⁹

Durante los años de la Gran Depresión se construyeron otros edificios notables, como el hospital del Dr. J.E. Wright, en 1932, ubicado en el 208 de la calle N. 6th (Recurso 227); el edificio de piedra autóctona

¹⁷⁶ 1933 Sanborn Fire Insurance Map of Alpine, Texas, Library of Congress.

¹⁷⁷ "Texas' Gift to the Nation: The Establishment of Big Bend National Park," National Park Service, accessed January 29, 2025: <https://www.nps.gov/bibe/learn/historyculture/tgttn.htm>

¹⁷⁸ "New Post Office is Dedicated and Now Open For Business," *Alpine Avalanche*, June 24, 1938, 1.

¹⁷⁹ "Post Office (Former) Mural-Alpine TX," Living New Deal, accessed January 27, 2025, <https://livingnewdeal.org/sites/old-post-office-mural-alpine-tx/>.

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de *Alpine Saddlery* (una talabartería), en la avenida E. Holland, en 1937 (Recurso 206); y la escuela segregada *Centennial*, al sur de las vías del ferrocarril, en 1936 (Recurso 1). Por último, *Cozy Court* (Recursos 151-164) adquirió su aspecto actual a finales de la década de 1930. Para adaptarse a las cambiantes preferencias turísticas, el propietario, M.N. Bobo, buscó modernizar la propiedad, transformándola de un rústico campamento turístico a un complejo turístico con comodidades más acogedoras. A partir de 1939, Bobo construyó una serie de cabañas de piedra autóctona, con planes para que cada una tenga aire acondicionado y calefacción a vapor.¹⁸⁰

Además de edificios, durante la Gran Depresión se construyeron varias estructuras y objetos en el centro de Alpine, muchos de ellos probablemente con fondos federales de programas del *New Deal*. En 1934, se erigió el puente *Alpine Creek Bridge* sobre el arroyo (Recurso 261) justo al oeste de la intersección de la calle N. 7th y la avenida W. Sul Ross. En 1939, se construyó otro puente sobre el arroyo a lo largo de la avenida Holland, entre las calles N. 8th y N. 10th. Un par de jardineras de piedra (Recursos 263 y 264) que flanquean la calle 5th en su cruce con la avenida W. Holland también fueron construidas probablemente durante la década de 1930.

Desarrollo de Alpine a mediados y finales del siglo XX

Entre 1930 y 1940, la población de Alpine aumentó, de 3,495 a 3,866 habitantes. Sin embargo, durante la década de 1940, Alpine experimentó un auge demográfico, alcanzando los 5,261 habitantes al final de la década. Durante la Segunda Guerra Mundial, Alpine fue afectada por la llegada masiva de soldados al *Fort D.A. Russell* (una base militar), al sur de Marfa. Aproximadamente 1,000 soldados estuvieron estacionados allí durante la guerra, incluyendo una unidad del *Women's Army Corps* (Cuerpo Auxiliar Femenino del Ejército, WAC). Además, el *Marfa Army Airfield* (Aeródromo del Ejército en Marfa), que se utilizó como centro de entrenamiento de pilotos, fue construido a 16 kilómetros al este del fuerte. Los soldados frecuentaban las tiendas y establecimientos comerciales del centro de Alpine, incluyendo dos bares en la zona sur: el *Toltec* en la calle Murphy (Recurso 108) y el *Bull Beer Parlor* en el 303 de la calle 9 Sur (Recurso 11).¹⁸¹ Muchos residentes de Alpine también se unieron al ejército durante la Segunda Guerra Mundial. Particularmente para los militares afroamericanos e hispanos, el servicio militar fue una experiencia reveladora, y muchos regresaron a casa sin estar dispuestos a aceptar las limitaciones de la segregación y la discriminación racial después de haber luchado por su país en el extranjero.¹⁸²

Aunque *Fort D.A. Russell* y *Marfa Army Airfield* impulsaron la economía local de Alpine durante los años de la guerra, su influencia en el entorno urbano del centro también continuó después de su cierre en 1945. Después de la guerra, *Fort D.A. Russell* fue desactivado y la mayoría de los edificios se vendieron y trasladaron.¹⁸³ Varios de ellos se reubicaron en Alpine y se les dio un nuevo uso. Por ejemplo, dos antiguos cuarteles se trasladaron a la propiedad de *Centennial School* y se convirtieron en cafetería y biblioteca, además de un hangar para aviones que funcionó como gimnasio (no existente). Aunque ya no existe, la tintorería *Big Bend Cleaners*, ubicada en el 110 W. Murphy, reutilizó dos antiguos edificios

¹⁸⁰ 1927, 1933 Sanborn; "Alpine Tourist Camp is Sold to Rankin Man This Week," *Alpine Avalanche*, February 8, 1929, 4; "Bobo to Modernize Cozy Court Camp on West Holland Ave.," *Alpine Avalanche*, February 3, 1939, 1.

¹⁸¹ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42.

¹⁸² Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42.

¹⁸³ Susan Odom, "Building 98, Fort D.A. Russell," National Register of Historic Places Nomination, Marfa, Presidio County, Reference # 4000100; Lee Bennett, "Fort D. A. Russell," Handbook of Texas Online, accessed January 29, 2025, <https://www.tshaonline.org/handbook/entries/fort-d-a-russell>.

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militares por dos décadas hasta que fueron demolidos entre 2008 y 2020. Ejemplos existentes en el distrito incluyen el *Green Cafe*, en el 408 W. Gallego (Recurso 15, un antiguo comedor que tiene revestimiento metálico en el exterior), y una adición al *First Presbyterian Church* (la Primera Iglesia Presbiteriana, Recurso 258). 305 Gallego (Recurso 126) también es un antiguo edificio militar, aunque el exterior fue revestido de piedra local.

El *Green Cafe* fue un importante negocio local al sur de las vías de tren que se convirtió en un punto de encuentro para toda la comunidad. Fundado originalmente por Pete Gallego Sr. en 1917, el café cerró temporalmente y reabrió sus puertas en la década de 1930 en un edificio de adobe verde que inspiró su nombre. Después de la muerte de Pete Gallego Sr. en 1944, su hijo, Pete Gallego Jr., se encargó del negocio. Después de regresar del servicio militar en la Segunda Guerra Mundial, Gallego compró y trasladó un antiguo comedor del ejército a la propiedad (Recurso 15). Tanto los residentes angloamericanos como los hispanos de Alpine se reunían en el *Green Cafe*, que fue sede de innumerables eventos, reuniones y banquetes. También se convirtió en la sede de una cooperativa de crédito administrada por Gallego, fundada para dar préstamos a los residentes hispanos de Alpine, a quienes los bancos locales a menudo les negaban préstamos. Iniciada por el sacerdote católico local y conocida como *Our Lady of Peace Credit Union* (la Cooperativa de Crédito Nuestra Señora de la Paz), estaba formada por 17 feligreses (incluido Gallego) y originalmente operaba desde la mesa del comedor de Gallego. La cooperativa de crédito abría todas las noches para que la gente pudiera llegar después del trabajo.¹⁸⁴ Aprovechando su notoriedad como propietario del popular café, Gallego Jr. se hizo un defensor acérrimo de la integración escolar en Alpine. Ganó las elecciones para la junta escolar local en 1959 y se dedicó por años al impulso de la integración de las escuelas públicas de Alpine. Gracias a los esfuerzos de Gallego y otros padres del sur de la ciudad, las escuelas de Alpine se integraron en 1969. Muchos clientes angloamericanos respondieron a este éxito boicoteando su restaurante, y el *Green Cafe* cerró sus puertas. Posteriormente, Gallego Jr. abrió un nuevo restaurante en la avenida E. Holland. Su hijo, Pete Gallego III, fue elegido miembro del Congreso de los Estados Unidos en 2012.¹⁸⁵

Poco después de regresar a Alpine después de servir en el Teatro del Pacífico durante la Segunda Guerra Mundial, Dr. W.E. Lockhart, Jr. fundó el Hospital Clínica Lockhart en la esquina noroeste de la Avenida C (actualmente Avenida Lockhart) y la Calle N. 4 (Recurso 257). Construido en 1946, el edificio de bloques de hormigón y concreto se financió con préstamos personales. En el momento de su inauguración, la clínica era el único centro de este tipo en Alpine, aunque para 1950 se habían inaugurado dos clínicas más y el *Brewster County Memorial Hospital* (Hospital Memorial del Condado de Brewster) abrió sus puertas en 1957.¹⁸⁶ Dr. Lockhart dirigió la clínica hasta su fallecimiento en 1987, proporcionando atención médica a la comunidad de Alpine, independientemente de la capacidad de pago de cada persona.¹⁸⁷

En la posguerra, la economía de Alpine siguió dependiendo de la ganadería, *Sul Ross State University* y el turismo. La minería en el sur del condado de Brewster prácticamente había terminado en 1942.¹⁸⁸ En relación directa con la ganadería, para 1940 surgió en la región una próspera industria de la lana y el

¹⁸⁴ "Pete Almodova Gallego Jr.," Accessed October 30, 2025: <https://www.legacy.com/us/obituaries/gosanangelo/name/pete-gallego-obituary?id=14555301>.

¹⁸⁵ "The Green Cafe," Museum of the Big Bend exhibit.

¹⁸⁶ David W. Keller, *Images of America: Alpine*, (Arcadia Publishing, 2011). 107.

¹⁸⁷ "The Lockhart Clinic Hospital" provided by Mary Bell Lockhart and Lolly Lockhart.

¹⁸⁸ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42.

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mohair. En 1945, el *Big Bend Wool and Mohair Company* construyó un gran edificio en el número 205 de la avenida W. Murphy (Recurso 140), junto a las vías del ferrocarril. El edificio funcionaba como almacén, tienda de piensos y también albergaba exposiciones ganaderas.¹⁸⁹

Sin la necesidad de las moratorias de construcción ni de la escasez de materiales durante la Segunda Guerra Mundial, Alpine experimentó un auge de la construcción en la posguerra, similar al del resto de Estados Unidos. Durante el período inmediato de la posguerra, se construyeron varios edificios comerciales nuevos en el distrito, entre ellos el *M System Grocery Store* (supermercado), ubicado en 106-108 W. Ave E (Recurso 179), construido en 1948. *Henry Bailey Motors* fue construido, en parte, con una estructura prefabricada de acero en 309 N. 6th Street en 1948 (Recurso 242).¹⁹⁰ Dr. J. E. Wright renovó y amplió una antigua residencia en 206-208 W. Ave. E para convertirla en un nuevo hospital en 1945 (Recurso 174).¹⁹¹ A principios de 1946, la estación del Ferrocarril *Southern Pacific* fue destruida por un incendio. En su lugar, se construyó una nueva estación en 1947, diseñada por los arquitectos Chase y Dunlap (Recurso 144).¹⁹²

También se construyeron nuevas residencias durante la posguerra, a medida que los soldados regresaban en búsqueda de un hogar para sus familias. En la zona sur del distrito, se construyeron varias casas nuevas al este de la calle S. Fourth, que había estado escasamente poblada antes de la guerra. Las casas nuevas en esta zona solían ser de estructura de madera (revestidas con estuco) en vez de adobe. Esta zona al este de la calle S. Fourth se conoció como "Pueblo Nuevo", lo que la diferenciaba de la sección más antigua del lado sur, comúnmente conocida como "Pueblo Viejo".¹⁹³

Además de las nuevas construcciones, varios edificios antiguos de Alpine se modernizaron en la posguerra para adaptarse a las preferencias arquitectónicas de mediados de siglo, que consistían en edificios modernos y aerodinámicos. Entre los más destacados se encontraba *Alpine Lumber*, ubicado en 204 E. Holland Ave (Recurso 142), remodelado en 1950. El exterior se renovó con estuco blanco, ventanas de bloques de vidrio y letreros modernos.¹⁹⁴ El Teatro Tivoli (anteriormente conocido como Teatro Mojave, Recurso 198) se remodeló en 1946 para presentar una apariencia más moderna. El ladrillo exterior fue pintado de blanco y las ventanas de la planta superior se cerraron con ladrillo, excepto una estrecha franja de bloques de vidrio, creando un lienzo en blanco que resaltaba la señalización moderna del teatro (ver Figura 23 para el aspecto anterior a la modernización). También se instaló una marquesina nueva y más grande.¹⁹⁵ Después de su inauguración como el Tivoli, el teatro comenzó a atender a la considerable población hispana de Alpine, proyectando películas en español varios días a la semana. De manera similar, el *Texas Café* en 213 E. Holland (Recurso 207) fue modernizado en 1956 con nuevas ventanas de vidrio y travesaños de bloques de vidrio.¹⁹⁶

¹⁸⁹ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 42; "New Wool and Mohair Storage House in Alpine," *Alpine Avalanche*, August 31, 1945.

¹⁹⁰ "New Building For Auto Firm Started," *Alpine Avalanche*, August 20, 1948, 1.

¹⁹¹ "Announcing The Formal Opening Of Our New Hospital Plant in Alpine," *Alpine Avalanche*, May 11, 1945, 5.

¹⁹² "SP. RR Depot Destroyed by Fire Saturd'y," *Alpine Avalanche*, January 18, 1946; "Contract Awarded for New S.P. Depot," *Alpine Avalanche*, January 31, 1947, 1.

¹⁹³ Myers and Thompson, "Historic & Architectural Resources Survey of South Alpine, Alpine, Texas," 44.

¹⁹⁴ "Open House at Alpine Lumber Co. Bldg is Attraction June 1," *Alpine Avalanche*, June 9, 1950, 1.

¹⁹⁵ "New Theatre Will Open Here Tonite," *Alpine Avalanche*, June 14, 1946, 1.

¹⁹⁶ "Enlarged Texas Cafe Holds Open House Today," *Alpine Avalanche*, February 17, 1956, 3.

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Durante la posguerra, también se construyeron nuevos edificios sociales y religiosos en el centro. En 1955, se construyó una nueva Iglesia Metodista Mexicana (fuera de los límites del distrito), y la congregación se mudó del pequeño edificio ubicado en el número 209 de la calle S. 6 (Recurso 101). La Iglesia Católica de Nuestra Señora de la Paz construyó varios edificios nuevos en su propiedad de la calle E. Gallego, incluyendo un nuevo edificio para la escuela parroquial en 1956 (Recurso 35) y un nuevo salón parroquial en 1964 (Recurso 33). Desafortunadamente, la construcción del salón parroquial implicó la demolición del edificio original de adobe de la iglesia. En 1968, se completó *Baines Park* (un parque, Recurso 37) en la cuadra inmediatamente al este de la iglesia, donde anteriormente estaba ubicado el Hotel Garnett (destruido en un incendio). Aunque no se sabe con certeza dónde se reunía la organización, en la década de 1940 se fundó el *Latin American Cemetery Association* (Asociación Latinoamericana de Cementerios), compuesta por ciudadanos que mantuvieron y mejoraron el cementerio hispano de Alpine (hoy conocido como el cementerio *Holy Angels* [Santos Ángeles], ubicado bastante fuera de los límites del distrito).¹⁹⁷

Aunque la población de Alpine disminuyó de 5,261 a 4,740 residentes entre 1950 y 1960, subió a 5,971 residentes en 1970. Unos cuantos edificios comerciales nuevos se construyeron dentro del distrito durante las décadas de 1950 y 1960. Entre los ejemplos existentes más notables están el edificio de la farmacia *City Drug* construido en 1959 (Recurso 209), el edificio *Southwestern Bell Telephone* (Recurso 256) construido en 1956, un nuevo edificio para el *Trans-Pecos Abstract Company* en 1969 (Recurso 226), y el gran edificio de AT&T construido ca. 1970 (Recurso 245).

Conclusión

En el siglo XXI, el centro de Alpine sigue siendo una colección cohesiva de edificios a ambos lados del antiguo ferrocarril *Southern Pacific* (ahora *Union Pacific*), que en conjunto transmiten la importancia histórica de este remoto pueblo del lejano oeste texano a lo largo de casi 150 años. El distrito es significativo según el Criterio A en el área de Comercio por su papel como centro comercial tanto en Alpine como en el condado de Brewster a finales de los siglos XIX y XX, así como por su papel en el turismo local y regional durante el siglo XX. También es elegible según el Criterio A en Planificación y Desarrollo Comunitario debido a la adherencia del distrito al trazado original en cuadrícula de la ciudad y su orientación hacia el Ferrocarril *Southern Pacific*, así como a una campaña coordinada de mejora cívica en la década de 1920. El distrito propuesto también es elegible según el Criterio A en Herencia Étnica: Hispana, por el papel esencial que los residentes hispanos desempeñaron en el desarrollo y el éxito de la ciudad. El período de importancia propuesto se extiende desde 1884 (la edad del recurso existente más antiguo conocido (la Casa J.C. Carr-Bob Slight, Recurso 260) hasta 1976, el límite de 50 años para el Registro Nacional, lo que refleja el continuo crecimiento y evolución del centro de Alpine.

¹⁹⁷ "L-A Cemetery Assn. Dues For August Total \$106," *Alpine Avalanche*, August 30, 1946, 1.

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Photographs

Photo 1: View east on Holland Avenue (US-90/US-67) from N. 7th Street.



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Photo 2. Holland Avenue (US-90/US-67), view west from 5th Street (TX-118).



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Photo 3. Holland Avenue (US-90/US-67), view east from 5th Street (TX-118).

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Photo 4. Intersection of 5th Street and Murphy Avenue, view southeast toward A. Mountain.



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Photo 5. View southwest on Murphy Street from S. 5th Street.



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Photo 6. South 9th Street, view southeast toward A Mountain.



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Photo 7. View west along W. Gallego Street.



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Photo 8. Hotel Ritchey (Resource 55). View south.



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Photo 9. Resource 222, one of few extant adobe buildings north of the railroad tracks. View southwest.



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Photo 10. The Cozy Court with 1920s office building at right (Resource 151) and some of the 1930s rock cottages at left. The neon sign in the foreground (Resource 164) is also a contributing structure in the district. View northwest.



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Photo 11. Resource 252, the oldest extant school in Alpine. View northeast



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Photo 12. The Centennial School (Resource 1), formerly a segregated school for Hispanic children. View southeast.



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Photo 13. The Hancock Building (Resource 190) constructed in 1912. View southeast.



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Photo 14. Lackey-Hord Building (Resource 185). View northeast.



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Photo 15. First Christian Church (Resource 239). Originally constructed in 1906 as a frame building, native stone cladding was added in the 1940s. View northwest.



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Photo 16. The Mission Revival First Methodist Church (Resource 212). View southeast.



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Photo 17. Our Lady of Peace Catholic Church (Resource 32, at left) and adjacent Parish Hall (Resource 33, at right).
View south.



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Photo 18. Resource 197, the former Old Mission Café. View northwest.



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Photo 19. Resource 205, the 1929 Granada Theater. View northeast.



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Photo 20. Resource 206, clad with native stone. View northwest.



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Photo 21. The Lockhart Clinic (Resource 257), constructed in 1946. View west.



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Photo 22. 1938 Post Office building (Resource 229). A PWA mural by Jose Moya del Pino is extant within the building. View northwest.



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Photo 23. 1947 Southern Pacific Depot (Resource 144) designed by Chase and Dunlap. View southeast.



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Photo 24. One of two native stone planters flanking the intersection of 5th Street and Holland Avenue (Resource 264).
View south.



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Photo 25. Resources 107 (foreground with pink façade), 108 (native stone), and 109 (adobe red and yellow) along s. 7th Street. View southeast.



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Photo 26. The former Green Café (Resource 15) was owned by the Gallego family and was originally a WWII temporary building (a mess hall) moved to the site following the closure of Marfa Army Airfield. The exterior is partially clad with sheet metal, but the original wood clapboard siding is intact beneath. View southeast.



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Photo 27. A former WWII temporary building moved to Alpine and clad with native stone (Resource 126).



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Photo 28. Former Martinez Grocery Store (Resource 30), originally a WWII temporary building moved and given a false front. Patricia Martinez and his wife Ester Sotelo operated a grocery store in the building from 1945-1960. View southwest.



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Photo 29. The former site of Amor al Trabajo y Unidad (ATU) (Resource 8), a Hispanic mutual aid society. View northwest.



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Photo 30. The Garcia-Valadez House (Resource 75). View southeast.

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Photo 31. The c. 1890 J.M. Watts home (Resource 124). View southwest.

