

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received FEB 1 1985

date entered FEB 23

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

1. Name

historic Santa Clara Depot

RECEIVED

and/or common Southern Pacific Depot

JUN 29 1984

2. Location

OHP

street & number 1 Railroad Avenue

N/A not for publication

city, town Santa Clara N/A vicinity of

state California code 06 county Santa Clara code 085

3. Classification

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

4. Owner of Property

name California Department of Transportation (Caltrans)

street & number 1120 N Street

city, town Sacramento N/A vicinity of state California

5. Location of Legal Description

courthouse, registry of deeds, etc. Santa Clara County Recorder's Office

street & number 70 West Hedding Street

city, town San Jose state California 95110

6. Representation in Existing Surveys

Santa Clara County title Heritage Resource Inventory *in process; SHPO concurs eligible has this property been determined eligible? yes no*

date 1975 federal state county local

depository for survey records Santa Clara County Board of Supervisors

city, town San Jose state California

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>August 1877</u>

Describe the present and original (if known) physical appearance

A one-story wood frame combination (passenger and freight) railroad depot. The passenger end of the structure is 24 by 50 feet, while the freight shed measures 32 by 203 feet. The building has a wood-shingled gable roof with broad, overhanging eaves supported on gable ends by knee-braced purlins and ridge beam, and on the sides by X-braces, except that the west eaves of the passenger portion of the depot are supported by curved brackets. The X-braces are pegged at the point of crossing and have chamfered edges. The depot is sheathed in board-and-batten siding, with chamfered battens. Windows and doors in the passenger end of the building are framed in slightly pedimented casings, a stylistic reference to the Greek Revival style of architecture. Windows are 6/6 double hung, except for the use of 4/4 double-hung windows in the projecting rectangular station operator's bay. The attic vent in the passenger end of the station takes the form of a louvered oculus, while its counterpart in the freight end of the station is a larger, louvered rectangle. The freight shed portion of the depot is flanked on both rail and street sides by broad, raised loading docks, with the broad eaves providing weather protection.

The passenger end of the depot is the original structure, and is in fact little changed from its original appearance. Research reveals that this was virtually a standard depot plan for the San Francisco and San Jose Railroad, modified only in size according to need. The Santa Clara depot was one of the largest on the line when completed in 1863-64. As completed, it stood on the opposite side of the tracks from its present location. Hence the present street side of the station was originally the operator's side, though the building never had an operator's bay on that side (confirmed by evidence of counters along that interior wall and lack of any wall modifications on that side of the building). In 1877, the depot was moved to its present location (likely a move of less than 100 feet) on the west side of the tracks, was given the present operator's bay, and gained the freight shed, this latter apparently in stages, as there exists a former exterior wall within the freight shed. However, the building has been in its present form since at least 1885.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1863-64 **Builder/Architect** Chief Engineer, SF & SJ Railroad

Statement of Significance (in one paragraph)

The Santa Clara Depot is the oldest railroad station building in California in continuous service; is the only remaining station from the period of initial construction of the San Francisco and San Jose Railroad (California's second railroad after the pioneer Sacramento Valley Railroad); is one of only two structures of the SF & SJ to survive to the present (the other being the much-modified Menlo Park Depot); is one of the largest surviving wood frame depots in California; is one of few remaining examples of board-and-batten depots. It retains a high degree of integrity of location, design, setting, materials, workmanship, feeling and association, and represents the distinctive characteristics of a type, period and method of construction. Completion of this pioneer railroad and its close ties to the economic fortunes of the area it served, including Santa Clara, also mark an event which significantly contributed to the broad patterns of history. The Santa Clara Depot appears to meet National Register criteria A and C at the State level.

Plans for a railroad linking San Francisco and San Jose began as early as 1851. Though this scheme ultimately failed, the incorporation of the San Francisco and San Jose Railroad in 1859 met with success. Most of the financing for the project came from county government in San Francisco, San Mateo and Santa Clara Counties, with the University of Santa Clara and local industry also playing a significant role in both stock acquisition and choice of placement of the depot in Santa Clara. The choice of the parcel at the junction of Benton and Franklin Streets kept the depot near existing stage routes, serving both the port of Alviso to the east and San Jose to the south.

When construction of the railroad began, the specifications to contractors McLaughlin and Houston called for depots at San Francisco and San Jose, as well as for two "way depots" and eight "way stations." In addition, there were to be two engine houses and one machine shop. The buildings were to be constructed in the places designated by the Engineer of the company, under the direction of the Board of Directors. Plans and specifications were furnished to the contractors by the Chief Engineer, and the contract price for all the buildings was fixed at \$75,000. By September 18, 1863 the brick freight depot at San Jose was nearly complete, and most of the lumber for the way stations, depots and water tanks had been received by McLaughlin and Houston. On May 31, 1864 the San Francisco and San Jose Railroad officers accepted their road from the contractors "with all its equipment, lands, buildings and appurtenances thereto belonging" (though rail service had begun the previous autumn).

9. Major Bibliographical References

See continuation sheets

10. Geographical Data

Acreeage of nominated property 1.060

Quadrangle name San Jose West

Quadrangle scale 1:24000

UTM References

A

1	0	5	9	4	3	2	0	4	1	3	4	3	6	0
Zone		Easting						Northing						

B

Zone		Easting						Northing						

C

Zone		Easting						Northing						

D

Zone		Easting						Northing						

E

Zone		Easting						Northing						

F

Zone		Easting						Northing						

G

Zone		Easting						Northing						

H

Zone		Easting						Northing						

Verbal boundary description and justification

"Beginning for reference at the most northerly corner of PARCEL 1 as shown on the Record of Survey Map entitled Security Warehouse and Cold Storage Company, which map was filed October 16, 1958 (continued)"

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

state N/A code county N/A code

state code county code

11. Form Prepared By

name/title John W. Snyder, Chief Architectural Historian

organization Caltrans

date June 25, 1984

street & number 1120 N Street, Room 5408

telephone 916/322-9548

city or town Sacramento

state California 95814

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

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

State Historic Preservation Officer signature

Therion Mitchell Wilson

title Deputy State Historic Preservation Officer

date 1/2/85

For NPS use only

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

Entered in the National Register

date 2-28-85

John A. Brown
Keeper of the National Register

Attest:

Chief of Registration

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET Santa Clara Depot NEM NUMBER 8 PAGE 1

That the Santa Clara depot was part of those "buildings and appurtenances thereto belonging" is indicated by several period sources. The San Francisco Alta of December 30, 1863 noted that the railroad had been completed to the "Santa Clara station" by the evening of December 29. Passenger timetables published in the San Jose Mercury in January 1864, just after the road began formal through service, listed only San Mateo and Santa Clara as regular stops between San Francisco and San Jose. In discussing the formal delivery of the railroad by the contractors to the officers, the Alta of June 5, 1864 noted that the railroad's telegraph stations--and hence full-time operators--were located at San Francisco, San Mateo, Santa Clara and San Jose. And the company's own minutes of August 1, 1864 noted the payment of \$100 to John Widney, agent at the Santa Clara depot, for July wages. Agents' wages were predicated on the size and importance of the depot or station and the amount of business, and these same minutes listed agents' wages at the other manned stations along the line: San Francisco (\$200); San Jose (\$150); Lawrences (\$50); Belmont (\$30); San Mateo (\$75); 17-Mile House (\$30). Widney's wages were second only to those of the agents at the railroad's principal depots at its termini, reflecting both the importance and size of the Santa Clara facility. By August 22, 1864 Widney was receiving an additional \$25 per month for labor at the depot, the only agent on the line so paid (both San Francisco and San Jose had multiple staff). He soon gained a further \$30 per month for mail service. Further substantiation that the Santa Clara depot was part of the railroad's initial construction is found in the company's minutes of May 5, 1865 which provided a list of depots, with dimensions. The two largest way depots on the line were located at San Mateo and Santa Clara: both were 24 by 50 foot wood frame structures, and were undoubtedly the two way depots called for in the specifications to the contractors in 1860. The Dakin Fire Insurance Map of Santa Clara of 1885 and the Southern Pacific Santa Clara Station Plat of January 1904 reveal the dimensions of the passenger end of the present depot to be 24 by 50 feet. Thus, the Santa Clara depot was built sometime between September 18, 1863 and May 31, 1864 (and probably prior to December 29, 1863), making it the oldest extant railroad station in continuous service in California.

Originally sited on the east side of the tracks, directly opposite its present location, the depot was moved to its current site in 1877. The reason for the move is open to speculation, but most likely was due to safety considerations: Santa Clara lay west of the tracks and passengers had to cross the tracks to enter or leave the station. Concurrent with the move came plans to add a freight depot at the rear of the station.

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET Santa Clara Depot ITEM NUMBER 8 PAGE 2

Thus by November 1, 1877 the San Jose Mercury reported the facility nearing completion. The original depot was still resting on jack screws as workers engaged in setting it down on a new foundation. The aforementioned Dakin Fire Insurance Map of Santa Clara of 1885 depicts the depot in its present location and plan, with the caption: "S.P.R.R. Co., Owners & Occ'pts. Built 1876 (sic) on posts 4 ft. from ground, securely boarded. Watchman. 2 stove pipes. Brick flues. 26 bbl's water on platform. Roof overhangs 10 feet on sides, 3 feet on ends. Storage. Grain & Gen. M'dse. No hay. 8 trains daily." Inasmuch as Dakin mapped only warehouses for fire insurance purposes, the caption, including building date, pertained to the freight shed added to the depot following the 1877 move. As stated in item 7, this addition was apparently shorter than at present as evidenced by a former exterior end wall now enclosed within the freight shed; however, it had been built to its present length by 1885.

Following construction of the railroad, farming and fruit-related industries developed in the Santa Clara area, with the depot serving as a focal point for shipping. Rail service provided the fast, direct link to San Francisco and, in the later 1870s, to Southern California. Typical of these efforts were those of James A. Dawson, who pioneered the area's fruit-canning industry in 1871, followed closely by Abram Block in 1873 and George Bowman in 1877. By the turn of the century, the Pratt-Low Preserving Company, largest fruit packing plant in central California, was located just south of the depot. Other industries located close to the depot as well, and an industrial district was to grow up around it. The depot was the means of access to the railroad's transportation network, ensuring local commercial growth. The depot was also associated directly with the University of Santa Clara (then Santa Clara College), founded in 1851 and the State's first institution of higher learning. The college was a stockholder in the railroad, and the depot's proximity to the campus was no accident. After December 1863, students and faculty were able to commute quickly and comfortably to San Francisco and San Jose. The railroad facilitated the county's educational development, introducing an educational elite into the previously rural area and broadening cultural and social development. The railroad acted to increase property values by some 80 percent between 1864 and 1886, with its effects upon agricultural, industrial, educational and commercial development in Santa Clara County.

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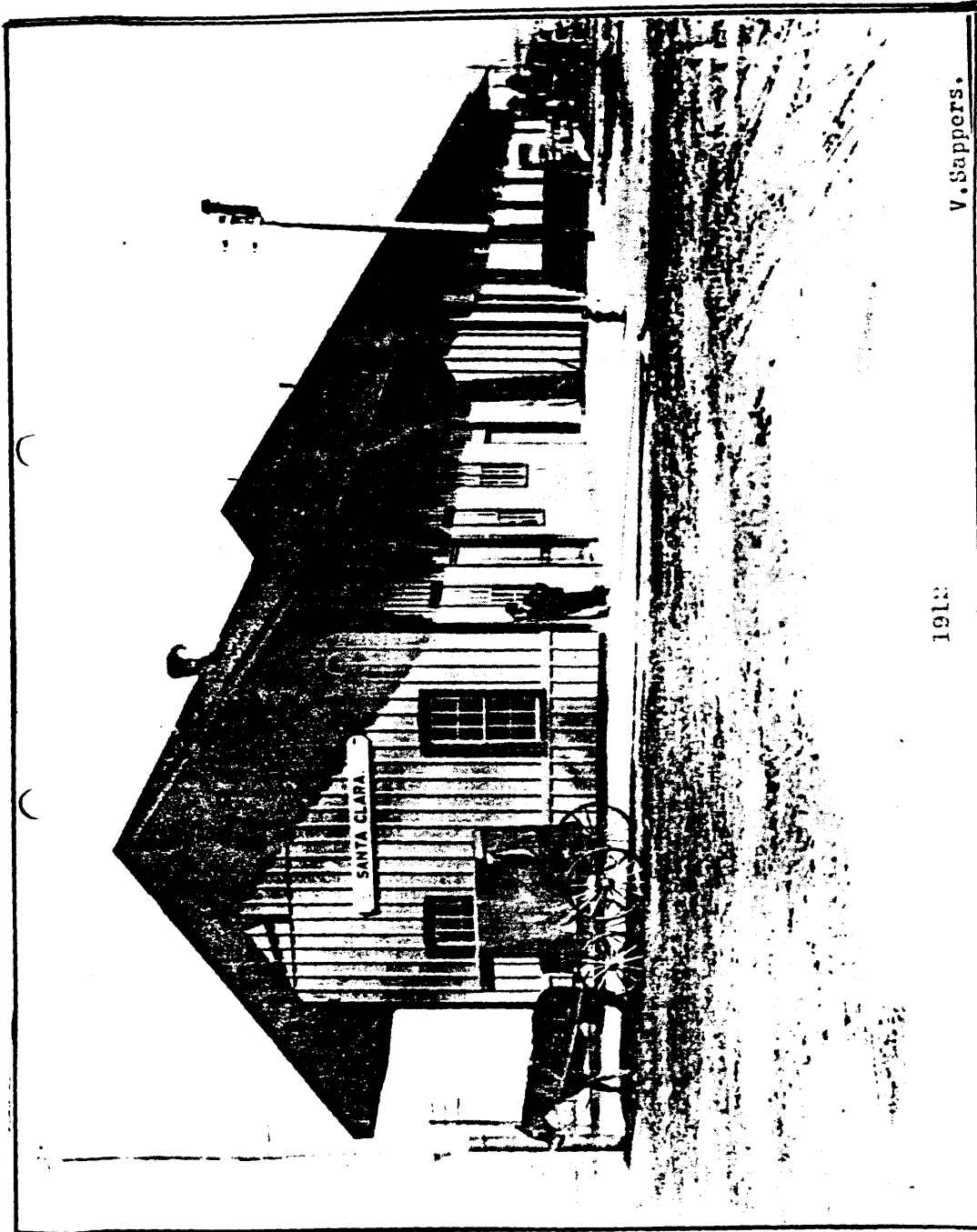
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Continuation sheet

Santa Clara Depot

Item number 8

Page 3



1912

V. Sappers.

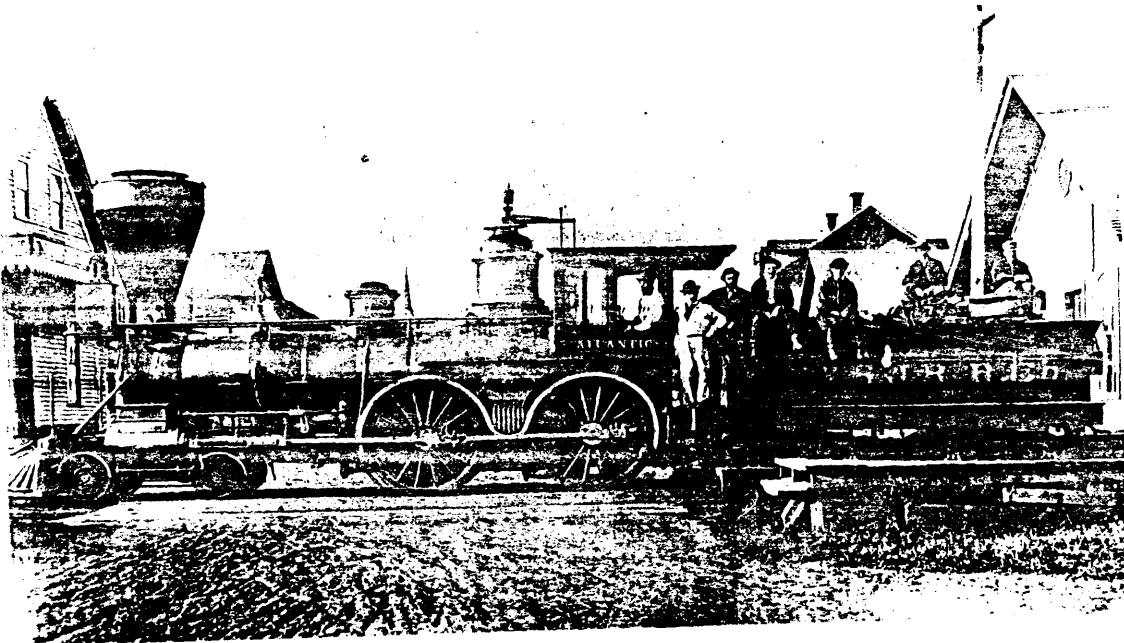
The Santa Clara Depot in 1912. Copy of photo in Roy D. Graves Collection, courtesy Bancroft Library, submitted to show lack of alteration.

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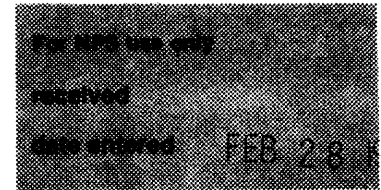
Continuation sheet Santa Clara Depot Item number 8 Page 4



SF & SJ R.R. locomotive "Atlantic" at San Jose, ca.1865-1868. Copy of photo in Gilbert Kneiss Collection, courtesy California State Railroad Museum, showing San Jose Depot at right. Depicts standard-type design adopted by SF & SJ R.R. for original stations and depots, now represented only by Santa Clara Depot. Note eaves, purlins, oculus attic vent.

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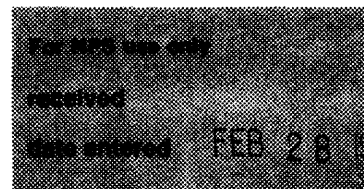


Continuation sheet Santa Clara Depot Item number 9 Page 1

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Continuation sheet Santa Clara Depot Item number 9 Page 2

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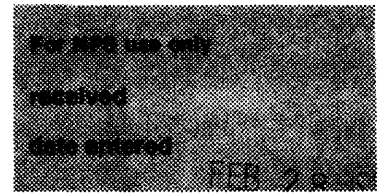
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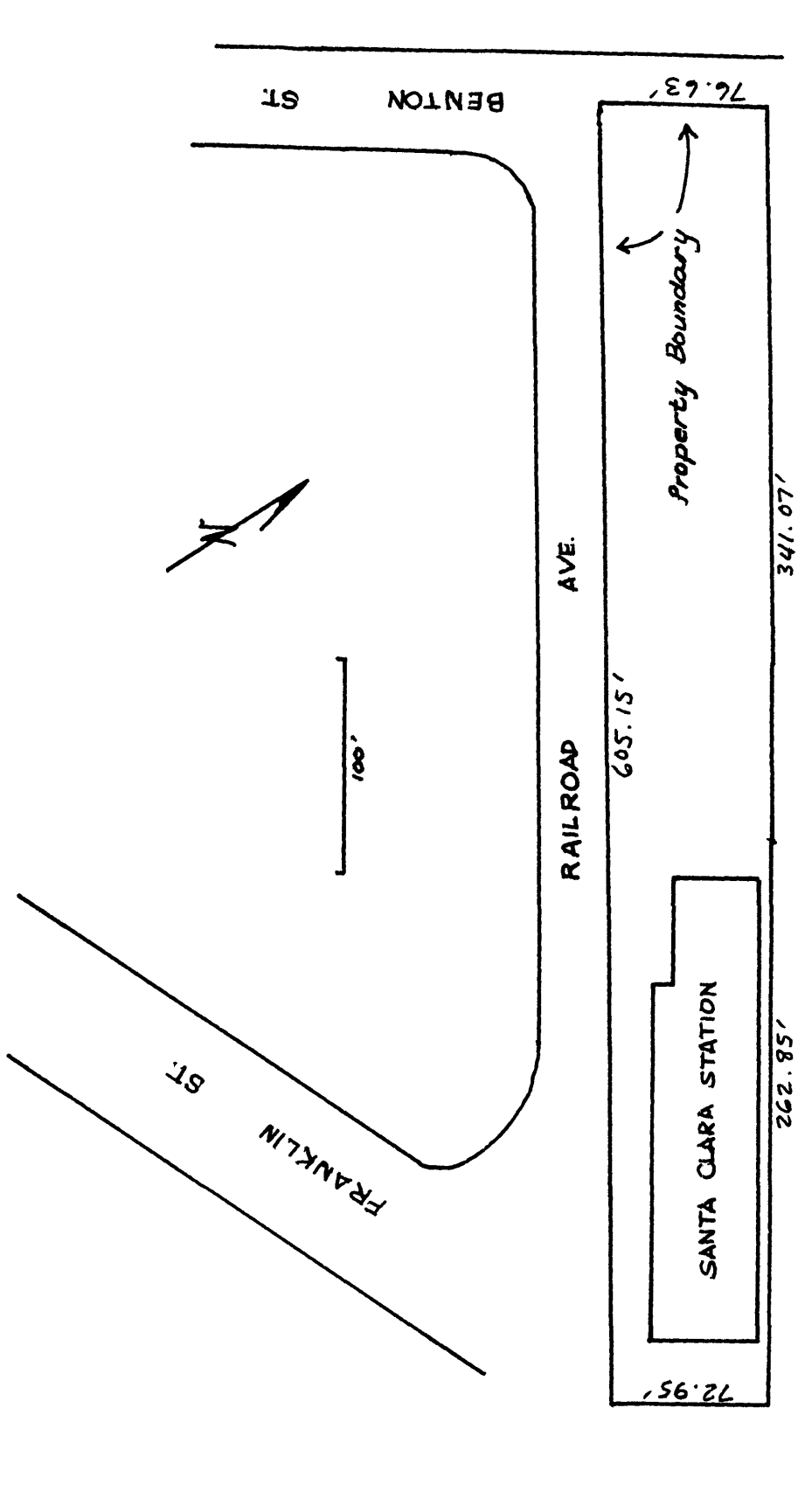
Continuation sheet Santa Clara Depot

Item number 10

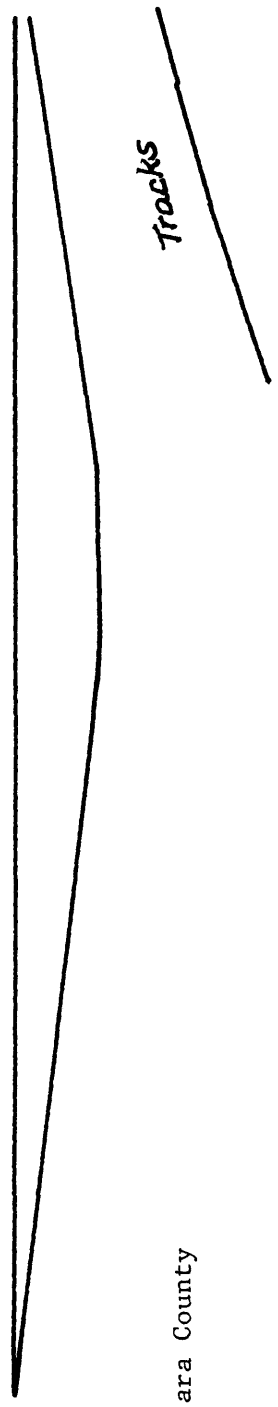
Page 1

in Map Book 98, page 49, in the Office of the Recorder of Santa Clara County thence along the northwesterly line of said parcel S. 33°05'05" W., 1.92 feet to the northeasterly line of Railroad Avenue thence along last said line N. 57°38'32" W., 22.50 feet to the TRUE POINT OF COMMENCEMENT thence continuing along said northeasterly line and its westerly prolongation N. 57°38'32" W., 605.15 feet to the centerline of Benton Street thence along last said line N. 34°06'08" E., 76.63 feet to a line parallel with, distant southwesterly at right angles, 20.00 feet from the centerline of the Eastbound railroad track; thence along said parallel line from a tangent that bears S. 58°31'20" E., along a curve to the right, with a radius of 11,432.03 feet, through an angle of 1°42'34", an arc length of 341.07 feet and S. 56°48'46", 262.85 feet; thence S. 33°11'14" W., 72.95 feet to the TRUE POINT OF COMMENCEMENT."

Justification: above is description of property conveyed by Grant Deed from Southern Pacific Transportation Company to State of California on July 8, 1983, containing 1.060 acres including the Santa Clara Depot.



Southern Pacific Tracks



Santa Clara Depot
 1 Railroad Avenue
 Santa Clara, Santa Clara County
 California