

**United States Department of the Interior  
Heritage Conservation and Recreation Service**

**National Register of Historic Places  
Inventory—Nomination Form**

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

For HCRS use only  
received JAN 20 1982  
date entered FEB 19 1982

**1. Name**

historic Folsom Depot

and/or common Folsom Depot

**2. Location**

street & number 200 Wool Street \_\_\_ not for publication

city, town Folsom \_\_\_ vicinity of congressional district 3rd

state California code 06 county Sacramento code 067

**3. Classification**

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

**4. Owner of Property**

name City of Folsom ( See Continuation Sheet)

street & number 50 Natoma Street

city, town Folsom \_\_\_ vicinity of state California 95630

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Sacramento County Recorder

street & number 801 G Street

city, town Sacramento state California

**6. Representation in Existing Surveys**

title n/c has this property been determined eligible? \_\_\_ yes  no

date \_\_\_ federal \_\_\_ state \_\_\_ county \_\_\_ local

depository for survey records

city, town state

## 7. Description

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

### Describe the present and original (if known) physical appearance

Situated near the intersection of Wool and Leidesdorff Streets and next to the Southern Pacific Railroad tracks, the structure is a partially one and partially two-story rectangular wood frame building, surfaced in horizontal shiplap siding and shingles. The structure has a gabled roof, and a gabled square two-story bay projects from the northeast elevation.

The upstairs of the two-story portion of the building originally contained living quarters for the Station Master. The one-story rear portion contained the baggage and freight areas of the depot, with a 36' by 36' concrete loading platform at the rear.

The gable and roof overhang extend beyond the northeast facade, forming an open waiting area at the front. This area is covered by the roof overhang, supported by angled brackets, that encircles the building. Gable ends are shingled, as is the roof. Windows are primarily double hung, with six lights above six. Transom windows stand above the entry doors. Large sliding doors beneath transoms provide access to the freight and baggage rooms. Applied vertical boards frame openings and intersect the horizontal frieze elements at the eaves.

The cement loading platform stands four feet from the railroad line and is faced with rock. The ramped portion on the southwest is not yet completed.

To the southwest of the Depot, lies the foundation of the original locomotive turntable. The turntable is shown in an early photograph of the former Depot and related railroad complex buildings. Although surface evidence of the turntable is now gone, the circular brick foundation that once held it still lies in place beneath the surface, as indicated on the accompanying map. This foundation is comprised of a four-foot wide circular brick strip, thirty feet in diameter, that forms a donut shape. The surface of the red brick foundation contains an accumulation of cinders, or slag, from the locomotive boilers, and lies between three and four feet below the surface.

The Folsom Station was erected on the site of the Terminus according to Southern Pacific Company Combination Plan #22, by 1906, and construction continued in stages from that time to 1924. Although Plan #22 of 1905 is a plan for a two-story structure, an early photo shows the Depot was first a one-story structure surrounded by Eucalyptus trees. In 1909 extensive repairs were made, the structure was wired for electricity, and in 1916 it is reported that the second story was completed. Fires in 1924 and 1930 caused damage but rebuilding occurred according to the original plan with only minor changes. Differences include the following: the interchanging of kitchen and dining room with a bedroom on the second floor, the removal of the interior divider between office and public lobby, and an extra door in the freight room on the northeast elevation. Recent changes include the facing of the platform in rock.

In May 1970, the station was donated to the City of Folsom, including 1.1 acres of property and rolling stock by the Southern Pacific Company. The turntable stands on land retained by the Southern Pacific but leased privately. The three railroad cars donated by that company now stand on the track alongside the Depot, and are included in the nomination as related and pertinent objects. While they are removeable, the Southern

FHR-8-300A  
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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

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RECEIVED JAN 20 1982

DATE ENTERED FEB 19 1982

CONTINUATION SHEET

1

ITEM NUMBER

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Southern Pacific Company: 1 Market Plaza  
San Francisco, CA 94105

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NATIONAL PARK SERVICE

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ITEM NUMBER

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1

Pacific Company has recently removed the track up to the compound boundaries and the removal of the cars is rather unlikely.

The rolling stock grouping consists of a passenger car, a box car, and a caboose. Passenger Car #2210 was built in January of 1924 by the Pullman Company. The seventy two foot car was used as a commuter car on the San Francisco Peninsula until its retirement in February 1969. Box Car #125433 was built in July of 1948 by the American Car and Foundry and weighs fifty tons. Caboose #1197 which weighs forty tons was built in October of 1942 by Southern Pacific in Los Angeles and retired in February of 1969.

In approximately 1972, the Ashland Station, an early railroad station probably serving the Sacramento, Placer, Nevada Railroad and located on the other side of the American River, was moved and relocated on the Leidesdorff Street side of the Depot, within a small city-created compound which includes both buildings, a new blacksmith shop, and a number of railroad and agriculturally related artifacts and equipment. The Ashland Depot, moved into this setting from its original site, would require its own eligibility assessment. The various artifacts vary in their relationship to the railroad, are removeable, and not appropriate for inclusion. The "blacksmith shop" building is not eligible. The entire property was surrounded by a fence in 1975 to protect the rolling stock and Depot from vandalism. However, only the Depot, tracks, and turntable are included in the nomination.



## 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1906

Builder/Architect

### Statement of Significance (in one paragraph)

The Folsom Depot, built in 1906, is an excellent example of small town railroad architecture of the early 20th century. The building is an early and intact representative of the use of standardized architectural design by large companies, both to establish a corporate identity and serve a functional purpose economically. The property is also significant as the site of the eastern terminus of the Sacramento Valley Railroad, the oldest railroad in California; it occupies the site of the original Depot and still retains the turntable portion of the complex as well as the original depot-to-track juxtaposition. The Sacramento Valley Railroad, which linked the port of San Francisco (by Sacramento River transportation) to the mines of Nevada via stage routes over the Sierras during the 19th century bonanza gold and silver strikes, played a critical role in the development of the City of Folsom as well as the Sacramento Valley and western Nevada. This railroad, completed between Sacramento and Folsom in 1856, was laid out by Theodore Judah who also laid out the City of Folsom, terminus of the new railroad. Judah also engineered the route of the Central Pacific Railroad which later absorbed the Sacramento Valley line and was, in turn, assumed by the Southern Pacific Co. This section of the line evolved into an important agricultural transportation link for ranchers of the area in the 20th century. Although the present Depot was designed much later, the turntable and general layout of tracks and Depot were designed by Judah.

# 9. Major Bibliographical References

George F. Wright, Ed. History of Sacramento County, 1880, Thompson and West, Oakland California, 1880  
Sacramento Bee, Resources of Sacramento County, A Souvenir of the Bee, 1895, second edition

# 10. Geographical Data

Acreeage of nominated property .705 acres  
Quadrangle name Folsom Quadrangle scale 1:2400

### UMT References

A	10	658350	4282540	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

### Verbal boundary description and justification

Assessor's Parcel Number 19, Book 70, page 01  
From the point where the railroad tracks meet Wool Street, to the southwest  
(see continuation sheet)

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

state	<u>n/a</u>	code	county	code
state		code	county	code

# 11. Form Prepared By

name/title Paula Boghosian

organization Historic Environment Consultants date June 29, 1980

street & number 2306 J Street telephone (916) 446-2447

city or town Sacramento state California 95816

# 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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature [Signature]

title S4PO date 1-7-82 (date of letter)

**For HCRS use only**

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

[Signature] 2/19/82  
Keoper of the National Register Entered in the National Register date

Attest: \_\_\_\_\_ date \_\_\_\_\_  
Chief of Registration

*for factory*

FHR-8-300A  
(11/78)

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INVENTORY -- NOMINATION FORM**

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CONTINUATION SHEET

3

ITEM NUMBER 9

PAGE 1

Architectural Drawings, Plan # 22, Southern Pacific Company  
Folsom Telegraph; May 11, 1974  
June 6, 1924

Personal communication; Steven Speights, Folsom City engineer June 27, 1980

Wray Burrows, History of Folsom, California, 1850-1900  
Gilbert H. Kneiss, Bonanza Railroads, Stanford University Press, Stanford  
California, 1954

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CONTINUATION SHEET

4

ITEM NUMBER 10

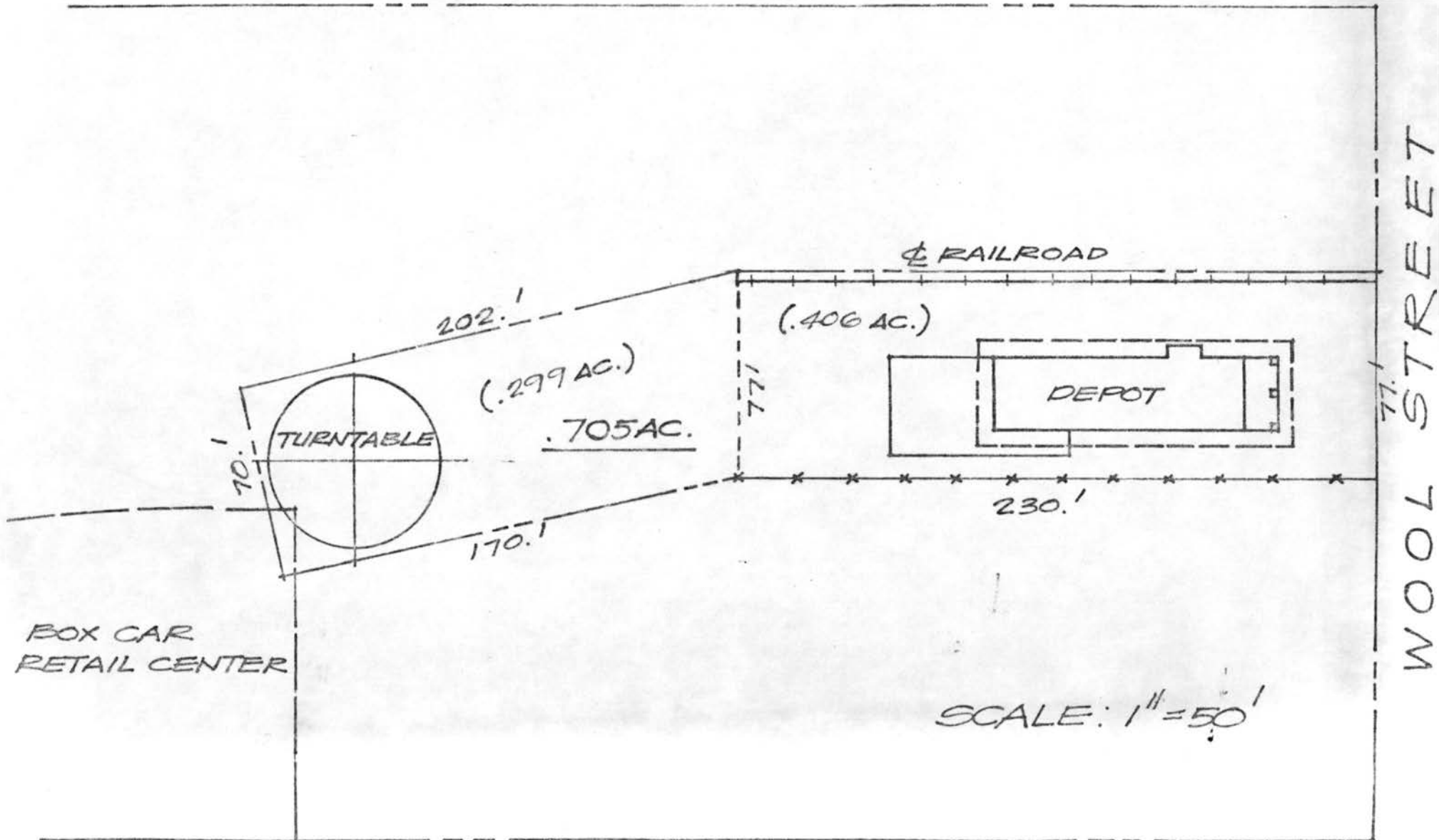
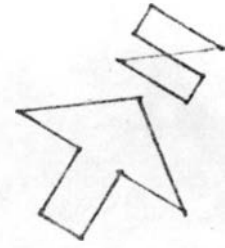
PAGE 1

for 77 feet, thence directly to the southwest for 230 feet. Then continue south-southwest for 170 feet, then northwest for 70 feet, thence to the northeast for 202 feet, meeting the railroad track bed, and from that point extending two feet from the center of the track, parallel to the track to Wool Street.

The boundaries have been chosen to include the Depot structure itself, the immediately associated tracks with the three railroad cars, and the area connecting to and containing the turntable pit which is the major remaining element of the original Sacramento Valley Railroad complex.



# LEIDESDORF





FEB 19 1982



FOLSOM

FOLSOM  
MEMBER  
OF  
COMMERCE

SOUTHERN PACIFIC  
1887







FOLSOM

WAGGON RENTED







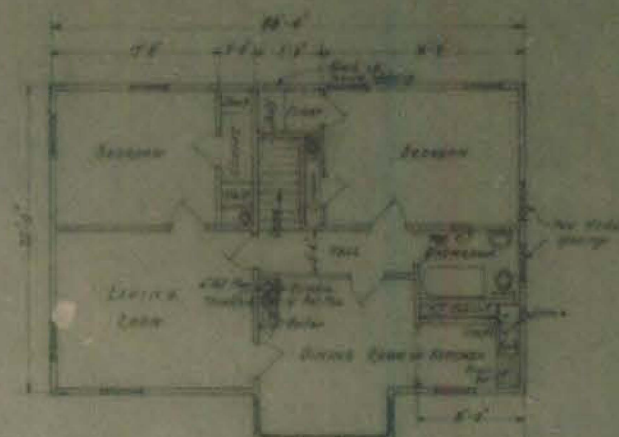




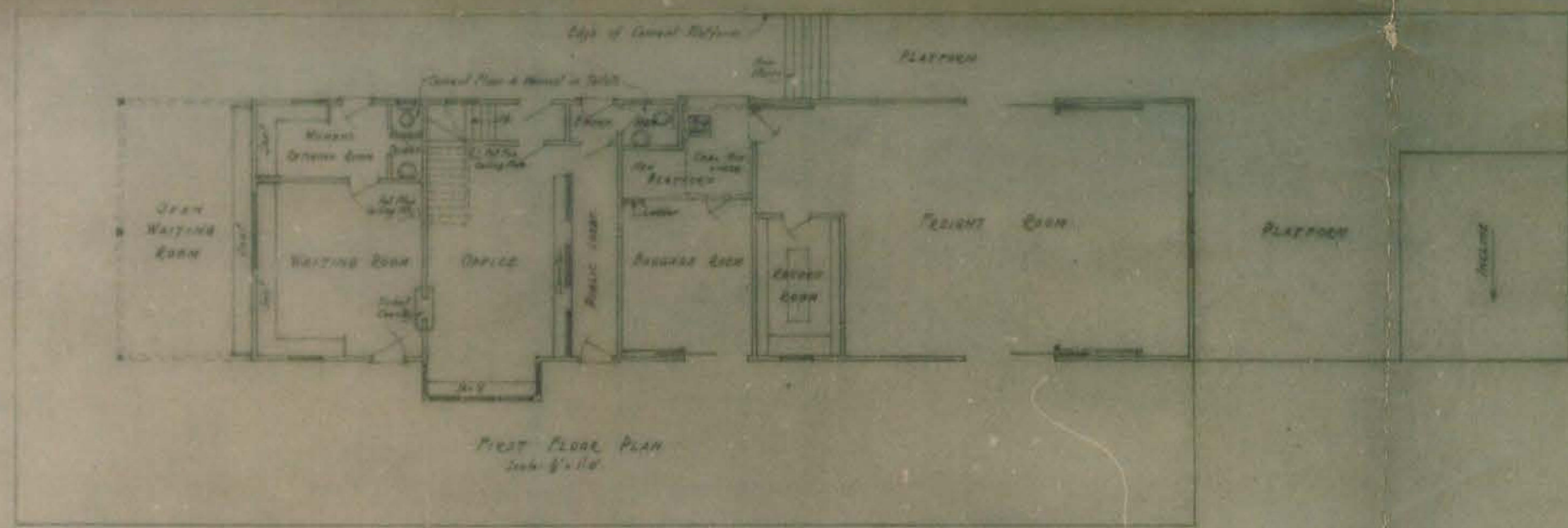








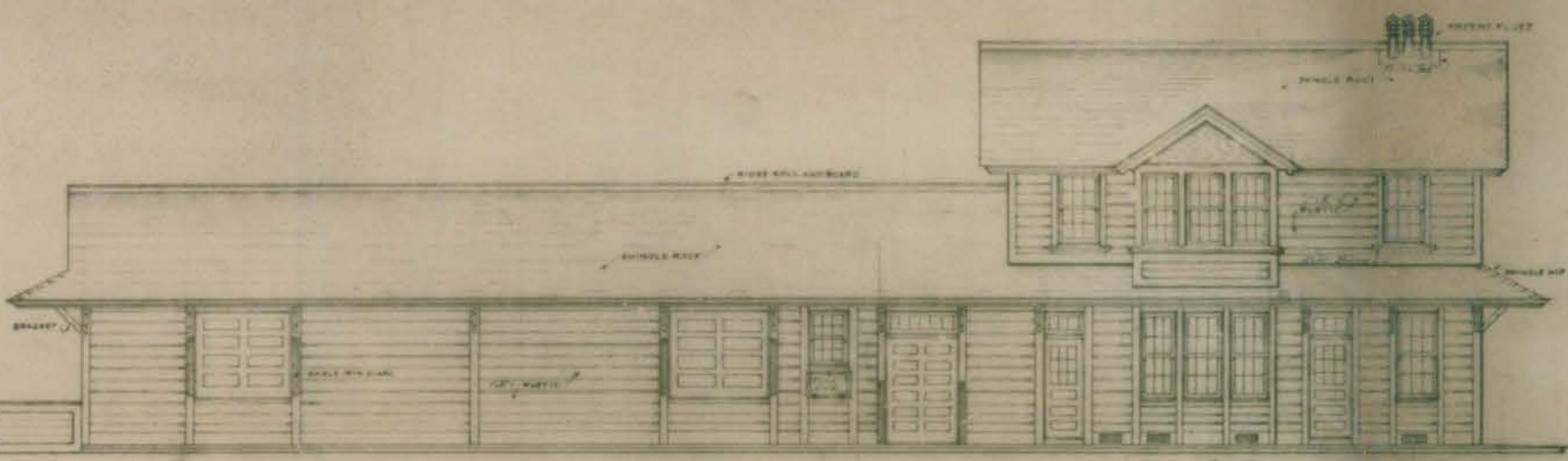
Second Floor Plan  
Scale 1/4" = 1'-0"  
Note: All window openings indicated except where marked otherwise to retain old structure.



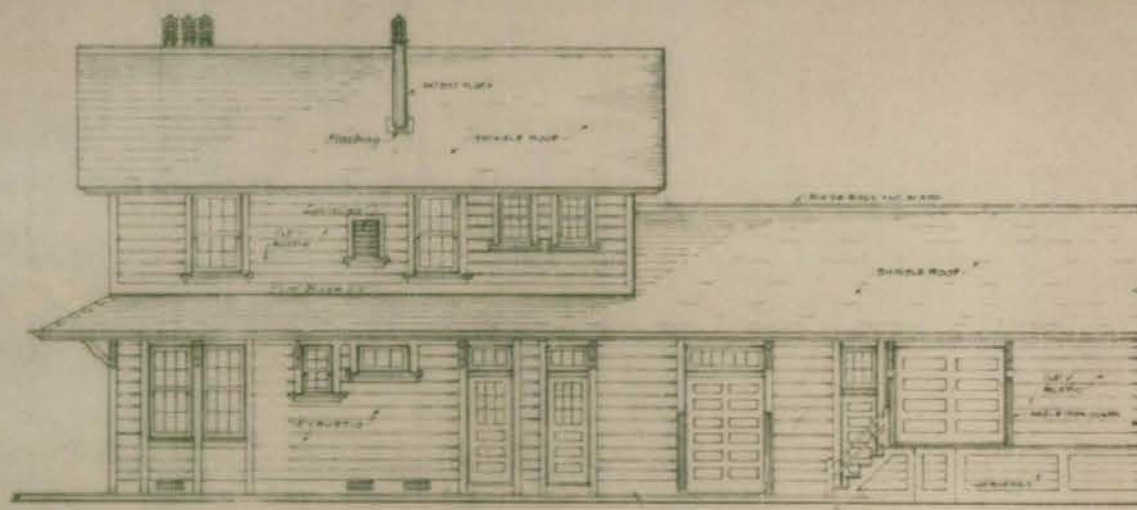
SOUTHERN PACIFIC CO.  
RECONSTRUCTING COMBINATION STATION  
FOLSOM, - CAL.  
Floor Plans  
Scale as noted ENR June 1924

ENR
Drawing 8196
Sheet 4
Drawer 42

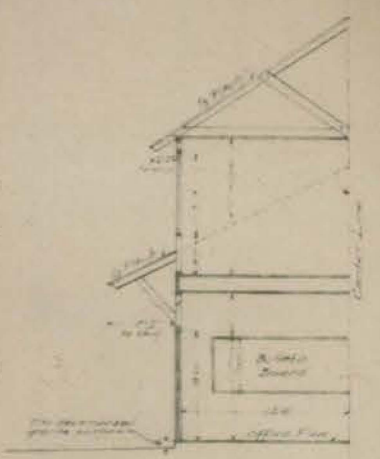




FRONT ELEVATION

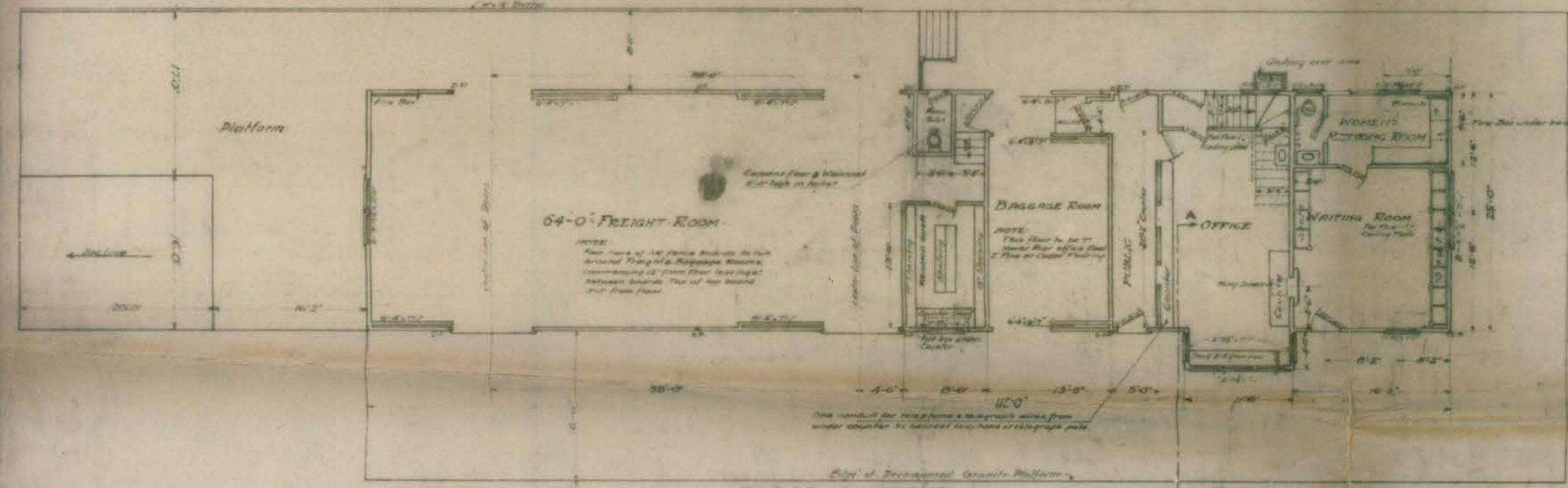


REAR ELEVATION

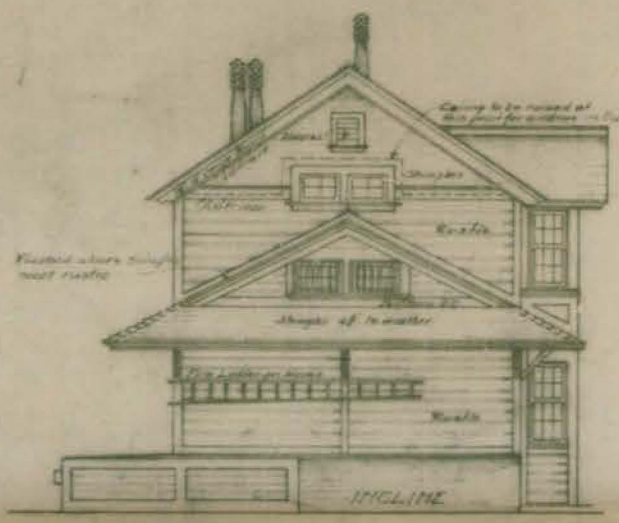


SECTION

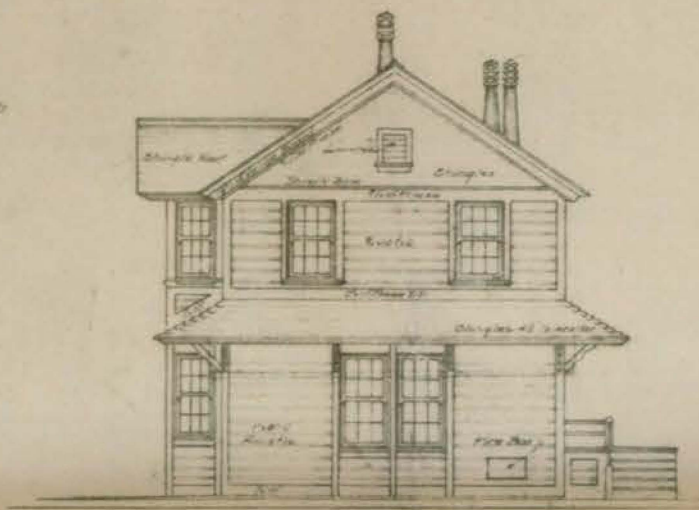
Note: Space for door in existing frame to be partitioned.



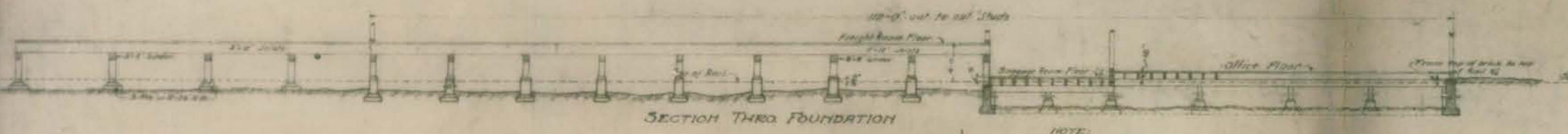
FIRST FLOOR PLAN



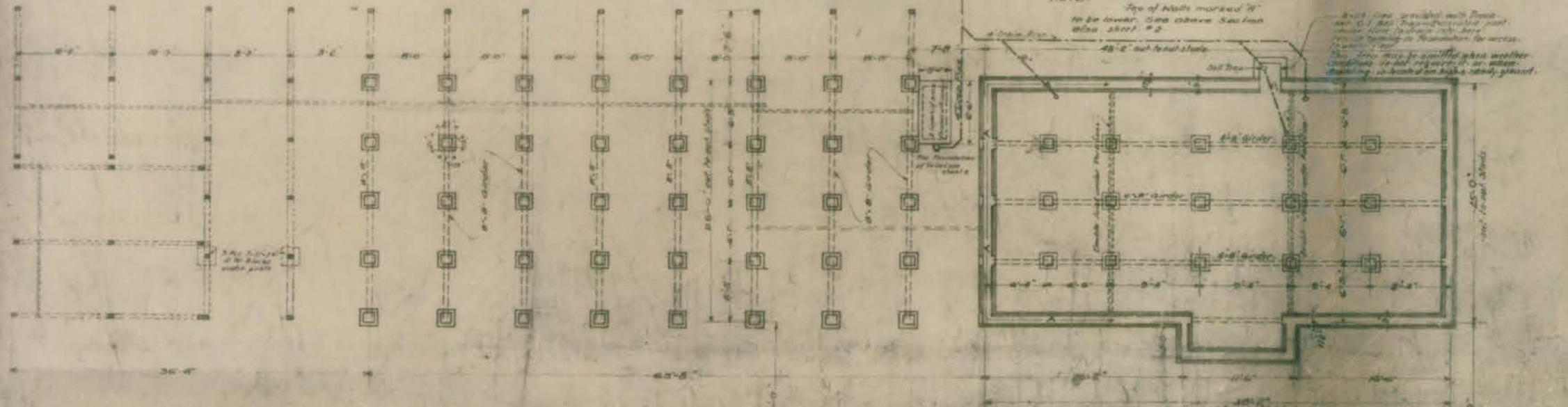
END ELEVATION



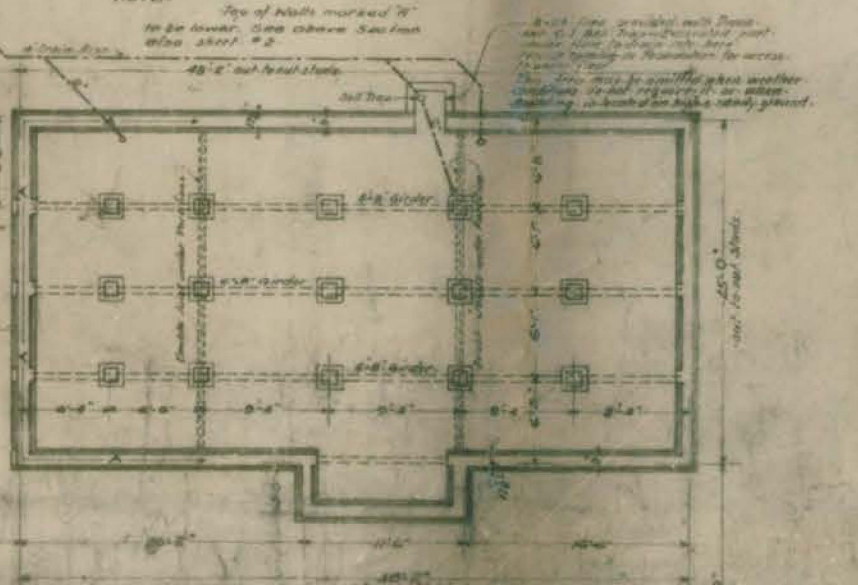
END ELEVATION



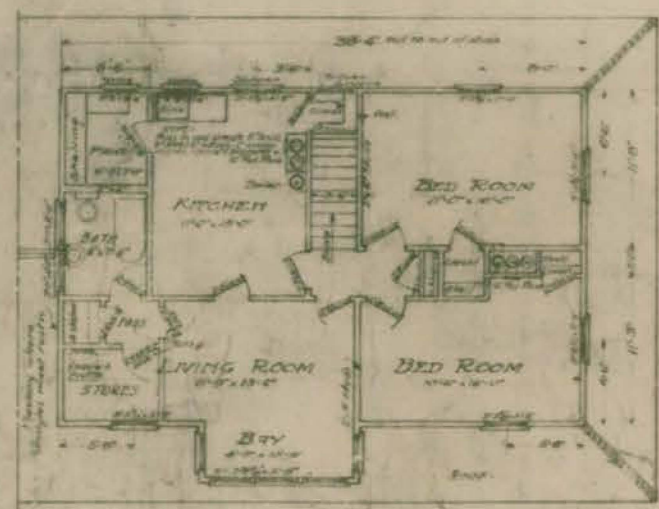
SECTION THRU FOUNDATION



FOUNDATION PLAN



SECOND FLOOR PLAN



DATE	LOCATION	REMARKS	BUILT BY
May 04	Dimbu, Cal.	64'-0" Freight Shed	Company Forces
Nov. 04		Bath Room Pictures Added	
June 05	Chatsworth, Cal.	42'-0" Freight Shed	Company Forces
Nov. 04		Bath Room Pictures Added	
Nov. 04	Chandler, Cal.	Changed from 42' to 58'	Company Forces
Apr. 04	Cottonwood, Cal.	64'-0" Freight Room	Company Forces
May 09	Farmington, Cal.	50'-0"	
Jan. 10	Heber, Cal.	64'-0"	Contractor
	P.H., Cal.	42'-0"	
	Altamont, Cal.	42'-0"	
Nov. 8	Martinez, Cal.	42'-0"	Company Forces
	Patterson, Cal.	42'-0"	
Feb. 10	Moore Park	64'-0"	Contractor
	Los Angeles	42'-0"	Company
	Garwood	64'-0"	Company
Feb. 10	Williams	42'-0"	
Feb. 10	Zelzah	64'-0"	
Sept. 10	Lemoore	64'-0"	
Aug. 9	Red Rock	64'-0"	

SOUTHERN PACIFIC COMPANY  
COMBINATION STATION No. 22  
AT

PLANS-ELEVATIONS & SECTIONS

Scale 1/8"=1'-0" D.W.P. Rechecked Mar. 17/11  
Revised Aug. 19, 1911 By E.M.P.

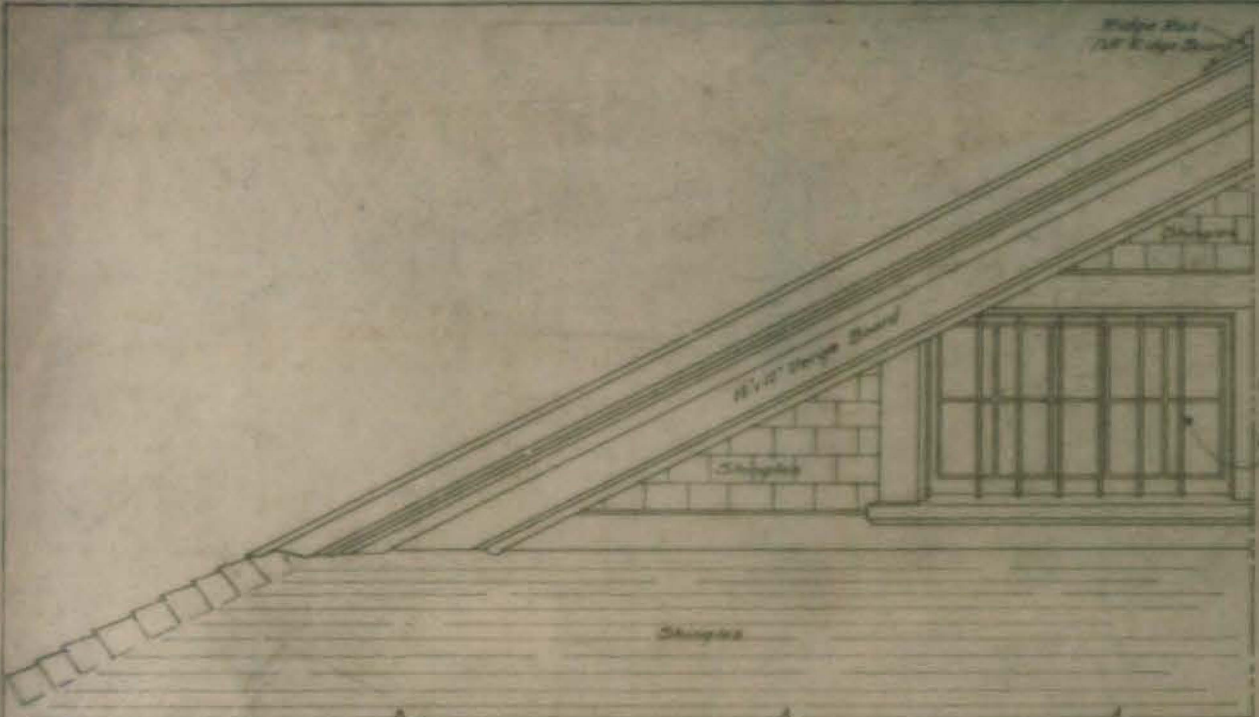
REVISED	DATE	REVISION

M.W.D.  
Checked  
Drawn

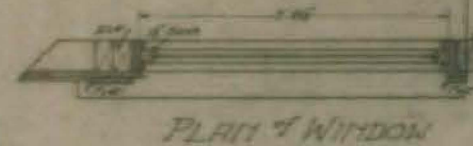




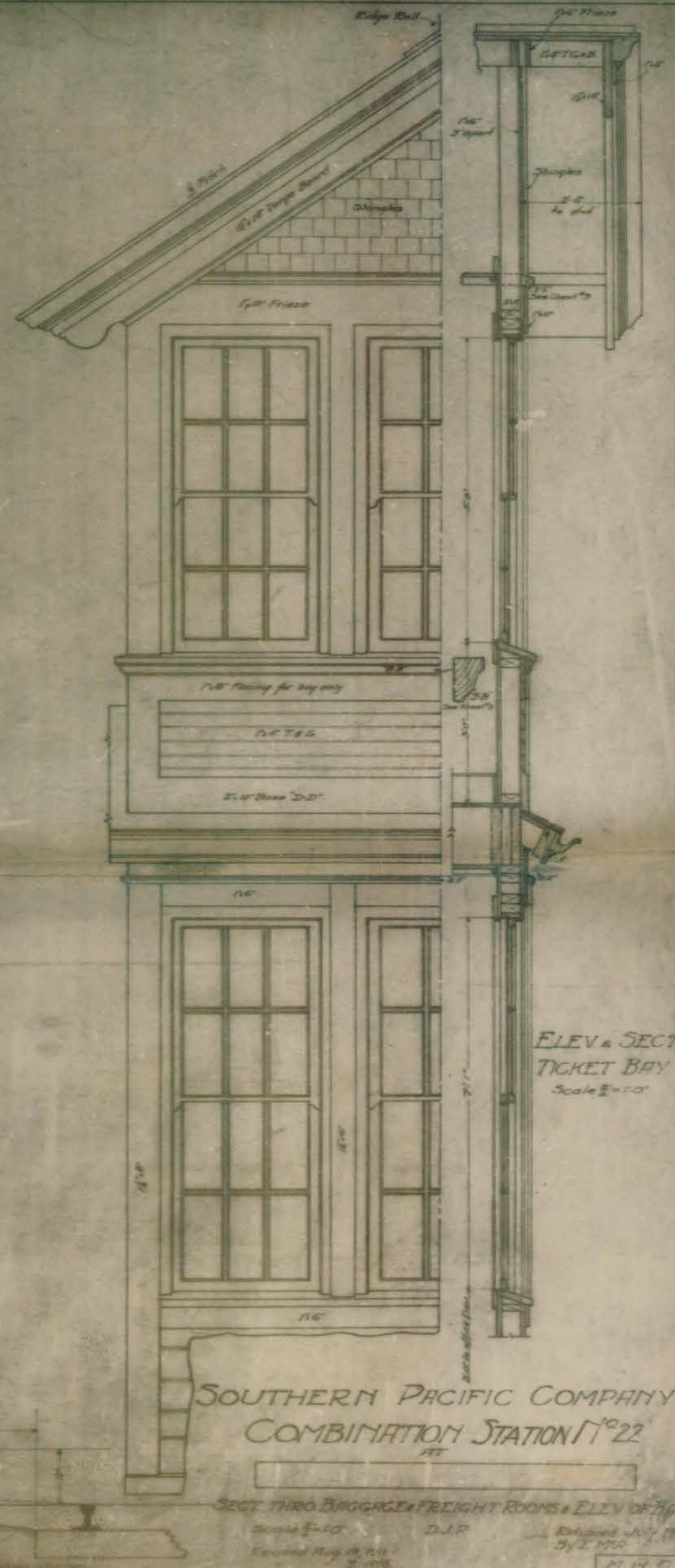
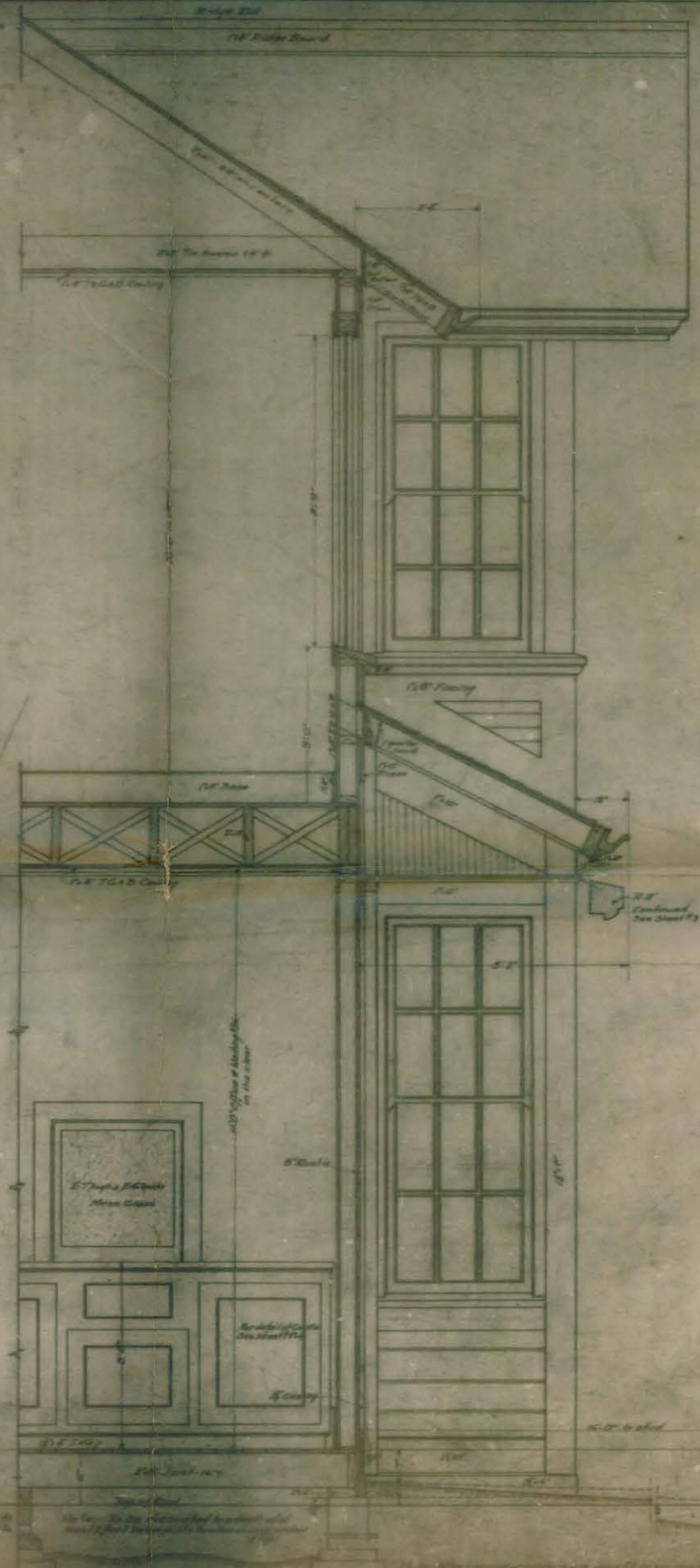




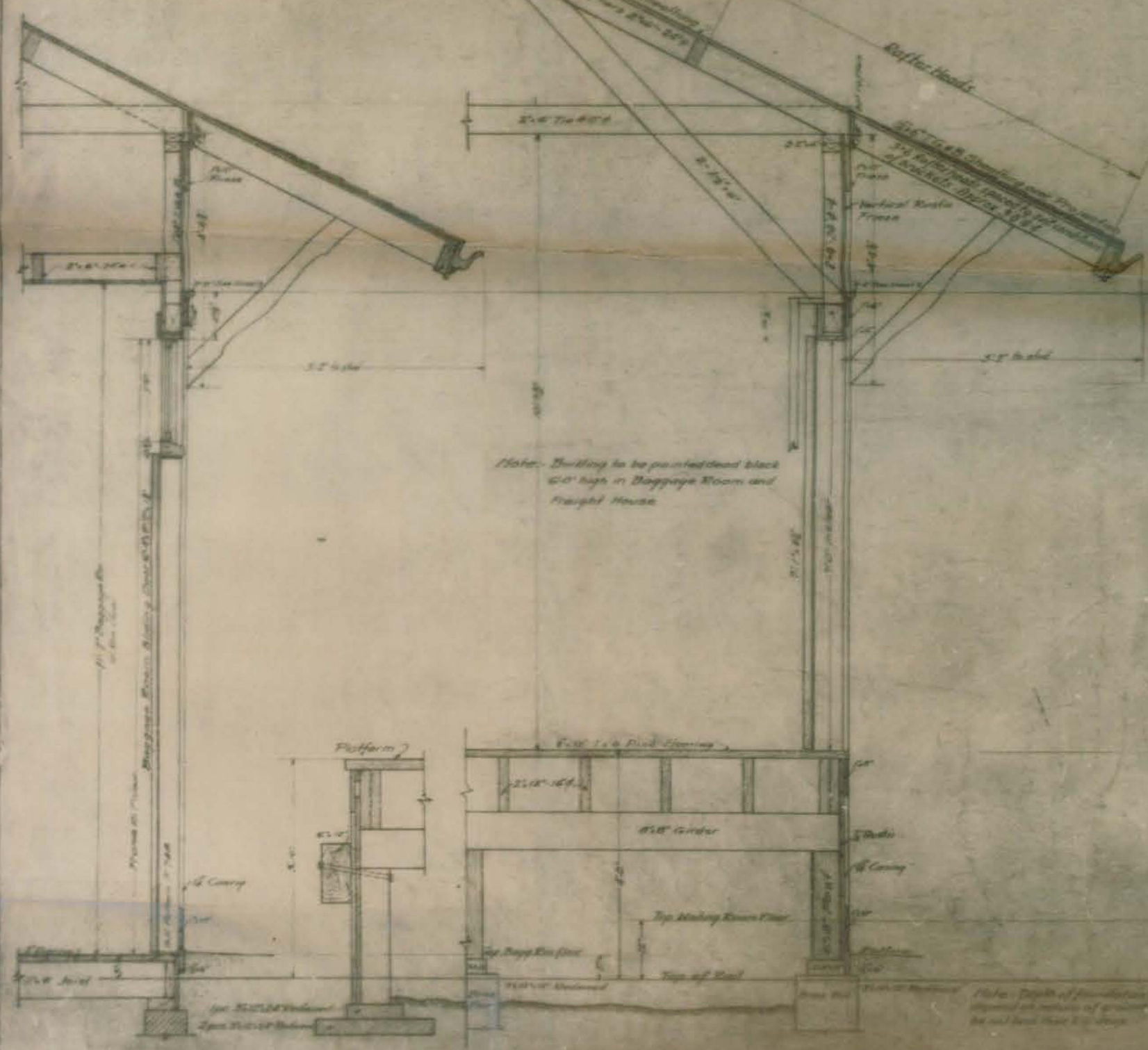
DETAIL OF WINDOWS GABLE OF FREIGHT HOUSE  
SCALE 3/4"=1'-0"



SECTION



ELEV & SECT OF TICKET BAY  
Scale 3/4"=1'-0"



Note: Building to be painted lead black 60" high in Baggage Room and Freight House

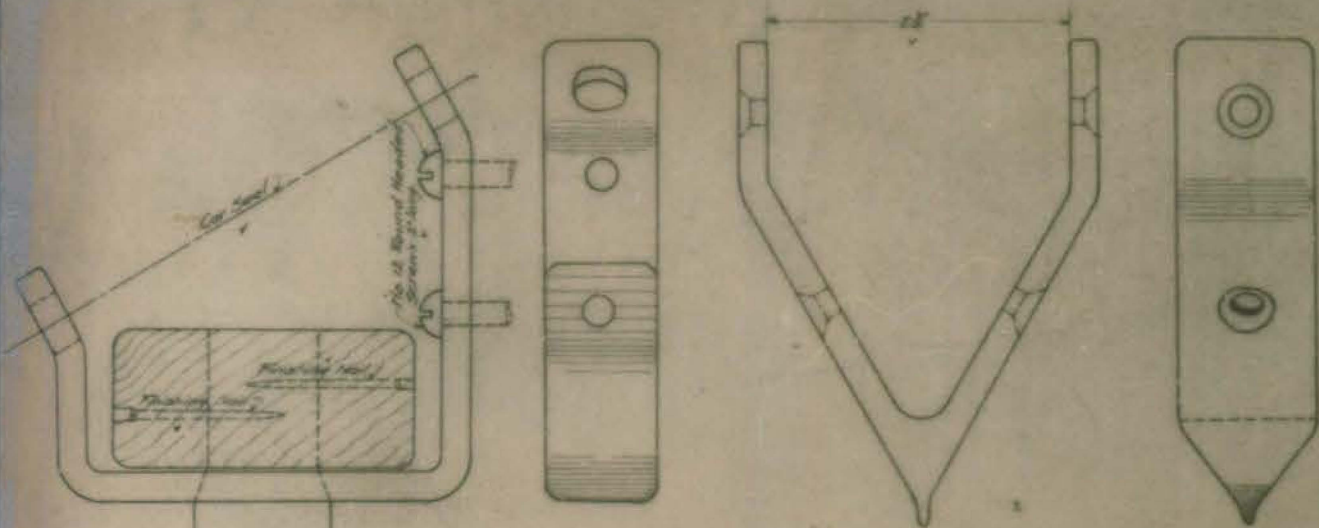
SECT. THRU BAGGAGE ROOM  
Scale 3/4"=1'-0"

SECT. THRU FREIGHT ROOM  
Scale 3/4"=1'-0"

SOUTHERN PACIFIC COMPANY  
COMBINATION STATION No. 22  
AT

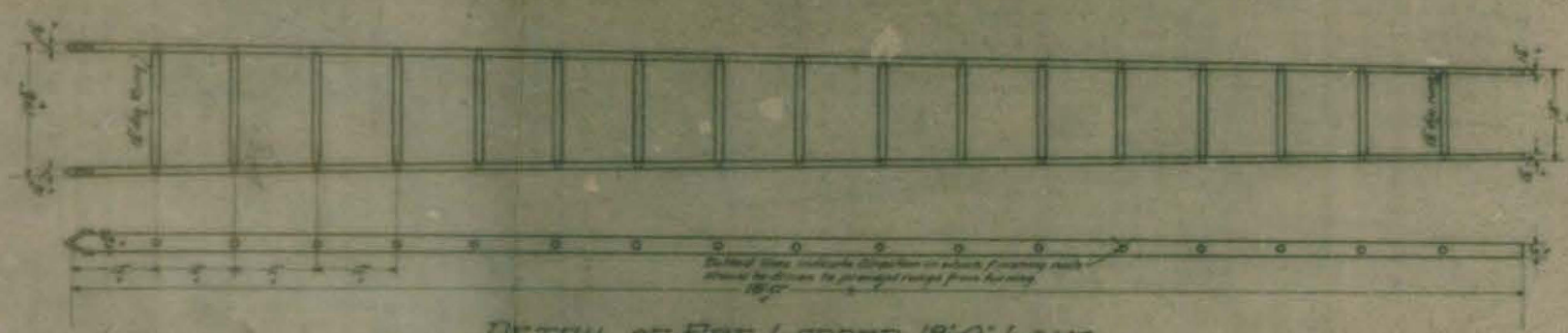
SECT. THRU BAGGAGE & FREIGHT ROOMS & ELEV. OF BAY  
Scale 3/4"=1'-0" D.J.P.  
Revised July 19, 1905  
Revised Aug 19, 1911  
S.P.C.



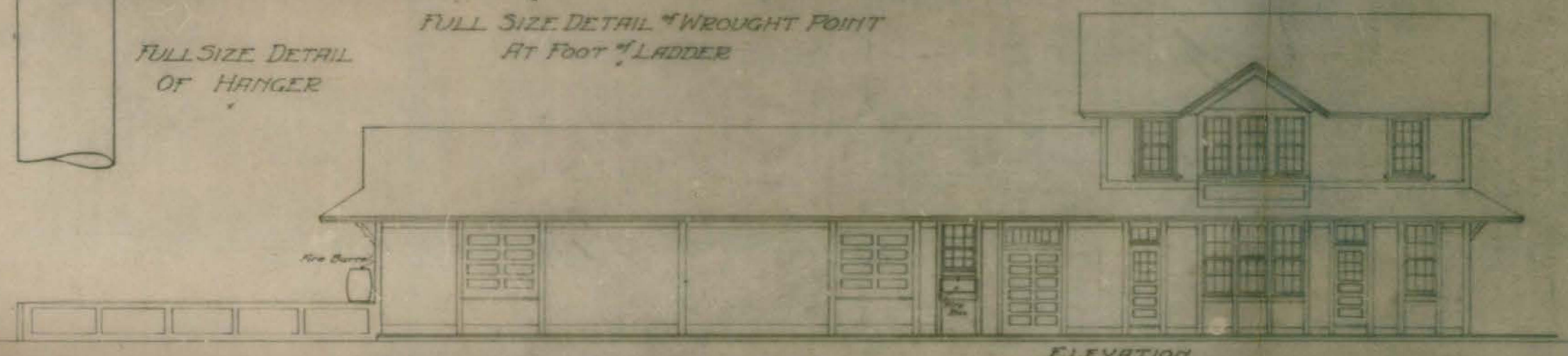


FULL SIZE DETAIL OF HANGER

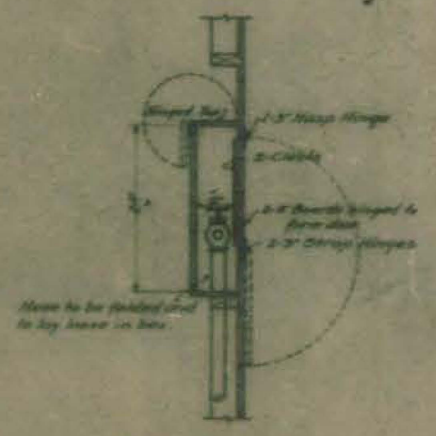
FULL SIZE DETAIL OF WROUGHT POINT AT FOOT OF LADDER



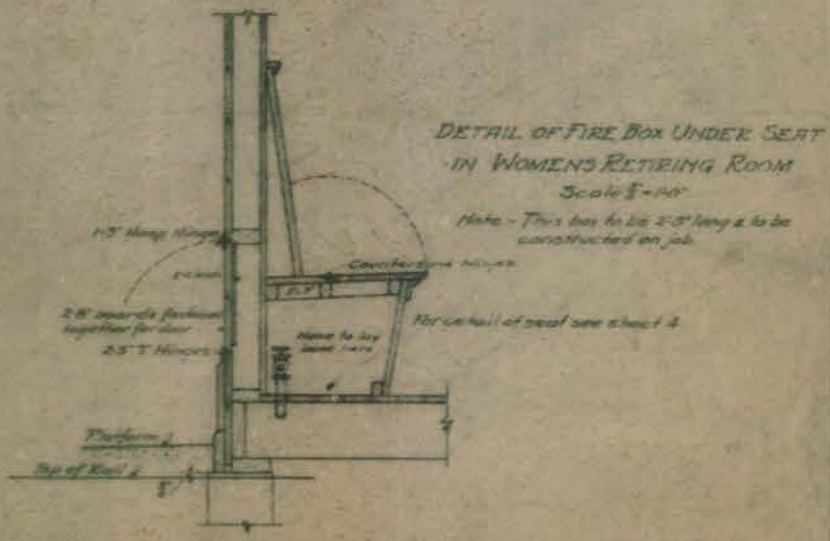
DETAIL OF FIRE LADDER 18'-0" LONG  
Scale 1/2" = 1'-0"



ELEVATION

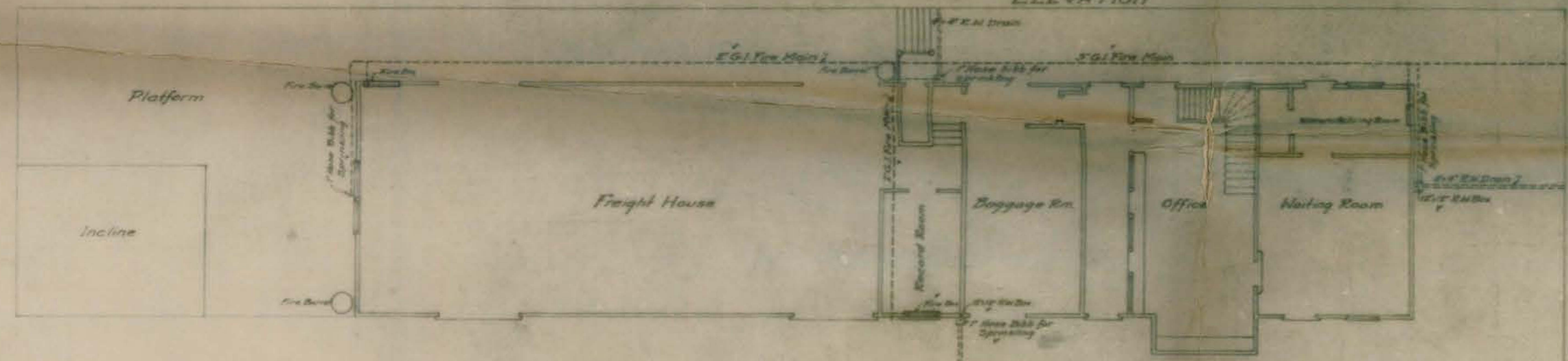


FIRE BOX FOR FREIGHT HOUSE & RECORD ROOM  
Scale 1/2" = 1'-0"



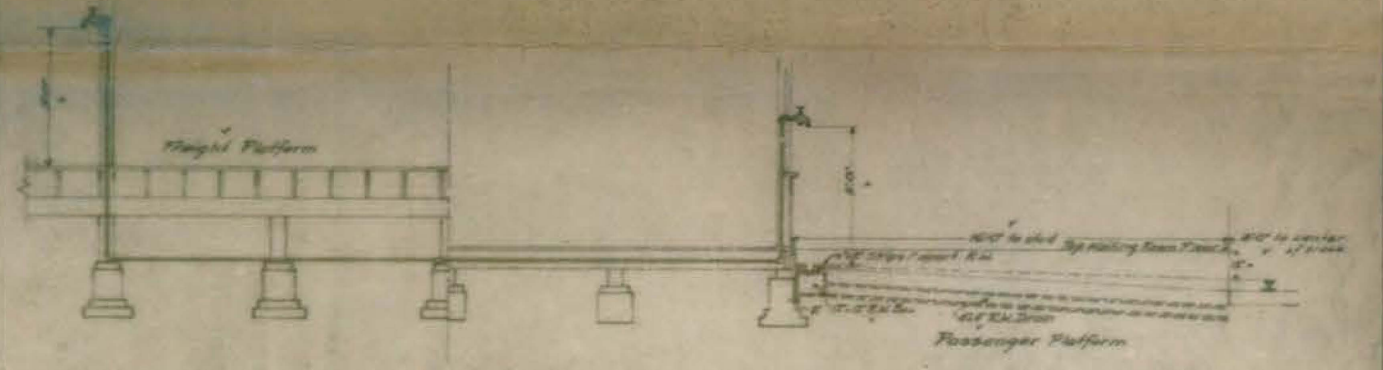
DETAIL OF FIRE BOX UNDER SEAT IN WOMEN'S RETIRING ROOM  
Scale 1/2" = 1'-0"

NOTE: Each box to have 30'-0" of 1/2" unlined linen hose complete with nozzle and couplings



FIRST FLOOR PLAN  
Scale 1/4" = 1'-0"

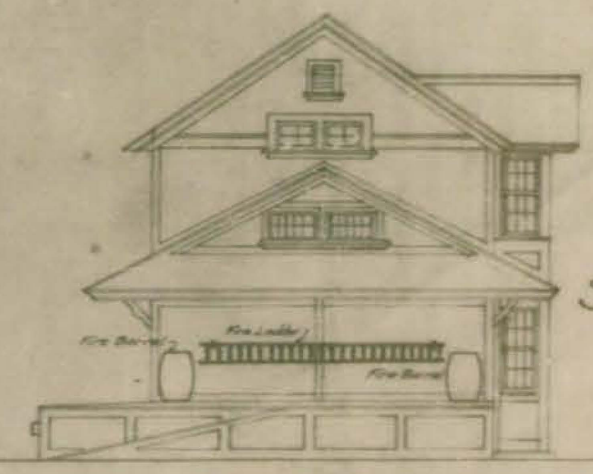
NOTE: There will be 3 Fire Barrels and Buckets for every 5000 sq ft. of floor area.



CROSS SECTION  
Scale 1/2" = 1'-0"



END ELEVATION  
Scale 1/2" = 1'-0"



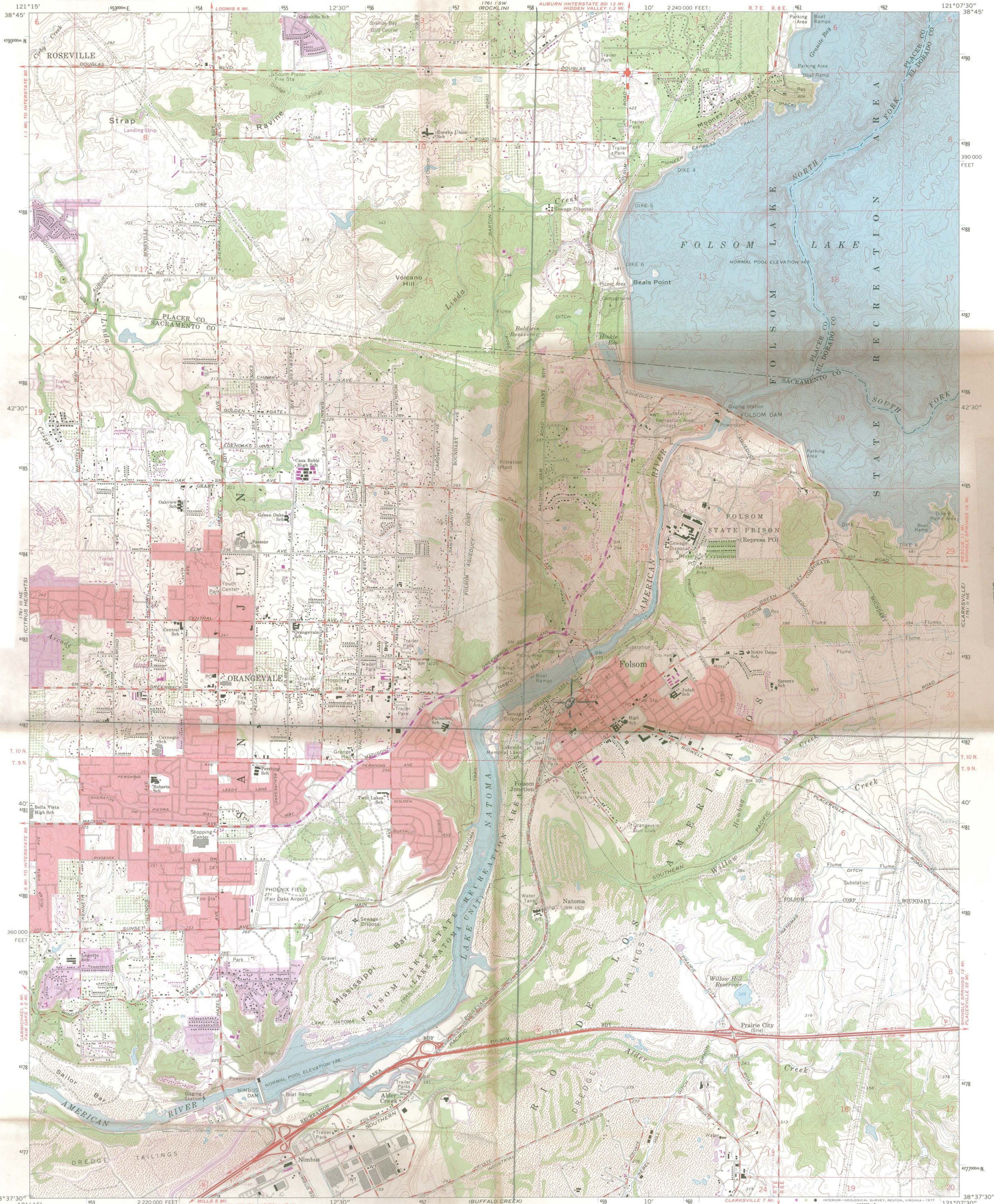
END ELEVATION  
Scale 1/2" = 1'-0"

SOUTHERN PACIFIC COMPANY  
COMBINATION STATION No. 22

PIPING PLAN & EQUIPMENT FOR FIRE PROTECTIVE SYSTEM  
Scale As Shown D.J.P.  
Revised Aug. 13, 1911  
Nov. 14, 1911  
Retraced Aug. 1911  
By E.M.P.

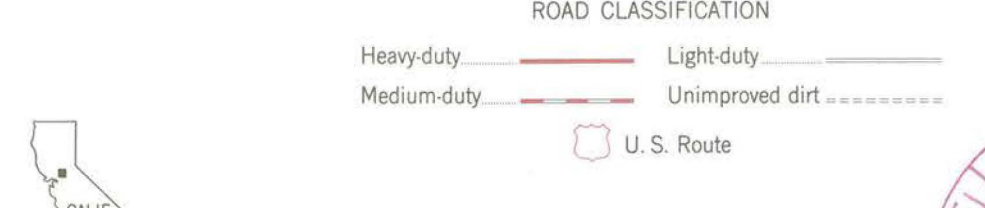
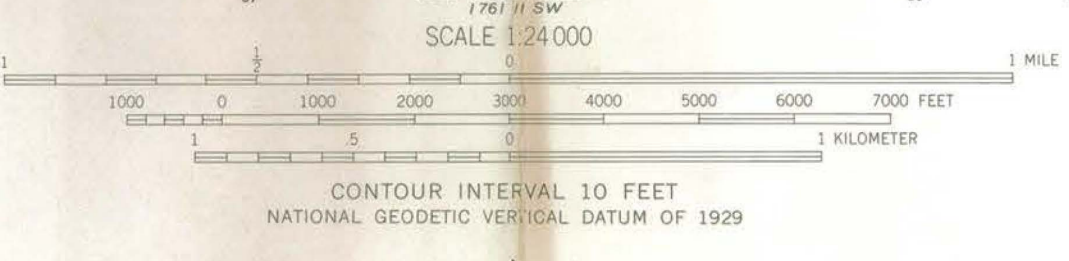
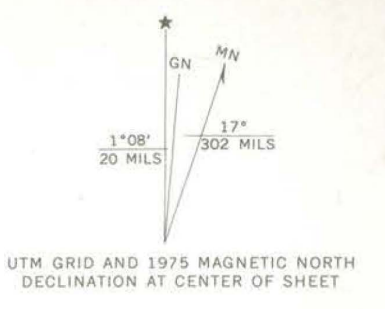
M.W.S.
Drawn No. 187
Sheet No. 7
Drawn No. 42
Checked





FOLSOM DEPOT  
Folsom, Sacramento County, California  
UTM: 10J658350/4282540

Mapped, edited, and published by the Geological Survey  
in cooperation with California Department of Water Resources  
Control by USGS and USC&GS  
Topography by photogrammetric methods from aerial photographs  
taken 1952 and planetable surveys 1908. Field checked 1954  
Revised from aerial photographs taken 1966. Field checked 1967  
Polyconic projection. 1927 North American datum  
10,000-foot grid based on California coordinate system, zone 2  
1000-meter Universal Transverse Mercator grid ticks,  
zone 10, shown in blue  
Red tint indicates areas in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence lines  
Land grant boundaries which follow the banks of the  
American River are not shown  
Revisions shown in purple compiled from aerial photographs  
taken 1975. This information not field checked



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

FOLSOM, CALIF.  
N3837.5—W12107.5/7.5  
1967  
PHOTOREVISED 1975  
AMS 1761 II NW—SERIES 8989  
FEB 19 1982





# National Register of Historic Places

## Note to the record

Additional Documentation: 2013



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: ADDITIONAL DOCUMENTATION

PROPERTY Folsom Depot  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: CALIFORNIA, Sacramento

DATE RECEIVED: 8/16/13 DATE OF PENDING LIST:  
DATE OF 16TH DAY: DATE OF 45TH DAY: 10/02/13  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 82002229

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT  RETURN  REJECT 10.2.13 DATE

ABSTRACT/SUMMARY COMMENTS:

**Additional Documentation Approved**

RECOM./CRITERIA Accept

REVIEWER Eason Beall DISCIPLINE Historian

TELEPHONE \_\_\_\_\_ DATE 10.2.13

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



August 12, 2013

Ms. Carol Shull, Keeper  
National Register of Historic Places  
National Park Service 2280  
1201 I (Eye) Street, NW  
Washington, DC 20005

Subject: **Removal of Contributor  
Folsom Depot  
Folsom, Sacramento County, California  
National Register of Historic Places**

Dear Ms. Shull:

Enclosed please find a letter regarding the removal of Southern Pacific Coach 2110 as a contributor to the Folsom Depot, a property listed in the National Register. On August 2, 2013, the State Historical Resources Commission unanimously found the property not eligible for the National Register under the criteria and areas of significance for which the Folsom Depot was nominated. As State Historic Preservation Officer I agree with the Commission's findings that the property is not eligible under the Folsom Depot's historic context due to a lack of historic association with the depot or railroading in Folsom, California. Under 36 CFR 60.15(a)(2) the research conducted by the City of Folsom revealed that the coach was not associated with the Folsom Depot, representing new information that it does not meet the criteria for significance in association with that property.

The property is nominated by the property owner, the City of Folsom.

If you have any questions regarding this nomination, please contact William Burg of my staff at 916-445-7004.

Sincerely,

for  
Carol Roland-Nawi, Ph.D.  
State Historic Preservation Officer

Enclosures













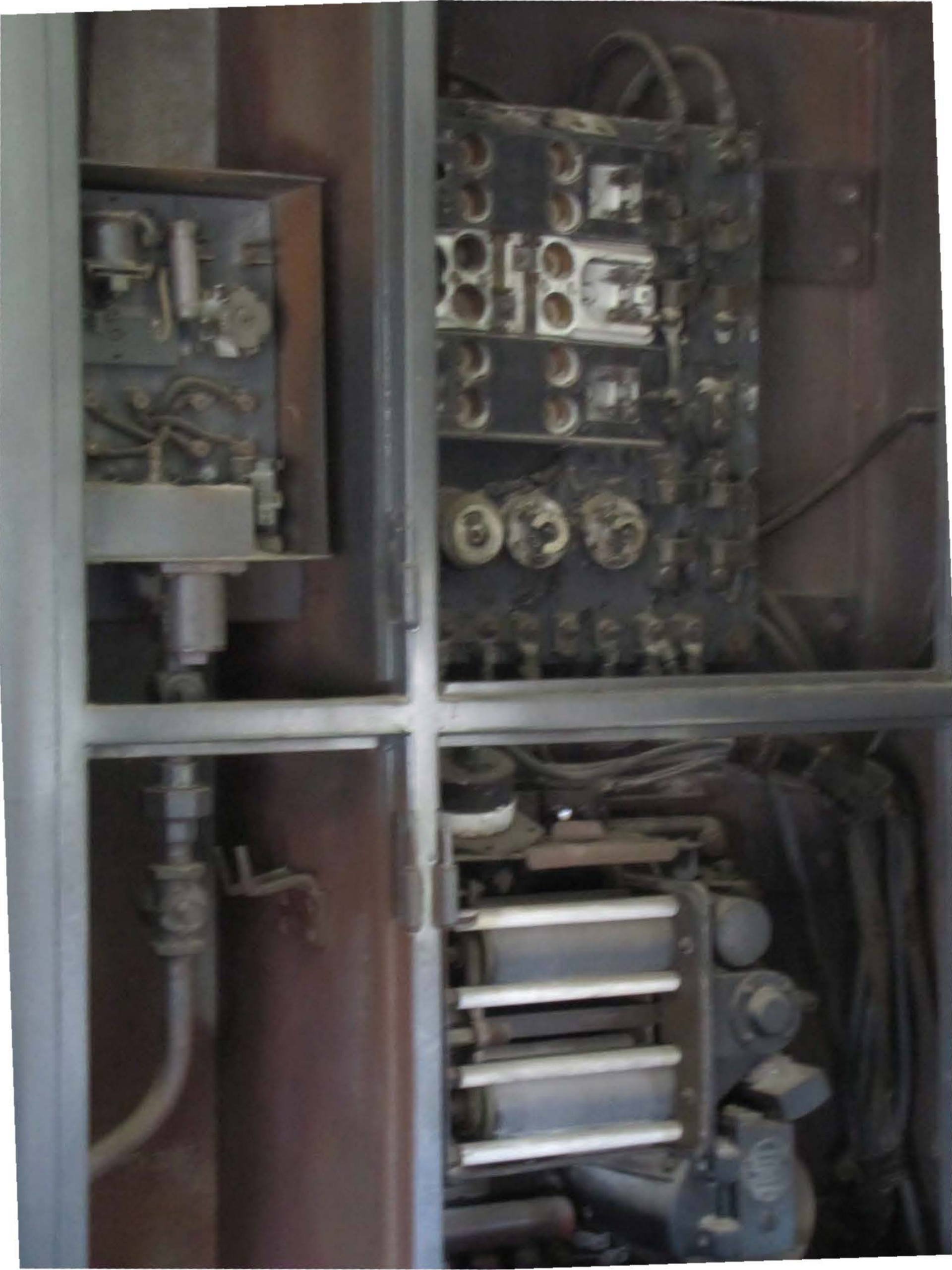




Handwritten label with illegible text, likely identifying the cleaning supplies.

PRESS & POWDER

















National Register of Historic Places  
Memo to File

# Correspondence

The Correspondence consists of communications from (and possibly to) the nominating authority, notes from the staff of the National Register of Historic Places, and/or other material the National Register of Historic Places received associated with the property.

Correspondence may also include information from other sources, drafts of the nomination, letters of support or objection, memorandums, and ephemera which document the efforts to recognize the property.



Name Falsam Depot  
 State, County CA, Sacramento  
 Working Number 1-20-82-179

Fed Nom or Request-Agency \_\_\_\_\_  
 Federal Register Date 5.7.83

Nomination  
 Determination of Eligibility  
 On Nomination Form

Bldg(s) \_\_\_\_\_  
 Site \_\_\_\_\_  
 Object \_\_\_\_\_  
 Structure \_\_\_\_\_  
 District \_\_\_\_\_

Within: \_\_\_\_\_  
 Multiple Resource Area  
 Thematic Group

Maps /  
 Photos 7

Nomination prepared by:  
 State Staff  
 Local  
 Other

Entered in the  
 Action: National Register  
 ACCEPT 2/19/82  
 RETURN \_\_\_\_\_  
 REJECT \_\_\_\_\_

Check if Appropriate:  
 State Request for Review  
 Keeper's Decision to Review  
 2nd Return

I. Evaluation of Resource (cont. on back if necessary)

II. Evaluation of Nomination

	Quality			Comments
	Good	Adequate	Poor	
1. Descriptive Statement Short Format <input type="checkbox"/> Yes <input type="checkbox"/> No				
2. Significance Statement Short Format <input type="checkbox"/> Yes <input type="checkbox"/> No				
3. Concepts/Integrity				
4. Concepts/Criteria				
5. Concepts/Boundaries				
6. Contextual Evaluation				

General Comments (cont. on back if necessary):

Reviewer/Date \_\_\_\_\_

See Attached \_\_\_\_\_



ENTRIES IN THE NATIONAL REGISTER

STATE CALIFORNIA

Date Entered FEB 19 1982

<u>Name</u>	<u>Location</u>
Pomona Fox Theater	Pomona Los Angeles County
Howe, Edward P., Jr., House	Sacramento Sacramento County
Folsom Depot	Folsom Sacramento County
Goethe House	Sacramento Sacramento County

Also Notified

Honorable S. I. Hayakawa  
Honorable Alan Cranston  
Honorable David Dreiger  
Honorable Robert T. Matsui

Western Region, NPS

State Historic Preservation Officer  
Dr. Knox Mellon  
Office of Historic Preservation  
Department of Parks and Recreation  
P.O. Box 2390  
Sacramento, California 95811

NR

Eady/mc

2/26/82

For further information, please call the National Register at (202) ~~243-6401~~.

272-3504

CITY OF FOLSOM

50 Natoma Street

Folsom, California 95630

~~PLANNING DEPT.~~ Planning Dept., 985-2278

RECEIVED  
NOV 4 1980

OHP



November 3, 1980

Dr. Knox Mellon  
State Historic Preservation Officer  
Dept. of Parks and Recreation  
P.O. Box 2390  
Sacramento, CA 95811

Re: Folsom Depot nomination to the National Register  
of Historic Places

In response to your letter of September 5, 1980, the  
City of Folsom encourages the nomination of the Folsom  
Depot at 200 Wool Street, Folsom, to the National  
Register.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Leona E. Franke".

Leona E. Franke  
Planning Director

LEF/lm



**CITY OF FOLSOM**

50 Natoma Street  
Folsom, California 95630

(916) 985-2070

RECEIVED

NOV 6 1980

OHP



November 4, 1980

Dr. Knox Mellon, State Historic Preservation Officer  
Office of Historic Preservation  
Department of Parks and Recreation  
Post Office Box 2390  
Sacramento, CA 95811

Re: Folsom Depot

Dear Dr. Mellon:

The City Council wishes to endorse and commend to you nomination of the Folsom Depot, 200 Wool Street, Folsom, to the National Register of Historic Places. Railroads have played a critical role in the development of our community as well as this region, and because the Folsom Depot is an excellent example of small town railroad architecture of the Twentieth Century, we wish to do everything possible to preserve and protect this structure.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read "P. Stanley Gisler".

P. STANLEY GISLER  
Mayor

PSG:gr





OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION  
POST OFFICE BOX 2390  
SACRAMENTO, CALIFORNIA 95811  
(916) 445-8006



January 7, 1982

Ms. Carol Shull  
Acting Keeper of the National Register  
National Park Service  
440 G Street, NW  
Washington, DC 20240

Dear Ms. Shull:

We submit the Folsom Depot for nomination to the National Register of Historic Places. This property is located in Sacramento County in the 3rd California Congressional District. The private property owner has been given a 45-day comment period and has not submitted an objection to the proposed listing.

Sincerely,

A handwritten signature in cursive script that reads "Knox Mellon".

Dr. Knox Mellon  
State Historic Preservation Officer



**Folsom Depot Passenger Coach (Removal)**  
**Folsom, Sacramento County, California**  
**Staff Report**

The Folsom Depot Passenger Coach is a Pullman passenger coach constructed in 1924 and located in the city of Folsom, California.

Southern Pacific Passenger Coach SP 2110 was originally included in the National Register nomination for the Folsom Depot, listed in the National Register of Historic Places on February 18, 1982. The coach had been donated to the City of Folsom along with two other pieces of rolling stock, a Southern Pacific caboose and boxcar. Unlike the other two cars, SP 2110 did not operate on the Folsom branch of the Southern Pacific Railroad, operating exclusively on the San Francisco Peninsula as a commuter car until it was removed from railroad service. Thus, the coach has no direct association with the Folsom Depot. The property owner, the City of Folsom, has requested removal of the coach from the National Register of Historic Places, as the coach was not associated with the property during its period of significance and is no longer located on the site.

The coach has suffered some loss of integrity due to exterior vandalism and removal of interior components. Removal does not preclude eligibility of the coach for the National Register under other historic contexts, but it was not associated with the Folsom Depot and was erroneously included in the depot nomination despite its lack of association with the property.

The removal was requested by the property owner, the City of Folsom.

Staff recommends the Commission determine that the Folsom Depot Passenger Coach is not eligible for the National Register of Historic Places for association with the Folsom Depot. Staff further recommends the State Historic Preservation Officer concur with the finding that the Passenger Coach is not eligible under that context and forward this recommendation to the Keeper for consideration of removal from the National Register.

William Burg  
State Historian I  
July 8, 2013



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

May 8, 2013

Ms. Carol Rowland-Nawi  
State Historic Preservation Officer, Office of Historic Preservation  
California Department of Parks and Recreation  
1725 23rd Street  
Sacramento, CA 95816  
P.O. Box 942896  
Sacramento, CA 94296

**RE: Removing the Southern Pacific Passenger Coach from the National Register of Historic Places (eligibility)**

Dear Ms. Rowland-Nawi:

This letter is to request that a Southern Pacific Railroad Passenger Coach located in the City of Folsom, Sacramento County be removed as a contributing element from the Folsom Depot National Register of Historic Places listing because the coach was not associated with Folsom's railroad operations and has been subjected to vandalism and deterioration from natural causes, resulting in compromised integrity. Two additional cars (a Southern Pacific Caboose and a Southern Pacific Box Car) were also included in the original nomination. These two rolling stock have a direct association with the Folsom Depot and railroad property, based on their operation on Southern Pacific RR's Folsom line and retain high levels of integrity. The caboose remains on the Depot Grounds. The Box Car has been moved off-site to a site near the historic Folsom Railroad Supervisor's House at an intersection of two lines (the Wye). The Box Car is a movable object still in a railroad setting integral to Folsom's railroad history and thus remains a listed property.

The Pullman Interurban Passenger Coach SP 2110 was originally included in the Depot's nomination when that property was listed in the National Register of Historic Places on February 19, 1982. The coach was originally located at UTM zone 10, 658350mE 4282540mN, NAD 83, next to the railroad depot. The passenger coach was moved in 2011 to a new site near the historic Folsom Railroad Supervisor's House and is now located at UTM Zone 10, 658152mE, 4281584mN, NAD 83. There are no plans to return it to the depot grounds.

Since its nomination and listing, historical research has determined that the passenger coach was built for, and used exclusively on, the San Francisco Peninsula's commuter lines and was not



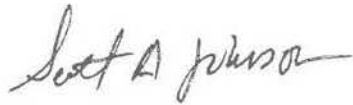
originally associated with Folsom. In 1970 the SPRR donated the depot building and three decommissioned rolling stock, including this coach, to the City of Folsom. It was included in the *Passenger Coach NRHP Delisting Request* *Page 2*  
*May 7, 2013*

original nomination because it was parked on sidetracks adjacent to the Depot, not because of a relationship with the historic railroad operations in Folsom. In addition, the coach has been vacant and abandoned for nearly 30 years. During this time it has been used for storage, stripped of many of its original features (including seats) and subjected to vandalism and water damage from a leaking roof. These actions have compromised the integrity as is shown in the attached photographs.

The current condition of the Passenger Coach is described in a 2012 evaluation report that is attached to this request. In that report, you will notice that integrity has been compromised and that there are other similar coaches in northern California that are preserved or retain a higher level of integrity, including one of the same age that operated on the San Francisco Peninsula's commuter line. Please find attached digital photographs of the coach that will verify its current condition. .

If you have any questions or need additional information, please do not hesitate to contact me at (916) 355-7223, (email: [sjohnson@folsom.ca.us](mailto:sjohnson@folsom.ca.us)) or the City's consultant, Cindy Baker, at PAR Environmental Services, Inc. at 916-739-8356 (office) or email at [folsomite@aol.com](mailto:folsomite@aol.com). Thank you for your consideration of this submittal.

Cordially,



Scott Johnson, AICP  
Planning Manager

SJ/od

