

**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street & number	200 Wool Street			not for publication			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**

Category	Ownership	Status	Present Use	
district	<input type="checkbox"/> public	X occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
structure	X both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
site	<input type="checkbox"/> Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
object	<input type="checkbox"/> in process	<input 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	X 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?	<input type="checkbox"/> yes	<input checked="" type="checkbox"/> no	
date		federal	state	county	local
depository for survey records					
city, town	state				

## 7. Description

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input 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**

FOR HCRRS USE ONLY  
RECEIVED JAN 20 1982  
DATE ENTERED FEB 19 1982

CONTINUATION SHEET

1

ITEM NUMBER

4

PAGE

1

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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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CONTINUATION SHEET

2

ITEM NUMBER

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PAGE 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 removable, 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 checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/				
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian				
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater				
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> Industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation				
		<input type="checkbox"/> Invention		<input type="checkbox"/> other (specify)				

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

UTM NOT VERIFIED

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

Acreage of nominated property .705 acres

Quadrangle name Folsom

Quadrangle scale 1:2400

UMT References

A	1 0	6 5 8 3 5 0	4 2 8 2 5 4 0
Zone	Easting	Northing	

B			
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	n/c	code	county	code
-------	-----	------	--------	------

state		code	county	code
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## 11. Form Prepared By

name/title Paula Boghosian

organization	Historic Environment Consultants	date	June 29, 1980
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street & number	2306 J Street	telephone	(916) 446-2447
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city or town	Sacramento	state	California	95816
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## 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

Karen Byers

title	SHPO	date	1-7-82	(date of letter)
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For HCRS use only

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

Entered In the  
National Register

date 2/19/82

Karen Byers

Keeper of the National Register

Attest:

date

Chief of Registration

UNITED STATES DEPARTMENT OF THE INTERIOR  
HERITAGE CONSERVATION AND RECREATION SERVICE

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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

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM

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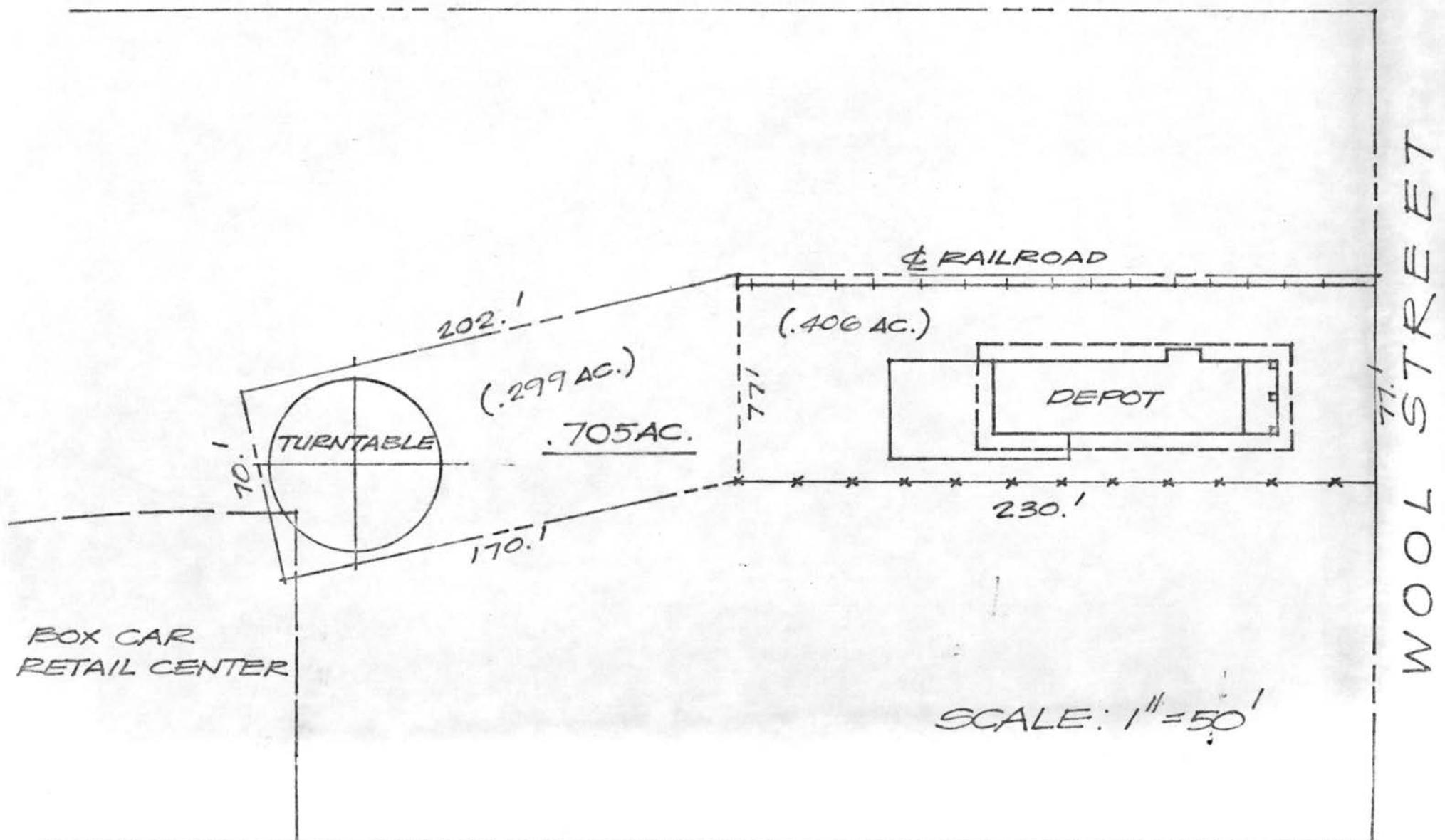
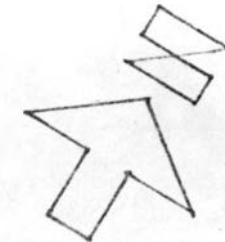
CONTINUATION SHEET 4

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  
CHAMBER  
OF  
COMMERCE

SOUTHERN

SOUTHERN PACIFIC

ESTD

Mc















COMBINATION DEPOT N<sup>o</sup> 22  
AT

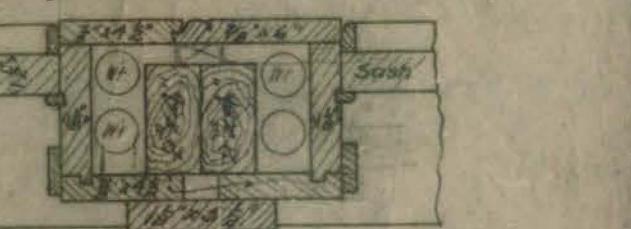
Door, Window and Cornice Details.  
Scale 3'-10"

Oct. 1906.

Date	Location	Remarks
10/10/06	Exterior	10' 0" High - 10' 0" wide
Key No.	Double Cal	24' 0" Length - 10' 0" wide
10/10/06	Cloakroom	8' 0" wide
10/10/06	Office	8' 0" wide
10/10/06	Waiting Room	20' 0" wide
10/10/06	Office Bay	10' 0" wide
10/10/06	Baggage	10' 0" wide
10/10/06	Pits	10' 0" wide
10/10/06	Lord	10' 0" wide
10/10/06	Altomont	10' 0" wide



Elevation of Freight House Door  
Scale 3'-10"



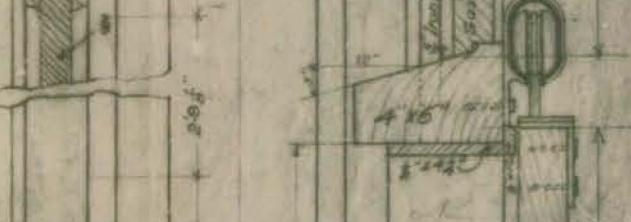
Part Plan of Baggage Room Door



Plan of Bay Window



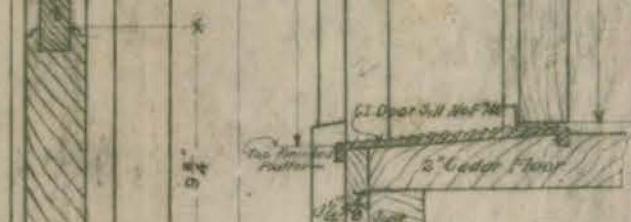
Section thru Bay Window above 1st Story Window



Section thru Bay Window above 1st Story Window



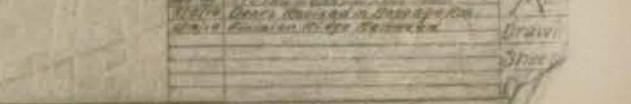
Section thru Bay Window above 1st Story Window



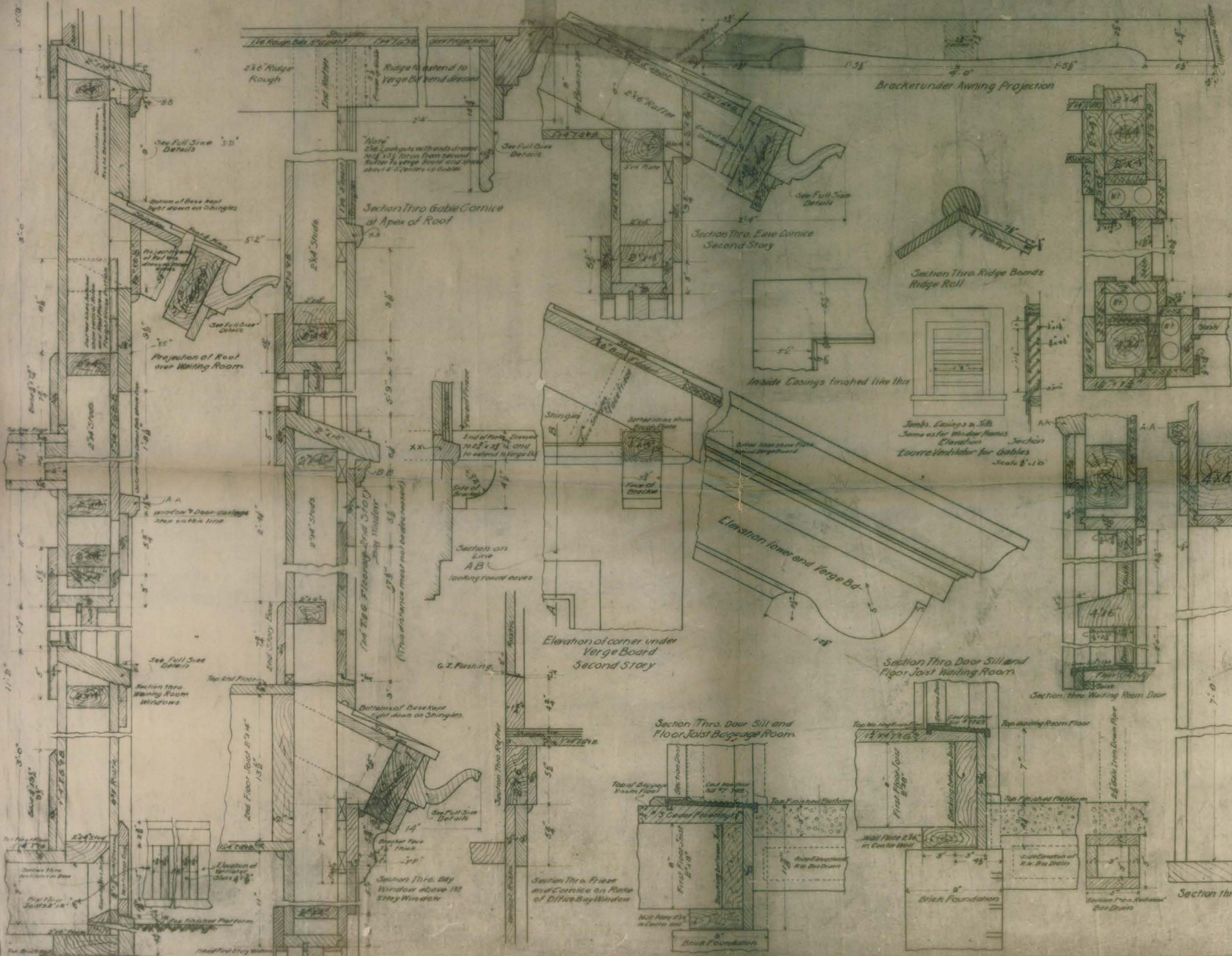
Section thru Bay Window above 1st Story Window



Section thru Bay Window above 1st Story Window

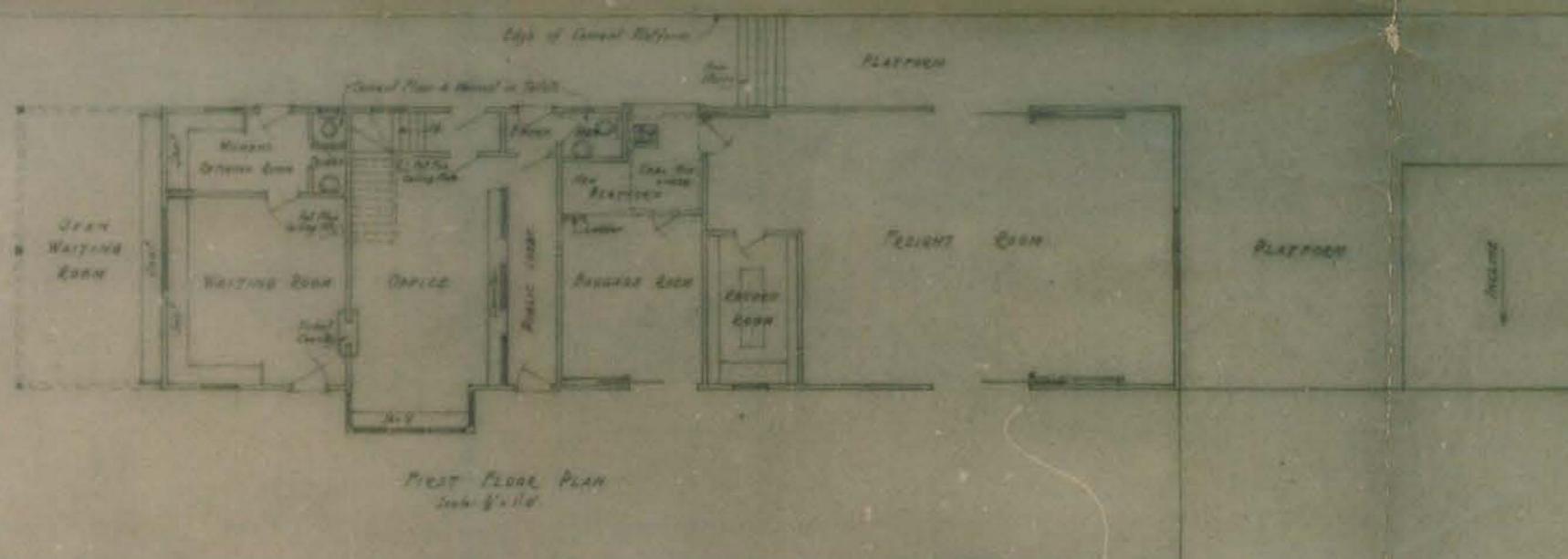


Section thru Bay Window above 1st Story Window



Second Floor Plan

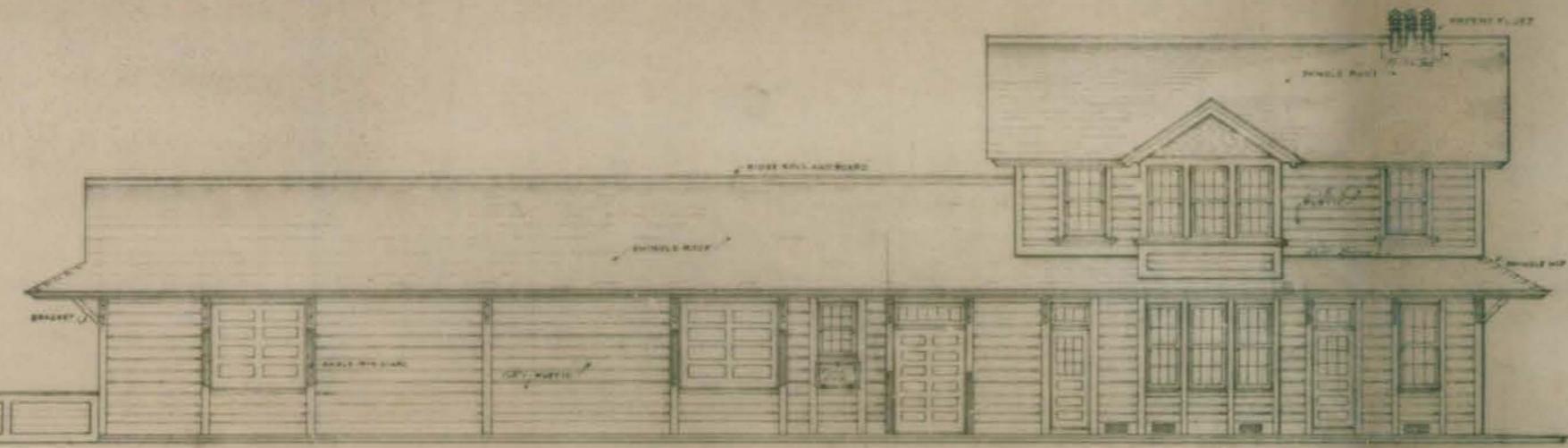
May 20. Old birding grounds re-visited except where marked  
otherwise & return old first.



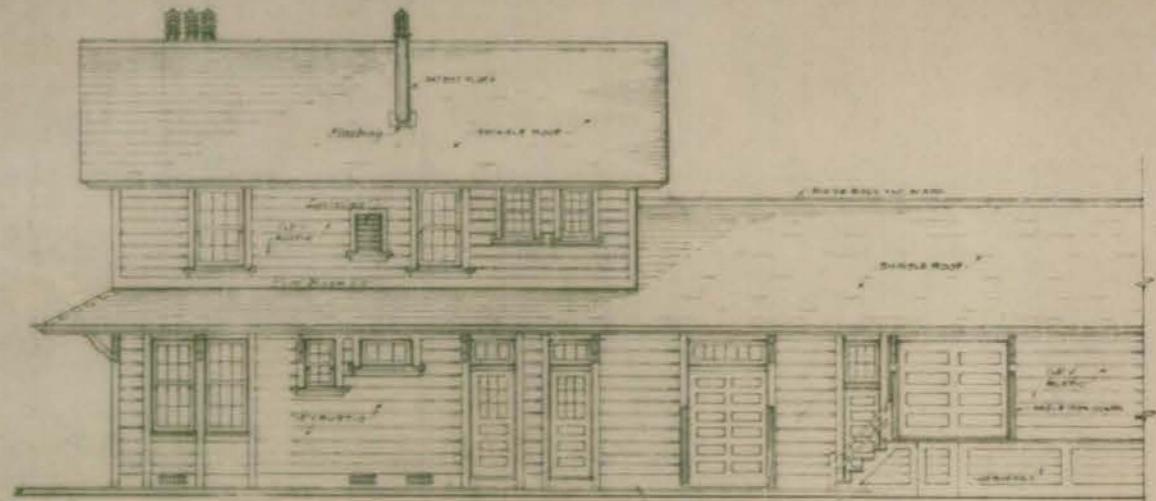
Pearl River Plan  
Sub-Wall

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

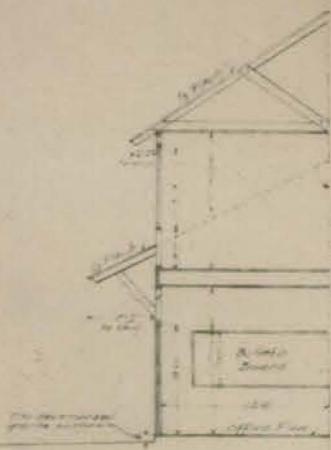
M.W.D.  
Drawing 8796  
July 1911  
1911



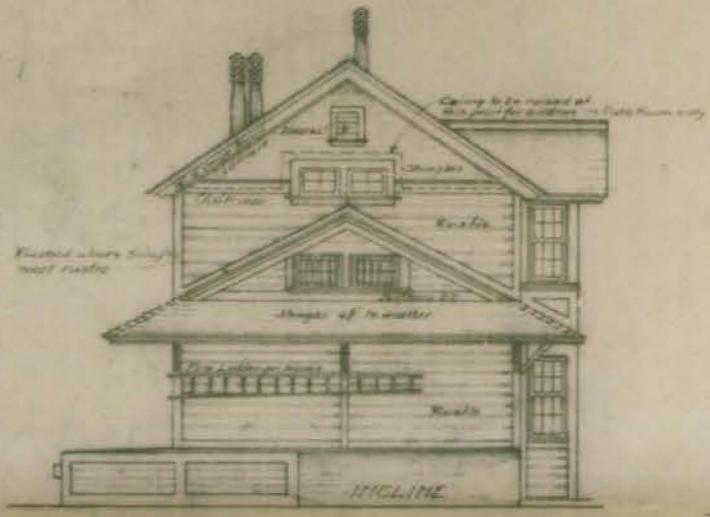
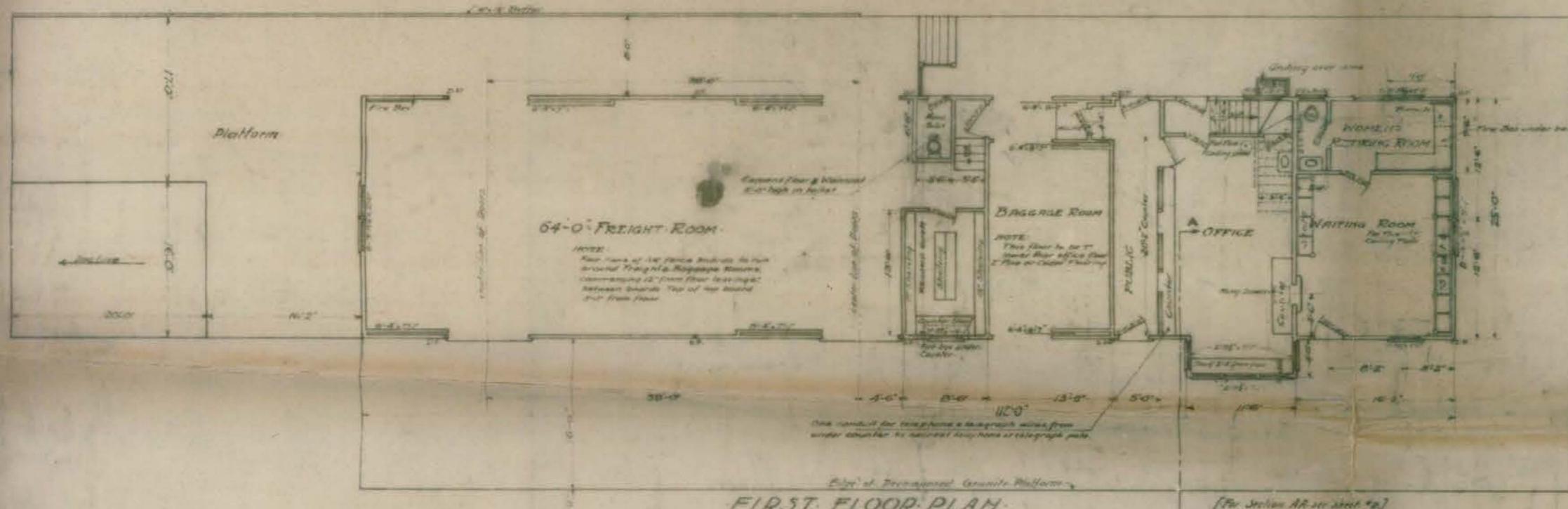
FRONT ELEVATION



REAR ELEVATION



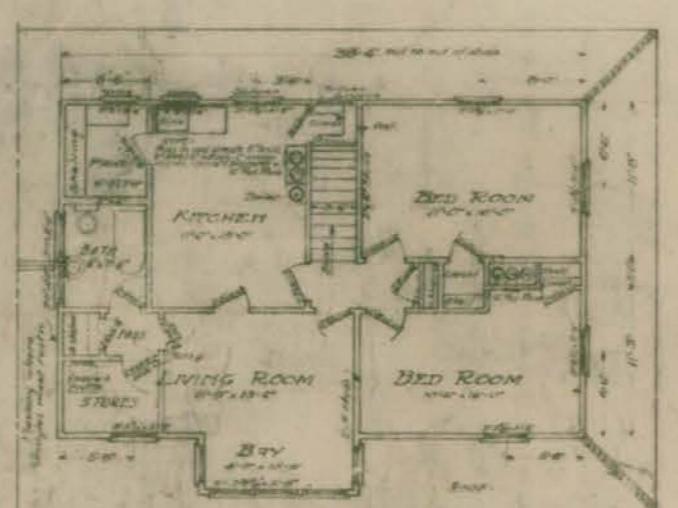
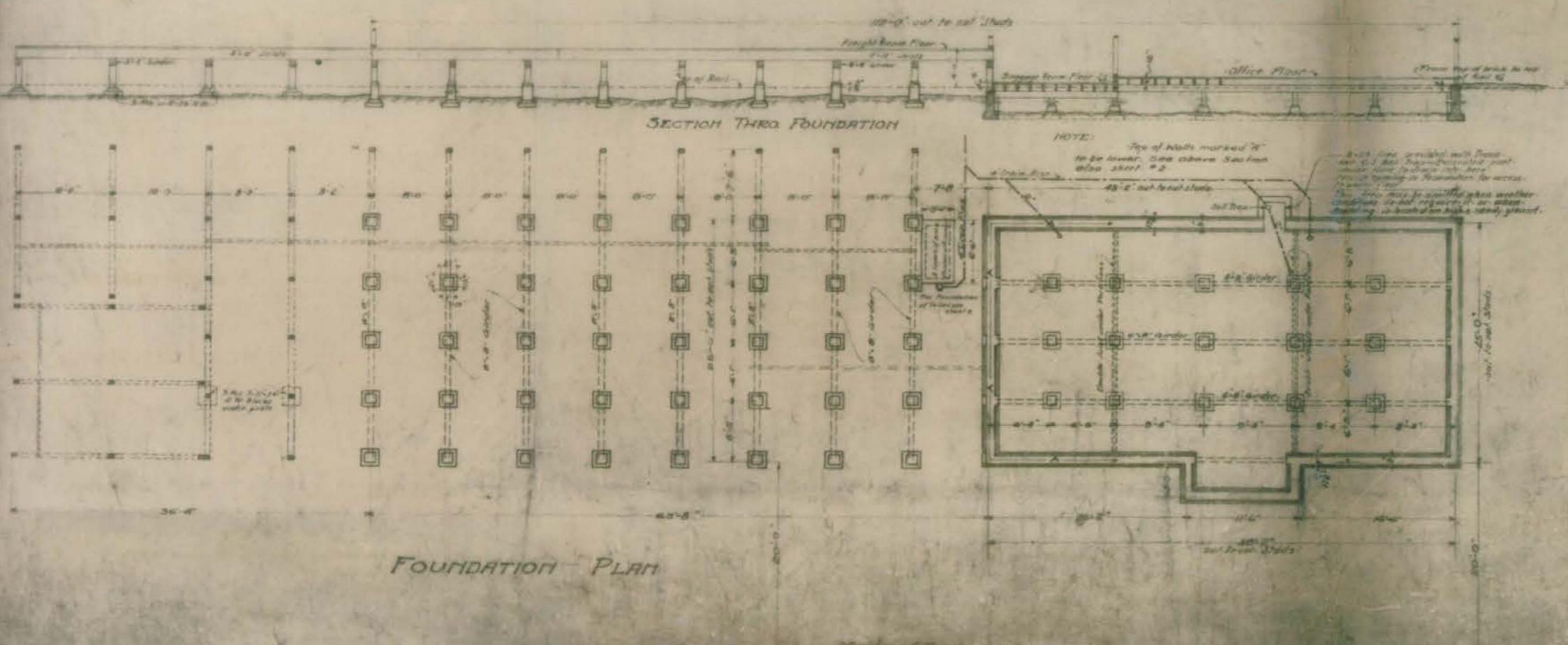
SECTION



END ELEVATION



END ELEVATION



SECOND FLOOR PLAN

DATE	LOCATION	REMARKS	BUILT BY
May 09	Dinuba, Cal.	84' Freight Shed	Company Forces
Nov. 08		Bath Room Pictures Added	
June 08	Chatsworth, Cal.	42' Freight Shed	Company Forces
Nov. 08		Bath Room Pictures Added	
Nov. 08	Chandler, Cal.	Changed back Nov. 08	Company Forces
Apr. 09	Cottonwood, Cal.	64' Freight Room	Company Forces
May 09	Farmington, Cal.	50'	
Jan. 10	Heber, Cal.	64'	Contractor
	Pitt, Cal.	42'	
	Altamont, Cal.	42'	
Nov. 10	Monteca, Cal.	42'	Contractor
	Patterson, Cal.	42'	Company Forces
Feb. 10	Moor Park	64'	
	Los Angeles	45'	
	Concord	42'	
Feb. 10	Williams	42'	Company Forces
Feb. 12	Zelzah	64'	
	McFarlane	64'	
Sep. 10	Lemoore	64'	
Aug. 9	Red Rock	64'	

SOUTHERN PACIFIC COMPANY  
COMBINATION STATION N° 22  
AT

PLANS-ELEVATIONS & SECTIONS

Scale 6'-0" D.P.  
Revised Aug 19, 1911

Refracted Mar 1911  
By E. M. R.

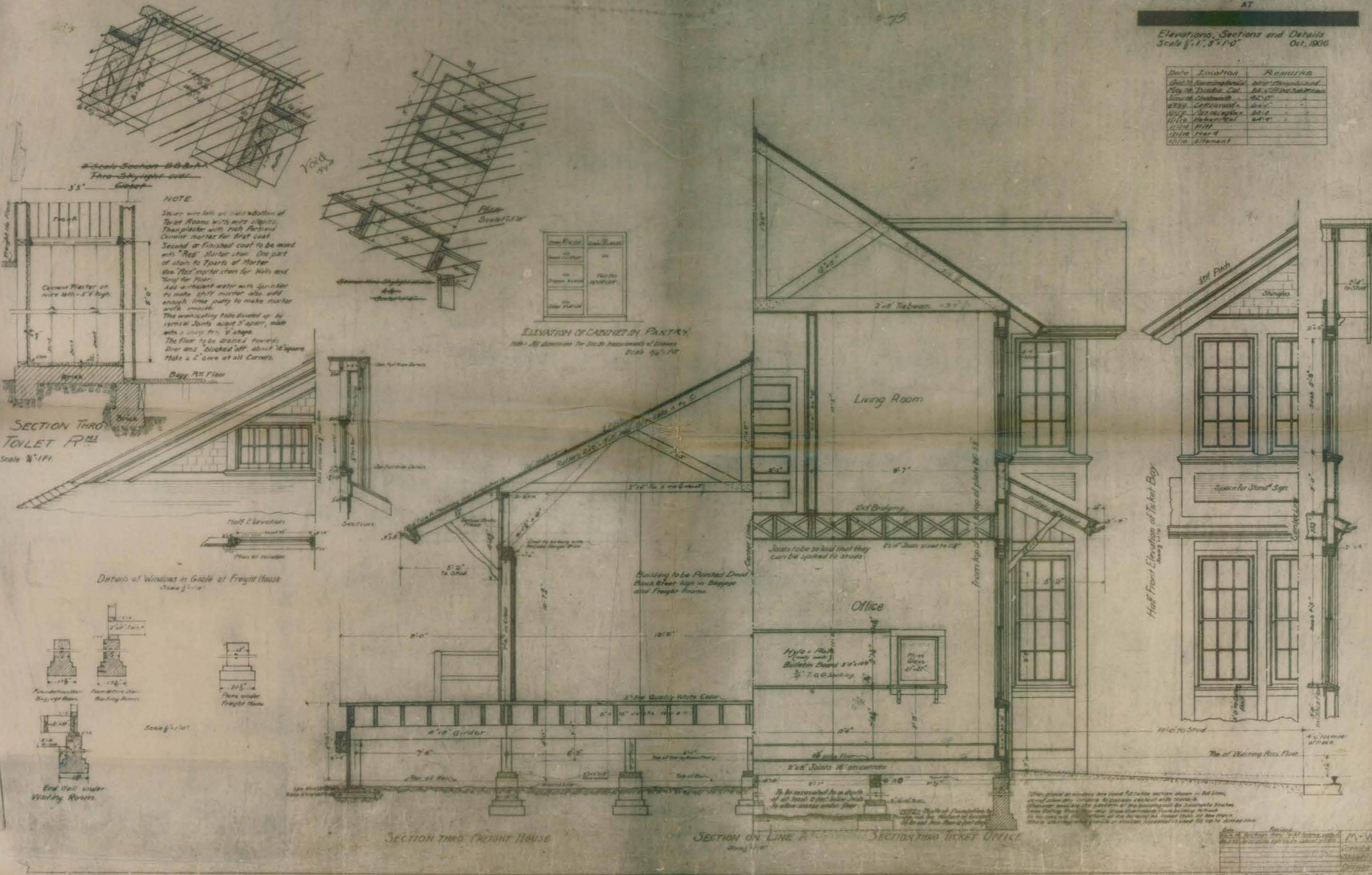
DATE	REVISED	DATE	REVISED

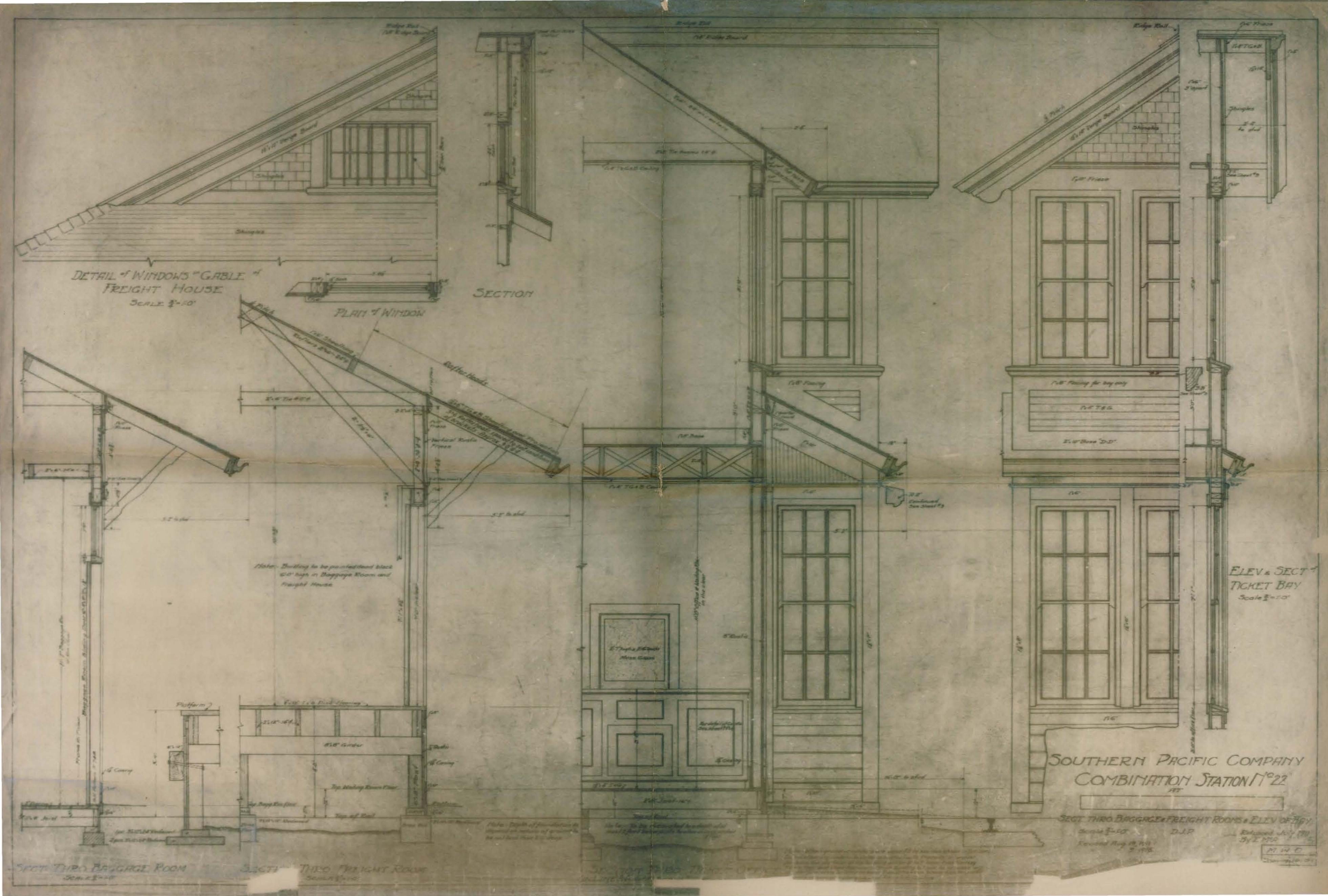
M.W.D.  
F.M. 6-15  
3-16-15  
D.P.  
D.P.

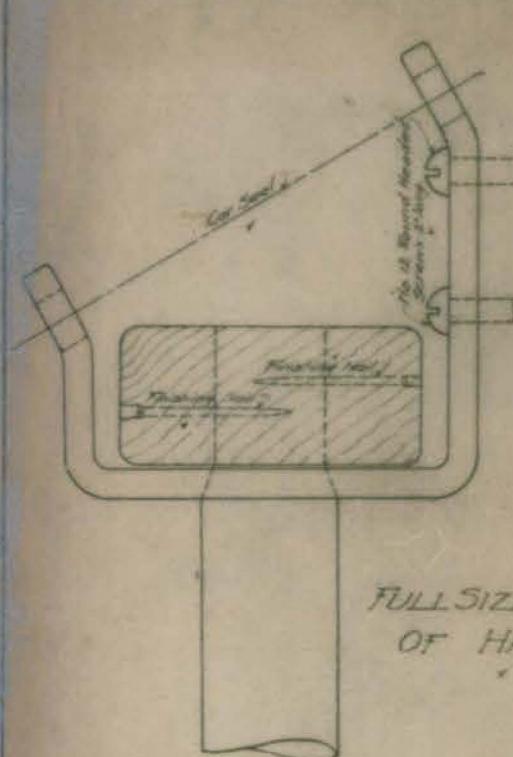
COMBINATION DEPOT No 22  
AT

Elevations, Sections and Details  
Scale 1:100 Oct, 1906

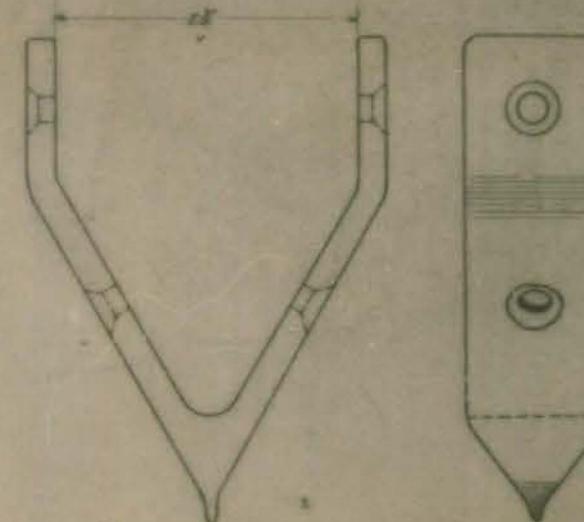
Date	Location	REMARKS
Sept 20	Roofing Materials	2000 ft. long
May 10	Dustless Coal	6000 lbs per ton
June 10	Chalk	4000 lbs
Sept 2	Cottonwood	6000 lbs
Sept 2	Pine	3000 lbs
July 10	Hemp	2000 lbs
July 10	Pitt	2000 lbs
July 10	Ward	2000 lbs
July 10	Aliment	2000 lbs



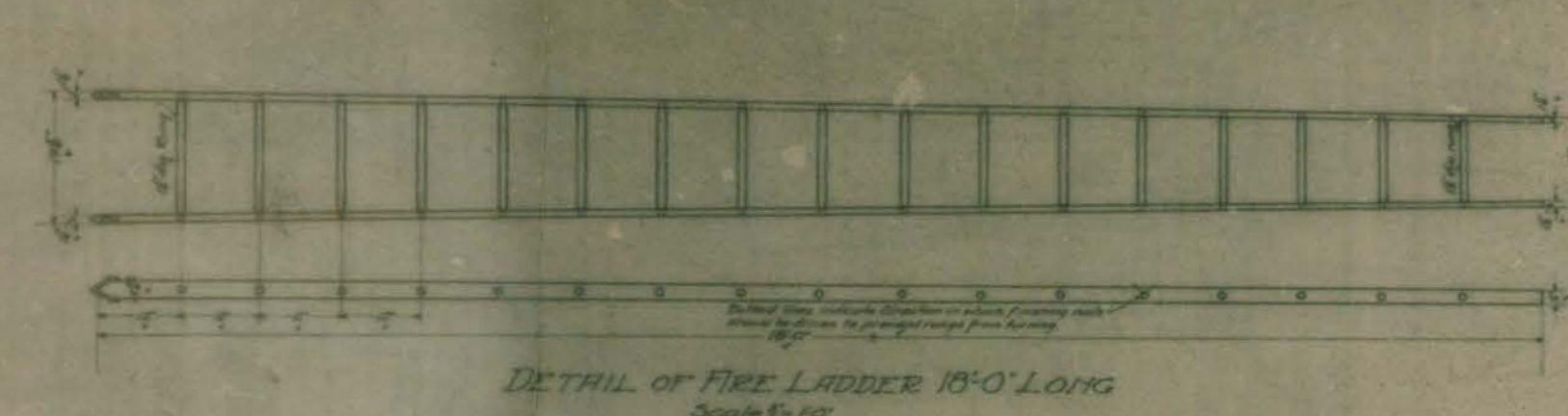




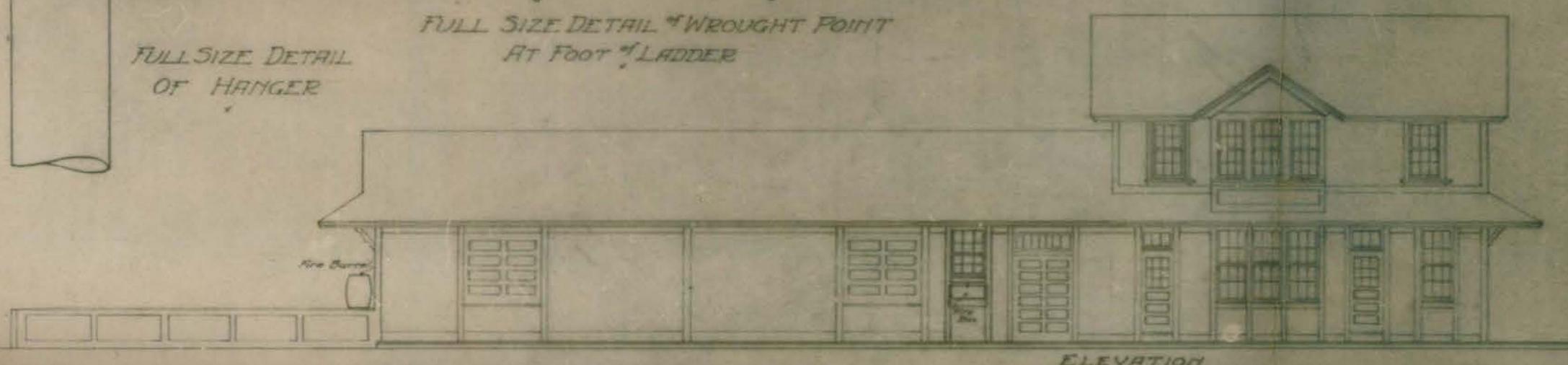
FULL SIZE DETAIL OF HANGER



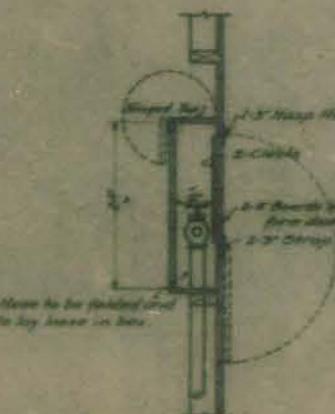
FULL SIZE DETAIL OF WROUGHT POINT AT FOOT OF LADDER



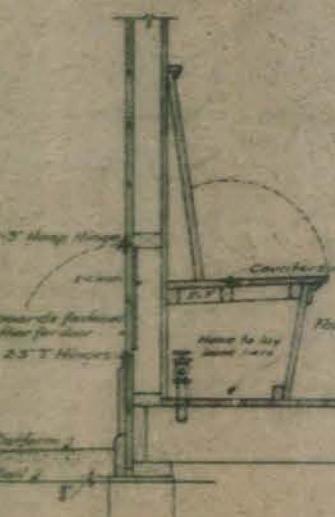
DETAIL OF FIRE LADDER 18'-0" LONG  
Scale 1/10"



ELEVATION



FIRE BOX FOR FREIGHT HOUSE & RECORD ROOM  
Scale 1/10"

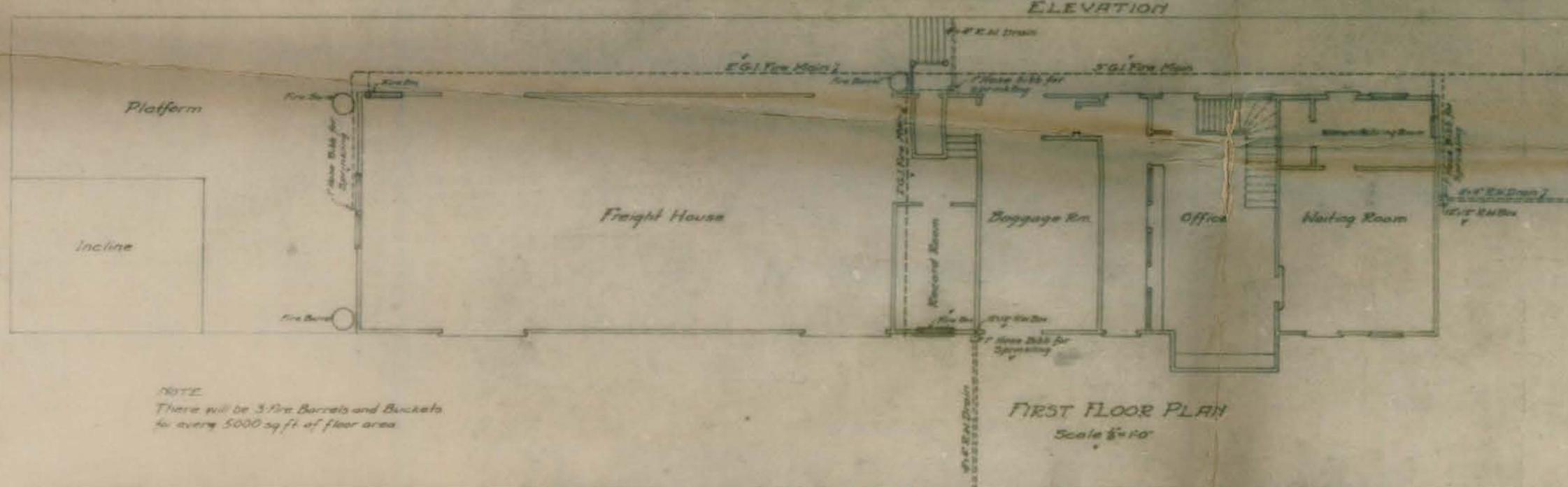


DETAIL OF FIRE BOX UNDER SEAT IN WOMEN'S RETIRING ROOM  
Scale 1/10"

Note - This box to be 2'-0" long & to be constructed on job.

Note - E-Lite thin steel to be constructed on job.

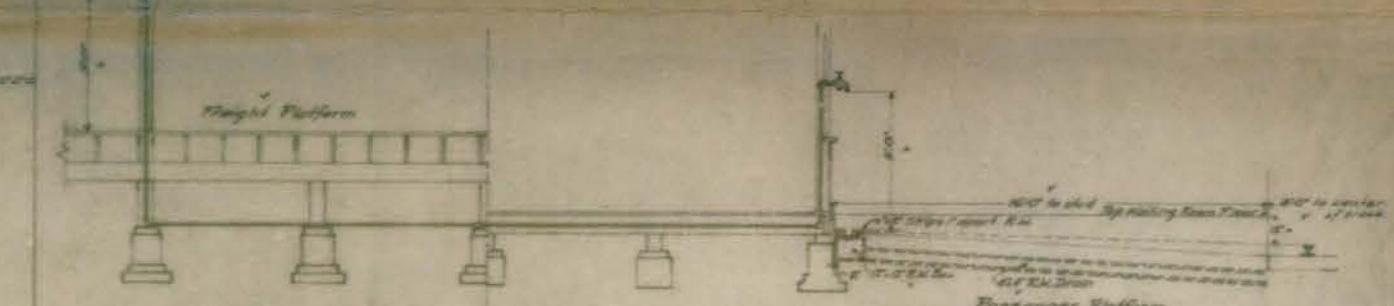
NOTE - Each box to have 50'-0" of 1/4" unlined lead base complete with nozzle and couplings.



FIRST FLOOR PLAN

Scale 1/10"

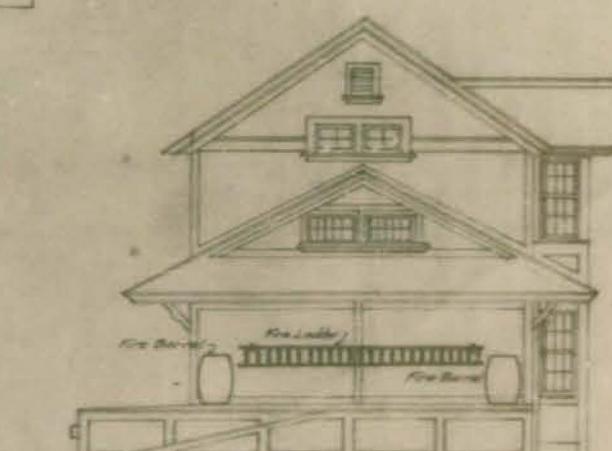
NOTE  
There will be 3 Fire Barrels and Buckets  
for every 5000 sq ft of floor area.



CROSS SECTION  
Scale 1/10"



END ELEVATION  
Scale 1/10"



END ELEVATION  
Scale 1/10"

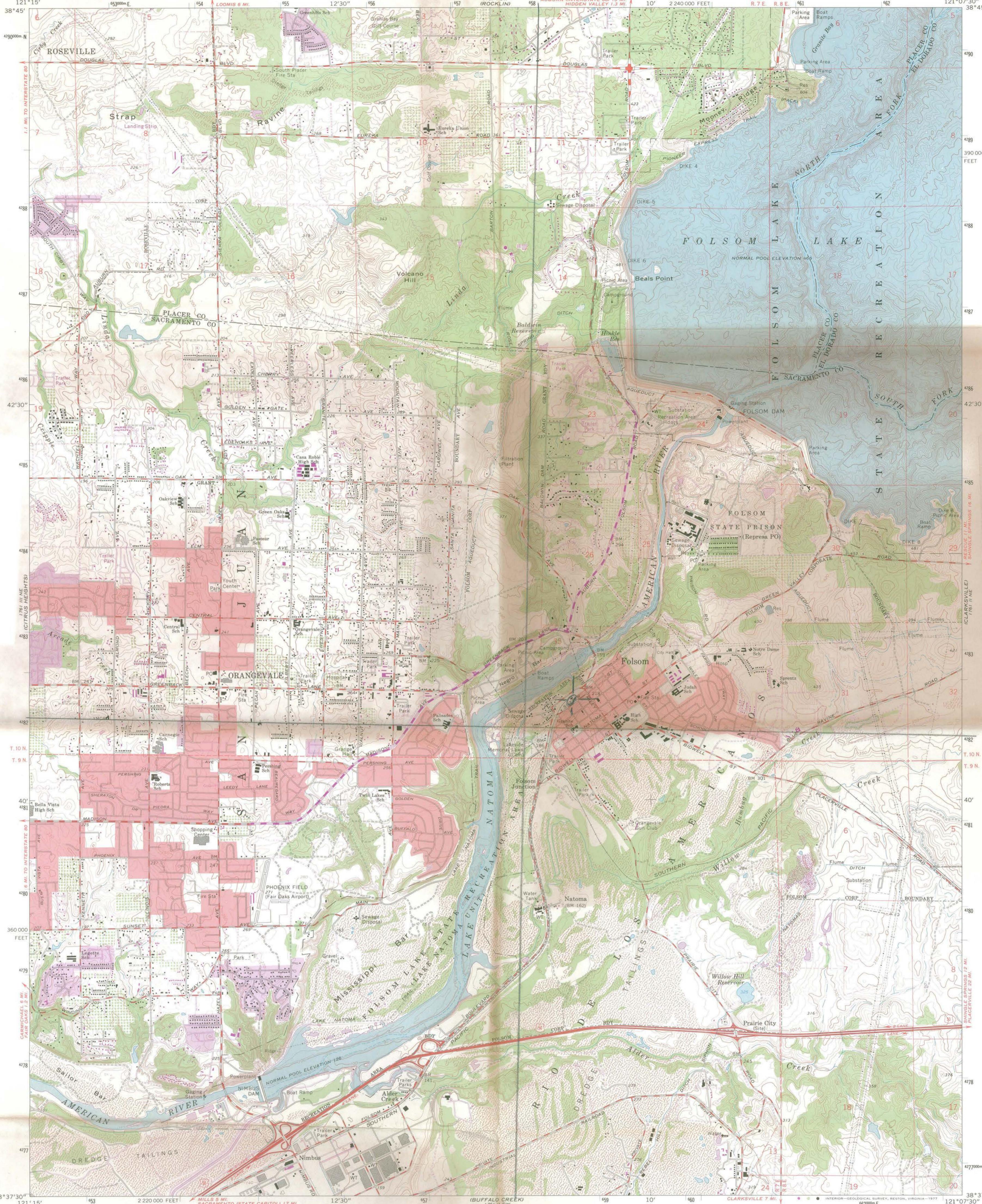
SOUTHERN PACIFIC COMPANY  
COMBINATION STATION N°22  
M.W. 37

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

M.W. 37
Drawing No. 187
Sheet No. 7
Drafter M.W. 37

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

FOLSOM QUADRANGLE  
CALIFORNIA  
7.5 MINUTE SERIES (TOPOGRAPHIC)



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 planimetric 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

Purple tint indicates extension of urban areas

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

SCALE 1:240,000

CONTOUR INTERVAL 10 FEET  
NATIONAL GEODETIC VERTICAL DATUM OF 1929

1 1000 0 1000 2000 3000 4000 5000 6000 7000 FEET  
1 5 0 1 KILOMETER

ROAD CLASSIFICATION

Heavy-duty — Light-duty —  
Medium-duty — Unimproved dirt - - - - -

U.S. Route



FOLSOM, CALIF.

N3837.5-W12107.5/7.5

1967

PHOTOREVISED 1975

AMS 1761 II NW-SERIES Y895

FEB 19 1982

FOLSON DEPOT  
Folsom, Sacramento County, California  
UTM: 10/68350/4262940

(CLARKSVILLE) 1761 II NE  
SHINGLE SPRINGS 16 MI.  
PLACERVILLE 1761 II NE  
SHINGLE SPRINGS 12 MI.  
CLARKSVILLE 7 MI.

RECEIVED  
JAN 20 1982

NATIONAL REGISTER



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

REVIEWER

TELEPHONE

DISCIPLINE

DATE

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.

82002229

EDMUND G. BROWN, JR., Governor

**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,



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

Enclosures

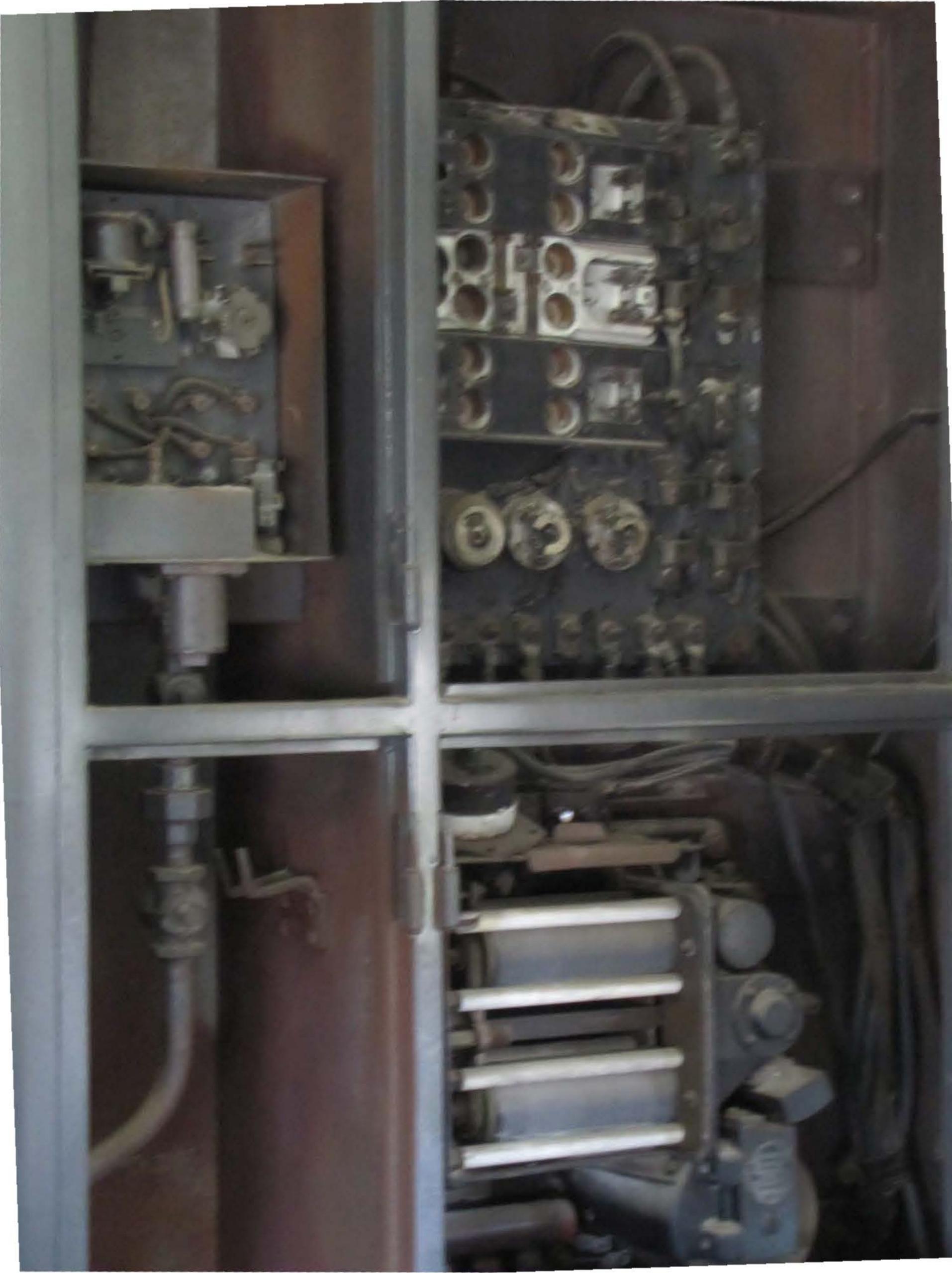






*Thlaspi arvense*  
Linné  
1753











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.

Date 2/18/82 - 3/6/82

dnr-3

82002229

Name Folsom Depot  
 State, County CA Sacramento  
 Working Number 120-82-179

Fed Nom or Request-Agency  
 Federal Register Date 5.7.83

Nomination  
 Determination of Eligibility  
 On Nomination Form

Maps   
 Photos

Nomination prepared by:

State Staff  
 Local  
 Other

Bldg(s)   
 Site   
 Object   
 Structure  
 District

Within:  
 Multiple Resource Area  
 Thematic Group

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

State Request for Review  
 Keeper's Decision to Review  
 2nd Return

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

## II Evaluation of Nomination

	Good	Adequate	Poor	Comments
1. Descriptive Statement Short Format <u>Yes</u> <u>No</u>				
2. Significance Statement Short Format <u>Yes</u> <u>No</u>				
3. Concepts/Integrity				
4. Concepts/Criteria				
5. Concepts/Boundaries				
6. Contextual Evaluation				

General Comments (cont. on back if necessary):

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

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

National Park Service

U.S. Department of the Interior

ENTRIES IN THE NATIONAL REGISTER

STATE CALIFORNIA

Date Entered FEB 19 1982

Name

Location

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

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

Western Region, NPS

NR

Eady/mc

2/26/82

For further information, please call the National Register at (202) 242-6401.  
272-3504

**CITY OF FOLSOM**

50 Natoma Street

Folsom, California 95630

(916) 983-2278 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 ink that appears to read "Leona E. Franke".

Leona E. Franke  
Planning Director

LEF/lm

A circular postmark with the text "RECEIVED" at the top, "JAN 20 1982" in the center, and "NATIONAL REGISTER" at the bottom.

**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 black ink, appearing to read "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*  
May 7, 2013

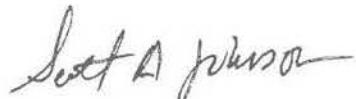
Page 2

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

## DIGITAL PHOTOGRAPH RECORD PAR ENVIRONMENTAL SERVICES INC.

Primary # \_\_\_\_\_  
HRI #/Trinomial \_\_\_\_\_

Page \_\_\_\_\_ of \_\_\_\_\_ Project Name: Railroad Cars Evaluation Year: 2013  
Camera Format: Digital 35 mm. Lens Size: \_\_\_\_\_  
Film Type and Speed: Digital On File at: PAR Environmental Services, Inc.