

# DATA SHEET *PH0038881*

Form 10-300  
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: <b>California</b>
COUNTY: <b>San Bernardino</b>
FOR NPS USE ONLY
ENTRY DATE <b>APR 3 1975</b>

### 1. NAME

COMMON: ~~X~~ **HARVEY HOUSE** *Railroad Depot*

AND/OR HISTORIC: **CASA DEL DESIERTO**

### 2. LOCATION

STREET AND NUMBER:  
**Santa Fe Depot**

CITY OR TOWN:  
**Barstow**

CONGRESSIONAL DISTRICT:  
**33**

STATE: **California** CODE: **06** COUNTY: **San Bernardino** CODE: **071**

### 3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	PUBLIC ACQUISITION	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	<input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <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 type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) <b>Vacant</b>	<input type="checkbox"/> Comments

### 4. OWNER OF PROPERTY

OWNER'S NAME:  
**Atchison, Topeka & Santa Fe Railroad**

STREET AND NUMBER:  
**Santa Fe Depot**

CITY OR TOWN:  
**Barstow**

STATE:  
**California**

CODE:  
**06**

### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:  
**San Bernardino County Assessors Office (Barstow)**

STREET AND NUMBER:  
**301 E. Mountain View Avenue**

CITY OR TOWN:  
**Barstow**

STATE:  
**California**

CODE:  
**06**

### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:  
**None Available**

DATE OF SURVEY:  Federal  State  County  Local

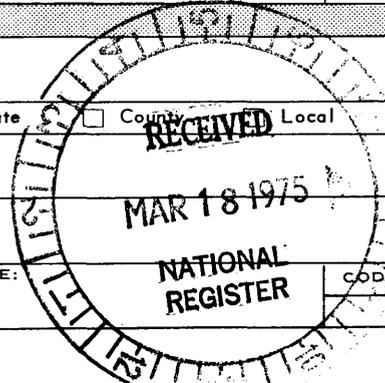
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:  
**Barstow**

STATE:  
**California**

CODE:  
**06**



SEE INSTRUCTIONS

STATE: California  
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7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The original condition of the Harvey House is exactly as it is at present. The way this building was designed is very unique. It is a very strong structure. All of the heavy archways are keyed into place. Other than that type of framework, the structure was built with Red Cinder stones. The roof looks like it is made with some type of Spanish tile. The walkway in front is made from small red brick. The structure is in excellent condition for its age.



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**8. SIGNIFICANCE**

PERIOD (Check One or More as Appropriate)

- |  |                                       |                                       |  |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century |  |

SPECIFIC DATE(S) (If Applicable and Known) **Built in 1911**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |  |   |  |  |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal              | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric             | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic                | <input checked="" type="checkbox"/> Industry    | <input type="checkbox"/> Science                   | _____                                    |
| <input type="checkbox"/> Agriculture             | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 | _____                                    |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       | _____                                    |
| <input type="checkbox"/> Art                     | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   | _____                                    |
| <input type="checkbox"/> Commerce                | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation | _____                                    |
| <input type="checkbox"/> Communications          | <input type="checkbox"/> Music                  |  | _____                                    |
| <input type="checkbox"/> Conservation            |   |  | _____                                    |

STATEMENT OF SIGNIFICANCE

The present Harvey House Railroad Depot structure has its origin in the early railroad history of the southwest.

Barstow, then Waterman Junction, came into being as a result of a series of railroad company sales, mergers and acquisitions. Atlantic & Pacific Railroad was a subsidiary of the Atchison, Topeka and Santa Fe. C. P. Huntington's Southern Pacific Railroad was sold to Atlantic & Pacific, which included trackage from Needles to Mojave, in 1884. California Southern Railroad went bankrupt laying track through the Cajon Pass and was acquired by the Atlantic & Pacific Railroad. This combination of companies completed the laying of track from San Bernardino through the Cajon Pass, to Waterman Junction in the summer of 1885. Waterman Junction was promptly renamed Barstow, after William Barstow Strong, a former president of the Atlantic & Pacific Railroad.

Wood was apparently the practical building material of the 1880's and in 1885 a wooden depot building and a wooden restaurant and hotel building were constructed at the track site in Barstow, California. The Santa Fe Overland train was made up of wooden passenger cars as well. In 1893, Fred Harvey, founder and operator of the Santa Fe Harvey Houses, by verbal agreement, took over the operation of all hotels and restaurants on the Santa Fe line. It may be assumed then, the wooden restaurant and hotel, built in 1885 in Barstow, became its first Harvey House in 1893.

During the year of 1908, the wooden Harvey House burned. The present Harvey House Depot buildings were constructed in 1910-1913.

The Fred Harvey House combination of excellent food and excellent service provided by the pretty and efficient Harvey Girls is well rooted in the history and development of the Old West.

The Fred Harvey Hotels and Restaurants were a unique adjunct of the Santa Fe Railroad. Fred Harvey's role in improving the quality and service of food along the rail lines has been described as "the greatest civilizing influence in the West." Prior to the founding of the first Harvey House

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9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Meals by Fred Harvey: A Phenomenon of the American West, by James D. Hendersen. Published 1969 - Texas Christian University Press.
2. Arid Domain: The Santa Fe Railway and its Western Land Grant, by William S. Greever. Published 1954 - Stanford University Press.
3. Santa Fe: The Railroad That Built an Empire, by James Marshall. Published 1945 - Random House, New York.

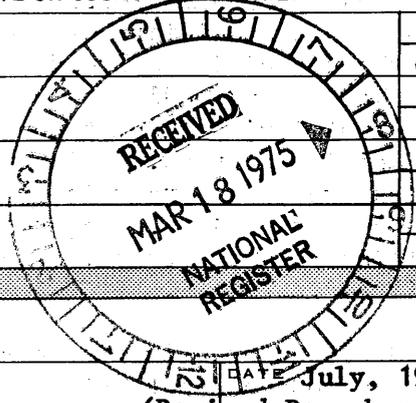
10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE				
	Degrees Minutes Seconds	Degrees Minutes Seconds				
NW	° ' "	° ' "	Zosell E. 497820 N. 3862290			
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				
	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **One and one-half acres**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



WFM  
OK  
CD

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11. FORM PREPARED BY

NAME AND TITLE:  
**Michael Bellomy - Engineering Aide**

ORGANIZATION:  
**City of Barstow - Planning Department**

STREET AND NUMBER:  
**220 E. Mountain View Avenue**

CITY OR TOWN:  
**Barstow**

STATE:  
**California**

CODE:  
**06**

DATE: **July, 1974**  
(Revised December, 1974)

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National  State  Local

Name

*[Signature]*

Title **State Historic Preservation Officer**

Date

**FEB 13 1975**

NATIONAL REGISTER VERIFICATION

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

*[Signature]*  
Director, Office of Archeology and Historic Preservation

Date

**4/3/75**

ATTEST:

*[Signature]*  
Keeper of The National Register

Date

**APP 2 1975**

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Restaurant passengers often had to endure poor quality food and rushed service at the few eating places that were available at railroad stops. The custom usually was to hold the train for a few minutes while passengers bolted the fare of the day. Irregular train schedules, poor spacing of stops, and poor quality food were sources of considerable irritation.

The Santa Fe made its first real efforts to provide suitable eating facilities in Topeka in 1872. Apparently this early venture was successful and Santa Fe recognized the need for this type of service. This first lunchroom was sold to Fred Harvey in 1876. The new proprietor brought to the operation a totally new image. Under Harvey's ownership, the establishment was clean; the food and service were excellent and prices were moderate. As word of the newly improved service spread the patronage of the small lunch counter increased rapidly.

One year later, in 1877, Fred Harvey took over another eating establishment at Florence, Kansas. Again, Harvey's flair for quality and service proved to make the operation a success. Working arrangements between Harvey and Santa Fe were laid down in a contract dated January 1, 1878. The hotel at Florence was leased to Harvey for five years rent free with the provision that a reasonable standard of service would be provided. Generally, the agreement was that Santa Fe would supply the buildings and Fred Harvey would equip them. The railroad then also provided basic necessities such as coal, ice, and water.

Harvey's chain of hotels and restaurants began to expand very rapidly and took on the form of a combined establishment. The public demand was so great that Santa Fe began providing additional Harvey Houses. By 1883, Fred Harvey assumed exclusive control of all meal service on the Santa Fe from Topeka to El Paso. Harvey Houses were so successful on this run that Santa Fe officials decided to introduce the service on their lines to the West Coast. The typical Harvey House of this early period of operation was of frame construction, usually with the railroad station under the same roof. The hotel facilities were provided at only about half of the early sites. The lunchrooms were designed primarily to serve passengers, but also were supported by local trade. Harvey's operation operated at an extremely high level of efficiency; telegrams were sent from trains as they neared the usual Harvey House-Depot complex. Thus, the staff was warned in advance of the number of diners to expect and would have all facilities ready for the

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customers as they got off the train. The popularity of the Harvey Houses was aided by the Harvey Girls. These waitresses were recruited in the eastern states; most were young and attractive. They were given rigorous training and served meals with precision and tact, and it can be generally said that Fred Harvey brought a quality dining experience to railroad travelers.

The early Harvey Houses of the 1890's were built for a maximum of utility and a minimum of capital outlay. However, with new management in the Santa Fe Railroad, a noticeable change took place in the Harvey Houses after 1900. Beginning about 1900 the Santa Fe engaged the finest architectural talent to design Harvey Houses and stations. The new buildings were built with the objective of conforming to the geographic and historical background of the southwest. The new Harvey Houses of this second era were given names which were historically harmonious with the area; in this case, the Casa Del Desierto (House of the Desert) in Barstow.

The architectural style that became popular with Santa Fe was the blending of the early city of Santa Fe 16th Century Spanish and Indian architecture. In general, this so called "Santa Fe style" appeared as long and low horizontal facade lines with relief from roof beams, inset porches, arcades, and flanking buttresses. The Harvey House at Barstow is an excellent example of this early architectural styling which combines not only Spanish-Indian architecture of the southwest, but also includes Moorish elements and motifs worked into an interesting combination of towers and archways. Most of the credit for the new architectural styling and treatment of the interiors went to Mary E. J. Coulter, a foremost American architect and interior decorator who spent many years in the southwest and became an authority on its art.

Local residents also contributed in the design and construction of the present Harvey House buildings. Mr. Walter Alf and his father, Seymour Alf, were responsible for all the grading and foundation work. A Mr. Murgua, native of Austria and resident of Barstow at the time, is responsible for the handcrafted copper chandeliers which still adorn the interior of the structure. A Mr. Fred Harris, cabinet maker from Germany and resident of Barstow at the time, is responsible for all the cabinets and wood fixtures on the interior.

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The present Harvey House has survived remarkably intact to the present day. It is an outstanding statement of the type of railroad depot-hotel-restaurant combinations made famous by Santa Fe around the turn of the century. It is one of the last surviving examples of the old Harvey Houses. It is, unfortunately, threatened at the present by demolition for proposed expansion of Santa Fe Railroad yards in the city of Barstow.

9. Major Bibliographical References (continued)

4. Steel Trails to Santa Fe, by Lawrence L. Waters. Published 1950 - University of Kansas Press, Lawrence, Kansas.
5. "Lusty San Bernardino, Santa Fe Grew Together", the Sun-Telegram Newspaper, published San Bernardino, California, dated 4/28/74.
6. Mohave Newspaper, Magazine Supplement, Kingman, Arizona, dated June, 1973, Copyright 1973; Article: "Fred Harvey, Mohave Remembers His Girls with Great Affect."
7. Conversation with Daggett resident, Mrs. Walter Alf; dated 7/15/74. Discussed the construction of present Harvey House Depot buildings.
8. Conversation with Barstow resident, Mr. Charlie B. Willis; dated 7/15/74. Discussed the construction of present Harvey House Depot buildings.

