

# DATA SHEET PH0069833

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: <div style="text-align: center;">California</div>
COUNTY: <div style="text-align: center;">Sonoma</div>
FOR NPS USE ONLY
ENTRY DATE <div style="text-align: right; font-weight: bold;">APR 3 1975</div>

### 1. NAME

COMMON: <div style="text-align: center; font-size: 1.2em;">SONOMA DEPOT</div>
AND/OR HISTORIC:

### 2. LOCATION

STREET AND NUMBER: <div style="text-align: center; font-size: 1.2em;">284 First Street West</div>			
CITY OR TOWN: <div style="text-align: center; font-size: 1.2em;">Sonoma</div>		CONGRESSIONAL DISTRICT: <div style="text-align: center; font-size: 1.2em;">First</div>	
STATE <div style="text-align: center; font-size: 1.2em;">California</div>	CODE <div style="text-align: center; font-size: 1.2em;">06</div>	COUNTY: <div style="text-align: center; font-size: 1.2em;">Sonoma</div>	CODE <div style="text-align: center; font-size: 1.2em;">097</div>

### 3. CLASSIFICATION

CATEGORY <i>(Check One)</i>	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input checked="" type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
<b>PRESENT USE</b> <i>(Check One or More as Appropriate)</i>			
<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 checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other <i>(Specify)</i> <hr/>
			<input checked="" type="checkbox"/> Comments <div style="font-size: 1.2em; text-align: center;">Depot is presently vacant</div>

### 4. OWNER OF PROPERTY

OWNER'S NAME: <div style="text-align: center; font-size: 1.2em;">City of Sonoma</div>			
STREET AND NUMBER: <div style="text-align: center; font-size: 1.2em;">#1 The Plaza</div>			
CITY OR TOWN: <div style="text-align: center; font-size: 1.2em;">Sonoma</div>		STATE: <div style="text-align: center; font-size: 1.2em;">California</div>	CODE <div style="text-align: center; font-size: 1.2em;">06</div>

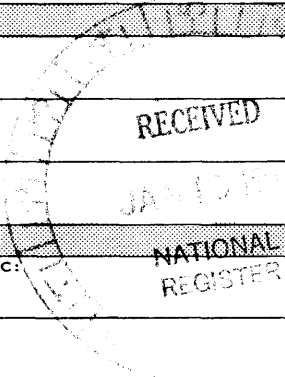
### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. <div style="text-align: center; font-size: 1.2em;">City of Sonoma</div>			
STREET AND NUMBER: <div style="text-align: center; font-size: 1.2em;">#1 The Plaza</div>			
CITY OR TOWN: <div style="text-align: center; font-size: 1.2em;">Sonoma</div>		STATE: <div style="text-align: center; font-size: 1.2em;">California</div>	CODE <div style="text-align: center; font-size: 1.2em;">06</div>

### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: <div style="text-align: center; font-size: 1.2em;">Not Applicable</div>			
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local			
DEPOSITORY FOR SURVEY RECORDS:			
STREET AND NUMBER:			
CITY OR TOWN:		STATE:	CODE

SEE INSTRUCTIONS



STATE: California
COUNTY: Sonoma
ENTRY NUMBER: APR 3 1975
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DATE

7. DESCRIPTION

CONDITION

(Check One)

Excellent  Good  Fair  Deteriorated  Ruins  Unexposed

(Check One)

Altered  Unaltered

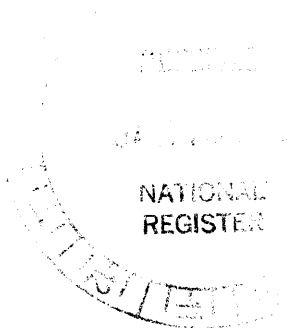
(Check One)

Moved  Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The station building, as it now stands, has the same general appearance it had in the late 1880's. Early views of the station show a loading dock on the end of the building rather than on the side as is now the case. This building is probably one of the oldest railroad stations now extant in California and is typical of the many frame structures built in the initial stages of railroad construction in California.

When this structure functioned as a standard railroad depot it was divided into three sections, an office area for the agent, a waiting room for the passengers and a freight storage area for receiving and dispatching less than full car loads of freight as well as handling express items.



SEE INSTRUCTIONS

**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 type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	

SPECIFIC DATE(S) (If Applicable and Known)

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 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 checked="" type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input 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			_____

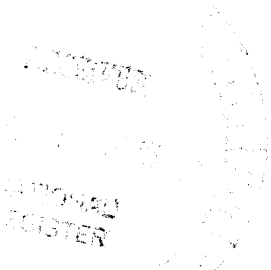
STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

The depot building that stands just north of the Sonoma Plaza stands as a moot symbol of late nineteenth century California when after the annexation of 1848 farms and vineyards appeared alongside the ranchos of the Spanish-Colonial Period. It yet reflects the times when the San Francisco and North Pacific sent its trains from Sausalito, California to return with products of the Valley of the Moon (southeast Sonoma County).

Railroad operations began in 1879 with the construction of the Sonoma Valley Railroad. This line, built from the edge of the bay to Sonoma in 1878, reached Glen Ellen, California about a year later. Subsequently, it was extended to Ignacio in Marin County for connection with the San Francisco and North Pacific Railway. The railroad was built by local interests but Peter Donahue, the builder of the San Francisco and North Pacific, seeing the advantage of the line took control in the 1880's.

The original station and the yards were in the northwest corner of the Sonoma Plaza. The line was originally narrow gauge (3 feet) but was converted to standard gauge in 1890. When the conversion was made the route through Sonoma was moved to the north through purchase of right-of-way by local Sonoma citizens who, although wanting a railroad, did not feel the Spain Street and the Plaza was the best location. There was both passenger and freight service on this line, one of the major freight items being basalt cobblestones for San Francisco street paving.



**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Pioneer Sonoma by Robert D. Parmelee, copyright 1972

**10. GEOGRAPHICAL DATA**

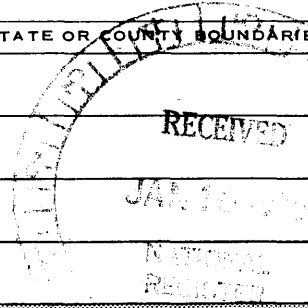
LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees	Minutes	Seconds
NW	° ' "	° ' "		38	17	46
NE	° N. A. "	° N. A. "		North		
SE	° ' "	° ' "		122	27	23
SW	° ' "	° ' "		West		

10/5475  
423862  
CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 2.82 +

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

STATE:	CODE	COUNTY	CODE
N/A			
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

**11. FORM PREPARED BY**

NAME AND TITLE: Frank E. James, City Manager

ORGANIZATION: City of Sonoma DATE: Sept. 1974

STREET AND NUMBER: #1 The Plaza

CITY OR TOWN: Sonoma STATE: California CODE: 06

**12. STATE LIAISON OFFICER CERTIFICATION**      **NATIONAL REGISTER VERIFICATION**

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: JAN 2 1975

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

[Signature]  
Director, Office of Archeology and Historic Preservation

Date: 4/2/75

ATTEST:

[Signature]  
Keeper of the National Register

Date: APR 2 1975

STATE	California	
COUNTY	Sonoma	
FOR NPS USE ONLY		
ENTRY NUMBER		DATE
		APR 3 1975

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

(Continuation Sheet)

(Number all entries)

COUNTER

SONOMA DEPOT APPLICATION  
SUPPLEMENTAL INFORMATION

1. Physical condition of the building

It appears that the building is sitting on wooden sills and will require extensive reconstruction of the foundation if the building is to remain stable. The building appears to be built from redwood and is in sound condition otherwise. The electrical wiring has been removed by the railroad, as have the plumbing fixtures. The building is substantially as it was when it operated as a depot, with the exception that the interior furnishings of the station agent's area have been removed, including the counter. However, the heavy scales in the freight section are still in place. It is interesting to note that the loft space above the depot, which apparently was used for storage or possibly as an intermittent sleeping room for the agent, has apparently remained untouched since the early 1900's, as evidenced from newspapers placed on the wall. The building has a wooden shingle roof which, while in good shape, will require extensive repairing some time in the near future. The chimneys seem to be in good repair, as do all the sashes and doors. The building has been maintained periodically by the railroad until within the last year or two. Both the interior and exterior will require painting. It will be necessary to rebuild the freight platform since there has been extensive rot in this area. Apparently a portion of the platform has been removed within the last 15 years and was not replaced. The ties and rails in front of the depot that are being left by the railroad are in good shape and will require no repair or renewal.

2. Setting in relation to historic sites in the City

The Sonoma Historic Area is unique in the juxtaposition of the various historic sites and buildings in the central Sonoma area. This includes the depot property, including the extension to the west which touches the Vallejo home property and functions to tie the Vallejo home to the downtown Sonoma area, where the Mission, General Vallejo's barracks and Plaza are located. Were the freight buildings to the north to be retained, the flavor of small-town Sonoma in the pre-World War II period could be easily retained. This building and the freight buildings function to round out the other historic buildings in the Sonoma area. The destruction of the building and the railroad site would seriously damage the totality of the historic area in the central Sonoma area.

3. Building design

The Sonoma depot is a prime example of the transitional depot style between the vertical board and batten structures of the early period and the stick-style buildings that followed in the 1880's. If one were to classify the building as to style, it would be an example of stick-style structure.

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(Continuation Sheet)

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	APR 2 1975

(Number all entries)

As far as known, it is one of the oldest depot structures remaining in California. The oldest depot known in northern California was at Belmont on the San Francisco Peninsula, which was removed several years ago. It was a board and batten building. There may be some remote stations in northern or central California that are older, but this building certainly can be classified as one of the oldest ones.

4. Approximate date of construction

As far as can be determined from historic records, this building was built around 1875-76. It was originally built on the Plaza to service the narrow gage railroad, and early photographs show it at the northwest corner. It was moved to the present location around 1890, when there was considerable pressure from citizens in the Sonoma area to get the railroad off East Spain Street and the Plaza. It apparently was altered at some time after its removal to its new location by an extension of the freight house section of the building. This building epitomizes the first stage of industrial growth in rural California with the introduction of the railroad into the economy of the State. Entrance of the railroad into the Sonoma area and the Valley of the Moon allowed shipment of cattle and production of the basalt quarries directly to the San Francisco market. It also functioned at that time as a passenger carrier for a direct connection to San Francisco via Sausalito. Because of its unchanged condition and closeness to the other historic buildings in Sonoma, it remains untouched as an example of the commerce and industry in 19th century and early 20th century California in agricultural areas. Because of its unusual site and environment, it has remained unchanged from the earliest period. It was undoubtedly a significant element in the growth of Sonoma and the Valley of the Moon subsequent to the construction of the railroad in the 1870's.

5. Design of building re date of construction

It is extremely difficult to date a building by its style, particularly in the North Bay area, which apparently was a conservative area in regard to innovation in building design, since there are a number of records that indicate older style buildings being built at very late dates in the area. But in comparison with other railroad buildings in the area this is pre-1890 in style, and therefore one of the early stations in the North Bay. Other stations in the area are built in either the Eastlake style or the Mission Revival style, which all records indicate were styles subsequent to the stick-style used in the Sonoma depot. The building was only recently abandoned, in that it was used as crew quarters until about four years ago. At that time the railroad ceased using the building and removed all the fixtures mentioned above.

6. Future Plans

The City of Sonoma will refurbish the building and restore the original setting which would include old railroad engines, cars and the agent's office. The area around the building will be developed as a park. Hopefully, the work will be completed during 1976 in order that the City and the Sonoma Bicentennial Committee may dedicate the facilities.