

**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



**1. Name**

historic Santa Fe Passenger and Freight Depot

and/or common Santa Fe Depot

**2. Location** (Within Section 10, T. 28so, R. 25ea. Mt. Diablo Base & Meridian)

street & number 150 Central Valley Highway Hwy not for publication

city, town Shafter vicinity of \_\_\_\_\_ congressional district 18th

state California code 06 county Kern code 029

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input 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: Being refurbishe

**4. Owner of Property**

name Shafter Historical Society, Inc.

street & number P. O. Box 1088

city, town Shafter vicinity of \_\_\_\_\_ state California 93263

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Kern County Recorder's Office, Hall of Records

street & number Civic Center

city, town Bakersfield state California, 93301

**6. Representation in Existing Surveys**

title City of Shafter Historic Designation has this property been determined eligible?  yes  no

date 7-14-80  federal  state  county  local

depository for survey records City Hall

city, town Shafter state California

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>March 15, 1980</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

The Santa Fe Railroad Depot in Shafter had its basic design completed in 1911 though, with modifications, was not constructed until 1917. The building is a two-story "Standard Combination Frame Depot Number 2A" and is 24'3" wide, 114'3" long, and 25'8" high.

The building construction consists of a wood frame, one-inch by seven-inch tongue and groove wood siding outside, slate roof, concrete floor, except for the freight room, which is 2"x 12" wood plank. The outside porch, enclosed in 1938, originally had columns supporting the roof. Though not presently included on the building, the columns are to be replaced in their original location.

The loading docks that were on the south-west and south-east sides of the depot were removed when the building was scheduled for relocation. These are to be replaced in the future when the interior restoration work has been completed. The south end dock and loading ramp that were removed in 1965 by the Santa Fe, will also be replaced at that time.

In July of 1927, the ticket office expanded into the waiting room area to accommodate a heavier load of freight traffic. The outside door, between the waiting room and the porch, was also relocated at this time.

June of 1938 brought major changes to the inside of the depot. The entire waiting room was converted to office space, and the outside porch enclosed and turned into a waiting room. At the same time, the restrooms were removed and relocated 33 feet from the depot building. The brick chimney was also removed and replaced with a flue pipe. In 1962 the temporary Western Union office was removed from the depot and a new restroom was constructed inside the waiting room.

All of the modifications made to the building by the Santa Fe Railroad are presently being corrected, and the building restored to its original architecture, both inside and out.

The new location of the building is some three blocks north of the original location, and it is situated in a similar position as it originally stood. A new concrete floor and foundation was poured prior to relocation. It consists of a 24 inch footing with a 4 inch floor under the baggage room, ticket office and waiting room. This was poured over a 2 inch sand bed. Another 4 inch concrete floor is to be poured under the porch. The interior of the depot is 3/4 inch by 3 1/2 inch wood siding with a center groove. This siding runs to the horizontal in all rooms except the office and waiting room, which has a mixture of vertical and horizontal siding, and the freight room which has 2 x 6 boards

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horizontally up to 5 feet, then single wall construction. Also the upstairs has a unique pattern of construction as the walls in the rooms on the east side of the building are horizontal siding and in the west rooms the walls are vertical siding.

The inside dimensions are as follows: from north to south

FIRST FLOOR:

	Length	Width	Height
Porch	16'6"	23'0"	12'6"
Waiting Room	18'0"	23'0"	12'6"
Office	18'0"	27'2"	10'3"
Baggage Room	16'9"	23'0"	10'3"
Freight Room	44'9"	23'0"	9'6" to beams

SECOND FLOOR:

Kitchen	11'5½"	10'0"	9'6"
Living Room	15'3"	12'3½"	9'6"
Middle Chamber	9'2½"	12'3½"	9'6"
South Chamber	9'2½"	12'3½"	9'6"
Hallway	12'4½"	4'4"	9'6"
Bath Room	10'4"	5'0"	9'6"
Closet(end of Hallway)	5'3½"	4'4"	9'6"
Landing	3'4"	5'5½"	9'6"
Closet (Hallway)	7'8"	1'4"	9'6"
Stairway	12'2"	3'5"	9'6" (from top)

Conclusion

The Santa Fe Railroad Depot in Shafter, California, while having perhaps less architectural significance than some structures proposed for the National Register of Historic Places, still retains most of its original architecture, and is significant as the central developmental building in Shafter. This depot is one of many constructed in the 1900's, but one of the few to survive what seems to have been a purge of old, outmoded buildings by the Railroad companies.

# 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** 1917

**Builder/Architect** Santa Fe Railroad

**Statement of Significance (in one paragraph)**

The Shafter railroad depot (Santa Fe) is an excellent example of the "Standard combination frame depot". Designated Number 2-A, it was designed by Santa Fe engineers in February of 1911. The word "combination" means use for freight, passenger and express service. The basic design of the Shafter depot was modified in May of 1913. This design modification is reflected in the architecture of the depot, which was finally constructed by Santa Fe employees in 1917. Shafter, then but a colony, had been the center of much farming activity in the past decade. This activity produced crops that provided the catalyst for the building of a depot. Although the colony, then the newest in Kern County, had been quite prosperous in its few years of existence, the coming of a railroad depot encouraged new growth as the town expanded around the depot. In fact, after a 10-year period of growth, the office portion of the depot was expanded to accommodate the high influx of commerce conducted at the facility. Passing through several phases of minor alteration, the building was finally abandoned by the railroad in July of 1978. At this, the Santa Fe Railroad declared the depot surplus property, and in December, 1979, the building was turned over to the Shafter Historical Society, with the stipulations that it must be removed from railroad property or be destroyed, and that \$500,000 liability insurance be taken out to cover the workers removing the building. At the time, the Shafter Historical Society consisted of a small but determined group of citizens who felt that the depot had great potential as a historic building. After a period of eight months, the Society was able to raise over \$20,000 and arranged to move the building to donated property which was situated three blocks down the rail line. Prior to any removal of the structure, the Historical Society contacted the Kern County Museum regarding the proper removal and placement of the building at the new site. Chris Brewer, of the Museum staff, contacted the State Historic Resources office with questions regarding the proper placement of the structure. Upon the receipt of these instructions and prior to the moving of the building, a concrete pad, like that of the original, was poured at the new site. At the completion of the new pad, on March 15, 1980, the building was removed from the original site and relocated at 150 Central Valley Highway, where it will serve as a home for the

# 9. Major Bibliographical References

Bailey, Richard C., Kern County Place Names; The Kern County Historical Society: Bakersfield, California; 1974

Bann, Robert T., Shafter's Fifty Years of Progress; The Shafter Press; Shafter, California; 1963 Cont.

# 10. Geographical Data

UTM NOT VERIFIED  
ACREAGE NOT VERIFIED

Acreage of nominated property .8

Quadrangle name Wasco, California

Quadrangle scale 1:24000

### UMT References

A 

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

B 

Zone		Easting				Northing								

C 

Zone		Easting				Northing								

D 

Zone		Easting				Northing								

E 

Zone		Easting				Northing								

F 

Zone		Easting				Northing								

G 

Zone		Easting				Northing								

H 

Zone		Easting				Northing								

### Verbal boundary description and justification

Lot No.'s 6, 7 & 8 inclusive, of Block 2, City of Shafter, County of Kern, California  
Otherwise known as 150 Central Valley Hwy., Shafter, California 93263

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

state code county code

state code county code

# 11. Form Prepared By

name/title Christopher D. Brewer, Acting Director

organization Kern County Museum

date July 2, 1980

street & number 3801 Chester Avenue

telephone (805) 861-2132

city or town Bakersfield,

state California 93301

# 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

title

date 10-26-81



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101

FHR-8-300A  
(11/78)

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HERITAGE CONSERVATION AND RECREATION SERVICE

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CONTINUATION SHEET *Significance* ITEM NUMBER 8 PAGE 2

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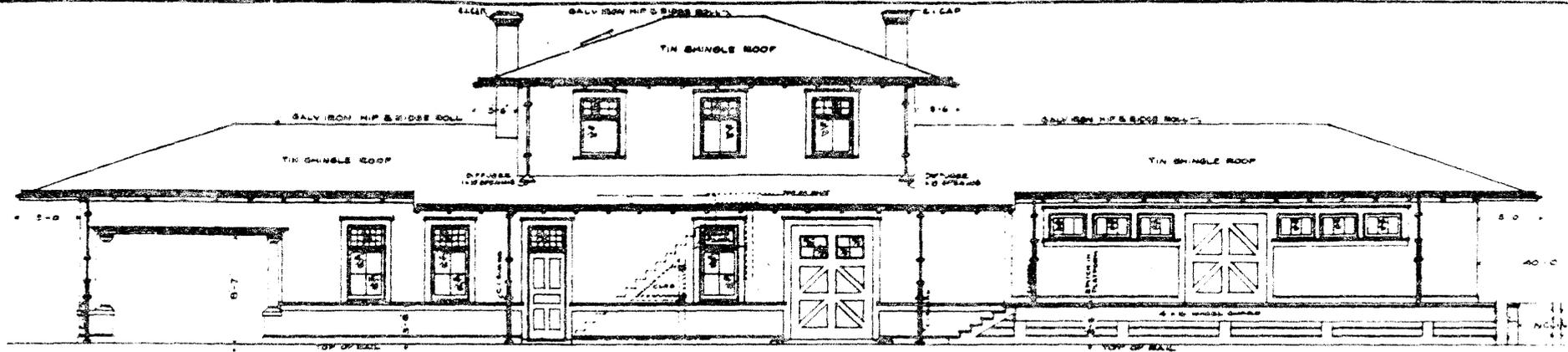
Shafter Historical Society Museum and other offices. The building is now being restored to its original architecture of 1917.

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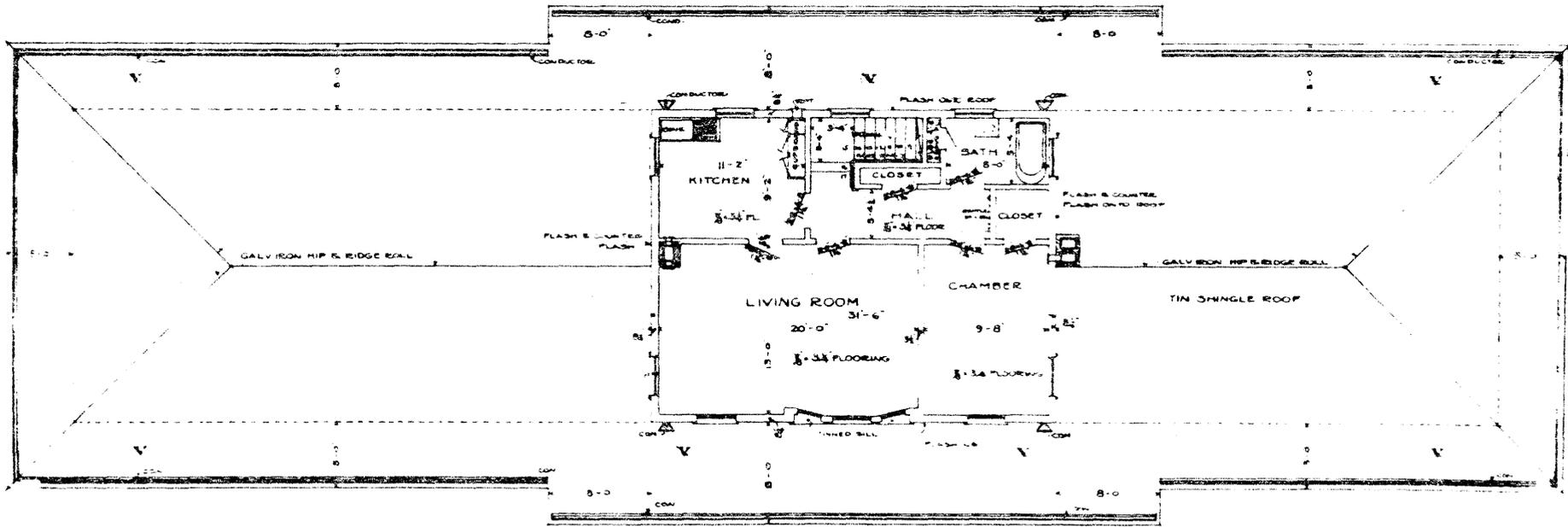
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- Burmeister, Eugene, The Golden Empire; Autograph Press; Beverly Hills, California; 1977
- Miller, Thelma B., History of Kern County, California; The S.J. Clarke Publishing Company; Chicago; 1929
- Morgan, Wallace M., History of Kern County, California; Historic Record Company; Los Angeles, California; 1914
- Smith, Wallace, Garden of the Sun; Max Hardison; A-1 Printers; Fresno, California; 1960
- The Bakersfield Californian; "New Railroad Depot at Shafter dedicated with feast and speeches;" October 12, 1917
- The Bakersfield Californian; "Cost may derail Shafter depot project;" September 11, 1979
- The Bakersfield Californian; "Shafter preserves some relics of past;" March 14, 1980
- The Bakersfield Californian; Photograph; March 15, 1980
- The Shafter Press; Festival Edition ; May 14, 1953; Shafter, California
- "Museum seeks land for depot;" March 21, 1979
  - "Depot must be moved;" April 18, 1979
  - "Historical Society formed to save depot;" July 18, 1979
  - "Of Green Hotels and Taco Bells;" August 15, 1979
  - "90 attend first Historical fest;" November 7, 1979
  - "Santa Fe depot to be moved by January 10;" December 5, 1979
  - "City to declare depot historic building;" December 12, 1979
  - "Editorial;" December 12, 1979
  - "Chamber gives \$6,000;" December 19, 1979
  - "Historical Society demolished building;" December 19, 1979
  - "Work day at depot;" January 2, 1980
  - "Historical membership climbs;" January 16, 1980
  - Photograph, January 16, 1980
  - "Foundation to be poured;" February 6, 1980
  - "Depot work continues;" February 13, 1980
  - "Depot is now ready to be moved;" February 20, 1980
  - "SHAFTER DEPOT IS SAVED;" March 19, 1980
  - "Tenneco West donates \$2,500 to Society;" April 16, 1980
  - Photograph, April 23, 1980
  - "Depot restoration will begin;" May 14, 1980
- Combination Frame Depot No. 2A Modified, The A.T. & S.F. Railway System, Chief Engineers Office, Los Angeles, California, 1913. (Blueprints)
- Interview with Jim Crane, Valley Engineer, Santa Fe Railway; Fresno, California February, 1980
- Interview with Mark G. Raney, Public Relations, Tenneco West; Bakersfield, California March, 1980
- Interview with Stan D. Wilson, Railroad Historian & Former Railroad Shipper; Shafter, California; February, 1979



STREET SIDE ELEVATION

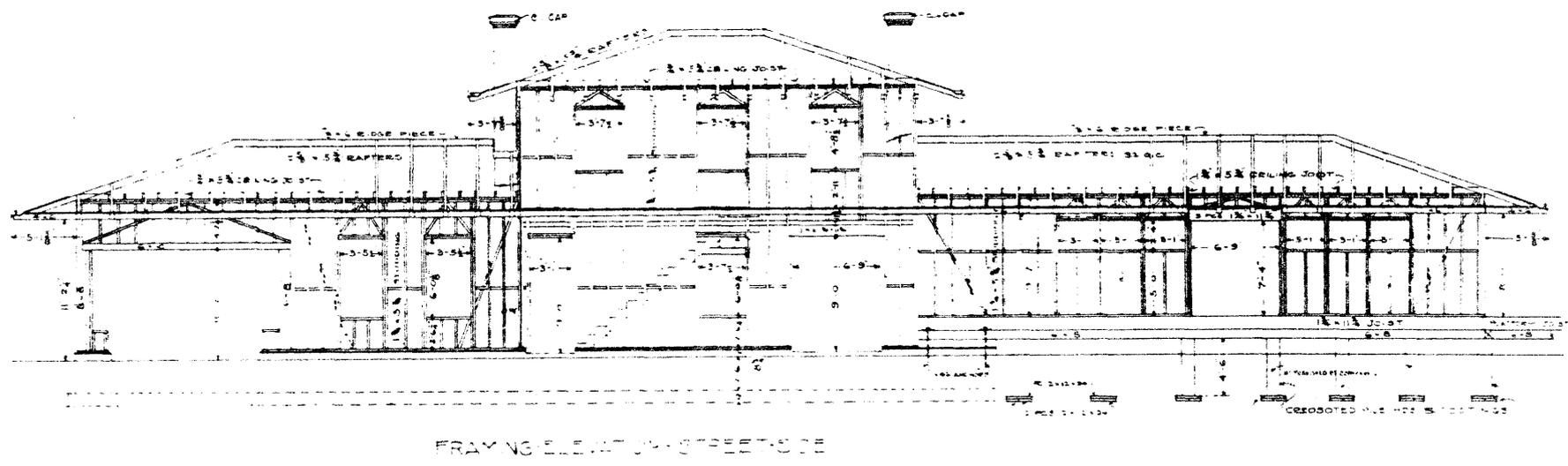
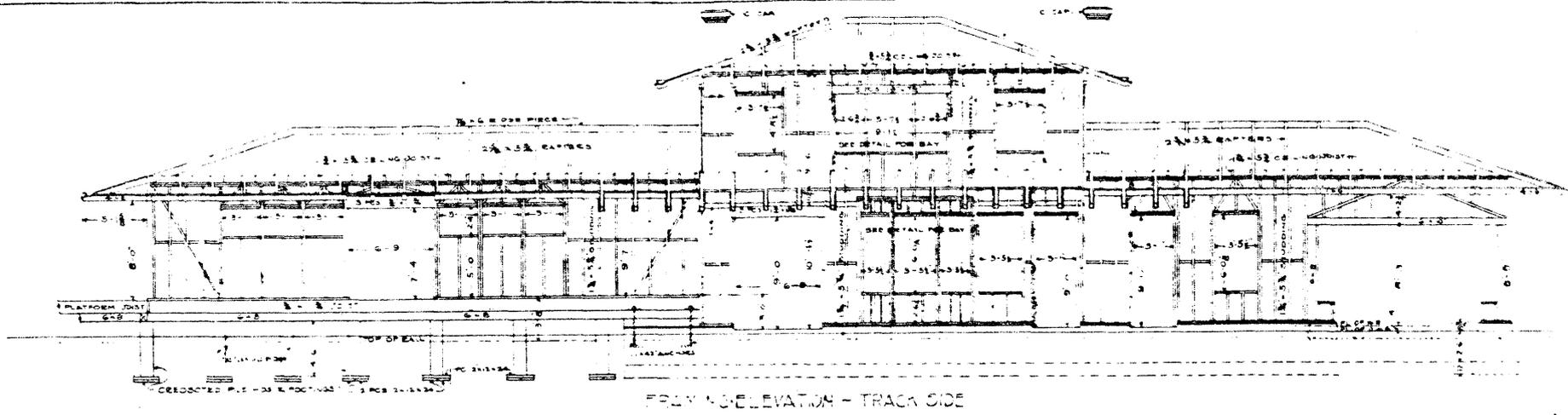


SECOND FLOOR & ROOF PLAN



THE AT&SERY SYSTEM  
STANDARD  
COMBINATION FRAME DEPOT N

APPROVED: *[Signature]*  
CHIEF ENGINEER SYSTEM



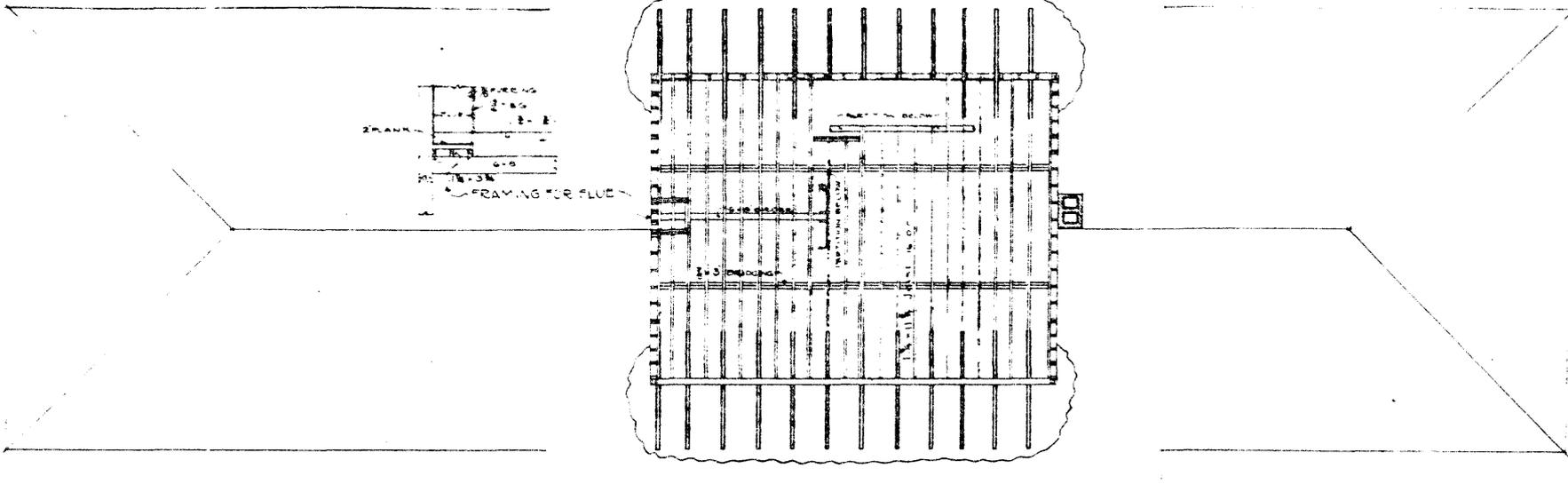
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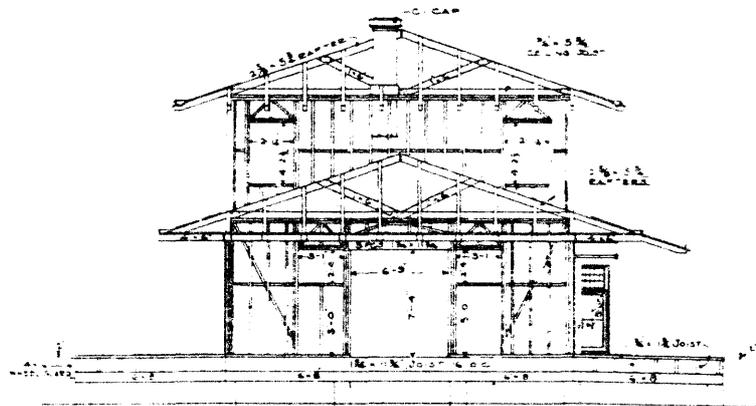
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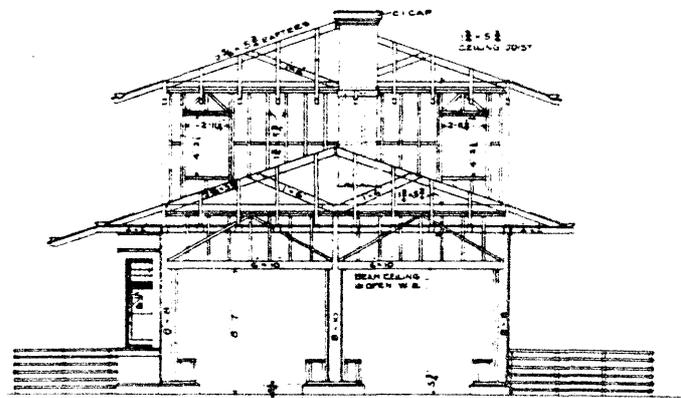
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SECOND FLOOR FRAMING PLAN



FRAMING ELEV. FREIGHT END



FRAMING ELEV. PASS. END

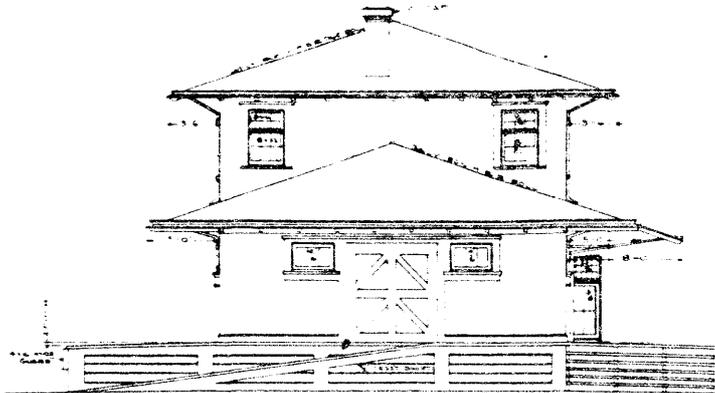
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TOPEKA FEBRUARY 1911.

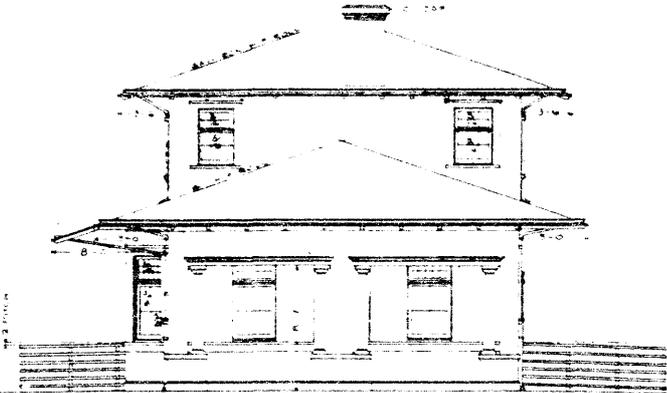
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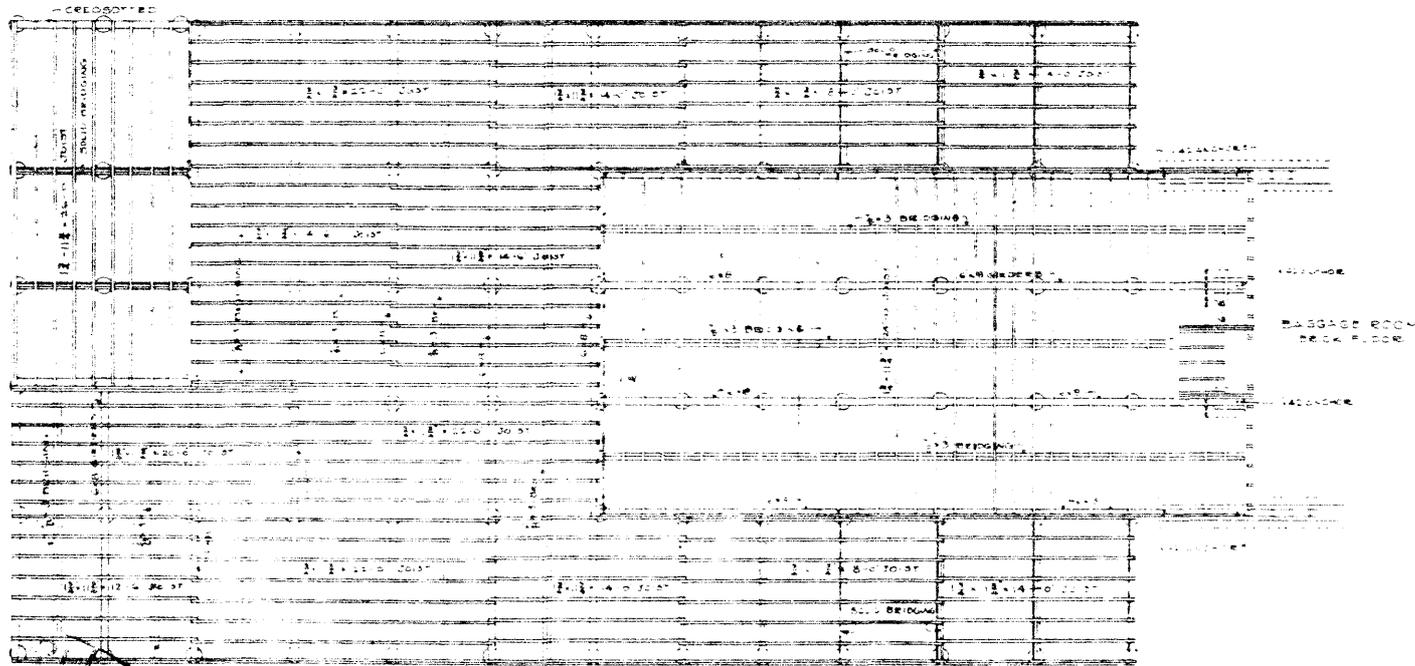
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FREIGHT END ELEVATION



PASSENGER END ELEVATION



FRAMING PLAN, FREIGHT END

THE AT&SF SYSTEM  
STANDARD  
COMBINATION FRAME DEPOT NO. 2

TYPE-A FEBRUARY 1931

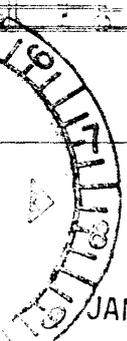
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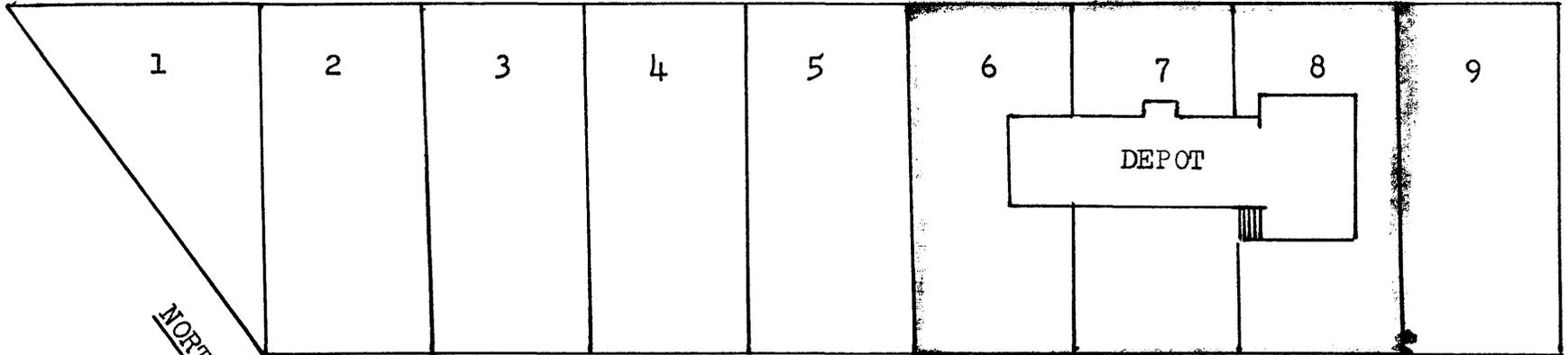


JAN 19 1982

SHAFTER SANTA FE DEPOT  
NEW LOCATION  
LOTS 6,7,&8; BLOCK 2  
TOWNSITE OF SHAFTER  
AS SUBDIVIDED 1913

Santa Fe Railroad

Santa Fe Railroad



CENTRAL VALLEY HIGHWAY

NORTH SHAFTER AVENUE

POSO STREET

