

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 01001457

Date Listed: 1/18/2002


Goleta Depot
Property Name

Santa Barbara CA
County State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.



Signature of the Keeper

1/18/02

Date of Action

Amended Items in Nomination:

Significance:

**Criterion A and the areas of significance Transportation, Commerce and Communications are deleted from the nomination.
[Removing this property from its original railroad right-of-way location as a pivotal centerpiece of early growth and local development in Goleta precludes its eligibility under Criterion A and Criteria Consideration B (association dependent on the site/setting and environment).]**

Period of Significance:

**The period of significance is revised to read: 1901
[This reflects the building's significance under Criterion C alone.]**

These revisions were confirmed with the OR SHPO staff.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

DEC -- 5 2001

1457

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being nominated, mark "N/A" or "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Goleta Depot

other names/site number _____

2. Location

street & number 300 North Los Carneros Road not for publication

city or town Goleta vicinity

state California code CA county Santa Barbara code 083 zip code 93117-1502

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

K. M. Allen 11/28/01
Signature of certifying official/Title Date
California Office of Historic Preservation
State of Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register.
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain): _____

Signature of the Keeper [Signature] Date of Action 1/18/02

Goleta Depot
Name of Property

Santa Barbara County, California
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

| Contributing | Noncontributing | |
|--------------|-----------------|------------|
| 1 | | buildings |
| | | sites |
| | | structures |
| | | objects |
| 1 | | Total |

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related
INDUSTRY/PROCESSING/EXTRACTION/
communications facility
COMMERCE/TRADE/business

Current Functions
(Enter categories from instructions)

RECREATION AND CULTURE/museum
TRANSPORTATION/rail-related

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN/Stick

Materials
(Enter categories from instructions)

foundation CONCRETE
walls WOOD
roof ASPHALT
other

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation Sheets (pages 1-3).

Goleta Depot
Name of Property

Santa Barbara County, California
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

TRANSPORTATION
 COMMUNICATIONS
 COMMERCE
 ARCHITECTURE

Period of Significance

1901-1951

Significant Dates

1901

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Southern Pacific Railroad

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Goleta Depot
Name of Property

Santa Barbara County, California
County and State

10. Geographical Data

Acreege of Property 1.6 acres (approx.)

UTM References

(Place additional UTM references on a continuation sheet.)

| | | | |
|---|------|---------|----------|
| 1 | Zone | Easting | Northing |
| 2 | 11 | 237980 | 3814760 |

| | | | |
|---|------|---------|----------|
| 3 | Zone | Easting | Northing |
| 4 | | | |

See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Gary B. Coombs, Ph.D., Director

organization South Coast Railroad Museum date 8/14/2001

street & number 300 North Los Carneros Road telephone 805-964-3540

city or town Goleta state Calif. zip code 93117-1502

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name County of Santa Barbara

street & number Parks Dept., 610 Mission Canyon Road telephone (805) 568-2461

city or town Santa Barbara state Calif. zip code 93105

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Section number 7 Page 1

Goleta Depot, Santa Barbara County, CA

Description

Goleta Depot is an example of the Southern Pacific (SP) Railroad's Combination Station No. 22 standard-plan depot. It is a tri-level rectangular frame Victorian Stick structure.

The site, a rectangular parcel about 1.6 acres in extent (see Site Map), is located along a principal road at the western edge of Los Carneros County Park in Goleta, Calif. The site is about 1.85 miles from the original depot site and about 0.2 miles from the tracks of the Union Pacific Railroad (formerly Southern Pacific). The setting is rural and uncluttered, similar to the pastoral setting at the original site prior to the Goleta building boom that began in the 1950s. Goleta Depot was moved in 1981.

Adjoining parcels contain a large lemon orchard (to the west), a county fire station and a public parking lot for park visitors (to the north), and Stow House, a National Register property on its original site (to the east). The vast undeveloped expanse of Los Carneros County Park lies to the south and beyond Stow House to the east.

A "preservation park" atmosphere does not exist at Los Carneros County Park. There are no other relocated or reconstructed historic buildings at or near Goleta Depot or Stow House. Moreover, vegetative screening was installed in 1982 to visually separate these two neighboring historic properties (see Site Map). Now mature, these trees and shrubs effectively eliminate the viewing of one building from the other.

Goleta Depot was positioned on the new site with its long axis oriented roughly north-south and the front of the building facing westward. This was known to be in contrast to the depot's original north-facing orientation, but was necessary given the new parcel's topography, which runs north-south, with gentle slopes from the west and east downward toward the middle of the site.

In 1983, following a year of restoration and rehabilitation, Goleta Depot was reopened. The building became home to the Goleta Valley Chamber of Commerce, two other local non-profit organizations, and a fledgling museum. Today, the entire building serves as the home of the South Coast Railroad Museum.

The nominated property is positioned near the western edge of its parcel, roughly midway between the parcel's eastern and western boundaries. The building shares the site with two small storage sheds. The site contains no roads or driveways. About 200 feet of standard-gauge railroad track has been installed in front of the depot building. A Southern Pacific bay-window caboose, built circa 1961, occupies a portion of the track just northwest of the depot. The track is also used by the museum to give handcar and inspection-car rides to the visiting public.

Goleta Depot is a tri-level structure with a 25' x 92' footprint. The lower (first floor) level contains the passenger waiting room, railroad office, and baggage room. The overlying upper (second floor) level contains the agent's five-room apartment (kitchen, bedroom[s]), and parlor[s]). Each of these levels is approximately 25' x 48' in extent. The split level, which is elevated to the height of the surrounding freight platform (approx. 3.5 feet above ground level) contains the freight room (warehouse) and is approximately 25' x 44'.

The Stick-style building's principal architectural features include wide eaves supported by roof brackets; shingled (staggered-butt) gables, milled redwood gutters, and double-hung windows with six-over-six lights. The depot's most distinctive feature, and the only deviation from a strict rectangular footprint, is a 12-foot wide two-story gable-topped window bay that projects about four feet from the building's west side, extending from the freight office below to the apartment above.

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Goleta Depot, Santa Barbara County, CA

Description (cont'd)

In addition to conventional hinged wooden panel doors for human entry and egress, the building exterior also features five massive sliding wooden doors wide enough to accommodate freight and baggage wagons.

The exterior siding is channeled (or beveled) horizontal redwood shiplap, over fir balloon framing. The exterior was painted SP's standard "Colonial Yellow" color, with brown trim and white sash.

The original cedar shingle roof was replaced by the SP with asphalt roofing prior to 1970. The original brick chimneys were lost in a 1925 earthquake and were subsequently replaced by the SP with chimney pipes.

The roof of the second story is gabled on three sides, while the lower roof is hipped, with a pent eave at the exposed end of the split level.

Interior rooms, with the notable exception of the freight room, feature beaded tongue-and-groove vertical redwood paneling and fir floors. The ceilings of these rooms use identical beaded tongue-and-groove material.

The freight room was of single-wall construction, lacking interior walls and ceiling, with all framing exposed. It had a fir floor, which was an interior extension of the freight platform that surrounded this largest interior space. Sometime before 1960, the freight room was divided to create two separate warehouse rooms, at which time the fifth sliding freight room door was added.

Electricity, piped water, plumbing and gas-heating were not part of the original construction, but were all introduced prior to 1950.

When the building was moved, restoration and rehabilitation were necessary to make the building usable again. The building now rests on a block foundation over concrete footings, rather than the original foundation of loose bricks and wood pilings. A concrete sidewalk encircles about 80% of the building.

Goleta Depot possesses a high degree of architectural integrity. Modifications were confined largely to the freight house, which served for several years as home to the Goleta Valley Chamber of Commerce. This space was subdivided into several rooms, by adding framing and sheet-rock walls. A new floor and wall-to-wall carpeting were also installed, along with glass doors behind two of the large sliding wood doors. The original room fabric (framing, walls and open ceiling) remains intact, however, though hidden behind the recent additions.

To create interior restrooms, the architect added interior partitions to a portion of the baggage room. The remaining, front half of the baggage room retains its original interior appearance.

The building's other interior spaces are relatively free of modification. For example, all of the interior wall and ceiling tongue-and-groove paneling throughout the remainder of the building survives, though the paneling in one waiting-room wall was removed long enough to install a hidden shear-wall layer to give needed strength to this portion of the structure.

The original fir floors remain exposed in the waiting room, bedroom, one parlor, and the hallway that connects the office and freight house. Sheet linoleum and vinyl flooring were installed in 1982 over the original floors in the office, kitchen, and the other parlor. Most of the interior doors are replacements for the originals that were destroyed by vandals in the late 1970s.

Visible ducting was left intact during the rebuilding and has been re-used wherever practical for wiring and other purposes. This includes electrical ducting as well as the stove pipes in the office and waiting room, which are

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Goleta Depot, Santa Barbara County, CA

Description (cont'd)

now connected to non-operating cabooses and pot-bellied stoves that form integral parts of the museum's period-room displays.

All of the exterior siding is original except for the end (i.e., north) wall of the freight house, in which two large openings had been cut circa 1950. Matching beveled lumber was used as the 1982 replacement. Much of the exterior baseboards around the lower level also were replaced with new material. A Sacramento mill produced matching redwood gutter stock to replace about 80% of the original gutters, which were badly deteriorated.

All of the exterior doors are original, as are the eave brackets, train-order board and connecting rods. The control levers for the train-order board are from the former Oxnard, Calif. depot.

Most of the window glass was destroyed by vandals during the late 1970s and was replaced with plate glass. However, about a dozen panes of original cylinder glass, all located in door transoms, are still intact.

Neither the original brick chimneys, nor the replacement chimney pipes, which were removed during the process of relocating the building, have been restored. An asphalt shingle roof replaced its badly deteriorated predecessors in 1982.

In 1980, less than half of the original freight platform still existed and this was in a seriously dilapidated state. Most of the freight platform was reconstructed in wood, while a portion, along the back (east side) of the freight house, was replaced in 1982 with a concrete walkway to facilitate wheelchair access to the freight room area.

Statement of Significance

Goleta Depot is historically significant because of its long and important associations with the development of transportation, commerce, and communications in its community and region. It is architecturally significant because it is a rare and fine example of an important architectural form.

Goleta Depot is eligible for the National Register under Criteria Consideration B because it is: (i) the building most closely associated with the railroad in Goleta; (ii) Goleta's oldest surviving commercial building; (iii) the oldest remaining building associated with the Coast Line in Santa Barbara County; and (iv) the only surviving example in Santa Barbara County of the once-widespread Combination Station No. 22 standard-design depot.

Goleta Depot was built in 1901, during the completion of Southern Pacific's Coast Line. This coastal route, linking the principal California cities of San Francisco and Los Angeles, came to have a major impact on patterns of settlement, tourism, agriculture, and other forms of social and economic development throughout most of the 20th century. These effects were felt across a wide area, across much of the state, but especially in the cities and towns along the railroad right-of-way.

The importance of the Coast Line continues into the 21st century. It is the route for Union Pacific Railroad

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Goleta Depot, Santa Barbara County, CA

Statement of Significance (cont'd)

freight-carrying along the Pacific Coast and the nation's second busiest passenger rail corridor, handling both Amtrak intercity and Bay Area and Metropolitan Los Angeles commuter trains.

Opened in 1901, the Coast Line took more than a decade to build. During the final five years of construction, all that remained was a stretch of about 86 miles, all within the confines of Santa Barbara County. This long unfinished stretch became famous as "The Gap," which SP's engineers and crews would eventually conquer.

Scores of depots and lesser buildings were erected in the county during these final years of the Coast Line construction. While other original structures and features (e.g., bridges, cuts and fills) endure, Goleta Depot is the only surviving railroad building from that period (The Santa Barbara depot, for example, was built in 1905, four years after the Coast Line was opened.).

Goleta Depot is an example of the Combination Station No. 22 standard-design style. Like some of the other railroads, the Southern Pacific used standard-design plans to simplify the process of designing and building many of its depots. These SP standard-design depots were invariably of wood-frame construction and were generally used in small town and country settings.

Combination Station No. 22 (CS 22) was SP's most common standard-design depot, with at least 91 erected from about 1894 until the 1930s in the states of California, Nevada, Arizona, Texas, Oregon, and Utah (This number would exceed 100 if variant forms were included in the tally.). These sheer numbers suggest that the CS 22 was probably one of the most numerous and widespread standard-design depots in the entire United States across all railroads.

Eight CS 22s were built in Santa Barbara County, more than in any other county or in any state other than California. All eight were built in conjunction with the Coast Line completion. These included depots at Goleta, Naples, Gaviota, Concepcion, Sudden, Surf, and Guadalupe, along an 86-mile stretch of the Coast Line main corridor, and a depot in the town of Lompoc on the Lompoc branch east of Surf.

Except for Goleta Depot, all of these Santa Barbara County CS 22s were razed by the railroad, most were gone by 1980. A fragment of the Surf depot was used until the 1990s, when it, too, was demolished.

Goleta Depot served the railroad and its community for almost three-quarters of a century as a local center of transportation, communications, and commerce. The period of significance has been arbitrarily ended fifty years in the past although the depot continued to function as a railroad building until 1973.

Being a "combination station" meant that Goleta Depot served both passengers and freight. This pattern, which was common in small towns and rural areas across America, stood in marked contrast to urban areas, where separate passenger and freight depots were the rule.

The depot was essential to the commerce that took place between Goleta and the outside world, as well as being an important commercial establishment in its own right. The depot was vitally important to the small agricultural community of Goleta during the first half of the 20th century, serving as the gateway through which passed Goleta Valley produce and livestock on its way to outside markets. In exchange, Goleta received the tools, materials and supplies needed to build and maintain a community.

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Goleta Depot, Santa Barbara County, CA

Statement of Significance (cont'd)

Beginning in 1901, Goleta Depot was also the local agency office for Wells Fargo Express, which was succeeded by Railway Express.

With the creation of the University of California, Santa Barbara campus in Goleta and the completion of Cachuma Dam in the Santa Barbara backcountry, Goleta was rapidly transformed, starting in the early 1950s, into a populous Santa Barbara suburb. Goleta Depot was a key participant in the building boom. Southern Pacific records for the early 1970s, for example, list cement, plaster, lumber, and home appliances – along with beer – as the principal incoming commodities handled by the Goleta agent.

Apparently Goleta Depot is now the oldest surviving commercial building in its community. Inventories of historic properties prepared by the Santa Barbara County Historical Landmarks Commission and the Goleta Valley Historical Society list no older Goleta properties except for 19th century houses, farm and ranch buildings, schools and churches.

Goleta Depot was less important as a passenger station, due largely to its close proximity (eight miles) to the city of Santa Barbara, which had its own passenger depot. While the Santa Barbara depot was served by all of SP's passenger trains, Goleta Depot was only a flag-stop for the daily local trains. Nevertheless, the community was served by the SP locals at Goleta Depot from 1901 until May 20, 1965.

The importance of Goleta Depot as a communications center is often overlooked. The station agent served as the eyes and ears of the distant train dispatcher, transcribing and delivering the dispatcher's orders to the engineers and conductors on passing trains. These "train orders" were essential both to railroad safety and to operational efficiency on the single-track Coast Line. In the early days, the dispatcher and Goleta agent communicated by telegraph, which was eventually replaced by a direct-line telephone. The depot's office was also fitted with a loud bell that the dispatcher could activate remotely. The dispatcher's bell could capture the agent's attention anywhere in the building, even if he were asleep in the apartment upstairs.

Goleta Depot also had one telephone for handling public calls and another for communicating with other area depots, section houses, and other railroad facilities. The depot also served as Goleta's Western Union telegraph office until Jan. 17, 1961.

In 1973, Southern Pacific closed its Goleta station. For the next few years, the abandoned structure became the target of vandals and thieves, while community sentiment to save the building grew.

The SP would have demolished Goleta Depot, a fate that eventually befell every other (more than a dozen) of the railroad's wood-frame depots in Santa Barbara County, were it not for a lawsuit over the depot property brought by the Kellogg family, whose forebears had granted the land to the SP at the turn of the century.

Finally, in late 1981, a resolution to the lawsuit was at hand. SP and the Kelloggs agreed to divide the land, but neither wanted to keep the depot on the site. Instead, they offered the building to Goleta Beautiful, a community organization, on the condition that the site be cleared within 90 days.

Goleta Beautiful planners found that there were very few alternative sites available for relocating the building. Paying the high prices for even a small piece of land in this Santa Barbara suburb would have put the relocation

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Goleta Depot, Santa Barbara County, CA

Statement of Significance (cont'd)

project financially out of reach. In addition, the Goleta Valley was under a long-term water moratorium and no new water meters were being issued for vacant land.

The only feasible solution to the land problem was Los Carneros County Park, a largely undeveloped park occupying part of the historic Stow Ranch lands. The County of Santa Barbara made a parcel at the park available to Goleta Beautiful under a long-term renewable lease agreement at no charge. Water was also provided by the county, using an existing water meter and with a special exemption from the Goleta Water District. The building move was completed on Nov. 18-19, 1981.

Bibliography

- Bender, Henry E., Jr. "Southern Pacific Lines Standard Design Depots: Part 1," *SP Trainline* 57 (1998): 11-26.
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- Lawler, Nan. "Closing the Gap," *Railroad History*, Bulletin 145 (1981): 87-105.
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- Potter, Janet Greenstein. *Great American Railroad Stations*. New York: John Wiley & Sons, Inc., 1996.
- Signor, John R. *Southern Pacific's Coast Line*. Wilton, Ca.: Signature Press, 1994.
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- Tompkins, Walker A. *Goleta: The Good Land*. Goleta, Calif.: Goleta Amvets Post No. 55, 1966.

Verbal boundary description

Parcel no. 77-160-57-005-7

Verbal boundary justification

The nominated property includes the entire parcel of about 1.6 acres on which Goleta Depot is roughly centered (see Site Map).

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Section number Photos Page 7

Goleta Depot, Santa Barbara County, CA

Photo Log

All photographs were taken by Gary B. Coombs, who prepared the nomination.
All original negatives and digital-image files are in the possession of the South
Coast Railroad Museum, 300 North Los Carneros Road, Goleta, CA 93117.

| Photograph Number | Date of Photograph | Description of View |
|----------------------|-----------------------|---|
| 1. | 9/18/2001 | Exterior, camera facing northeast |
| 2. | 7/31/2001 | Exterior, facing southeast |
| 3. | 7/31/2001 | Exterior, facing south |
| 4. | 8/10/2001 | Exterior, facing southwest |
| 5. | 8/10/2001 | Exterior, facing northwest |
| 6. | 9/04/1999 | Freight Office (interior), facing southwest |