

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section _____ Page _____

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 08000501

Date Listed: 6/13/2008

Southern Pacific Railroad Section
Superintendent House
Property Name

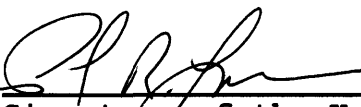
Sacramento
County

CA
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

6/13/2008
Date of Action

=====

Amended Items in Nomination:

Historic Function:

The Historic Function is amended to add: *Domestic—Single Dwelling*
[Although closely associated with railroad operations, the specific function of this particular resource was as a residence.]

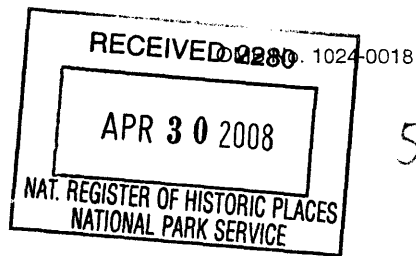
These clarifications were confirmed with the CA SHPO office.

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



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 any item does not apply to the property being documented, enter "N/A" for "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 Southern Pacific Railroad Section Superintendent House

other names/site number N/A

2. Location

street & number 915 Oakdale St. not for publication N/A

city or town Folsom vicinity N/A

state California code CA county Sacramento code 067 zip code 95630

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

Steph D. Hinkle DS/HB 5/1/08
Signature of certifying official/Title Date

California Office of Historic Preservation
State or 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 commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this 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

Date of Action

[Signature] 6/13/2008

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
	1	structures
		objects
1	1	Total

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

N/A _____

Number of contributing resources previously listed in the National Register

N/A _____

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation / Railroad related

Current Functions

(Enter categories from instructions)

Vacant / not in use

7. Description

Architectural Classification

(Enter categories from instructions)

Bungalow / Craftsman

Materials

(Enter categories from instructions)

foundation Wood/Railroad ties
 roof Asphalt shingles
 walls Wood/Shiplap siding

 other _____

Narrative Description

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

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.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1915-1950

Significant Dates

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Southern Pacific Railroad Company

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 a 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.

Narrative Statement of Significance

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

9. Major Bibliographical References

(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:

10. Geographical DataAcreage of Property less than 1 acre**UTM References**

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	<u>10</u>	<u>658300</u>	<u>4281520</u>	3	—	—	—
2	—	—	—	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 Byname/title Eric Olds/Active Memberorganization Folsom, El Dorado, & Sacramento Historical Railroad Associationdate 5/24/07street & number 409 Scott St. telephone 916-218-5984city or town Folsom state CA zip code 95630**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 the SHPO or FPO.)

Name City of Folsomstreet & number 50 Natoma St. telephone 916-355-7200city or town Folsom state CA zip code 95630**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 the 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 Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

Summary Paragraph

Southern Pacific Railroad (SPRR) constructed the Section Superintendent House, located at 815 Oakdale Street, Folsom in 1915. The 1½ story bungalow exhibits the general shape of saltbox style architecture, has a modified rectangular plan, gable roof, and enclosed front porch. The house sits among several trees and shrubbery on a fenced lot less than an acre in size. The fenced lot is on a triangular- shaped parcel bound by Oakdale Street (north) and by railroad tracks at the Folsom Junction wye. The parcel outside of the fenced lot is either leased to a landscaping supply company or is used for equipment storage and is outside of the boundaries of this nomination. The Superintendent House has undergone alterations both during and after the period of significance. The front porch was enclosed before 1943, during the period of significance. Alterations occurring after the period of significance include the addition of a front wood deck and a modern sliding glass door on the south wall. The property retains sufficient integrity to convey its significance as an example of the type of housing constructed by SPRR for a section superintendent.

Narrative Description

(Portions of this narrative description are printed with permission of Stephen R. Wee / JRP Historical Consulting Services)

Built in 1915, the Section Superintendent House is constructed on a rectangular plan, approximately 24 feet by 34 feet, with an opened porch on the southeast corner. The 1½ story wood-frame building exhibits the modest characteristics of its bungalow contemporaries, but has the general shape of the saltbox. Sitting on a concrete foundation that is covered with wood shingle skirting, the building cladding is shiplap joint wood siding finished with cornerboards. Windows are a mix of 6/6 and 2/2 double hung wood sash. Most are covered by plywood sheets. The raised panel front door is covered by a modern aluminum frame screen door. Window and door surrounds are plain milled boards with no molding. Cornerboards and fascia are of the same simple millwork style. A modern aluminum frame, sliding glass door has been added on the south façade. The building is covered by a saltbox style gable roof with moderate eaves sheathed in composition shingles. A central corbelled brick chimney rises from the west slope, a common characteristic of the Saltbox style. A one story component covered by a hipped roof extends the length of the front façade. This was originally constructed with an engaged porch on the north end, but the porch was enclosed during the period of significance to reflect the present

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Section number 7 Page 2 Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

configuration. The front door opens onto a small wood deck with open wood slat railing and accessed by open wood stairs. The deck was added in the late 1950s.

A modern carport sits west of the residence. The noncontributing structure is covered with a metal roof supported by corner posts.

In assessing integrity issues for the section superintendent's residence, it should be noted that the building retains a high degree of integrity of location, design, workmanship and feeling. Within the fenced area that separates the residence from the remainder of the parcel, the property retains its domestic setting with grass and ornamental plantings albeit overgrown. The property was used as a residence until 2002, but since the 1950s it has had no direct association with railroad related functions. Thus, the superintendent's residence defined as the house and its immediate environs, bounded by the fence that surrounds the property, has a high degree of integrity to its period of significance, 1915 when the structure was built to 1950 when the residence was no longer used for section superintendent housing.

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Section number 8 Page 3 Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

Summary Paragraph

The Southern Pacific Railroad Section Superintendent House is eligible for the National Register of Historic Places the local level of significance under Criterion A for its association with railroad development in the Folsom area. The building is an example of the type of company housing SPRR provided for section superintendents, an important and well respected position in railroad hierarchy. The town of Folsom was established as the terminus for California's first railroad, the Sacramento Valley Railroad and the town's early development was shaped by its substantial railroad association. The Sacramento Valley Railroad, and subsequent railroad companies that operated in Folsom, have left a body of cultural resources in downtown Folsom on what has become known as the Folsom Depot Grounds (Railroad Block-Blocks 20 and 21), and the Sacramento Valley Railroad grade itself has been determined eligible to the National Register but, railroad buildings that are associated with railroad employees are rare. The Section Superintendent House is one of the few tangible resources remaining that represents the integral connection SPRR maintained with the local Folsom community, and exemplifies the direct presence of the railroad in the lives of its employees. The Southern Pacific Railroad Section superintendent House was previously found to meet National Register of Historic Places eligibility criterion A by the State Historic Preservation Officer through a Section 106 consensus determination of eligibility and is listed on the California Register of Historical Resources.

Historic Context

(Portions of this Statement of Significance are printed with permission of Stephen R. Wee / JRP Historical Consulting Services)

Unlike other gold rush settlements along the lower American River, Folsom survived the decline of mining after the gold rush decade because its position at the terminus of the Sacramento Valley Railroad (SVRR) made the town a main distribution point for the mines of the Mother Lode and Comstock mining districts and the shipping center for agricultural products of the region. In 1849, Theodore Judah, Richmond Cheney, and Samuel Bruce laid out the townsite for Captain Joseph L. Folsom at the site of a former mining community. Laid out as a rectilinear grid south of the American River, the street system accentuated the prevailing uniformity of straight streets, right angle intersections, and standardized blocks. The uniform grid pattern was broken only by the right of way for the SVRR. Captain Folsom granted the railroad a long strip of right of way across his land fronting on the American River along with two blocks for a railroad yard in the center of the townsite. SVRR completed the line between Sacramento and Folsom in 1856, after which Folsom became a major transfer point for stage and freight lines running throughout the foothills,

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Section number 8 Page 4 Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

and caused many of the residents of surrounding settlements to relocate their stores, hotels, restaurants, and residences to the new transportation hub. The successful company extended their railroad line east to Placerville during the early 1860s.

By the mid-1860s, the "Big Four" Central Pacific Railroad (CPRR) transcontinental route was expanding into the foothills northwest of Folsom, and competing with the SVRR's successful passenger and freight business. In August 1865 CPRR took over the SVRR and moved the SVRR machine shops from Folsom to a downtown Sacramento location. The CPRR, later Southern Pacific Railroad (SPRR), continued operating the Sacramento-Folsom-Placerville rail line under the Placerville & Sacramento Valley Railroad name until 1888, after which it operated under the SPRR name. Passenger traffic ceased on the Folsom line in 1939 and SPRR offered freight service on the line until 1988.

The house at 815 Oakdale Street in Folsom occupies a small portion of a larger parcel that has been owned since the late 19th century by SPRR. The triangular-shaped parcel bounded by Oakdale, Bidwell, and Forrest Streets, and designated Block 97 of the 1855 town plat, was owned by Gilbert M. Cole in 1870 when he granted the Placerville & Sacramento Valley Railroad a two-rod wide right of way through his property. The block was divided into 16 lots on paper, but was never subdivided and sold by these lot designations. Cole and his wife Henrietta moved to New York and Henry Donnelly of Folsom acquired most of Block 97 from Cole in November 1875. At about the same time, Cole sold a sliver of Block 97 lying south and west of the Placerville & Sacramento Valley Railroad line to the Natomas Water & Mining Company. Thus Donnelly's tract was bounded by the Placerville & Sacramento Valley Railroad right of way on the southeast, Forrest Street (now abandoned) on the northeast and Sacramento Valley Railroad right of way on the west. This roughly triangular parcel of land, later acquired by the SPRR, became known as Folsom Junction. In 1913, the third leg of track that makes up the wye on the northern edge of the property (eliminating Forrest Street) was added so that west bound trains from Placerville could switch directly to travel into Folsom. About this time, SPRR constructed section gang housing at the Folsom Junction site. In addition to the Section Superintendent residence, SPRR constructed a section crew bunkhouse, storage and tool buildings, a water closet (outhouse) and a building that housed a small rail motorcar (speeder) used by the crews to move up and down the tracks. The bunkhouse was partially demolished in the 1960s and completely removed in 2003. The speeder storage building was relocated and the remaining buildings were removed before 1996. The Section Superintendent residence and surrounding yard were enclosed with chain link fencing and the remaining parcel outside of the fenced area was either leased to a landscaping supply company or used for non-railroad associated equipment storage and no longer retains integrity to its railroad history.

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Section number 8 Page 5 Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

The Section Superintendent House is the only remaining building linking the parcel's long association as a railroad section yard and site of railroad employee housing. SPRR constructed the building for the purpose of housing the section crew superintendent. During the first half of the 20th century, it was common for railroad companies to provide on site housing for employees hired to maintain the rail lines. Well maintained rail lines were an important component in railroad efficiency, as rails in disrepair could cause derailments that would shut down operations. Section crew superintendents were responsible for overseeing the maintenance and repair of the rails of a specified length of rail line, and supervising section crew. Crews were housed in bunk housing, sometime made from converted boxcars, under the direct supervision of a superintendent. The importance of the section crew superintendent to successful railroad operations is evidenced by the housing supplied, which was usually large enough to accommodate the superintendent and his family comfortably.

The section superintendent housed at Folsom Junction was responsible for overseeing the maintenance of the SPRR grade between Nimbus in Sacramento County and Shingle Springs in El Dorado County, which included about 15 miles of track. SPRR housed section crews and superintendents at this location into the 1950s. During the 1950s, SPRR, and other railroad companies, began to phase out company provided housing. Modern maintenance methods and machinery and declining rail service aided in the transition away from group housing for maintenance crews, and rendered the need for an on-site section superintendent obsolete. The residence was leased to a series of non-railroad related tenants until 2002. In 2003, Union Pacific Railroad Co. (Union Pacific Railroad and SPRR merged in 2002) sold the Folsom Junction parcel to the City of Folsom.

The Section Superintendent House is one of the few tangible resources remaining that represents the integral connection SPRR maintained with the local Folsom community, and exemplifies the direct presence of the railroad in the lives of its employees. There are few other examples of railroad housing in California with the same association.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 9 Page 6

Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

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Biographical References

1. Sacramento County Recorder, Deeds 58:331; 85:316; 85:345; 85:347, and 112:199.
2. Interview with Wendell Huffman. First in the West. San Francisco: Public Relations Department, Southern Pacific Company, 1955, 14; Guy Dunscomb, A Century of Southern Pacific Steam Locomotives, Modesto, CA: Modesto Printing Company, 1963, 391-392.
3. Interviews with Bud Hannaford and Bill Anderson.

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National Register of Historic Places
Continuation Sheet

Section number 10 Page 7 Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

Verbal Boundary Description

Beginning at the most north-westerly fence corner bordering Oakdale Street, proceed south 32' to fence angle-point, then west 10' to fence angle-point and then south 133' to south-westerly fence corner bordering Oakdale Street. Turn east and proceed 52' to fence angle-point, then 31' east to the next angle-point, 20' east to fence angle-point, and then 11' southeast to the next fence angle-point. Turn northeast and proceed 80' to the easterly most fence angle-point. Then, turn northwest and proceed 129' along curved fence to fence angle-point. Turn west along northern most fence segment and proceed for 77' back to the point of origin.

Boundary Justification

The Southern Pacific Superintendent House is located in a fenced area within a larger parcel. The integrity of the larger parcel as a whole has been compromised by the introduction of recent intrusions such as a landscape storage yard, and has been excluded from the nomination boundary. The fenced lot is the extent of the boundary area. This area retains a high degree of integrity of location, design, workmanship and feeling. The property retains its domestic setting with grass and ornamental plantings, and has a high degree of integrity to its period of significance.

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Section number Additional Documentation Page 8

Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA



Section Superintendent House in 1943

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Southern Pacific Railroad Section Superintendent House,
Sacramento County, CA

Photograph Log:

Photographs taken by Bill Anderson, September 25, 2007

Photograph 0001, front (west) façade, camera facing east

Photograph 0002, south façade, camera facing northeast

Photograph 0003, west and north sides, camera facing southeast

Photograph 0004, front porch, camera facing south

Photograph 0005, south façade, camera facing north

Photograph 0006, south facade, camera facing northeast

Photograph 0007, south and east sides, camera facing northwest

Photograph 0008, rear (east) façade, camera facing west

Photograph 0009, north façade, camera facing southwest

Photograph 0010, north façade, camera facing south

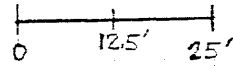
SOUTHERN PACIFIC RAILROAD SECTION SUPERINTENDENT HOUSE

LEGEND:

HOUSE FOOTPRINT

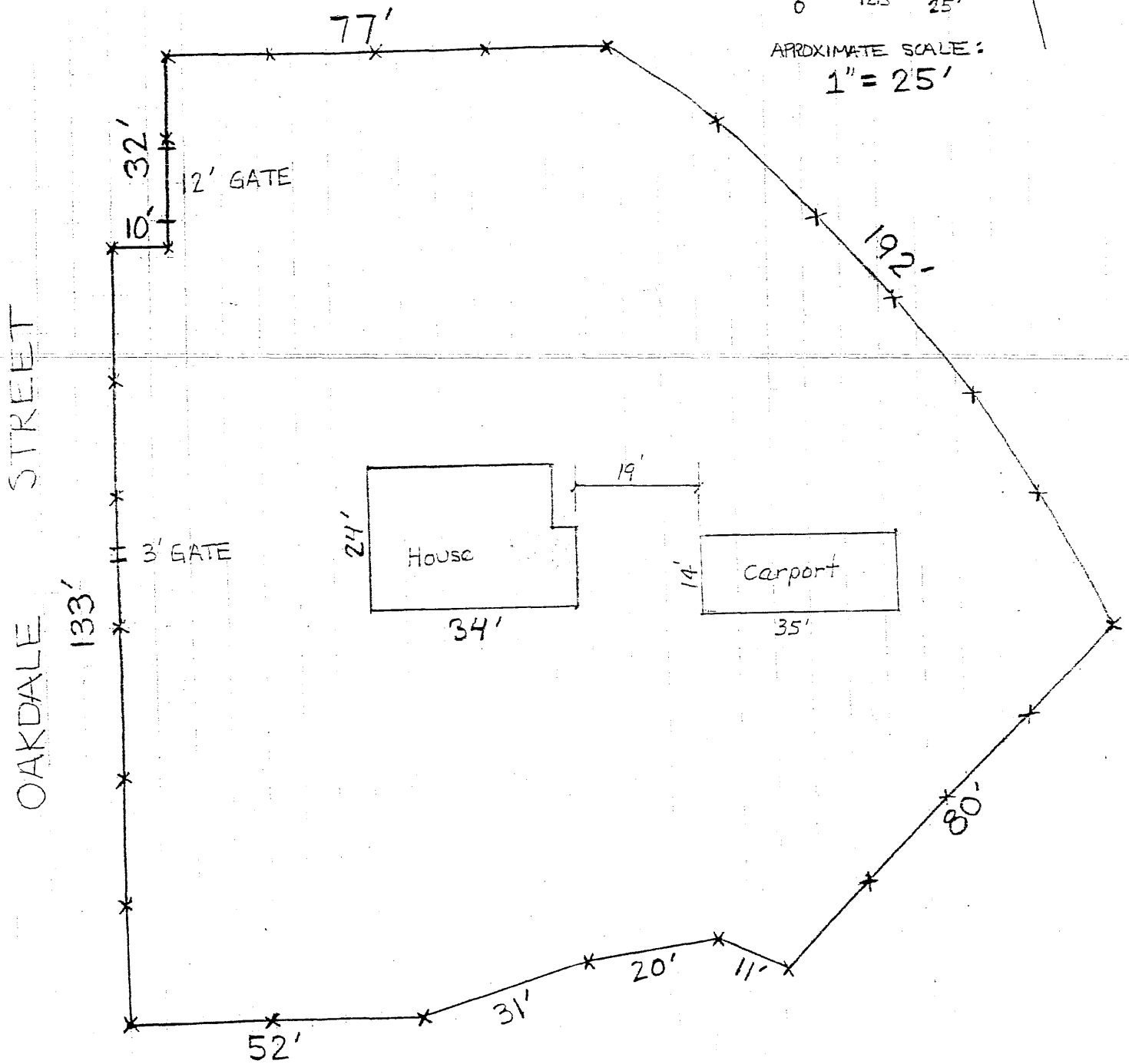
FENCE

SCALE:



APPROXIMATE SCALE:

1" = 25'

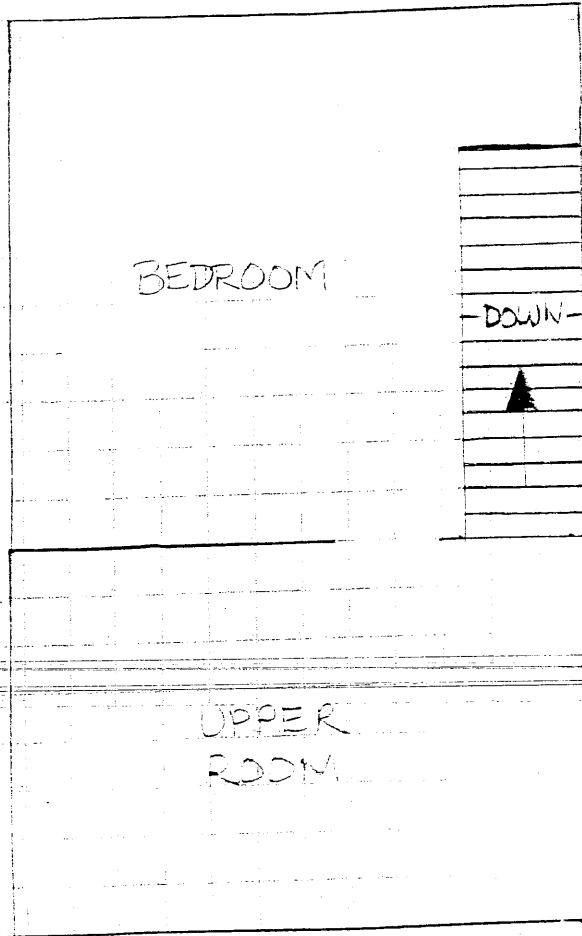


Southern Pacific Railroad Section Superintendent House
Sacramento County, CA

NOTE: FENCE LOCATION AND DIMENSIONS APPROXIMATE - NOT SURVEYED.

Southern Pacific Railroad Section Superintendent House
Sacramento, County, California

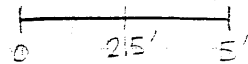
SECOND
FLOOR



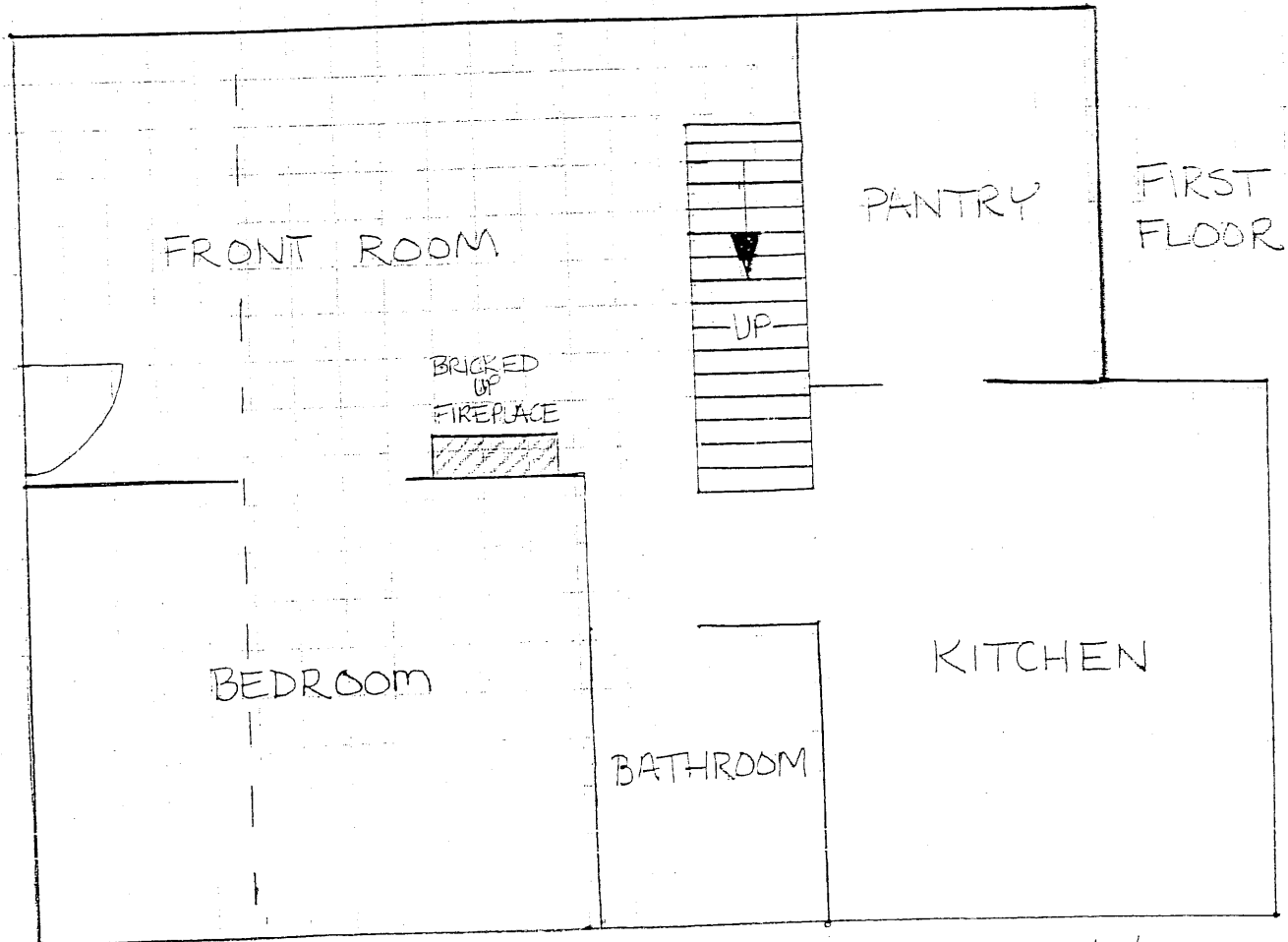
SOUTHERN PACIFIC
RAILROAD
SECTION SUPERINTENDENT
HOUSE

FLOOR PLAN

SCALE: 1" = 5'



UPPER
ROOM



FIRST
FLOOR

FRONT ROOM

PANTRY

BRICKED
UP
FIREPLACE

UP

BEDROOM

KITCHEN

BATHROOM