

DATA SHEET

FOR NPS USE ONLY

RECEIVED NOV 18 1977

DATE ENTERED MAR 21 1978

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

Southern Pacific Passenger Depot

AND/OR COMMON

Southern Pacific Depot

LOCATION

(Within Section 9 of Township 14 South Range 20 East,
Mt. Diablo Base and Meridan)

STREET & NUMBER

1033 "H" Street

NOT FOR PUBLICATION

CITY, TOWN

Fresno

CONGRESSIONAL DISTRICT

15

VICINITY OF

STATE

California

CODE

06

COUNTY

Fresno

CODE

019

CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- MUSEUM
- COMMERCIAL
- PARK
- EDUCATIONAL
- PRIVATE RESIDENCE
- ENTERTAINMENT
- RELIGIOUS
- GOVERNMENT
- SCIENTIFIC
- INDUSTRIAL
- TRANSPORTATION
- OTHER: (Storage and Office)

OWNER OF PROPERTY

NAME

Southern Pacific Railroad Company

STREET & NUMBER

1 Market Street

CITY, TOWN

San Francisco

VICINITY OF

STATE

California 94105

LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Fresno County Recorder's Office, Hall of Records

STREET & NUMBER

2281 Tulare Street, Room 302

CITY, TOWN

Fresno

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

List of Historic Sites and Buildings in Fresno County

DATE

January 1975

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

Fresno City and County Historical Society

CITY, TOWN

7160 Kearney Blvd. Fresno

STATE

California

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The 1889 Southern Pacific Passenger Depot located in downtown Fresno is an unusual departure from the traditional Southern Pacific architectural style. Evidence suggests the citizens of Fresno in 1888 rejected the original plans for the proposed depot; this may explain why the resulting depot was not constructed in the rectangular box style prevalent throughout the rest of the San Joaquin Valley.

In 1889 construction was begun on a depot to replace the small wooden structure which had served the community since 1872. As reported by the Daily Evening Expositor January 23, 1889, "The building will be both handsome and commodious, being of the Queen Anne style of architecture." The one and a half story depot was constructed entirely of brick, topped with a slate bellcast hip roof; its approximate size was 60' x 150'. The ground floor windows were primarily straight-topped with small-paned top sash over a solid glass lower half. Continuity of the ground floor was broken only by two turrets, one ground level and one extending from roof to main level. The building was asymmetrical with its cross-gable set off center; adjoining this gable on track-side was a round turret. Three round-arched small-paned windows along with brick detailing decorate the gable; straight-topped small-paned windows along with a Queen Anne cornice detailing adorn the turret. Only one dormer was present; it was located on the north end of the street side.

Due to lack of reference material available at the Southern Pacific Railroad Company, Wells Fargo, The Fresno City and County Historical Society, and various City and County Departments, it has been impossible to obtain the date of the first and major addition. This addition was added sometime between 1914 and 1929; at this time additional freight space was added to extend the building on the south approximately 130' to Tulare Street. 50' of additional office space was added to the north, resulting in the removal of the ground level turret. Most small-paned windows were replaced by large-paned ones; arched doorways were enlarged and squared off; additional dormers were added, and the entire building was plastered.

The only recorded additions or alterations were a 1911 alteration when fire damaged upstairs offices, a 1930 addition when again approximately 50' of additional office space was added to the north, and a 1945 waiting room remodeling.

The interior of the depot was remodeled concurrently with the exterior; therefore, very little remains of the original 1889 interior. The waiting room contains decorative ceiling molding, oak door and window framing and an inlaid tile floor. The only original brick walls still visible are in the freight section.

Though these additions since 1889 have changed in some ways the appearance of the building, it is architecturally significant and represent one of the few examples of Queen Anne influence in Fresno.

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 checked="" 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 checked="" type="checkbox"/> 1800-1899	<input checked="" 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 **1889 to present** BUILDER/ARCHITECT **Southern Pacific/Architect unknown**

STATEMENT OF SIGNIFICANCE

The 1889 Southern Pacific Railroad Depot at Tulare and "H" Street in Fresno, California, represents, more than any other building in the city, the growth of Fresno from a barren plain into the agri-business capital of the world.

In November 1871, Leland Stanford, one of the "Big Four" of the Central Pacific saw A. Y. Easterby's Banner Ranch for the first time. Here he saw what once had been a dry desert plain, 2,000 acres of green lush grain. Water had been brought to this area by Moses Church through a system of canals from the Kings River, miles away. As commented on by local historian Paul E. Vandor, this was a "forlorn spot." Prior to this, one could journey "twenty miles or more in any direction without so much as finding a bush large enough to cut a horse switch." Stanford, overwhelmed by this accomplishment and the potential of the area, ordered, "Here we must locate the town," and the station at Sycamore "now Herndon" on the San Joaquin River, a few miles to the north, was moved to within two miles of the Banner Ranch, on the Central Pacific Railroad line. This was the birth of the City of Fresno.

In April 1872, the Central Pacific Railroad, which became the Southern Pacific Railroad Co. in 1884, established its "Fresno Station" on the barren location known as the "Sinks of Dry Creek." Shortly thereafter, a small wood-framed depot was constructed and a community began to grow.

The Central Pacific Railroad had just recently completed its part of the Transcontinental Railroad and now proceeded to establish a line from San Francisco to Los Angeles. This venture proved rewarding for the San Joaquin Valley. Dr. Wallace Smith in the Garden of the Sun, noted that "development of the San Joaquin Valley was made possible through the instrumentality of the Southern Pacific Railroad." Lilbourne Winchell observed in the History of Fresno County and the San Joaquin Valley that the building of the Central Pacific line "transformed San Joaquin Valley life." It ended river transportation. With the establishment of the City of Fresno in 1872, merchants and residents began moving from the foothill community of Millerton, settling around the depot. The railroad had laid out the townsite, naming streets and providing property for a courthouse and park. The final blow came to Millerton in 1874 when Fresno County residents voted to move the county seat to the City of Fresno.

By the 1880's Fresno began to boom; the Southern Pacific seeing the need for extended freight and passenger service to this area, decided to construct a grander depot. In 1889 the Southern Pacific designated Fresno as its main Central Valley freight terminal; it removed the 1872 depot and replaced it in October, 1889 with a new spacious passenger and freight depot. The Daily

9 MAJOR BIBLIOGRAPHICAL REFERENCES

- Smith, Wallace. Garden of the Sun. Fresno, CA Hardison, 1960.
 Vandor, Paul E. History of Fresno County. Los Angeles, Historic Record Co., 1919, 2 Vol.
 Walker, Ben R. The Fresno County Blue Book. Arthur H. Cawton, Fresno CA 1941.
 Whiffen, Marcus. American Architecture Since 1780. MIT Press, 1969
 Winchell, Lilbourne, A. History of Fresno County and the San Joaquin Valley. Fresno. A. H. Cawston, 1933.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1 acre
 UTM REFERENCES

A	<u>1,1</u>	<u>2,5,0</u> <u>6,4,0</u>	<u>4,0</u> <u>6,8</u> <u>6,4,0</u>	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

That property is bounded by Tulare Street on the south east, Southern Pacific Railway Company railroad tracks on the southwest, Mariposa Street on the northwest and H Street on the northeast.

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

Brad S. Fischer

ORGANIZATION

as an individual

DATE

August 29, 1977

STREET & NUMBER

6575 N. Jackson

TELEPHONE

(209) 299-5962

CITY OR TOWN

Fresno

STATE

California 93710

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 National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

K. Miller

11-17-77

TITLE **State Historic Preservation Officer**

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHITECTURE AND HISTORIC PRESERVATION
 ATTEST: *Dalton Cole*
 KEEPER OF THE NATIONAL REGISTER

DATE **3-21-78**
 NUMBER OF THE NATIONAL REGISTER
 DATE **3-15-78**

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

Evening Expositor, July 6, 1889, reported, "From San Francisco to Los Angeles there is no depot that can be compared with the one to be constructed in Fresno. It will be a model building of the latest style of architecture."

This 1889 depot continued to serve the growing city providing greater service to farmers and merchants, allowing them accessibility to larger markets. It was here that the Chamber of Commerce had a special exhibit room showing the traveller what the area of Fresno was like, and it was here that the immigrant left the train seeking a new life style in this new land.

Truck transportation and decreasing passenger traffic finally forced the depot's closure in 1971. The depot, one of two Queen Anne-influenced stations in California, represents the Southern Pacific's influence in the founding of Fresno in 1872. It remains as one of Fresno's most significant historical and architectural landmarks.

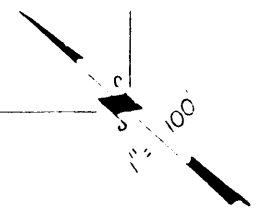
"The Queen Anne Style," The Old-House Journal. Vol. V, No. 1, January 1977
Fresno County Historical Society. List of Historic Sites and Buildings in Fresno County, Fresno CA 1975

"The New Depot," Daily Evening Expositor. January 23, 1889.

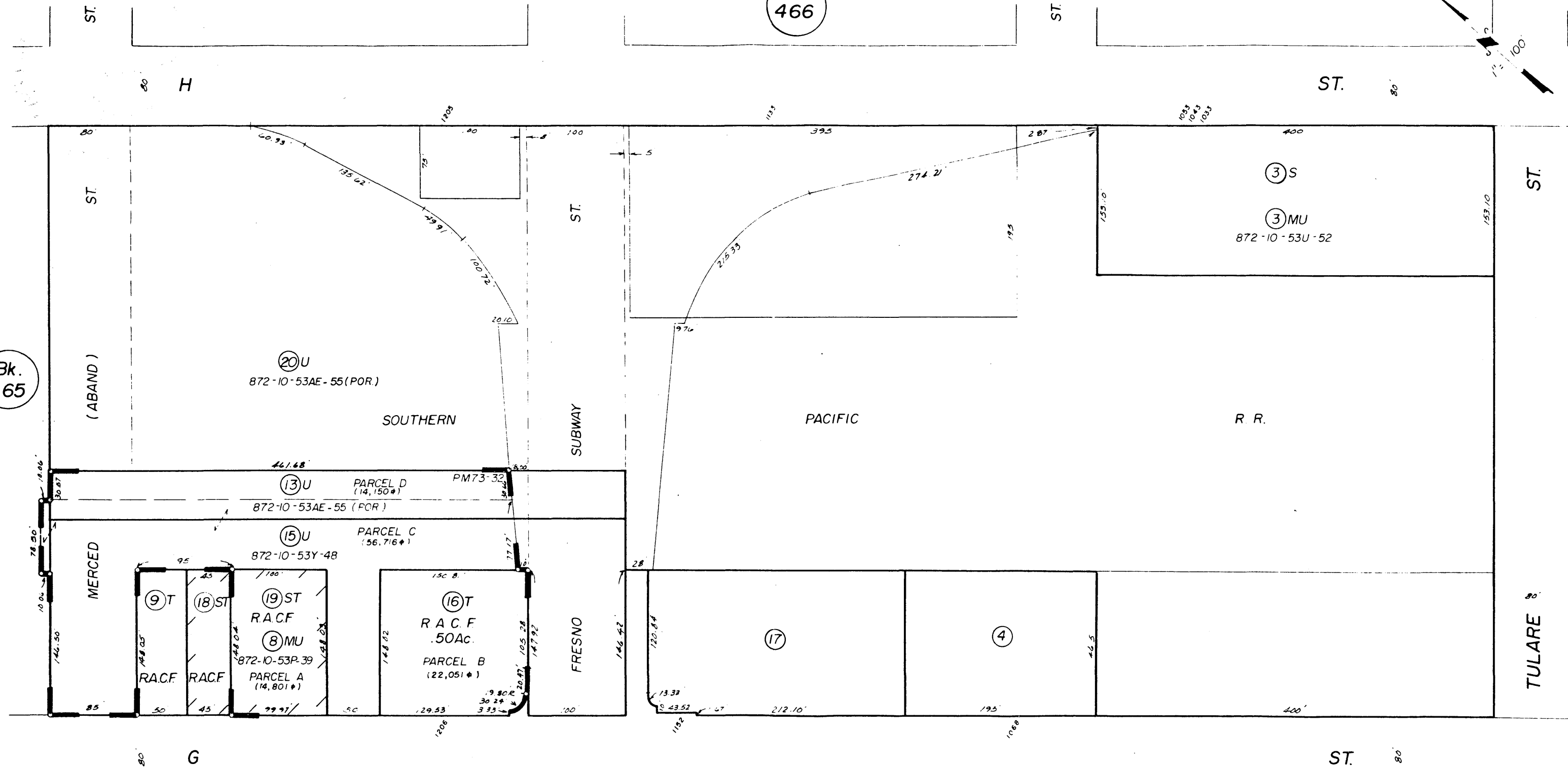
"The New Depot," Daily Evening Expositor. July 6, 1889.

5-001
5-043

Bk. 466



Bk. 465



Parcel Map No. 73-32 - Bk. 9, Pg. 65

Assessor's Map Bk. 467 - Pg. 03
County of Fresno, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

Yr - 1975

