

PH036241X

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED AUG 30 1976

DATE ENTERED NOV 7 1976

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 Depot

AND/OR COMMON

Santa Fe Depot

2 LOCATION (Within Section 3 of Township 14 South Range 20 East,
Mt. Diablo Base and Meridian)

STREET & NUMBER

2650 Tulare Street

NOT FOR PUBLICATION

CITY, TOWN

Fresno

VICINITY OF

15th

CONGRESSIONAL DISTRICT

STATE

California

CODE

06

COUNTY

Fresno

CODE

019

3 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
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Atchison, Topeka & Santa Fe Railway Co.

STREET & NUMBER

80 E. Jackson Blvd.

CITY, TOWN

Chicago

VICINITY OF

STATE

Illinois 60604

5 LOCATION OF LEGAL DESCRIPTION (see continuation sheet)

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 County Historical Society

CITY, TOWN

7160 Kearney Blvd.

STATE

Fresno

California

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input checked="" type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input 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

Description

Foundation: Solid grouted brick
Exterior Walls: Plaster on solid grouted brick walls
Roof: Red mission tile over wood framed roof structure
Interior Walls: Plaster on wood lath and studs
Ceilings: Lath and plaster over wood lath
Trim and Details: Simple picture mouldings - no particular style
Fireplace: Brick with simple wood mantelpiece
Floors: Wood over floor joist installed on asphalt paving material on first floor. Wood on second floor.
Exterior Arches: Simple arches, no impost.

Architectural Significance

The Fresno Depot of the Santa Fe Railroad was designed and erected in 1899 under the direction of W.B. Storey, Jr., Engineer, who later became president of the Santa Fe Railway System. Alterations and additions were made at the south end in 1909 and an office unit added in 1912. Additional alterations and additions were made in 1917. The waiting room, ticket office and baggage room were completely remodeled in 1940. In 1966 the station was abandoned for passenger use and the waiting room was converted into a communications center. The entire second floor was converted into electronic and computer control areas along with related offices.

The building is a simple California Mission style. Arches and tiled roofs comprise the general architectural features. The arches are simple and many of the windows are framed with segmental arched openings. All of the arches are free of an impost. The roofs are of medium pitch and nearly all are hipped. There is a single tower and quite a few turrets all capped with pyramidal tiled roofs. There are a few shaped gable ends of curvilinear outline. There are only a few sculptural ornaments with the most prominent one located at the tower on the west elevation. Otherwise the building is nearly completely free of any sculptural ornamentations.

Unfortunately, during the process of building additions and remodeling the exterior and interior of the Fresno Santa Fe station, only the exterior retains most of the original architectural concepts of the Mission style. Many of the exterior arched or rectangular windows have been filled in and plastered over, both on the exterior and interior.

In the interior of the building all traces of even the simplest details have been completely covered over with plaster including the simple but dignified fireplace which was the focal architectural feature in the main waiting room. All of the ceilings on both the first and second floors have suspended acoustical tile ceilings completely covering all traces of possible interesting ceiling details. No trace of the original building is left on the interior. Only the exterior of the Santa Fe station expresses the simple Mission style. Much of this expression is maintained with its

continued

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 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 1899 to present BUILDER/ARCHITECT W.B. Storey, Jr., and Santa Fe

STATEMENT OF SIGNIFICANCE

The city of Fresno, with a current population of 180,000 and located in the center of the state of California, owes much to the railroads for its founding and growth. In 1872 the Central Pacific Railroad, later to become the Southern Pacific, selected the site for its Fresno Station a few miles south of the San Joaquin River in the center of barren plains, but within sight of the luxurious grain fields of two early residents, A.Y. Easterby and M.J. Church. Two years later Fresno became the county seat of Fresno County, and the little town was well on its way to becoming a strategically important community in the San Joaquin Valley in agriculture, mining and lumbering.

In the 1880's, Fresno held importance as a railroad center, although the Southern Pacific was the only major line in the valley. Santa Fe was in southern California and was seemingly on its way through the San Joaquin Valley north to San Francisco. Threatened, Southern Pacific leaders encouraged "ill-visioned independent railroad competition." (Walker, p. 165) A number of (rival) lines were proposed, and some gained support, but all were later forgotten. The immense costs of rights of way and terminals were prohibitive, and without local subsidy, no road could bear them. As a result, Southern Pacific retained a monopoly in the San Joaquin Valley.

The monopoly "...hampered the growth of business, held back development of farm lands and raised prices of a thousand kind of things the great Valley of the San Joaquin and [San Francisco] Bay cities had to have." (Marshall, p. 252)

"The San Joaquin people were especially hard hit. It cost more to ship goods to them the few miles from San Francisco to their towns, than it did to ship the same goods from North Atlantic ports to the Golden Gate. For example, it cost sixty-five cents to ship 100 pounds of canned goods from New York to San Francisco (1,000 miles) but it cost eighty-two cents to roll the same 100 pounds down to Bakersfield, only 350 miles away. Eastbound freight rates were so high that the Valley, capable of producing thousands of tons of food a season, shipped hardly any. Grocers fought bitterly." (Marshall, p. 255)

In the 1890's resentment against this monopoly took a number of forms, both socially and commercially. A series of train robberies seemed to show popular hatred of the railroad, and many persons openly sympathized with the maraudery. Other effects were attempts at water transportation up the San Joaquin River to Fresno, and some merchants used mule teams to ship goods to San Francisco.

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9 MAJOR BIBLIOGRAPHICAL REFERENCES

Fresno Bee. "Santa Fe Depot Gets Roof Job." McClatchy Newspapers, Fresno, California, October 17, 1967, p. 10-D.
Fresno County Historical Society. List of Historic Sites and Buildings in Fresno County. Fresno, California, 1975.
Fresno Morning Republican. "Thousands Greet the Valley Road." Fresno Republican Publishing Company, Fresno, California, Vol. XII, No. 83, October 6, 1896, p. 1,3. continued

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.01 acres

UTM REFERENCES

A	<u>11</u>	<u>251600</u>	<u>4069260</u>	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

That property bounded by Tulare Street on the northwest, S. Santa Fe Avenue on the southwest, Kern Street right-of-way on the south east, and the Atchison, Topeka & Santa Fe Railway Company railroad tracks on the northeast.

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

STATE	CODE	COUNTY	CODE
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STATE	CODE	COUNTY	CODE
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11 FORM PREPARED BY

NAME / TITLE

Dianne E. Seeger

May 28, 1976

ORGANIZATION

DATE

as an individual

STREET & NUMBER

TELEPHONE

3345 E. Fairmont Apt. B

(209) 227-0531

CITY OR TOWN

STATE

Fresno

California 93726

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE XX

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.

~~FEDERAL PRESIDENTIAL SIGNATURE~~

Heavenly

TITLE

S H P O

DATE

AUG 13 1976

FOR NPS USE ONLY

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

Acting DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

DATE

11/9/96

ATTEST:

DATE

11/1/76

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
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Location of Legal Description continued

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Legal description of the Santa Fe Passenger Depot property:

All of block 144 with lots 1 through 16 inclusive, as designated on the map entitled "Map of the Town of Fresno, Fresno Co., California" which map was filed in the Office of the Recorder of the County of Fresno, State of California, on September 8, 1888 in Plat Book 1, Page 2.

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Architectural Description continued

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simple arches at the arcades and windows, the tower and turrets capped with pyramidal red tile and a small exposed portion of a shaped gable end of curvilinear outline.

Conclusion

The Santa Fe Railroad Station in Fresno, while having little architectural significance, does however give an expression of a style common in California and identifies the simple Mission style in each community as the railroad station. They often became the principal landmark in communities in which the railroad stations were located.

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Statement of significance, continued

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PAGE 2

But the most important opposition to the policies of the Southern Pacific was the encouragement given in the middle of the 1890's to the enterprise that was usually called the "Valley Road" - a railroad to be built down the center of the Valley.

An organization named the Traffic Association of California was formed in San Francisco in 1891 to secure rate adjustments so San Francisco could develop as a point of distribution. To achieve this goal, a railroad had to be built down the Valley. A few attempts were made by the Association to solicit subscriptions, but little progress was made. Finally in January 1895 the association met to decide once and for all if the railroad would be built or if it would not. Leading merchants and capitalists were in attendance, including Claus Spreckels, the sugar king. He announced he would give \$50,000 and the other men, knowing Spreckels rarely failed in business ventures, followed the magnate's lead. Spreckels later gave \$500,000. On February 25, papers were filed for the incorporation of the San Francisco and San Joaquin Valley Railway. This railway was incorporated later into the Santa Fe line.

Unprecedented enthusiasm followed. The Traffic Association and newspapers in the Valley declared it was a patriotic duty for Californians to support the venture. Newspapers printed subscription blanks, house-to-house canvasses were conducted, and right-of-way, grounds and depots were obtained at favorable rates.

Construction began on the "People's Road" on July 22, 1895 in Stockton. The road built south to Fresno, where it was opened October 5, 1896. The first train left Stockton at 8:07 a.m. and after numerous stops along the way for people to inspect the cars and engine, reached Fresno at 1:30 p.m. With the arrival of the "Emancipator," as the train was called, the town went wild, with parades, speeches, bands, banquets and fireworks. Signs were put up by vineyards nearby: "Ready to Ship on the Valley Road."

The FRESNO MORNING REPUBLICAN, Tuesday October 6, 1896, stated: "...the celebration yesterday of the arrival of the first passenger train over the San Francisco and San Joaquin Valley Railroad [later to be bought by Santa Fe] marked the beginning of an era of development and prosperity for the San Joaquin Valley in general and Fresno county in particular. The 'octopus' whose tentacles have strangled commerce, industry and agriculture in this great basin, has been deprived of its power to do any further harm to these great interests. No more will the 'all-the-traffic-will-bear' club be swung over the heads and laid on the backs of our farmers, merchants and manufacturers. The agriculturist will no longer suffer under the burden of exorbitant freight charges, the merchant's business will no longer languish, and capitalists will no longer avoid Fresno county because of the unfavorable prospects of deriving fair profits from their investments. ...wherefore there dwelt an oppressed and despondent people there now dwells a people whose hope

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Statement of significance, continued

CONTINUATION SHEET

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has been revived and who by thrift and renewed energy will make the San Joaquin Valley what it might have been years ago - one of the richest regions on the globe."

From the same article, Arthur R. Briggs, president of the Chamber of Commerce, stated "...that the occasion is not local in its interest or significance - in the sense of Fresno County alone - is shown by the large numbers present who have come from other towns, and from the adjoining counties, to participate in this demonstration.... This is substantial indication that good fellowship obtains in this part of the State and that the fact is recognized, that whatever affects Fresno county and promotes its welfare, by reason of close relation commercially, interests also the people of the whole valley."

The Valley Road went on to other towns, such as Reedley, Del Rey, Oleander, Laton, Parlier, and Orosi, but the depots established in many of these towns have since been demolished. Thus the Fresno depot is of additional significance because it is still standing and is still in use.

The Santa Fe depot, at Tulare and Santa Fe Streets, was designed and built by Santa Fe forces under the direction of W.B. Storey, Jr., engineer, who later became president of the Santa Fe Railway System. The depot is symbolic of the growth of Fresno and the enterprise of its people. Freight and passenger trains still arrive near the old depot, but it is a nearby building that is being used for Amtrak purposes, as the original depot (the subject of this nomination) was long ago converted to other railroad purposes, primarily executive offices, two-way communication equipment, and a center for electronic switching.

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- Fresno Weekly Republican. Fresno Republican Publishing Company, Fresno, California, Vol. XX, No. 30, July 24, 1896, p. 3.
- Marshall, James Leslie. Santa Fe - The Railroad That Built an Empire. Random House, New York, 1945.
- Walker, Ben R. The Fresno County Blue Book. Arthur H. Cawston, Fresno, California, 1941.
- Wash, Robert. An Outline History of Fresno County. The Fresno Guide, Fresno, California, October, 1966.
- Waters, Lawrence Leslie. Steel Trails to Santa Fe. University of Kansas Press, Lawrence, Kansas, 1950.

Resource Persons:

- Nargis, James J., A.I.A. architect, Fresno, California; architectural statement.
- Staff, Public Information Office, Atchison, Topeka and Santa Fe Railway Company, San Francisco, California.