

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  
CITY, TOWN Fresno  
STATE California  
VICINITY OF 15th  
CODE 06  
COUNTY Fresno  
CONGRESSIONAL DISTRICT 019  
NOT FOR PUBLICATION

**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input checked="" type="checkbox"/> COMMERCIAL
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<input type="checkbox"/> ENTERTAINMENT
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input checked="" type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL
		<input type="checkbox"/> NO	<input checked="" type="checkbox"/> TRANSPORTATION
			<input type="checkbox"/> MILITARY
			<input type="checkbox"/> MUSEUM
			<input type="checkbox"/> PARK
			<input type="checkbox"/> PRIVATE RESIDENCE
			<input type="checkbox"/> RELIGIOUS
			<input type="checkbox"/> SCIENTIFIC
			<input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME Atchison, Topeka & Santa Fe Railway Co.  
STREET & NUMBER 80 E. Jackson Blvd.  
CITY, TOWN Chicago  
VICINITY OF Illinois 60604  
STATE

**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 Fresno  
STATE 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



## 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 DESIGNATION~~

*Heavenly Bodies*

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 ARCHAEOLOGY 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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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

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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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- 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.