

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

JUL 18 1978

DATE ENTERED

AUG 10 1978

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*  
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

**1 NAME**

HISTORIC Orange Cove Santa Fe Railway Depot

AND/OR COMMON.

**LOCATION**

STREET & NUMBER

633 E. Railroad Avenue

— NOT FOR PUBLICATION

CITY, TOWN

Orange Cove

CONGRESSIONAL DISTRICT

17th

STATE

California

— VICINITY OF

CODE

06

COUNTY

Fresno

CODE

019 ✓

**CLASSIFICATION**

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

**OWNER OF PROPERTY**

NAME

Atchison, Topeka and Santa Fe Railroad ✓

STREET & NUMBER

P.O. Box 1974

CITY, TOWN

Fresno

— VICINITY OF

California

STATE

**LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Fresno County Courthouse, Room 302

STREET & NUMBER

2281 Tulare St.

CITY, TOWN

Fresno

STATE

California 93721

**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

None.

DATE

— FEDERAL — STATE — COUNTY — LOCAL

DEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

# 7 DESCRIPTION

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

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

A wood frame structure, partially two-story, covered by low pitched hipped roofs, the structure is typical of those built by the Santa Fe and Southern Pacific Railroads during the early 1900's throughout the branch line areas of the San Joaquin Valley. The building contains approximately 2000 square feet on the ground floor and the upper floor contains roughly 1000 square feet. The first floor is devoted to the business office and a warehouse area while the second floor is devoted to a residential area for the station master.

The building can easily be placed in a style which is strongly related to the "prairie style" developed around 1900 in the midwest. The forms are simple and direct. The trim is simply handled with the major concern being watertight integrity. Exterior materials include 1 x 4 redwood drop siding with some areas using vertical 1 x 4 T and G. The roof is flat tile with half circle ridge caps. Floors are wood and concrete. Interior walls and ceilings are 1 x 4 T and G vertical douglas fir and pine. All windows are wooden double hung or fixed with muntlin bars.

Pictures of the building taken in 1914 (one year after construction) show the building to be identical to what presently exists. Telegraph lines, although abandoned, still terminate at first floor office. The only modification extent is a wiring project carried out at an unknown date. Wiring is concealed and does not affect the architectural appearance of the building. Historical integrity of the building is very good.

The building faces on the railroad tracks and the surroundings include food packing plants which face on the tracks. A city park faces the building across the fronting street.

The building is in sound structural shape. Minor reworking of roof, fenestration, siding, and trim would bring it back to an "as built" historical appearance.

The depot appears endangered at the present time. Several packing houses in the area have indicated interest in acquiring the property for use as a parking lot, which would require razing of the building.

# 8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	__ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	<input checked="" type="checkbox"/> COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES      Constructed 1913

BUILDER/ARCHITECT

## STATEMENT OF SIGNIFICANCE

The Orange Cove Santa Fe Railway Depot's significance ascribes to the contribution the facility made over the years to the commercial and agricultural development of the San Joaquin Valley. The depot is typical of those constructed by the Santa Fe Railroad during the early 1900's. These facilities primarily served the agricultural, domestic, and commercial needs of the area. However, it appears to differ from most other similar Depots constructed during the period in two respects. First, it was regarded as the "Finest Depot on the New Line" (C.E. Dixon, Visalia Times Delta, May 14, 1914), and second, it remained in operation longer than most, October 14, 1976 (Bicentennial year). It is one of the few remaining early Depots of its class.

It provided the foundation of future development of the City of Orange Cove. The subdivision of lots which now make up the City occurred within two years after the depot's completion. It provided early residents with a reliable transportation and telegraph system. Early freight service (1914) "exceeded those of any other point on the Line" (ibid.). Its original construction cost was \$ 8,000.

The following is offered with respect to the areas of significance the structure played in the development of Orange Cove during the early part of the century.

The San Joaquin Valley is considered one of the most agriculturally productive areas in the United States at this time. This relatively recent development, beginning in the late 1800's and early 1900's, accrues basically to two factors: (1) inexpensive water (Federal and State Reclamation projects) and (2) inexpensive transportation (initially rail with current trends toward trucking). The Depot was an integral part of that early transit system and that part which residents used most often (telegraph, passenger transit, mail order, freight transit). Between 1913 and the mid-1930's, there was virtually no other way than rail transit to get one's produce to market. Again quoting Dixon's article of 1914:

" A few days before my visit the new Orange Cove depot was completed, and a very handsome structure it is. It is a two-story building with every modern appointment, cost about \$ 8,000 and is adequate in every way for a town of 2500 or 3000 people, being in fact the finest depot on the new line.

There is food for thought in those last few words. Since railroad companies have quit practicing philanthropy, if they ever did, it seems a reasonably safe proposition that the Santa Fe would not build a depot of this character in a brand new town unless they thought that the town would

# 9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Highman, Wilma. Age 74, long-time resident, Interview, January 1978.
2. Orange Cove Chamber of Commerce Bulletins, various, 1945 to present.
3. Orange Cove News, founded December 15, 1915, published weekly, uninterrupted copies available 1932-1978, History of Depot, "Santa Fe Will Close Depot Here on Friday", Wednesday, Oct. 12, 1977, Vol. 62, no. 32.

# 10 GEOGRAPHICAL DATA

ACREAGE OF NON-MINATED PROPERTY 1.5 acres.

QUADRANGLE NAME Orange Cove South

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A 

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    ZONE EASTING NORTHING

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VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE

# 11 FORM PREPARED BY

NAME / TITLE <u>Bill Little, City Administrator</u>	DATE <u>1/28/78</u>
ORGANIZATION <u>City of Orange Cove</u>	TELEPHONE <u>(209) 626-4488</u>
STREET & NUMBER <u>555 Sixth Street</u>	STATE <u>California</u>
CITY OR TOWN <u>Orange Cove</u>	

# 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 <i>Knott Mellon</i>	DATE <u>7/11/78</u>
TITLE <u>State Historic Preservation Officer</u>	

FOR NPS USE ONLY	
I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER	
KEEPER OF THE NATIONAL REGISTER <i>W. M. ...</i>	DATE <u>8/29/78</u>
ATTEST: <i>[Signature]</i>	DATE <u>8-29-78</u>
CHIEF OF REGISTRATION	

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BE A GREAT DEAL LARGER IN A SHORT TIME.

Railroad companies have somewhat better facilities for sizing up new towns and new districts and estimating their growth than you or I, dear reader, and the type of depot erected at Orange Cove constitutes in my mind a most impressive expression of confidence in the future of the town and district on the part of the great financial interests which control the Santa Fe.

And, by the way, I learned that Orange Cove freight shipments exceeded those of any other point on the new line. Freight service was established in the spring and throughout the summer and fall there have been large shipments of melons, berries, small fruits, hay and other products. The oldest citrus grove in the tract, a demonstration grove planted by the land company, being only two years old naturally shipments of citrus fruits on a commercial scale have not started yet."

Soon after the Central Valley Project, Friant-Kern Canal, came through Orange Cove in 1949, the Orange Cove Chamber of Commerce published a brochure which stated that more than 975,000 boxes of oranges were shipped annually. More than 34,000 boxes of lemons, about 10,000 boxes of grapefruit, 1,350,000 boxes of grapes, over 95,000 lugs of tomatoes and 900,000 boxes of olives, over 500 bales of cotton and over 5,000 tons of wheat were just a few of the products which left Orange Cove by rail annually.

Mrs. Wilma Highman, a local writer, indicated, "Orange Cove survived many of the Valley Depots. Shippers have been hoping the Depot would not close, but since trucking has become the most popular transportation, shipping fruit through the Santa Fe Depot has dwindled to a skeleton compared to yesteryear."

Many San Joaquin Valley cities began their development as a result of railroad Depots being located in a particular geographic area.

Where a Depot was located to ship the local agricultural product, a city generally developed. Early land developers competed with one another in gaining favor with the railroads as far as of the location of depots and new lines were concerned.

Of the sixty San Joaquin Valley Cities, most at one time or another had Depots of one of two basic styles. Less than a half dozen depots of the class and type located in Orange Cove exist today in restorable condition at their original locations.

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4. "Orange Cove -- The Town and Citrus District Make a Splendid Record of Progress During 1914", W.H. Dixon of the Visalia Delta Staff.
5. Patnaude, William, AIA, City of Fresno Historical Preservation Element to General Plan, Interview, March 1978, Interview provided description and recommendations.
6. Planning Department Statistics, County of Fresno, Richard Ballantine, Associate Planner, Interview, January 1978.

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ORANGE COVE SANTA FE RAILWAY DEPOT, Orange Cove, Fresno County, California

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Verbal Boundary Description:

Located in the City of Orange Cove, Fresno County, and bounded by Sixth Street on the East, Center Street on the West, East Railroad Street on the North and the centerline of ATSF Railroad on the South.

