NPS Form 10-900 - OMB No. 1024-0018
(Rev. 10-90)

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

RECEIVED
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36-00504
OHP

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 Bulleting 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 process, or computer, to complete all items.

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RECEIVED 2280
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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

1. Name of Property

Historic name -- Kelso Depot, Restaurant and Employees Hotel

Other Names/Site Number -- Kelso Depot, Kelso Station

2. Location

Street and Number -- Kelbaker Road at intersection of Kelbaker and Cima Roads at Union Pacific Railroad crossing: Mojave National Preserve (MOJA)

Not for publication -- N/A

City or town -- Kelso Vicinity -- N/A
State -- California Code -- CA County -- San Bernardino Code -- 071
Zip code -- 92309

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.)

Signature of certifying official Date 6·12·01

JUN 20 2001

National Park Service
State or Federal agency and bureau

In my opinion, the property _X_meets___does not meet the National Register criteria. (___See continuation sheet for additional comments.)

Daniel Abeyta July 17, 2000

Signature of commenting or other official Date

California State Historic Preservation Office

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

_✓_ entered in the National Register Edson H. Beall 8/2/01

____ See continuation sheet.
____ determined eligible for the National Register _____ _____
____ determined not eligible for the National Register _____ _____
____ removed from the National Register _____ _____

____ other (explain): _____

_____ _____ _____
Signature of Keeper of Action Date

5. Classification

Ownership of Property (Check as many boxes as apply)
___ private
___ public-local
___ public-State
_X_ public-Federal

Category of Property (Check only one box)
___ building(s)
_X_district
___ site
___ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
_2__	_0_	buildings
_1__	_0_	sites
_0__	_0_	structures
_0__	_0_	objects
_3__	_0_	Total

Number of contributing resources previously listed in the National Register _0_

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation _____ Sub: Rail-related/Road-related
Domestic _____ Institutional Housing _____
Commerce/Trade _____ Restaurant _____

Current Functions (Enter categories form instructions)

Cat: Vacant/Not in Use _____ Sub: _____

7. Description

Architectural Classification (Enter categories from instructions)
Late 19th and Early 20th Century Revivals
Other: California Mission Revival _____

Materials (Enter categories from instructions)
Foundation -- Reinforced Concrete
Roof -- Tile
Walls -- Stucco
Other Asphalt

Narrative Description (Describe the historic and current conditions of the Property on one or more continuation sheets.) SEE CONTINUATION SHEET

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property National Register listing)

__X__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.

__X__ 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.

Criteria Considerations (Mark "X" in all the boxes that apply.)

_____ 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.

Areas of Significance (Enter categories from instructions)
Architecture
Community Planning and Development
Transportation
Engineering
Industry

Period of Significance 1923-1964

Significant Dates 1923-1924; 1942-1947; 1950-1954; 1959; 1964

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation

Architect/Builder -- Office of the Chief Engineer, Los Angeles and Salt Lake Railroad

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) SEE CONTINUATION SHEET

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.) SEE CONTINUATION SHEET

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
__X__ recorded by Historic American Buildings Survey -- CA-2679 (1997)
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data
____ State Historic Preservation Office
____ Other State Agency
__X__Federal Agency -- National Park Service (see below for names of National Park Service repositories)
____ Local Government
____ University
__X__Other -- Union Pacific Museum Collection, Union Pacific Railroad General Offices, Omaha, Nebraska

Name of National Park Service repositories:

National Park Service, Denver Service Center, Technical Information Center, Denver, Colorado
National Park Service, Mojave National Preserve, Barstow, California
National Park Service, Pacific Great Basin Support Office, San Francisco, California

10. Geographical Data

Acreage of Property 1.95 acres

UTM References (Place additional UTM references on a continuation sheet) SEE CONTINUATION SHEET

	Zone	Easting	Northing		Zone	Easting	Northing
1	____	_____	_____	3	____	_____	_____
2	____	_____	_____	4	____	_____	_____

____ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) SEE CONTINUATION SHEET

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) SEE CONTINUATION SHEET

11. Form Prepared by

Name/Title Harlan D. Unrau, Cultural Resource Specialist

Organization National Park Service, Denver Service Center, Planning and Design Services, Planning Date June 19, 2000

Street & number P.O. Box 25287 Telephone (303) 969-2254

City or town Denver State CO Zip Code 80225

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determining 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.

PHYSICAL DESCRIPTION

INTRODUCTION

The Kelso Depot, Restaurant and Employees Hotel Historic District consists of three (3) contributing resources, including two (2) buildings and one (1) site consisting of a historic designed landscape with thirteen (13) contributing landscape characteristic features. The two buildings are: (1) Kelso Depot, Restaurant and Employees Hotel, and (2) Coal and Supply Shed. The thirteen landscape characteristic features that contribute to the historic designed landscape include: (1) ramp area; (2) Athel tamarisk; (3) Canary Island date palms; (4) arcade; (5) brick walkways; (6) Cima Road; (7) concrete walkways; (8) Kelbaker Road; (9) shower building foundation; (10) concrete shafts with manhole covers; (11) saw tooth brick planter borders; (12) utility poles; and (13) lighted signpost base.

Eighteen landscape characteristic features associated with the historic designed landscape site are identified as non-contributing resources to the historic district, because they do not date to the period of significance or they lack integrity. These features include: (1) Bermuda grass remnants; (2) elm tree suckers; (3) railroad loading platform; (4) intermodal shipping container; (5) portable toilets; (6) concrete footings for fire escape; (7) fenced power unit; (8) fire hydrants; (9) interpretive signs; (10) irrigation system; (11) Kelso station flagpole; (12) memorial marker; (13) metal fence; (14) water pump and spigot; (15) buried metal box; (16) cinder scatter; (17) soil pile; and (18) trash scatter.

LOCATION

The Kelso Depot is located in the historic railroad community of Kelso, California, in the southwest portion of the 1,419,800-acre Mojave National Preserve. The depot is located at the intersection of Kelbaker and Cima roads in San Bernardino County, Township 11 North Range 12 East. Most of the land surrounding the town is owned by the National Park Service. However, within the town, most of the parcels are still either privately held or are part of the Union Pacific Railroad holdings.

PHYSIOGRAPHIC CONTEXT

The Kelso Depot is located on the western edge of the Kelso Wash in the Ivanpah Valley between the Kelso Mountains to the east and the Providence Mountains to the west. At an elevation of 2126 feet, the town sits on an alluvial fan, or bajada, at the base of Cima Hill which slopes upward to the northeast at a constant 2.2% grade. The valley floor runs from the southwest to the northeast and gently slopes eastward until it reaches the base of several bajadas that flow westward from the Providence Mountains. To the southwest are the "Devils Playground" and "Kelso Dunes," parts of an interconnected "sand transport system" that include some of the highest dunes in the Mojave Desert region.

CONTRIBUTING RESOURCES

BUILDINGS

1. KELSO DEPOT (See attached site and building plans for depot from Historic American Buildings Survey, *Union Pacific Railroad Depot,* CA-2679, 1997)

INTRODUCTION

The architect/builder of the Kelso Depot was the Office of the Chief Engineer, Los Angeles and Salt Lake Railroad. The extant plans include construction drawings issued May 31, 1923, and revised December 12, 1924, to "as-constructed" drawings. The building axis is aligned southwest-to-northeast. For the purpose of this description, however, directions are referenced to general railroad directions of travel, i.e., west-east. Thus, the southwest end of the building is considered the west end, and the northeast end the east end. The front (south; trackside) façade of the building faces southeast.

DEPOT EXTERIOR

The Kelso Depot is a two-story, twelve bay by three bay (44 feet x 138 feet; approximately 11,600 gross square feet floor area) Mission Revival-style structure, clad in stucco on metal lath, under a hipped, Mission tile roof. Surrounded on three sides (south front and east and west ends) by a one-story buttressed arcade (denoted as "cloister" on original plans; hereinafter referred to as "arcade"), it is essentially symmetrically massed about a central element topped with a south-facing espadaña parapet on a cross gable. The cross-gable espadaña parapet is repeated on the east and west elevations. On the east side of the unembellished rear façade of the structure is a one-story wing that houses the kitchen (43 feet x 24 feet).

Poured-in-place concrete was used for the depot's foundations. Wood frame construction was used for the building's walls, floors, and roof. Steel beams anchored to wood posts support the second floor above the lunchroom, and steel lintels were used to span some of the basement window openings. The exterior finish is stucco, applied to metal lath over wood sheathing. Clay "Mission" tiles were used for the roof. The arcade is flanked at each corner by ornamental buttresses. Small gables with espadaña parapets rise from the northeast and southwest ends of the building.

The south façade of the structure has undergone minor alterations, including the conversion of several windows to doors and infill of the west end of the arcade. The espadaña parapet spans the sixth through eighth bays. Centered in the espadaña is the Union Pacific Railroad herald made of terra cotta, as provided for in the original building plans. This herald, with its diagonal "Overland Route" logo, retains its original design. Although it was modified and modernized after construction of the building, it has been restored to its original appearance with the "Overland Route" logo. The regularly spaced windows on the second story are 6/1 double-hung sash. On the ground floor, the fenestration consisted of doors and single windows, except in the second bay on the west which was lighted by a tripartite window, and the fifth bay which is "blind." Originally this space featured a wooden train schedule board on which station agents could chalk train schedules. Four of these windows have been converted to doors, although their surmounting transoms remain. The remaining windows, lighting the lobby and lunchroom, are transomed six-light casement windows. All windows have concrete lug sills. The entrance to the lobby, which is off-center in the ninth bay, consists of an eight-light door, flanked by four-light sidelights and surmounted by a four-light transom.

The one-story arcade which spans the front and sides (south side, east and west ends) of the structure has a flat roof with a three-course Mission tile parapet. The name "KELSO" is over the crown of the arch centered under the second-story espadaña parapet in compressed metal Railroad Roman letters. The pillars of the arches have molded caps at the springing line, as well as stepped bases. Each end pillar is buttressed on the front and side, and capped with a hemisphere on a molded base. The arcade floor is scored, red-tinted concrete.

Squared downspouts, from the gutters on the roof adjacent to the parapets on both the front façade and the east and west ends, feature a round collector box just below the elbow. The downspouts are attached to the building with large, decorative metal straps with stylized *fleur-de-lis* ends. On the arcade level of the façade, the downspouts are topped with square, paneled collector boxes, and they are attached by the same decorative metal straps. The original building plans and historic photographs for the depot show the collector boxes on the east and west facades to have been of the same design, but at present they are deeper units with a square opening at the top that tapers to meet the downspout. One example of this type is also found on the west end of the front façade. Awnings originally shaded the second-story windows.

The east and west elevations of the two-story portion of the depot are similar except for the frame infill of the west arcade, an alteration that was made in 1942 to form an added baggage room. After the depot was closed in 1964, the west end of the arcade was converted for storage and workshop use by Bridge & Building/Signal Maintenance laborers. Behind the infill, there was originally a two-leaf door in the north bay and a typical transomed casement on the south. The center bay was blind. The espadaña parapet tops the center of the three hays. Within the parapet is a quatrefoil vent segmented with sections of barrel tiles. On the west end, the fenestration pattern of the façade was continued on the second floor. The center window, however, has been changed into a door to which a fire escape once was attached. The arcade wraps around the full width of the west elevation and terminates in a buttressed pier topped with a hemisphere on a molded base.

The second floor of the east elevation is similar to that of the west. A fire escape once was attached at the center second floor window, now altered to a door. On the first floor, the arcade terminates, with the same details, at the end of the second bay. The fenestration pattern appears to have been altered on this end. The original plans show three typical windows; at present, however, that in the first bay is a door and that in the second, a shorter window. These alterations are related to building modifications undertaken during the late 1940s as well as later periods. Window wells below grade in the two northern bays house paired 4/4 double-hung windows.

The one-story kitchen wing is located at the rear of this portion of the depot. Three bays deep, this rectangular wing has a flat roof with a three-course Mission-tile parapet on the east and west sides terminating in the same hemispherically topped piers as the arcades. On the east elevation, there are two 6/6 double-hung sash windows in wells below grade. A tall chimney that served the basement boiler room extends from the rear of the roof. At the rear, six concrete steps, topped by a pipe rail, lead to the door, and similar steps lead below grade to a basement door.

The grade at the rear of the structure is slightly lower than that at the front. This (north) elevation has not undergone change. The windows that light the interior of the first and second stories have varying lengths and widths. The shortest windows are 3/1 sash, while the longer ones are 6/1 sash, and the longest ones are 6/1 sash topped by a three-light transom. The basement well windows are consistently 6/6 sash, the upper sash of which protrude above grade. Square downspouts, without collector boxes, are attached with the same decorative metal straps -- one on the west portion of the two-story unit and one on the west side of the rear of the kitchen wing.

DEPOT INTERIOR

First Floor

The first floor of the depot is divided into three general areas -- the principal public rooms on the east end, the private secondary rooms in the middle, and the ticket/telegraph office, waiting/conductor's, and baggage rooms on the west.

The principal space on the first floor consists of the lobby and the lunchroom, originally a combined space located in the east portion of the building. Entering the lobby, the original cigar case and hotel check-in counter are to the left and remain intact. The oak veneered cigar case has a glass display case beneath the counter; the L-shaped check-in counter, with its rounded corners, is a separate unit that abuts the end of the cigar case.

The central staircase, which remains intact above and below the lobby, is located at the rear (or northwest corner) of the room on the left. The staircase is of wood construction in the Craftsman style, featuring simple, slightly battered newel posts and a flat-board with an "I" cut-out in the center of each. These elements were originally stained and varnished. The stair treads have brown rubberized treads added over the wood risers; those leading from the lobby to the second floor are nosed in aluminum, while those leading to the basement have old brass nosings with embossed, raised diamond anti-skid patterns.

The lunchroom, located to the right (east) of the lobby, originally opened directly on to the lobby, but is now separated from it by a windowed partition having centered, paired doors. This non-load-bearing partition was constructed in 1972; thus, it post-dates the period of the depot's significance. Later in 1981, wooden bars were added above the lunch room partition that reached to the ceiling. Approximately one-third of the lunch counter remains. Originally "U-shaped" and surrounded by stools, the lunchroom counter was replaced with a single straight north-south oriented counter with 12 stools (reduced in size and of a different type and design than the originals and moved closer to the east wall) in 1949. The tubular supports on which the stools sat are still in place.

Common to the lobby/lunch room space is the still intact character-defining surface treatment of textured plaster ceilings and walls above a panel-and-batten wainscot approximately five feet in height. This treatment was common to most interior walls, and much of it remains intact throughout the building. The original plans indicate three ceiling fans in the lobby/lunch room area that are no longer present, but the "footprints" of the fans' electrical boxes are still visible on the ceiling. The floor surfaces in this area -- originally cement -- are now covered with asphaltic or linoleum tiles that were installed in 1954-55 as part of remodeling of the lunch room area to comply with state public health regulations.

The kitchen, along with its auxiliary spaces, is located in the rear wing directly behind the lunchroom. Upon entering the kitchen, immediately to the left is a shaft that originally contained secondary stairs to the basement that were removed in 1955. At the rear is an exterior door leading to steps down to grade. No original furnishings in the room remain intact.

To the left of the lobby, a hall leads to rooms called out on the original plans as "bathroom," rooms for "female help" (principally waitresses), and "manager's rooms." These rooms and central corridor have undergone minor remodeling; the ceiling has been lowered throughout and all walls rebuilt with new framing/sheet rock. The original doors and moldings have been reused in remodeling these areas. On exterior walls, some windows have been changed to doors as described in the aforementioned description of the building's exterior. To the west of these rooms are the ticket and telegraph office and waiting/conductor's room on the south side of the building, with the baggage room added by enclosing the portion of the arcade wrapped around the west end of the building. To the north of these rooms was the original baggage room.

Second Floor

There are twelve rooms on the south side of the central corridor of the second floor that were originally designed for transient railroad crew members, principally engineers, firemen, conductors, and brakemen. They are identical rooms with a single central light in the ceiling. On

the north side, flanking the staircase, bathroom, and linen room, are eight rooms for permanently resident "male help" with built-in closets and sinks.

To the left at the top of the stairs is the linen room which retains its original wall shelving as well as a steam radiator under the window. The bathroom, immediately to the right of the stairs, has been modified. Originally, a shower room, with anteroom for clothes changing, was located immediately to the left of the door. A tub room was located behind and to the left of the shower room. The sinks were directly in front of the door, and two toilets and one urinal were to the right of the sinks. The spaces and locations have all remained the same, although the fixtures have been changed. The original "Keene's cement" shower has been closed off at the anteroom by converting its door to a closet opening. The tub in the tub room has been removed, and two additional free-standing showers have been installed. One original enameled steel toilet in the sink/toilet area remains intact in the northernmost stall, while a modern commode is in the adjoining stall. A modern urinal occupies the location of the marble originals. Both of the original sinks have been replaced.

Basement

The basement extends under the entire depot east to west, but not north to south. The stairs terminate in a small hall to the east of which are utility spaces (located under the kitchen wing) and to the west of which are clubrooms. According to the original building plans, the utility rooms consisted of a locker room, toilet room, boiler room, supply room, and store room, while the club rooms included a billiard room and a reading room.

The oil-fired boiler has been removed from the boiler room, although the brick end wall, flue, and chimney remain. In the toilet room, an original shower, toilets, and urinals remain intact. The locker, supply, and storerooms remain intact. The two recreation rooms are joined *en suite*. A number of narrow closet lockers are still in place in the locker room.

In the billiard room, the walls retain the original textured plaster, with paired chair rails ringing the walls. A modern acoustical ceiling has been installed in place of the original; the original plaster has been removed, but the lath remains. The concrete floor is scored in a 12-inch x 12-inch grid pattern.

The reading room is similarly intact except for its modern acoustical ceiling. At the west end, the original built-in bookcases still retain their original dark stain and varnish finish. The nine-light double sliding doors still roll, although much of their glazing is missing. The textured plaster walls are intact. The finish in this room, visible behind molding, was glazed yellow ochre with rag-blotted antiquing. While no other original wall finishes are visible in the building, it is likely that rag-blotted antiquing was used in other formal spaces.

2. COAL AND SUPPLY SHED (See attached site plan from Historic American Buildings Survey, *Union Pacific Railroad Depot*, CA-2679, 1997)

A small wood frame Coal and Supply Shed stands behind the kitchen wing (north or rear side of the depot building). Retaining its original 1924 configuration, the structure measures approximately 9 feet x 24 feet. It is exterior-framed -- all of its framing members are exposed on the exterior, with heavy plank sheathing on the interior only. The building represents an enlargement in 1924 of an earlier 9-foot x 12-foot, wood-floored Coal House by the addition of a 9-foot x 12-foot, concrete-floored Store Room. The building is gable-roofed, with access doors in the south side; original roofing material consisted of 3-ply asbestos roofing. Although the structure is vacant at the present time, its original function can be determined from the original plans. This small service building is reached from the rear door of the depot's kitchen wing over a concrete pad joining the shed and the depot.

SUMMARY

1. KELSO DEPOT

The Kelso Depot, although somewhat modified during its later years of operation, retains a high degree of integrity. Principal exterior and interior character-defining details and spaces are extant. On the exterior, these features include: overall building mass; tri-color Mission tile roof; espadaña parapets; Union Pacific herald in south espadana; arcade with molded bases and capitals on pillars and buttressed ends; original double-hung and casement window sash; entry; downspouts, collector boxes and decorative straps; brick walks; and electroliers. In the interior, these features include: lobby, lunch room, lodging rooms, billiard room, and reading room; heavily-textured plaster wall and

ceiling finishes; panel-and-batten wainscot; cigar case and check-in counter; lunch counter and stools; stair cases, newel posts, and balustrades; and lockers.

2. COAL AND SUPPLY SHED

The Coal and Supply Shed retains a high degree of integrity. Its principal exterior wood frame character-defining details are extant.

SITE [CONSISTING OF 13 CULTURAL LANDSCAPE CHARACTERISTIC FEATURES] (See attached existing conditions site plan from Draft *National Park Service Cultural Landscapes Inventory, Kelso Depot, Mojave National Preserve*, April 2000)

INTRODUCTION

The historic designed landscape at the Kelso Depot consists of the lands immediately surrounding the depot that are owned or controlled by the National Park Service. The current boundary for the depot contains approximately 1.95 acres and consists of a rectangular plot of land (170 feet x 500 feet) within the town of Kelso near the intersection of Kelbaker and Cima roads.

Within the harsh desert setting, the Union Pacific Railroad wanted to create the sense of an oasis that would be welcoming to the railroad passengers and employees who worked at the site. Thus, the landscape surrounding the depot was a designed landscape developed by the Union Pacific to create the feeling of a "lush" oasis in the desert for its passengers, employees, and other depot visitors. The shade of the elms, cottonwoods, and palms, the lawns, and other vegetation created this cool respite from the Mojave Desert heat. Because of this welcoming setting (and also in part due to the depot lunchroom), the depot became a significant local gathering spot for both passengers, employees, and local area residents.

The area outside of the 1.95-acre Kelso Depot Historic District retains only remnants of many of the original landscape elements associated with the landscape's period of significance. The surrounding town contains a number of houses, trailers, and utilitarian structures, many of which date from the period of significance. However, these structures are not on federal land or scheduled for immediate acquisition; therefore, they have not been included within the boundary for the nomination.

The condition of the individual landscape features varies from poor to good. However, as a whole, the historic landscape at the Kelso Depot is in poor condition. This is a direct result of decisions made during the 1992 land transfer from the Union Pacific Railroad to the Bureau of Land Management (BLM). Following its acquisition of the site, the BLM stopped irrigating and maintaining the depot grounds. This action resulted in the eventual elimination of most of the vegetation at the site. The elms, cottonwoods, shrubs, and lawn that had created the image of the oasis in the desert either sickened or died and were then removed. Only five Canary Island date palms, and perhaps three Athel tamarisk, have survived from the district's period of significance. Other important features, such as the loading platform brick surface, were also removed by the BLM. After the bricks were removed, a metal fence was installed to prevent the public from approaching the railroad tracks.

LANDSCAPE CHARACTERISTICS AND FEATURES

Natural Systems and Features

The geological land forms, arid desert climate, and native vegetation (primary plant community is the predominantly woody Creosote Bush Scrub) that is well adapted to the harsh desert climate, are typical of the Mojave Desert region surrounding the depot and appear to be the same as during the historic district's period of significance. Thus, they retain integrity.

Spatial Organization

Spatial organization at the Kelso Depot is organized on both primary and secondary levels. The primary level is local in scale, and is based on the linear axis of the railroad tracks that run northeast to southwest through this portion of the Kelso Wash Valley. This axis was the primary organizational feature for the subsequent development within the town of Kelso. A secondary level of organization occurs within the depot site, where a grid-like pattern was used in the designed landscape around the depot. This grid was incorporated into the organizational framework for the placement of temporary residential and utilitarian structures formerly located on the depot site.

Primary Organizational Features

In 1904, the railroad tracks were laid in order to minimize the grade that the trains had to encounter as they passed through the Ivanpah Valley between Cima and Kelso. This axis was the primary directional orientation for the subsequent grid development that occurred along the tracks and around the depot.

Subsequent to the construction of the tracks, other development occurred which reinforced this organizational pattern. The Cima Road was built parallel to the tracks, while Kelbaker Road later crossed them perpendicularly. Most development in Kelso continued along the railroad track axis on both its north and south sides between 1904 and 1947. To the north of Kelso, expansion of the town was restricted by the presence of the Kelso Wash and a one-kilometer-long flood control dike, the latter constructed in 1924 at a slight northeast skew away from the tracks to divert the flash floods caused by occasional seasonal rains. During the 1970s, a row of Athel tamarisk trees was planted along either side of the tracks southwest of the depot, allegedly to control sand from blowing on to the tracks.

Today, the strong linear organization created by the combination of the railroad tracks, the dike, roads, and Athel tamarisk trees is still evident, but has been impacted by the abandonment and removal of most of the historic structures on the north and south sides of the tracks. Because almost all of these organizational features are neither owned nor controlled by the National Park Service, they are not considered for listing in the National Register of Historic Places.

Secondary Organizational Featnres

Within the linear arrangement and overall organizational pattern established by the Union Pacific Railroad, the Kelso Depot grounds were also laid out in a grid-like pattern. The landscape plan divided the site into distinct areas with specific decorative, circulation, and utilitarian features. The south, east, and west sides of the depot were designed with the train passenger in mind, and considerable attention was given to the visual quality of the building and grounds. The circulation routes, which define the spatial organization of the site, were laid out both parallel and perpendicular to the tracks. The grid pattern created by features, such as the station platform and brick walks, were reinforced by lining these with pipe-rail fencing. The fence was later replaced with shrubs and then augmented by elm trees in later years. At the rear of the depot rows of cottonwoods were planted almost the entire length of the site, adding a strongly vertical and dramatic backdrop to the depot. A variety of plans from the 1940s through the 1960s show that temporary buildings were laid out in the back of the depot building in a grid that reflected the alignment of the cottonwood trees that had been planted parallel to the tracks.

Today, the brick platform has been removed, and a contemporary metal fence has been installed between the railroad tracks and the depot grounds to prevent the public from entering the track area. All portable buildings have been removed from the area to the rear of the depot. The loss of significant vegetative features, such as the shrubs and the cottonwood and elm trees, has eliminated many of the vertical features that added the third, or vertical, spatial element to this otherwise horizontal landscape.

Snmmary

Within the context of the depot site, those features which define spatial organization vary from poor to fair condition. The overall spatial organization, as defined in both the larger and site specific contexts, is still quite evident throughout the historic district and probably reflects an appearance more consistent with the early years of the depot when the town was not yet extensively developed. Accordingly, the spatial organization at the Kelso Depot retains integrity.

Topography

Contributing Feature -- Ramp

Specific topographical changes associated with the construction of the Kelso Depot cannot be easily traced through existing construction documents. However, the site was located in a wash in an area subject to infrequent flash floods. The site was graded relatively flat, but early photographs show a slightly ramped area leading up from Kelbaker Road to the west side of the depot building. One of the reasons this ramp was apparently built was to provide vehicular access to the baggage area which was several feet higher than the road elevation. In the earliest dated photograph of the depot (March 10, 1924), the interface between this ramped area and the flat area behind the depot is pronounced. Over time, this compacted slope has eroded, but the difference in elevation is still visible. Because this was an important feature of the depot, the ramp is considered a significant topographic feature and retains integrity as a contributing feature of the site.

Vegetation

Contributing Features -- Canary Island Date Palms, Athel Tamarisk

Taken as a whole, vegetation at the Kelso Depot no longer retains integrity as a component of a historic designed landscape. The five Canary Island date palms, which are in good condition, are all that remain of the original plantings, and they are the only landscape features at the depot that definitely can be dated to the period of significance. Thus, they contribute to the district's historic significance. The three Athel tamarisk, which were planted by the Union Pacific, may be historic, but additional research should be conducted to make a definitive determination. Until their age can be determined, the Athel tamarisk should be treated as if they are contributing historic features.

Circulation

Contributing Features – Cima Road, Kelbaker Road, Arcade, Brick Walkways, Concrete Walkways

Introdnction

The primary circulation features at the Kelso Depot consist of the roads that linked the site with the surrounding towns, the passenger areas of the arcade, walkways, and platform, and the utilitarian system of walkways, service features, and other components to the rear of the depot. The Union Pacific railroad tracks are immediately adjacent to the south boundary of the historic district, but they are both owned and managed by the railroad as part of an active rail network. Accordingly, they are not listed as a contributing feature of the district.

Cima and Kelbaker Roads

The Cima and Kelbaker roads are maintained by San Bernardino County on rights-of-way, which pass through the historic district, although the National Park Service owns the underlying land in fee simple.

The Cima Road was constructed prior to the construction of the original depot at Kelso in 1904. By 1927, the road had been graveled. The road runs northeast from Kelso through Cima and past Interstate Highway 15 on the northern boundary of Mojave National Preserve. In its present configuration, the road is asphalt, approximately 20 feet wide, and cuts through the rear of the Kelso Depot property and forms a "T" junction with Kelbaker Road northwest of the depot.

Kelbaker Road, which extends from Interstate Highway 15 at Baker on the north to Interstate Highway 40 on the south, had been improved but not paved for automobile use through Kelso to just east of Amboy during the early 1920s. Like the Cima Road, Kelbaker is presently asphalt-paved and approximately 20 feet in width.

The segments of both roads that lie within the historic district boundary appear to retain their historic configurations and widths, although they would have originally had dirt or gravel surfaces. The change in surface material to asphalt occurred during the period of significance and thus is considered compatible with the historic integrity of the roads. Thus, these segments of road retain integrity as contributing features to the historic district.

Arcade

The arcade on the south, west, and east sides of the depot at ground level is a contributing feature of the historic district. The arcade consisting of 22 arches -- 14 facing the former lawn area in front of the depot, 4 to the east, and 4 to the west. The arcade floor is scored, red-tinted concrete. This space was used as both a sunscreen and connection from the interior spaces of the depot to the brick walkways to the south.

Brick Walkways

The lawn in front of the depot consisted of three segments separated by two brick walkways. The two brick walks, called out in the original 1923 building plans, are perpendicular and connect the arcade with the platform. The walkways are approximately 50 feet long and 12 feet wide.

The brick was vitrified, or hard-fired. The original plans call for 4" x 8" x 2-1/4" brick laid flat that drained to either side of the path. The edging for the path was lined with the same brick, but it was turned and laid horizontally on its edge forming a stacked bond pattern. To provide a solid foundation for the path, the plans called for six inches of sand and cinders to be covered by a 5-inch concrete pad that was in turn covered by one inch of sand that was then covered by the brick. Unlike the brick on the paths, the brick edging was laid on its 4-inch side, thus allowing it to be set directly into a tapered concrete footing that extended down another 26 inches. The concrete footing was battered from 7 inches at the brick to 11 inches at the bottom of the footing, providing a secure footing for the edge of the paths. The plans called for 10-foot radii where the paths widened to meet the depot platform.

From west to east, the paths extended from the arcade in front of the baggage handling area (first arch) and the lunchroom (tenth arch). The ends of the paths flared as they connected with the arcade and the platform with the exception of the far western corner at the arcade that lined up with the end of the building. The extant brick pattern is herringbone. It is not certain whether this is the same brick pattern that was laid originally, but photographs show the existing brick pattern in place as far back as the early 1960s.

At present, the junction of the brick pathways and the loading platform is blocked by a metal fence installed by the Bureau of Land Management in 1992 to prevent visitor access to the railroad tracks. The brick walkways retain integrity as contributing features to the historic district.

Concrete Walkways

Two small concrete walkways (construction date undetermined) angle off the arcade to provide access to the central lawn areas on the south side of the depot. The brick saw tooth borders, which were installed in the 1940s, have gaps where these paths provided access to the lawn areas from the arcade. Photographs from the period of significance show gaps in hedging where these paths occurred, indicating that some means of access from the arcade to the lawn was present.

A concrete walkway (construction date undetermined) on the west side of the depot was laid over a brick substrate which may be an earlier configuration of this feature. It may have provided a paved surface for baggage handling and passenger access from a drop-off area to the west to the arcade and station platform area to the south.

Although the construction dates for these walkways have not been determined, it is likely that these features date to the period of significance. Thus, all three walkways are considered contributing features of the historic landscape.

Structures

Contributing Features – Concrete Foundation and Slab Floor (and aforementioned Kelso Depot and Coal and Supply Shed)

The concrete foundation for a shower building is located approximately 60 feet east of the depot and 35 feet south of Cima Road. The shower building first appears in a map dated July 27, 1925 (corrected to March 10, 1944). The Union Pacific plan for the Kelso pipelines, dated July 30, 1927, labels the building in the location of the present foundation as "shower." A later Los Angeles and Salt Lake Railroad plan indicates the building had been removed by December 20, 1944. The building most likely served as a communal shower for the "portable houses" located to the north of the depot.

The foundation measures 11.65 feet x 10 feet and is 6.5 inches thick. The west end of the foundation is missing. The foundation contains a concrete slab floor that extends beyond the west end of the foundation. The west end of the concrete floor and the southwest corner of the foundation is missing. This damage reveals what appears to be another concrete floor underlying the present floor. Two multiple mail collection boxes (neighborhood delivery collection box units) have been bolted to the east end of the concrete slab. The foundation retains integrity as a contributing feature of the historic district.

Views and Vistas

Although there is no documentary evidence that the Kelso Depot was originally sited for the views and vistas it offered, its arcade and landscaped grounds faced the railroad tracks to the south. From there, the vista expanded over the residential and Union Pacific structures on the south side of the railroad tracks southeastward across the open desert landscape up to the bajada that forms the base of the rugged Providence Mountains that have peaks in excess of 4,000 feet. The scenic vista remains unobstructed with no obvious changes to the desert landscape or mountain slopes, and thus it provides a significant contributing landscape feature for the historic district and the town of Kelso. The vista includes lands within the national preserve that are not currently owned by the National Park Service.

Small Scale Features

Contributing Features – Saw Tooth Brick Planter Borders, Concrete Shafts with Manhole Covers, Utility Poles, Lighted Sign Post Base

Saw Tooth Brick Planter Borders

Bordering the inside edges of the brick walkways are planting beds that once contained shrubs and other low-lying plants. These beds, about four feet in width, are separated from what were the lawn areas and arcade by a saw tooth brick border. This border consists of half-buried bricks, placed at an angle to create a saw tooth pattern. The bricks were held in place by a buried wood plank that was pinned in place with spikes. This border also separated the depot platform from the grass areas. The brick borders were installed shortly after the original two-rail fence of wooden posts and boiler tubes that bordered the platform and brick walkways was removed in 1942. Today, most of the bricks and many of the metal pins are still in place, although the wood plank that aligned the bricks has rotted in most locations.

Concrete Shafts and Manholes

Three concrete shafts covered with large metal discs (manhole covers) are located on the north side (rear) of the depot. One concrete shaft is located 60 feet north of the depot and 45 feet west of the coal and supply shed. It is a cylindrical concrete shaft, 3 feet in diameter and approximately 20 feet deep. It has a metal cover 31 inches in diameter with a handle in the center. A second is located 50 feet north of the depot and 25 feet west of the coal and supply shed. It is a rectangular concrete shaft measuring 47 inches x 42 inches with an unknown depth. The top is also concrete with a 30-inch diameter hole covered with a metal disc. A third is located approximately 40 feet north of the second and 3 feet south of Cima Road. It is a concrete shaft 49 inches x 49 inches with an unknown depth. The three concrete shafts, identified as "man holes" on a set of engineer's field notes dated 1929, are contributing features to the historic district.

Utility Poles

Six utility poles are scattered across the depot grounds on the north side of the building. A 1924 photograph illustrates a row of electrical poles that run from east to west at the rear of the depot. The electricity was supplied by the power house southeast of the depot on the opposite (south side) of the railroad tracks. The powerhouse ceased operation and was removed in 1960 when public power reached Kelso. After 1960, the utility poles continued to carry telephone lines to the depot. The poles have been modified, and some of the electrical appliances have been removed, thus altering the appearance of the poles. Based on the 1924 photograph, however, the location and alignment appear to be unchanged. Because the utility poles were built within the historic district's period of significance, they are considered contributing features.

Lighted Sign Post Base

The base of one of the two lighted signposts that once bore a sign reading "KELSO" is located to the southwest of the depot on the west end of the lawn. It consists of a metal cone on a concrete footing. The footing is 16 inches in diameter and flush with the ground surface. The metal cone sits on top of the 11-inch-high footing. It has a rectangular hole in its side with wires sticking out. Because it dates from the historic district's period of significance, the base is considered a contributing feature.

At least one of the historic sign posts complete with the electric lamp housing, but missing the "KELSO" cast iron signboard, is stored in the boiler room in the basement of the depot, and with a new "KELSO" casting could be restored. The original tuscan column electroliers are disassembled in the same basement room and could be restored or replicated.

SUMMARY

The cultural landscape characteristics of the historic designed landscape which retain integrity include natural systems and features, spatial organization, topography, circulation, buildings and structures, and views and vistas. Those that do not retain integrity include land use and archeological sites and most elements of vegetation and small-scale features. The loss of three characteristics (land use, spatial organization, and vegetation) has diminished the integrity of this historic designed landscape. However, when evaluating the landscape characteristics and their associated features as they relate to the Kelso Depot Historic District as a whole, the historic landscape at the depot retains integrity and thus contributes to the historic significance of the site.

STATEMENT OF SIGNIFICANCE

The Kelso Depot was constructed in 1924 to address a variety of needs specific to the Union Pacific Railroad. It served as a traditional passenger depot for purchasing tickets, waiting for trains, handling baggage, and arranging express shipments by the Railway Express Agency (later REA). The depot also served as an office from which trains were dispatched, especially helper service for trains heading eastward from Kelso to the top of Cima Hill, a steady uphill grade of approximately 19 miles that required trains to take on fuel and water as well as a helper locomotive and crew before attempting the run. Second, the depot served as a round-the-clock restaurant facility for passengers, employees, and residents in the railroad town. At that time, second class or secondary passenger trains were not equipped with dining cars, thus necessitating a facility that would provide a quick and reputable food service for passenger trains making a meal stop at Kelso. A third, and somewhat unusual, function to be included in a depot building was provision for hotel/lodging accommodations, primarily for railroad employees but occasionally for nonrailroaders who were stranded in Kelso for the night if rooms were available. The fourth function, which was also unusual to include in a depot building, was to provide recreational facilities for the employees to keep them entertained in this isolated desert outpost, and consequently, to keep them out of trouble. The depot was one of the most important buildings in Kelso, and served at times as a "community center" for the remote railroad town. Although the advent of modern, high-horsepower diesel locomotives led to closure of the depot facility functions in 1964, the depot structure remains a tangible link to an older period of railroading. Thus, the Kelso Depot provided essential services to the successful operation and modernization of the Union Pacific Railroad's main line link between Salt Lake City, Utah, and Los Angeles, California.

The Kelso Depot is significant at the state level with a period of significance extending from 1923 to 1964. It is an excellent and rare example of a surviving mid-1920s-era Mission Revival style railroad depot with a hotel/restaurant facility and designed landscape on the Union Pacific Railroad in California. It was an essential element in the modernization of the Union Pacific Railroad during the 1920s, and it served as a significant element in that rail line's contribution to the American war effort during World War II. The end of World War II marked the beginning of a long decline in the depot's utility. The sharp decline in the volume of freight traffic resulted in reduction of services and the need for fewer employees. The nearby Vulcan Mine, which produced more than 2 million tons of iron ore for the Kaiser steel mill in Fontana during the war, closed in July 1947, further reducing freight and passenger traffic through Kelso. A surge of high traffic levels occurred on the Union Pacific line with the outbreak of the Korean Conflict in the early 1950s, but this heightened activity soon declined.

NATIONAL REGISTER OF HISTORIC PLACES CRITERIA OF EVALUATION

The Kelso Depot Historic District, including the depot and its associated landscape features, is eligible for listing in the National Register of Historic Places under Criteria A (because of its association with events that have made a significant contribution to the broad patterns of American history) and C (because it embodies the distinctive characteristics of a type, period, or method of construction and possesses high artistic architectural values).

Criterion A

Under Criterion A, the Kelso Depot Historic District is significant, because its lodging, bathing, food, and recreational facilities enabled the Union Pacific Railroad to meet increasing rail transportation demands, with helper locomotives from Kelso ensuring continued eastward train movement over Cima Hill. The depot was constructed in an isolated desert location where there was no existing town. The only structures in town not owned by the railroad were two stores and a country school. Accordingly, Kelso was in effect a "company town." The depot was essential to the functioning of Kelso as a railroad town, and it was one of the most significant buildings in the company town, serving at times as a community center . The depot was the only important terminal on the Los Angeles and Salt Lake Railroad between Yermo, California, and Las Vegas, Nevada. During World War II, the Kelso Depot facilities ensured provision of essential services for train crews moving war materials and troops westward for disposition in the Pacific Theater. During the Korean Conflict, the station again served as a distribution point for iron ore shipments from the nearby Vulcan Mine.

Criterion B

The Kelso Depot Historic District is not eligible for listing in the National Register under Criterion B, because it is not associated with persons significant in American history.

Criterion C

Under Criterion C, the Kelso Depot Historic District and its associated landscape features are significant, because they are a rare example of a surviving historic building and designed landscape associated with the Los Angeles and Salt Lake Railroad/Union Pacific Railroad in California. When railroad officials were planning the new depot during the early 1920s, they intended to create a welcoming "oasis" in the context of the harsh desert environment. Today, Kelso is the only remaining depot in California with a designed landscape still reflects the original design intent established by the Union Pacific. In addition, the depot is a rare surviving example of a Mission Revival-style railroad hotel/restaurant facility. Only two such structures survive in the State of California -- the Kelso Depot and the 1914 Mission Revival-style Riverside station -- now isolated from its tracks. All other structures of a similar construction type have been demolished. Of the railroad hotels constructed in California, Yermo has been demolished and only Kelso remains as a surviving example of the period of modernization following the Union Pacific acquisition of the Los Angeles and Salt Lake Railroad in 1921. The Caliente Station, located in Nevada, is listed in the National Register of Historic Places and adaptively used for offices.

Criterion D

The Kelso Depot Historic District is not eligible for listing under Criterion D, because it has not yielded, nor is it likely to yield, information important in prehistory or history. In June 1995, the National Park Service conducted an archeological survey of the site, and in March 1996 subsurface testing was undertaken. In February 1997, an archeological evaluation of the site was prepared. No significant subsurface cultural deposits were located during the auger-testing phase of the project. As a result of the site survey, 39 features were identified. Eleven of the features that date to the period of significance are contributing elements under Criteria A and C. Further historical information is needed to determine if seven of the features date to the period of significance and are contributing elements under Criteria A and C. These features, however, were mapped and photographed, thus exhausting their research potential and eliminating them as contributing elements under Criterion D.

Integrity

The Kelso Depot Historic District retains integrity as determined by the seven aspects, or qualities, that in various combinations, define integrity according to National Register of Historic Places standards – location, design, setting, materials, workmanship, feeling, and association. Contributive elements include two buildings -- Kelso Depot and Coal and Supply Shed – and one site consisting of 13 contributing landscape characteristic features -- ramp area, Canary Island date palms, Athel tamarisk, arcade, brick walkways, Cima Road, concrete walkways, Kelbaker Road, shower building foundation, concrete shafts with manhole covers, saw tooth brick planter borders, utility poles, and lighted sign post base.

The cultural landscape characteristics of the historic designed landscape which retain integrity include natural systems and features, spatial organization, topography, circulation, buildings and structures, and views and vistas. Those that do not retain integrity include land use and archeological sites and most elements of vegetation and small-scale features. The loss of three characteristics — land use, spatial organization, and vegetation — has diminished the integrity of this historic designed landscape. However, when evaluating the landscape characteristics and their associated features as they relate to the Kelso Depot Historic District as a whole, the historic landscape at the depot retains integrity and thus contributes to the historic significance of the site.

HISTORIC CONTEXT

By the late 19th century, the Southern Pacific Railroad had long monopolized California rail operations and politics, but during the late 1880s the Santa Fe finally managed to reach the lucrative trade markets of Southern California through Cajon Pass north/northeast of San Bernardino. As early as 1878, the Union Pacific had commenced activities in Utah aimed at opening a competing line to Southern California. Mormon interests also had the same goal, and a number of highly competitive railroad-building activities — some still born, some partially realized — were undertaken during the course of the next two decades.

Incorporated on July 1, 1862, the Union Pacific Railroad had constructed the eastern half of the nation's first transcontinental railroad during the 1860s, its main line extending from Omaha, Nebraska, westward to Promontory Summit, Utah. To the approximately 1,000 miles of the original main line, the company acquired, constructed, or absorbed other rail lines that included the Utah Central, Utah & Northern, Kansas Pacific, Denver Pacific, Union Pacific, Denver and Gulf, Oregon Short Line, and Oregon Railway and Navigation Company, the latter

enabling it to reach navigable Pacific waters on the Columbia River at Portland. Poor and costly construction, high freight rates, unfortunate financial management, and other problems characteristic of railroad management during the late 19th century forced the Union Pacific into bankruptcy during the Panic of 1893. Subsequently, Edward H. Harriman, already in a position of control of the Illinois Central and the Chicago & Alton railroads, secured control of the railroad at auction in Salt Lake City in 1897. Harriman exercised extensive control of the Santa Fe through stock holdings, and his contacts in New York financial circles gave him a strong voice in the management of the Northern Pacific, New York Central, and Baltimore & Ohio railroads. Under Harriman's leadership, the railroad would add many branch lines, rebuild its roadbed, and improve its rolling stock, thus making the Union Pacific one of America's premier railroads.

Competition to reach the lucrative Southern California markets intensified during the late 1890s and early 1900s when the Union Pacific took initial steps to push an extension of the Oregon Short Line from Utah toward Southern California. In August 1900, William A. Clark, U.S. Senator from Montana and a wealthy industrialist with rich copper holdings at Helena, Montana, and Jerome, Arizona, purchased the Los Angeles Terminal Railway, a switching line in Los Angeles that essentially connected various railroads and trackside industries, with the intention of extending it to Salt Lake City. With the bulk of his copper being shipped south from Montana to rail terminals at Ogden and Salt Lake City, his projected San Pedro, Los Angeles and Salt Lake Railroad (SPLA & SL) would give him direct shipment access to Southern California, as well as provide access to mineral-rich lands in Nevada and other potentially developable lands in California. Predictably, the Southern Pacific, under the control of Collis P. Huntington, took steps to block these efforts.

In the wake of the Spanish-American War, the Boxer Rebellion in China, and Secretary of State John Hay's announced favor of an "Open Door" policy with China, widespread interest developed in opening new trade markets in the Orient. Harriman and others intended to tap that trade, and an extension of the Oregon Short Line to Los Angeles would provide port access. Harriman's chief rival was James J. Hill of the Great Northern Railway, who controlled the Puget Sound region. Both Harriman and Hill controlled steamship lines to the Orient, and Harriman intended to seize control of the Orient trade from Hill. However, Clark was in Harriman's way, because his projected railroad and Harriman's would use virtually the same right-of-way.

Despite his financial prowess, Harriman dared not risk the wrath of Huntington, who let it be known that he would "act unfavorably at Ogden" if Harriman attempted to construct a railway to Los Angeles and thus encroach on Southern Pacific territory. This was not an idle threat. At Ogden, Huntington's Southern Pacific interchanged freight with Harriman's Union Pacific and Jay Gould's Denver & Rio Grande Western. Huntington divided his freight traffic evenly between Harriman and Gould. It was understood that he would route all freight to Gould at Ogden should Harriman build to Los Angeles, leaving the Union Pacific completely out of the Southern California markets.

With regard to Clark, Harriman had concerns other than the conflict involving projected railroad routes. Harriman feared that Clark's road would fall under the control of either Hill or Gould, thus thwarting his drive to control the Orient trade. Clark's rail line would be 400 miles shorter than any other between Utah and Los Angeles, and it would have the lightest grade of any of the transcontinental railroads. Hence its operational advantages were obvious to Harriman and his rivals.

After Huntington died in 1901, Harriman gained control of the Southern Pacific as a result of stock acquisitions from Huntington's heirs. On March 20, 1901, Clark and his colleagues established the San Pedro, Los Angeles and Salt Lake Railroad. Between 1901 and 1903, Harriman and Clark continued their rivalry. On July 9, 1902, the Union Pacific Railroad obtained half ownership of the SPLA & SL Railroad. Harriman's willingness to compromise with Clark was due chiefly to his fears that Hill or Gould might do so.

On August 31, 1903, construction of the SPLA & SL under joint control started from Caliente, Nevada (to which both Clark and Harriman had built previously). Subsequently, other crews began building east from California, and in April 1904 the construction forces reached the present-day Kelso area. A settlement at the site, known as Siding No. 16, began as a tent camp for the railroad construction crews. Several warehouses were constructed, and the new settlement, which acquired a post office on May 20, 1905, was named Kelso after one of the camp's warehousemen. The lines met with little ceremony at Sutor/Siding No. 18, about 34 miles west of Las Vegas on January 30, 1905. Regular service on the SPLA & SL began on May 1, 1905. The route proved as advantageous as projected, cutting a full twelve hours from the transit time for mail between Salt Lake City and Los Angeles. The SPLA & SL was the first railroad west of Kansas to be constructed to permanent standards during initial construction, thus reflecting Harriman's penchant for permanence and standardization. It featured 3,000-foot sidings every five miles, heavy ballast, cobblestone-lined side ditches where necessary, and the largest reinforced concrete bridge in the world (when the structure was completed in 1905). The line was completed in time for the completion of the Panama Canal and the consequent increased traffic to West Coast ports, as well as for the increased passenger traffic brought about by the 1915 expositions in San Francisco and San Diego.

The SPLA & SL operated on a relatively conservative basis compared with other Harriman lines for some 15 years with the exception of the World War I period. During the war, special trains used its line to move troops and material to March Field in Riverside, Ross Field Balloon School in Arcadia, Fort MacArthur Submarine Base in San Pedro, and various military bases in San Diego. The conservative operation was largely a reflection of the Clark faction, which did not desire to pour large amounts of money into the railroad. Clark and the Union Pacific exercised equal control, each party requiring the approval of the other for capital expenditures and improvements. Harriman's death in 1909 probably influenced that conservatism; his driving force might well have compelled Clark to more action. The conservatism ended in 1921,

when the Union Pacific purchased the Clark interests and gained sole control of the railroad, which had been renamed the Los Angeles and Salt Lake Railroad (LA & SL) on August 25, 1916 (Since San Pedro had been annexed by Los Angeles in 1909, stockholders voted in 1916 to change the name of the railroad.). Almost immediately, the Union Pacific undertook improvements to modernize the operation of its lines, including the construction of new station and depot buildings.

Promotion of a California image by railroads had begun some 30 years earlier, when the Southern Pacific and Santa Fe railroads had commenced construction of Mission Revival-style stations/depots throughout the state, the first being completed in 1893. The Union Pacific continued that image, constructing Mission Revival-style stations/depots in California at Pomona, Ontario, Riverside, San Bernardino, Yermo, and Kelso; in Nevada at Las Vegas and Caliente; and in Utah at Milford. These imposing, tile-roofed, arcaded stucco buildings were surrounded with lawns, gardens, and trees. In isolated locations where housing was needed for transient train crews, the stations/depots combined hotel and restaurant facilities. Such facilities were constructed at Yermo, Kelso, and Caliente.

The Kelso Depot's restaurant facilities, referred to as the "Beanery" by railroad employees (railroad crews traditionally refer to stopping for a meal as "going to beans"), were significant, because they served as a meal stop for passenger trains without dining cars until the onset of the Great Depression. Kelso was listed as a meal stop for passenger trains in *The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico, and Cuba* between November 1923 and August 1930. During the Great Depression, railway passenger traffic declined markedly; thus, so many passenger trains were removed from the schedules that there were enough dining cars to equip all of the few passenger trains that remained in service.

The use of "helper" locomotives in railroad operations also provides the rationale for such a lodging/restaurant facility at Kelso. Wherever a railroad found its tracks laid over a constant grade generally exceeding two percent (i.e., a rise of two feet in each 100 horizontal feet), with the added obstacle of heavy trains and numerous curves required to gain elevation in the least amount of mileage, extra locomotives were often used as pushers or helpers. These locomotives were sometimes cut in at a mid-train point, and, if required, also at the rear behind the caboose. From the beginning, the 19 miles of 2.2 percent grade from Kelso eastward to the summit at Cima had required helper locomotives. A primary reason for selecting Kelso as a helper station was the availability of an ample supply of usable water, required not only for human consumption but also in copious amounts for the steam locomotives. Steam locomotives required water that was relatively mineral-free to avoid boiler foaming and mineral deposition. Beginning in 1921, the Union Pacific's improvements were aimed at increasing traffic over the line by employing more -- and heavier -- trains. As a helper point, Kelso would play a pivotal role, since traffic increases required more helper crews available for service on the Cima Hill grade. Because of its isolated desert location, lodging facilities at Kelso (which train crews would sometimes refer to as the "Kelso Club") were also necessary.

Provision for housing and restaurant facilities at Kelso also enabled the Union Pacific to meet federal regulations regarding the work hours of train crews. Federal legislation permitted train crews -- engineers, firemen, conductors, and brakemen -- a maximum work shift period of 16 hours, followed by 8 hours of rest. The Union Pacific shared trackage rights with the Santa Fe over Cajon Pass, far to the west of Kelso. Cajon's grades exceeded 3-1/2 percent in places, thus requiring helper locomotives. Serving two busy railroads, the Cajon Pass vicinity was an operational nightmare, especially during the busy years of World War II when bottlenecked yards in Barstow and San Bernardino resulted in a backup of trains stretching to Las Vegas, creeping slowly westward as space became available on inbound yard tracks. Crews that entered duty at Las Vegas would often find their time limit expiring at remote desert sidings. The housing/restaurant facilities at Kelso provided the required eight-hour rest period and necessary facilities for eating.

Thus, in 1923 the Union Pacific, as part of its modernization program to accommodate increased rail traffic, completed construction of a new station/depot and restaurant/hotel facility at Caliente, Nevada, a new rail line division point, using a design prepared by the Los Angeles architectural firm of Parkinson & Bergstrom. That same year the company's architectural bureau (architect/builder of the Kelso Depot was the Office of Chief Engineer, Los Angeles and Salt Lake Railroad) prepared plans for a new structure (termed the "Club House and Restaurant") at Kelso (the original 1905 lunch room was destroyed by fire on September 28, 1922), the design for which appears to have been drawn heavily from the Parkinson & Bergstrom design for the Caliente station/depot. The first set of extant plans for the structure was issued on May 31, 1923; later on December 12, 1924, the plans would be revised to "as-constructed" drawings.

The initial land survey for the Kelso Depot was conducted on June 1, 1923, by Los Angeles and Salt Lake Railroad field engineers. The date when construction of the building was commenced is unknown, but operations likely began in July. After construction crews began building the basement of the depot, a flash flood struck the area filling the excavation with sand. Originally, a wash ran where Cima Road is now located, crossed by a footbridge that led to the nearby Kelso store to the northeast of the depot. The devastation left by this flash flood likely led railroad officials to construct the system of earthen dikes that would protect the town and depot from future floods. The depot was opened for business on March 2, 1924, but the structure was not reported as being "physically completed" until June 15 of that year. The new building provided a small ticket office at the west end of the structure for the infrequent passenger traveling to or from Kelso. However, the major spaces in the building were devoted to feeding rail passengers and housing, feeding, and entertaining train crews.

Because Kelso had been a permanent helper station since 1905, the railroad settlement included a number of structures at the time the new depot was built. Structures built during 1905 included a one-story wood frame depot, an engine house, "eating house" or restaurant with

attached sleeping quarters, a sand house, an icehouse, two steel water tanks on steel towers, two pump houses, and a hoist house. A fuel oil storage reservoir, an oil delivery tank, and single and double standpipes to deliver fuel oil were constructed so that three locomotives could be fueled at once. A frame cottage was constructed in 1905, probably to serve as a residence for the station agent. Two additional cottages were built in 1907, and five more were constructed in 1910 to serve as railroad employee residences. A 1913 plat map of the 20-acre station/depot property indicates the presence of a small, one-story wood frame passenger and freight station, some small houses for railroad employees, a wye track for turning helper locomotives returning from the summit of Cima Hill, and a large underground fuel oil storage tank in the center of the wye. The new Kelso Depot was located several feet to the northwest of the old depot's west wall. The earlier station was moved northeast along the same side of the tracks. At first, it was converted for use as the station agent's residence; later, it would serve as the roadmaster's office. At the same time, the Union Pacific erected a number of new, standard design cottages for the expanded number of employees required to staff the Union Pacific operations at Kelso. The railroad also constructed a small engine house adjacent to the wye, and expanded the fueling facilities.

The Union Pacific had constructed a small 9-foot x 12-foot coalhouse at an unknown location to serve either the original wood frame depot or the station agent's residence. When planning the new depot, however, the company moved the coal house (thereafter referred to as the coal and supply shed) to a position approximately 30 feet behind the kitchen of the new building and doubled its size.

The new Kelso Depot, however, was the centerpiece of the 20-acre Union Pacific site. The first floor included a lobby and restaurant, service and supply rooms, rooms for female employees, baggage room, and aforementioned ticket office. A staircase detailed in the Craftsman aesthetic style led from the lobby up to the second floor and down to the basement. The second floor included lodging rooms for train crews, showers and toilets, linen storage, and rooms for male employees. The basement included storage and service rooms, a boiler room with an oil-fired boiler providing hot water and steam heat, a larger lavatory and shower room, and billiard and reading rooms for relaxation and entertainment. Because the restaurant was operated by the railroad's Dining Car and Hotel Department, its fare was likely similar to that provided in the company's restaurant at Green River, Wyoming, where, during the 1930s, a $1.75 dinner included soup, salad, steak or prime rib, vegetable, two different rolls, and dessert (passengers would also receive a bottle of wine and a pony of French brandy that were not available to train crews).

A boiler flue fence was constructed along a temporary oil and gravel platform area in front of the depot. A different style pipe-and-wire fence (removed soon after construction) was designed to wrap around the west and east ends of the new depot. Six ornamental light electroliers on cast-concrete, Tuscan-column standards were installed along the station platform – two at the ends and two flanking each of the walkways.

After the depot was opened, railroad officials undertook efforts to beautify the grounds surrounding the building so that they would provide an attractive oasis-like entry to the building as well as provide substantial shading for the structure . The plans called for two brick paths to connect the arcade of the depot with the temporary oil and gravel platform area. The brick paths split the front of the depot into three planting (primarily lawn) areas. These areas were initially planted with a variety of native and non-native species. The native species included additional cottonwoods to supplement the existing trees on the grounds, Joshua trees, and yuccas. Non-native species included Canary Island date palms. Unidentified deciduous shrubs were also planted along the walkways leading to the depot. Later in 1929, an irrigation system was installed for a grove of cottonwoods flanking the back of the depot, thus providing for a dramatic visual backdrop and possible windbreak for the depot.

In 1926, a vitrified brick station platform was installed to replace the temporary oil and gravel platform in front of the depot. During 1925-30, the railroad erected a pair of illuminated "KELSO" signs on metal posts adjacent to the depot. Another sign, reading "LUNCH ROOM," was originally located along the walk in front of the depot's entrance door. The station platform was expanded with an asphalt extension in 1931.

The facilities at Kelso were essential to the modernization of Union Pacific operations, and they became particularly useful during the crucial years of World War II. Early in the war the railroad reportedly rushed 17 helper crews to Kelso to handle the large increase in war-related rail traffic. During the war, the population of Kelso swelled to more than 1,500 residents with the December 1942 opening and development of the Vulcan Mine by the Kaiser Company, predecessor of the Kaiser Steel Corporation, some eight miles southeast of the depot on the west side of Foshay Pass in the Providence Mountains. Between December 1, 1942, and July 1947, the mine produced 2,643,000 tons of blast furnace grade iron ore that was trucked from the Vulcan Mine mill to Kelso for loading into railroad cars and haulage by rail to the Kaiser steel mill that had been opened at Fontana, near San Bernardino, in 1940.

The war had an impact on the depot and grounds. Among other things, the west end of the depot was enclosed to form an added baggage room in 1942. That year the depot boiler tube fence was removed for a World War II scrap metal drive. A saw tooth brick border was later added along the platform edge and was used to create planting beds that contained box hedges along the entry paths. Portable houses and showers were erected in the area behind the depot.

During the 1924-47 period (and especially during the World War II years), the Kelso Depot functioned as the center of community life, serving variously as the venue for court proceedings by the local justice of the peace, church services, dances, railroad training classes, an

election polling facility, and Christmas parties. In 1925, a new schoolhouse was constructed in Kelso, thus taking some pressure off the depot as the center for community functions.

When World War II ended in 1945, the feverish pace of wartime activities at Kelso declined markedly. The Vulcan Mine closed in July 1947, because the sulfur content of the iron ore became excessively high, necessitating the blending of purchased ore from Utah with the Vulcan ore for smelting at the Fontana steel mill. In 1944, Kaiser acquired extensive reserves of lower cost, low-sulfur iron ore at Eagle Mountain in Riverside County, and relocated the mining and plant equipment from the Vulcan Mine to that ore deposit after suspending operation at the Vulcan in July 1947. The roundhouse at Kelso was demolished in 1948, and the town's population quickly dropped to prewar levels.

The advent of dieselization during the early 1950s did not immediately affect Kelso's role in helper service, since early diesel locomotives were relatively low-horsepower machines, and trains still required helpers to ascend Cima Hill. Early diesel-electric locomotives, such as the Fairbanks-Morse units and EMD TR-5 "cow and calf" units, were not equipped for multiple-unit operation by a single crew from a single cab; hence, the elimination of steam-powered helper locomotives meant only the substitution of diesel-electric locomotives for helper service until after multiple-unit diesels became available in 1959.

During the early 1950s, the outbreak of the Korean Conflict resulted in a renewal of high rail traffic levels on the Union Pacific, thus requiring increased activity at Kelso for several years. In 1953 and 1957, attempts were undertaken to market the low-grade stockpiled iron ore at the Vulcan Mine to cement manufacturing plants in Southern California. Due to the low iron content of the ore and the lack of an attempt to concentrate the ore, however, the tonnages sold were probably no more than 5,000 tons.

Higher-horsepower, second-generation diesels of the 1960s resulted in the end of railroad helper service on Cima Hill. This development, coupled with the cessation of passenger train service to Kelso and the closure of the depot function of the Kelso Agency (i.e., ticket and telegraph office, baggage, and REA express) on August 14, 1964, spelled the beginning of the end of Kelso's usefulness to the railroad. (Earlier in 1960, public power had reached Kelso, resulting in demolition of the town's powerhouse the following year). The lunchroom and lodging facilities in the depot, however, continued to be used by railroad employees until the structure's closure on July 1, 1985. Soon thereafter, the railroad proposed razing of the depot — a vacant, lifeless building that had outlived its usefulness to the railroad.

The proposal to raze the Kelso Depot resulted in establishment of the Kelso Depot Fund, Inc., on November 28, 1985, by a coalition of concerned citizens as an instrument for saving and preserving the building. The organization intended to raise funds that would be used to acquire the building for rehabilitation and adaptive use purposes as interim protective measures pending acquisition of the structure by the Bureau of Land Management, the federal bureau that administered the surrounding East Mojave National Scenic Area.

Meanwhile, the depot's historical and architectural significance began to receive recognition. In May 1987, for instance, the depot was formally designed as a Point of Historical Interest by the California State Historic Resources Commission.

During the winter and spring of 1987-88, volunteers associated with the Kelso Depot Fund undertook various projects to preserve the vacant depot building and improve its surrounding grounds. The projects included patching of the building's plaster and painting of its front façade, tree trimming, and restoration of the lawn sprinkler system.

Operated by and wholly owned as a part of the Union Pacific System, the Salt Lake Route remained legally the Los Angeles and Salt Lake Railroad Company until January 1, 1988, when Union Pacific management had that company formally dissolved. The Los Angeles and Salt Lake was then absorbed fully into the Union Pacific Railroad.

In anticipation of acquisition of the depot, the Bureau of Land Management contracted with P.S. Preservation Services in Sacramento, California, to prepare a draft National Register of Historic Places registration form for the structure. The draft document, which recommended listing of the building in the National Register under Criteria A and C, was completed on September 30, 1991.

After several years of negotiations, the Union Pacific Railroad donated the Kelso Depot to the Bureau of Land Management, executing the transfer of title document on August 19, 1992. The deed was recorded by the San Bernardino County Recorder on August 28, 1992. Later on November 21, 1992, a ceremony was held at Kelso to commemorate the transfer of the depot and immediate grounds to the Bureau of Land Management.

At the time BLM acquired the depot, it stopped irrigating and maintaining the grounds surrounding the depot. This resulted in the eventual elimination of most of the vegetation at the site. The elms, cottonwoods, shrubs, and lawn that had created the image of the oasis in the desert either sickened or died.

On April 30, 1993, the Bureau of Land Management let a contract to the Steve Bowden Construction Company of Twenty-Nine Palms, California, to undertake stabilization/rehabilitation work on the depot. The work included: removal and replacement of built-up roofing, removal and replacement of tile roofing, spot replacement of deteriorated sheathing, installation of electrical service, installation of a metal

fence to stop the public from approaching the railroad tracks, removal of fire escapes, removal and storage of vitrified brick station platform bricks, removal of electroliers for storage in the depot basement, pruning/removal of remaining elm and cottonwood trees and shrubs, repair of stucco walls, and other minor repairs.

Under the provisions of the California Desert Protection Act, enacted into law on October 31, 1994 (Public Law 103-433), Congress established the 1,419,800-acre Mojave National Preserve to take over administration of what had been the Bureau of Land Management's East Mojave National Scenic Area. The act transferred management of the land, as well as the depot, to the National Park Service. In accordance with Section 512 of the act, the National Park Service began planning efforts for the renovation/rehabilitation of the depot as a visitor center, museum, and interpretive facility for the national preserve. Documentation of the depot was undertaken by the Historic American Buildings Survey/Historic American Engineering Record in 1997, and in January 1998 the National Park Service published a historic structure report to serve as the primary guide to treatment and use of the structure. In April 2000, the National Park Service prepared a cultural landscapes inventory to guide rehabilitation of the depot grounds.

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U.S. Department of the Interior. National Park Service. *An Oasis for Railroaders in the Mojave: The History and Architecture of the Los Angeles and Salt Lake Railroad Depot, Restaurant and Employees' Hotel at Kelso, California, on the Union Pacific System; Kelso Depot Historic Structure Report, Mojave National Preserve, California,* by Gordon Chappell, Robert L. Carper, Harold Brown, Steve Hart, Bridget Wanderer, Andrew M. Roberts, Charles Svoboda, and Steven E. Daron. January 1998.

_____. _____. *Draft General Management Plan/Environmental Impact Statement, Mojave National Preserve.* August 1998.

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UTM REFERENCES

Zone -- 11
Easting -- 622960
Northing -- 3875030

VERBAL BOUNDARY DESCRIPTION

The boundary description for the 1.95-acre Kelso Depot Historic District, consisting of a rectangular-shaped plot of land (170 feet x 500 feet) is found in fee title APN# 0563-111-11, dated August 28, 1992. A copy of the deed may be found in the files of the National Park Service, Pacific Land Resources Program Center, San Francisco, California. The boundary description in the deed reads as follows:

"The portion of the northwest quarter of Section 25, Township 11, North range 12 East, San Bernardino base and meridian, more particularly referenced as follows, to-wit-

Beginning at a point in the east line of said northwest quarter of Section 25 distance south 836.8 feet from the northeast corner of said northwest quarter said point of beginning being a point on the northwesterly line of the right of way for the Los Angeles and Salt Lake Railroad; Thence southwesterly along said right of way line south 57 [degrees] 41' west 360.0 feet south 32[degrees] 19' east 20 feet and south 57[degrees] 41' west 140.0 feet; Thence at right angles to said right of way line north 32 [degrees] 19' west 170.0 feet; Thence parallel to said right of way line north 57 [degrees] 41' east 500 feet; Thence south 32 [degrees] 19' east 150.0 feet to the point of beginning."

The property is located in Parcel 9 as shown on Page 11 of San Bernardino County (California) Assessor's Map Book 53.

BOUNDARY JUSTIFICATION

The boundary includes the 1.95-acre parcel (generally Cima Road on the north, Kelbaker Road on the west, north edge of railroad tracks on the south, north-south line approximately 200 feet east of the depot) that has historically been associated with the depot property, and includes the depot, coal and supply shed, and the elements of the depot's historic designed landscape that retain historic integrity.

The boundaries of the property do not include the railroad's entire original 20-acre site. The boundaries have been delineated to include only the depot building and its immediate designed landscaped grounds as well as the small wood frame coal and supply shed at the rear of the depot. The rationale for this delineation is that, with the exception of one cottage and the large underground oil tank, all of the other historic structures that were located on the original 20-acre site have been removed and/or replaced. All ancillary operational structures, including the wye track, are no longer extant. Thus, the remainder of the original 20-acre site has suffered an irreversible loss of integrity that precludes its inclusion in a National Register-listed property.

The area outside of the depot site retains only remnants of many of the original landscape elements associated with the landscape's period of significance. The surrounding town contains a number of houses, trailers, prefabricated modular homes, and utilitarian structures, many of which date from the period of significance. However, these structures are not on federal land or scheduled for immediate acquisition; therefore, they have not been included within the boundary for the nomination.

Outside the defined 1.95-acre boundaries, the Kelso Depot setting includes the isolated desert basin in which it is located as well as the operational railroad tracks immediately in front (south) of it.

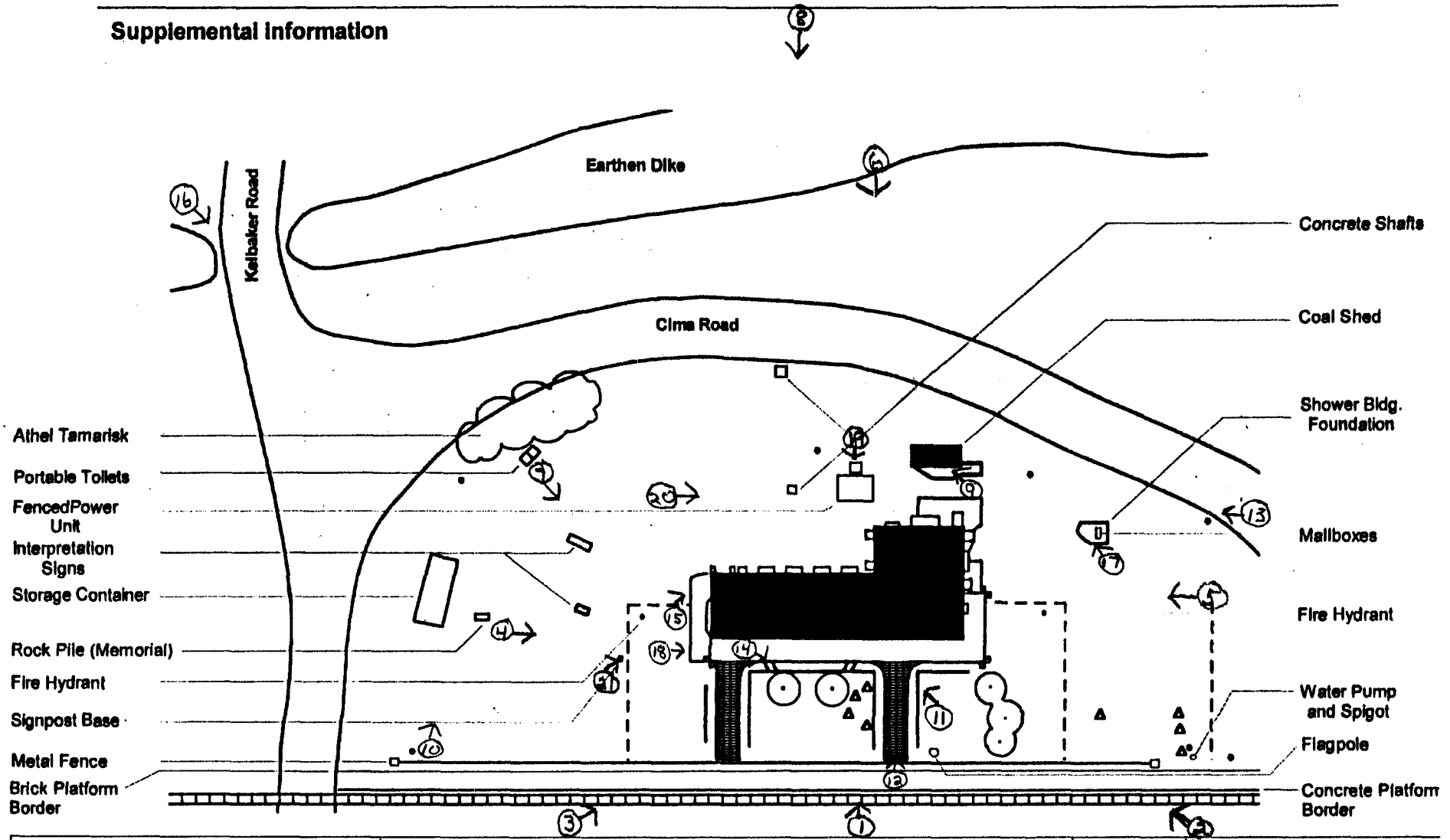
Although the aforementioned boundaries are the most complete description of National Park Service lands in Kelso, actual survey boundaries have yet to be established. It appears that the southern boundary of National Park Service land may adjoin the northern edge of the Union Pacific right-of-way ending 100 feet from the centerline of the railroad tracks to the south of the depot. As a result, all significant landscape features relating to the depot which are contained within the 1.95-acre area extending from the platform to Kelbaker and Cima roads have been included in the nominated historic district.

SITE PLAN, KELSO DEPOT EXISTING CONDITIONS, IN DRAFT *NATIONAL PARK SERVICE CULTURAL LANDSCAPES INVENTORY, KELSO DEPOT, MOJAVE NATIONAL PRESERVE,* APRIL 2000

PHOTO NUMBER - 0
PHOTO VANTAGE - 0→

Kelso Depot
Mojave National Preserve

Supplemental Information



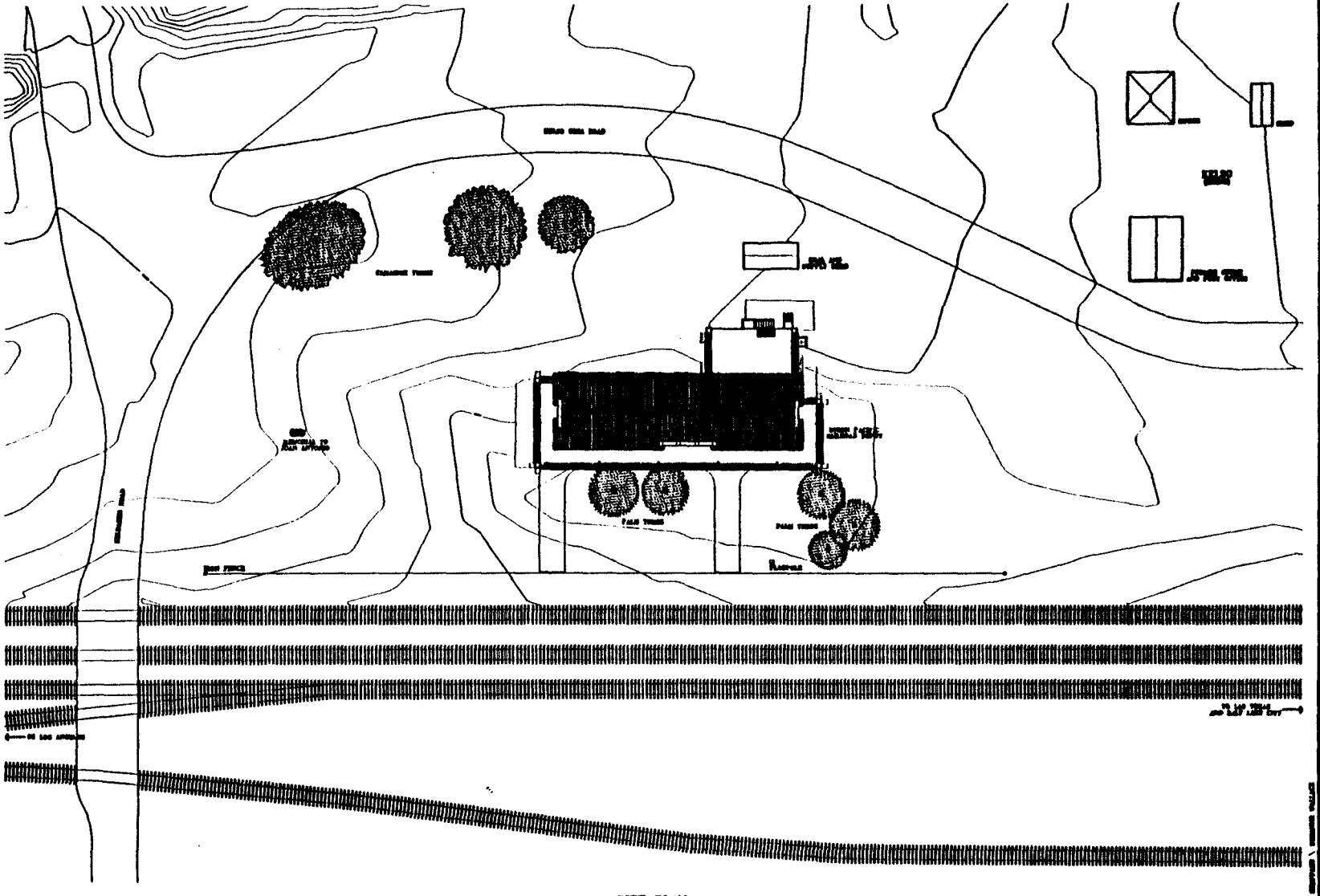
0 100
FEET

Kelso Depot
Existing Conditions

Cultural Landscape Inventory
Pacific Great Basin Support Office
January 7, 2000

Key:
- Canary Island Date Palms
- Elm Tree Suckers
- Utility Poles
- Railroad Ties
- Brick Walkways

SITE AND BUILDING PLANS, KELSO DEPOT, IN HISTORIC AMERICAN BUILDINGS SURVEY, *UNION PACIFIC RAILROAD DEPOT*, ca-2679, 1997.

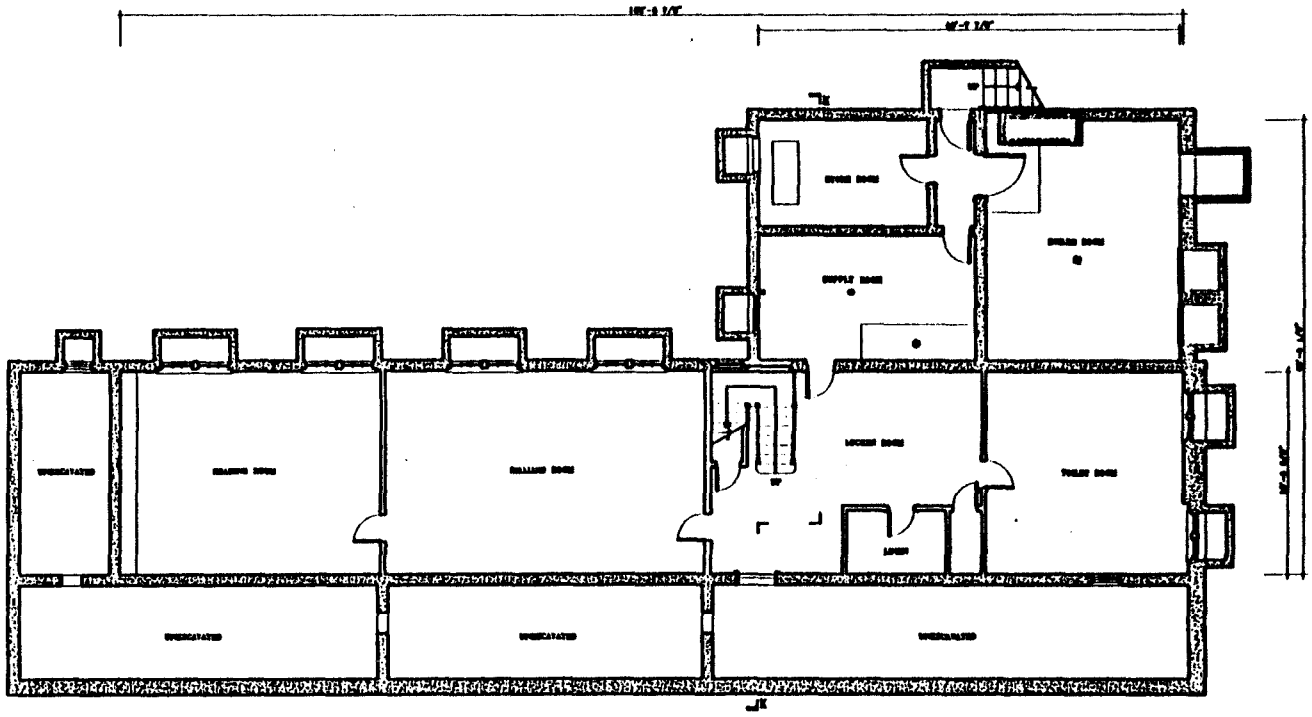


SITE PLAN

1/16"=1'-0" 1:100

NOTE:

UNION PACIFIC RAILROAD DEPOT



BASEMENT PLAN

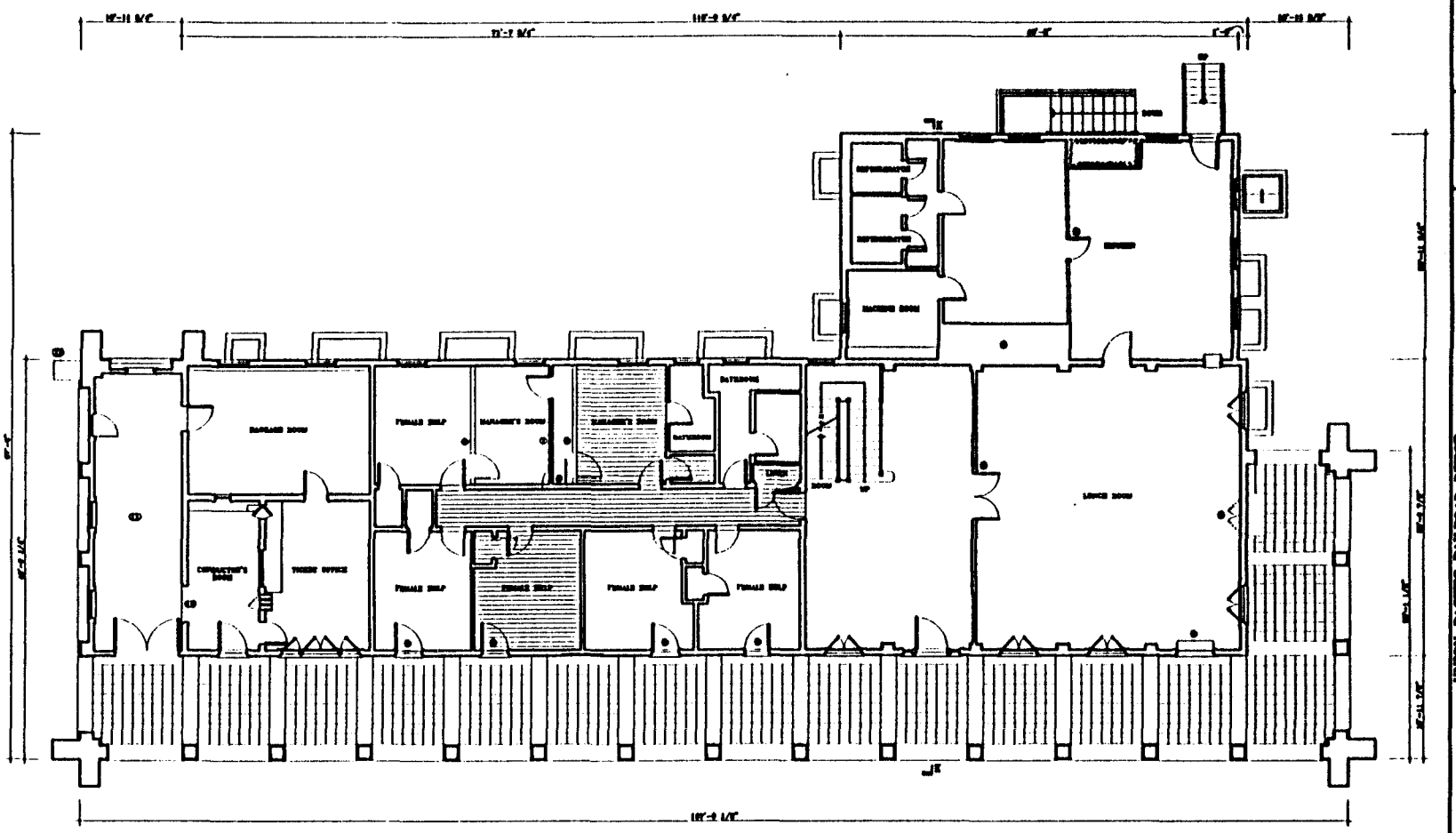
1/4"=1'-0" 1:48

NOTES

SEE PLANS DATED 1906 ORIGINAL (1906) CONSTRUCTION DRAWINGS, TYPICAL ALL PLANS

1 LOCATION OF ORIGINAL DOOR TO BASEMENT, REMOVED CA 1950

UNION PACIFIC RAILROAD DEPOT



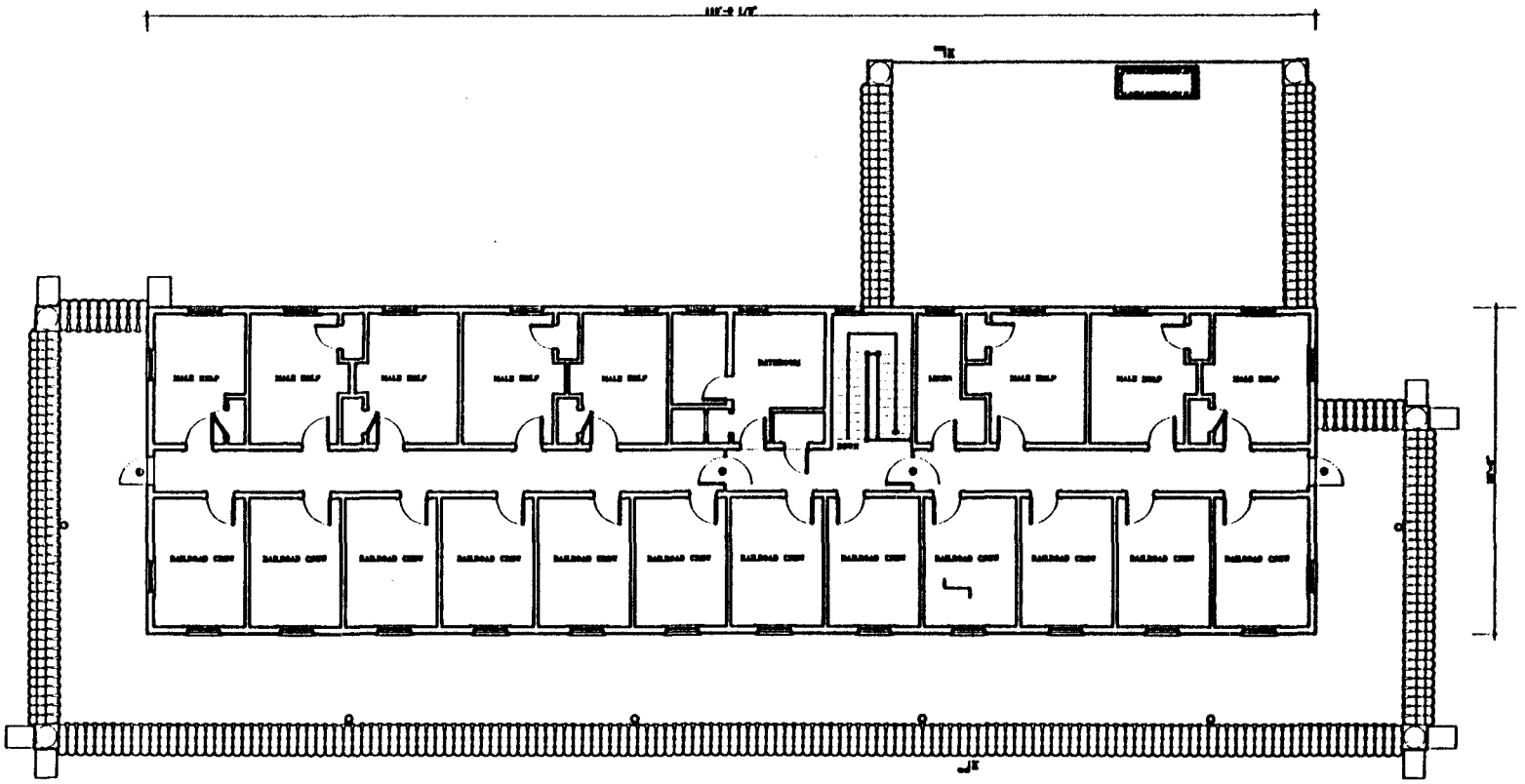
FIRST FLOOR PLAN

1/4"=1'-0" 1:48

NOTES:

1 PARTITION INSTALLED CA 1900
2 LOCATION OF ORIGINAL STAIR TO BASEMENT, REMOVED CA 1900
3 ORIGINAL CASEMENT WINDOW OPENING BLOCKED CA 1940
4 ORIGINAL CASEMENT WINDOW ALTERED
5 PARTITION INSTALLED IN 1970
6 ORIGINAL PARTITIONS REMOVED AND DOORWAY BLOCKED CA 1901
7 PARTITION INSTALLED CA 1921
8 DOOR INSTALLED IN ORIGINAL CASEMENT WINDOW OPENING CA 1940
9 DOOR INSTALLED IN ORIGINAL CASEMENT WINDOW OPENING CA 1900
10 ORIGINAL INSERTED IN ORIGINAL CASEMENT WINDOW OPENING CA 1940
11 ARCADE ENCLOSED IN 1940
12 ORIGINAL PARTITIONS REMOVED IN 1900

UNION PACIFIC RAILROAD DEPOT



SECOND FLOOR PLAN

1/4"=1'-0"

1:48

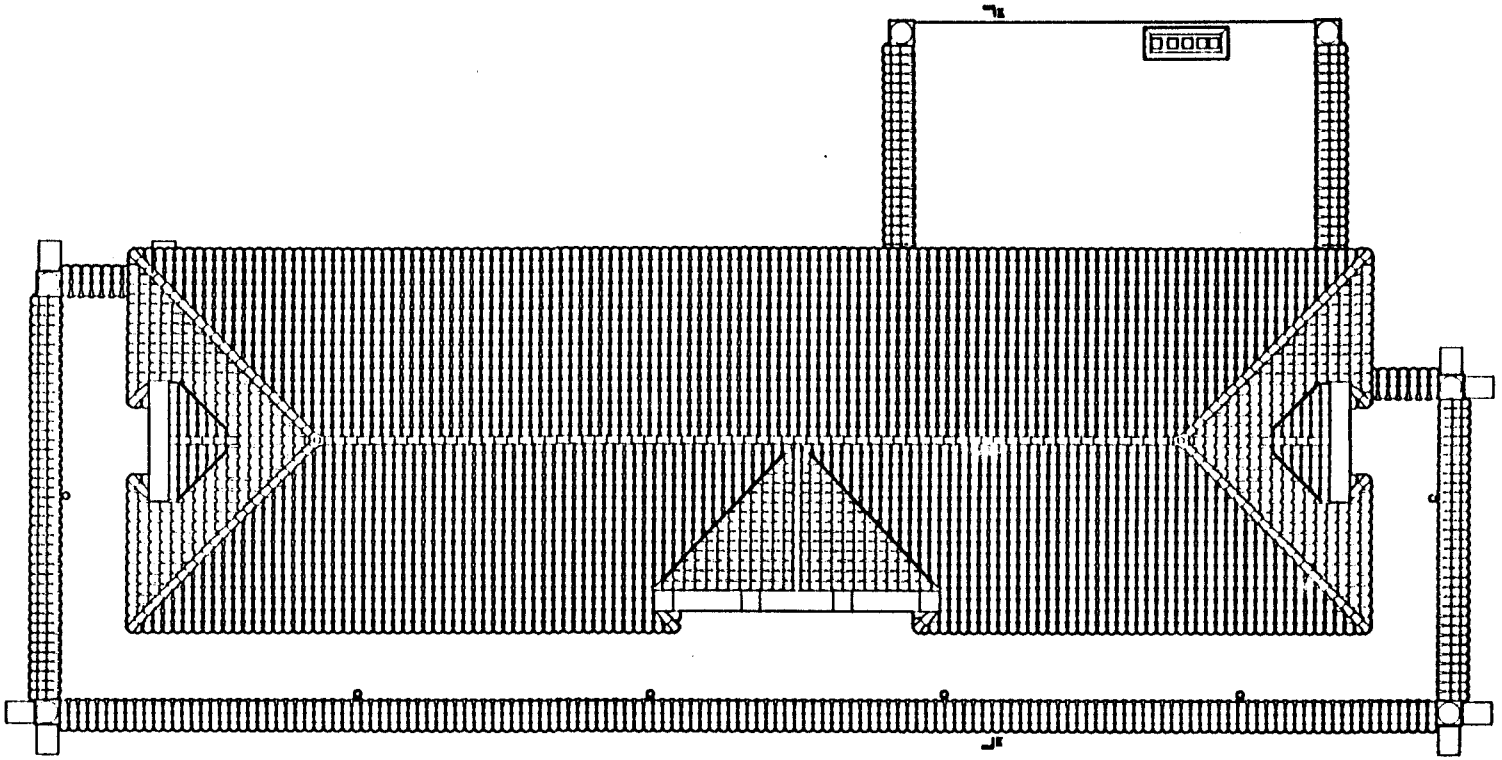
1/4"=1'-0"

1:48

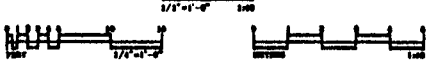
NOTES

1. [illegible]
2. [illegible]

UNION PACIFIC RAILROAD DEPOT



ROOF PLAN



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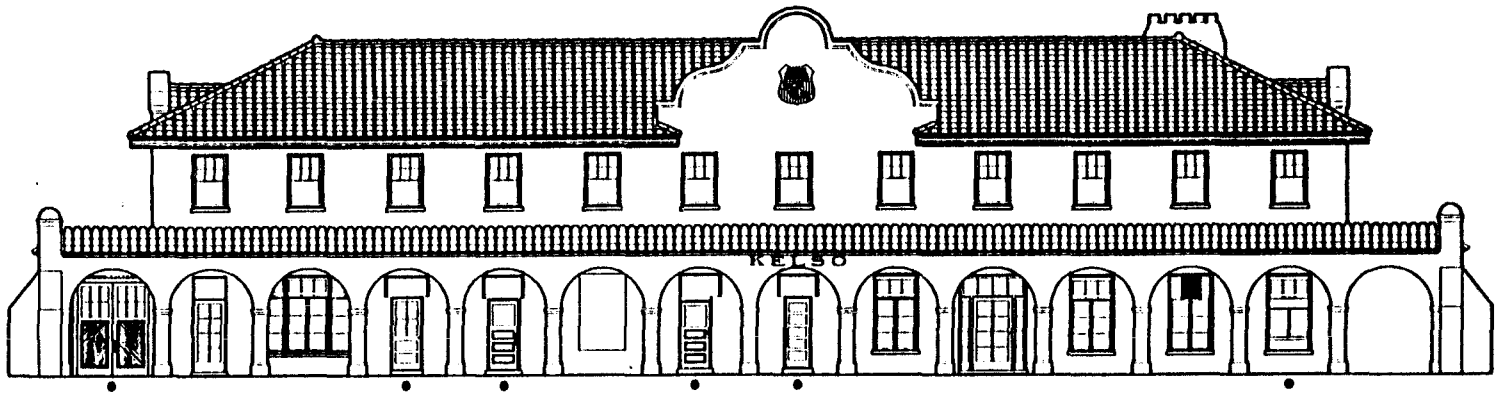


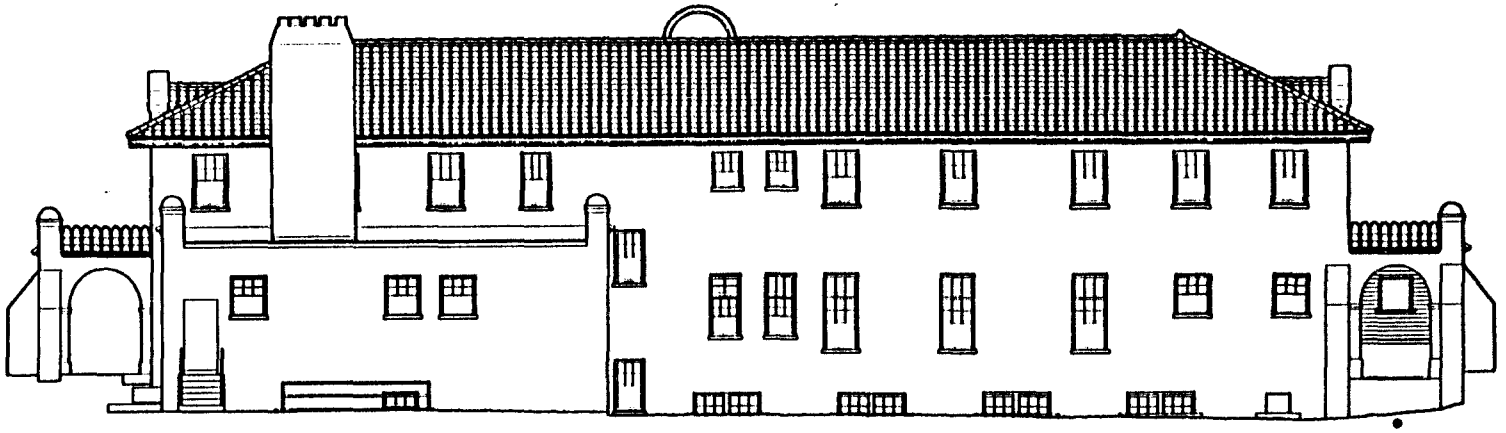
SOUTHEAST ELEVATION
1/4"=1'-0"

SOUTHWEST ELEVATION
1/4"=1'-0"

NOTES

1 ANCHORS ENCLOSED CA 1940
2 DOORS INSTALLED IN ORIGINAL VENTURA OPENINGS CA 1940
3 DOORS INSTALLED IN ORIGINAL VENTURA OPENINGS CA 1940
4 ORIGINAL CASEMENT VENTURA ALTERED
5 DOORS INSTALLED IN ORIGINAL VENTURA OPENINGS CA 1940
6 ORIGINAL PATTERNED BRICKWORK CA 1940

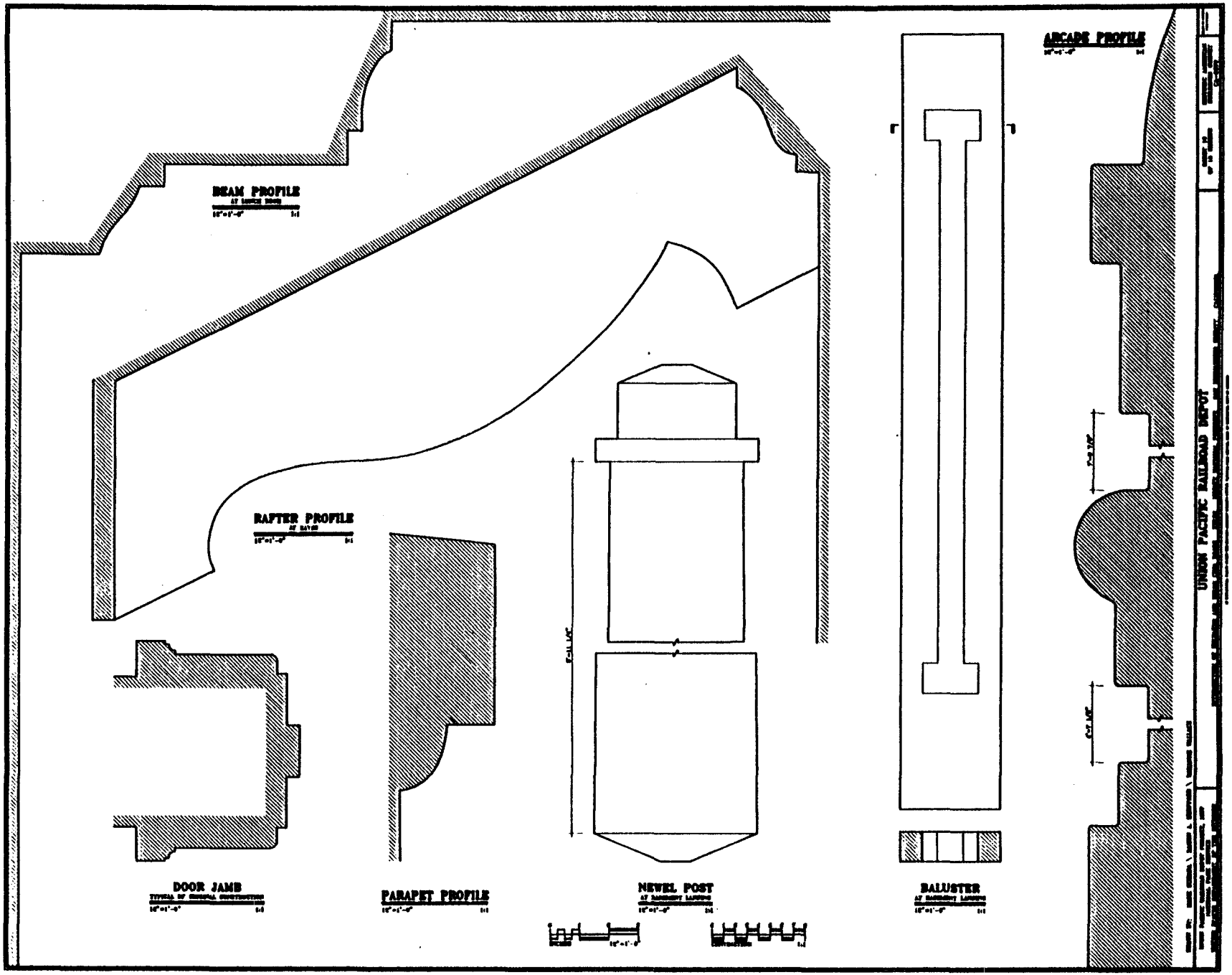
UNION PACIFIC RAILROAD DEPOT



NORTHWEST ELEVATION

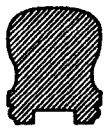
NORTHEAST ELEVATION

UNION PACIFIC RAILROAD DEPOT


BEAM PROFILE
RAFTER PROFILE
DOOR JAMB
PARAPET PROFILE
NEWEL POST
BALUSTER
ARCADE PROFILE
UNION PACIFIC RAILROAD DEPOT

CROWN MOLDING
AT ARCADE
1/2"=1'-0" 1:1

STAIR NOSING
1/2"=1'-0" 1:1



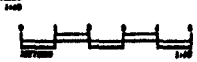
STAIR HANDRAIL
1/2"=1'-0" 1:1

MOLDING
AT REAR LANDING
1/2"=1'-0" 1:1

CROWN MOLDING
AT GROUND FLOOR
1/2"=1'-0" 1:1

CHAIR RAIL
AT LOWER FLOOR
1/2"=1'-0" 1:1

SECTION K-K
1/8"=1'-0" 1:96



BASE BOARD
AT GROUND FLOOR
1/2"=1'-0" 1:1

UNION PACIFIC RAILROAD DEPOT