

United States Department of the Interior
 Heritage Conservation and Recreation Service

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 received
 date entered

**National Register of Historic Places
 Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
 Type all entries—complete applicable sections

1. Name

historic Folsom Depot RECEIVED
JUL -2 1980
 and/or common Folsom Depot OHP

2. Location

street & number 200 Wool Street ___ not for publication
 city, town Folsom ___ vicinity of congressional district 3rd
 state California code 06 county Sacramento code 067

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input checked="" type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input checked="" type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: meeting hal

4. Owner of Property

name City of Folsom (See Continuation Sheet)
 street & number 50 Natoma Street
 city, town Folsom ___ vicinity of state California 75730

5. Location of Legal Description

courthouse, registry of deeds, etc. Sacramento County Recorder
 street & number 801 G Street
 city, town Sacramento state California

6. Representation in Existing Surveys

...e Historic American Engineering has this property been determined eligible? yes no
Record
 date federal state county local
 depository for survey records RJ

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
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Southern Pacific Company: 1 Market Plaza
San Francisco, CA 94105

7. Description

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		date _____

Describe the present and original (if known) physical appearance

Situated near the intersection of Wool and Leidesdorff Streets and next to the Southern Pacific Railroad tracks, the structure is a partially one and partially two story rectangular wood frame building, surfaced in horizontal shiplap siding and shingles. The structure has a gabled roof, and a gabled square two story bay projects from the northeast elevation.

The upstairs of the two story portion of the building originally contained living quarters for the Station Master. The one story rear portion contained the baggage and freight areas of the depot, with a 36' by 36' concrete loading platform at the rear.

The gable and roof overhang extend beyond the northeast facade, forming an open waiting area at the front. This area is covered by the roof overhang, supported by angled brackets, that encircles the building. Gable ends are shingled, as is the roof. Windows are primarily double hung, with six lights above six. Transom windows stand above the entry doors. Large sliding doors beneath transoms provide access to the freight and baggage rooms. Applied vertical boards frame openings and intersect the horizontal frieze elements at the eaves.

The cement loading platform stands four feet from the railroad line and is faced with rock. The ramped portion on the southwest is not yet completed.

To the southwest of the Depot, the foundation of the original locomotive turntable.

The turntable is shown in an early photograph of the former Depot and related railroad complex buildings. Although surface evidence of the turntable is now gone, the circular brick foundation that once held it still lies in place beneath the surface, as indicated on the accompanying map. This foundation is comprised of a four foot wide circular brick strip, thirty feet in diameter, that forms a donut shape.

The surface of the red brick foundation contains an accumulation of cinders, or slag, from the locomotive boilers, and lies between three and four feet below the surface.

The Folsom Station was erected on the site of the Terminus according to Southern Pacific Company Combination Plan #22, by 1906, and construction continued in stages from that time to 1924. Although Plan #22 of 1905 is a plan for a two story structure, an early photo shows the depot was first a one story structure surrounded by Eucalyptus trees. In 1909 extensive repairs were made, the structure was wired for electricity, and in 1916 it is reported that the second story was completed. Fires in 1924 and 1930 caused damage but rebuilding occurred according to the original plan with only minor changes. Differences include the following: the interchanging of kitchen and dining room with a bedroom on the second floor, the removal of the interior divider between office and public lobby, and an extra door in the freight room on the northeast elevation. Recent changes include the facing of the platform in rock.

In May, 1970, the station was donated to the City of Folsom, including 1.1 acres of property and rolling stock by the Southern Pacific Company. The turntable stands on land retained by the Southern Pacific but leased privately. The three railroad cars donated by that company now stand on the track alongside the Depot, and are included in the nomination as related and pertinent objects. While they are removeable, the Southern

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Pacific Company has recently removed the track up to the compound boundaries and the removal of the cars is rather unlikely.

The rolling stock grouping consists of a passenger car, a box car, and a caboose. Passenger Car #2210 was built in January of 1924 by the Pullman Company. The seventy-two foot car was used as a commuter car on the San Francisco Peninsula until its retirement in February 1969. Box Car #125433 was built in July of 1948 by the American Car and Foundry and weighs fifty tons. Caboose #1197 which weighs forty tons was built in October of 1942 by Southern Pacific in Los Angeles and retired in February of 1969.

In approximately 1972, the Ashland Station, an early railroad station probably serving the Sacramento, Placer, Nevada Railroad and located on the other side of the American River, was moved and relocated on the Leidesdorff Street side of the Depot, within a small city-created compound which includes both buildings, a new blacksmith shop, and a number of railroad and agriculturally related artifacts and equipment. The Ashland Depot, moved into this setting from its original site, would require its own eligibility assessment. The various artifacts vary in their relationship to the railroad, are removeable, and not appropriate for inclusion. The "blacksmith shop" building is not eligible. The entire property was surrounded by a fence in 1975 to protect the rolling stock and Depot from vandalism. However, only the Depot, tracks, and turntable are included in the nomination.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1906 Builder/Architect _____

Statement of Significance (In one paragraph)

The Folsom Depot, built in 1906, is an excellent example of small town railroad architecture of the early twentieth century. The building is an early and intact representative of the use of standardized architectural design by large companies (to) both establish a corporate identity, and serve a functional purpose economically. The property is also significant as the site of the eastern terminus of the Sacramento Valley Rail Road, the oldest railroad in California; it occupies the site of the original Depot and still retains the turntable portion of the complex as well as the original depot-to-track juxtaposition. The Sacramento Valley Rail Road, which linked the port of San Francisco (by Sacramento River transportation) to the mines of Nevada via stage routes over the Sierras during the 19th century bonanza gold and silver strikes, played a critical role in the development of the City of Folsom as well as the Sacramento Valley and western Nevada. This railroad, completed between Sacramento and Folsom in 1856, was laid out by Theodore Judah who also laid out the City of Folsom, terminus of the new railroad. Judah also engineered the route of the Central Pacific Rail Road which later absorbed the Sacramento Valley line and was, in turn, assumed by the Southern Pacific Co. This section of the line evolved into an important agricultural transportation link for ranchers of the area in the twentieth century. Although the present depot was designed much later, the turntable and general layout of tracks and depot were designed by Judah.

9. Major Bibliographical References

George F. Wright, Ed. History of Sacramento County, 1880, Thompson and West, Oakland, California 1880
Sacramento Bee, Resources of Sacramento County, A Souvenir of the Bee, 1895, Second Edition.

10. Geographical Data

Acreeage of nominated property .705

Quadrangle name Folsom, California

Quadrangle scale 7.5 min.

UMT References

✓ A

1	0	6	5	8	3	5	0	4	2	8	2	5	4	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

Assessor's Parcel No. 19, Book 70, Page 01.

From the point where the railroad tracks meet Wool Street, to the southwest

List all states and counties for properties overlapping state or county boundaries

(See Continuation Sheet)

state code county code

state code county code

11. Form Prepared By

name/title Paula Berger

organization Historic Environment Consultants date June 29, 1980

street & number 2306 J Street telephone 916 446-2447

city or town Sacramento state California 75314

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title date

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I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

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Architectural Drawings, Plan # 22, Southern Pacific Company
Folsom Telegraph; May 11, 1924
June 6, 1924

Personal communication; Steven Speights, Folsom City engineer

Wray Burrows, History of Folsom, California, 1850-1900

Gilbert H. Kneiss, Bonanza Railroads, Stanford University Press, Stanford
California, 1954

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for 77 feet, thence directly to the southwest for 230 feet. Then continue south-southwest for 170 feet, then northwest for 70 feet, thence to the northeast for 202 feet, meeting the railroad track bed, and from that point extending two feet from the center of the track, parallel to the track to Wool Street.

The boundaries have been chosen to include the Depot structure itself, the immediately associated tracks with the three railroad cars, and the area connecting to and containing the turntable pit which is the major remaining element of the original Sacramento Valley Railroad complex.

1 of 7



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Folsom Depo
200 Wool Street, Folsom
Sacramento County, CA
Paula Boghosian
June 1980
2306 J Street, Sacramento CA
front elevation, to the SW

1 of 7

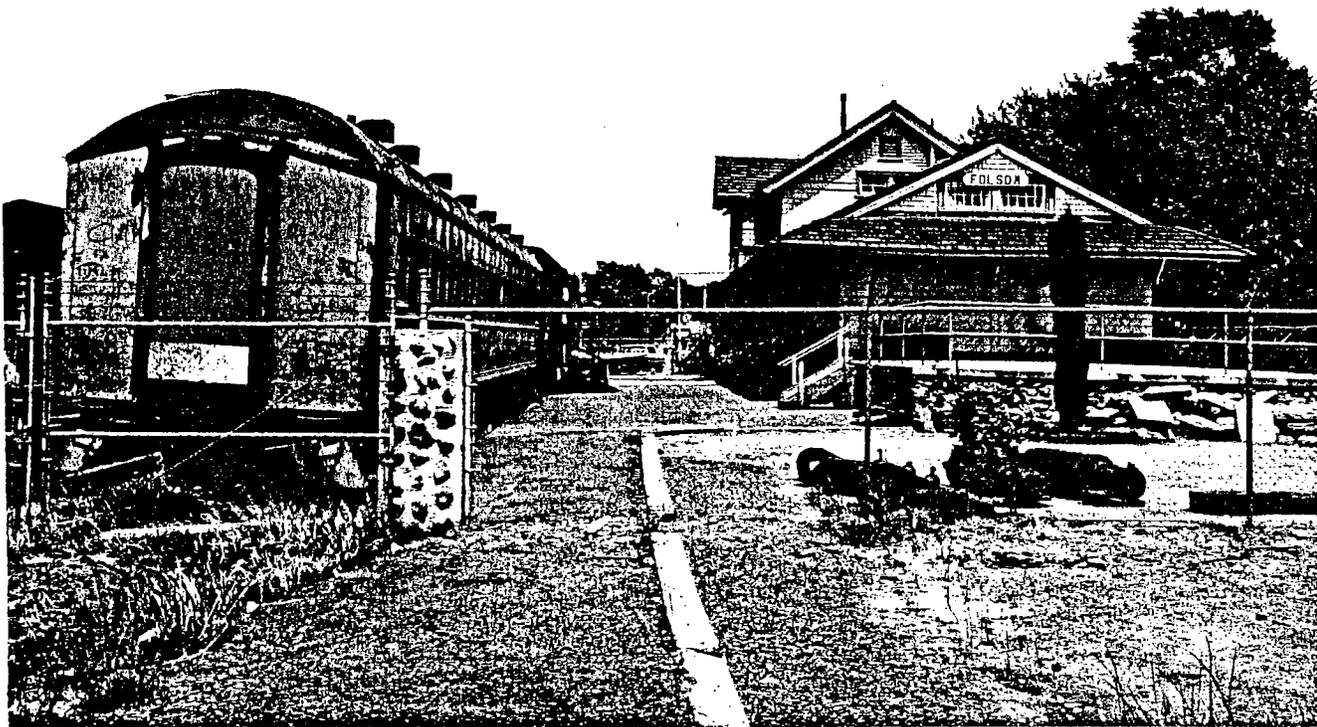
Folsom Depot, 200 Woo Street
Folsom, California
Paula Boghosian
June 1980
2306 J St. Sacramento, CA
Depot, southeastern facade, view to
north west

#2 of 7



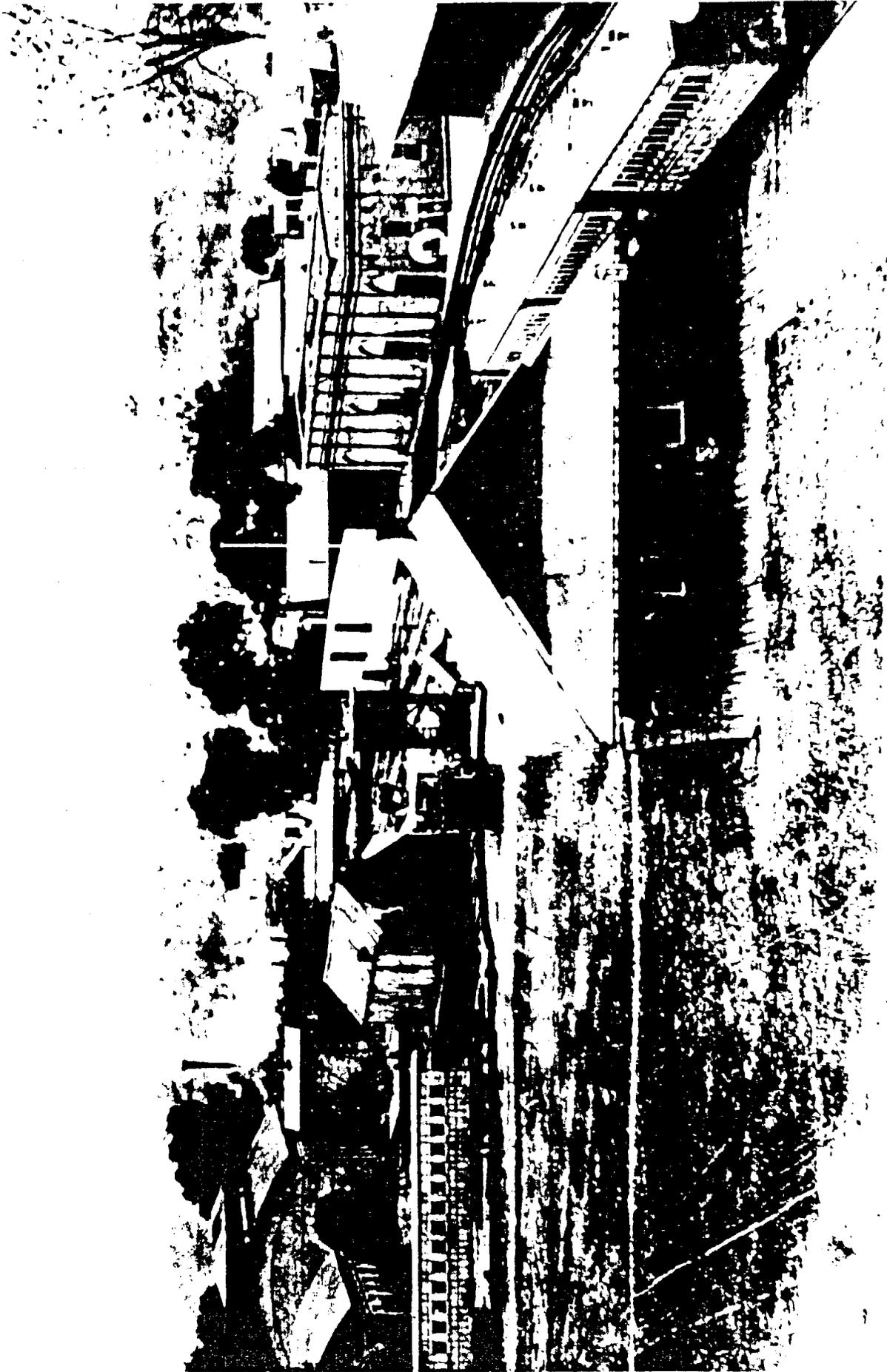
Folsom Depot
200 Wool Street, Folsom
Sacramento County CA
Paula Boghosian
June 1980
2306 J Street Sacramento CA
west & rear elevation
to the East, 3 of 7

Folsom Depot
200 Wool Street, Folsom
Sacramento County CA
Paula Boghosian
June 1980
2306 J Street Sacramento CA
east elevation, to the NW
4 of 7

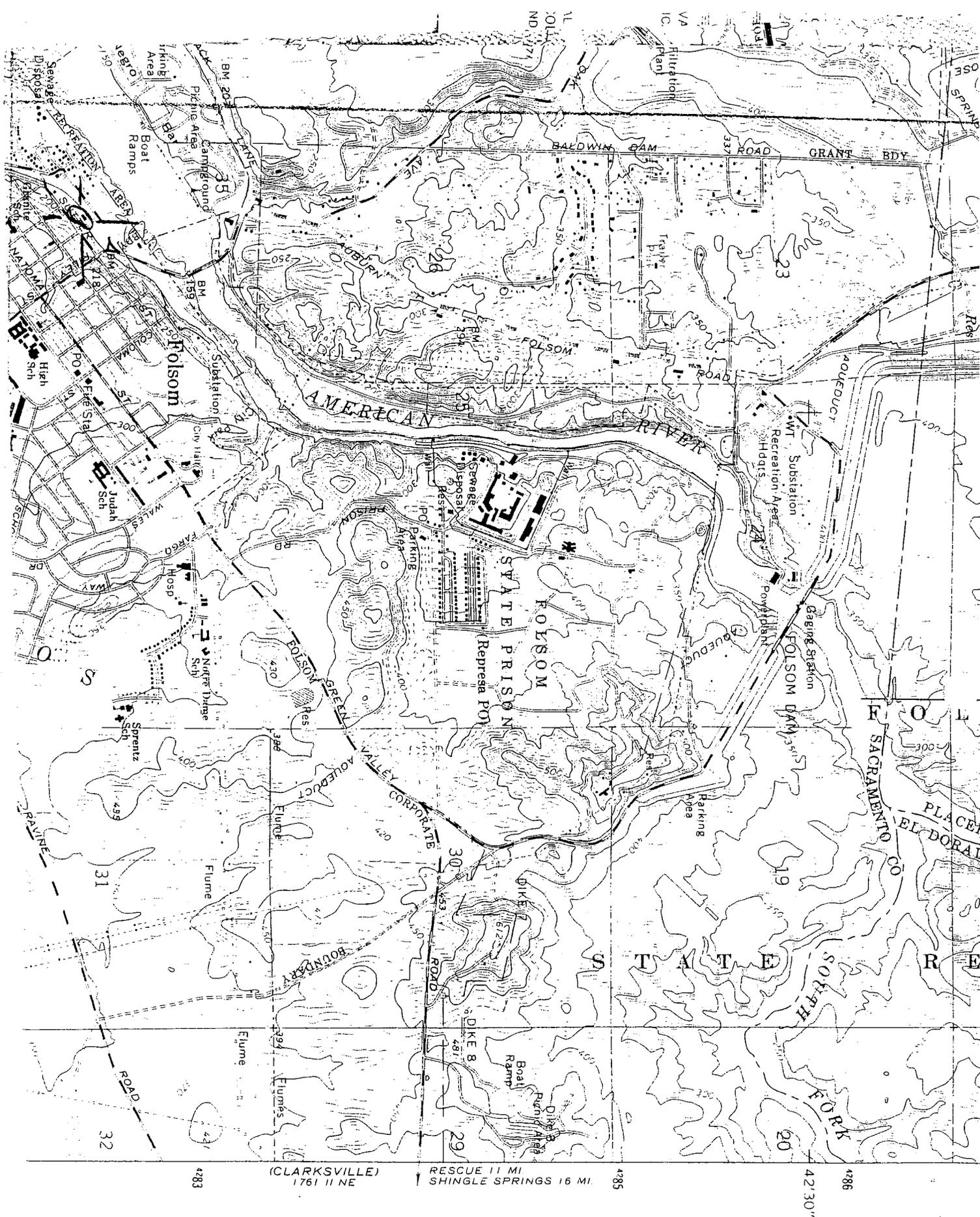


Folsom Depc
200 Wool Street, Folsom
Sacramento County CA
Paula Boghosian
June 1980
2306 J Street Sacramento CA
rear elevation, to the NE
5 of 7

Folsom Depot
200 Wool Street, Folsom
Sacramento County CA
Paula Boghosian
June 1980
2306 J Street Sacramento CA
train cars, view to the South
6 of 7

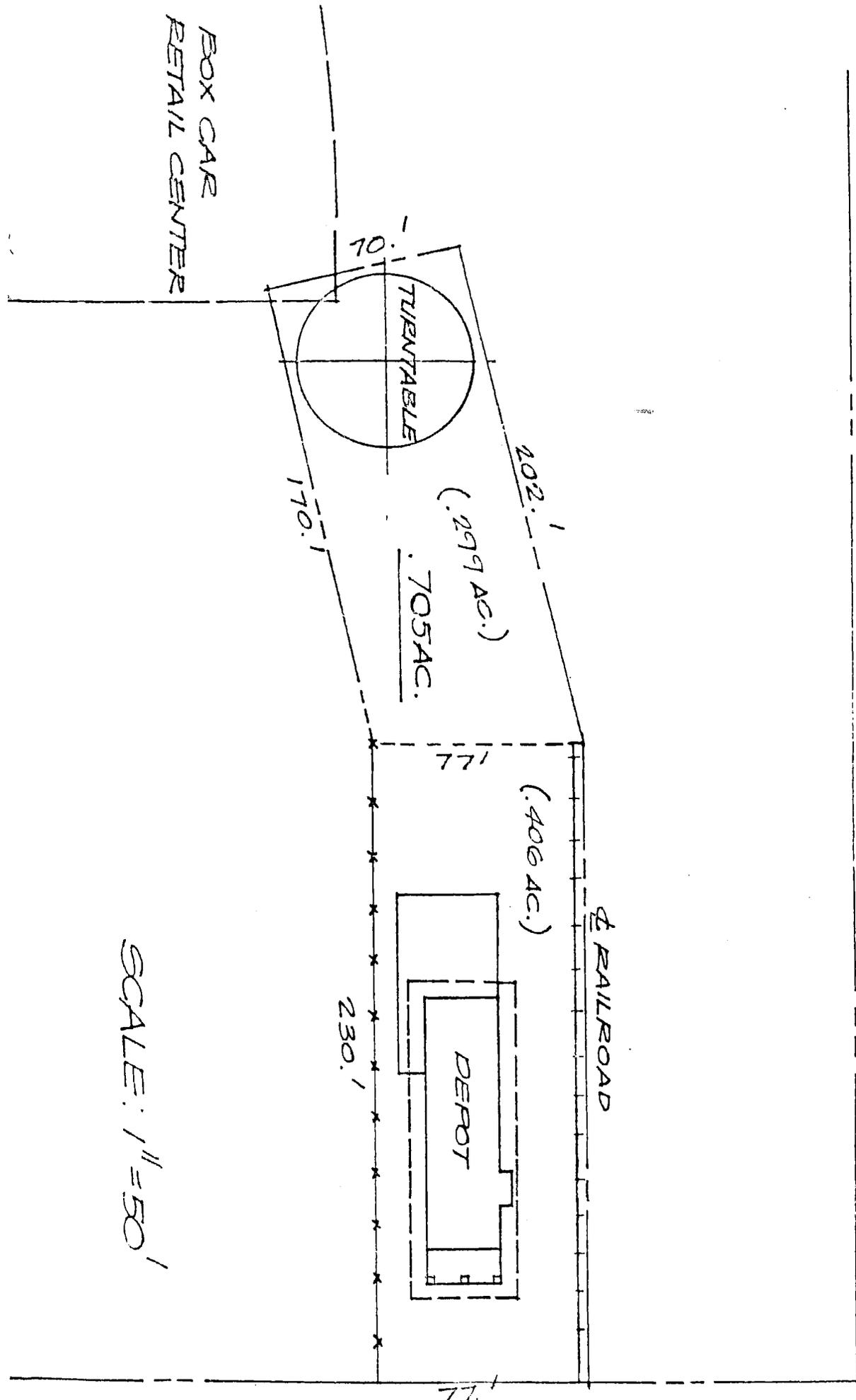
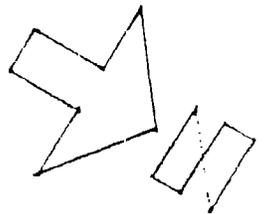


Folsom Depot
200 Wool Street, Folsom
Sacramento County CA
photographer unknown
date unknown, c. early 1900s
original at 200 Wool Street
view to the South West
7 of 7



FOLSOM DEPOT
 Folsom, Sacramento County, California
 UTM: 10/658350/4282540

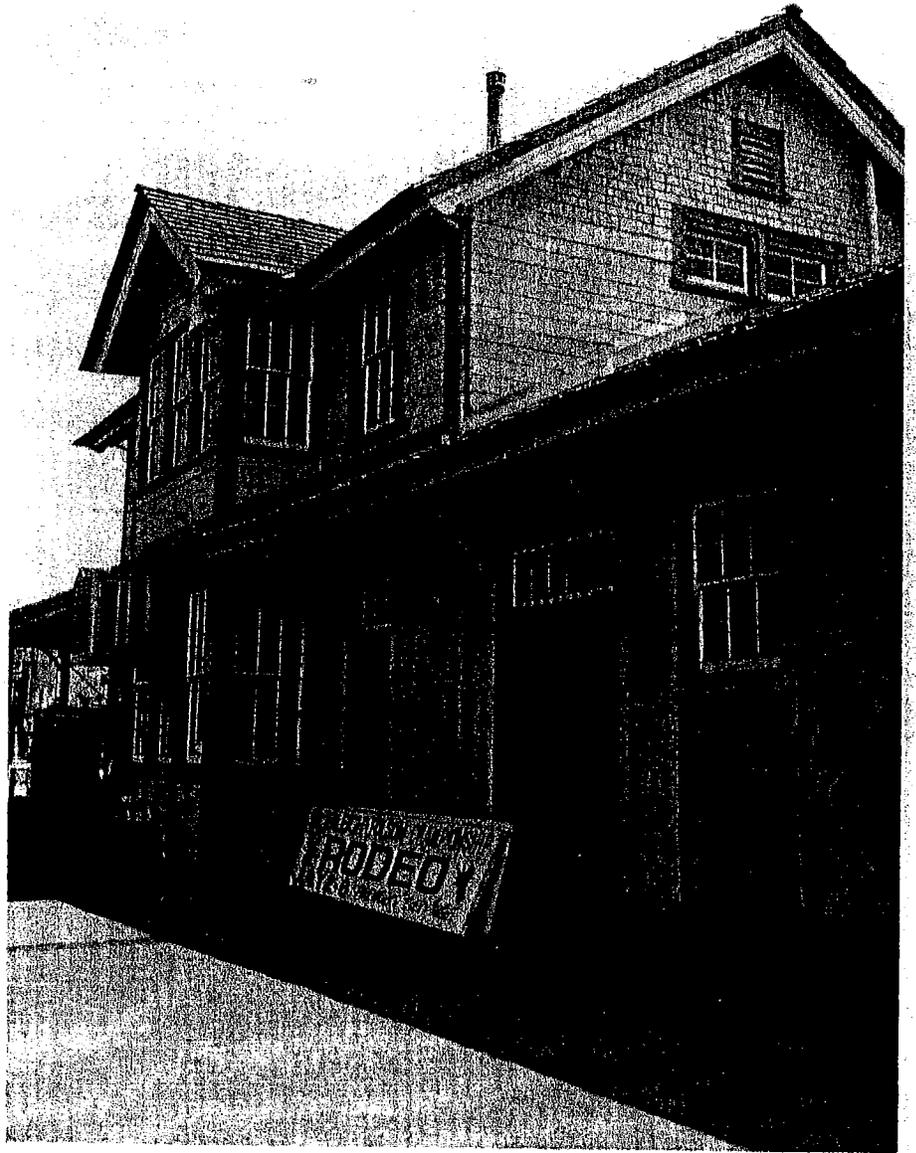
LEIDESDORF



212

BOX 607638 - ORLANDO, FL 32860 - (407) 886-3100

STYLE NO. 57-4P



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Folsom Depot
200 Wool Street, Folsom
Sacramento, County, CA
Paula Boghosian
June 1980
2306 J Street, Sacramento CA
west elevation, to the E
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HR 5630-0004-6000

STAFF EVALUATION--FOLSOM DEPOT

The Folsom Depot retains its basic integrity to its 1906 design, despite necessary repair and renovation work in 1924 and 1930. The depot is representative of standardized railroad structures built in early twentieth century small-town America. The nominated property is also important for its historical link to one of the oldest transportation centers on the Pacific Slope. This property served as the eastern terminus of the Sacramento Valley Rail Road, the oldest railroad in California, laid out by Theodore Judah in 1856. The foundation for the 1850s turntable is included in this nomination and the 1906 depot occupies the site of the original depot. Although Judah bypassed Folsom in surveying the route of the first transcontinental railroad, the Folsom Depot continued to serve as a vital transshipment point for California's Central Mines and the Washoe Mines of Nevada. The nominated property appears to qualify for the National Register at the local level of significance under Criteria A (events) and C (type, mode of construction).

SDM

STAFF EVALUATION--FOLSOM DEPOT

This application was tabled at the November 14, 1980 meeting of this Commission, pending adjustment of boundaries to include railroad tracks and identification of boxcars located on nominated property. Applicant has responded successfully to both requests. Staff evaluation, copied below, remains unchanged.

SDM