

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. 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.

1. Name of Property

Historic name: Saticoy Southern Pacific Railroad Depot

Other names/site number: N/A

Name of related multiple property listing: N/A

DRAFT

2. Location

Street & number: 11220 Azahar Street

City or town: _____ State: California County: Ventura

Not For Publication: N/A Vicinity: Ventura

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:

___ national ___ statewide ___ local
Applicable National Register Criteria:

___ A ___ B ___ C ___ D

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official:

Date

Title :

State or Federal agency/bureau
or Tribal Government

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4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:) _____

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

- Private:
- Public – Local
- Public – State
- Public – Federal

Category of Property

(Check only **one** box.)

- Building(s)
- District
- Site
- Structure
- Object

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>2</u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u>1</u>	<u>2</u>	Total

Number of contributing resources previously listed in the National Register: N/A

6. Function or Use

Historic Functions

TRANSPORTATION: Rail-related

Current Functions

Vacant/ not in use

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Western Stick

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundation: WOOD

Walls: WOOD

Roof: ASPHALT

Other: BRICK (CHIMNEY)

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Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and non-contributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

The Saticoy Southern Pacific Railroad Depot is located in the unincorporated community of Saticoy, situated in the Santa Clara River Valley (the Valley) in Ventura County, California. Historically, the structure accommodated both freight and passenger service in and out of the Valley, with a major emphasis on the distribution of agricultural goods. In terms of architectural style, the Depot fits best into the Western Stick style, as evidenced by the presence of various styles of wood siding and wide, overhanging eaves supported by decorative wood brackets. Its primary building material is wood. Significant features of the structure include but are not limited to: (a) its form and floorplan, which defines it as a Two-Story Combination Depot No.17; (b) its character-defining features including wood windows and doors; (c) varying forms of wood siding; and (d) wide overhanging eaves. Currently, the structure is in fair condition and has a high degree of historic integrity intact.

Setting

The Saticoy Southern Pacific Railroad Depot (the Depot or Saticoy Depot) is located in the town center of unincorporated Saticoy. The Saticoy town center originally developed around the Depot following its construction in 1887, and is still comprised of a mix of land uses including commercial, industrial and residential properties. The Depot building sits on an expansive (2.13 acre) rectangular lot and is surrounded by other relatively large parcels. The Depot was constructed parallel to the railroad tracks, which remain to the southeast of the building. The structure is surrounded by a large poured concrete surface that covers the entire parcel on which it sits. Two non-contributing structures are also located on the parcel. They are discussed further in the following narrative.

Plan

In plan, the Saticoy Depot is rectangular in form. The southwestern portion of the building is two-stories, while the remainder of the building is one-story. On the ground floor, the two-story section of the structure was historically used for passenger-related activities, (e.g., ticket sales), and provided living quarters for the Station Master on the second-story. The one-story section of the building was used to process freight moving through the Depot. The primary building material used in the Depot's construction is redwood. Both the two-story station and the freight room are post and beam construction. All siding material is also wood, although in varying forms throughout.

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Exterior

Ground Floor (Station)

The ground floor of the station section of the Depot is clad with wide plank horizontally laid tongue and groove siding with a 6 5/8" reveal and finished with corner boards measuring 1 3/4" by 6 1/2". This level features several openings in the walls in the form of both windows and doors. The southwest elevation has two twenty-over-four double-hung wood sash. The windows appear singly on this elevation and break up the mass of the exterior wall evenly. The northwest elevation contains one doorway and one twenty-over-four double-hung wood sash that occur directly next to one another and another single door to the north of this window and door combination. Both doors feature a twelve-pane glass panel and are topped with an independently operating twelve-light transom. These doors historically served as entrances to the ticket office, as is evidenced by the intact wood sign to the north of the doors, which reads: "Office." The southeast elevation, or track side of the station has a window and door of the same design as that featured on the opposite side, described above. To the north of the window and door combination is a bay window that projects from the façade of the building. The detail of the bay window area is not currently visible, on either the interior or exterior of the building, due to modifications that have taken place. These modifications are largely superficial and will be discussed further in the Integrity Section. All door and window openings are cased and trimmed in wood. The areas beneath the windows feature a simple stick work design, constructed of framed, vertically laid tongue and groove material. The ground floor of the station is covered with a wide overhanging eave, currently covered in asphalt shingles. The eave is supported by simple decorative brackets and decked solid with tongue and groove material.

Exterior

Second Story (Station)

On the building's exterior, the second story of the station is clad in wood, board and batten siding. This story is also punctured with many window openings, cased and trimmed in wood. The pattern of openings echoes those on the first story of the building. Windows on the second story are sixteen-over-four double hung wood sash. The same simple stick work design featured on the first story is repeated below the windows. On the southeast and northeast elevations, this detail runs from corner board to corner board, creating a wide band-like feature. The second story of the station is covered by a low-pitched roof with a wide overhanging eave. The eave is supported by simple decorative wood brackets. It is decked solid with tongue and groove material and is currently covered with asphalt shingles. The building features simple trim work that runs below the eave on all visible sides of the building. It should be noted that two brick and mortar chimneys are still extant puncturing the roof of the station. The roof is currently covered in asphalt shingles, which appear to be relatively new.

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Exterior

Freight Room

The freight room is of a simpler design when compared to that of the two-story station section of the building, a distinction representative of its utilitarian function. The freight room is rectangular in plan and extends off the northeast end of the station. This portion of the building sits well above ground level on a raised foundation, necessary to accommodate the loading and unloading of vehicles. It features large wooden sliding barn-style doors which measure 8 feet long by 7 feet wide and are constructed of framed tongue and groove material (3 1/2" wide planks). The freight room is clad in the same wood siding, wide board and horizontally laid tongue and groove siding, as the bottom floor of the station. This section of the structure is covered with a medium pitched gabled roof. It too has a wide overhanging eave supported with simple decorative brackets consistent in design with those existing on the rest of the structure.

Interior

Station-Floor Plan & Finishes

The original floor plan of the Depot has largely been retained. The ground floor of the station is a relatively large open space, which narrows as one moves towards the freight room. There are five steps that lead to the freight room and a stairwell that leads to the second story in the northeast of the station. On the second story, there is a central hallway. Four rooms extend off the hallway: one large room, one medium size room, one small room and one closet. Rooms decrease in size as one moves from the southwest to the northeast within the building.

Flooring throughout the bottom floor of the station is poured concrete. This surface was scored in a diamond pattern and is intact throughout the space. Stairs, which lead to both the freight room and the second story of the station, are complete with original solid wood treads. Floor coverings on the second story of the station vary throughout and include linoleum, vinyl tile and carpet. The hallway and the smallest room within this space feature original wood floors and it appears upon inspection that original wood floors are intact below modern floor coverings throughout the second story.

Wall and ceiling surfaces throughout the station are finished with bead board and simple crown molding and are overwhelmingly intact throughout both the first and second story. In some instances, surfaces have been finished over, but investigation suggests that most, if not all, original material exists beneath modern finishes. For example, although some of the ceilings on the second floor have been dropped, likely to accommodate an electrical upgrade, the original ceiling finishes are intact above the dropped ceiling.

Most of the original wood interior doors are extant throughout the station. Several on the second story feature an intact three pane transom above them. In addition to the windows previously mentioned above, there is one four-pane wood sash that opens in, located in the stairwell, as well as one sixteen-pane wood sash in the freight room.

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Interior

Freight Room-Floor Plan & Finishes

As it does today, the freight room historically maintained an open floor plan. Although currently covered with plywood, it appears that original flooring throughout the freight room (wood two by material/not tongue and groove) is also intact. It is likely that the walls of the freight room were originally unfinished, with exposed framing. Finishes have been added to varying degrees throughout the space, but original material appears intact throughout. The freight room has an open truss ceiling with one by skip sheathing material visible from the interior space.

Modifications/Alterations

Exterior alterations to the Depot have been few and primarily include two additions to the building, one on the northeast end of the freight room and another on the track side of the freight room. A review of historic aerial photography suggests that these additions took place between 1960 and 1964, when the site's use was converted to a building supply warehouse.

The most distinguishable addition is one that was constructed onto the northeastern end of the freight room, extending the interior space by forty-nine feet, as well as widening it. This addition was essentially scabbed onto the original structure, enclosing the gable end of the freight room within it. Although there has been a visual impact, the northeastern gable end of the freight room is remarkably intact within the addition, which appears to be easily removable. This addition is rectangular in plan with a gabled roof. On the exterior, the walls are clad in stucco and the roof is covered in corrugated metal.

Although less noticeable, there is another addition on the track side of the freight room. This addition extends the building's southeast side out towards the railroad tracks, essentially enclosing the area formerly covered by the eave. This addition was completed in a similar fashion to that described above, and the original material is overwhelmingly intact. This addition was constructed primarily of wood. The exterior wall, which extends down from the edge of the eave is clad in wood siding and the eave is covered with asphalt shingles.

Other alterations that have taken place include the removal of the loading dock that was historically present around the freight room. In addition, on the track side of the station, the bay window was boarded over to allow for a solid wall surface on the interior. At this time, it is not known whether original windows and doors exist below the modern exterior finishes.

On the building's interior, alteration has been minimal and predominantly confined to finish materials. As mentioned above, some of the ceilings on the station's second story have been dropped. Additionally, temporary partitions have been added in select locations to provide an appropriate working location for the building's more modern uses. These alterations do not affect the integrity of the structure, as original material is intact throughout.

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Non-Contributing Buildings

There are currently two non-contributing buildings extant on the property on which the Saticoy Depot sits, one to its southwest and the other approximately 35 feet to its west. Both of the non-contributing buildings are associated with its most recent function as a building supply warehouse. As such, they were used to store large quantities of building materials, including gravel, sand and pallets of concrete. These buildings, described in additional detail below, are of simple vernacular construction. As open-air buildings, not all of their exterior walls are clad; rather they are framed and unclad to allow access with machinery.

The non-contributing building to the Depot's southwest is an L-shaped, single-story building framed with a combination of wood and metal and topped with a wood-framed shed roof covered with corrugated metal. Approximately half of the walls, visible from the public right-of-way, are clad in stucco, while those on the interior of the property remain unsheathed. The additional non-contributing building on the parcel, located to the west of the Depot, is single-story with a rectangular floorplan. It features stucco walls and a shed roof covered with corrugated metal. This building is also open-air, and its interior-facing walls lack sheathing.

Aerial photography demonstrates that both of the parcel's non-contributing buildings were constructed between 1967 and 1978, beyond the period of significance established for the Saticoy Depot. These buildings are not associated with the parcel's historic railroad-related function; rather they were constructed during a later period of use, when the property was used as a building supply warehouse. Due to the nature and location of their construction, these buildings could be easily removed from the property without any impact to site's integrity or the integrity of the Depot itself. Thus, they are non-contributors to the property's significance.

Current Use

At present, the Saticoy Depot is vacant and has been so for over four years. As noted above, prior to this current period, the structure and accompanying grounds were utilized as a building supply warehouse and yard, from the mid-1960s to approximately 2012. The most recent tenants fully utilized the structure's interior, and therefore, it was maintained to a certain degree. Some basic maintenance was also performed on the exterior. Since the Depot was vacated, it has become increasingly overgrown with vegetation, particularly on the track side of the building. It has also been vandalized with spray-paint. The building has been broken into numerous times and, through this process, damage has been done to historic fabric, primarily windows and doors.

Integrity

The Saticoy Southern Pacific Railroad Depot retains all seven aspects of integrity. The seven aspects of integrity, as defined by the Secretary of the Interior include: integrity of location, design, setting, materials, workmanship, feeling, and association.

The Depot has never been moved from the location where it was constructed historically. Therefore, the building retains integrity of location. In addition, the structure maintains integrity of its original design. The Saticoy Depot was designed and constructed by Southern Pacific Railroad Company following standard plans for a Two-story Combination Depot No. 17. This

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form of depot was designed for specific use to accommodate both passenger and freight service. The elements that define the Saticoy Depot as a Two-Story Combination Depot No. 17 are extant, and therefore its integrity of design is intact.

In terms of the integrity of setting, the surrounding physical environment of the Saticoy Depot remains consistent with the historic period to the extent that integrity of setting is not negatively impacted. Over the years, Saticoy's population has increased, however most of the parcels that surround the Depot have not been divided. On either side of the railroad right-of-way, the larger parcels, once used to support the agricultural community, have evolved into commercial businesses and storage facilities and remain in keeping with the historic setting. While there have been structures constructed in close proximity to the Depot, they are non-contributing and could be easily removed without affecting the Depot's integrity. In addition, the Depot retains its original relationship to the railroad. Overall, the building retains integrity of setting.

Historic fabric throughout the Saticoy Southern Pacific Railroad Depot is overwhelmingly intact. While alterations have been made to the building, they have not negatively impacted historic fabric overall. Most of the alterations that have been made to the building are superficial. Historic fabric, in the form of framing, floors, wall and ceiling finishes, windows and doors as well as exterior siding is intact throughout. Therefore, the Depot retains integrity of materials. As a large quantity of original material exists, integrity of workmanship is also intact. While not overwhelmingly stylistic, the workmanship of the Depot, in combination with design and materials, does identify it as a structure built by the Southern Pacific Railroad Company.

Finally, The Saticoy Depot retains integrity of feeling and association. Because Southern Pacific Railroad Company employed standard designs in the construction of its depot buildings, the buildings self-identify as associated with the company as well as with the railroad itself. The railroad line still runs through Saticoy, further aiding in the retention of integrity of feeling and association of the Saticoy Depot. Overall, the Saticoy Southern Pacific Railroad Depot retains its historic integrity and conveys its historic significance accurately.

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Statement of Significance

Applicable National Register Criteria

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

- 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.
- 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 grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance

TRANSPORTATION
ARCHITECTURE

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Period of Significance

1887-1958

Significant Dates

1887

Significant Person

N/A

Cultural Affiliation

N/A

Architect/Builder

Statement of Significance Summary Paragraph

The Saticoy Southern Pacific Railroad Depot, constructed in 1887, is eligible for listing in the National Register of Historic Places under Criterion A at the local level in the area of transportation. Prior to the arrival of the Southern Pacific in the Santa Clara Valley (the Valley), the community of Saticoy was a small village, its center situated west of its current-day location, and the Valley's agricultural goods lacked a reliable and efficient method of transport to market. The arrival of the Southern Pacific Railroad in the Valley marked the beginning of a new era in the Valley, and in Saticoy. Following the construction of the Saticoy Depot in November of 1887, Saticoy took on the character of a boomtown, as the Depot became the center of economic activity within the community. The Depot at Saticoy played an instrumental role in the transport of the Valley's agricultural goods, and therefore in the development and prosperity of its local economy. From the time of its construction in 1887, until its closure in 1958, the Depot served a consistent function within the community, acting as a cornerstone and important link in the transport of Valley goods to market. Today the Depot remains the community's physical connection to boomtown Saticoy. The Saticoy Depot is additionally eligible for listing in National Register of Historic Places under Criterion C at the local level in the area of architecture. The Depot is as an excellent example of the Western Stick Style of architecture, not otherwise well represented within the built environment of Saticoy. Additionally, it embodies the distinct characteristics of a No. 17 Two-Story Combination Depot, associating it directly with the Southern Pacific Railroad and its expansion throughout Southern California in the late 19th century.

Historical Context

Between 1800 and 1900, the geography of America was drastically altered, both in terms of actual size, as well as in its population distribution. Between the same years, the physical size of the United States increased by fourteen times and the percentage of the American population

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living in the west increased from 7% to roughly 60%.¹ The reasons for this “westward expansion,” as it is often referred, are many. Inarguably, one of the primary reasons was the ability of movement, made possible by the expansion of the rail system throughout the country.

In the mid to late 19th century, expansion of the railroad was possible due to funds and lands made available by the Federal Government, authorized by the Pacific Railway Acts (1862; 1864). These acts authorized the building of the railroad and provided land grants and government bonds to two companies, the Central Pacific Railroad, that built east from Sacramento, California, and the Union Pacific Railroad, that built west from Omaha, Nebraska. “To comply with these Congressional Acts, and to prevent competition, the Southern Pacific, by 1890, had constructed a far-reaching network of rails to serve Southern California.”² Following completion of the western portion of the transcontinental line, Central Pacific created the Southern Pacific Company of California in order to develop a network of rails to serve Southern California.

Despite the coming of the railroad, California’s economy remained relatively sluggish from the mid to late 1800s. With the development of the railroad, prosperity in California was expected, but was not yet fully realized. Because the railroad was already in the process of expanding throughout the State, the success of the Southern Pacific was somewhat linked to the overall economic health of California. “Successful railroad operations in several areas depended on social and economic progress in California. Freight and passenger traffic, the principal source of the railroad’s income, was of course directly related to the population and economy of the state...”³ Southern Pacific began aggressively promoting California throughout the country, resulting in a population boom closely linked to the success of the railroad. The expansion of the railroad throughout California greatly increased the economic vitality of the State in addition to the viability of countless boomtown communities throughout. On the local level, in the Santa Clara Valley, the expansion of the Southern Pacific through the Valley allowed access to the previously geographically isolated area. This access, and the reliable transport that it provided, allowed for the expansion of the agriculture industry in the Valley and the continued development of the Saticoy community in support of the agriculture and transportation industries.

The Saticoy Depot served rail that traveled through the Santa Clara Valley between Saugus, in Los Angeles County, to Ventura County. The rail stop at Saticoy was part of the Saugus-to-Ventura line, which ran from Saugus to Ventura and then headed north, up the coast to Santa Barbara. Saticoy was part of the Santa Paula Branch, Ventura Subdivision, Los Angeles Division. The Saticoy Depot was constructed in 1887 along with thirteen other Ventura County Depots (Oxnard, Santa Susana, Santa Paula, Fillmore, Piru, Ojai, Camarillo, Moorpark, Sespe, Camulos, Somis, Montalvo, and downtown Ventura), as part of Southern Pacific’s expansion of

¹ Vandenbroucke, Guillaume. 2008. "The U.S. Westward Expansion." *International Economic Review* 81-110.

² Parker, Edna Monch. 1937. "The Southern Pacific Railroad and Settlement in Southern California." *Pacific Historical Review* 103-119.

³ Beach, Frank L. 1969. "The Effects of the Westward Movement on California's Growth and Development, 1900-1920." *International Migration Review* 20-35.

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rail to serve Southern California. Of the fourteen Southern Pacific Railroad Depots once located in Ventura County, six, including Saticoy, remain. While the Saticoy Depot was constructed as a combination depot, intended to move freight as well as passenger traffic, its significance is directly related to its function in transporting freight.⁴

Criterion A: Transportation

The Saticoy Southern Pacific Railroad Depot is eligible for listing in the National Register of Historic Places under Criterion A at the local level in the area of transportation. Prior to the arrival of the railroad in the Santa Clara Valley, the community of Saticoy was characteristic of a small village in support of the large agricultural properties that surrounded it. Due to the relative remoteness of the Valley, further development prior to the railroad was not viable. The construction of the Santa Clara Valley line of the Southern Pacific resulted in expanded access in and out of the Santa Clara Valley, enabling the transport of goods and people at rates that had been unattainable up until that time. The movement of goods provided new economic vitality to the local agriculture industry and encouraged the further development of freight transportation. From the time of its construction in November of 1887 until 1958, the Depot served the community of Saticoy in a consistent manner, as a reliable means of transportation of freight in and out of the Valley.

Saticoy's founding as a pioneer settlement is attributed to William de Forest Richards, who purchased 850 acres in the current-day Saticoy area in 1868. Saticoy was founded in January of 1872 and established a post office, with Eugene A. Duval as postmaster, in July of 1873. In 1883 Saticoy was described in a local newspaper as "...a pleasant village containing a church, school and post office."⁵ Outside of these developments, prior to 1887, the Saticoy area consisted primarily of large tracts of land being utilized for the cultivation of grain, seeds, beans and English Walnuts. When approached by Southern Pacific with a request for the purchase of land on which to locate a depot, Richards demanded an inflated price. Southern Pacific rerouted the proposed rail route off of Richard's property entirely, resulting in the placement of the Depot further to the west, in its current-day location.

Following the construction of the Saticoy Depot, development within the community made a distinct geographic shift towards the railroad corridor, with the Depot centrally located. A definable community in support of the transportation industry developed around the Depot, with a variety of businesses and agricultural warehouses locating in close proximity. The Depot served as both a drop-off and pick-up point for goods within the community and the larger Valley area. Around the turn of the century, expansion in the vicinity of the Depot included the large agricultural warehouses of Southern Pacific Milling Company (grain and bean) and the Saticoy Walnut Growers Association in addition to the following: a restaurant, a cigar and variety store, a drug store, a co-operative store, a candy store and bakery, a barber shop, two

⁴ Passenger service was greatly reduced following its transition of the Santa Clara Valley line to a branch line in 1904 and eliminated entirely in 1935.

⁵ Sheridan, E.M.. 1928. "Santa Paula and Saticoy the Heart of the County in 1883." *Oxnard Daily Courier*.

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black-smith shops, two saloon/billiards, four general merchandise stores, a harness and saddlery shop, the Saticoy Livery Stable, Saticoy Meat Market, and the two-story Charles Hotel.⁶

The impacts of the construction of the Saticoy Depot reached beyond the community itself, to the local agricultural market of the Santa Clara Valley. In the decades that preceded the coming of the railroad, much of Southern California, including the geographic area currently known as Ventura County, was occupied by rancho settlements with low population density. Several drought years in the mid-1860s made cattle ranching on these rancho lands unprofitable for many. One result of these unfortunate circumstances was experimentation in crop cultivation on lands that had historically been used for grazing, ultimately leading to the creation of successful agricultural products previously unrealized. Additionally, in 1869, the Farmer's Canal and Water Company "constructed a canal to divert surface flow from the Santa Clara River to farms north of the river between Santa Paula and Ventura, including present-day Saticoy, immediately improving the prospects for agricultural development in the area."⁷ The availability of rail transport allowed the area to take part in the agricultural revolution that had swept Southern California during the previous decades. By the time the railroad arrived in the Santa Clara Valley, the agricultural industry was ready for a reliable and far-reaching form of transportation for its products. "By 1900, Saticoy had become a center of the walnut industry and a major shipping point for lima beans, sugar beets, and barley, corn, hay, dried apricots and stock."⁸ The depot at Saticoy greatly increased the economic viability of the local agriculture industry by providing a point for drop-off and transfer of agricultural goods, which could then be transported by rail to local, regional and national markets.

In 1912, a bridge was constructed over the Santa Clara River, providing increased access to the Depot by automobile. Following that improvement, commercial development within Saticoy made another geographic shift, this time towards (later-designated) State Route 118. Despite this deviation, the Saticoy Depot remained significant for its role in the transport of Valley agricultural products for decades. After shipping 500 carloads of freight in its final year of operation in 1957,⁹ the platform and Depot were abandoned in 1958.

Criterion C: Architecture

The Saticoy Southern Pacific Railroad Depot is eligible for listing in the National Register of Historic Places at the local level under Criterion C in the area of architecture. The Saticoy Depot is an excellent example of the Western Stick style of architecture, a style not otherwise well represented in the built environment of Saticoy. Additionally, as a Two-Story Combination Depot No. 17, a standard design of the Southern Pacific, with a high degree of integrity intact, the Saticoy Depot expresses its historical association with the Southern Pacific Railroad exceptionally.

⁶ Ventura, County of. 2014. "Historic Resources Survey & Context for the Town of Saticoy." 6.

⁷ Ibid, 6.

⁸ Ibid, 17.

⁹ 1958. "Centralization Move Follows Area Survey." Press Courier.

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Western Stick is a style of architecture primarily employed in the western United States between 1860 and 1890.¹⁰ A transitional style between the Gothic Revival and Queen Anne styles, the Western Stick style is conscious in its expression of form. Exterior features are often a reflection of a building's structural system, composed of intersecting wooden members or 'stick work'. In this vein, one of the primary defining characteristics of the style is the use of a building's exterior wall surfaces as a decorative element, clad with wood siding applied with varying emphasis. The exterior wall surfaces of the Saticoy Depot feature multiple forms of wood siding, laid in a horizontal pattern on the first story and a vertical pattern on the second. The building's stories are divided by a wide overhanging eave supported with decorative wood brackets over which runs a wood band featuring an angular design. The Depot's wide overhanging eaves and decorative wood brackets, wooden exterior wall cladding applied in varying directions, and use of horizontal bands for emphasis are all features that, in combination, identify its style of architecture as Western Stick. While the built environment of Saticoy features architecture that is representative of the Queen Anne Style, the predecessor to Western Stick, the Western-Stick style is not otherwise well represented within the community.

Adding to its architectural significance is the ability of the Saticoy Depot to express its historic association with the Southern Pacific Railroad Company through its form and features. During their expansion throughout Southern California, the Southern Pacific used approximately 26 standard depot designs. The standardization of particular elements of depot design and construction first appeared along the Central Pacific in 1869, between Sacramento and Promontory, California.¹¹ As the railroad continued to expand, so too did their methods of standardization. To keep pace with rail construction, Southern Pacific developed standardized depot designs and construction techniques. This standardization resulted in a particular look, or branding that identifies a depot as being constructed by the Southern Pacific, reflective of a particular time in history.

The Saticoy Depot is exemplary of a Two-Story Combination Depot No. 17. The Two-Story Combination Depot No. 17 was designed to accommodate the needs of both freight and passenger rail, and to provide living quarters for the station master. One of the defining features of the Two-Story Combination Depot No. 17 is its floorplan. The Saticoy Depot retains its historic floorplan. The primary mass of the structure is a two-story square plan, a one-story wing extending along the rail line. The space on the ground floor was historically used to provide passenger-related services (e.g., ticketing), while living quarters for the station master were located on the second story. At the northeast end of the building, the one-story wing which extends in a rectangular plan was historically used to accommodate freight. In addition to its floorplan, the building retains its historic relationship to the railroad corridor.

While rapidly expanding throughout Southern California, Southern Pacific also employed a standard architectural style in the design of its depots, the Western Stick Style. As an excellent example of Western Stick Style architecture, the Saticoy Depot expresses its historical

¹⁰ McAlester, Virginia & Lee. "A Field Guide to American Houses." Alfred A. Knopf., 2000.

¹¹ Bender, Henry E. Jr. "Southern Pacific Lines Standard-Design Depots". Signature Press, June 10, 2013.

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association with Southern Pacific through its design aesthetic. The Depot shares common elements of design with other Southern Pacific depots, visually identifying it as being associated with the railroad at a particular time in history. Today the Depot stands as Saticoy's primary example of railroad-related architecture.

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8. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Books

Bender, Henry E. Jr. *Southern Pacific Lines Standard-Design Depots*. Signature Press, June 10, 2013.

Brant, Cherie. *Historic Railroads of Ventura County*. Del Sol Publications, 2003.

Government Publications

Historic Resources Survey & Context for the Town of Saticoy Ventura-Co-Cal, County of Ventura Planning Division. San Buenaventura Research Associates, February 2014.

Old Town Saticoy Area Plan Background Evaluation and Technical Report, County of Ventura Planning Division. Sargent Town Planning, Raimi & Associated, Associated Transportation Planners, October 18, 2012.

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Ventura County Cultural Heritage Survey, Phase IV-Santa Clara Valley, General Services Agency. San Buenaventura Research Associates, 1987.

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Journal Articles/Scholarly Publications

Beach, Frank L. 1969. "The Effects of the Westward Movement on California's Growth and Development, 1900-1920." *International Migration Review* 20-35.

Guinn, J.M. "Pioneer Railroads of Southern California." *Annual Publication of the Historical Society of Southern California* Vol. 8 No. 3 (1911) 188-192.

Parker, Monch. "The Southern Pacific Railroad and Settlement in Southern California." *Pacific Historical Review* Vol. VI, No. 2 (1937) 103-119.

Vandenbroucke, Guillaume. 2008. "The U.S. Westward Expansion." *International Economic Review* 81-110.

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Brant, Cherie. "Disappearing Depots." VC Reporter, November 1997.

Fujii, Reed. "A Century of Train Whistles." Star Free Press, date unknown.

Jarrett, Edith Moore. "Trains Changed Ventura County." Vista, June 1982.

Smith, Wally. "County's Train Depots: Fading Links to History." Star Free Press, January 1973.

Woodward, Josef. "Stations of the Past." L.A. Times, February 1993.

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Author unknown. "Railroad Linked Little Ventura to Big-City Bustle." Star Free Press, March 1987.

Author unknown. "The First Train." Star Free Press, January 1973.

Web Resources

County of Ventura Assessor's Office. *Research Our Data*.

<http://assessor.countyofventura.org/research/research.html>.

Los Angeles County Public Library. Sanborn Map Collection. www.lapl.com (research/sanborns/california/saticoy).

NETR Historic Aerials Online. Aerial Imagery of the Saticoy Depot Parcel. www.historicaerials.com.

San Buenaventura Conservancy. *Home*. <http://www.sbconservancy.org/>.

Southern Pacific Transportation Company. *California-The Golden State*. http://sptco.tnorr.com/Depots-California/Divisions_California_Main.htm.

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
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

9. Geographical Data

Acreeage of Property: 2.13 ACRES (Ventura County Assessor)

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

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Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 34.28461619

Longitude: -119.14614160

Verbal Boundary Description

The Saticoy Southern Pacific Railroad Depot is located on a 2.13-acre parcel in the unincorporated community of Saticoy, Ventura County. The APN for the property is 090-0-141-020.

Boundary Justification

The boundary was selected based on current and historic parcel information. Although there are non-contributing resources located on the parcel, integrity of the Depot location and its relationship to the railroad is intact. In addition, the selected boundary coincides with the legal parcel. Therefore, the entire parcel is included in the nomination.

10. Form Prepared By

name/title: Rachel Beth Perzel

organization: N/A

street & number: 330 West Simpson Street

city or town: Ventura state: California zip code: 93001

e-mail: rbperzel@gmail.com

telephone: (732) 233-3997

date: February 7, 2018

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15-minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered, and that number must correspond to

Saticoy Southern Pacific Railroad Depot

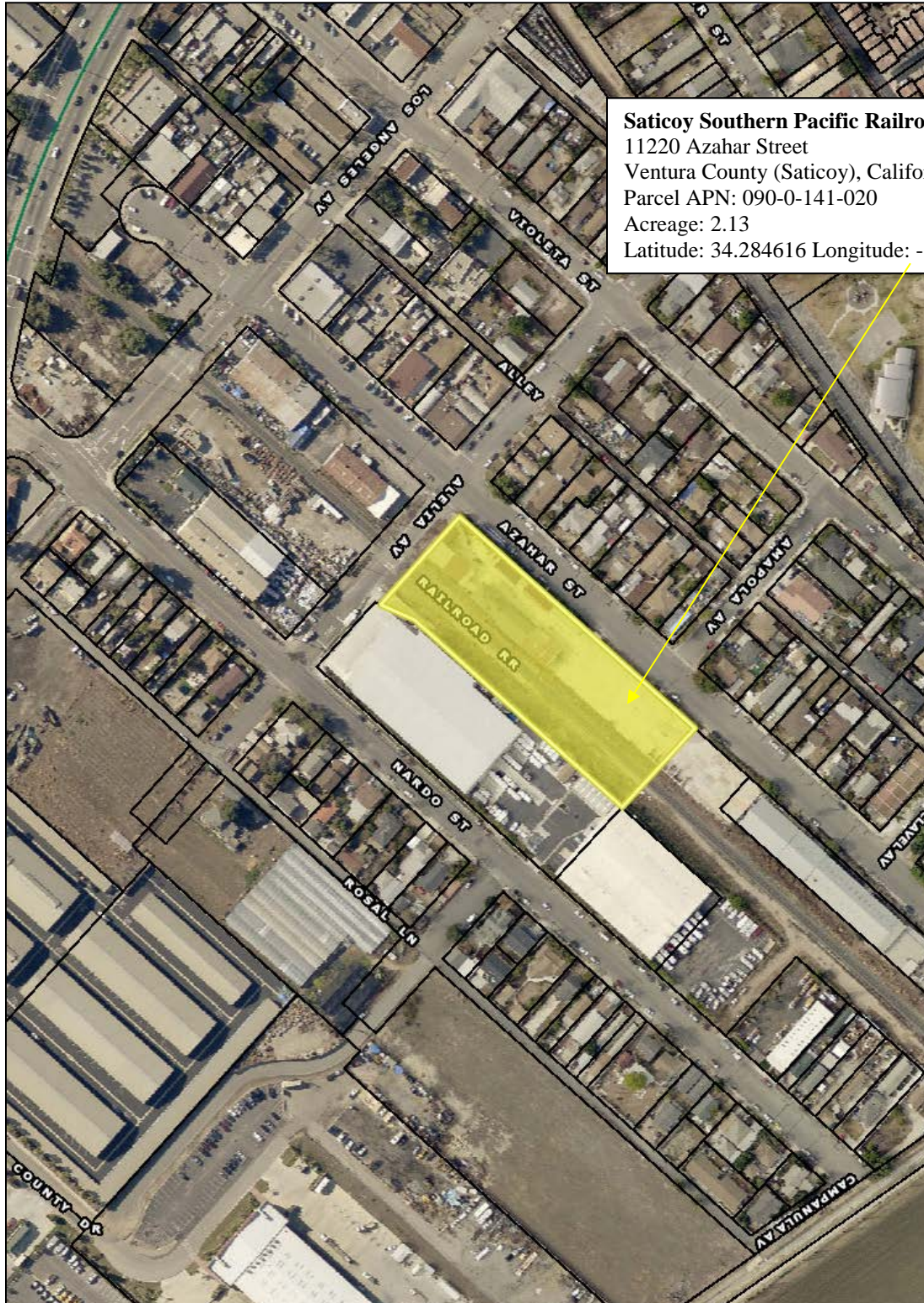
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the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Location Map



Saticoy Southern Pacific Railroad Depot
11220 Azahar Street
Ventura County (Saticoy), California
Parcel APN: 090-0-141-020
Acreage: 2.13
Latitude: 34.284616 Longitude: -119.146141

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Photo Log

Name of Property: Saticoy Southern Pacific Railroad Depot

City or Vicinity: Ventura (Unincorporated Saticoy)

County: Ventura

State: California

Photographer: Stephen Schafer

Date Photographed: May 4, 2017 (#1- #14) /May 2014 (#15-#16)

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photograph #1(CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0001):

View of the Saticoy Southern Pacific Railroad Depot from a distance. Notice relationship of Depot to non-contributing structures as well as to the railroad tracks. Photo taken from the south with camera facing north. Southwest and southeast (track side) elevations of building visible in photo.

Photograph # 2 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0002):

View of Saticoy Southern Pacific Railroad Depot taken from the south with camera facing north. Southwest and southeast (track side) elevations of building visible in photo.

Photograph #3 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0003):

View of the southeast façade of the Saticoy Southern Pacific Railroad Depot. Photo taken from the southeast with camera facing northwest.

Photograph #4 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0004):

Northwest façade of the freight room section of Saticoy Southern Pacific Railroad Depot. Photo taken from the northeast, camera facing southeast.

Photograph #5 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0005):

Northwest façade of the Depot showing freight room and two-story section of building. Photo taken from the northeast, with the camera facing southwest.

Photograph #6 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0006):

Southwest corner of the Depot. Southwest and southeast facades partially visible. Photo taken from the southwest, camera facing southeast.

Photograph #7 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0007):

Northeast gable end of Saticoy Southern Pacific Railroad Depot. Photo taken from inside the addition which exists on the building's northeast end (non-historic/non-contributing). Photo taken from the northeast, looking southwest.

Photograph #8 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0008):

Interior view of Saticoy Southern Pacific Railroad Depot. Photo taken from the interior of main space on the ground floor of the station (historically the "office"). Photo taken with the camera facing south.

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Photograph #9 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0009):
Interior view of Saticoy Southern Pacific Railroad Depot freight room. Photo taken roughly from entrance into the freight room (from the station). Camera facing north east.

Photograph #10 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0010):
Interior stairwell. Stairs lead from the bottom to the second story of the station. Camera facing northeast.

Photograph #11 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0011):
Interior view of second story hallway. Camera facing southwest.

Photograph #12 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0012):
Interior view of second story of station (southern-most room). Photo taken with the camera facing east.

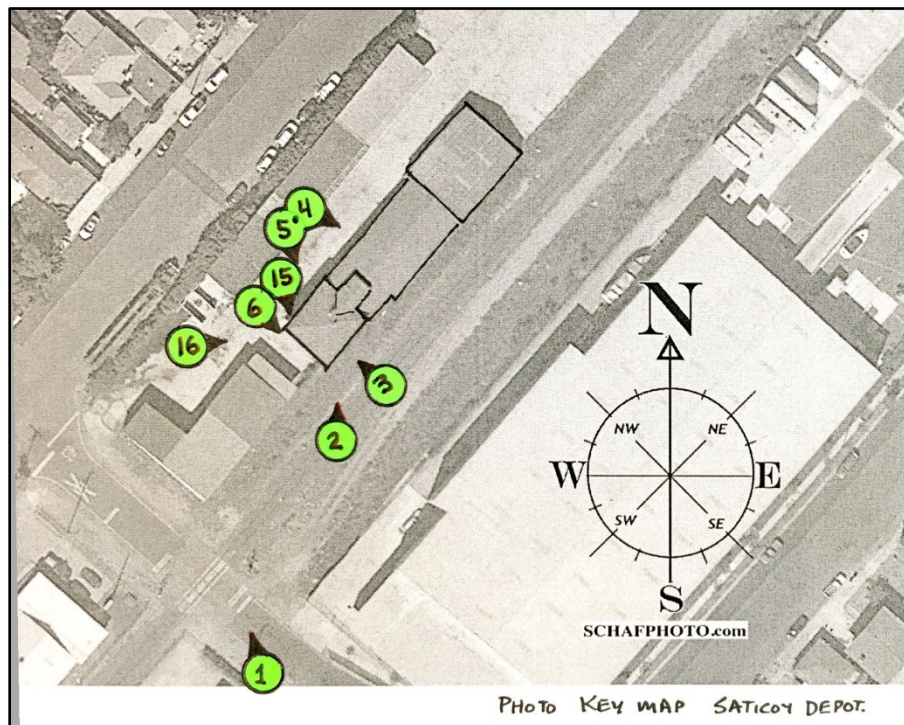
Photograph #13 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0013):
Interior view of second story of station (southern-most room). Camera facing southeast.

Photograph #14 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0014):
Interior view of second story of building (northern-most room). Camera facing north.

Photograph #15 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0015):
Exterior of the northeast façade of the Depot. Photo included to show features that have since been covered due to boarded windows. Photo taken approximately three years ago.

Photograph #16 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0016):
Photo included to show features that have since been covered due to boarded windows. Photo taken approximately three years ago.

Photograph Key-Exterior Photos



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Photograph Key-Interior Photos



List of Figures

Figure #1 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0017): Historic photo of Saticoy Depot. Description of photograph in archives states: "Saticoy Railroad Depot, train in front 1956." Photo courtesy of the Museum of Ventura County Research Center; Photo Number: 13330-87.

Figure #2 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0018): Description of Photograph of Saticoy Depot. Description in archives states: "1910? Stoddard Dayton Automobile in front of Saticoy Depot. Will Wright and Harding in our first auto-Stoddard Dayton- at Saticoy Depot. Auto has right hand drive." Photo courtesy of the Museum of Ventura County Research Center; Photo Number: 2576.

Figure # 3: Sanborn Map Company Map-Dated April 1921

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Figure #1



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Figure # 2



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Figure # 3

