

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 PropertyHistoric name: Saticoy Southern Pacific Railroad DepotOther names/site number: N/AName of related multiple property listing: N/A**2. Location**Street & number: 11220 Azahar StreetCity or town: _____ State: California County: VenturaNot For Publication: N/AVicinity: 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: Stick/Eastlake

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 which is situated in the Santa Clara River Valley in Ventura County, California. Historically, the structure accommodated both freight and passenger service in and out of Ventura County, with a heavy emphasis on the distribution of agricultural goods. In terms of architectural style, it fits best into the LATE VICTORIAN: Stick/Eastlake Style, as evidenced by the presence of various styles of wood siding and wide overhanging eaves supported by brackets. Its primary building material is wood. Significant features of the structure include but are not limited to its floorplan, windows and doors and interior and exterior wall finishes. At the current time, the structure is in fair condition and has a high degree of historic integrity intact.

Setting

The Saticoy Southern Pacific Railroad Depot is located in the town center of unincorporated Saticoy. Today, this area, originally developed around the Depot in the late 1800s, is comprised of parcels of a mixed land use 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 lie southeast of the building. The structure is surrounded by a large poured concrete surface that covers the entirety of the 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 utilized for passenger related activities, ticket sales for example, and provided living quarters for the Station Master on the second-story. The one-story section of the building was used to process freight coming in and out of the Depot. The primary building material utilized in the Depot's construction is wood. 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 $\frac{5}{8}$ " reveal and finished with corner boards measuring 1 $\frac{3}{4}$ " by 6 $\frac{1}{2}$ ". 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 double unit. 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 that of 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 building'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 that occurred 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 Structures

There are currently two non-contributing structures located on the property on which the Saticoy Depot sits. Both structures are associated with the structure's most recent use as a building supply warehouse and likely date to the mid 1960's. A review of historic aerial photography demonstrates that they were not yet constructed in 1967 but were present by 1978. They are both large, open air structures that were used to store building materials, such as gravel and sand. They are of crude construction and could be easily removed from the property without any impact on the integrity of the site or the Depot itself.

Current Use

At the present time, the Saticoy Depot is vacant and has been so for over two 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 2013. 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 building's exterior. Since the structure 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 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 historic setting. While there have been structures constructed in relatively 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.

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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 is able to convey 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

(Enter categories from instructions.)

TRANSPORTATION

COMMERCE

EXPLORATION/SETTLEMENT

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Period of Significance
1887-1912

Significant Dates
NOVEMBER, 1887

Significant Person
N/A

Cultural Affiliation
N/A

Architect/Builder
SOUTHERN PACIFIC RAILROAD COMPANY

Statement of Significance Summary Paragraph

The Saticoy Southern Pacific Railroad Depot is eligible for listing in the National Register of Historic Places under Criterion A, at the local level for its association with the Southern Pacific Railroad Company and its impacts to the local economy and development of both Saticoy and greater Ventura County. The Depot is also eligible for listing in the National Register of Historic Places under Criterion C for its association with the Southern Pacific Railroad Company and its possession of distinctive characteristics that relate it to the railroad. The period of significance for the structure is defined as 1886 (the year of its construction), to 1912. In 1912, a modern road connection was made across the Santa Clara River. The Saticoy Depot sustained its significance for the shipment of freight for decades. However, after the modern road connection was made in 1912, the commercial center of Saticoy proper began to reorient accordingly.

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 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. Clearly, population migration and the expansion of the rail system are inextricably linked.

In the mid to late 19th century, the expansion of the railroad was possible due to funds and lands made available by the federal government. In 1866, Southern Pacific Railroad "was the recipient of a Federal Land Grant of ten alternate sections of land on each side of the road to be built, presumably from San Francisco, to connect with the projected Atlantic and Pacific railroad near

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

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the eastern boundary of California...In 1871, an additional grant of the same nature was made to the Southern Pacific for construction of a railway from Tehachapi Pass, by way of Los Angeles, to meet the Texas Pacific railroad at or near the Colorado River. 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 This rail expansion throughout California made the transport of both goods and people in and out of the State a possibility.

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 yet to be realized at the turn of the century. Because the railroad was already in the process of expanding through the State, the success of 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. The result of this aggressive advertising was a population boom closely linked to the success of the railroad.

During the same period that the railroad was expanding throughout California, the State was also undergoing an agricultural revolution. The crops being grown in California, along with the methods employed to grow them, were drastically altered within this same time frame. In general, California's agricultural emphasis shifted from wheat to fruit and farming methods became much more industrialized. Some of this change is due to the development of the railroad. The expansion of the railroad throughout California allowed access to areas that had previously been geographically isolated, such as Ventura County and Saticoy. This new access allowed goods and people to flow more freely into such areas. The result was a healthier state economy, aided in large part by its agricultural exports, as well as land booms directly associated with railroad development throughout the State.

The Saticoy Southern Pacific Railroad Depot is eligible for listing in the National Register of Historic Places under Criterion A at the local level for its association with the Southern Pacific Railroad Company and its impacts to the economy and development of Saticoy and greater Ventura County.

Between 1863 and 1869, the transcontinental railroad was under construction. By 1890, the railroad had not only come west but Southern Pacific had constructed a network of rail to serve Southern California. Along with this network, Southern Pacific constructed depots to accommodate freight, as well as passenger service. Southern Pacific had 26 standard designs for

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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depots that were employed throughout the county. A depot design was chosen for use based on the specific needs of the area in which it was to be located. These depot structures were often prefabricated in a central location, transported by rail, and assembled on site. Saticoy would have been prefabricated in Southern Pacific's Sacramento shop, shipped to Saticoy via rail and assembled on site in Saticoy. The Saticoy Southern Pacific Railroad Depot was constructed in November 1887, as part of the great expansion of the Southern Pacific Rail System, ongoing at the time.

The Saticoy Depot served rail that traveled through the Santa Clara Valley between Saugus, in Los Angeles County, to Ventura County. This date is contemporary with all of the other depots that Southern Pacific constructed in Ventura County and in Southern California in general. Thirteen other depots were also constructed in that year throughout the County of Ventura at the following locations: Oxnard, Santa Susana, Santa Paula, Fillmore, Piru, Ojai, Camarillo, Moorpark, Sespe, Camulos, Somis, Montalvo, and downtown Ventura. 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. Of the fourteen Southern Pacific Railroad Depots once located in Ventura County, six remain, including the one in Saticoy.

As was the case in numerous towns across the American West, the railroad played a major role in the development of Saticoy as a community. Saticoy was founded in January of 1872 and established its own post office, with Eugene A. Duval as its postmaster, in July of 1873. Although it was on the map prior to the coming of the railroad, development was slow. Saticoy's founding as a pioneer settlement is attributed to William de Forrest Richards. Richards purchased 850 acres in the Saticoy area in 1868. At the time the railroad was expected to come through the Santa Clara Valley, Richards began speculating on the land he had, splitting it into smaller lots and advertising it in local papers.

Before the Saticoy Depot building was even constructed, it played a pivotal role in Saticoy's development. William de Forest Richards was approached by Southern Pacific with a request for land on which to locate a depot. Richards refused, instead demanding an inflated price from Southern Pacific for his land. In response, Southern Pacific rerouted the proposed rail route off of Richard's property entirely. This rerouting, along with that of the Depot, effectively moved the geographic center of Saticoy. While two separate sections of Saticoy co-existed for a time, that established by Southern Pacific eventually thrived while the original town site, located on Richard's land, diminished in relevance. After the Depot was constructed, on the location where it sits today, it became the center of development within the Community.

In addition to the impacts that the coming of the railroad and the Saticoy Depot had on the Saticoy community, these developments also had impacts on greater Ventura County. Prior to the coming of the railroad, the geographic area currently known as Ventura was primarily occupied with rancho settlements. The population density in the County was low, especially outside the more urbanized core of Ventura proper. Several dry years in the mid-1860s made

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cattle ranching on these rancho lands unprofitable for many in Southern California. The 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 a profitable citrus market.

After the coming of the railroad, agricultural land in Ventura County was much more viable in terms of getting goods to market. "Until the railroad came to Ventura, there were only two ways to get in and out of town. Passengers, if they were hardy enough, could take the overland route, requiring a tricky, time-consuming trek up primitive roads over the hills, or a mad dash through the surf on the Rincon. Freight was quite another matter. For heavy or large loads, the sea was the easiest way. Ships docked at Ventura Pier starting in 1872...But local boosters dreamed of rails to move the agricultural products and crude oil of the area to waiting markets, and in 1887 Southern Pacific obliged, running a branch line from Saugus through Santa Paula to Ventura, and then up the coast to Santa Barbara."⁴ The Santa Clara Valley, in which Saticoy is located, is a region which was much less accessible before the railroad came through.

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 Ventura County, the citrus industry, along with other agricultural industries, were ready for a form of reliable transportation for their goods. "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."⁵ The Saticoy Depot played an instrumental role in the development of the local economy, as it was one of the local points for drop-off and transfer of agricultural goods to be transported by rail to points north and east. The expansion of the railroad in Ventura County specifically aided in the shipment of local agricultural goods to market on the local, regional, and national level, which had large and lasting impacts on the local economy and development of the area.

The Saticoy Southern Pacific Railroad Depot is eligible for listing in the National Register of Historic Places under Criterion C for its embodiment of distinctive characteristics that associate it with the Southern Pacific Railroad Company and define it as a railroad depot of a particular period of time in history.

As mentioned above, the Saticoy Depot was prefabricated in Sacramento, shipped by rail to Saticoy and constructed on site. In its days of rampant expansion, Southern Pacific, along with the other large railroad companies, had standard designs that they employed throughout the areas in which they were developing. To match the pace at which they were building rail, Southern Pacific needed countless structures built in various locations, many to serve essentially the same purpose. For these reasons, standard designs provided a practical and cost effective option. At the time the Saticoy Depot was constructed, Southern Pacific was regularly utilizing

⁴ Unknown, Author. 1987. "Railroad Linked Little Ventura to big-city Bustle." *Vista*, March 8: 20.

⁵ Ventura, County of. 2014. "Historic Resources Survey & Context for the Town of Saticoy." 17.

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Approximately 26 standard depot plans.

The Saticoy Depot is known to be a Two-Story Combination Depot No. 17. The Two-Story Combination Depot No. 17 was designed to accommodate the needs of freight and passenger rail, as well as provide living quarters for the station master. In general, the primary mass of the structure is a two-story square plan. The space on the ground floor was historically utilized to provide passenger-related services, ticketing for example, while the living quarters for the station master were located on the second story. At the northeast end of the building, a one-story wing extends in a rectangular plan. Historically, this section of the structure was utilized to accommodate freight.

Many of the characteristics that define the Saticoy Depot as a railroad depot are currently extant. The building's historic relationship to the railroad corridor is still intact. The floorplan of the building, unique to its function as a railroad depot, is also intact. The Combination Depot No. 17, as defined by the floorplan of the structure is associated directly with The Southern Pacific Railroad Company and the great expansion of the railroad that occurred in the western states around the turn of the century. Its extant characteristics and high degree of integrity relay the structures historic associations accurately.

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8. Major Bibliographical References

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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.

Author unknown. "'Elegant Edifice' Still in Use." Vista, August 1986.

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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>.

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

Acreage of Property: 2.13 ACRES (Ventura County Assessor)

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)

Datum if other than WGS84: _____

(enter coordinates to 6 decimal places)

1. Latitude: 34.28461619

Longitude: -119.14614160

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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 090-014-102.

Boundary Justification

The boundary was selected as such 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: August, 2017

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 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.

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Location Map



Saticoy Southern Pacific Railroad Depot
11220 Azahar Street
Ventura County (Saticoy), California
Parcel APN: 090014102
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.

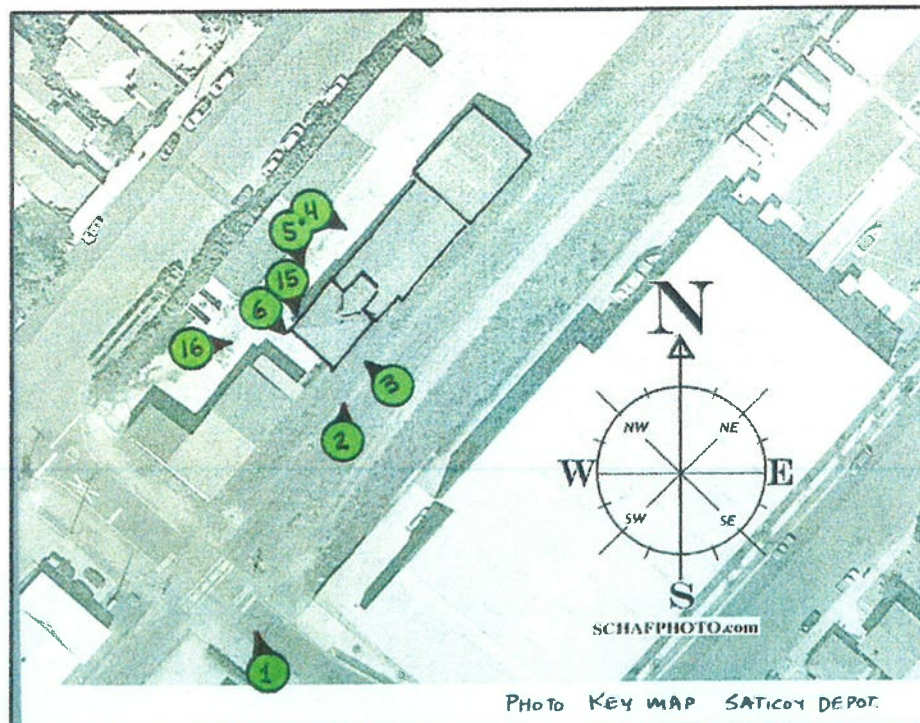
Photograph #13 (CA_VenturaCounty_SaticoySouthernPacificRailroadDepot_0013):
Interior view of second story of station (southern-most room). Camera facing southeast.

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.

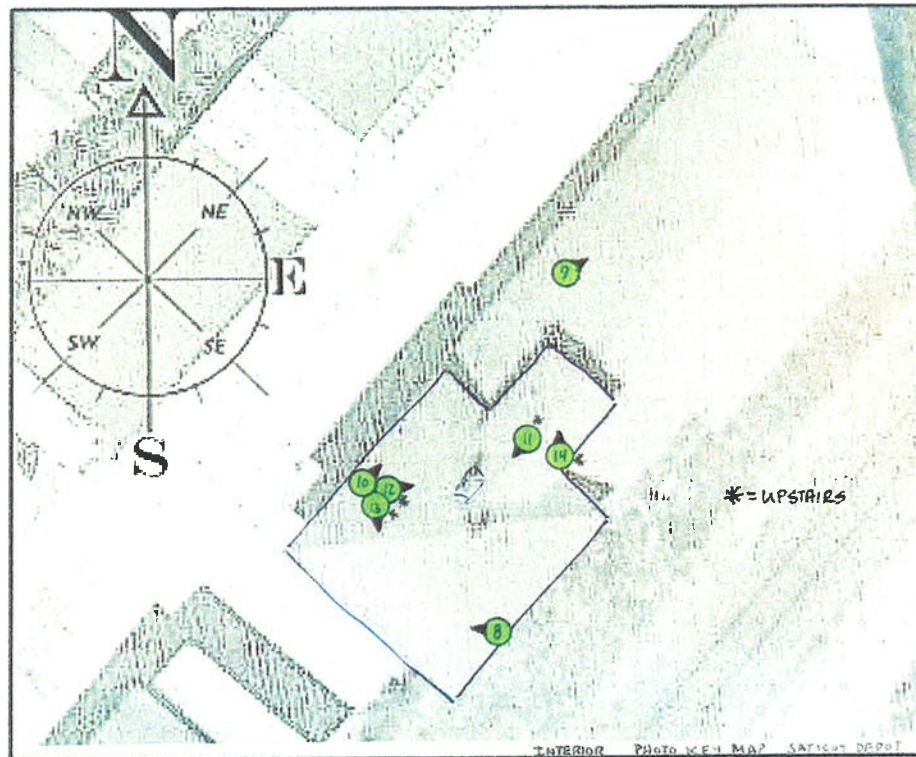
Photograph Key-Exterior Photos



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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

