
National Park Service
Cultural Landscapes Inventory
2001



Kelso Depot
Mojave National Preserve

Attachment

Kelso Depot Historic Site
Mojave National Preserve
Cultural Landscape Inventory: Level II

The park concurs with the findings of the Level II inventory for the Kelso Depot historic site including the following specific components:

MANAGEMENT CATEGORY B: **Should be preserved and maintained**

CONDITION ASSESSMENT: **Poor**

The Level II Cultural Landscape Inventory for the Kelso Depot Historic Site is hereby approved and accepted.



Superintendent, Mojave National Preserve

4/11/01

Date

Please return this form to the attention of:
Kimball Koch/CLI Coordinator
National Park Service
Pacific Great Basin Support Office
600 Harrison St. Suite 600
San Francisco, CA 94107

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

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July 14, 2000

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**MOJAVE NATIONAL
PRESERVE**

Ms. Mary G. Martin
Superintendent, Mojave National Preserve
National Park Service
222 East Main Street, Suite 202
Barstow, CA 92311

Dear Superintendent Martin:

Thank you for the opportunity to review the National Register application for the Kelso Depot in Kelso. I concur that the Depot is eligible and have signed the application as commenting official. I have the following comments:

The period of significance is said to end in 1964, yet exceptional significance has not been established. Perhaps it would be more reasonable to end the period at 1950, fifty years in the past.

While the depot building and coal shed appear to retain their historic appearance, I do not feel that the depot's surroundings can be considered a contributing historic landscape. While a few elements remain that are a part of the historic setting, it would appear that not enough survives of the entire design to convey any quality of significance. Further, there is no discussion of the importance of the landscape design beyond the attempt to provide an "oasis" in the desert. Certainly what remains at the site appears to have lost that quality rather substantially. No case is made that what remains at the site is capable of conveying any other importance of the landscape design, whatever that might be.

The nomination makes a good case that the depot and coal shed are significant for their historical associations under National Register criterion A. The depot certainly appears to have architectural significance. That significance is minimally documented, even though the contextual information provided is not very extensive. The context focuses almost exclusively on railroad history and very little on the architecture and imagery of the railroad and the southwest. Perhaps more information would have enhanced our understanding of the depot's architectural importance, and allowed us to understand why the landscape would be significant in the first place. (I would not necessarily recommend delving further into the landscape's significance since integrity does not appear high enough to warrant including the site as contributing.)

If you have any questions or comments, please phone Maryln Bourne Lortie of my staff at (916) 653-8911.

Sincerely,

A handwritten signature in cursive script that reads "Daniel Abeyta". The signature is written in black ink and is positioned above the printed name.

Daniel Abeyta, Acting
State Historic Preservation Officer

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Executive Summary

General Introduction to the CLI

The Cultural Landscapes Inventory (CLI) is a comprehensive inventory of all historically significant landscapes within the National Park System. This evaluated inventory identifies and documents each landscape's location, physical development, significance, National Register of Historic Places eligibility, condition, as well as other valuable information for park management. Inventoried landscapes are listed on, or eligible for, the National Register of Historic Places, or otherwise treated as cultural resources. To automate the inventory, the Cultural Landscapes Automated Inventory Management System (CLAIMS) database was created in 1996. CLAIMS provides an analytical tool for querying information associated with the CLI.

The CLI, like the List of Classified Structures (LCS), assists the National Park Service (NPS) in its efforts to fulfill the identification and management requirements associated with Section 110(a) of the National Historic Preservation Act, NPS Management Policies (2001), and Director's Order #28: Cultural Resource Management (1998). Since launching the CLI nationwide, the NPS, in response to the Government Performance and Results Act (GPRA), is required to report on an annual performance plan that is tied to 6-year strategic plan. The NPS strategic plan has two goals related to cultural landscapes: condition (1a7) and progress on the CLI (1b2b). Because the CLI is the baseline of cultural landscapes in the National Park System, it serves as the vehicle for tracking these goals.

For these reasons, the Park Cultural Landscapes Program considers the completion of the CLI to be a servicewide priority. The information in the CLI is useful at all levels of the park service. At the national and regional levels it is used to inform planning efforts and budget decisions. At the park level, the CLI assists managers to plan, program, and prioritize funds. It is a record of cultural landscape treatment and management decisions and the physical narrative may be used to enhance interpretation programs.

Implementation of the CLI is coordinated on the Region/Support Office level. Each Region/Support Office creates a priority list for CLI work based on park planning needs, proposed development projects, lack of landscape documentation (which adversely affects the preservation or management of the resource), baseline information needs and Region/Support office priorities. This list is updated annually to respond to changing needs and priorities. Completed CLI records are uploaded at the end of the fiscal year to the National Center for Cultural Resources, Park Cultural Landscapes Program in Washington, DC. Only data officially entered into the National Center's CLI database is considered "certified data" for GPRA reporting.

The CLI is completed in a multi-level process with each level corresponding to a specific degree of effort and detail. From Level 0: Park Reconnaissance Survey through Level II: Landscape Analysis and Evaluation, additional information is collected, prior information is refined, and decisions are made regarding if and how to proceed. The relationship between Level 0, I, and II is direct and the CLI for a landscape or component landscape inventory unit is not considered finished until Level II is complete.

A number of steps are involved in completing a Level II inventory record. The process begins when the CLI team meets with park management and staff to clarify the purpose of the CLI and is followed by historical research, documentation, and fieldwork. Information is derived from two efforts: secondary sources that are usually available in the park's or regions' files, libraries, and archives and on-site landscape investigation(s). This information is entered into CLI database as text or graphics. A park report is generated from the database and becomes the vehicle for consultation with the park and the

SHPO/TPO.

Level III: Feature Inventory and Assessment is a distinct inventory level in the CLI and is optional. This level provides an opportunity to inventory and evaluate important landscape features identified at Level II as contributing to the significance of a landscape or component landscape, not listed on the LCS. This level allows for an individual landscape feature to be assessed and the costs associated with treatment recorded.

The ultimate goal of the Park Cultural Landscapes Program is a complete inventory of landscapes, component landscapes, and where appropriate, associated landscape features in the National Park System. The end result, when combined with the LCS, will be an inventory of all physical aspects of any given property.

Relationship between the CLI and a CLR

While there are some similarities, the CLI Level II is not the same as a Cultural Landscape Report (CLR). Using secondary sources, the CLI Level II provides information to establish historic significance by determining whether there are sufficient extant features to convey the property's historic appearance and function. The CLI includes the preliminary identification and analysis to define contributing features, but does not provide the more definitive detail contained within a CLR, which involves more in-depth research, using primary rather than secondary source material.

The CLR is a treatment document and presents recommendations on how to preserve, restore, or rehabilitate the significant landscape and its contributing features based on historical documentation, analysis of existing conditions, and the Secretary of the Interior's standards and guidelines as they apply to the treatment of historic landscapes. The CLI, on the other hand, records impacts to the landscape and condition (good, fair, poor) in consultation with park management. Stabilization costs associated with mitigating impacts may be recorded in the CLI and therefore the CLI may advise on simple and appropriate stabilization measures associated with these costs if that information is not provided elsewhere.

When the park decides to manage and treat an identified cultural landscape, a CLR may be necessary to work through the treatment options and set priorities. A historical landscape architect can assist the park in deciding the appropriate scope of work and an approach for accomplishing the CLR. When minor actions are necessary, a CLI Level II park report may provide sufficient documentation to support the Section 106 compliance process.

Park Information

Park Name: Mojave National Preserve
Administrative Unit: Mojave National Preserve
Park Organization Code: 8380
Park Alpha Code: MOJA

Property Level And CLI Number

Property Level: Landscape
Name: Kelso Depot
CLI Identification Number: 700002
Parent Landscape CLI ID Number: 700002

Inventory Summary

Inventory Level: Level II

Completion Status:

Level 0

Date Data Collected - Level 0: 1/15/1998
Level 0 Recorder: Rick Dorrance
Date Level 0 Entered: 1/15/1998
Level 0 Data Entry Recorder: Rick Dorrance
Level 0 Site Visit: Yes

Level II

Date Level II Data Collected: 4/11/2001
Level II Data Collection: Koch, K. Luellen, M. Provencher, S.
Date Level II Entered: 4/11/2001
Level II Data Entry Recorder: Koch, K. Luellen, M. Provencher, S.
Level II Site Visit: Yes
Date of Concurrence: 4/11/2001

Explanatory Narrative:

The Level 0 Cultural Landscape Inventory for Mojave National Preserve was entered into the national database on January 15, 1998. This inventory identified the Kelso Depot as being a component landscape of a larger "Union Pacific Los Angeles to Salt Lake City Line" landscape. The Union Pacific Railway owns and actively manages the land within the preserve which constitutes this rail corridor. This larger landscape is not eligible for inclusion as a cultural landscape in the national inventory program because the inventory of non-federal lands is outside the scope of the CLI program.

Mojave National Preserve has reviewed the Level II draft of the inventory for the Kelso Depot although the draft data has not been transmitted to the National Center.

This inventory has been compiled by Kimball Koch (PGSO CLI coordinator), Mark Luellen (PGSO historian), and Shaun Provencher (PGSO CLI technician) in conjunction with the staff of Mojave National Preserve.

Landscape Description

The Kelso Depot and the surrounding town of Kelso are located in the southwest portion of Mojave National Preserve. The town is located in a relatively flat portion of an alluvial fan set between the Kelso and Providence Mountains. The depot was built to provide a rest and fueling stop for steam locomotives that were either preparing to ascend or finishing their descent of the Cima Grade.

The period of significance, as identified in the Kelso Depot draft national register nomination (Unrau, 2000), begins in 1923 with the construction of the current depot building and continues through the closure of the Vulcan Mine in 1947 to the cessation of depot functions in 1964. Throughout this 41-year period, the building and its surroundings functioned as a Union Pacific depot, as well as a transportation hub for Vulcan Mine ore extracted for the war effort between 1942 and 1947.

Within the desert setting, the Union Pacific Railroad wanted to create the sense of an oasis that would be welcoming to the railroad passengers and employees who worked in the town. The landscape surrounding the depot was a designed landscape developed by the Union Pacific Railroad to create the feeling of a lush oasis in the desert for its passengers, employees and other depot visitors. The shade of the elms, cottonwoods and palms, the lawns and the other lush vegetation, created this cool respite from the Mojave desert heat. Due to this welcoming setting and in part to the Kelso Lunch Room, the depot became an important local gathering spot for both the passengers and residents.

The current boundary for the depot contains approximately 2 acres and consists of a rectangular plot of land (170 feet by 500 feet, 51 by 150 meters) within the town of Kelso at the intersection of Kelbaker and Cima Roads. However, the exact location of this boundary is unclear. The area outside of the depot site retains only remnants of many of the original landscape elements associated with the landscape's period of significance. The surrounding town contains a number of houses, trailers, and utilitarian structures, many of which date from the period of significance. However, these structures are not on federal land or scheduled for immediate acquisition; therefore, they have not been included within the boundary for the nomination.

Currently the depot's historic landscape is in poor condition. This is a direct result of decisions made during the 1992 the land transfer from the Union Pacific to the BLM. At that time BLM stopped irrigating and maintaining the grounds of the depot. This action resulted in the eventual elimination of most of the vegetation at the site. The elms, cottonwoods, shrubs, and lawn that created the image of the oasis in the desert either sickened or died and were then removed. Only five Canary Island date palms have survived from the site's period of significance. Other important features, such as the loading platform brick surface, were also removed by either the Union Pacific or the BLM. After the bricks were removed, a metal fence was installed to prevent the public from approaching the railroad tracks.

The historic landscape characteristics which retain integrity include natural systems and features, spatial organization, topography, circulation, buildings and structures, and views and vistas. Those which do not retain integrity include land use, vegetation, small scale features, and archeological sites. However, when evaluating the landscape characteristics as they relate to the depot as a whole, the historic landscape at the Kelso Depot retains integrity and contributes to the historic significance of the site under the National Register of Historic Places Criteria A and C. Adequate documentation exists so that the two key features which have lost integrity, vegetation and small scale features, could easily be restored, strengthening the integrity of the site as a whole.

Cultural Landscapes Inventory Hierarchy Description

The original CLI Level 0 hierarchy identified the Kelso Depot as a component landscape within the context of a larger Union Pacific Los Angeles to Salt Lake City Line (L.A. & S.L.) landscape. The Kelso Depot, as identified in the draft National Register "Kelso Depot, Restaurant and Employees Hotel" nomination (Unrau, 2000) includes the Kelso Depot itself and features of the surrounding landscape.

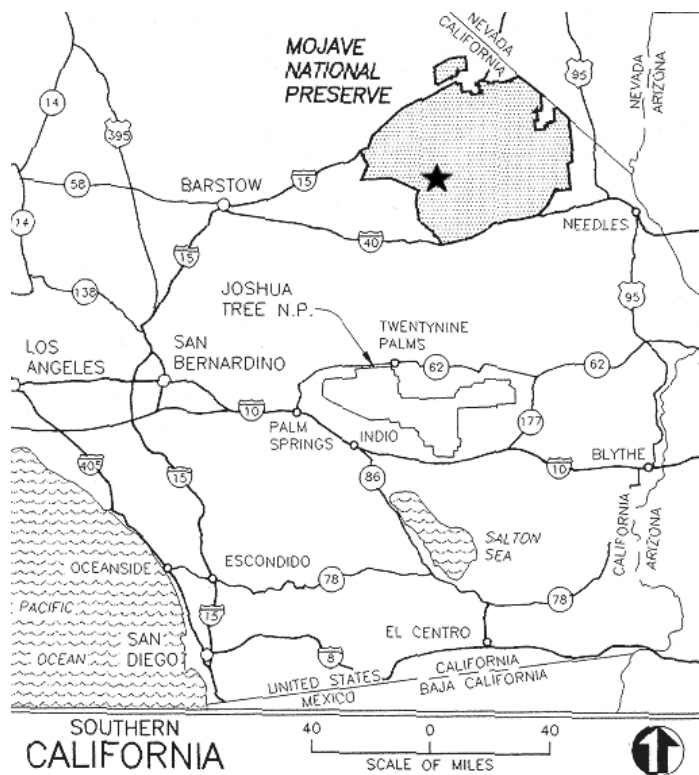
The historic landscape at the Kelso Depot consists of the lands immediately surrounding the depot that are owned or controlled by the National Park Service. The Union Pacific Railroad and the County of San Bernardino maintain rights-of-way across portions of this property. The NPS is currently in negotiations with various landowners to acquire other properties in the immediate vicinity.

Due to the complexity of the land ownership pattern in this area, the historic landscape boundaries are based on the existing property deeds. The four deeds related to NPS land in Kelso as of September 1999 are:

- APN #0563-111-11, and
- #0563-121-14 (two 1992 deeds withholding the mineral rights of the Union Pacific Railroad under the NPS properties),
- #0563-121-06 (a 1991 Quitclaim Deed from Theophilus Packard relinquishing all rights to the non-depot parcel surface), and,
- #0563-111-10, a 1992 deed transferring surface rights from the Union Pacific Railroad to the Federal Government.

These deeds establish two NPS parcels which are both adjoining and north of the railroad tracks. The parcel further east, located between the Cima Road and the railroad tracks, is not included within the boundary of the depot. It has been cleared of buildings and vegetation, is currently an open field, and is not associated with the functions of the depot itself. The parcel to the west, which crosses Kelbaker Road, contains the depot and also defines the boundary for the Level II Kelso Depot historic landscape.

Location Map



Location of the Kelso Depot within the Mojave National Preserve region. (from Chappell et al., 1998)

Boundary Description

The following boundary description for Kelso Depot is found in fee title APN# 0563-111-11, dated August 28, 1992, acquired from the Pacific Land Resources Program Center, National Park Service, San Francisco.

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

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

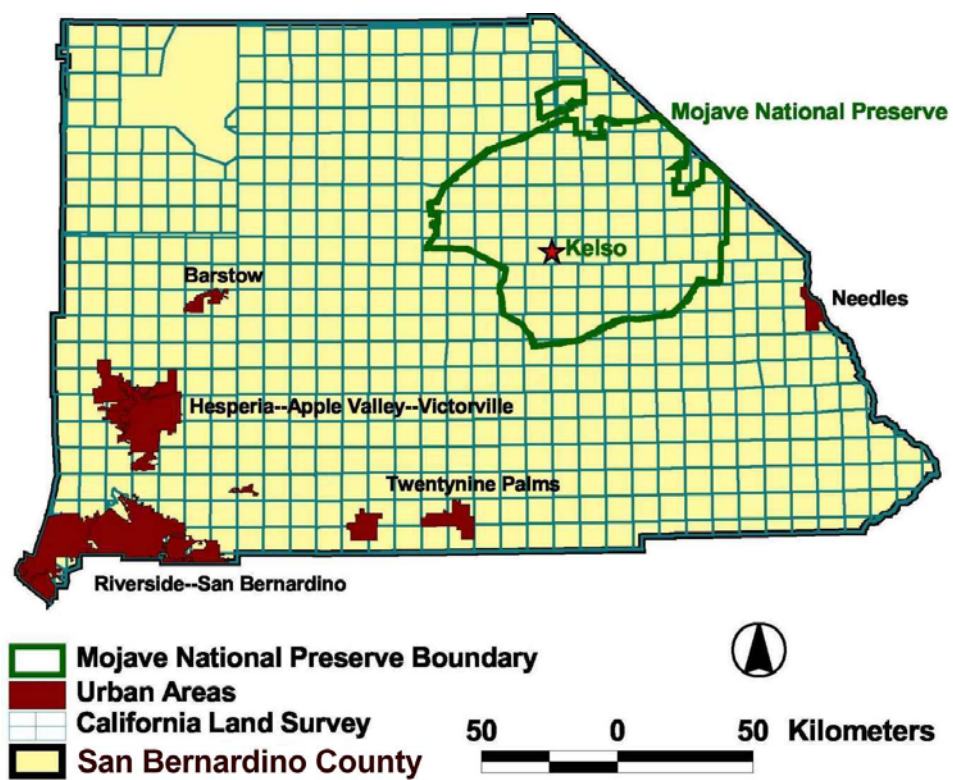
Although the above boundaries are the most complete description of National Park Service lands in Kelso, actual survey boundaries have yet to be established. It appears that the southern boundary of Park Service land may adjoin the northern edge of the Union Pacific right of way ending 100 feet (30 meters) from the centerline of the tracks. As a result, all significant landscape features relating to the depot which are contained within an area extending from the platform to the Kelbaker and Cima Roads have been included in this inventory.

An onsite land survey is needed to clarify NPS boundary issues at the Kelso Depot.

Regional Context

Political Context

The Kelso Depot is located in the town of Kelso in the western portion of the 1,419,800 acre Mojave National Preserve. The depot is at the intersection of Kelbaker and Cima roads in San Bernardino County, Township 11 North Range 12 East, Congressional District #40 in California. Most of the land surrounding the town is owned by the National Park Service. However, within the town, most of the parcels are still either privately held or are part of the Union Pacific Railroad holdings.



Political: Map showing political delineations in San Bernardino County. (PGSO, CLI, 1999. Source: ESRI and MOJA GIS files)

Cultural Context

The cultural context for the town of Kelso lies primarily in its strategic location in support of the Union Pacific Railroad's Los Angeles to Salt Lake City (LA & SL) line. However, prior to the development of the town, the area was used as a route across the desert for Native Americans, and later provided access into and across the desert for Spanish explorers, missionaries, the military, ranchers and miners. Few remains of use during these periods exist today.

Extensive development of the area began within the past hundred years as ranchers settled the open desert as rangeland for their herds. Although ranching was never a predominant economic force due to the scarcity of good forage, land, and water in the Mojave desert environment, its presence is still widespread and the effects on the land still evident. Ranching continues today within the reserve on both private and NPS land.

In the beginning of the 20th century, concentrated use of the area increased as the rail link between Salt Lake City and the markets of southern California developed. The origin of the depot lies in its establishment as a "helper station", or siding, to provide water and locomotive assistance to the trains making the long haul up the Cima grade. Kelso's contemporary railroad context is strictly as a maintenance support area.

Further context lies in the mining activities common in the Mojave. The depot area was an important mining element during World War II as the ore transfer station for the Kaiser Steel Corporation's Vulcan Mine. The Vulcan Mine, located in the nearby Providence Mountains to the south of the depot, brought labor and infrastructure to the Kelso area to aid in with ore extraction, processing, and transportation from the mine to the depot and then to the Kaiser mills.

Recreational use of the desert began increasing in the late 1960s with the development of off-road vehicles in the open desert. Today, this activity is limited to designated road corridors. With the creation of the Mojave National Preserve, other recreational uses increased within the depot area including the use of Kelbaker Road as a connection between the I-15 corridor and Palm Springs. The depot has become a nexus for visitors heading to the nearby Kelso Dunes, Devil's Playground, Vulcan Mine and the Mojave Road. Recreational use is expected to increase as the depot is transformed into the preserve's primary visitor center.

Physiographic Context

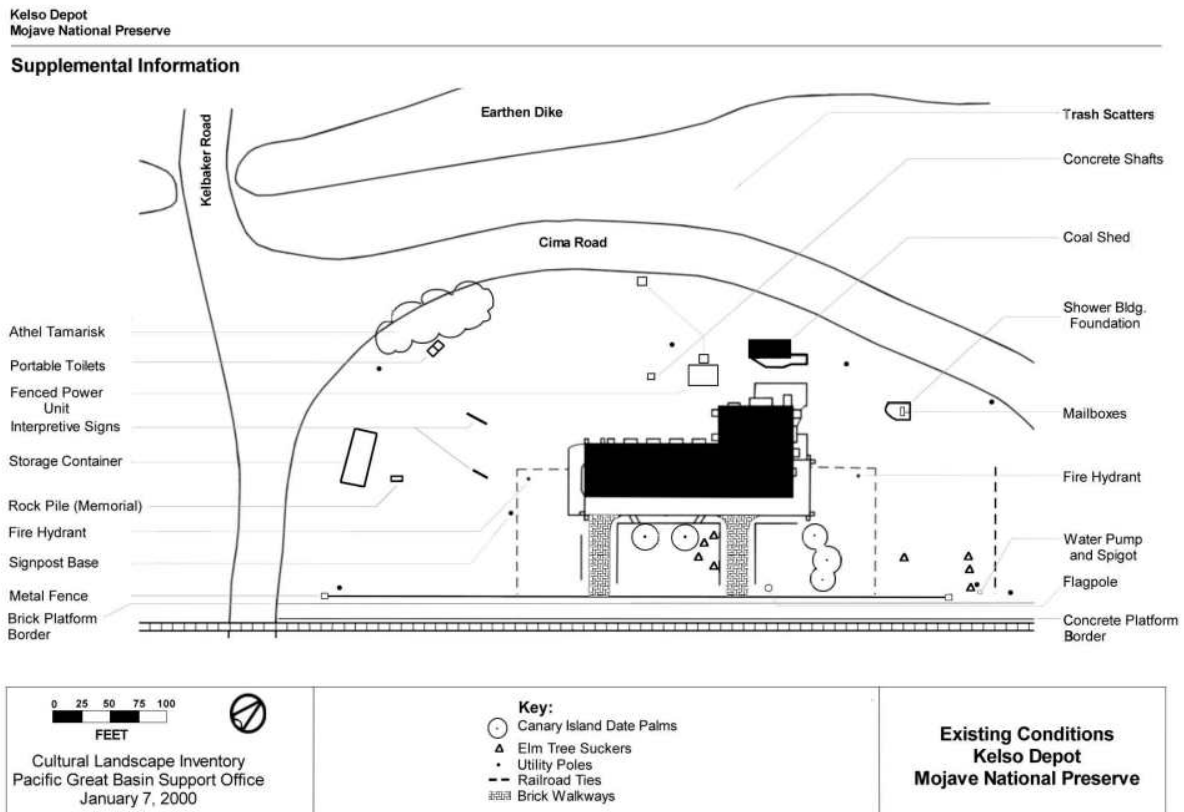
The Kelso Depot is located on the southeastern edge of the Kelso Wash between the Kelso Mountains to the east and the Providence Mountains to the west. At an elevation of 2126 feet (648 meters), the town sits on an alluvial fan, or bajada, at the base of Cima Hill which slopes upward to the northeast at a constant 2.2% grade. The valley floor runs from the southwest to the northeast and gently slopes eastward until it reaches the base of several bajadas that flow westward from the Providence Mountains. To the southwest are the Devils Playground and Kelso Dunes, parts of an interconnected sand transport system that include some of the highest dunes in the region.



Physiographic: View of bajada and Providence Mountains looking northeast from Vulcan Mine Road. (PGSO, CLI negative MOJA-N-0002-18, 1999)

Site Plan

Kelso Depot Site Plan: See Supplemental Information for full size copy. (PGSO, 2000)



Chronology

Year	Event	Description
1901 AD	Developed	The San Pedro, Los Angeles and Salt Lake Railroad is formed. Owner: William Andrews Clark
1902 AD	Purchased/Sold	The Union Pacific Railroad obtains half ownership of the San Pedro, Los Angeles & Salt Lake Railroad.
1904 AD	Built	San Pedro, Los Angeles & Salt Lake Railroad construction crews reach Kelso.
1905 AD	Built	Structures included a one-story frame depot, an engine house, an “eating house” or restaurant with attached sleeping quarters, a sand house, ice house, two steel water tanks, two pump houses, hoist house and a frame cottage.
1905 AD	Built	The last spike is driven, marking completion of the railroad between the California/Nevada border and Las Vegas at Siding No. 18. The first through-train begins operation between Los Angeles and Salt Lake City. The railroad is open for business.
1913 AD	Built	A plat map of the 20-acre station/depot property shows a one-story wood frame passenger and freight station, employee housing, a wye track for turning helper locomotives, and a large underground fuel oil storage tank in the center of the wye.
1922 AD	Destroyed	Original 1905 lunch room is destroyed by fire.
1923 AD	Designed	Plans are drawn for the addition of a coal shed behind the depot.
1923 AD	Designed	The first set of plans for the new Kelso Depot are drawn by the Los Angeles & Salt Lake Railroad engineering department.

1923 AD	Platted	Initial survey of land for depot by Los Angeles & Salt Lake Railroad field engineers Clausen, Bailey, and Balling. Engineer: Bailey Balling Clausen
1923 - 1924 AD	Built	Construction begins on the depot. A system of earthen dikes behind the depot are constructed. Exterior features of the depot included two brick walkways leading to a temporary oil and gravel platform.
1924 AD	Built	A boiler flue fence is constructed along the station platform and paths leading into the depot. A different style pipe-and-wire fence, (removed soon after construction), was designed to wrap around the west and east ends of the depot.
1924 AD	Built	Six light standards (electroliers) are installed along the station platform.
1924 AD	Developed	The depot opens for business before all of the associated construction and landscaping was completed.
1924 AD	Planted	Landscaping installed including cottonwoods, Canary Island palms, Joshua trees, yuccas and grass in front of the building. Only five palms survive from the original planting today.
1925 AD	Built	New schoolhouse is constructed in Kelso.
1925 - 1930 AD	Built	The railroad erected a pair of illuminated "KELSO" signs on metal posts adjacent to the depot.
1926 AD	Built	A vitrified brick station platform is installed to replace the oil and gravel platform in front of the depot.
1929 AD	Built	The railroad completes construction of a manhole behind the center of the depot. Two other manholes located close-by are also believed to be historic.

1929 AD	Planted	Trees are planted and irrigation installed behind the depot. Thirty-one cottonwoods are identified in writing on one drawing but fifty-two trees are drawn on another. The reason for the discrepancy of twenty-one trees is unclear.
1931 AD	Expanded	Asphalt extension to station platform built.
1942 AD	Altered	Based on oral history and a 1942/43 photo, the west end of the depot is enclosed to form an added baggage room.
1942 AD	Removed	The depot boiler tube fence is removed for a World War II scrap metal drive. A sawtooth brick border is added along the platform edge and is also used to create planting beds along the entry paths.
1948 AD	Demolished	The roundhouse is demolished.
1960 AD	Demolished	The Kelso Power House was demolished when public power reached Kelso.
1964 AD	Abandoned	The depot function of the Kelso Agency (i.e. Ticket and Telegraph Office, Baggage and REA Express) closes permanently at the end of the work day on August 14th.
1985 AD	Abandoned	The Lunch Room closes for the last time at midnight on July 1st.
1988 AD	Land Transfer	The Los Angeles & Salt Lake Railroad dissolved and merged into the Union Pacific Railroad.
1992 AD	Land Transfer	Union Pacific officials sign a Donative Bill of Sale for the Kelso Depot transferring ownership to the Bureau of Land Management.
1993 AD	Removed	The BLM contracts for the removal and storage of the vitrified brick station platform, the removal of the electroliers to the depot basement, and the removal of any remaining elm and cottonwood trees around the depot.

1994 AD	Established	Mojave National Preserve is created by an Act of Congress as part of the Desert Protection Act. Ownership of the Kelso Depot is transferred from the BLM to the National Park Service.
1997 AD	Abandoned	The Amtrak passenger train, Desert Wind, makes its last run through Kelso.
1997 AD	Maintained	National Park Service completes the Historic Structure Report on Kelso Depot which will serve as the primary guide to treatment and use of the structure and landscape.

Statement Of Significance

The Kelso Depot was constructed in 1924 to address several needs specific to the Union Pacific Railroad. The first, and primary function, was as a helper service for trains heading eastward from Kelso to the top of Cima Hill, a steady uphill grade of approximately nineteen miles that required the trains to take on fuel and water before attempting the run. Minor repairs of trains were dealt with at the roundhouse. The second function was as a restaurant facility and passenger depot for passengers, employees, and local residents in the railroad town and surrounding ranching and mining communities. At this time, some trains were not equipped with dining cars so there was a need for a facility that would provide a quick and reputable food service. A third, and somewhat unusual function to be included in a depot building, was to provide a hotel, primarily for railroad employees but occasionally for non-railroaders who were stranded in Kelso for the night. The fourth function, which was also unusual to include in a depot building, was to provide recreational facilities for the employees. Although the advent of modern, high-horse power diesel locomotives led to closure of the depot facility in 1964, the Kelso Depot remains a tangible link to an older period of railroading. The Kelso Depot provided essential services to the successful operation and modernization of the Union Pacific Railroad's main line link between Salt Lake City and Los Angeles.

The depot site is significant at the state level with a period of significance extending from 1923-1964. It is an excellent and rare example of a surviving mid-1920s era Mission Revival style railroad depot with a hotel/restaurant facility and designed landscape on the Union Pacific Railroad in California. It was an essential element of the modernization of the Union Pacific Railroad during the 1920's and it served as a significant element in that rail line's contributions to the American war effort during the hectic days of World War II. The end of World War II marked the beginning of a long decline in the depot's utility. The sharp decline in the volume of freight traffic caused a reduction in services and the need for fewer employees. The Vulcan Mine closed early in 1947, further reducing freight and passenger traffic. A surge of activity occurred with the outbreak of the Korean Conflict in the early 1950s. The conflict resulted in a renewal of high traffic levels on the Union Pacific line. In 1953 and 1957, attempts were made to market the low-grade iron stockpiled at the Vulcan Mine. Higher horse power, second-generation diesel-electric locomotives of the 1960s resulted in the further decline in Union Pacific personnel needed at Kelso. This technological change eliminated the need for helper locomotives entirely in 1959. Coupled with the closing of the station agency and cessation of passenger train service to Kelso on August 14, 1964, this development spelled the end of the depot's principal function with the exception of the Lunch Room which remained in service until 1985.

The Kelso Depot site and its associated landscape features are eligible for listing on the National Register of Historic Places under Criterion A (because of their association with events that have made a significant contribution to the broad patterns of American history), and Criterion C (because they embody the distinctive characteristics of a type, period, or method of construction and possesses high artistic architectural values).

Under Criterion A, the depot is significant because its lodging, bathing, food, and recreational facilities enabled the Union Pacific Railroad to meet increasing rail transportation demands, with helper locomotives from Kelso ensuring continued eastward train movement over Cima Hill. The Kelso Depot was built out in a desert where there was no existing town. The only structures not owned by the railroad were two stores and a country school. Accordingly, Kelso was in effect a "company town" where the depot was one of the most significant buildings, serving at times as a community center. The Kelso Depot was essential to the functioning of Kelso as a railroad town as it was the only important terminal on the L.A. & S. L. Railroad between Yermo, California, and Las Vegas, Nevada. During World War II,

the Kelso Depot facilities ensured provision of essential services for train crews moving war materials and troops westward for disposition in the Pacific Theater. During the Korean Conflict, the station once again became a distribution point for ore shipments from the Vulcan Mine to Southern California.

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

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

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

The Kelso Depot site retains integrity as determined by the seven aspects, or qualities, that in various combinations, define integrity according to National Register standards: location, design, setting, materials, workmanship, feeling and association. Contributive elements include the depot building, the coal and supply shed, the brick walkways, roads, arcade, the palm trees and other associated landscape features.

[The above statement was adapted from the draft National Register of Historic Places Nomination form (Unrau, 2000)].

Physical History

1880s to 1921

By the late 19th century, the Southern Pacific Railroad had long monopolized California rail operations and politics. During the mid-1880s, the Santa Fe Railroad finally managed to reach the lucrative trade markets of southern California through Cajon Pass northeast of San Bernardino. As early as 1878, the Union Pacific had commenced activities in Utah aimed at opening a competing line to southern California. In 1901, the San Pedro, Los Angeles and Salt Lake Railroad was formed to build to Salt Lake from San Pedro, and a year later, the Union Pacific obtained half ownership of the line.

On August 1, 1903, construction of the San Pedro, Los Angeles & Salt Lake (SPLA&SL) started westward from Caliente, Nevada under the joint control of the two lines. Subsequently, other crews began building east from Los Angeles, and in April 1904, the construction forces reached the present-day Kelso area. A settlement at the site, known as Siding No. 16, began as a tent camp for the railroad construction crews. Several warehouses were constructed and the new settlement, which acquired a post office on May 20, 1905, was reportedly named Kelso after one of the camp's warehousemen. The lines met with little ceremony at Sutor Siding No.18, located about thirty-four miles west of Las Vegas, on January 30, 1905. Regular service on the SPLA & SL began on May 1, 1905. The route proved as advantageous as projected, cutting a full twelve hours from the transit time for mail between Salt Lake City and Los Angeles. The SPLA & SL was the first railroad west of Kansas to be constructed to permanent standards during initial construction. It featured three thousand foot sidings every five miles, heavy ballast, cobblestone-lined side ditches (where necessary), and the largest reinforced concrete bridge in the world for that time.

Because Kelso was a permanent helper station, the railroad settlement included a number of structures. Those built during 1905 included a one-story wood frame depot, an engine house, an "eating house" or restaurant with attached sleeping quarters, a sand house, and an icehouse. (see photo, History #1) "The railroad erected two 30 foot high cylindrical riveted steel water tanks on steel towers with a concrete foundation twenty-five foot diameter in 1905, along with two pump houses and a hoist hose." (Chappell, et al., 1998: 21) (see photo, History #2) A 70,000 gallon elevated water tank on the north side of the tracks would be incorporated into the eastern portion of the depot site. A fuel oil storage reservoir, an oil delivery tank, and single and double standpipes to deliver fuel oil were constructed so that three locomotives could be fueled at once. A frame cottage was also constructed in 1905, probably to serve as a residence for the station agent. Two additional cottages were built in 1907, and five more were constructed in 1910 to serve as railroad employee residences. A 1913 plat map of the twenty-acre station/depot property indicates the presence of a small, one-story wood frame passenger and freight station as well as other houses for railroad employees, a wye track for turning helper locomotives returning from the summit of Cima Hill, and a large underground fuel oil storage tank in the center of the wye.

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

The use of "helper" locomotives in railroad operations provided one rationale for such a lodging and restaurant facility at Kelso. Wherever a railroad found its tracks laid over a constant grade generally exceeding two percent (a rise of two feet over one hundred horizontal feet), extra locomotives were often used as pushers or helpers. A primary reason for selecting Kelso as a helper station was the availability of an ample supply of usable water required not only for human consumption but also in copious amounts for the steam locomotives. As a helper point, Kelso would play a pivotal role, since traffic increases required more helper crews available for service on the Cima Hill grade. Because of its isolated desert location, housing facilities at Kelso were necessary. Provision for housing and restaurant facilities at Kelso also enabled the Union Pacific to meet federal regulations regarding the work hours of train crews.



History #1: Original lunch room, looking north. (PGSO, Collection of Theo Packard, ca. 1920)



History #2: Original Kelso Depot and water tank, looking east. (PGSO, Collection of Dennis Casebier, ca. 1920)

1923-1964

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

Los Angeles and Salt Lake Railroad field engineers conducted the initial land survey for the Kelso Depot on June 1, 1923. The date when construction of the building began is unknown but operations probably commenced in July of that year. After construction crews began building the basement of the depot, a flash flood struck which filled the excavated area with sand. The devastation left by this flash flood probably led railroad officials to construct the system of earthen dikes that would protect the town from future floods. The depot was opened for business on March 2, 1924, but the structure was not reported as being "physically completed" until June 15th of that year. (see photo, History #3)

The new Kelso Depot was located several feet to the northwest of the old depot's west wall. The earlier station was moved northeast along the same side of the tracks. At first, it was converted for use as the station agent's residence but would later serve as the Roadmaster's office. Concurrently the Union Pacific erected a number of standard design cottages for the expanded number of employees required to staff the Union Pacific operations at Kelso. The railroad also constructed a small engine house adjacent

to the wye and expanded the fueling facilities.

The Union Pacific constructed a small nine by twelve foot coal house at an unknown location to serve either the original wood frame depot or the station agent's residence. When planning the new depot, the company moved the coal house thirty feet (9.14 meters) behind the kitchen of the new building and doubled its size. (Chappell et al., 1998)

The new Kelso Depot, however, was the centerpiece of the twenty-acre Union Pacific site. Railroad officials wanted to make the newly constructed depot welcoming in the context of the harsh desert environment. "Kelso is in the desert, where there is very little green vegetation to be seen, and it is particularly desirable to beautify and make attractive our station grounds so that they will be particularly inviting to passengers en route to and from California." (C. R. Gray, Letter, May 8, 1924)

On January 31, 1924, an LA & SL engineer in Los Angeles prepared a drawing of the "Portion of Club House Platforms to be Built at This Time." That portion consisted of the two vitrified brick "platforms" or walkways that extended from the arcade towards the tracks and ended in a platform that was "oiled gravel." From its appearance in late 1924 photographs, this probably meant asphalt, or what the railroad called "macadam." (see drawing, History #4) At the bottom of this drawing, however, the engineer included the bare outlines of a "12'0" Future Platform Parallel to Track." This was designed to be identical to the vitrified paths which connected the station platform with the building except for the pitch of the brick, which on the platform was sloped towards the tracks for drainage.

The Union Pacific System President Carl R. Gray submitted an Authority for Expenditure request of \$4,760 to "Construct 12' x 600' station platform on September 15, 1925. His reasoning was that the "Existing station platform consisted of natural soil treated with oil, which is unsatisfactory for operation of baggage and express trucks as well as being unsightly and objectionable to passengers. Modern brick platform will enable station employees to perform their duties more efficiently, provide for convenience of patrons and present an appearance in keeping with recently constructed station building." (Chappell et al., 1998:62)

The railroad's finance committee in New York approved the funding on September 22, 1925. "Report of Completed Work" No. 1396 indicated that the work was "physically completed" on February 28, 1926. Meanwhile, a field engineer's sketch dated January 16, 1926, showed a twelve foot wide station platform with an inclined macadam approach at its east end, its southeast edge 5.25 feet from the centerline of the main line track through Kelso. This sketch showed work "Closed 1/30/26," and the following month an item in The Union Pacific Magazine reported, "Kelso station grounds are being renovated and we have a new brick platform..."

According to historic photographs, the landscape installation was complete by September 1924. The landscape included cottonwoods, Canary Island palms, Joshua trees and yuccas. Lawns were seeded between the brick pathways and extended a short distance past the ends of the building.

The railroad erected a fence on each side of the brick paths and along the northwest edge of the station platform to protect the lawns. (see photo, History #6) The fence posts were made of drilled redwood posts six inches square. The fence rails consisted of either new or used boiler tubes or flues, which appear from photographs to have been around two inches in diameter and were hollow iron or steel pipes, connecting the posts to form a two-rail fence. The edges of the tops of the posts were beveled, and the sides above the top pipe rail were painted a dark color, most likely black or dark green. Below that, the railroad painted the posts white, leaving the pipe rails apparently unpainted. If so, the rails were probably the reddish brown color of rust, either from exposure to the elements or from having been used

and removed from some locomotive boiler for replacement with new flues.

The boiler flue fence was supplemented by another fence referred to in the engineer's drawings as a "woven wire boiler flue fences". This woven fence enclosed the western and eastern sides of the front of the depot and apparently had a very short life span since it is visible in only one photo dated September 26, 1924. No documentation was found as to why or when it was removed. Its configuration is shown in the field engineer's drawings dated November 25, 1924. (see drawing, History #5) Although the work on the landscape was closed out December 5, 1924, the photos taken later that winter show that the woven-wire boiler flue fence and posts had already been removed.

Flanking each of the brick paths at the corners where they met the station platforms stood a pair of street lamps, consisting of electroliers on Tuscan columns, originally equipped with spherical globes. An additional lamp illuminated the corner at the southwest end of the lawn and the northeast end of the lawn adjacent to the platform where the fences ended, for a total of six lamps in a row. In later years, as the original globes were broken, the railroad company replaced them at unknown dates with acorn-shaped globes. One spherical globe remained in use as late as 1969, but was gone by 1974. These electroliers would remain in place until the railroad sold the depot in 1992.

By mid-1929, a field engineer's sketch drawn by "L.M.C." and "J.V.S." on July 26, 1929 indicates that an irrigation system was either installed, or to be installed for a grove of cottonwoods. Fifty-two cottonwoods are shown on the plan, but a written reference on an accompanying drawing indicates that there are thirty-one trees. Because of this discrepancy, missing wording on the drawing, and a 1940's map showing the location of only fourteen cottonwoods, it is not clear whether a total of fifty-two trees were actually planted. The grove, as shown on the engineer's drawing, was split into two groupings and separated by an empty area behind the kitchen. These rows of trees provided a visual backdrop for the depot and may have been intended to also provide a windbreak for the north side of the building.

At an unknown date, but probably about the late 1920s, the railroad erected a pair of illuminated "Kelso" station signs on fourteen-foot high metal posts. These stood on octagonal concrete foundation blocks extending two or three inches above the surface of the ground. One east and one west of the depot within the rectangular areas of lawn, these featured electric lights behind reflectors above the signs so they could be illuminated at night. These were aligned originally with the ends of the depot arcade rather than alongside the station platform.

An undated field engineer's note clearly shows as a platform a "Present brick walk" and also documents "oil and gravel" extensions beyond the brick extending 232 feet farther southwest and 396 feet farther east (the latter not counting the 9.7 foot long asphalt ramp with copings, probably of brick, which already existed at the east end of the brick platform). A notable difference between these and the brick platform was that, whereas the brick platform ended a couple of feet short of the rail, the "oil and gravel," probably really asphalt, platforms appear to have extended flush to the outside of the near rail in the track. The platform to the east of the twelve foot wide "Macadam" ramp which already existed thus was fifteen feet wide, whereas the one to the west of the brick platform tapered westward from the edge of the brick to a width of 13.8 feet. The extension of the platform to the west required relocating the wagon road track crossing farther to the west to get around it, along with relocating the probably "X"-shaped crossing sign on the north side of the track. No mention was made of a comparable crossing sign south of the track. Together, the "oil and gravel" platform additions required 680 cubic yards of gravel. L.L. Norris reported in *The Union Pacific Magazine* in February 1931 that "An asphalt extension reaching to the east tool house is being added to the brick station platform by P.C. Cleary and his B. & B. gang". (see photo, History #7)

On February 1, 1929, a Salt Lake Route field engineer named Thompson drew up "Completion Notes" for a pipeline to carry water treated for drinking, cooking, and other domestic use, to the Kelso Depot kitchen. The line came from a treatment plant south of the tracks, passed beneath them and presumably beneath the brick station platform and pipe fence.

On September 24, 1929, the LA & SL closed out construction of a manhole behind the depot, nearly behind the center of the depot. A six-inch vitrified tile pipe extended 299.3 feet east to another manhole east of the depot and near the Roadmaster's office, which was the first in a row of small buildings on the northwest side of the tracks east of the depot.

The railroad removed the boiler tube fence in 1942 as part of a World War II scrap metal drive. Sometime after the removal of the fence, a row of bricks were installed along the platform edge, flanking the newly created planting beds along either side of the brick walkways. The bricks were laid in a diagonal saw-tooth pattern and were supported by buried wood planks and metal spikes. At some unidentified point in time, the bricks were painted white. The beds were planted informally with shrubs and other low plant material. At this time, the railroad laid a sprinkler system to water the lawn, trees and hedges.

The facilities at Kelso were essential to the modernization of Union Pacific operations, and they became particularly useful during the crucial years of World War II. Early in the war the railroad reportedly rushed seventeen helper crews to Kelso to handle the large increase in war-related rail traffic. During the war, the population of Kelso area swelled to some 1,500 to 2,000 residents with the December 1942 opening and development of the Vulcan Mine some eight miles to the southeast on the west side of Foshay Pass in the Providence Mountains.

During the 1924-64 period (and especially during the World War II years), the Kelso Depot functioned as the center of community life, serving as the venue for court proceedings by the local justice of the peace, church services, dances, railroad training classes, an election polling facility, birthday, and Christmas parties. In 1925, a new schoolhouse was constructed in Kelso, thus taking some pressure off the depot as the center for community functions.

When World War II ended in 1945, the feverish pace of wartime activities at Kelso was markedly reduced. The Vulcan Mine closed in July 1947 and the roundhouse at Kelso was demolished in 1948. The town's population soon dropped to prewar levels.

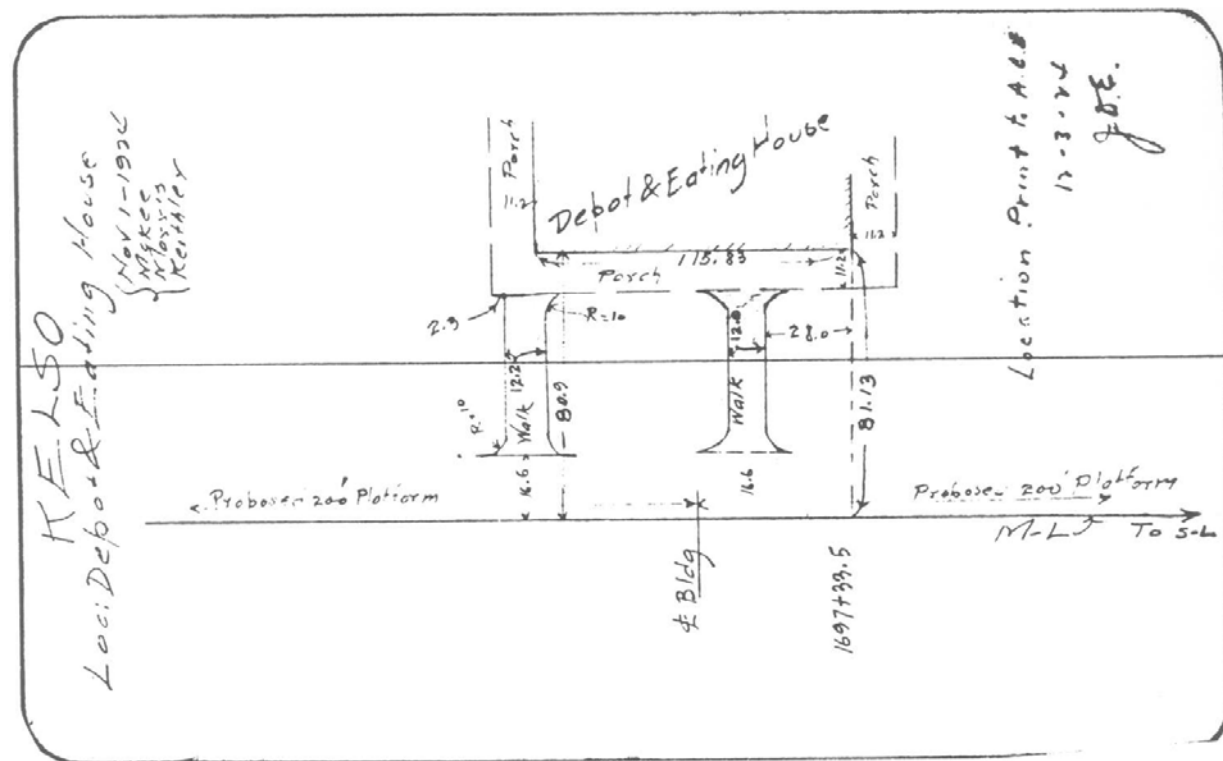
During the early 1950s, the outbreak of the Korean Conflict resulted in a renewal of high traffic levels on the Union Pacific, thus requiring increased activity at Kelso for several years. Photographic documentation from the early 1950s shows that young elms of different sizes and age had recently been planted in front of the Lunch Room entry. This is the first evidence of the row that has been planted along the entire length of the platform. Their form, bark pattern, leaf size and general appearance in later photographs, suggests that these could be a mix of elm species. The primary species was Siberian elm (*Ulmus pumila*), which was often sold, and confused with Chinese elm. Their planting was probably facilitated by the removal the two large cottonwoods that flanked the brick path. Large shrubs were growing along the entry to the Lunch Room; however, the low box hedges had not yet replaced them. As time passed, visitors and residents found the station grounds to be an "oasis" of greenery in the Mojave Desert.

In 1960, public power reached Kelso, which resulted in the demolition of the town's powerhouse the following year. At the same time, higher-horsepower, second-generation diesels of the 1960s ended the railroad helper service on Cima Hill. This development, coupled with the closing of the station agency and cessation of passenger train service to Kelso on August 14, 1964, spelled the beginning of the end of

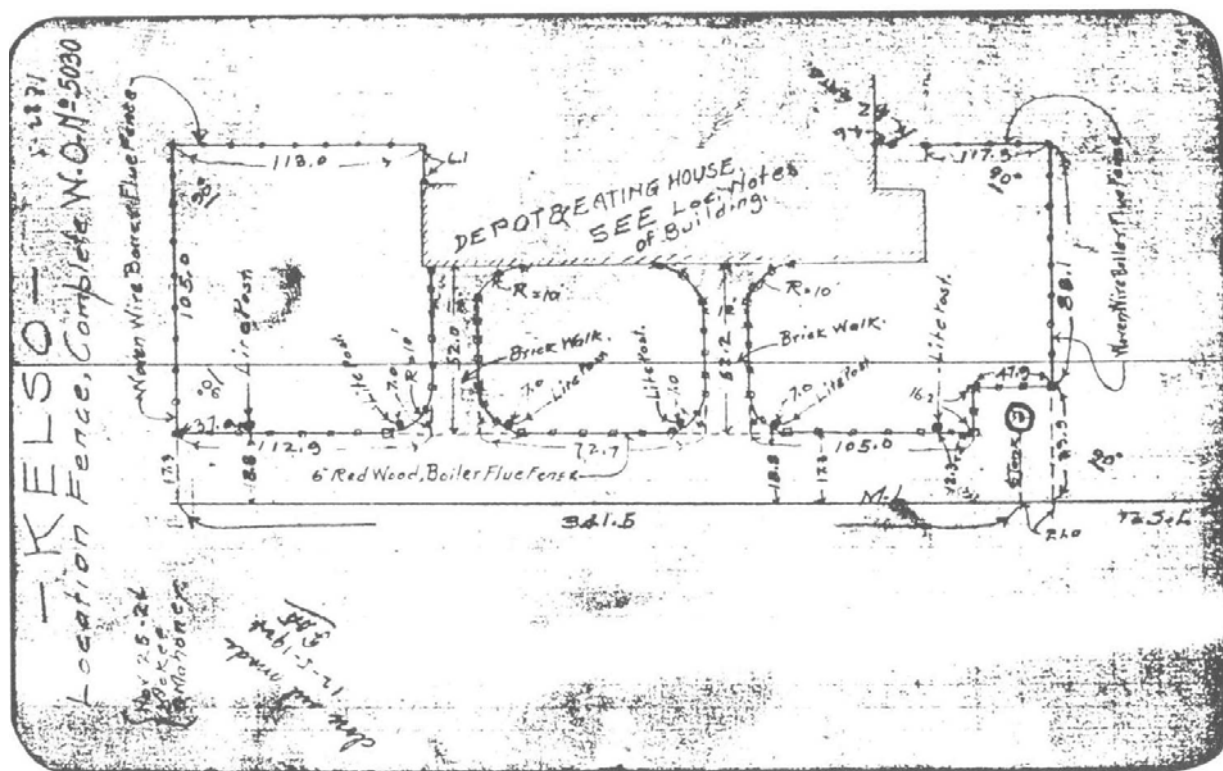
Kelso's usefulness to the railroad and constitutes the end of the period of significance for the Kelso Depot.



History #3: Kelso Depot, west and south facades and grounds, looking north. (PGSO, Union Pacific Museum Collection, ca. 1925)



History #4: Field Engineer's drawing of brick walkways. (PGSO, Union Pacific Museum Collection, 1924)



History #5: Field Engineer's drawing of depot fences. (PGSO, Union Pacific Museum Collection, 1924)

1964 to the present

The Lunch Room and employees' lodging facilities continued to be used by railroad track workers until the Lunch Room's closure on July 1, 1985. Shortly thereafter, the railroad proposed razing of the Kelso Depot -- a vacant, lifeless building that had outlived its usefulness to the railroad.

By 1974, the row of elms along the platform had matured. At the west end of the depot, the elms were overshadowing the remnant cottonwoods which showed evidence of having been severely pruned in the past and the bases of most of the trees had been whitewashed. A 1974 photo is the first showing the formal hedges (approximately three feet in height) that were planted along the walkways exiting the building to station platform and along portions of the esplanade. (see photo, Vegetation #6) A taller hedge, approximately four to five feet, extended along the path west of the esplanade and is in front of the illuminated Kelso sign. The bench in the arcade was originally located at the west wall of the Conductor's room. (Chappell, 1998:135) Small trellises were still located at the end of the brick walks connecting with the platform. Two benches without side arms had replaced the ones seen in the 1960s on either side of the entry walk to the Lunch Room. A waste can was located adjacent to the east light standard on walkway leading to the Lunch Room.

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

Meanwhile, the depot's historical and architectural significance began to receive recognition. In May 1987, the State Historic Resources Commission formally designated the depot as a California State Point of Historical Interest. During the winter and spring of 1987-88, volunteers associated with the Kelso Depot Fund undertook various projects to preserve the vacant building and improve its surrounding grounds. Projects included tree trimming and the restoration of the lawn sprinkler system. The volunteers also patched the buildings with plaster and painted its front facade.

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

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

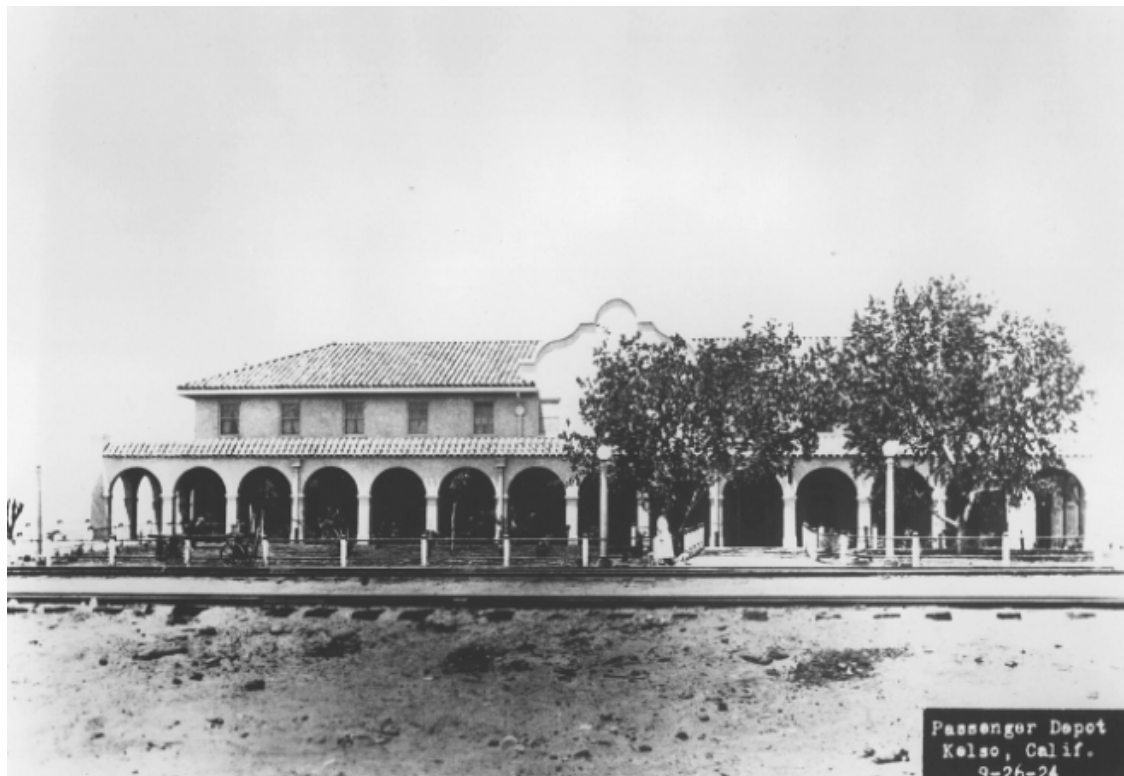
After several years of negotiations under the guidance of Congressman Jerry Lewis, the Union Pacific Railroad donated the Kelso Depot to the BLM, executing the transfer of title document on August 19, 1992. The San Bernardino County Recorder recorded the deed on August 28, 1992. Later, on November 21, 1992, a ceremony was held at Kelso to commemorate the transfer of the depot and grounds to the BLM.

On April 30, 1993, the BLM contracted with the Steve Bowden Construction Company of Twenty-Nine Palms, California, to undertake stabilization/rehabilitation work on the depot. The work included:

removal and replacement of built-up roofing, removal and replacement of tile roofing, spot replacement of deteriorated sheathing, installation of fencing and electrical service, removal of fire escapes, removal and storage of vitrified brick station platform bricks, removal of the electroliers for storage in the basement, removal of the diseased elm trees, the repair of stucco walls, and other minor repairs.

Under the provisions of the California Desert Protection Act, enacted into law on October 31, 1994, Congress established Mojave National Preserve, consisting of approximately 1,600,000 acres to take over administration, most of what had been the BLM's East Mojave National Scenic Area. The act transferred management of the land, as well as the depot, to the National Park Service. In accordance with Section 512 of the act, the National Park Service is evaluating the feasibility of rehabilitating the depot and using it as a facility for special interpretive, educational, and scientific programs within the preserve.

[Part of the above historic context was abstracted from the draft National Register of Historic Places Nomination form for the historic property named "Kelso Depot, Restaurant and Employees Hotel" (Unrau, 2000).]



History #6: Earliest photo of Kelso Depot landscape and the only one showing the woven wire fencing to the left in the background, looking north. (PGSO, Union Pacific Museum Collection, 1924)



History #7: Brick station platform, looking east. (PGSO, Collection of Art Francis, ca. 1960)

Analysis And Evaluation

Summary

The Kelso Depot site retains integrity as determined by the seven aspects, or qualities, that in various combinations, define integrity according to National Register standards: location, design, setting, materials, workmanship, feeling and association. Contributive elements include the depot building, the coal and supply shed, the brick walkways, arcade, roads, the palm trees and other associated landscape features.

The historic landscape characteristics which retain integrity include natural systems and features, spatial organization, topography, circulation, buildings and structures, and views and vistas. Those which do not retain integrity include land use, vegetation, small scale features, and archeological sites. The loss of two characteristics in particular; land use, and vegetation have diminished the integrity of this historic designed landscape. However, when evaluating the landscape characteristics as they relate to the depot as a whole, the historic landscape at the Kelso Depot retains integrity and contributes to the historic significance of the site under the National Register of Historic Places Criteria A and C. Adequate documentation exists so that two key features which have lost integrity, vegetation and small scale features, could easily be restored which would strengthen the integrity of the site as a whole.

The condition of the individual landscape features varies from poor to good. However, as a whole, the historic landscape at the Kelso Depot historic site is in poor condition.

Landscape Characteristics And Features

Archeological Sites

Archeological Sites inventoried by the CLI include the "location of ruins, traces, or deposited artifacts in the landscape and are evidenced by the presence of either surface or substance features" (Page, et al. CLI Professional Procedures Guide [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 78). The CLI takes every precaution not to disclose the location of sensitive archeological sites to preserve the resources.

To date, archeology at Kelso consists solely of historic features and artifacts attributed to the 20th century railroad affiliated period of the site. No prehistoric elements were found through auger testing in the immediate vicinity of the depot.

An archeological survey of Kelso was conducted in June 1995 and March 1996 by Steven E. Daron and is evaluated in the 1997 summary findings titled "The Kelso Depot: An Archeological Evaluation." This report is included and summarized in the 1998 Kelso Historic Structure Report, Appendix G. (Chappell et al. 1998) The following information is drawn primarily from this document. However, the identification of significant features has been reevaluated based on further research and is dealt with more extensively in other, more appropriate sections of this inventory.

Two NPS parcels - the depot and another parcel .25 miles (.4 kilometers) past the Cima and Kelbaker Road intersection, were surveyed by Daron. "Significant site elements include, in addition to the depot building (Feature 32): the remaining brick edging of the track platform (Feature 11); the brick walks (Feature 19), remains of the lawn (Feature 18), palm trees (Feature 24) and flag pole (Feature 25) in front of the building; the coal and storage shed (Feature 12) behind the building; the lighted sign-post base (Feature 20); and historic utility manholes (Features 13, 29 and 30)." (Daron, in Chappell et al, 1998:7).

These features are scattered throughout the landscape and have been extensively documented and photographed. (see map, Archeology #1)

Lighted Sign Post

The base of one of the two lighted signposts that once bore a sign reading "KELSO" is located on the west end of the lawn. It consists of a metal cone on a concrete footing. The footing is 16 inches (.41 meters) in diameter and flush with the ground surface. The metal cone sits on top of the 11 inches (.28 meters) high footing. It has a rectangular hole in its side with wires sticking out. Although it is considered an archeological feature at this point, it provides important location information for the illuminated "Kelso" sign, should this sign be located, or a replacement sign fabricated and reinstalled. The same type and vintage sign still exists at Yermo and could be used as a basis to fabricate replacement signs. The sign post base is considered a contributing archeological feature of the site. (see photos, Archeology #2 and Vegetation #12)

Concrete Foundation and Slab Floor

The concrete foundation of a shower building is located approximately sixty feet east of the depot and thirty-five feet of the Cima Road. (see photo, Buildings and Structures #4) The building first appears in a partially published map labeled "KELSO CALIFORNIA/ July 27 1925/ Corrected to March 10, 1944." The Union Pacific plan of the Kelso pipelines, dated July 30, 1927, labels the building in the location of the present foundation as "shower". A later LA & SL RR plan indicates the building had been removed by December 20, 1944. The building most likely served as a communal shower for the "portable houses" located to the north.

The foundation measures 11.65 feet by 10 feet and is 6.5 inches thick. The western end of the foundation is missing. The foundation contains a concrete slab floor, which extends beyond the western end of the foundation. The western end of the concrete floor and the southwest corner of the foundation are missing. This damage has revealed what appears to be another concrete floor underlying the present floor. Two multiple boxes (neighborhood delivery collection box units) have been bolted to the eastern end of the concrete slab. The foundation retains integrity as a contributing feature of the historic site. (see photo, Archeology #3)

Trash Scatters and Soil Piles

Three features, the trash scatter, the soil pile, and the cinder scatter, are located across Cima Road to the north of the depot. However, the area in which these features are located has been bulldozed and graded. Consequently, they "lack integrity or do not date to the period of significance and are not contributing elements..." (Daron, in Chappell et al.: 1998, p. 430) A buried metal box to the east of the depot whose significance is unknown has also been identified in this report.

SUMMARY

A total of 39 features were identified by Daron of which 11 were found to be contributing, 22 were non-contributing, and 7 were undeterminable. For this inventory, the contributing and non-contributing features (some of which are identified above) have been reevaluated and updated in light of further research. Features more appropriately listed under the landscape characteristics categories such as "Small Scale Features," "Buildings and Structures," and "Vegetation" have been listed accordingly. The archeological features at the Kelso Depot are in poor condition due to surface grading and do not retain integrity.

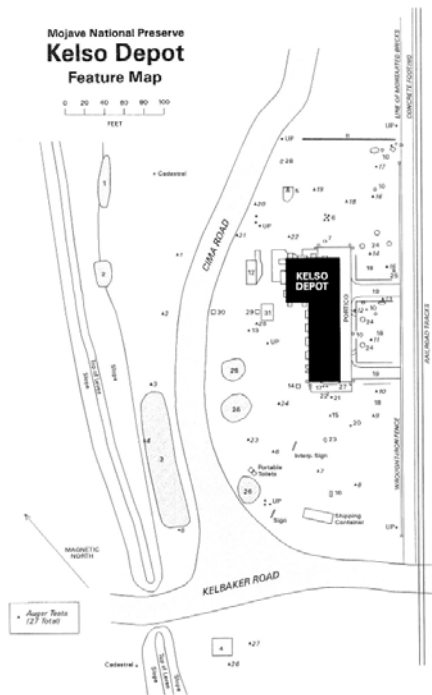


Figure 2: Planview map of Parcel 1 project area.

Archeology #1: Archeological feature map (Daron, 1997 in Chappell et al., 1998)



Archeology #2: Base for lighted signpost. (PGSO, CLI negative #MOJA-N-0005-23, 1999)



Archeology #3: Shower building foundation, looking west. (PGSO, CLI negative #MOJA-N-0007-5, 1999)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Concrete foundation	Contributing			
Illuminated signpost base	Contributing			
Buried metal box	Non-Contributing			
Cinder scatter	Non-Contributing			
Soil pile	Non-Contributing			
Trash scatter	Non-Contributing			

Buildings And Structures

For purposes of the CLI, buildings are defined as "elements primarily built for sheltering any form of human activity," whereas "Structures are functional elements constructed for purposes other than sheltering human activity." "Engineering systems are considered structures and include both mechanical and structural systems"(Page, et al. _CLI Professional Procedures Guide_ [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 75). The CLI references the List of Classified Structures (LCS) and records buildings and structures as features of the landscape. As features, buildings and structures contribute to the spatial organization, circulation, and integrity of the landscape. The LCS Program is the National Park Service's inventory for buildings and structures. It provides details that are not typically found in the CLI and should be referenced for more definitive structure information.

Kelso Depot

Two buildings are located within the boundary of the district as established by the National Register nomination (Unrau, 2000). The Kelso Depot, Restaurant and Employees Hotel (KELSO1) is the principal structure remaining in the small historic railroad community. A small wood frame coal and supply shed (KELSO2, a.k.a. Kelso Station Coal Shed) stands behind the kitchen wing. Both structures are on the List of Classified Structures and were built during the period of significance (1923-1964) and have been determined eligible.

The Kelso Depot is a two-story, twelve-bay by three-bay (44 feet by 138 feet, 13.4 meters by 42 meters), Mission Revival style structure, clad in stucco on metal lath, under a hipped, Mission style roof. (see photo, Buildings and Structures #1) Surrounded on three sides (front and ends) by a one-story buttressed arcade, the symmetrical mass consists of a central element topped with a south-facing espadana parapet on a cross gable. The cross gable espadana parapet is repeated on the east and west elevations. On the east side of the unembellished rear façade of the structure is a one-story wing that houses the kitchen. (see photo, Buildings and Structures #2)

The depot's foundation is constructed of poured-in-place concrete. Wood frame construction was used for the building's walls, floors and roof. Steel beams anchor the wood, posts, and support the metal lath over wood sheathing. The roof is covered with clay Mission tiles. The arcade is flanked at each corner by ornamental buttresses. Small gables with espadana parapets rise from the northeast and southwest ends of the building.

The south façade of the structure has undergone minor alterations, including the conversion of several windows to doors and infill of the west end of the arcade. The espadana parapet spans the sixth through eighth bays. Centered in the espadana is the Union Pacific Railroad herald made of terra cotta. The regularly spaced windows on the second story are six over one double hung sash. On the ground, the fenestration consisted of doors and single windows, except in the second bay on the west which was lighted by a tripartite window, and the fifth bay which is blind (the former location of the trail schedule board). Four of these windows have been converted to doors, although their surmounting transoms remain. The remaining windows, lighting the lobby and Lunchroom, are transomed six-light casement windows. All windows have concrete lug sills. The entrance to the lobby, which is off-center in the ninth bay, consists of an eight-light door flanked by four-light sidelights and surmounted by a four-light transom.

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

buttressed on the front and side, and capped with a hemisphere on a molded base. The arcade floor is cored, red-tinted concrete.

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

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

The second floor of the east elevation is similar to that of the west. A fire escape was attached at the center second floor window, now altered to provide a door; the stairs run directly east. On the first floor, the arcade terminates, with the same details, at the end of the second bay. The fenestration pattern appears to have been altered on this end. The original plans show three windows, while at present only two exist. Window wells below grade in the two northern bays house paired four over four double-hung windows.

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

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

The Kelso Depot retains integrity as a contributing feature of the historic site.

Coal and Supply Shed

The Coal and Supply Shed retains its 1924 configuration, measuring approximately nine feet by twenty-four feet (2.7 by 7.4 meters). (see photo, Buildings and Structures #3) It is exterior-framed, with its framing members exposed and heavy plank sheathing on the interior only. The building represents an

enlargement of a pre-existing nine foot by twelve foot (2.7 by 3.7 meters), wood-floored coal house by the addition of a nine foot by twelve foot, concrete-floored store room. The building has a gable roof, with doors in the south side; original roofing material consisted of 3-ply asbestos roofing. Although the structure is vacant at the present time, its original function can be determined from the original plans. This small service building is reached from the rear of the depot's kitchen wing over a concrete pad joining the shed and the depot.

The coal and supply shed retains a high degree of integrity. Its principal exterior wooden frame character-defining details are extant. The shed retains integrity as a contributing feature of the historic site.

Other Structures

An intermodal shipping container is located 120 feet (36.6 meters) west of the depot. It measures approximately 8 feet by 30 feet, and contains bricks removed from the loading platform. Two portable toilets are located approximately 100 feet northwest of the depot next to the Athel Tamarisk trees. These structures do not date to the established period of significance and therefore do not contribute to the historic site.

Summary

The condition of the buildings varies from good to fair. Although recent changes have negatively impacted the historic site, the remaining buildings and structures retain their integrity as contributing features under National Register Criteria A and C.

[The above overview was abstracted from the draft National Register of Historic Places nomination form. (see Unrau, 2000)]



Buildings and Structures #1: Kelso Depot today, looking north. (PGSO, CLI negative #MOJA-N-0001-3, 1999)



Buildings and Structures #2: Kelso Depot façade, looking north. (PGSO, CLI negative #MOJA-N-0001-19, 1999)



Buildings and Structures #3: Coal Shed and concrete walkway, looking west. (PGSO, CLI negative #MOJA-N-0005-21, 1999)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Kelso Club and Restaurant	Contributing	Kelso Club And Restaurant	56852	KELSO1
Kelso Station Coal Shed	Contributing	Kelso Station Coal Shed	57344	KELSO2
Intermodal shipping container	Non-Contributing			
Portable toilets	Non-Contributing			

Circulation

Circulation within a landscape is defined as "spaces, features, and applied material finishes which constitute systems of movement in a landscape (Page, et al. *CLI Professional Procedures Guide* [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 75).

The primary circulation features at the Kelso Depot consist of the roads that linked the site with the surrounding towns, the passenger areas of the arcade, the walkways, platform, and the utilitarian system of walkways, service features and other components to the rear of the depot.

The Union Pacific railroad tracks are within the boundary of the historic site since they are both owned and managed by the Union Pacific Railroad as part of an active rail network. Accordingly, they are not listed as a contributing feature of the site. However, they are integral to the site and their continued use and preservation is vital to ensure the integrity of the historic site. (see figure, Adjacent Lands)

ROADS

Cima Road

The Cima Road already existed when the original depot was built in 1904. The road runs northeast from Kelso through Cima, and past Route I-15 on the northern boundary of the Mojave Preserve. The road in its current configuration is asphalt, approximately twenty feet (six meters) wide, and cuts through the rear of the Kelso Depot property where it forms an intersection with the Kelbaker Road. A 1927 map shows the road as graveled. (see photo, Circulation #1).

The Kelbaker Road

The Kelbaker Road begins in Baker and runs south to Route 40, passing through Kelso. The road had not yet been documented on a 1927 Union Pacific "Pipelines" map and was probably built in the 1930's in association with the construction of the new schoolhouse. Its existence is first noted in 1942 as the junction of a spur road that led to the Vulcan Mine. (Chappell, personal communication, 1999) Like the Cima Road, Kelbaker is presently asphalt-paved and approximately twenty feet (six meters) wide.

The segments of both of these roads that lie within the site boundary appear to retain their historic configurations and widths, though they originally were surfaced with dirt or gravel. Although it is unclear exactly when this change in surface material from gravel to asphalt occurred, it did take place during the period of significance and therefore is considered compatible. These segments of road retain integrity as contributing features to the historic site.

THE DEPOT ARCADE, WALKWAYS AND PLATFORM

The Arcade

On the south, west, and east sides of the depot at ground level is an arcade consisting of twenty-two arches: fourteen facing the former lawn area in front of the depot, four to the west, and four to the east (those to the west have been enclosed). "The arcade floor is scored, red-tinted concrete." (Unrau, 2000) This arcade space was used as both a sunscreen and connection from the interior spaces of the depot to the brick walkways to the south. The arcade is a contributing feature of the historic site. (see photo, Circulation #2)

The Brick Walkways

The lawn in front of the depot consisted of three segments separated by two brick walkways. The two brick walks called out in the original 1923 plan, are perpendicular and connect the arcade with the platform. The walkways are 50 feet long and 12 feet wide (15.24 by 3.66 meters).

The brick was vitrified, or hard-fired. The original plans call for 4 by 8 by 2-1/4 inch brick laid flat that drained to either side of the path. The edging for the path was lined with the same brick but it was turned and laid horizontally on its edge forming a stacked bond pattern. To provide a solid foundation for the path, the plans call for six inches of sand and cinders to be covered by a five-inch concrete pad that was in turn covered by one inch of sand that was then covered by the brick. Unlike the brick on the paths, the brick edging that was laid on its four inch side, which allowed it to be set directly into a tapered concrete footing that extended down another twenty-six inches. The concrete footing was battered from seven inches at the brick to eleven inches at the bottom of the footing, which would have provided a secure footing for the edge of the paths. The plans called for a ten-foot radii where the paths widened to meet the platform. (see drawing, Circulation #3)

From west to east, the paths emerged from arcade in front of the baggage handling area (first arch) and the Lunch Room (tenth arch). They were both approximately twelve feet wide and fifty-two feet long. The ends of the paths flared as they connected with the arcade and platform with the exception of the far western corner at the arcade, which lined up with the end of the building. The brick pattern that exists today is a herringbone. It is probable but not certain that this is the same brick or pattern that was originally laid down (one account in the HSR indicates the original brick may have been a different color, however this can not be substantiated). Photos show the existing brick pattern in place as far back as the early 1960s, which would link it to the period of significance. (see photo, Circulation #4)

Currently, the junction of the brick pathways and the loading platform is blocked by a metal fence installed by the BLM in 1992 to prevent visitor access to the Union Pacific tracks. (see photo, Small Scale Features #2)

The brick walkways retain integrity as contributing features of the historic site.

The Depot Platform

The original platform built in 1923/24 was paved with oiled gravel (macadam) which may have been similar to what is now referred to as asphalt. A small berm, probably to keep storm runoff away from the platform, extended along the edge of the platform.

The Kelso Depot Historic Structure Report states that the work was outlined in 1925 in a letter requesting authority for expenditure for a "12' x 600' [3.66 x 182.88 meters] station platform consisting of concrete curb and vitrified paving brick on 9" gravel base with 4" sand cushion." "Exactly when the work began is not known, but "Report of Completed Work" No. 1396 indicated that the work (the construction of the vitrified brick platform) was completed on February 28, 1926 and that the actual length of the platform had turned out to be 602.1 feet [183.52 meters]." (Chappell, 1998, pg. 62) The platform extended from the Kelbaker road track crossing down past the depot several hundred feet. Photos of the platform dating back to the 1960s show that the brick was laid in a herringbone pattern.

A reference in "The Union Pacific Magazine", February 1931 issue, states "An asphalt extension reaching to the east tool house is being added to the brick station platform..." Undated pages from the engineer's notes provide some additional detail about this extension. The sketch illustrates the oil and gravel walkways extending out from either side of the depot's brick platform. From the west end of the platform, the walkway extends out 46.7 feet (14.23 meters) where it decreased in width from 15 feet (4.57 meters) to 13.8 feet (4.2 meters), which then extended for another 185.3 feet (56.48 meters). To the east of the brick platform, the oil and gravel walkway extended out 9.7 feet (2.96 meters) where it widened to a fifteen foot walk that extended another 396.0 feet (120.7 meters) east (see drawing and map, Circulation #5 and #6).

In 1993, most of the platform brick's were removed by the BLM and are now stored in an intermodal shipping container on site. Identified in the archeological report appendix of the HSR as Feature 11, a line of mortared brick, which formed the northern edge of the platform, are all that remain of the original platform today. However, the bricks that were removed from the platform and have been stored on the site could be restored to their original configuration.

Secondary Depot Circulation Features

Two small concrete walkways angle off the arcade to provide access to the central lawn areas on the south side of the depot. No historic documentation has been found that dates the construction of these features, however it is highly likely that they were built during the period of significance. The brick sawtooth borders, which were installed in the 1940's, have gaps where these paths provided access to the lawn areas from the arcade. Photos from the period of significance show gaps in hedging where these paths occurred, indicating that some sort of access from the arcade to the lawn was present. (see photo, Circulation #7)

A concrete walkway on the west side of the depot was laid over a brick substrate which may be an earlier configuration of this feature, however no documentation was found indicating when the sidewalk was constructed. It may have provided a paved surface for baggage handling and passenger access from a drop-off area to the west to the arcade and station platform area to the south; or it may have been installed as a base for the fire escape formerly located there. (see photo, Circulation #8) Further research should be conducted to evaluate its historic significance prior to any action.

Lastly, an approximately thirty-foot long concrete walkway parallels the south side of the coal shed providing a solid surface immediately outside of the structures two doors. (see photo, Buildings and Structures #3) This feature cannot be dated. Further research should be conducted to evaluate its historic significance prior to any action.

Because it is likely that these features date to the period of significance, all three of these walkways should be considered contributing features of the historic landscape under Criteria A and C.

DEPOT UTILITARIAN FEATURES

The side and back areas of the Kelso Depot were connected by a variety of circulation features that linked various utilitarian areas. At different times, the service area contained portable housing, shower structures, refuse heaps, passenger and supplies drop-off areas, parking, utility corridors, and coal/fuel storage. These functional spaces were typically linked through a series of circulation features that facilitated the everyday activities associated with the depot functions. Most of the exact locations of the routes and surface materials are unknown and may have changed over time. However, the 1927 (updated to 1944) Station Map of Kelso does show a spur road leading from what was then the turn in the Cima Road to the west side of the depot. This road is no longer extant. Because these circulation features are no longer discernable, there are no specific features that are considered contributing. However, the continued use of this area for these activities would be consistent with its historic function.

SUMMARY

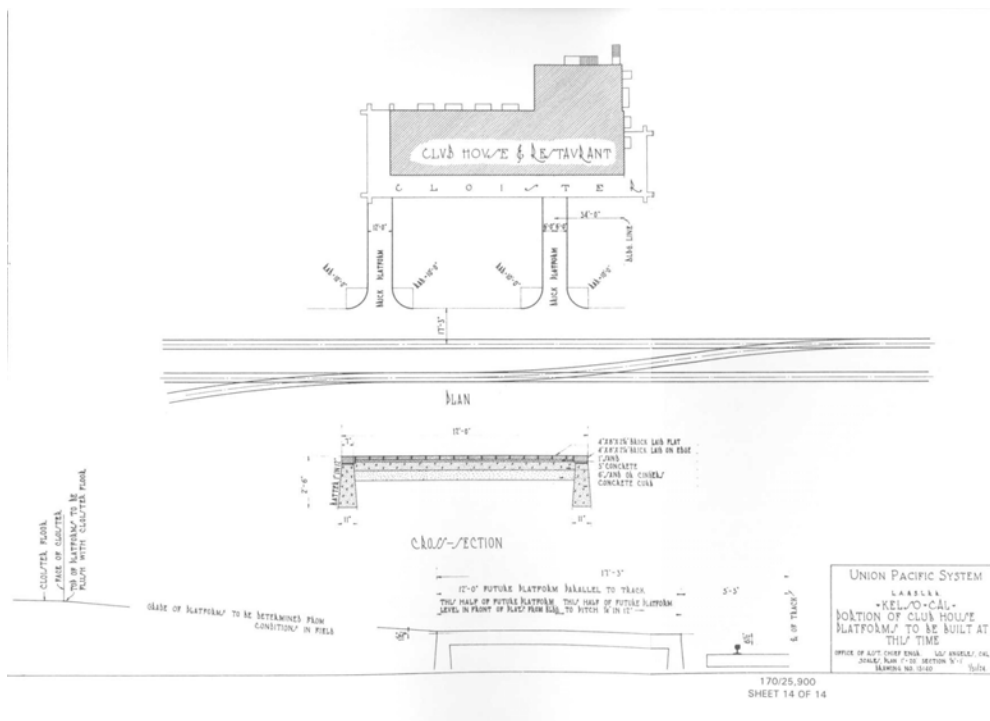
The majority of the features associated with circulation at Kelso are in good condition. Further, most of the primary circulation systems at Kelso; the arcade, brick walkways and Cima and Kelbaker Roads, retain their integrity as contributing features under National Register Criteria A and C. Three secondary circulation features, the concrete walkways, also contribute to the historic landscape. Although the loading platform can no longer be considered a contributing feature due to the removal and storage of its brick surface, it could easily be restored by resetting the bricks from the historic period which are stored on site.



Circulation #1: Cima Road towards Kelso Depot, looking west. (PGSO, CLI slide #MOJA-S-0001-10, 1999)



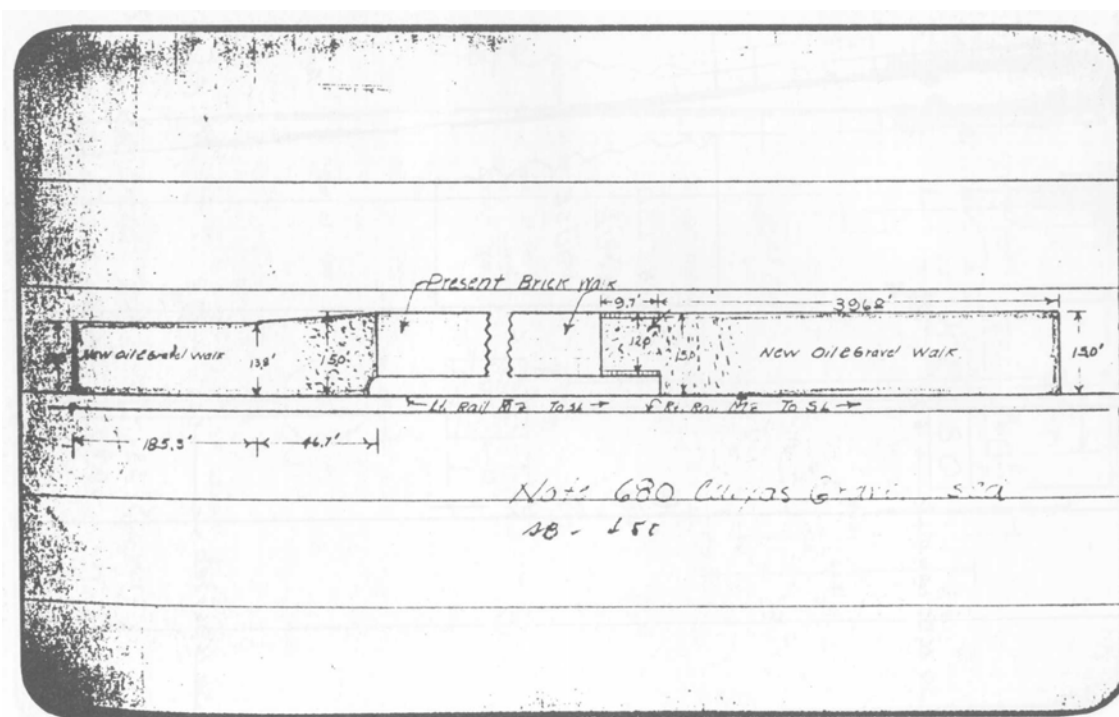
Circulation #2: Kelso Depot arcade and brick walkway, looking north. (PGSO, CLI slide #MOJA-S-0002-18, 1999)



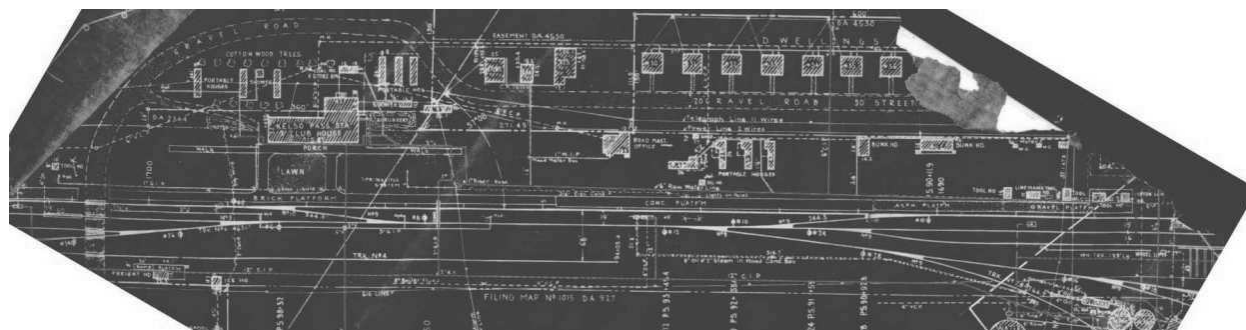
Circulation #3: Construction drawing for brick walkways. (Union Pacific System, in Chappell et al., 1998)



Circulation #4: Herringbone pattern on brick walkway, looking north. (PGSO, CLI negative #MOJA-N-0010-22, 1999)



Circulation #5: Field engineers sketch showing oil and gravel extensions of the brick station platform. (Union Pacific Museum Collection, in Chappell et al., 1998)



Circulation #6: Union Pacific System "Pipelines" map showing the extent of the loading platform. (PGSO, 1924 updated to 1944)



Circulation #7: Concrete walkway, looking south. (PGSO, CLI negative #MOJA-N-0009-05, 1999)



Circulation #8: Concrete walkway, west side of depot, looking east. (PGSO, CLI slide #MOJA-S-0002-22, 1999)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Arcade	Contributing			
Brick walkways	Contributing	Kelso Station Brick Walkways	56855	KELS04
Cima Road	Contributing			
Coal Shed walkway	Contributing			
Concrete walkways	Contributing			
Kelbaker Road	Contributing			
Railroad loading platform	Non-Contributing			
Railroad ties	Non-Contributing			

Land Use

Land Use is defined by "the principal activities in the landscape that have formed, shaped, or organized the landscape as a result of human activity." This would include "fields, pastures, orchards, open ranges, terraces and other similar features" (Page, et al. *CLI Professional Procedures Guide* [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 73).

The Kelso Depot served a multitude of purposes and provided the town with a residential, commercial, social, and recreational center. The structure itself contained offices and other support services for passengers, employees, and residents while the grounds contained the passenger circulation areas between the tracks and the depot, and the utilitarian areas to the rear. Within these spaces, the depot served as both the center of operations for the Union Pacific and the social center for the town.

The depot building provided railroad offices, room and board for Union Pacific employees, a public restaurant (the "Beanery" or "Kelso Lunch Room"), a library, and a billiard room. These spaces provided for combined functional, residential, social, and recreational uses under one roof. This massing of functions made the depot the de facto center of town where the everyday functions of the railroad mixed with the personal lives of the employees and visitors. "If the structure served as an intermittent town hall, then the grounds, with its large shade trees, verdant lawn and stately palms, were the closest thing Kelso had to a city park." (Chappell et al., 1998:200) Further, "During the 1927-47 period (and especially during the World War II years), the Kelso Depot functioned as the center of community life, serving variously as the venue for court proceedings by the local justice of the peace, church services, dances, railroads training classes, an election polling facility, and Christmas parties." (Unrau, 2000) Land use functions in and around the Depot began to decline with the closure of the nearby Vulcan Mine following WWII and ultimately ceased with the cessation of depot functions in 1964 and the closure of the Lunch Room in 1985. (see photo, Land Use #1)

The space between the Union Pacific tracks and the depot structure contained the passenger loading platform, brick walkways to the depot, and landscaped areas in between. This grouping of spaces served a dual function of passenger processing and grounds improvement. Routes were clearly delineated by a redwood post and boiler-tube fence in order to get passengers, employees, and their baggage between the trains and the depot. This fence was removed in 1942. The early landscaped areas consisted of lawns dotted with cottonwoods and Canary Island date palms. These were augmented during WWII with Siberian elms which grew quickly to dominate the front of the depot (see photo, Vegetation #8). These landscaped elements "improved" the depot grounds and served to create a more hospitable oasis-like atmosphere in the Mojave Desert, thus improving the visitor experience and promoting the Union Pacific Railroad.

Land use behind the Kelso Depot was primarily utilitarian in nature and consisted of everyday activities associated with running the depot. Areas for these included, at different times, refuse heaps, a permanent coal shed approximately twenty feet from the rear of the kitchen ell and at times portable housing and showers. Seven portable houses and two shower buildings were identified in two groups off the northeast and northwest corners of the depot (see photo, Land Use #2) on the 1924 Union Pacific "Pipelines" map. (PGSO archives) When the cluster to the northeast was demolished is unknown, though at least part of the northwest cluster was still standing in 1985 (see photo, Chappell et al., 1998:169). All that is left of these structures is the northeast concrete shower pad. (see Archeological Sites) These land use elements would have been networked by a series of vehicular and pedestrian paths (exact location, routes, and surface materials are unknown) to the baggage area, parking area and the kitchen.

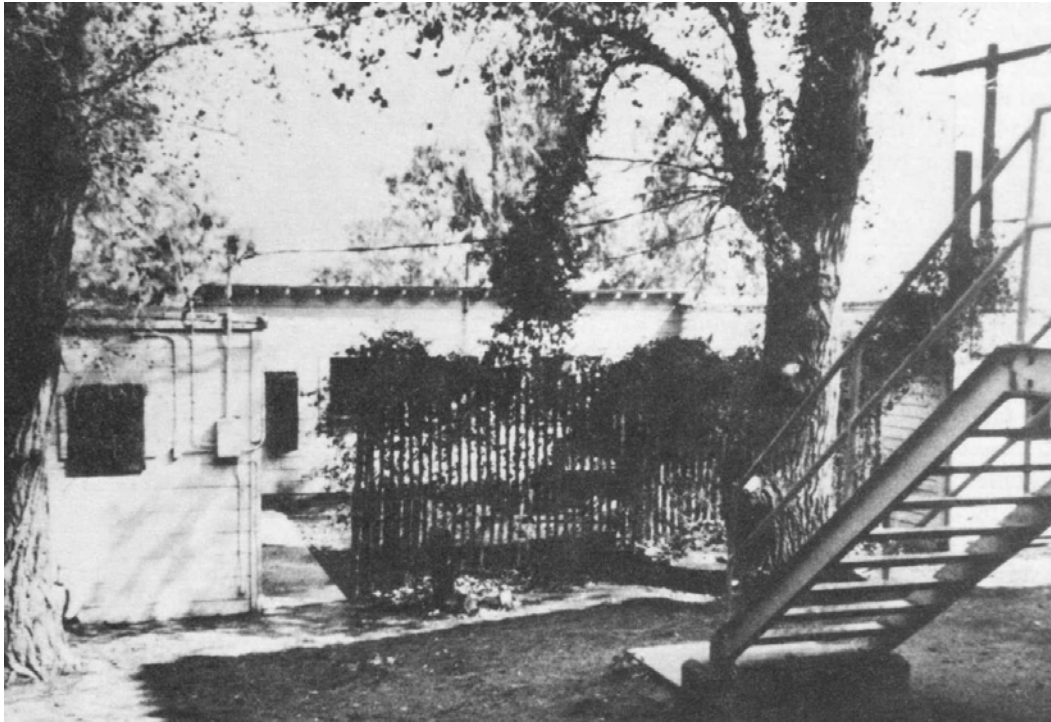
Since the closure of the depot, the use of the area as a railroad depot, a restaurant, a residential building, a recreation area and social center no longer exists. Today, it functions primarily as a visitor attraction.

SUMMARY

With the closing of depot functions in 1964 and the Kelso Lunch Room in 1985, the Kelso Depot ceased to function as a residential, commercial, social and recreational center of the town. Accordingly, the historic land uses of the Kelso Depot no longer retain integrity or contribute to the historic district.



Land Use #1: Social scene at the "Beanery" or "Lunch Room" (PGSO, Collection of Art Francis, ca. 1960)



Land Use #2: Kelso housing behind the depot, looking north. (PGSO, Collection of Art Francis, ca. 1960)

Natural Systems And Features

Natural Systems and Features are "the natural aspects that have influenced the development of a landscape and include geomorphology, geology, hydrology, ecology, climate, and native vegetation" (Page, et al. _CLI Professional Procedures Guide_ [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 72).

Geology

Land forms in the Mojave are characterized by isolated mountain ranges and ridges separated by alluvium-filled, irregular valleys. Created by intersecting geologic fault systems, these landforms fall on a generally east-west axis. However, in the vicinity of Kelso, they fall predominantly in a north-south direction. The two major faults in the area are the north to south running San Andreas to the southwest and the west to east running Garlock to the north. (Dibblee in Fife and Brown, 1980:70) These faults geologically divide what is known as the Mojave block from the Great Basin region to the northeast.

The Providence-Mid Hills-New York Mountain ranges divide Mojave National Preserve in half from north to south. The principal valleys within the preserve include: Ivanpah Valley, Kelso/Cedar Wash, Lanfair Valley, Devils Playground, Piute Valley and the northern area of Fenner Valley. Kelso sits between the Kelso Mountains to the east and the Providence Mountains to the west. Geology in the region consists of Cenozoic volcanic and sedimentary deposits which rest on Paleozoic and Mesozoic marine sedimentary rocks on a Precambrian gneissic and plutonic basement. (Dibblee in Fife and Brown, 1980:69) The bajadas, or alluvial fans, around Kelso are made of alluvial deposits consisting of a mixture of rocks, coarse gravels, sand and silt.

These bajadas are a result of the combined geology and hydrology of the Mojave Desert. During periodic heavy rains, water collects in canyons in the higher elevations and washes rocks and soils down mountain slopes to form these broad alluvial fans. The Kelso Depot is located in what was a wash at the base on one of these broad alluvial fans on a site that is essentially flat, with minor slopes leading away from the structure. (see photo, Natural Systems and Features #1) A dike located north of the depot, approximately one half mile long, (.6 kilometers) was constructed in 1924 to divert the flash floods caused by seasonal rains in one of the major watersheds in the preserve. The depot is within a 100-year floodplain, according to a National Park Service Study conducted by the Water Resources Division in 1998. (see figure, Natural Systems and Features #2)

Climate

The Mojave climate has an average annual rainfall "from 4 to 15 inches (10-38cm) and mostly occurs in winter, varying from place to place and year to year. Over much of the middle desert, summer temperatures of 95° to 100° F. (35° -38° C.) can be expected, and night frost is common throughout the winter months. (Bakker, 1984:287) Both summertime monsoons and "Drying winds of gale force are prevalent." (Ornduff, 1974:55) These arid conditions create a high rainfall-evaporation ratio resulting in indigenous plant communities well adapted to the harsh desert climate.

Native Vegetation

California deserts are divided into three systems generally associated with altitude and range: high (Great Basin), middle (Mojave), and low (Colorado). Due in part to a range in elevation from below sea level (in Death Valley) to 3,500 feet (1,350 meters) native plant communities of the Mojave Desert contain a mixture of floristic elements from the lower Colorado and higher Great Basin communities. From the higher elevations, the Shadscale Scrub and Joshua Tree Woodland communities overlap within the Mojave Desert. Named after the dominant species *Atriplex confertifolia* (Shadscale Scrub) and *Yucca brevifolia* (Joshua tree) these groups require slightly different environments than the lower Creosote

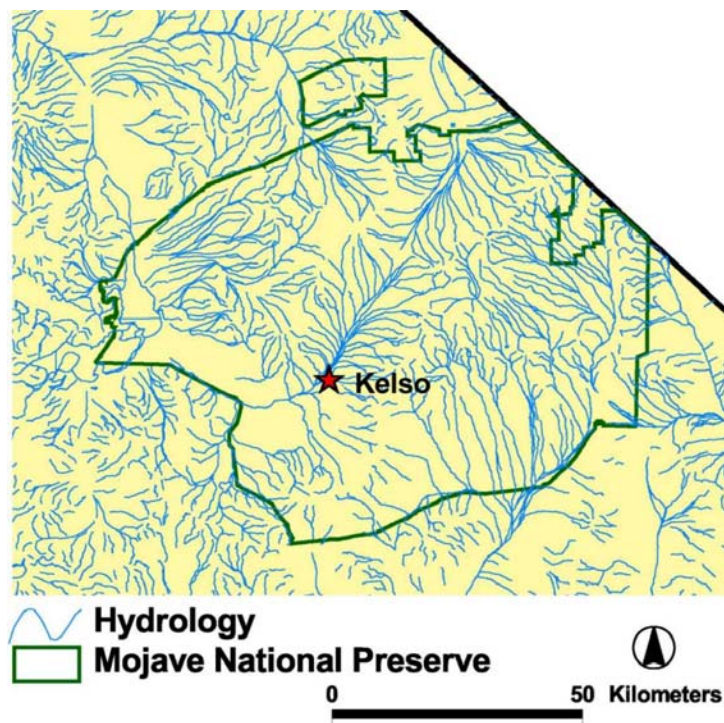
Bush Scrub of the Kelso area. Shadscale Scrub is generally found at higher elevations with similar rainfall, and Joshua Tree Woodland is generally at higher elevations with more rainfall and colder winter temperatures than those found around Kelso. From the lower elevations, the Mojave gains elements of the Alkali Sink Scrub community with dominant species including *Atriplex* sp. (Saltbush) and *Allenrolfea occidentalis* (Iodine Bush) which generally thrive with less rainfall, higher summer temperatures, and more saline soils.

The primary plant community around the Kelso Depot is the predominantly woody Creosote Bush Scrub (*Larrea divaricata*). This community is the most widespread in the deserts of southern California dominating much of the landscape below 3,500 feet, (1,067 meters). (Ornduff, 1974:112) Characteristic flora includes: *Franseria dumosa* (Burro Weed), *Encelia farinosa* (Brittle Bush), *Hymenoclea salsola* (Cheese Bush), and *Opuntia* sp. (Prickly pear and Cholla).

The geology, climate and native vegetation typical of the region surrounding the depot appear to be the same as during the period of significance.



Natural Systems and Features #1: Aerial photo of Kelso on the edge of Kelso Wash with the base of a bajada in the center. (Digital Orthophoto Quad, MOJA GIS file, n.d.)



Natural Systems and Features #2: Hydrology of Mojave National Preserve. (PGSO, CLI, 1999. Source: ESRI data files)

Small Scale Features

Small-Scale Features are "the elements which provide detail and diversity for both functional needs and aesthetic concerns in the landscape." Examples of small-scale features include fences, benches, monuments, road markers, flagpoles, signs, footbridges, livestock paths, isolated patches of vegetation, curbstones, trail ruts, culverts, foundations and minor ruins (Page, et al. "CLI Professional Procedures Guide"[Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 77).

Sawtooth Brick Planter Borders

Bordering the inside edges of the brick walkways are planting beds that once contained shrubs and other low plants. (see photo, Small Scale Features #1) These beds, about four feet in width along the brick pathways and arcade, are separated from what were the lawn areas and arcade by a sawtooth brick border. This border consists of half-buried bricks, placed at an angle to create a sawtooth pattern. The bricks were held in place by a buried wood plank that was pinned in place with spikes. This border also created an approximate eighteen inch bed which separated the platform from the grass areas. The brick borders were apparently installed shortly after the rail fence was removed in 1942. Today, most of the bricks are still in place along the walkways and arcade, although the wood plank that aligned the bricks has rotted out in most locations. However, many of the metal pins are still extant and mark where these planks once held the brick in place. The row of brick along the platform, in place in 1977 (see photo, Small Scale Features #2) appears to have been removed. It is unclear whether these are included in the brick stored in the intermodal container along with the platform bricks. Further investigation needs to be done to determine the extent of any loss of material. If missing, this row could be replaced.

Flagpole

The flagpole (KELSO3) on the southern end of the lawn is not shown on the original plans. (see photo, Small Scale Features #4) The first known photograph to contain the flagpole dates to 1979/1980. (see photo, Chappell et al., 1998: 136) It appears to have a ground light in front of the depot. Photos with flags in them dating to the historic period typically show the flag hanging from the building arcade.

The flagpole is located forty-five feet (13.77 meters) south of the depot and fifteen feet (4.57 meters) east of the eastern brick walkway. The flagpole consists of two round metal cylinders, each appears to be approximately twelve feet (3.66 meters) long, stacked one on top of the other. It sits on a twenty-three inch (.6 meter) square concrete foundation. The flagpole does not appear in any historic photos dating into the 1960s and appears to have been erected after the period of significance. Until other evidence is found, the flagpole does not appear to be a contributing feature of the historic site.

Lighting and Signage

There are a number of landscape features that were removed by BLM in 1992 but have been stored elsewhere on the site. The six ornamental electroliers that were placed along the platform, two at the ends and two flanking each of the walkways are currently in storage in the basement of the depot. The original round globe on the northernmost of these electroliers was still in place in 1977. (see photos, Small Scale Features #2 and #3)

A sign that read "LUNCH ROOM" was originally located along the walk in front of the depot's entrance door.

At present, these features no longer retain integrity as contributing features of the historic site. However, if the electoliers and sign were repaired, restored and/or re-installed to their original locations, they would be considered contributing features of the depot.

Benches

No benches currently remain at the depot. The benches were typically placed on both the platform and in the arcade. The location and type of benches were documented in photographs during the mid-1950s through 1980s. Based on the analysis of historic photos, the benches seemed to get replaced at least every ten years. No one style or type dominated while the known period of their existence at the depot. The first documented style of bench (mid to late 1950s) was simple in design, made of wood, had no armrests and was located on the edge of the platform. (see photo, Vegetation #5) By the 1960s, the original benches were replaced by ones with armrests (see photo, History #7). Photographs taken in 1968 (Hemphill, 1995) and 1974 (see photo, Vegetation #6) shows two benches without armrests located on either side of the entry walk to the Lunchroom. Sometime during the 1970s and 1980s a bench was placed in the arcade that was originally at the west wall of the Conductor's Room. (see photo, Small Scale Features #5) The benches were again changed in 1979/1980 back to benches with armrests. (see photo, Chappell et al, 1998:136) The latest known photograph of a bench was taken in 1985. It appears to be constructed of concrete with wood. (see photo, Small Scale Features #3)

Many small scale features have also been identified as part of Daron's archeological inventory and evaluation that was conducted in 1997 and included as an appendix to the Kelso Depot Historic Structure Report. The evaluation lettered, photographed, and mapped each feature. The following selected archeological features are included here as small scale features and will be referred to by Daron's identification numbers for the sake of consistency.

Line of Mortared Bricks from the Station Platform

Feature 11 consists of a line of mortared bricks laid side by side that were part of the station platform. (see photo, Small Scale Features #6) The feature is located 52 feet (15.83 meters) south of the depot and 14 feet north of the railroad tracks and parallels the railroad tracks. The feature begins on the east side of the Kelbaker Road and runs east for a distance of approximately 565 feet (172.21 meters). The bricks are the only structural elements from the platform that remain however the footprint of the platform remains intact. The brick platform was completed on February 28, 1926 and that the actual length of the platform had turned out to be 602.1 feet [185.52 meters]." (Chappell et al, 1998: 62) The platform extended from the Kelso/Cima/Kelbaker road crossing down past the depot several hundred feet (see Circulation section for more detail).

The line of mortared bricks and the platform footprint are still contributing features and retain integrity as a small scale feature of the historic site. Should the brick stored on the site be restored to its original configuration in the platform, the integrity of the platform as a circulation feature would be restored.

Concrete Footings

Features 7, 14, and 17 are concrete footings that supported the fire escape stairs from the second story. The fire escapes were added in 1961 and were removed by the Bureau of Land Management before the National Park Service acquired the property in 1994. Feature 7 is located 6.5 feet (1.98 meters) east of the arcade on the east end of the depot. It is a concrete footing measuring 30 inches by 18 inches (.76 by .46 meters) and has two rebar mounts in its top for anchoring the bottom of the fire escape. Feature 14 is located 9 feet north of the concrete slab on the western end of the depot. It is a concrete slab measuring 4 feet by 1 foot wide (1.22 by .30 meters) and 10 inches (.25 meters) high with two rebar mounts in its top. Feature 17 consists of two square concrete footings and was the foundation for the supports for the upper end of the fire escape.

All of these footings date to the period of significance, however, because the fire escape has been removed and because there are no plans to restore the fire escape in this configuration, the footings do not retain integrity as a contributing feature to the historic site.

Three Concrete Shafts and Manholes

Features 13, 29, and 30 are concrete shafts covered with large metal discs (manhole covers) on the site. (see photo, Small Scale Features #7) Feature 13 is located 60 feet (18.29 meters) north of the depot and 45 feet (13.86 meters) west of the coal shed. It is a cylindrical concrete shaft, 3 feet in diameter and approximately 20 feet (.91 by 6.1 meters) deep. It has a metal cover 31 inches (.79 meters) in diameter with a handle in the center. Feature 29 is located 50 feet (15.24 meters) north of the depot and 25 feet (7.62 meters) west of the coal shed. It is a rectangular concrete shaft measuring 47 inches by 42 inches (1.19 by 1.07 meters) with an unknown depth. The top is also concrete with a 30-inch (.76 meters) diameter hole covered with a metal disc. Feature 30 is located approximately 40 feet (12.19 meters) north of Feature 29 and 3 feet (.91 meters) south of Cima Road. It is a concrete shaft 49 inches by 49 inches (1.24 by 1.24 meters) with an unknown depth. The three concrete shafts, are identified as “man holes” on a set of engineers’ field notes dated 1929 (Union Pacific Files).

These manholes retain integrity as contributing features of the historic site.

Power Unit

Feature 31 is a fenced power unit located 2 feet (.6 m) south of feature 29 on the north side of the depot. The enclosed fenced area measures 17 feet by 12 feet (5.15 x 3.65 m). This feature was added after 1964 and is not a contributing feature of the historic site.

Utility Poles

Feature 39 consists of six utility poles scattered across the depot grounds. (see photo, Small Scale Features #8) The utility poles appear in a 1924 photograph of the rear of the depot. The photograph illustrates a row of electrical poles that run from east to west behind the depot. The electricity was supplied by the power house southeast of the depot on the opposite side of the tracks. The powerhouse ceased operation in 1960 when public power reached Kelso; the powerhouse was removed in the same year. After 1960, the utility poles continued to carry telephone lines to the depot. The poles have been modified over time; some of the electrical appliances have been removed altering the appearance of the poles. Based on the 1924 photograph, the location and the alignment appear to be unchanged although further investigation is warranted.

Because the utility poles appear to have been built within the period of significance, they are considered contributing features of the historic site.

Fire Hydrants

Two fire hydrants remain on the site. Feature 6 is located approximately 30 feet east of the arcade on the east end of the depot. There are four metal posts, approximately 2.25 feet (.69 meters) high surrounding the hydrant. According to photo documentation, it was replaced sometime after 1991. Feature 15 is located approximately 35 feet (10.67 meters) west of the west end of the depot and is similar in appearance to the other one. A Union Pacific pine line plan dated July 20, 1927 shows the location of two fire hydrants, which correspond, to the locations of the current hydrants. Neither hydrant is considered a contributing feature of the historic site.

Water Pump and Spigot

Feature 9 consists of a water pump and spigot, which probably delivered water for the train. It is located approximately 115 feet (35 meters) southeast of the depot and 25 feet (7.62 meters) north of the railroad tracks. The water pump appears to be contemporary and is not considered a contributing feature of the historic site.

Irrigation System

The current irrigation (sprinkler) system, which was probably installed during the period of significance, is badly damaged and no longer functions. Because much of the system is missing and the rest of it would have to be completely replaced, it is no longer considered a contributing feature of the historic site.

Cadastrals

Two USGS cadastrals located on site, placed during the period of significance, do not contribute to the depot's historic significance.

Marker (Rock Pile Memorial)

Feature 16 is a marker located 120 feet (36.58 meters) west of the depot. The feature consists of a rectangle of small stacked stones measuring approximately 6 feet east/west by two feet north/south. It has an iron cross and a concrete cross placed back to back at the east end of the rectangle. The concrete cross has the words "LOER / JUAN ANTONIO" painted on it. The wrought iron cross has the initials "J A L C" on the cross member and appears to have been erected in 1986.

A flyer appeared on the building in January 1997, which stated that the Kelso Depot ghost was that of Juan Antonio and that he was born in 1905, the day the town of Kelso was established and died in 1986, the day the depot closed. The Kelso Depot Historic Structure Report states that some railroad employees believe it was simply a memorial to one or more deceased railroad employees and that no one is actually buried there. However, a member of the Union Pacific Railroad crew indicated that this feature is a memorial for a past Union Pacific employee and that they were maintaining the memorial. Recent archeological testing has confirmed that there are no human remains under the rock pile. (WACC, Project MOJA 2000C, 2001)

Metal Fence

Feature 38 is the metal fence located 50 feet (15.24 meters) south of the depot and 16 feet (4.88 meters) north of the railroad tracks. It parallels the railroad tracks for a distance of 385 feet (117.35 meters). The fence is a recent addition; it was installed around 1992. It was a requirement of the sale of the property to the government by the Union Pacific because of public safety concerns along their railroad right of way. The fence is not a contributing feature of the historic site.

Interpretive Signs

Two interpretive signs have been installed on the west side of the depot and are not contributing features of the historic site.

Railroad Ties

On both the east and west sides of the Kelso Depot are a number of wooden railroad ties placed on the grade. These are presumed to be traffic/parking barriers and appear to have been installed after 1995. The railroad ties are not contributing features to the site.

Summary

Most of the historic small-scale features have been removed over time. The extant features still convey a sense of what the setting and design of the site once was. Their condition varies from fair to poor, but as a whole, the small-scale features do not retain integrity and therefore do not contribute to the historic site. However, the individual features provide important data regarding placement, size, and materials of the missing historic components and therefore should be retained. Adequate documentation exists so that the small scale features could be restored which would strengthen the integrity of the site as a whole.



Small Scale Features #1: Sawtooth brick edging, looking east. (PGSO, CLI negative #MOJA-N-0010-16)



Small Scale Features #2: Empty planting border and electrolier with original globe, looking west. (PGSO, Collection of William Grisson, 1977)



Small Scale Features #3: Kelso Depot with ornamental electroliers, looking west. (PGSO, Photo by May Lu Moore, 1985)



Small Scale Features #4: Flagpole and metal fence, looking west. (PGSO, CLI negative #MOJA-N-0005-18, 1999)



Small Scale Features #5: Wooden bench within the arcade, looking north. (PGSO, Collection of Shirley Burman, ca. 1980)



Small Scale Features #6: Line of mortared bricks and platform remnant, looking east. (PGSO, CLI negative #MOJA-N-0005-14, 1999)



Small Scale Features #7: Concrete shaft with manhole cover. (PGSO, CLI negative #MOJA-N-0005-25, 1999)



Small Scale Features #8: Utility poles, looking east. (PGSO, CLI negative #MOJA-N-0001-8, 1999)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
3 concrete shafts w/ manhole covers	Contributing			
Line of mortared bricks (feature 11, platform)	Contributing			
Saw tooth brick planter borders	Contributing			
Utility poles (feature 39)	Contributing			
Concrete footings for fire escape (features 7, 14, 17)	Non-Contributing			
Fenced power unit (feature 31)	Non-Contributing			
Fire hydrants (feature 15)	Non-Contributing			
Flagpole	Non-Contributing	Kelso Station Flagpole	56854	KELSO3
Interpretive signs (2)	Non-Contributing			
Irrigation system	Non-Contributing			
Memorial marker (feature 16)	Non-Contributing			
Metal Fence	Non-Contributing			
Railroad ties	Non-Contributing			
Water pump and spigot (feature 9)	Non-Contributing			

Spatial Organization

Spatial Organization is defined as "the three dimensional organization of physical forms and visual associations in the landscape, including the articulation of ground, vertical, and overhead planes that define and create spaces." Spatial organization includes the elements that shape "circulation systems, views and vistas, areas of land use, natural features, cluster of structures, and division of property" (Page, et al. _CLI Professional Procedures Guide_ [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 72).

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

Primary Organizational Features

In 1904, the railroad tracks were laid in order to minimize the grade that the trains had to face going up the Cima grade between Cima and Kelso. This axis, was the primary directional orientation for the subsequent grid development that occurred along the tracks and around the depot.

Subsequent to the construction of the tracks, other development occurred which reinforced this organizational pattern. The Cima Road was built parallel to the tracks, while the Kelbaker Road later crossed them perpendicularly. Most development in Kelso continued along the railroad track axis on both the north and south sides between 1904 and 1947. (see photo, Spatial Organization #1) This extended the town from the intersection of Cima and Kelbaker Roads northeast past the schoolhouse. To the north of Kelso, expansion of the town was restricted by the presence of the Kelso Wash and dike (constructed in 1923 at a slight northeast skew away from the tracks).

A vertical element was later added to this landscape sometime in the 1970s with the planting of a row of Athel tamarisk trees along either side of the tracks southwest of the depot; reportedly to control sand from blowing onto the tracks.

Today, the strong linear organization created by the combination of the dike, the railroad tracks, the roads, and the Athel tamarisk trees is still quite evident. However, it has been strongly impacted by the abandonment and removal of most of the historic structures on the north and south sides of the railroad tracks. Because almost all of these organizational features are neither owned or controlled by the NPS, they are not considered for listing on the National Register.

Secondary Organizational Features

Within the linear arrangement and overall organizational pattern established by Union Pacific, the Kelso Depot grounds were laid out in a grid-like pattern. The landscape plan divided the site into distinct areas with specific decorative, circulation, and utilitarian features. (see photo, Spatial Organization #2) The south, east, and west sides of the depot were designed with the train passenger in mind and a great deal of attention was paid to the visual quality of the building and grounds. The circulation routes, which define the spatial organization of the site, were laid out both parallel and perpendicular to the tracks. The grid pattern created by features such as the station platform and brick walks were reinforced by lining these with pipe-rail fencing. The fence was later replaced with shrubs and then augmented by elm trees in later years. In the back of the depot, rows of cottonwoods were planted almost the entire length of the site,

adding a strongly vertical and dramatic backdrop to the depot. A variety of plans from the 1940s through the 1960s, show that temporary buildings were laid out in the back of the building; again, in a grid that reflected the alignment of the cottonwood trees that had been planted parallel to the tracks.

Today, the brick platform has been removed and a contemporary metal fence has been installed between the railroad tracks and the depot grounds to prevent the public from entering the track area. All portable buildings have been removed from in back of the depot. (see photo, Spatial Organization #3) The loss of significant vegetative features such as the cottonwoods, shrubs, and elm trees, has eliminated many of the vertical features that added the third, or vertical spatial element to this otherwise horizontal landscape. However, the primary organizational features of the tracks, the Cima Road, remnant buildings and the flood control dike, still provide a strong sense of the spatial organization of the site, on both a large and site-specific scale.

SUMMARY

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



Spatial Organization #1: Linear arrangement of the town of Kelso along Union Pacific tracks, looking west. (PGSO, Union Pacific Museum Collection, 1944)



Spatial Organization #2: Brick walkway and border patterns divided functional and decorative spaces, looking south. (PGSO, CLI negative #MOJA-N-0001-13, 1999)



Spatial Organization #3: Rear of Kelso Depot, looking north. (PGSO, CLI negative #MOJA-N-0007-9, 1999)

Topography

Topography is "the three dimensional configuration of the landscape surface characterized by features (such as slope and articulation) and orientation (such as elevation and solar aspect)." Features documented under topography include "earthworks, drainage ditches, knolls and terraces" (Page, et al. _CLI Professional Procedures Guide_ [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 74).

Specific topographical changes associated with the construction of Kelso Depot cannot be easily traced through existing construction documents. However, the site was apparently located in the wash and subject to infrequent flash floods. The site was graded relatively flat but early photographs show a slightly ramped area leading up from Kelbaker Road to the west side of the building. One of the reasons this ramp was apparently built was to provide vehicular access to the baggage area which is several feet higher than the road elevation. In the earliest dated photograph of the depot (3/10/24), the interface between this ramped area and the flat area behind the depot is pronounced. (see lower right of photo, Topography #1) Over time, this compacted slope has eroded but today the difference in elevation is still visible. Because this was an important feature of the depot, this dirt fill is considered a significant topographic feature and retains integrity as a contributing feature of the site. However it is in poor condition and any work for the proposed rehabilitation of the site should consider restoration of this feature.



Topography #1: Earliest photo of the back of Kelso Depot, looking east. (PGSO, Union Pacific Museum Collection, 1924)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Ramp area	Contributing			

Vegetation

Vegetation analysis includes "deciduous and evergreen trees, shrubs, vines, ground covers and herbaceous plants and plant communities, whether indigenous or introduced in the landscape." Examples of vegetation features include functional ornamental trees and shrubs, orchards, groves, woodlots, pastures, garden allees, shelter belts, forest, and grasslands" (Page, et al. _CLI Professional Procedures Guide_ [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 74).

The town of Kelso was built on a flat plain in the midst of a Creosote Scrub plant community with characteristically thin desert soils. Early photos (pre-1923) of the buildings along the tracks in the vicinity of the present depot had minimal plant features, which if they did exist, were typically cottonwood trees. Because these native trees were planted and were not growing where they would have occurred naturally in riparian corridors, they would have required supplemental water to survive in the desert conditions.

PERIOD OF SIGNIFICANCE: 1923-1964

When railroad officials were planning the new depot in the early 1920s, they wanted to make it welcoming in the context of the harsh desert environment. "Kelso is in the desert, where there is very little green vegetation to be seen, and it is particularly desirable to beautify and make attractive our station grounds so that they will be particularly inviting to passengers en route to and from California." (C. R. Gray to F.W. Charske, New York, 8 May 1924, in Chappell et al., 1998: 55)

The Union Pacific plans called for two brick paths to connect the arcade of the depot with a temporary oil and gravel platform area. The brick paths split the front of the depot into three planting (primarily lawn) areas. These areas were initially planted with a variety of native and non-native species. Two cottonwoods were already growing in front of the new depot and were probably associated with buildings previously built on the site. These cottonwoods were located in front of the ninth and the twelfth or thirteenth arch (from west to east) which accounts for their non-symmetrical planting in relation to the Lunchroom entry path. (see photo, History #6) The HSR speculates that these may have stood west of the original 1905 depot and are Chinese elms (*Ulmus parvifolia*). Subsequent research indicates that based on tree form, leaf size and branching patterns that they are the native cottonwoods (*Populus fremontii*). (Stubbs, telephone conversation, November, 1999) At least three and as many as eight additional cottonwoods were planted to supplement the existing two and are evident in the historic photographs. The trees that can be definitively located include one on the west end of the front façade, one in front of the 6th or 7th arch moving west, and one on the east side of the building. Others may have been planted but are not evident in the historic photos.

It is likely that these trees were planted not only to provide an attractive entry to the depot but would also have provided substantial shading of the front (south facing) facade of the building throughout the entire day. The HSR speculates that sycamores, ocotillo, agave and California fan palm were planted on the eastern end of the depot. Subsequent historic photo analysis indicates that the native species used included cottonwood trees (*Populus fremontii*), Joshua trees (*Yucca brevifolia*) and yuccas (*Yucca schidigera*). (Stubbs, telephone conversation, November, 1999) Non-native species included the Canary Island date palm (*Phoenix canariensis*).

What appears to be a recently seeded crop of grass is germinating in both of the photos shot during the winter of 1924-25. The cottonwood trees in the front of the building were planted within this grass area. Small, unidentified deciduous shrubs appear to have been planted along the western walkway leading up to the depot. (see photo, History #3)

Engineer's sketches dated to 1929 indicate that an irrigation system was either installed, or to be installed for a grove of cottonwoods flanking the back of the depot. Fifty-two cottonwoods are shown on one plan, but a written reference on an accompanying drawing indicates that there are thirty-one trees. Because of this discrepancy, missing wording on the drawing, and a 1940s map showing the location of only fourteen cottonwoods, it is not clear whether the fifty-two trees were actually ever planted. However, if the trees were planted as a windbreak, the layout of fifty-two trees would not be an unreasonable planting pattern. The grove, as shown on the engineer's drawing, was split into two groupings and separated by an empty area behind the kitchen. These rows of trees eventually provided a dramatic visual backdrop and possible windbreak for the depot. (see drawing, Vegetation #1)

A 1933 photo taken in front of the depot shows a lush landscape with trees and lawn. No evidence of the Joshua trees and yuccas remain. Park natural resource staff attribute this to the fact that intensive irrigation of desert species would have made them grow too fast, weaken, and die with a short period of time. (Stubbs, telephone conversation, November, 1999) By 1933, the photo shows grass in front of the entire depot, extending to the walkways. No formalized hedges had been planted; however, unidentified shrubs are planted in the lawn along the boiler tube fence on the west entry path. The lawn and formalized plantings extend west of the building although it is not clear how far. Canary Island date palms planted on the west end of the building near the cottonwood tree are no longer present in the photo. A path now appears to extend out from the west side of the arcade and has been lined with shrubs. Later drawings show a concrete path in this location although it can not be determined if it was in place at this point. The purpose of these paths is not clear, however, the shrubs planted along them may have been planted to block the view of the functional day-to-day activities that may have occurred along the sides of the building. (see photo, Vegetation #2)

A photo taken in 1943 shows the changes to the landscape made as a result of the war effort. The most noticeable change is the removal of the boiler flue fence and posts. A raised sawtooth brick edging feature, painted white, now appears along the edge of the platform where the boiler tube fence had been located. The brick is held in place by wood planks and spikes that are at, or below grade. However, this brick strip does not follow the original fence pattern that extended from the platform along the walkways up to the depot. Instead, the brick defines four-foot planting beds that were created between the paths and lawn areas. Shrubs are still growing along the walkways leading from the platform to the depot, however, these have not yet been made into the formal hedges that appear in later photographs. Small trellis structures now appear at the end of the paths near the platform. The photo also shows small trees that have been planted and staked for support along the platform. Although small in size, this appears to be the first evidence of the planting of the elms that would eventually line the entire depot platform. (see photo, Vegetation #3)

A map attributed to this same period shows the cottonwood trees behind the depot. These trees are interspersed around a series of portable houses and showers used during the war effort. A burning pit is located adjacent to the flood control berm on the other side of the Cima Road, which is referenced as being a gravel road. The map shows fifteen (of the previously identified fifty-two) cottonwood trees behind the depot, an access road to the baggage area on the west end of the building, an unidentified area of planting along that road near the depot, and a shrub massing on the east side of the depot near the showers. The walkways extending both east and west of the main depot, as seen in the 1933 photo, are also shown for the first time on a map. (see map, Vegetation #4)

A 1944 photo contains a distant view of the depot which shows only the trees and platform and does not yet show benches on the platform. (see photo, Spatial Organization #1)

The first photo that appears to be from the early 1950s is one that was taken of an Oregon Short Line car

in the foreground. Young elms of different size and age can be seen in front of the Lunch Room entry. The HSR references these as Chinese Elm (*Ulmus parvifolia*) however, their form, bark pattern, leaf size, general appearance in later photographs and remnant root sprouts suggest that there may have been a mix of elm species. Although differences in leaf size and growth habit are typical of Chinese elms, Siberian elms (*Ulmus pumila*) were often sold as Chinese elms during this time and grew quickly in the desert environment. (Dirr, 1998: 1042) Subsequent consultation with a botanist by park staff confirms that the remaining elm tree suckers on site are the Siberian Elms. (Stubbs, email communication, December 1999) However, the Siberian elm is not considered a high quality ornamental tree, partially because of its weak wood, which could account for the subsequent radical pruning of the elm trees in the mid-1970s. What are notably missing from this 1950s photo are the two large cottonwoods that previously had flanked the brick path. Large shrubs are growing along the entry to the Lunch Room and have not yet been replaced by the low hedges. (see photo, Vegetation #5)

A photo of the City of St. Louis train taken ca. 1960 provides one of the few shots of the row of elms which appear to be growing rapidly since initial planting. (Chappell et al: 1998: 131) A photo of the rear west end of the depot taken roughly at the same time shows several cottonwoods adjacent to the fire escape. A small fence with a vine provides low screening of adjacent buildings. (see photo, Land Use #2)

CHANGES TO THE LANDSCAPE AFTER THE PERIOD OF SIGNIFICANCE

A photo taken on March 16, 1974, shows that the row of elms along the platform has matured. At the western end of the depot, the elms are overshadowing the remnant cottonwood which shows evidence of having been severely pruned in the past. The bases of most of the trees have been whitewashed. This is the first photo showing formal hedges [approximately 3 feet (.91 meters) in height]. The hedges were planted along the walkways exiting the building to station platform and also along portions of the arcade. A taller hedge, approximately 4-5 feet (1.22-1.53 meters), now extends along the path west of the arcade and is in front of the illuminated Kelso sign. Small trellises are still located at the end of the brick walks connecting with the platform. (see photo, Vegetation #6)

The layout of the hedge shows a gap in the located under the arch marked "Kelso". In this location (between the two paths to the platform) is one of two small concrete paths that angle diagonally from the arcade to the lawn. Their date of construction is not known. (see photo, Circulation #7)

A May 26, 1974 photograph shows a floral border planted along the platform edge along the western side of the depot (in the vicinity of the Kelso sign). It is unclear how long this border existed but other photos show that it was located only along the platform on the western side of the building and did not extend further along the platform to the central lawn area or further east. (see photo, Vegetation #7) The border was planted in a narrow planting strip approximately eighteen inches wide that was between the platform and the sawtooth brick border.

A 1975 photo from the National Register was the only one found showing the entire back side of the depot. This photo shows what appear to be three cottonwoods (no longer there) and the Athel tamarisk (three still exist on site) which appear as large shrubs. (see photo, Views and Vistas #1)

A 1977 photo shows that the elms to the front and side of the depot were heavily pruned within three years prior to the photo. The result is that the view of the building has opened up significantly and the dense shady grove is no longer present. Some of the trees have been cut back completely. The stump of the last cottonwood on the west side of the building is still evident in the photo. However, the cottonwoods behind the depot are in leaf, distinguishing them from the elms. The sawtooth brick edging along the platform edge is no longer visible and appears to have been removed. However, the sawtooth

edging along the walkways is still in place today. This was the last photo showing the hedge extending out from the west side of the building parallel with the train tracks. (see photo, Vegetation #8)

A March 14, 1984 color photo from Mark Hemphill's book, the Union Pacific Salt Lake Route shows the only color close-up photo of the hedges planted at the depot. The HSR states that the grounds in front of the Kelso Depot featured box hedges. Although the pictures of the hedges indicate that they could be box (*Buxus* sp.), the only good photographic evidence of what the specie might be is the color photograph in this book (Hemphill, 1995: 75).

A 1985 photo of the western side of the depot includes a Century plant (*Agave americanum*) on the western end of the building near the fire escape. There is no evidence one way or the other as to whether this was planted during period of significance. The elm trees and the overgrown hedges are still evident. (see photo, Vegetation #9)

A photo taken in 1989, with Locomotive No. # 8444 leaving the station, shows an open area where a hedge previously extended west from the southwest corner of the depot.

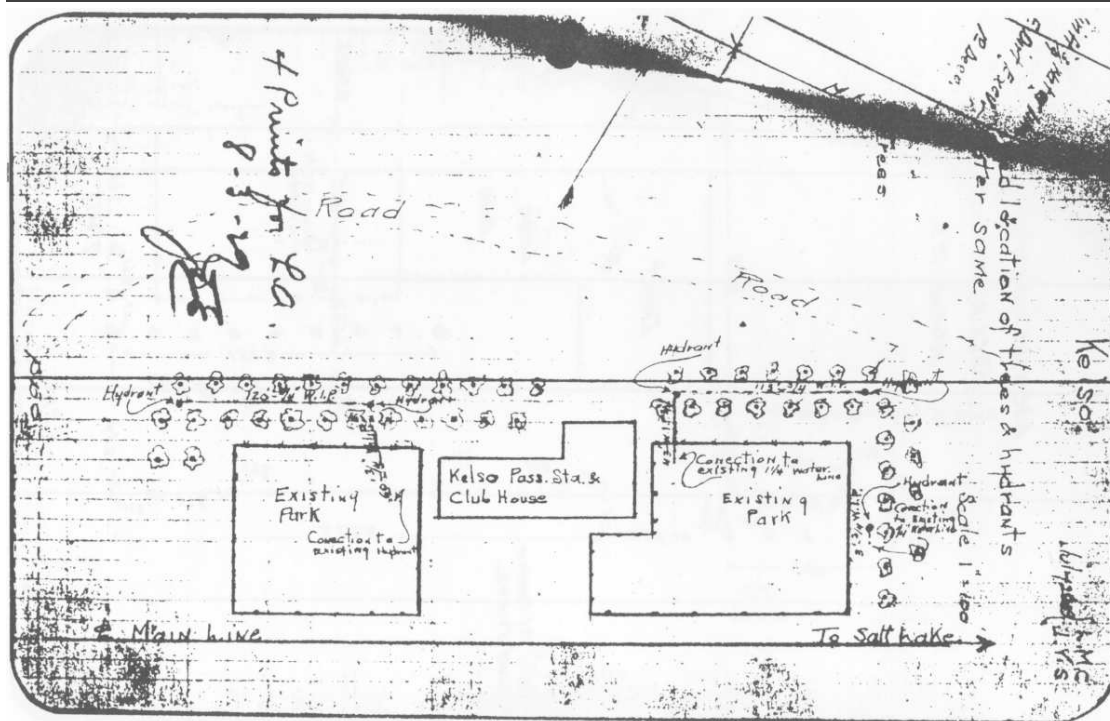
In 1992, the depot was transferred to the Bureau of Land Management which removed the remaining elm trees in 1993. Little was done to preserve the remnant historic landscape features until the park began watering the five remaining Canary Island date palms.

Today, the five palms are all that remain of the original plantings. The cottonwoods and elm trees have all died or been removed. Suckers still grow from the remnant roots of the Siberian Elms ground out by the BLM when they cleared the site of the elms in 1993. Small patches of what appear to be Bermuda grass (*Cynodon dactylon*) are growing where the NPS is now watering the palms, however, it is unclear whether this was the species used during the period of significance. Although it is unlikely that the three Athel tamarisks located behind the depot are from the period of significance, they are certainly compatible with the present landscape and represent the Union Pacific's continued development and maintenance of the site.

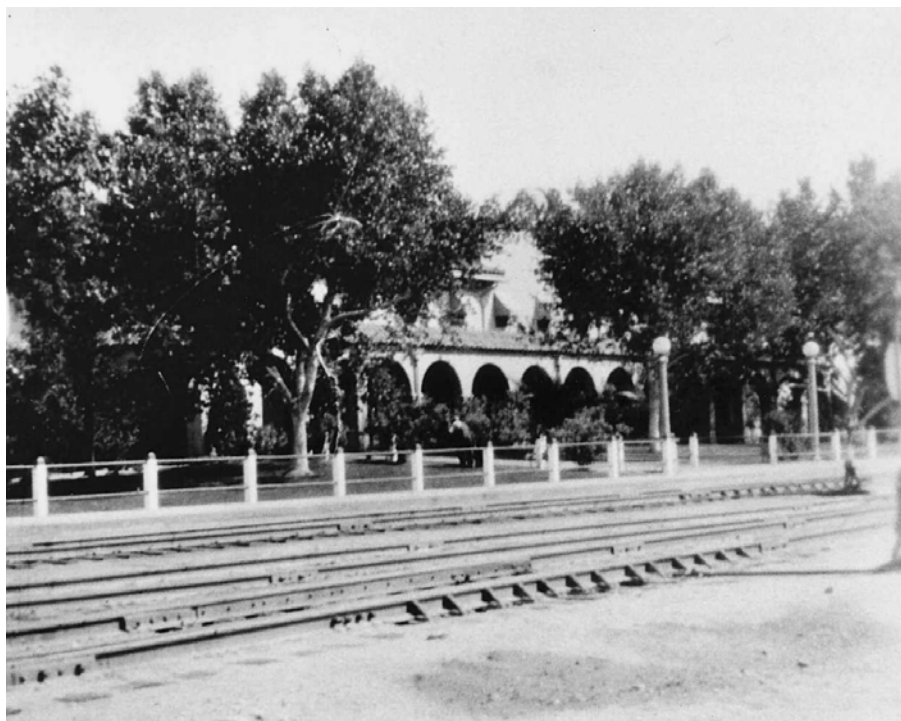
SUMMARY

The five Canary Island date palms, which are in good condition, are the only vegetation at the depot that definitely can be dated to the period of significance. The three Athel tamarisk, which were planted by the Union Pacific, are probably not historic, but additional research is needed to substantiate this. However, as part of the continuum of use by the Union Pacific of this site, the Athel tamarisk should be treated as if they are contributing historic features.

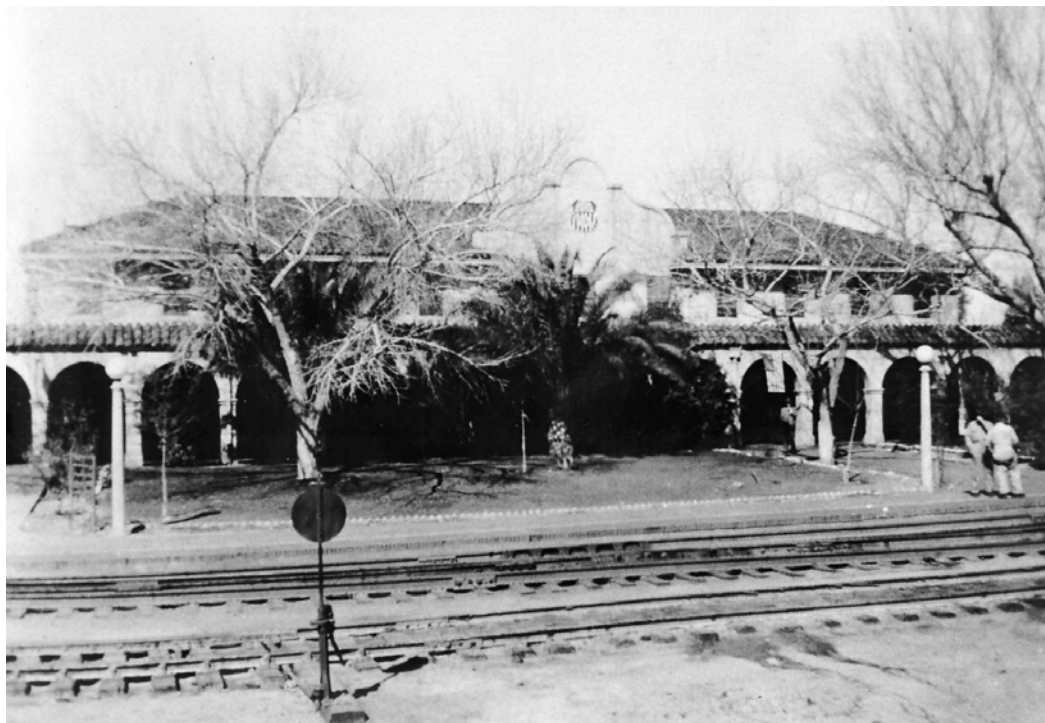
The Kelso Depot vegetation, as a whole, no longer retains integrity as a historic designed landscape. However, the five remaining palm trees are historic landscape features and contribute to the site's historic significance and integrity.



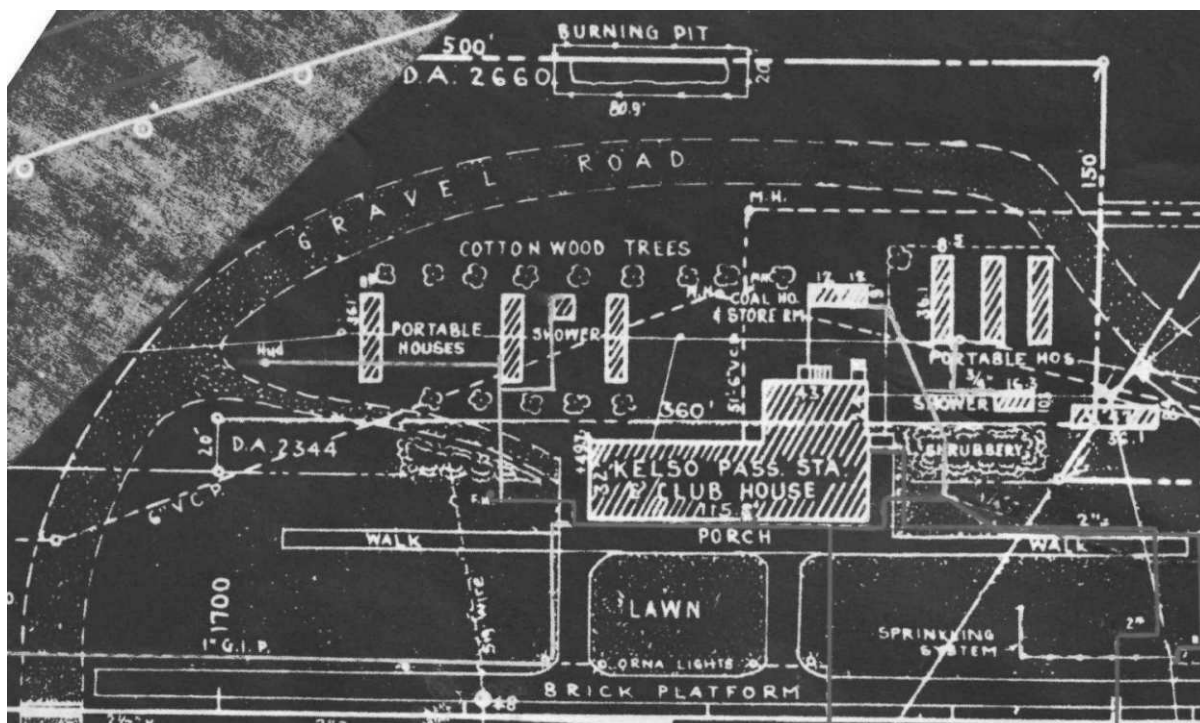
Vegetation #1: Engineer's drawing showing cottonwoods. (PGSO, Union Pacific Museum Collection, 1929)



Vegetation #2: Kelso Depot with mature, lush landscape, looking north. (PGSO, Collection of Hollis T. Francom, 1933)



Vegetation #3: Kelso Depot with trellis and recently removed boiler flue fence, looking north. (PGSO, Collection of William Davis, 1943)



Vegetation #4: Union Pacific "Pipelines" map. (PGSO archives, 1927 updated 1944)



Vegetation #5: Recently planted elm trees in front of the depot, looking north. (PGSO, Collection of Art Francis, ca. 1950)



Vegetation #6: Mature elms and hedges, looking north. (PGSO, Collection of Steve Patterson, 1974)



Vegetation #7: Floral border along platform edge, looking north. (PGSO, Collection of Steve Patterson, 1974)



Vegetation #8: Recently pruned elms and hedge, looking north. (PGSO, by Toni Ruiz-Luez, Collection of Everell Hayes, ca. 1977)



Vegetation #9: West side of depot with Century plant, looking east. (PGSO, Collection of Mary Lu Moore, ca. 1985)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Five Canary Island date palms	Contributing			
Bermuda grass remnants	Non-Contributing			
Elm tree suckers	Non-Contributing			
Three Athel tamarisk trees	Non-Contributing			

Views And Vistas

Views and Vistas are "the prospect afforded by a range of vision in the landscape conferred by the composition of other landscape characteristics and associated features." Views are typically expansive or panoramic, while vistas are more controlled and linear (Page, et al. _CLI Professional Procedures Guide_ [Washington D.C.: U.S. Department of the Interior, National Park Service, 1997], 76).

Although there is no written evidence that the Kelso Depot was originally sited for its vista when it was built in 1924, its arcade and landscaped grounds faced the railroad tracks to the southeast. From there, the vista expanded out over the residential and Union Pacific structures on the other side of the tracks across the wide open desert and up the bajada that becomes the base of the dramatic Providence Mountains whose peaks reach over 4000 feet (1219 meters). (see photo, Views and Vistas)

This vista remains unobstructed with no obvious changes to the desert or mountain slopes, providing a dramatic setting for the depot and town of Kelso. This vista includes lands within the preserve that are not currently owned by the NPS.



Views and Vistas #1: Rear of depot with Providence Mountains in the background. (PGSO, Parks and Snyder, 1975)

Characteristic Feature	Type Of Contribution	LCS Structure Name	IDLCS Number	Structure Number
Providence Mountains	Contributing			

Management Information

Management Unit:

Tract Numbers:

State and County: San Bernardino County, CA

Size (acres): 1.95

Boundary UTM

Boundary UTM(s):	Source	Type	Datum	Zone	Easting	Northing
	USGS Map 1:24,000	Area	NAD 27	11	622888	3875281
	USGS Map 1:24,000	Area	NAD 27	11	622793	3875153
	USGS Map 1:24,000	Area	NAD 27	11	622765	3875197
	USGS Map 1:24,000	Area	NAD 27	11	622917	3875244

GIS File Name:

GIS File Description:

National Register Information

National Register Documentation: Entered -- Documented

Explanatory Narrative:

Two National Register nominations have been prepared for the Kelso Depot.

The first nomination was written for the Bureau of Land Management by P.S. Preservation Services and is dated September 30, 1991. The period of significance under this nomination was from 1924 to the end of World War II in 1945. The nomination included two buildings, the Kelso Depot and the Coal Shed. The nomination was never submitted to the State Historic Preservation Officer for inclusion on the National Register.

A second, draft nomination was prepared by Harlan Unrau of the Denver Service Center for the National Park Service (Unrau, 1999). The current version of the nomination for the "Kelso Depot, Restaurant and Employees Hotel" (Unrau, 2000) includes the depot, the coal shed, and selected landscape features as part of the district with a 41-year period of significance from 1923 to 1964.

National Register Classification: District

Significance Level: State

Contributing/Individual: Individual

Significance Criteria: A -- Inventory Unit is associated with events that have made a significant contribution to the broad patterns of

our history

C -- Inventory Unit embodies distinctive characteristics of type/period/method of construction; or represents work of master; or possesses high artistic values; or represents significant/distinguishable entity whose components lack individual distinction

Period Of Significance

Time Period: 1923 - 1964 AD

Historic Context Theme: Expressing Cultural Values

Historic Context Subtheme: Architecture

Historic Context Facet: Period Revivals (1870-1940)

Historic Context Theme: Developing the American Economy

Historic Context Subtheme: Transportation by Land and Air

Historic Context Facet: Railroads and Railyards

Historic Context Theme: Developing the American Economy

Historic Context Subtheme: Shipping and Transportation by Water

Historic Context Facet: Shipping And Transportation

Area Of Significance:

Category: Architecture

Priority: 1

Category: Community Planning And Development

Priority: 2

Category: Transportation

Priority: 3

Category: Engineering

Priority: 4

Category: Industry

Priority: 5

National Historic Landmark Information

National Historic

Landmark Status: No

World Heritage Site Information

World Heritage Site Status: No

Cultural Landscape Type and Use

Cultural Landscape Type: Historic Designed Landscape

Current and Historic Use/Function:

Use/Function Category:	Transportation
Use/Function:	Rail-Related
Detailed Use/Function:	Station (Depot)
Type Of Use/Function:	Historic

Ethnographic Information

Ethnographic Survey Conducted: No Survey Conducted

Adjacent Lands Information

Do Adjacent Lands Contribute? Yes

Adjacent Lands Description:

The Kelso Depot property is a 170 feet by 500 feet plot (51.82 meters by 152.40 meters) presently bounded by a mix of private and Union Pacific holdings. The depot maintains a prominent setting within the surrounding town and many of the structures and open areas adjacent to it may potentially contribute to the significance of the building within a larger railroad and residential district. The surrounding town of Kelso still contains employee housing for many Union Pacific employees.

The adjacent lands include:

Union Pacific Railroad Lands

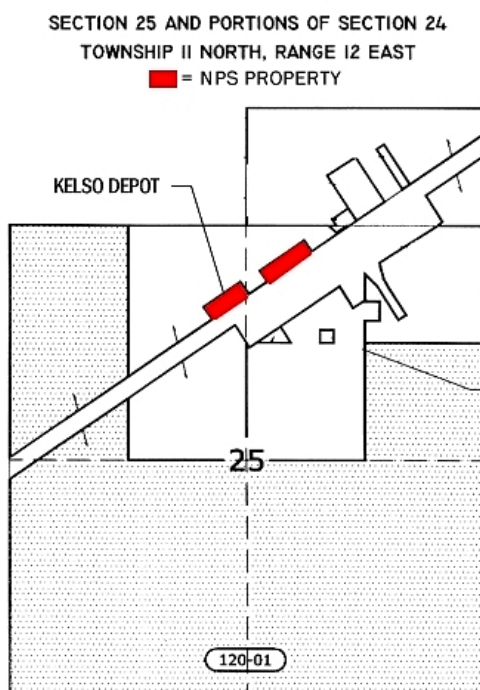
The Union Pacific Railroad tracks run northeast through Kelso and consist of standard gauge tracks on wooden ties and a bed of gravel approximately sixty-six feet (twenty meters) wide. The tracks were originally laid in 1904, though they have been systematically replaced or repaired over time. A series of platforms were built adjacent to the tracks and extended from the Kelbaker Road past the depot for several hundred feet. The tracks carried both passenger and freight traffic until 1997 when Amtrak carried its last passenger train through Kelso. Today, freight trains still actively use the tracks which provide critical visual and functional links to the depot's past.

Private Lands

The depot is surrounded on its western, northern and eastern boundaries by private land holdings. These lands are vacant except to the north of the depot where an empty general merchandise store is all that remains of the buildings that were immediately adjacent to the depot. Although most of the structures have been removed, these surrounding privately held lands contain potential archeological information that relates to the depot's period of significance.

Cima and Kelbaker Roads

The Cima and Kelbaker Roads lie both within and adjacent to the Kelso Depot boundaries.



Adjacent Lands: Current National Park Service property boundaries within Kelso. (PGSO, Pacific Land Resources Center, 1999)

General Management Information

Management Category: Should Be Preserved And Maintained

Management Category Date: 4/25/2000

Explanatory Narrative:

The Kelso Depot historic landscape is compatible with the park's legislated significance which states "the Mojave Desert area possesses outstanding natural, cultural, historical, and recreational values meriting statutory designation and recognition as a unit of the National Park System." (1994 California Desert Protection Act, Public Law 103-433, Section 501) As well, the landscape has a potential purpose that is appropriate to its traditional use or function as a designed space intended to improve the depot grounds for the enjoyment of visitors to the Mojave Desert. The Kelso Depot site retains integrity as determined by the seven aspects, or qualities, that in various combinations, define integrity according to National Register standards: location, design, setting, materials, workmanship, feeling and association. Contributive elements include the depot building, the coal and supply shed, the brick walkways, roads, arcade, the palm trees and other associated landscape features.

Maintenance Location Code: None

Condition Assessment And Impacts

The criteria for determining the condition of landscapes is consistent with the Resource Management Plan Guideline definitions (1994) and is decided with the concurrence of park management. Cultural landscape conditions are defined as follows:

Good: indicates the landscape shows no clear evidence of major negative disturbance and deterioration by natural and/or human forces. The landscape's cultural and natural values are as well preserved as can be expected under the given environmental conditions. No immediate corrective action is required to maintain its current condition.

Fair: indicates the landscape shows clear evidence of minor disturbances and deterioration by natural and/or human forces, and some degree of corrective action is needed within 3-5 years to prevent further harm to its cultural and/or natural values. If left to continue without the appropriate corrective action, the cumulative effect of the deterioration of many of the character-defining elements will cause the landscape to degrade to a poor condition.

Poor: indicates the landscape shows clear evidence of major disturbance and rapid deterioration by natural and/or human forces. Immediate corrective action is required to protect and preserve the remaining historical and natural values.

Undetermined: Not enough information available to make an evaluation.

Condition Assessment: Poor

Assessment Date: 09/30/1999

Date Recorded: 09/30/1999

Park Management Concurrence: Yes **Concurrence Date:** 4/11/2001
Level Of Impact Severity: Low

Stabilization Measures:

Impact:

Type of Impact: Flooding

Internal/External: Internal

Description:

Although flooding has not damaged the depot since construction of the levee in 1924, "the existing levee does not provide adequate long-term protection due to its fine-grained, non-reinforced material, which will undoubtedly fail when subjected to prolonged flooding. " (Draft EIS/GMP, 1998:232) Further investigation and actions concerning this matter should be continued as outlined in the draft EIS/GMP Appendix B-1: Floodplain Statement of Findings.

Type of Impact: Neglect

Internal/External: Internal

Description:

The depot grounds have be largely neglected since the transfer of the depot grounds to the BLM in 1992 and the subsequent transfer to NPS in 1994. Within a year of transference to BLM, almost the entire depot landscape died from lack of watering. However, five historic palms survived and are being watered by the park. With the absence of a defined landscape, most of the site suffers from soil compaction and poor soils.

Type of Impact: Removal/Replacement

Internal/External: Internal

Description:

The brick in the station platform was removed when a metal fence was installed to keep visitors away from the train tracks. The brick has been stored on site and should be reinstalled to restore the integrity of the platform.

Agreements, Legal Interest, and Access

Management Agreement: None

Explanatory Narrative:

NPS Legal Interest: Fee Simple

Explanatory Narrative:

Public Access: Unrestricted

Treatment

Approved Treatment: Undetermined

Approved Treatment Document:

Document Date:

Explanatory Narrative:

As of this printing, the Final Environmental Impact Statement (FEIS) has not been issued and therefore no treatments have been officially approved.

Approved Treatment Completed:

Approved Treatment Cost

LCS Structure Approved

Treatment Cost: \$4,177,848

Landscape Approved

Treatment Cost: \$0

Cost Date: January 30, 1998

Level of Estimate: B - Preliminary Plans/HSR-CLR

Cost Estimator: Denver Service Center

Explanatory Description: The above costs were prepared for the List of Classified Structures and refer to restoration of the Kelso Depot structure only. Design work is currently underway by the park to restore a portion of the building and to rehabilitate the rest of the building and grounds for use as a visitor center. No costs have been identified for the landscape.

Stabilization Costs

LCS Structure Stabilization Cost: \$0

Landscape Stabilization Costs: \$273,000

Cost Date: March 28, 2003

Level Of Estimate: A - Working Drawings

Cost Estimator: Park

Explanatory Description: No Structure Stabilization Costs have been approved, however the above figure was obtained from PMIS

statement # 97851 titled "Reconstruct Parking,
Construct Accessible Walkways and Restore Historic
Landscape at the Kelso Depot".

Documentation Assessment and Checklist

Documentation Assessment: Fair

Documentation:

Document: Other

Year Of Document: 1998

Amplifying Details: Historic Structure Report, 1998

Adequate Documentation: No

Explanatory Narrative:

The 1998 Kelso Depot Historic Structure Report provides in-depth information on the depot structure. However, information relating to the grounds, while extensive, would benefit from further research in anticipation of a depot restoration project.

Appendix

Bibliography

Citations:

Citation Title:	GIS data
Source Name:	MOJA GIS files
Citation Type:	Graphic
Citation Location:	PGSO, CLI program

Citation Author:	Westec Services, Inc.
Citation Title:	A History of Land Use in the California Desert
Year of Publication:	1978
Source Name:	PGSO library
Citation Type:	Narrative
Citation Location:	PGSO library

Citation Author:	Dirr, Michael A.
Citation Title:	A Manual of Woody Landscape Plants
Year of Publication:	1998
Source Name:	PGSO library
Citation Type:	Both Graphic And Narrative
Citation Location:	PGSO library

Citation Author:	Bakker, Elna
Citation Title:	An Island Called California
Year of Publication:	1971
Source Name:	PGSO library
Citation Type:	Both Graphic And Narrative
Citation Location:	PGSO library

Citation Author: Casebier, Dennis et al.
Citation Title: Background to Historic and Prehistoric Resources of
the East Mojave Desert Region
Year of Publication: 1976
Source Name: PGSO library
Citation Type: Both Graphic And Narrative
Citation Location: PGSO library

Citation Author: Von Till Warren, Elizabeth and Ralph J. Roske
Citation Title: Cultural Resources of the California Desert, 1776-
1880, Historic Trails and Wagon Roads
Year of Publication: 1981
Source Name: PGSO library
Citation Type: Narrative
Citation Location: PGSO library

Citation Title: Draft Environmental Impact Statement and General
Management Plan
Year of Publication: 1998
Source Name: PGSO library
Citation Type: Both Graphic And Narrative
Citation Location: PGSO library

Citation Author: South Coast Geological Society
Citation Title: Geology and Mineral Wealth of the California Desert
Year of Publication: 1980
Source Name: PGSO library
Citation Type: Both Graphic And Narrative
Citation Location: PGSO library

Citation Author: Ornduff, Robert
Citation Title: Introduction to California Plant Life
Year of Publication: 1974
Source Name: PGSO library
Citation Type: Both Graphic And Narrative
Citation Location: PGSO library

Citation Author: Chappell, Gordon, Robert Carper, Harold Brown,
Steve Hart, Bridget Wanderer, Andrew Roberts,
Charles Svoboda, and Steven Daron
Citation Title: Kelso Depot Historic Structure Report
Year of Publication: 1997
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Citation Type: Both Graphic And Narrative
Citation Location: PGSO library

Citation Author: Unrau, Harlan
Citation Title: Kelso Depot, Restaurant and Employees Hotel (draft
National Register Nomination Form)
Year of Publication: 2000
Source Name: PGSO library
Citation Type: Narrative
Citation Location: PGSO library

Citation Author: Jaeger, Edmund C.
Citation Title: The California Deserts
Year of Publication: 1965
Source Name: PGSO library
Citation Type: Both Graphic And Narrative
Citation Location: PGSO library

Citation Author:	Signor, John R.
Citation Title:	The Los Angeles and Salt Lake Railroad Company
Year of Publication:	1988
Source Name:	PGSO library
Citation Type:	Both Graphic And Narrative
Citation Location:	PGSO library

Citation Author:	Hemphill, Mark W.
Citation Title:	Union Pacific Salt Lake Route
Year of Publication:	1995
Source Name:	PGSO library
Citation Type:	Both Graphic And Narrative
Citation Location:	PGSO library

Supplemental Information