

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

DRAFT

Historic name: Kelso Depot, Restaurant and Employees Hotel (Boundary Increase II)

Other names/site number: Kelso Historic District (Boundary Increase II)

Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: Mojave National Preserve (MOJA); Kelso-Cima Rd (0.29 mi NE of Kelso Depot)

City or town: Kelso State: California County: San Bernardino

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

<hr style="border: 1px solid black;"/> <p>Signature of co-certifying official/Title:</p> <hr style="border: 1px solid black;"/> <p>State or Federal agency/bureau or Tribal Government</p>	<p>Date</p>
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4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

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

Category of Property

(Check only **one** box.)

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

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
<u>5</u>	_____	structures
_____	_____	objects
<u>5</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 10

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: road-related

DOMESTIC: institutional housing

COMMERCE/TRADE: restaurant

COMMERCE/TRADE: department store

GOVERNMENT: post office

EDUCATION: school

EDUCATION: education-related

TRANSPORTATION: rail-related

INDUSTRY/PROCESSING/EXTRACTION: waterworks

Current Functions

(Enter categories from instructions.)

GOVERNMENT: government office

RECREATION AND CULTURE: museum

VACANT/NOT IN USE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH & 20TH CENTURY REVIVALS:

Mission/Spanish Colonial Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: brick, wood, concrete, stucco, asphalt

Narrative Description

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

Summary Paragraph

The Kelso Depot, Restaurant and Employees Hotel listed in 2001 included three contributing resources: two buildings—the Kelso Depot, Restaurant and Employees Hotel and the Coal and Supply Shed—and one landscape site. The contributing designed landscape includes a ramp area, plantings, planters, arcade, walkways, Kelso-Cima and Kelbaker Roads, lighted signposts, utility poles, concrete shafts, and shower building foundation. Located in the railroad community of Kelso within Mojave National Preserve, the original listed district was 1.95 acres. A boundary increase approved in 2019 increased the boundary to seven acres encompassing an additional eight resources: six contributing buildings—a schoolhouse, teacherage, outhouse, storage shed, garage, and combination store/post office; one contributing structure—a chicken coop; and one noncontributing structure—a parking lot. This second boundary increase enlarges the district to thirteen acres and encompasses five additional contributing structures associated with water conveyance in the district. All of the buildings except the privately owned store/post office and the Kelso schoolhouse grounds outhouse were stabilized by the National Park Service, in 2004: repairing and roofing with original matching materials, boarding over and venting windows, clearing of grounds of unmaintained growth, and removal of modern trash and storage materials.

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In 2010, the schoolhouse was restored and repurposed as a Law Enforcement Rangers office. In 2021, the teacherage, outhouse, storage shed, and garage were further stabilized with bracing, paint, and roofing. The district retains all aspects of historic integrity.

Narrative Description

Boundary Increases

The original boundary of the historic district followed the landscaped grounds around the Kelso Depot, Restaurant and Employees Hotel building and the Coal and Supply Shed. The 2019 boundary increase added the privately owned store/post office just north of the Depot, across Kelso-Cima Road, as well as the schoolhouse and associated resources just north and east of the original district boundary. This second boundary increase includes a dirt road, pipeline, reservoir, and other associated water conveyance structures to the north of the 2019 district.

Setting

The district is within the Mojave National Preserve (MNP) at the former railroad town of Kelso, an area categorized by generally flat, open land with moderate density of scrub, creosote, and tamarisk trees dotting the edges of the former Los Angeles and Salt Lake Railroad grade, rail line, and depot (later Union Pacific). The buildings and structures in the expanded district are part of the mid twentieth century expansion of the town of Kelso, a time when the local population swelled to accommodate increased railroad traffic from neighboring extractive industries and war-time activities during World War II and the Korean War. The population expansion resulted in construction of multiple buildings, the Kelso-Cima Road, and the northern and eastern expansion of Kelso, with the schoolhouse marking the northeastern edge of Kelso's construction build-out.

Individual Resource Descriptions

1. Two Track Dirt Road

One Contributing Structure Photos 1-2

Likely constructed in the earlier period of development of the Kelso area for its water resources (1904-05), this dirt access/service road, 9 ft. wide by 5.7 miles long, is simply scraped away/cleared into the surrounding alluvial limestone plain heading southeast at an upward two percent slope into the Providence Mountains toward Cornfield Spring. The road served as an access and service road for maintenance of the reservoir, pipeline, and associated water conveyance features bringing water from the Cornfield Spring source to the Kelso Depot area providing water for the town and the steam engines.

The road's overall condition is good and reflects what most likely would have been its condition during the years of active use. Some signs of deterioration are present as in washes and drainage crosscutting due to yearly rainfall events. The road is still used for offroad recreation.

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2. Pipeline

One Contributing Structure
Photos 3-8

Likely constructed in the earlier period of development of the Kelso area for its water resources (1904-05), this heavy iron pipe and pipeline, 1 ft. diameter (pipe) by 5.8 miles long, is laid atop, and sometimes partially covered over with, the surrounding alluvial limestone plain heading southeast at an upward two percent slope into the Providence Mountains toward Cornfield Spring. The pipeline feeds from the reservoir (R3) to the Kelso townsite and from the reservoir to a spring box (R4), and thence to the source spring box at Cornfield Spring (R5).

The pipeline's overall condition is poor to fair with some areas of pipe removal and staging (**Photo 4**) and some examples of upright venting pipe for the release of pressure as water is gravity fed downslope (**Photos 7-8**). In places the pipe has been displaced by seasonal flooding and broken likely as a result of rock-fall.

3. Reservoir

One Contributing Structure
Photos 9-12

Measuring approximately 135 ft. in diameter, 417 ft. circumference, and 15 ft. deep, the reservoir is constructed of concrete with an outer soil fill. This structure was likely constructed 1904-05. The interior has 45 degree inward sloping walls for water storage. The 1 ft. iron pipe (R2) enters from the upslope east at the lip of the reservoir and exits out of a central drain on the bottom of the structure. An 8 ft. high fence surrounds the entire feature, mounted on the top lip of the reservoir. The structure is in good shape and could hold water again.

4. Spring Box

One Contributing Structure
Photo 13

The spring box is 3 ft. by 6 ft. by 2 ft. high and constructed of concrete. The box is fed on the upper slope east side by the 1 ft. iron pipe (R2) and feeds downslope to the west to the reservoir (R3). This structure was likely constructed 1904-05. There are two 1 ft. square holes cut in the top of the box, presumably to monitor/clean out the box at times. The box is in good shape.

5. Cornfield Spring and Spring Box

One Contributing Structure
Photograph 14

The spring box is constructed directly over the Cornfield Spring source and is intended to pool and encourage a consistent and constant flow of water from the spring into the conveyance system (pipe). The box is 10 ft. square and 6 ft. deep with an opening on the downslope western side feeding directly into the 1 ft. iron pipe (R2) and is constructed of concrete and rebar. It is built into an uneven combination of soil and limestone boulders with the roof of the box somewhat level with the surrounding terrain. This structure was likely constructed 1904-05.

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The condition of the ten previously listed resources remains as described in the 2001 original nomination and the first boundary increase approved in 2019, and the resources retain integrity.

6. Kelso Depot, Restaurant and Employees Hotel One Previously Listed Building (2001)

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, brick walks, and electroliers. In the interior, these features include lobby, lunchroom, lodging rooms, billiard room, and reading room; heavily textured plaster wall and ceiling finishes, panel-and-batten wainscot, cigar case and check-in counter, lunch counter and stools, staircases, newel posts, balustrades, and lockers.

7. Coal and Supply Shed One Previously Listed Building (2001)

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

8. Landscape One Previously Listed Site (2001)

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

Eight ancillary landscape features associated with the property are largely utilitarian.

<i>Description</i>	<i>Measurement</i>
Steel flagpole embedded in concrete footer inscribed with student initials, names, and the date 10-20-56	14 x 13 inches (base)
Concrete slab inscribed with letters; illegible	49 x 14 inches
Concrete sidewalk fragment between Outhouse and Shed	12 ft x 33 inches
Earthen septic pit	4.5 x 3.2 ft (2-to-3 ft deep)
Steel clothesline "T" arm	2 ft tall
Galvanized steel water spigot	1.5 ft tall
Galvanized steel chain-link fencing with acorn finials	212.5 x 200 ft
Galvanized steel woven wire fence	117 ft x 40 ft

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Kelso-Cima and Kelbaker Roads were included in the original nomination as part of the depot's designed landscape. The Kelso-Cima Road serves to connect both ends of the district.

9. Kelso Schoolhouse

One Previously Listed Building (2019)

Completed in 1925, the Kelso Schoolhouse is a single-story, 1,332 sq. ft., frame building with boxy massing, resting on a post-and-beam foundation, capped by a low-pitched roof surrounded by a tall, flat parapet. The walls are sheathed in smooth-finish concrete stucco, and single-hung sliding sash windows are present on all elevations. Windows are constructed of wood, and rest within wood frames, on integrated sills flush with exterior walls. The parapet is punctuated with wood-framed attic vents on the (roughly) north and south elevations, and galvanized steel drainage pipes are present on the corners of the remaining elevations.

The primary façade of the building faces directly onto Kelso-Cima Road and the railroad tracks beyond. The main entry is right-of-center and is protected by a wood-framed porch with a pyramidal roof covered in asphalt shingles. The porch is raised above grade by a shallow, poured concrete slab consisting of three steps. The porch frame includes milled lumber posts with square caps, supporting a beadboard frame below open rafters.

The building originally featured an open floor plan consisting of a single room. At an unknown date between 1925 and 1945, a supply closet and restroom were added to the rear elevation of the building. The classroom features walls covered in a gray sandy plaster with a wire-brush finish, tall ceilings, floor-to-ceiling windows (interior floor is raised), a brick enclosed flue for a wood-burning stove, original porcelain drinking fountain, molding along the ceiling, and carpet on the floors. The supply closet and restroom feature the same plaster wall finishes. The supply closet has built-in wood cabinets and the restroom contains two bathroom stalls. Based on the materials, finishes, and hardware, it appears the rooms were likely built in the 1920s or 1930s.

The building's overall condition is good. Some signs of deterioration are present, as are signs of alterations and repairs. Paint around windows, on vents, and on porch steps is peeling; wood frames are warping; and some spalling of stucco near the foundation is visible. In 2010, conversion of the schoolhouse to a ranger station resulted in the application of new stucco and exterior paint; installation of new wood window frames and new roof sheathing; replacement of exterior wood doors with solid core steel doors; and installation of an HVAC system, satellite dish, swamp cooler, carpeting, interior molding, and ceiling fans. Many of the 2010 alterations are in need of repair (e.g., windows and painted elements) or replacement. Colored stucco should be replaced with white paint per original appearance, and interior moldings and carpet should be removed.

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10. Teacherage

One Previously Listed Building (2019)

Constructed shortly after the schoolhouse, the teacherage is a single-story, rectangular, 465 sq. ft. frame residence with a side-gable roof, resting on a post-and beam foundation (presumed, not visible). The building features shiplap walls, wood-framed windows (window type not visible) on all four elevations covered by protective plywood sheets, and a roof sheathed in tarpaper. The fascia board along the roofline is partially covered by the rolled edges of roofing tarpaper.

The primary façade includes a shallow pyramidal porch overhang supported by exposed brackets, and it is sheathed with tarpaper. The street-facing entry is on-center, and it is accessible via a shallow concrete stoop. The remains of a flowerbed are visible on either side of the porch and edged in small local cobbles. A wood-burning stovepipe extrudes through the roof, slightly right-of-center.

A bathroom addition with a shed roof abuts the length of the rear elevation and shares the same construction materials and form as the original residence. It is unknown when this addition was constructed, presumed to be shortly after the original residence was completed. The remains of an associated septic pit lie immediately adjacent to the northwest corner of the building.

The interior of the teacherage was not accessible during field documentation, nor were windows and doors visible. The building was mothballed and stabilized in 2004 to protect it from further deterioration, and in 2021 the interior was cleaned, windows and doors reconstructed, and the exterior of the building painted. The only noticeable deterioration is peeling paint and some settling of the concrete stoop at the entry.

11. Outhouse

One Previously Listed Building (2019)

Measuring approximately 460 sq. ft., the outhouse is a single-story rectangular building with shiplap over frame construction, a shallow-pitched side-gable roof sheathed in tarpaper, and a concrete slab foundation. The building contains no windows. Two doors—marking individual restrooms labeled “boys” and “girls”—open towards the schoolhouse building. The doors are two-paneled wood frame. The interior contains evidence of plumbing and associated fixtures, as well as beadboard shelving. The building was not previously included in the 2004 stabilization efforts undertaken by the park. In 2021, the building was re-roofed and painted. The interior has been exposed to wind-blown detritus, sand, moisture, and temperature extremes. Portions of the doors are missing, and paint is peeling off the exterior. Date of construction is unknown. The outhouse does not appear on aerial images prior to 1945 and is one of the few school-associated buildings with a slab foundation.

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12. Storage Shed

One Previously Listed Building (2019)

The storage shed is a small, 161 sq. ft. frame building with shiplap siding, a side-gable roof sheathed with tarpaper, and exposed rafter ends supported by a post-and-beam foundation covered by a wood floor. The building includes a single window on the west elevation, covered with plywood. The shed has only one entry that faces towards the schoolhouse, and the door is missing. The interior features open shelves and the remains of miscellaneous building materials. Although the building was stabilized in 2004, noticeable deterioration was evident including missing tarpaper sheathing, missing shiplap near the foundation, and the lack of a protective covering across the entry. In 2021, this building was painted and re-roofed. The date of construction is unknown. Based on construction materials, the shed dates to the period of significance.

13. Garage

One Previously Listed Building (2019)

The garage, constructed within the period of significance in conjunction with the teacherage, is a rectangular, single-story frame and shiplap building measuring 335 sq. ft. with a gable roof sheathed in tarpaper with little-to-no overhang and an earthen floor. The primary elevation is oriented under the gable end, and includes barn-style doors, would have accommodated an opening for an automobile. One door is covered in plywood sheeting. The open interior is laden with original building materials and fixtures from both the stabilization and rehabilitation projects undertaken at the property between 2004 and 2010. The building was also part of the 2004 stabilization work. It exhibits some signs of deterioration near the base of the walls and along the doors where plywood was affixed to the openings. The outdoor light fixture has a shade hanging by exposed wires and needs repair. In 2021, this building was straightened and braced on the interior, front garage doors repaired, and exterior painted and re-roofed.

14. Store/Post Office

One Previously Listed Building (2019)

The old Kelso Post Office and store, roughly square in plan, was constructed of cast-in-place concrete, formed using horizontal boards. The building has a shallow gable roof concealed behind a false front on the primary elevation, which faces the road to the south. The primary elevation is symmetrical, with a central door flanked by large, fixed nine-light wood sash. The entrance threshold is two steps above grade. The door opening appears to have been closed down at both jambs and at the head to accommodate a new door smaller than the original. Wood nailers have been embedded in the concrete, horizontally across the west half of the elevation, just above the window head, and vertically at three points across the width of the false front. Remnants of painted signage remain on the concrete of the false front including lettering for the post office.

The south end of the west elevation has a single nine-light window identical to the two windows on the front. This elevation is otherwise unadorned. Unlike the other elevations, which are bare concrete, this elevation has been painted white. The rear elevation, like the front, is symmetrical

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with a central door flanked by windows. The replacement door fits the opening correctly and the flanking windows are small, fixed four-light wood sash. The east window is missing. The concrete on the rear terminates at the top of the wall and there is wood infill in the gable end. This infill, which has a central opening to access the attic space, is plywood, most likely a later alteration.

The east elevation is completely plain with the exception of small, possibly screened opening high up in the wall about three quarters of the way back, and an electric meter and service entrance towards the rear. Each elevation also has one small rectangular opening at grade to vent the basement. The shallow gable roof is covered with asphalt shingles. The interior of the building was not accessible and could not be assessed.

15. Chicken Coop

One Previously Listed Structure (2019)

Constructed sometime after 1945, the chicken coop is a small 80 sq. ft. wood frame structure sheathed with galvanized sheet metal. The coop is capped by a side-gable roof also covered in sheet metal, and it has a dirt and concrete slab floor. The roof features a ridge cap across the gable seam and has exposed rafters. A small opening for a former vent is visible within the roof. The interior of the building includes the remains of nesting boxes and other miscellaneous fencing and equipment. The chicken coop was not included in the 2004 stabilization efforts undertaken by the park, and the interior has been exposed to windblown detritus, sand, moisture, and temperature extremes. The exterior has not been noticeably altered. The placement of this structure on the landscape and its construction and architectural details indicate it is likely contemporaneous with the other buildings on site and built within the period of significance.

16. Parking Lot

One Noncontributing Structure

The asphaltic visitor parking lot between the depot and schoolhouse was constructed in the 2000s, after the period of significance.

Integrity

Location: District resources remain in their original locations, and the district retains integrity of location.

Design: As detailed in the individual resource descriptions, resources retain integrity of design.

Setting: Much of the 1920s-era built environment remains extant and freight trains continue to utilize the area for employee housing and staging of materials. The greatest change to the setting is the removal of the WWII-era temporary housing, which has resulted in the creation of open space between the Kelso Depot, Post Office, and Schoolhouse. Since the schoolhouse, teacherage, and garage were constructed prior to the WWII-era temporary housing, historically,

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the area between the schoolhouse property and the depot would have been open with few buildings present.

Materials: As detailed in the individual resource descriptions, resources retain integrity of materials.

Workmanship: While all of the resources are largely utilitarian in design, the front porch of the schoolhouse does exhibit some late Victorian details, particularly in the design of the pyramidal roof, wood frame, capped pillars, and beadboard paneling. The wood panel door with upper screen and original hardware (stored in garage) also displays architectural details.

Feeling: The property retains the feeling of a rural railroad town, whereby the community continues to exist in a rural, isolated setting, and the railroad endures as a prominent feature of the landscape.

Association: Resources and features share an immediate relationship to each other, and with the larger community of Kelso. All are associated with the historical development of Kelso between 1904 and 1964 and represent only a handful of extant resources in Kelso from this period.

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8. Statement of Significance

Applicable National Register Criteria

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

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

EDUCATION

TRANSPORTATION

ENGINEERING

INDUSTRY

ARCHITECTURE

Period of Significance

1904-1964

Significant Dates

1904

1924

1942-1947

1950-1954

1964

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Office of the Chief Engineer, LASLRR

Office of the Chief Engineer, UP

San Bernardino School District

Packard, Lester J.

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Kelso Depot, Restaurant and Employees Hotel was listed at the state level of significance in 2001 under Criteria A and C in the areas of Architecture, Community Planning and Development, Transportation, Engineering, and Industry, with a 1923 to 1964 period of significance. The Kelso Depot, Restaurant and Employees Hotel (Boundary Increase) was additionally listed in the area of Education, as the expanded district included the schoolhouse and associated resources. The historic district is associated with the development of Kelso as a company town, the town's relationship to the continued functioning and expansion of the California route of the San Pedro Los Angeles & Salt Lake Railroad and Union Pacific's transcontinental railroad, and Kelso's location as a critical supply stop during WWII and the Korean War. The beginning of the period of significance is updated to 1904 for development of the water line and associated features. The end of the period of significance remains 1964, when the depot closed.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Euro American exploration into eastern California began in the years leading up to the Mexican American War as American explorers such as John C. Frémont traveled through what became Utah, Nevada, and California (Chaffin 2014). The war, which began in 1846, concluded with the signing of the Treaty of Guadalupe Hidalgo in February 1848. Through this treaty, the territory of California (as well as parts of present day Arizona, New Mexico, Nevada, Utah, Wyoming, and Colorado) was officially ceded by Mexico to the United States. Nearly coincident with the signing of the treaty, gold was discovered in the Sierra Nevada Mountains of eastern California, promoting the settlement of the region (Brands 2003).

Coupled with lucrative mining deposits in the region, the race to build the transcontinental railroad also had a lasting impact on the development of Southeastern California. By the early 1860s, Union Pacific Railroad (Union Pacific) had completed the eastern half of the nation's first transcontinental railroad, terminating at Promontory Summit, Utah. During its race westward towards Portland, Oregon, Union Pacific absorbed or acquired much of its competition, incorporating Utah Central, Utah & Northern, Kansas Pacific, Denver Pacific, Denver and Gulf, Oregon Short Line, and Oregon Railway and Navigation Company under the umbrella of Union Pacific. After years of costly construction and financial mismanagement, Union Pacific filed for bankruptcy. Five years later, in 1897, the owner of the Illinois Central and Chicago & Alton railroads, Edward H. Harriman, secured control of the Union Pacific and under his leadership, the railroad added branch lines and infrastructure improvements, becoming one of America's premier railroads (Unrau 2000).

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By the late nineteenth century, competition to reach the markets of Southern California grew between the Union Pacific and its largest competitor, the Southern Pacific Railroad (Southern Pacific). The Union Pacific sought to extend the Oregon Short Line from Utah towards Southern California, while wealthy industrialist and Montana senator William A. Clark purchased the Los Angeles Terminal Railway with the intention of extending the line from Los Angeles to Utah.

These two extensions promised to be a lucrative connection between the mining districts of southeastern California with California's port cities. The process was not without conflict, as right-of-way and port access issues arose between the Union Pacific, Southern Pacific, William Clark of the Los Angeles Terminal Railway, and James Hill of the Great Northern Railway, who controlled much of the steamship lines in California. Eventually Harriman bowed to Collis B. Huntington, co-owner of the Southern Pacific, who warned that any attempt by the Union Pacific to reach Los Angeles would be met with unfavorable action. With Huntington's death in 1901 and Harriman's purchase of Huntington's stock shares in his railroad, Harriman gained control of the Southern Pacific—removing his biggest competition to the California's port cities, save for William A. Clark (Chappell et. al. 1998).

That same year, Clark and colleagues established the San Pedro, Los Angeles, and Salt Lake Railroad (SPLA & SL), thus continuing their rivalry with Union Pacific for control of a route between Utah and California. By 1902, the Union Pacific acquired a half share in SPLA & SL and the construction of the SPLA & SL began in earnest on 31 August 1903. By 1904, construction crews reached what became the town of Kelso (Unrau 2000). A construction crew camp was established—Siding No. 16—and several warehouses were built in the vicinity. A post office was formally established on 20 May 1905, and the new settlement was named Kelso after a warehouse worker, John H. Kelso, whose name was drawn out of a hat as part of a competition (Chappell 2005; Chappell et. al. 1998).

Kelso was founded as a helper station along the SPLA & SL (also called the Salt Lake Route), functioning largely as a location to provide water for steam locomotives and additional locomotive power necessary to haul trains up the grade to Cima, the closest town to Kelso. Because Cima is 2,000 ft. higher in elevation than Kelso, additional locomotive power was required to pull the trains up the long haul. Once the train arrived in Cima, the helper engine or engines would uncouple and return to Kelso to help the next train up the hill (Chappell 2005; DesertUSA 2016).

The earliest development of Kelso included a small wood frame depot, an engine house (later replaced with a large roundhouse), a restaurant, post office, and sand house. Other developments include two pump houses, cottage, hoist house, two 30-ft.-high water tanks, and accommodations for a crew of mechanics and other workers, as well as for train crews staying overnight between runs (Chappell 2005; Chappell et. al. 1998).

The SPLA & SL was a standard gauge railroad that originally operated with steam locomotives. In the 1930s, they began phasing out the steam engines for the more efficient diesel-electric

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locomotives still in use. In 1916, SPLA & SL dropped the San Pedro from its name and operated as the Los Angeles and Salt Lake Railroad. It became a subsidiary of the Union Pacific Railroad in 1921, operating as a separate entity until 1988 when it was absorbed into Union Pacific (Chappell 2005). During the early days of rail service between Salt Lake City and Los Angeles, the average passenger had access to few amenities, including food. Station restaurants were historically known for watery coffee, stale sandwiches, rancid meat, rubberized cheese, and greasy plates and utensils; all of which were being handled by employees bereft of basic hygiene. Wealthier passengers traveling the same route booked passage with the premiere passenger train known as the Los Angeles Limited, which provided top-of-the line Pullman sleeping cars and dining cars with better food, allowing wealthier passengers to forgo eating at stations such as Kelso (Chappell 2005; Chappell et. al. 1998).

In response to consumer demand for better amenities, Union Pacific sought to improve their railroad depots by emulating their competitor, the Atchison, Topeka, and Santa Fe Railroad (AT&SF). The AT&SF included stops at Harvey Houses—lunch counters, souvenir shops, hotels, and depots—based on the entrepreneurial vision of Fred Harvey. Designed by respected architects, Harvey Houses were renowned for their hotels, restaurants, and depots that offered high quality food and service. Harvey Houses employed top chefs, offered high quality meat, poultry, and produce; fine linens and china; and young waitresses, known as Harvey Girls, uniformed in black dresses and white aprons (Chappell 2005).

In 1924, the Union Pacific's Office of the Chief Engineer constructed the two-story Mission Revival-style depot at Kelso, later the Mojave National Preserve Visitor Center. A year after the depot was completed, San Bernardino County constructed a schoolhouse east and north of the depot along Kelso-Cima Road within the community of Kelso (Unrau 2000). In addition to being a school, it also functioned as a community center where dances, parties and other community functions would occur. Within the year, a teacherage and garage were constructed immediately adjacent to the schoolhouse. Prior to this, the depot was hosting community events, a function that disturbed trainmen who were trying to sleep upstairs. Events continued to be held in the depot's basement, but the number of social functions held there was greatly diminished with the construction of the new schoolhouse (Chappell et. al. 1998). Following WWII, additional buildings were built within the school grounds, and classes continued to be held in the building until the 1970s (personal communication with David Nichols, November 15, 2016).

In 1942, Kaiser Steel Company began mining iron ore deposits at Vulcan Mine in order to supply iron during WWII. Kaiser established a camp near the mine that housed 65 men. An additional 35 men and their families lived in temporary housing at Kelso. It was during this time that Kelso reached its peak population of 2,000 individuals. The Los Angeles and Salt Lake Railroad shipped raw ore to the mills at Fontana, California. From December 1942 to July 1947, two million tons of ore were shipped from Kelso. In 1948, high-grade iron ore was found in the Eagle Mountains and Vulcan Mine was shutdown. Subsequently, Vulcan Mine was worked sporadically supplying iron for use in manufacturing of cement. The population of Kelso began to dwindle soon after the mine closed (DesertUSA 2016, Shumway et. al. 1980).

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With the outbreak of the Korean Conflict in the early 1950s, Kelso once again experienced a surge of activity. The war effort resulted in a renewal of high traffic levels on the Union Pacific line, particularly with freight cars supplying minerals resources from the neighboring mines. In 1953 and 1957, attempts were made to market the low-grade iron stockpiled at Vulcan Mine. By the 1960s, competition from other railroads with higher horse power locomotives meant that helper locomotives were no longer necessary, propelling the further decline of Kelso. By 14 August 1964, the closing of the station agency and cessation of passenger train service to Kelso resulted in the end of the depot's principal function. Only the lunchroom remained open until 1985 (Unrau 2000).

The Union Pacific operated passenger trains through Kelso until 1971 when the federally chartered National Railroad Passenger Corporation (Amtrak) took over passenger train service. The Amtrak Desert Wind passenger train ran from Salt Lake City to Los Angeles until 10 May 1997 when it was discontinued. Since then, only freight trains run by Kelso (Chappell 2005).

In the 1970s, Kelso became a gathering point for special interest groups, including the Audubon Society and the Sierra Club, as well as other outdoor enthusiasts (DesertUSA 2016). The depot continued to function as lodging for railroad employees, and the lunchroom remained open until the depot was eventually closed on 1 July 1985. Once the depot was vacated, Union Pacific made plans to demolish the building, assuming that it would become a legal liability. This decision resulted in the founding of the Kelso Depot Fund, Inc. by citizens who wanted to preserve the depot. The efforts of local citizens resulted in the preservation of the depot, the acquisition of the property in 1992 by the Bureau of Land Management, and the transfer of the property to the National Park Service (NPS) as part of the California Desert Protection Act of 1994. The transfer of the property to the NPS resulted in the listing of the depot in the National Register of Historic Places in 2001, its rehabilitation in 2002, and its new use as the Mojave National Preserve Visitor Center in 2005.

Along the entire Union Pacific line, only two Mission/Spanish Colonial Revival style railroad depots remain, with the Kelso Depot the only one remaining on this line in the state of California. Although not unique in the state, Kelso Depot does represent a period of architecture in California widely realized and identified as an early twentieth century movement in design popular throughout the state.

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9. Major Bibliographical References

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2003 *The Age of Gold: the California Gold Rush and the New American Dream*. Anchor Books, New York.

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Unrau, H.

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Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: Mojave National Preserve, National Park Service

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 13 acres

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

- | | |
|------------------------|------------------------|
| 1. Latitude: 35.012020 | Longitude: -115.654192 |
| 2. Latitude: 35.012720 | Longitude: -115.652685 |
| 3. Latitude: 35.012625 | Longitude: -115.652594 |
| 4. Latitude: 35.014650 | Longitude: -115.648843 |
| 5. Latitude: 35.014438 | Longitude: -115.649253 |
| 6. Latitude: 35.014898 | Longitude: -115.649614 |
| 7. Latitude: 35.015219 | Longitude: -115.649009 |

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(Boundary Increase II)

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Name of Property

- | | |
|-------------------------|------------------------|
| 8. Latitude: 35.014465 | Longitude: -115.648439 |
| 9. Latitude: 35.011553 | Longitude: -115.653841 |
| 10. Latitude: 35.004691 | Longitude: -115.629188 |
| 11. Latitude: 34.996872 | Longitude: -115.619682 |
| 12. Latitude: 34.994688 | Longitude: -115.618098 |
| 13. Latitude: 34.979425 | Longitude: -115.589146 |
| 14. Latitude: 34.977388 | Longitude: -115.580122 |
| 15. Latitude: 34.970955 | Longitude: -115.571606 |

Verbal Boundary Description (Describe the boundaries of the property.)

Boundary Increase II expands the district to encompass an additional five contributing resources. The district is semi-rectangular, with the addition of the road, pipeline, and reservoir heading off to the southeast and into Wilderness, with the rest of the previously listed district following along the Kelso-Cima Road and bounded by private property, the Kelso Depot, Restaurant and Employees Hotel, and Supply and Coal Shed located at the southern and western edges of the district respectively. The northern and eastern extent of the district is bounded by the fence surrounding the schoolhouse.

Boundary Justification (Explain why the boundaries were selected.)

The property is in Section 25 of Township 11 North, Range 12 East, and Sections 2, 3, 30, 32, 33, 39 of Township 11 North, Range 13 East (Kelso USGS 7.5' topographic quadrangle; San Bernardino Baseline and Meridian) (**USGS Map, Location Map**). The district is expanded from the original listings to include the road, pipeline, reservoir, and other water conveyance features up to and including Cornfield Spring on the southeast. The conveyance of water from Cornfield Spring enabled the existence of the Kelso Townsite, providing water for the steam engines to climb the daunting Cima Grade as well as to provide drinking water for the use of the citizens of Kelso to man this railroad facility.

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11. Form Prepared By

name/title: David R. Nichols, Cultural Resources Program Manager
organization: National Park Service
street & number: 2701 Barstow Road
city or town: Barstow state: CA zip code: 92311
e-mail: David_R_Nichols@nps.gov
telephone: (760) 252-6145
date: October 2022; Revised December 2022

Additional Documentation

Submit the following items with the completed form:

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

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: Kelso Depot, Restaurant and Employees Hotel (Boundary Increase II)
City or Vicinity: Kelso
County: San Bernardino
State: California
Photographer: Danilo Giordano
Date Photographed: February 2020

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

1 of 12 Two track road, facing east

2 of 12 Pipeline, facing west

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California

Name of Property

County and State

- 3 of 12 Pipes, facing east
- 4 of 12 Pipeline, facing east
- 5 of 12 Pipeline, facing southeast
- 6 of 12 Pipeline with venting, facing east
- 7 of 12 Reservoir from a distance, facing northeast
- 8 of 12 Reservoir, facing north
- 9 of 12 Reservoir, facing west
- 10 of 12 Reservoir interior, facing west
- 11 of 12 Spring box, facing north
- 12 of 12 Cornfield Spring and spring box, facing east

Paperwork Reduction Act Statement: This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

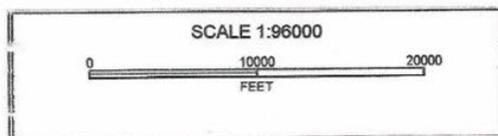
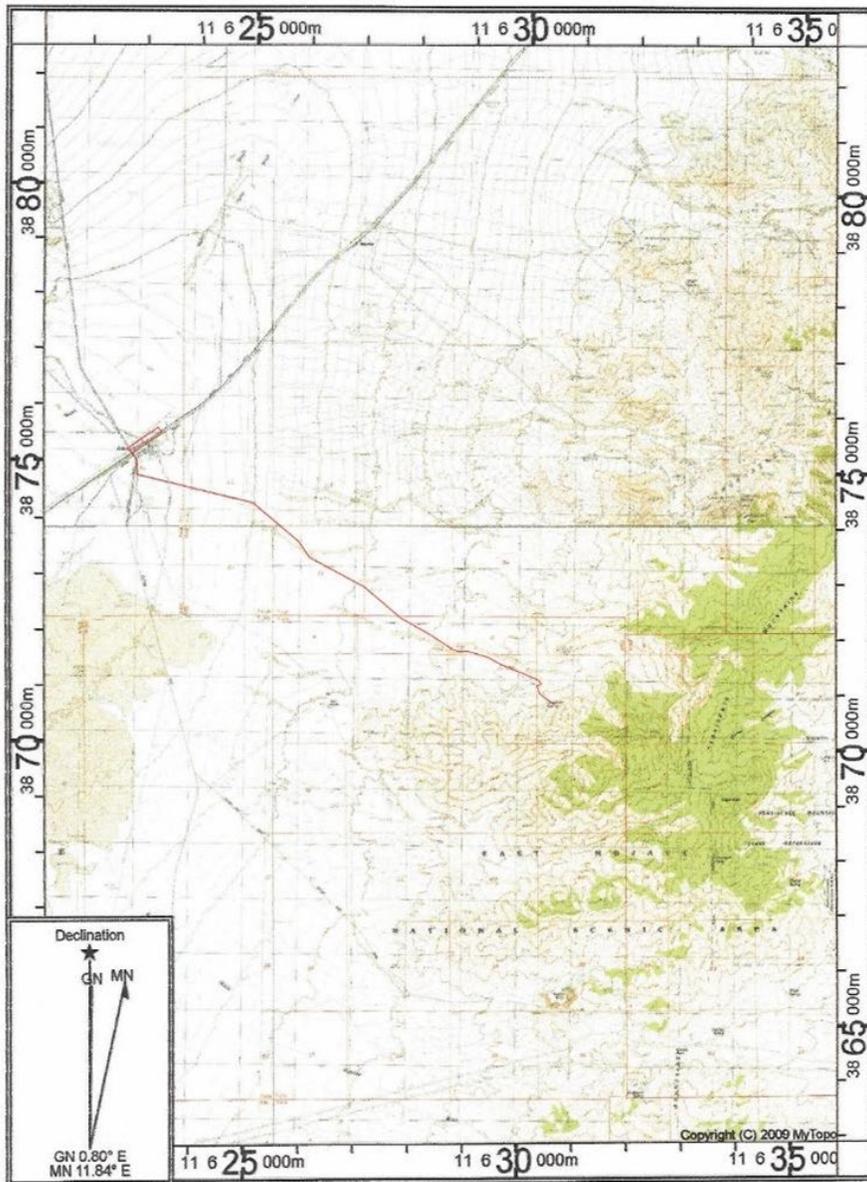
- Tier 1 – 60-100 hours
- Tier 2 – 120 hours
- Tier 3 – 230 hours
- Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

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USGS Map



— Kelso Depot Historic District

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Location Map 1 of 2

- | | |
|------------------------|------------------------|
| 1. Latitude: 35.012020 | Longitude: -115.654192 |
| 2. Latitude: 35.012720 | Longitude: -115.652685 |
| 3. Latitude: 35.012625 | Longitude: -115.652594 |
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| 6. Latitude: 35.014898 | Longitude: -115.649614 |
| 7. Latitude: 35.015219 | Longitude: -115.649009 |
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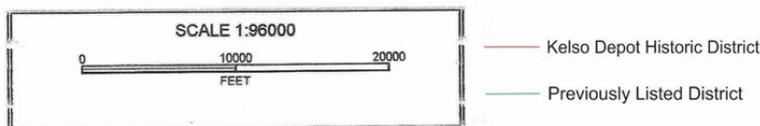
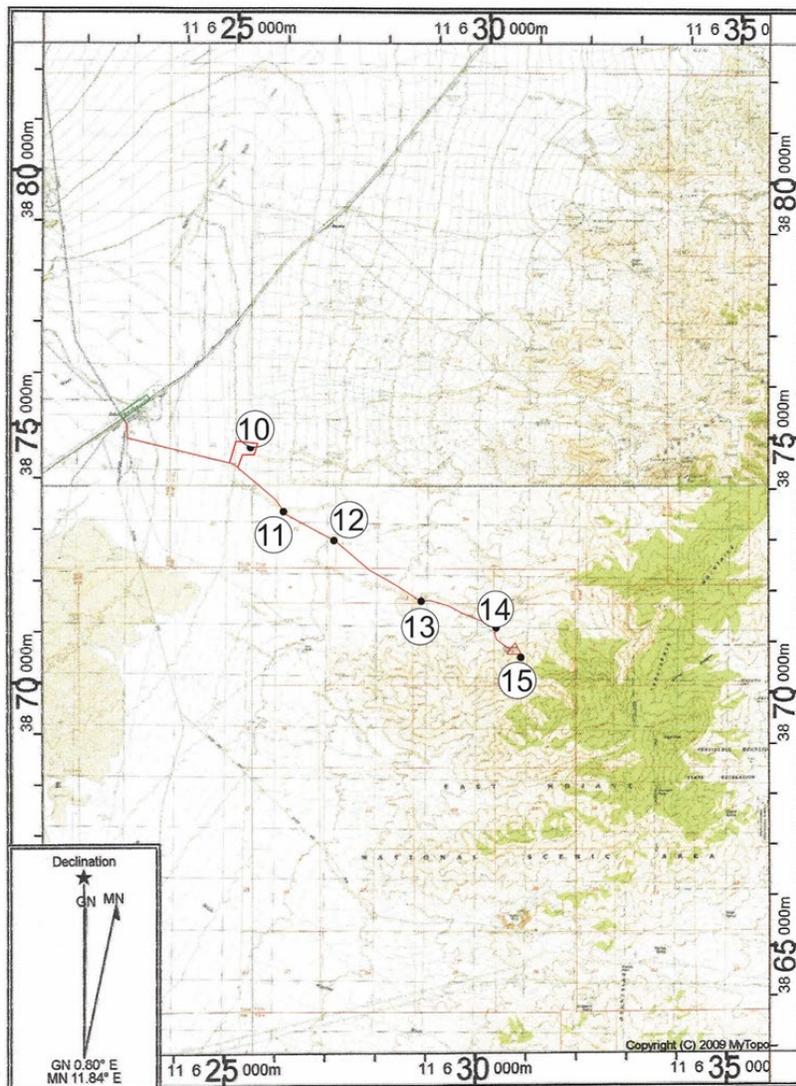


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Location Map 2 of 2

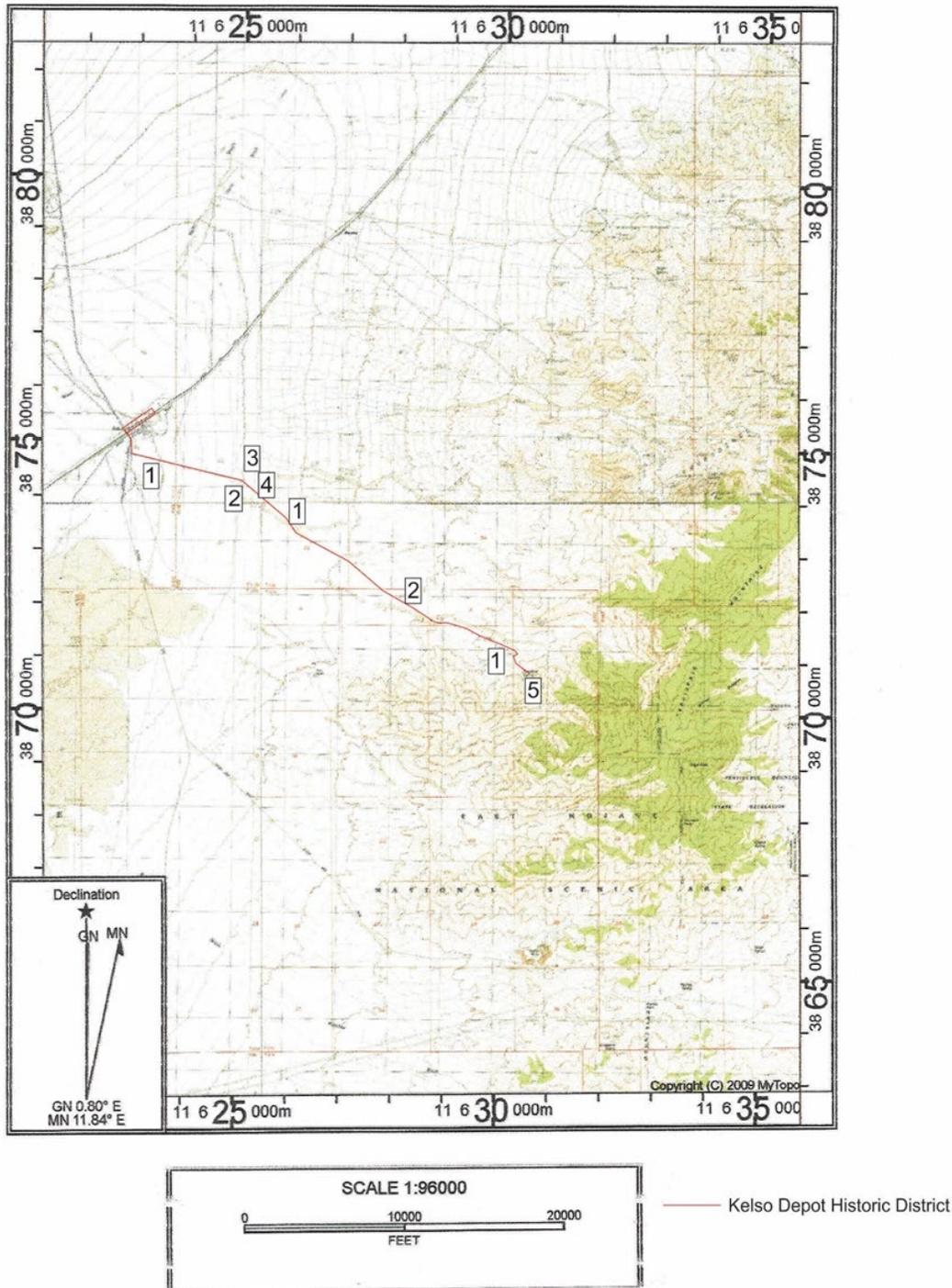
- | | |
|-------------------------|------------------------|
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| 13. Latitude: 34.979425 | Longitude: -115.589146 |
| 14. Latitude: 34.977388 | Longitude: -115.580122 |
| 15. Latitude: 34.970955 | Longitude: -115.571606 |



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Sketch Map 1 of 3

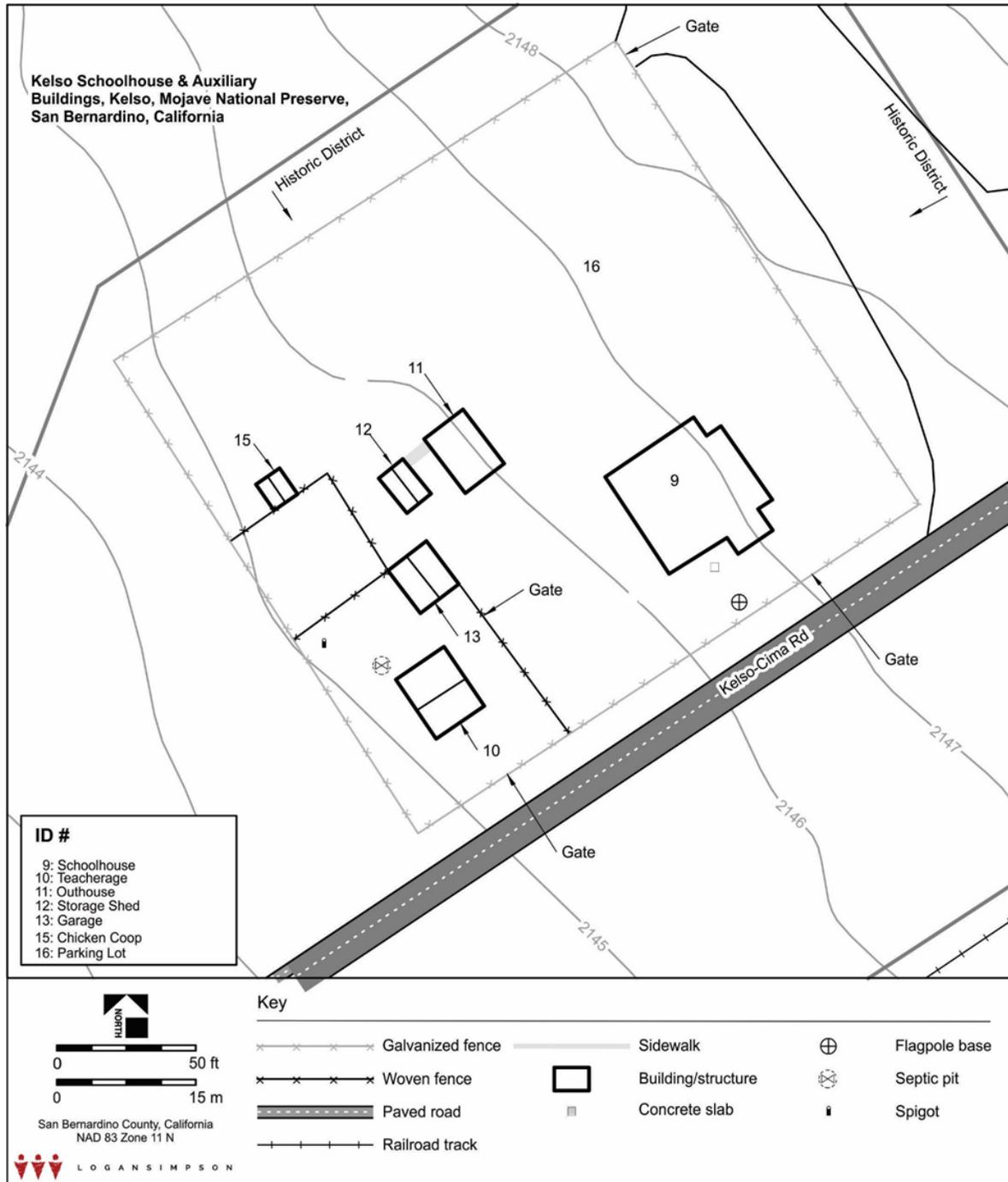


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Sketch Map 3 of 3

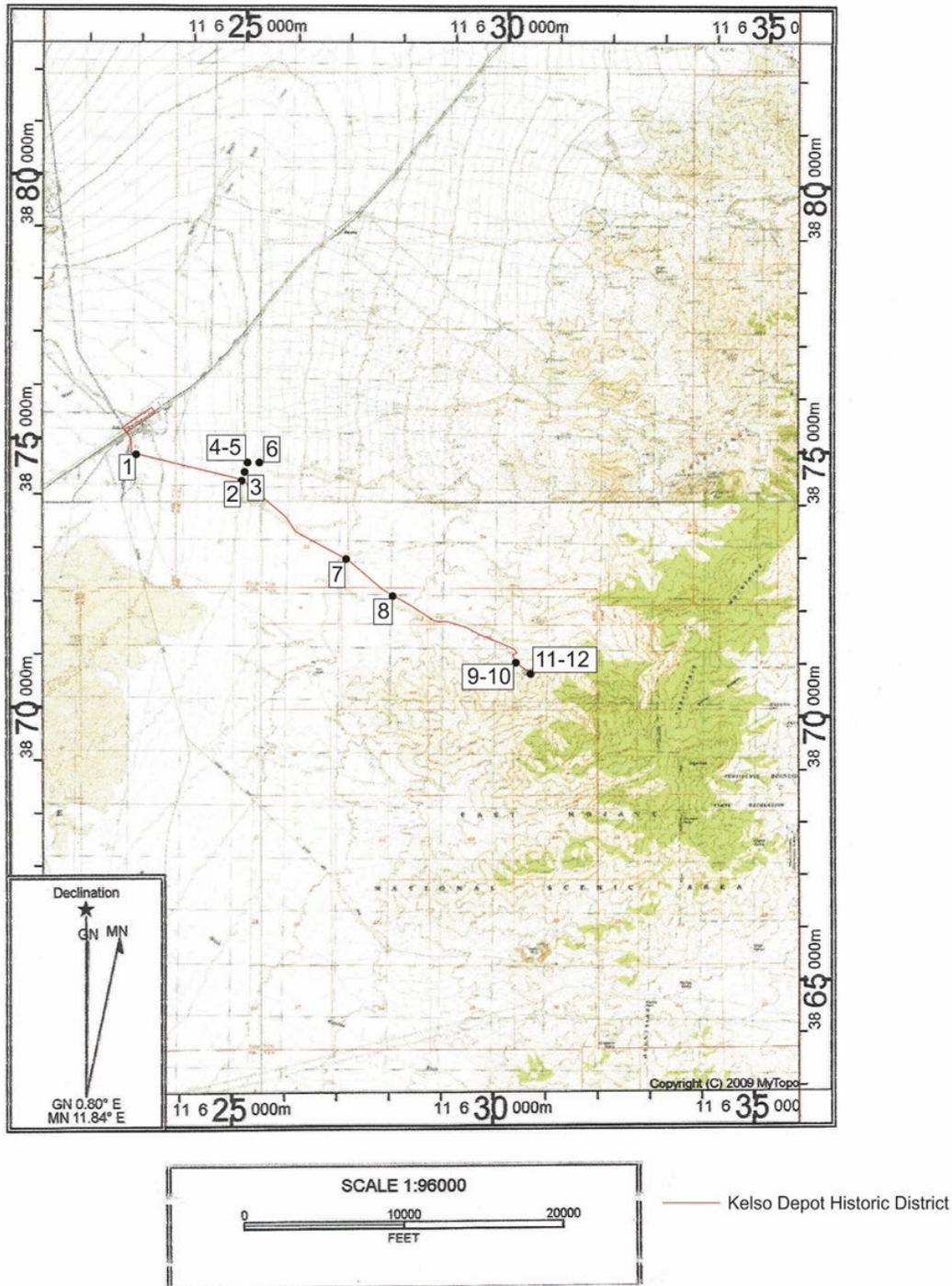
Resources 9-13 and 15: Previously Listed; Resource 16: Noncontributing



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Photo Key



Kelso Depot, Restaurant and Employees Hotel
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Photo 1 Two track road, facing east



Photo 2 Pipeline, facing west



Kelso Depot, Restaurant and Employees Hotel
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Photo 3 Pipes, facing east



Photo 4 Pipeline, facing east



Kelso Depot, Restaurant and Employees Hotel
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Name of Property

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Photo 5 Pipeline, facing southeast



Photo 6 Pipeline with venting, facing east



Kelso Depot, Restaurant and Employees Hotel
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Photo 7 Reservoir from a distance, facing northeast



Photo 8 Reservoir, facing north



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Photo 9 Reservoir, facing west



Photo 10 Reservoir interior, facing west



Kelso Depot, Restaurant and Employees Hotel
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Photo 11 Spring box, facing north



Photo 12 Cornfield Spring and spring box, facing east

