

Form 10-300  
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: <b>California</b>
COUNTY: <b>San Bernardino</b>
FOR NPS USE ONLY
ENTRY DATE <b>APR 8 1975</b>

### 1. NAME

COMMON:

**HARVEY HOUSE** *Railroad Depot*

AND/OR HISTORIC:

**(CASA DEL DESIERTO)**

### 2. LOCATION

STREET AND NUMBER:

**Santa Fe Depot**

CITY OR TOWN:

**Barstow**

CONGRESSIONAL DISTRICT:

**33**

STATE

**California**

CODE

**06**

COUNTY:

**San Bernardino**

CODE

**071**

### 3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input checked="" type="checkbox"/> Building <input type="checkbox"/> Site <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input type="checkbox"/> Private <input checked="" type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No			

PRESENT USE (Check One or More as Appropriate)

<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input checked="" type="checkbox"/> Other (Specify)	
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	<b>Vacant</b>	
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific		

### 4. OWNER OF PROPERTY

OWNER'S NAME:

**Atchison, Topeka & Santa Fe Railroad**

STREET AND NUMBER:

**Santa Fe Depot**

CITY OR TOWN:

**Barstow**

STATE:

**California**

CODE

**06**

### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:

**San Bernardino County Assessors Office (Barstow)**

STREET AND NUMBER:

**301 E. Mountain View Avenue**

CITY OR TOWN:

**Barstow**

STATE

**California**

CODE

**06**

### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

**None Available**

DATE OF SURVEY:

☐ Federal

☐ State

☐ County

☐ Local

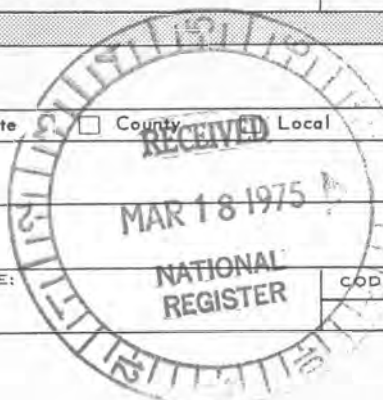
DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE



SEE INSTRUCTIONS

STATE: California  
COUNTY: San Bernardino

ENTRY NUMBER

DATE

FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input checked="" type="checkbox"/> Excellent	<input type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The original condition of the Harvey House is exactly as it is at present. The way this building was designed is very unique. It is a very strong structure. All of the heavy archways are keyed into place. Other than that type of framework, the structure was built with Red Cinder stones. The roof looks like it is made with some type of Spanish tile. The walkway in front is made from small red brick. The structure is in excellent condition for its age.



SEE INSTRUCTIONS

## 8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

☐ Pre-Columbian

☐ 16th Century

☐ 18th Century

☒ 20th Century

☐ 15th Century

☐ 17th Century

☐ 19th Century

SPECIFIC DATE(S) (If Applicable and Known) **Built in 1911**

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal

☐ Education

☐ Political

☐ Urban Planning

☐ Prehistoric

☒ Engineering

☐ Religion/Phi-

☐ Other (Specify)

☐ Historic

☒ Industry

losophy

☐ Agriculture

☐ Invention

☐ Science

☒ Architecture

☐ Landscape

☐ Sculpture

☐ Art

☐ Architecture

☐ Social/Human-

☐ Commerce

☐ Literature

itarian

☐ Communications

☐ Military

☐ Theater

☐ Conservation

☐ Music

☒ Transportation

### STATEMENT OF SIGNIFICANCE

The present Harvey House Railroad Depot structure has its origin in the early railroad history of the southwest.

Barstow, then Waterman Junction, came into being as a result of a series of railroad company sales, mergers and acquisitions. Atlantic & Pacific Railroad was a subsidiary of the Atchison, Topeka and Santa Fe. C. P. Huntington's Southern Pacific Railroad was sold to Atlantic & Pacific, which included trackage from Needles to Mojave, in 1884. California Southern Railroad went bankrupt laying track through the Cajon Pass and was acquired by the Atlantic & Pacific Railroad. This combination of companies completed the laying of track from San Bernardino through the Cajon Pass, to Waterman Junction in the summer of 1885. Waterman Junction was promptly renamed Barstow, after William Barstow Strong, a former president of the Atlantic & Pacific Railroad.

Wood was apparently the practical building material of the 1880's and in 1885 a wooden depot building and a wooden restaurant and hotel building were constructed at the track site in Barstow, California. The Santa Fe Overland train was made up of wooden passenger cars as well. In 1893, Fred Harvey, founder and operator of the Santa Fe Harvey Houses, by verbal agreement, took over the operation of all hotels and restaurants on the Santa Fe line. It may be assumed then, the wooden restaurant and hotel, built in 1885 in Barstow, became its first Harvey House in 1893.

During the year of 1908, the wooden Harvey House burned. The present Harvey House Depot buildings were constructed in 1910-1913.

The Fred Harvey House combination of excellent food and excellent service provided by the pretty and efficient Harvey Girls is well rooted in the history and development of the Old West.

The Fred Harvey Hotels and Restaurants were a unique adjunct of the Santa Fe Railroad. Fred Harvey's role in improving the quality and service of food along the rail lines has been described as "the greatest civilizing influence in the West." Prior to the founding of the first Harvey House

SEE INSTRUCTIONS

# 9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Meals by Fred Harvey: A Phenomenon of the American West, by James D. Hendersen. Published 1969 - Texas Christian University Press.
2. Arid Domain: The Santa Fe Railway and its Western Land Grant, by William S. Greever. Published 1954 - Stanford University Press.
3. Santa Fe: The Railroad That Built an Empire, by James Marshall. Published 1945 - Random House, New York.

# 10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE				
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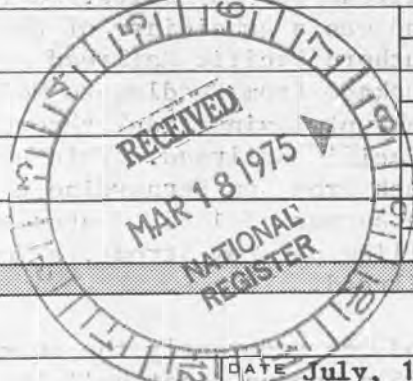
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E 497820  
N 3862290

UTM  
OK  
CD

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: **One and one-half acres**

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE



SEE INSTRUCTIONS

# 11. FORM PREPARED BY

NAME AND TITLE: **Michael Bellomy - Engineering Aide**

ORGANIZATION: **City of Barstow - Planning Department** DATE: **July, 1974**  
(Revised December, 1974)

STREET AND NUMBER: **220 E. Mountain View Avenue**

CITY OR TOWN: **Barstow** STATE: **California** CODE: **06**

# 12. STATE LIAISON OFFICER CERTIFICATION

# NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☒ Local ☐

Name

*[Signature]*

Title **State Historic Preservation Officer**

Date

**FEB 13 1975**

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

*[Signature]*  
Director, Office of Archeology and Historic Preservation

Date

**4/3/75**

ATTEST:

*[Signature]*  
Keeper of the National Register

Date

**APR 2 1975**



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES  
INVENTORY -- NOMINATION FORM**

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RECEIVED MAR 18 1975

DATE ENTERED

APR 3 1975

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Restaurant passengers often had to endure poor quality food and rushed service at the few eating places that were available at railroad stops. The custom usually was to hold the train for a few minutes while passengers bolted the fare of the day. Irregular train schedules, poor spacing of stops, and poor quality food were sources of considerable irritation.

The Santa Fe made its first real efforts to provide suitable eating facilities in Topeka in 1872. Apparently this early venture was successful and Santa Fe recognized the need for this type of service. This first lunchroom was sold to Fred Harvey in 1876. The new proprietor brought to the operation a totally new image. Under Harvey's ownership, the establishment was clean; the food and service were excellent and prices were moderate. As word of the newly improved service spread the patronage of the small lunch counter increased rapidly.

One year later, in 1877, Fred Harvey took over another eating establishment at Florence, Kansas. Again, Harvey's flair for quality and service proved to make the operation a success. Working arrangements between Harvey and Santa Fe were laid down in a contract dated January 1, 1878. The hotel at Florence was leased to Harvey for five years rent free with the provision that a reasonable standard of service would be provided. Generally, the agreement was that Santa Fe would supply the buildings and Fred Harvey would equip them. The railroad then also provided basic necessities such as coal, ice, and water.

Harvey's chain of hotels and restaurants began to expand very rapidly and took on the form of a combined establishment. The public demand was so great that Santa Fe began providing additional Harvey Houses. By 1883, Fred Harvey assumed exclusive control of all meal service on the Santa Fe from Topeka to El Paso. Harvey Houses were so successful on this run that Santa Fe officials decided to introduce the service on their lines to the West Coast. The typical Harvey House of this early period of operation was of frame construction, usually with the railroad station under the same roof. The hotel facilities were provided at only about half of the early sites. The lunchrooms were designed primarily to serve passengers, but also were supported by local trade. Harvey's operation operated at an extremely high level of efficiency; telegrams were sent from trains as they neared the usual Harvey House-Depot complex. Thus, the staff was warned in advance of the number of diners to expect and would have all facilities ready for the

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customers as they got off the train. The popularity of the Harvey Houses was aided by the Harvey Girls. These waitresses were recruited in the eastern states; most were young and attractive. They were given rigorous training and served meals with precision and tact, and it can be generally said that Fred Harvey brought a quality dining experience to railroad travelers.

The early Harvey Houses of the 1890's were built for a maximum of utility and a minimum of capital outlay. However, with new management in the Santa Fe Railroad, a noticeable change took place in the Harvey Houses after 1900. Beginning about 1900 the Santa Fe engaged the finest architectural talent to design Harvey Houses and stations. The new buildings were built with the objective of conforming to the geographic and historical background of the southwest. The new Harvey Houses of this second era were given names which were historically harmonious with the area; in this case, the Casa Del Desierto (House of the Desert) in Barstow.

The architectural style that became popular with Santa Fe was the blending of the early city of Santa Fe 16th Century Spanish and Indian architecture. In general, this so called "Santa Fe style" appeared as long and low horizontal facade lines with relief from roof beams, inset porches, arcades, and flanking buttresses. The Harvey House at Barstow is an excellent example of this early architectural styling which combines not only Spanish-Indian architecture of the southwest, but also includes Moorish elements and motifs worked into an interesting combination of towers and archways. Most of the credit for the new architectural styling and treatment of the interiors went to Mary E. J. Coulter, a foremost American architect and interior decorator who spent many years in the southwest and became an authority on its art.

Local residents also contributed in the design and construction of the present Harvey House buildings. Mr. Walter Alf and his father, Seymour Alf, were responsible for all the grading and foundation work. A Mr. Murgua, native of Austria and resident of Barstow at the time, is responsible for the handcrafted copper chandeliers which still adorn the interior of the structure. A Mr. Fred Harris, cabinet maker from Germany and resident of Barstow at the time, is responsible for all the cabinets and wood fixtures on the interior.

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3

The present Harvey House has survived remarkably intact to the present day. It is an outstanding statement of the type of railroad depot-hotel-restaurant combinations made famous by Santa Fe around the turn of the century. It is one of the last surviving examples of the old Harvey Houses. It is, unfortunately, threatened at the present by demolition for proposed expansion of Santa Fe Railroad yards in the city of Barstow.

9. Major Bibliographical References (continued)

4. Steel Trails to Santa Fe, by Lawrence L. Waters. Published 1950 - University of Kansas Press, Lawrence, Kansas.
5. "Lusty San Bernardino, Santa Fe Grew Together", the Sun-Telegram Newspaper, published San Bernardino, California, dated 4/28/74.
6. Mohave Newspaper, Magazine Supplement, Kingman, Arizona, dated June, 1973, Copyright 1973; Article: "Fred Harvey, Mohave Remembers His Girls with Great Affect."
7. Conversation with Daggett resident, Mrs. Walter Alf; dated 7/15/74. Discussed the construction of present Harvey House Depot buildings.
8. Conversation with Barstow resident, Mr. Charlie B. Willis; dated 7/15/74. Discussed the construction of present Harvey House Depot buildings.





Harvey House Railroad Depot  
Property (Casa Del Desierto)

SAN BERNARDINO  
75000458

State California Working Number 3,18,75,432

TECHNICAL

Photos 11  
Maps 1

Let's keep in mind

CONTROL

OK 3.19.75

HISTORIAN

Accept  
W. R. Love  
3/21/75

ARCHITECTURAL HISTORIAN

WE NEED A CONTINUATION  
SHEET

ACCEPT  
LEBOVICKA  
3-21-75

ARCHEOLOGIST

OTHER

HAER

Inventory \_\_\_\_\_  
Review \_\_\_\_\_

REVIEW UNIT CHIEF

Accept  
Cole  
3.27-75

BRANCH CHIEF

accept  
Zing  
4.2.75

KEEPER

Wm  
4.2.75

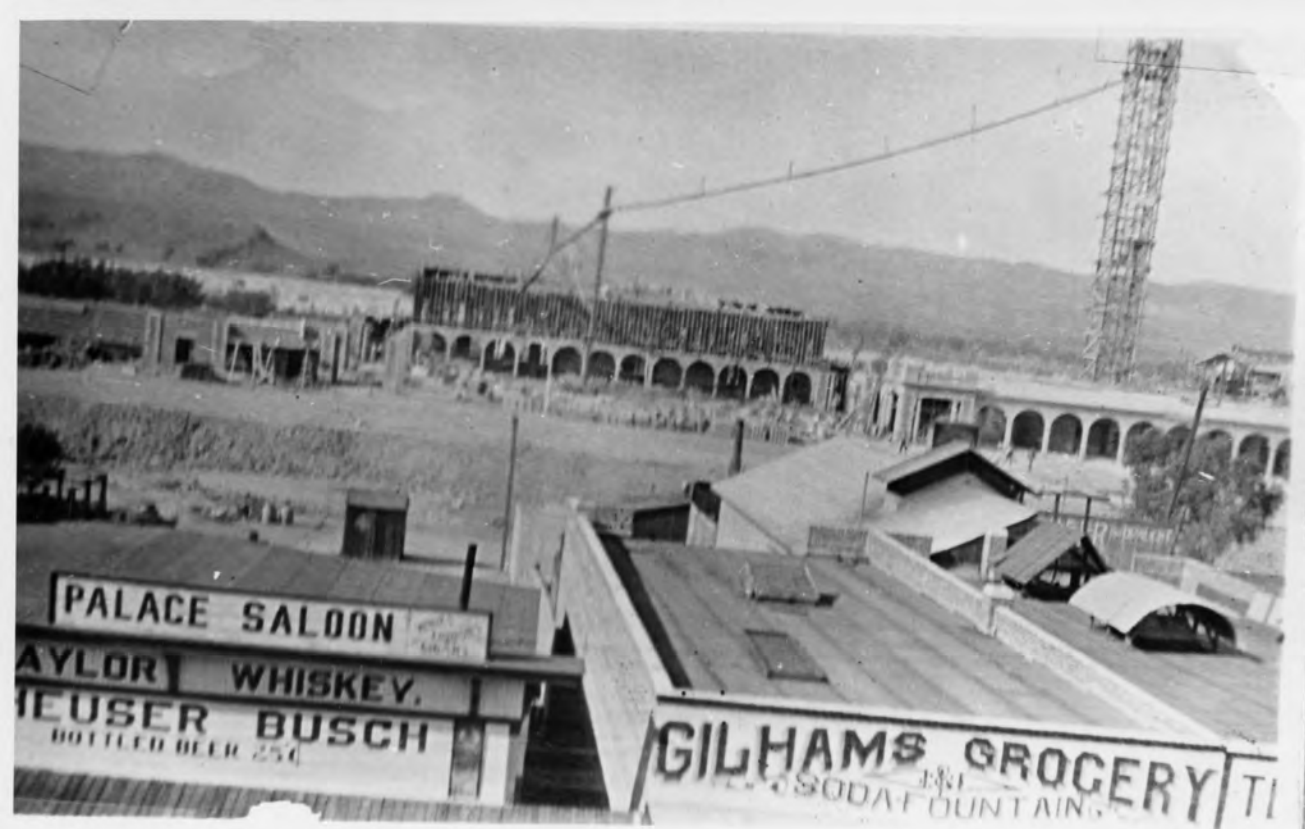
Name:  
Harvey House Railroad Depot  
("Casa del Desierto")

National Register Write-up \_\_\_\_\_  
Federal Register Entry 6-3-75

Send-back \_\_\_\_\_  
Re-submit \_\_\_\_\_

Entered APR 8 1975

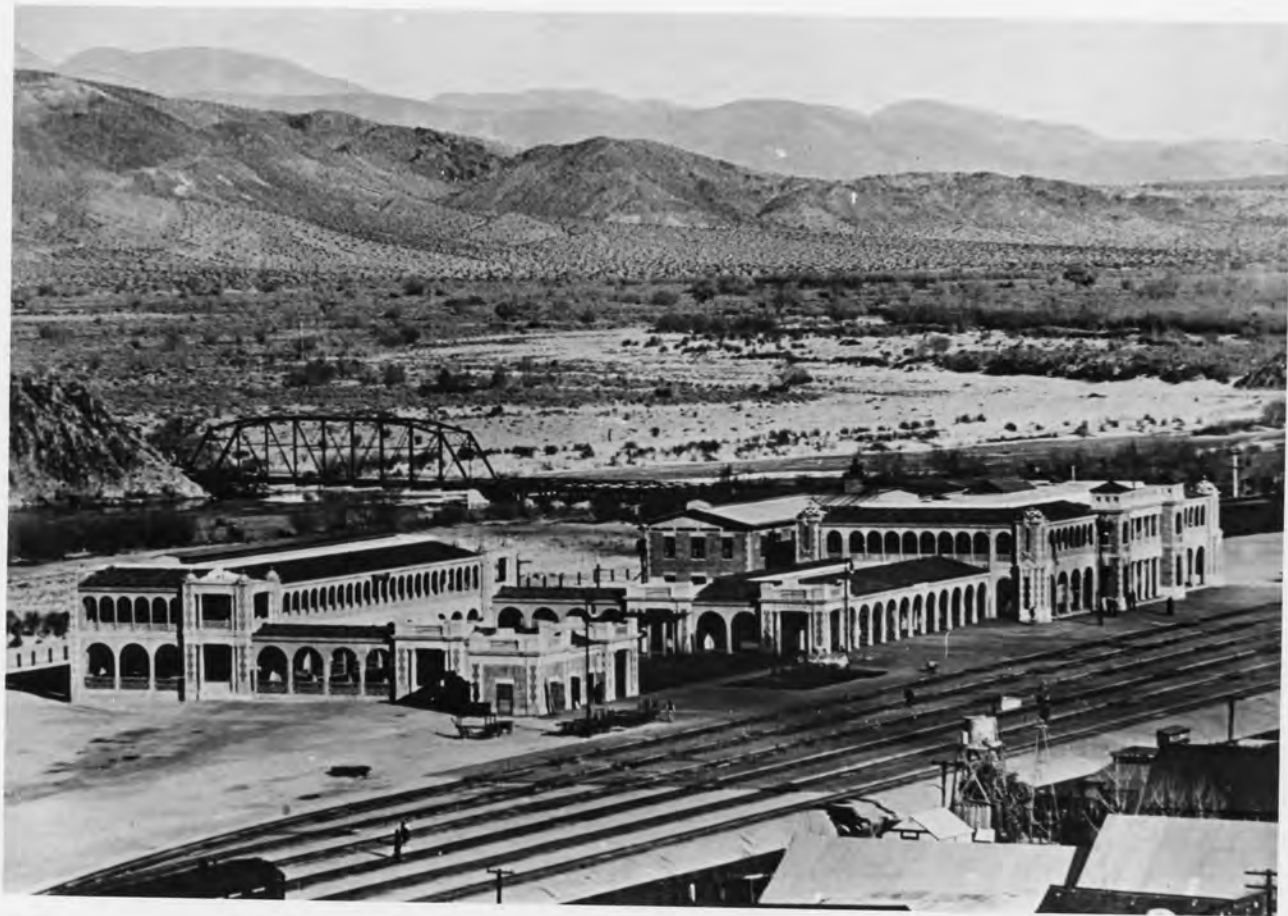
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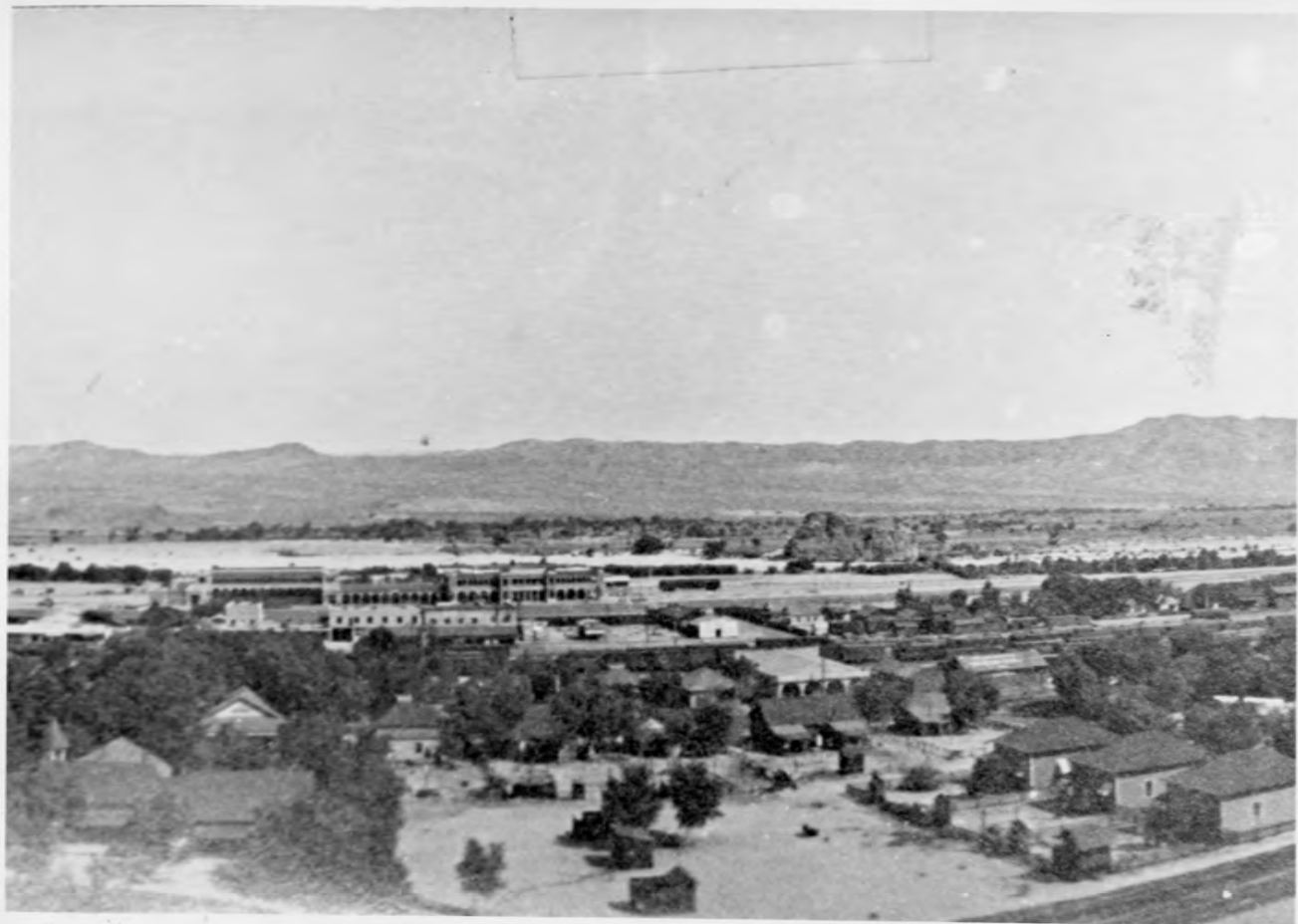








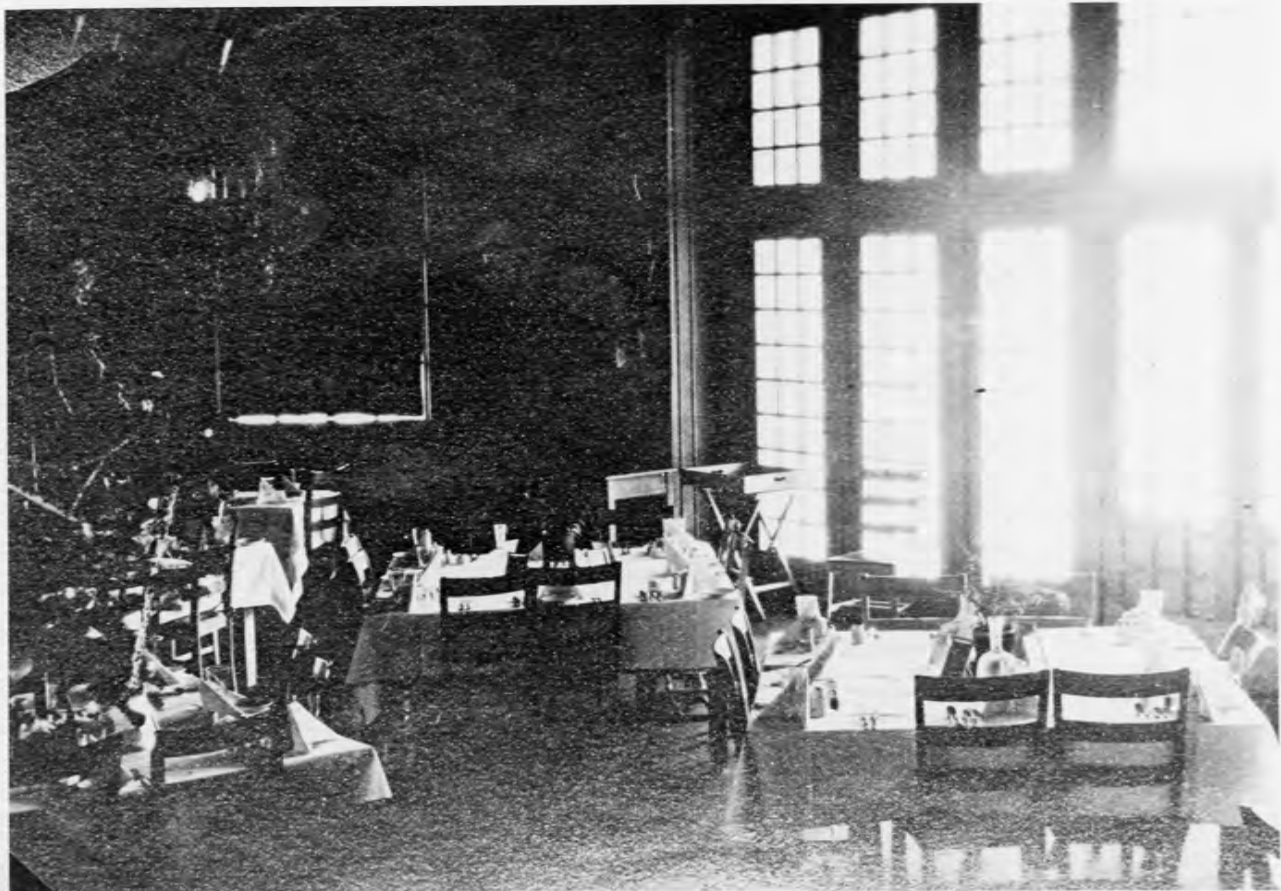




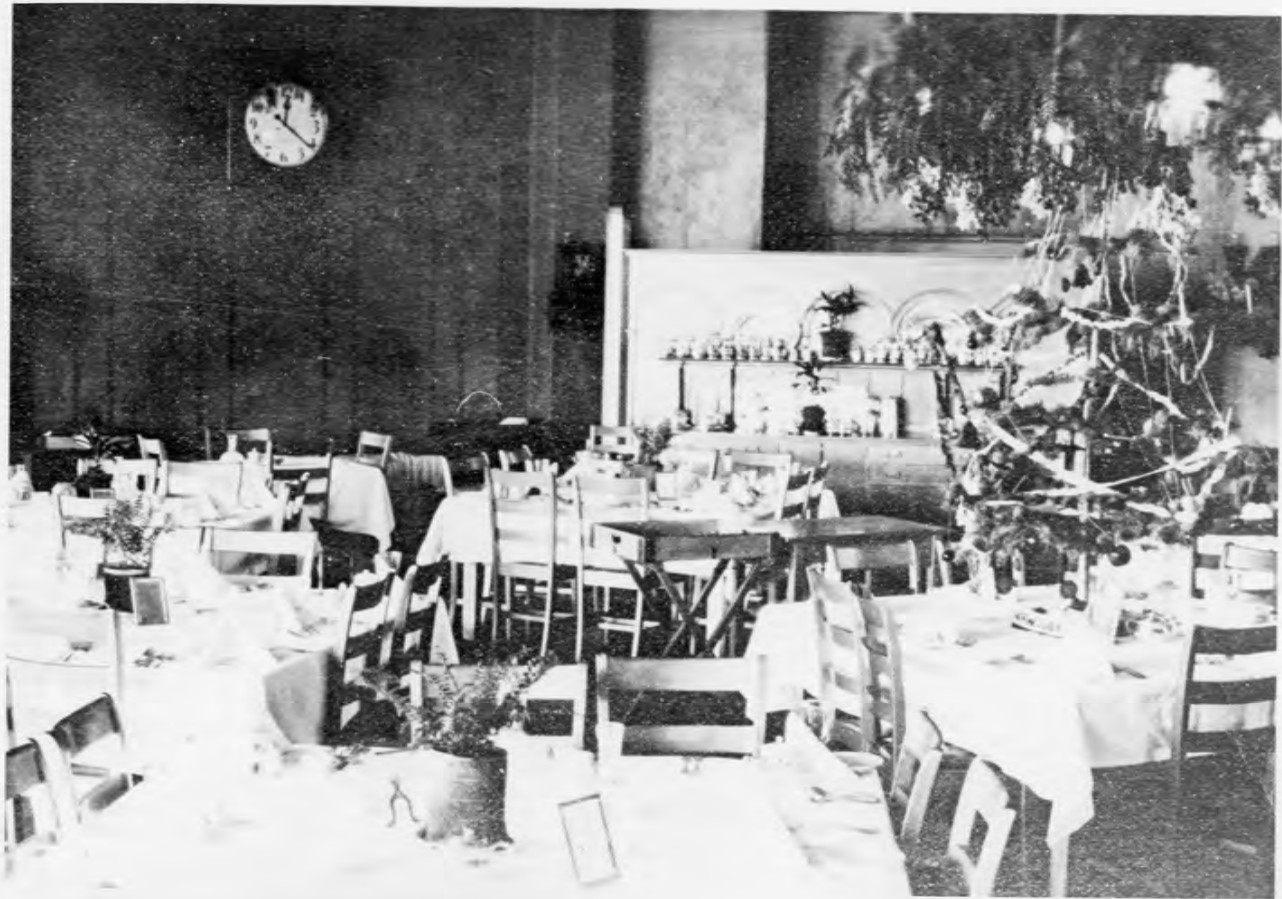
















ENTRIES IN THE NATIONAL REGISTER

STATE CALIFORNIA

Date Entered APR 8 1975

<u>Name</u>	<u>Location</u>
La Casa Primera de Rancho San Jose	Pomona Los Angeles County
Harvey House Railroad Depot	Barstow San Bernardino County
Lighter-than-Air Hangars, Marine Corps Air Station (Helicopter)	Santa Ana Orange County

Also Notified

Hon. Alan Cranston  
Hon. John V. Tunney  
Hon. Del Clawson  
Hon. Charles E. Wiggins  
Mr. Francis B. Roche, DOD  
Regional Director, Western Region

State Historic Preservation Officer  
Mr. William Penn Mott, Jr.  
Director, Department of Parks  
and Recreation  
State Resources Agency  
Post Office Box 2390  
Sacramento, California 95811

PR Mott/bsh 4/8/75  
Copy to Mr. Crecco

# Opinions

DISPATCHED

## The Stroke Of Twelve

Within the next few days, officials of the Santa Fe Railroad are expected to make a decision on the fate of the Harvey House, the grand old railroad depot that used to welcome weary travelers to Barstow and now stands vacant, a reminder of an age long gone.

On Dec. 18, 13 days before the railroad's deadline for submission of a development proposal, the city of Barstow recommended that Santa Fe negotiate a lease of the 68-year-old depot with the Barstow Harvey House Society, a local non-profit corporation that has struggled over the past year to save the building.

The Santa Fe is deciding what to do with the city's recommendation. We think the railroad should let the Harvey House Society lease the depot, because it would be a shame to lose a building that has given so much to Barstow and still has more to offer.

According to a consultant the society hired to study the building, restoration of the Harvey House is "financially feasible." There are many uses to which it could be put, be it as a museum, as office and meeting space for local civic organizations or even as a commercial endeavor. It could perhaps become a kind of social center for Barstow. And the cost of constructing a new building of comparable size and quality would be astronomically high.

But the Harvey House offers more than a lot of usable space. It offers Barstow residents a link with their past, a landmark to reflect the city's evolution. A community is not a community unless it preserves some of its heritage.

In fairness to Santa Fe, they have generously provided a two-year span for interested parties to come forward with an acceptable restoration proposal. And in that space of time, supporters of the Harvey House have not always moved in the most efficient manner to achieve that end. But what these supporters have lacked in the way of administrative savvy, they have more than compensated for with their sheer determination and spirit.

Many hours of work have gone into the drive to save the building. Local businesses and ordinary citizens have pledged time and money to the effort. All of that dedication would go to waste if Santa Fe's West Coast general manager, H.D. Fish, orders the wrecking ball to swing.

Santa Fe has little to lose and Barstow has much to gain from preservation of the Harvey House. We hope the railroad sees it that way also and turns the building over to the Harvey House Society.

# DISPATCH

15—Two Sections

Wednesday, March 21, 1979

## Elimination Of CCC Program Proposed

SACRAMENTO (UPI) — Gov. Edmund G. Brown Jr.'s pet California Conservation Corps has been wiped out by Assembly budget writers in what one GOP committee member described as an attempt to gain leverage with the governor.

The Ways and Means subcommittee on resources and transportation voted 3-2 Tuesday to provide half of the \$16 million that Brown requested, but end the program after the first six months of the fiscal year that begins in July.

Such a move by the legislature would close the local CCC center opened in February at Pitcher Junior High. The center, which started with 12 members, had hoped to be up to 60 members within the next six months.

CCC projects being considered for the Barstow area include park lighting installations, and assistance on installing a new filtration system at Henderson pool in Foglesong Park.

Yermo residents were also seeking help in building a community pool, while the Daggett Historical Society has asked for assistance in restoring the old Stone Hotel.

Since they began operations in the local area, CCC workers have participated in building a wall around the Calico Cemetery and were also instrumental in setting up the Rudy Lara telethon headquarters.

The CCC trains people between the ages of 16 and 23 for such public works projects as flood control, fire fighting and animal husbandry.

Members receive \$503 a month and pay \$125 for room and board at CCC camps.

Critics of the CCC assert the pro-

gram has failed to ease high unemployment among young people in California cities.

Brown this year appointed B. T. Collins, one of his lobbyists in the Legislature, as director of the CCC, which has been plagued with administrative headaches.

Chairman Terry Goggin, D-San Bernardino, said the panel took the action "pending complete review of other budget items in the subcommittee's jurisdictions and pending completion of the auditor general's investigation."

If those reports are favorable, Goggin said, "that of course would have some impact."

But he added that the committee did have to make some "initial decisions."

The Republicans on the subcommittee, Assemblywoman Marilyn Ryan, Rancho Palos Verdes, and Assemblyman Stan Statham, Chico, voted against ending the program.

Mrs. Ryan said it had not yet been shown that the program should be cut. "There's some evidence that (Assembly) members would like to use this as leverage with the governor to get their own programs through," she said.

"I didn't think (the vote) was an honest response to the program."

Studies show the average cost of the program per corps member is \$16,000 a year. The attrition rate is 60 percent and the average stay at the camps is 5½ months, although it is an 11-month program.

At any one time the corps totals about 1,500 members. In 1978, only 266 youths stayed with the program 11

months.

In addition to the \$8 million, the committee agreed to provide enough money to provide an "orderly" end to the CCC.

The recommendations of the committee are subject to extensive negotiations and haggling before final passage of the budget.

## Shuttle Put On Hold By Spring Rain

EL PASO, Texas (UPI) — Space officials today grounded the space shuttle Columbia on an "indefinite weather hold," then sent an Air Force jet in search of a possible break in a spring storm that has produced torrential rains over south Texas for the past two days.

The postponement was just one more in a series of mechanical and weather-related delays which has plagued the Columbia since NASA officials first attempted the piggyback, cross-country flight to Florida more than a week ago.

Following a late morning "instant flight planning" session, officials dispatched the jet to Kelly Air Force Base in San Antonio, Texas, to check the weather situation further.

"I'd say there's a 97 percent chance it's not coming (to San Antonio) today because of the weather."

## Weather

Chance of showers or thundershowers this afternoon. Some clouds tonight and Thursday but mostly sunny on Thursday. Slightly warmer. Highs today 52 to 58 and Thursday 56 to 64. Lows tonight 34 to 42. Yesterday's highs, 52-56, with .24 inch of rain.



# Harvey House Proposal

By JAMES DIPEÑO

**BARSTOW**—The Harvey House Society plans to get on the City Council's May 7 agenda in another attempt to secure a lease of the 68-year-old depot from the Santa Fe Railroad.

Eloisa Zermeno, an adviser to the non-profit group seeking to restore the building, said "we are completing an application which will include a lot of the portions missing from our last application, such as the feasibility study."

Two months ago, the Santa Fe turned down a proposal submitted by the group — and subsequently endorsed by the City Council — because railway officials said it did not meet requirements they have said must be met before a lease would be considered.

The railroad set a Dec. 31 deadline for any person or group to come forward with a development proposal. Although no decision has been made on the fate of the building, Santa Fe spokesman Mike Martin said destruction is still a "definite possibility."

He added that it is unknown now how long the railroad is willing to wait for a proposal before making a decision on the building. "That will be determined by top management," he said.

Martin said the railroad is waiting for the City Council to make the next move.

The proposal being readied for the council — which has been asked by Santa Fe to screen all restoration suggestions — will contain a report on a \$1,200 feasibility study prepared for the Harvey House Society by Jim Flack, a San Francisco consultant.

According to Mrs. Zermeno, the report states that the building is "structurally sound and can be self-supporting in a very short time."

In addition, the proposal will provide estimates on construction of a security fence around the Harvey House property and insurance under which the society would assume liability for property damage, injuries or deaths occurring on the property, the ownership of which would be retained by Santa Fe.

The fencing and insurance were two of the railroad's requirements, along with a 20-year lease term and provision of paved parking for Harvey House visitors.

Mrs. Zermeno said the California Conservation Corps has expressed interest in building the security fence.

The society still has more than \$150,000 in labor and material pledges from local firms. It has collected \$8,000 of \$12,000 pledged in a telethon in December. In addition, Mrs. Zermeno said, local individuals and organizations have pledged to donate cash if the society can secure the lease. Such donations would amount to about \$8,000, she said.

State and federal agencies — the Office of Economic Development, the Office of Economic Business Development and the National Trust for Historic Preservation — have expressed interest in providing grant funds that could be used for refurbishing the building and providing staff to operate it.

However, no hard figures have been offered since the Harvey House

Society still does not have a lease.

"They can do nothing until we have that lease," Mrs. Zermeno said.

Mrs. Zermeno and Beth Pennell, president of the Harvey House Society, said the pledges from the local firms would be acceptable to the government agencies as matching funds for grants.

One of the sticking points between the railway and the society will be the

## Autho New

**COLUMBIA**, M. tional Guard true 75,000 sandbags in preparation of flooding from the earlier this week from their homes in

Officials said at the Columbia-area Jackson and the already had left additional 2,000 like flee before the wee

In neighbor- thousands ha ground to e bigbee, Wai swollen by the over much of The worst was around where Police an additional

## Truck Closes Inters

**BARSTOW**—Ait slammed into all the paved shon vehicle damages said bound lanes for this morning, the Patrol reported. Met

James Lee Fia, Point, N.Y. wand Interstate 15, 1.1 re Fields overcross at 1:30 a.m. when to parked truck,

Bergman said. He is The northbound 15 were blocked a of and CHP officers ch to Old Highway 91.

Damage to the Floyd vehicle was reportedly extensive, while the parked truck received minor damage.

Investigating Officer Dave Najera blamed the accident on driver inattention.

## Readied

eventual uses of the Harvey House.

Santa Fe officials have frowned on a commercial use for the depot, calling for a "museum or historical monument," Martin said.

However, Mrs. Zermeno and Pennell say some sort of revenue-generating activity will be necessary to pay ongoing operational costs, such as utilities and insurance premiums.

"The Santa Fe wants some sort of assurance that the organization undertaking this restoration will not go away in six months," Mrs. Zermeno said. "We can only do that if we have some activity that will generate revenue to pay taxes and insurance."

She added hopefully, "I feel anything is negotiable."

Martin remarked that the safety of customers patronizing the Harvey House worries the railroad.

"That parcel is close to active, live railroad tracks," he explained. "It would require all kinds of safety precautions. The Harvey House is really not located in a situation where massive numbers of people can gather for commercial activity."

Several railroad tracks lie just outside the rear of the Harvey House building.

Mrs. Zermeno pointed out, however, that the Harvey House's original use was as a restaurant, and that the security fencing that would be installed would prevent hazards.

"We'd like to restore it as much as possible to its original use, so that it is a living, functional museum," she said.

At Monticello, Sheriff Earl Smith said, "We are prepared for the worst and hoping for the better."

The river was at 23.6 feet at Columbia at 6 a.m., more than six feet above flood stage and expected to crest at 27.5 feet on Monday.

April 19/79

Barstow Desert Dispatch



## Santa Fe Shows Interest

# Harvey House Move Discussed

By DAVE PERCIVAL

BARSTOW—Santa Fe Railway officials have said they would consider donating the Barstow Harvey House building if a proposal were made to move the structure from its present location to another site.

A memo from the general manager's office at Santa Fe's regional headquarters in Los Angeles said anyone making such a proposal would have to agree to clear the present Harvey House site completely, according to Mike Martin, a special assistant in the railway's public relations department.

Martin said the memo, written after consultation with the company's head office in Chicago, came in response to an inquiry from "a private individual who was interested in moving the Harvey House," although Martin was unable this morning to identify the party.

However, a representative of a development firm, interested in the Lenwood Road interchange area has been discussing the possibility of a relocation project with members of the local Harvey House Society, according to the group's president, Beth Pinnell.

James Rozell, a partner in the VOR Development Co. of West Covina, has asked the Planning Commission to consider changing zoning in the Lenwood Road area to allow a 160-acre housing project in the area as the first stage of a multi-million dollar development there.

Mrs. Pinnell said Rozell toured the Harvey House site with society members and expressed a definite interest in moving it to the Lenwood Road area, partly because he thought moving it would be cheaper than construction of a comparable building and also because the building's design and history would provide a theme for the overall development.

City Manager Robert F. Beach said today that if various "locational disadvantages" of the Harvey House at its present site make restoration and re-use of the building unfeasible, then a "financially viable program would have to include relocating the building."

Beach pointed out that presently the

building has no visibility, poor access and limited space around it.

Part of Santa Fe's reason for wanting to demolish the building if a suitable alternative cannot be found is the potential liability for personal injury to persons attracted to the mostly vacant structure.

Beach said the railway's liability insurance problems would be gone if the building were donated and relocated.

"It has the same effect as demolition," he said. "It doesn't surprise me that Santa Fe would be willing to donate it for relocation. I don't think Santa Fe wants to destroy the building for destruction's sake. I think they have some serious problems at the present location."

Meanwhile, the Harvey House Society plans to appear before the City Council Monday to present a revised proposal for leasing the building from Santa Fe for restoration and reuse at its present location, Mrs. Pinnell said. "We have much of the information they (Santa Fe) have requested."

This information, largely gathered

by Eloisa Zermeno, an adviser to the non-profit society, includes a feasibility report from a San Francisco real estate appraisal firm suggesting phases of restoration and estimating operating costs once the restoration is done. Restoration costs estimated by local contractors will also be presented, Mrs. Pinnell said.

In addition, the society has a tentative contract with the California Conservation Corps to provide labor for clean-up and restoration work and will present a letter showing the California Office of Economic Opportunity's interest in arranging for matching funds under a new federal program, she said.

"Our base for matching funds is substantial," she said, considering the CCC agreement, pledges of labor and materials from local contractors and pledges of cash donations.

So far, the Harvey House Society has not been able to negotiate directly with Santa Fe because of the railroad's policy of having all proposals submitted through the city of Barstow. Martin said today that any proposal for relocation of the building

would also have to come through the city.

Mrs. Pinnell said the society would prefer to restore the building at its present location if possible, but its representatives encouraged Rozell to pursue his idea of relocation.

"If our attempts should fail, we thought it would be better to move the Harvey House than to tear it down," she said. "We wanted Santa Fe to know someone was interested in moving it."

An unresolved problem with the society's proposal is the use that would be made of a restored Harvey House. Santa Fe has indicated it would not donate the building for commercial purposes.

Mrs. Pinnell said the Harvey House "could not survive as just a museum," so the society envisions — in addition to a museum and cultural center — a restaurant, shops, a community theater, rental of meeting rooms or offices or other revenue-producing uses that would pay the costs of maintenance and operation.

"We can't go out and sell cookies and candies to support that building down there," she said.

## Britain Chooses Woman Leader

LONDON (UPI) — Margaret Thatcher won a solid governing majority today as Europe's first woman prime minister, and Queen Elizabeth formally chose her to form a government that could stay in power for five years.

A jubilant Mrs. Thatcher, the "iron lady" of British politics and Conservative leader for four years, spent 30 minutes with the queen at Buckingham Palace — where she officially assumed the job — and then drove to her new home, No. 10 Downing Street.

The man she defeated, Labor leader James Callaghan, was already packing his bags at No. 10. He submitted his resignation to the queen early this afternoon after it became apparent that Mrs. Thatcher had swept to a solid win.

She reached the magic number of

318 seats, necessary for an absolute majority in the 635-seat House of Commons, at 2:45 p.m. (Greenwich Mean Time). By tea time, she was prime minister.

With the returns virtually complete, the Conservatives had won 334 seats, Labor 268, the third largest party, the Liberals, took 11 and others, 13.

Computer projections gave Mrs. Thatcher an overall majority of 43. The election results meant women hold Britain's top two positions of monarch and head of government — an unprecedented situation.

Outside No. 10 Downing, Mrs. Thatcher appealed for national unity and said she would "strive to fulfill the trust and confidence of the British people."

After resigning, Callaghan congratulated Mrs. Thatcher and told a news conference "for a woman to

occupy that office (of prime minister) is a tremendous moment in the nation's history."

Mrs. Thatcher ran far behind Callaghan in personal preference polls. But in Britain, voters pick only a member of Parliament, not a presidential-style national leader, and "Maggie" Thatcher and her party rode the crest of voter dissatisfaction with the socialist economic policies of the Labor Party to oust Callaghan for a five-year term.

Mrs. Thatcher, a 53-year-old lawyer who campaigned on a platform of private enterprise and tax cuts, polled strongly throughout the country in an extraordinarily high voter turnout.

The Scottish National Party, advocating independence for Scotland, was all but wiped out, losing nine of its 11 seats. Wales switched from Labor to Conservative.

# NR Data Sheet

DATE: Reviewer INITIALS: mo  
NR DOE 4/3/75

NAME AS IT APPEARS IN FEDERAL REGISTER: Harvey House Railroad Depot

OTHER NAMES: (Casa Del Desierto) ②

LOCATION: Santa Fe Depot

STREET & NUMBER

CITY, TOWN

Barstow

STATE

California

VICINITY OF

CONGRESSIONAL DISTRICT

COUNTY

code

San Bernardino

OWNER OF PROPERTY: (Circle) PRIVATE STATE LOCAL GOV'T MUNICIPAL COUNTY OTHER

ADMINISTRATOR (underline)

FEDERAL (AGENCY NAME):

NPS REGION: (CIRCLE) N. ATLANTIC MID ATLANTIC SOUTHEAST MIDWEST

SOUTHWEST ROCKY MOUNTAIN WEST PACIFIC NORTHWEST

## FEATURES:

INTERIOR	EXTERIOR	ENVIRONS
- Substantially intact-1	- Substantially intact-2	- Substantially intact-3
- unknown - 4	- unknown - 5	- unknown - 6
- not applicable - 7	- not applicable - 8	- Not applicable-9

CONDITION - ☒ EXCELLENT  
- GOOD  
- FAIR

- Interior, exterior, environs not intact-0

- DETERIORATED  
- RUINS  
- UNEXPOSED  
- Unexcavated

☒ UNALTERED  
- ALTERED  
- Reconstructed  
- Excavated

☒ ORIGINAL SITE  
- MOVED  
- Unknown

ACCESS - Yes-restricted Yes-unrestricted (circled) No access Unknown

historic district? YES NO (circled)

WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES NO (circled)  
IF YES, NAME:

WITHIN NATIONAL HISTORIC LANDMARK? YES NO (circled)  
IF YES, NAME:

ADAPTIVE USE: YES NO (circled) Saved? YES NO (circled)

FUNCTION(S): (use vocabulary words)

then- RR station, restaurant  
now- vacant

## SIGNIFICANCE:

☒ ARCHEOLOGY-PREHISTORIC  
☒ ARCHEOLOGY-HISTORIC  
☒ AGRICULTURE  
☒ ARCHITECTURE  
☒ ART  
☒ COMMERCE  
☒ COMMUNICATIONS

☒ CONSERVATION  
☒ ECONOMICS  
☒ EDUCATION  
☒ ENGINEERING  
☒ EXPLORATION  
☒ INDUSTRY  
☒ INVENTION

☒ LANDSCAPE ARCHITECTURE  
☒ LAW/Gov't/politics  
☒ LITERATURE  
☒ MILITARY  
☒ MUSIC  
☒ PHILOSOPHY  
☒ POLITICS/GOVERNMENT  
☒ RELIGION  
☒ SCIENCE  
☒ SOCIAL/HUMANITARIAN  
☒ TRANSPORTATION  
☒ OTHER (SPECIFY)

☒ entertainment  
☒ health  
☒ recreation  
☒ settlement  
☒ socio/cultural  
☒ urban & commun  
planning

## Claims

"first" YES NO "oldest" YES NO "only" YES NO

ARCHITECTURAL STYLE:

architect/m.builder: *Was she the architect as well?*  
landscape/garden designer:  
interior decorator: *Mary E. Y. Butler*

engineer:

artist/artisan: *Mr. Munga - chandeliers*  
*Fred Harris - cabinets*  
builder/contractor: *Seymour O. Walker Aff-*  
*foundation*  
~~*Mr. Munga - chandeliers*~~

ETHNIC GROUP:

NAMES:

(label role  
&  
appropriate date)

personal

events

*Fred Harvey - developed chain of successful  
restaurants in cooperation with the Santa Fe RR*

institutional

*Santa Fe Railroad - with Fred Harvey developed  
chain of restaurants for ~~the~~ the line to the West Coast*

DATES:

DATE OF CONSTRUCTION (Specific date or 1/4 of century): *✓ 1911*

DATE(S) OF "MAJOR" ALTERATIONS:

HISTORICALLY SIGNIFICANT DATE(S):

SOURCE:

(OF NOMINATION)

PRIVATE

STATE

LOCAL GOV'T

MUNICIPAL

COUNTY

OTHER

FEDERAL AGENCY:

ACREAGE:

(to nearest tenth of an acre) *1 1/2 acres*

COMMENTS: (include architectural information here)

*✓* ~~Site of original Harvey House, present building housed depot and Harvey restaurant.~~

Brick, stone, ~~stone~~, 2-story<sup>ies</sup>; two rectangular sections connected by L-shaped  
arcade; arcaded facade; SYMMETRICAL <sup>with</sup> ~~periodic~~ towers tile hipped ~~roofs~~ & domed roofs.

SIGNIFICANCE: (maximum two sentences)

First of chain of restaurants serviced Santa Fe Railroad stations ~~from~~  
~~Tonika to Santa Fe and other stations~~ on routes to the West Coast. Known  
for efficient methods and good food

ARCHITECTURAL STYLE:  
architect/m.builder: *Was she the architect as well?*

landscape/garden designer:

interior decorator: *Mary E. Y. Cullen*

engineer:

artist/artisan: *Mr. Munga - chandeliers*  
*Fred Harris - cabinets*

builder/contractor: *Seymour O. Walker Aff-  
foundation*  
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(to nearest tenth of an acre) *1 1/2 acres*

COMMENTS: (include architectural information here)

~~Site of original Harvey house, present building housed depot and Harvey restaurant.~~

Brick, stone, ~~concrete~~, 2-story, <sup>two</sup> two rectangular sections connected by L-shaped  
arcade; arcaded facade; <sup>SYMMETRICAL</sup> ~~periodic~~ towers with tile hipped ~~roofs~~ & domed roofs.

Second restaurant complex on site operated by Fred Harvey, whose chain of hotels  
and restaurants were famous for their efficient service and good food; built  
designed according to Santa Fe's post-1900 philosophy that station buildings should  
conform with regional history and geography.