



The Dallidet Adobe

STATE HISTORICAL LANDMARK NO. 720

HISTORICAL SOCIETY MUSEUM • MONTEREY ST •

RECEIVED
MAR 1988

DATE: 16 March 1988
TO: Jeff Hook, Associate Planner
FROM: Mark P. Hall-Patton, Museum Director *MPH*
SUBJECT: Southern Pacific Freight Building

The Southern Pacific Freight Building was a transshipment point for less than boxcar size loads for the railroad. The building also functioned as the transshipment point for the Pacific Coast Railway and the Southern Pacific. Among other materials, the oil field equipment for the Santa Maria oil fields was transhipped from the Southern Pacific to the Pacific Coast Railway here. Though we are not fully sure of its age, it does date to the turn of the century and is quite probably the last surviving structure of the early railyards. The building's floors are covered with Asphaltum or Bitumen from the eastern opening of Price Canyon, probably brought to the site by the PCR. Other structural details of interest include the reuse of an 1870's vintage coach window in the west side of the building, and the use of railroad rail in the foundation. Details such as the redwood gutters, the overhang brackets and the redwood construction combine to make this building a typical railroad structure. With its connections to the SP and the PCR companies which revolutionized our transportation system, it occupies a unique position in the history of the development of San Luis Obispo. It was also connected with the West Coast Land Company and Chauncy Hatch Phillips, an important historic figure whose businesses included the Bank of San Luis Obispo and the West Coast Land Company, our review showed. The color of the building is a standard Southern Pacific color. Structurally, the building appeared to be in good condition, with the exception of some dry rot and water damage on the south end of the building, and some subsidence of the SW corner.

MPH-P:ntg

History and Description:

The first train came into the Southern Pacific Railroad San Luis Obispo Depot, May 5, 1894. The railroad created easy access to San Francisco and Los Angeles, and the town's midway position between these cities made it an important stop for the line. The little depot has seen much use in its history. At its busiest, it greeted 6 or 7 passenger trains a day. It was painted the typical Southern Pacific mustard yellow and was part of a complex, employing close to 500 townspeople with a roundhouse to handle the many passenger and freight trains. The railroad was then the city's main industry. In 1942, a new depot was built a few hundred feet east along the tracks. The old depot was remodeled and used as yard and freight offices until November 1969.

The little depot still stands at its original position, although very much remodeled and enlarged. The now tan building is boarded up. Its exterior is intact, but the inside has been subject to vandalism. The structure is for sale by Southern Pacific, and sold, the building will be razed.

Sources:

Louisiana Dart, Curator, San Luis Obispo County
Historical Museum
Interviews with Southern Pacific employees
San Luis Obispo County Historical Museum; photographs

HABS _____ HAER _____ No. 4
UTM: A 10/713310/3905660 B _____ SHL _____ Loc _____
C _____ D' _____

HISTORIC RESOURCES INVENTORY

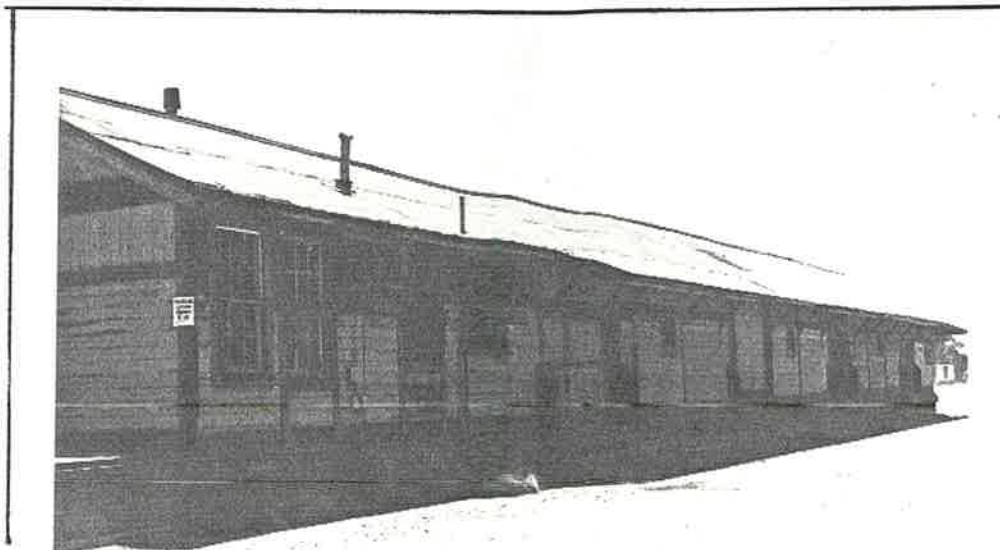
IDENTIFICATION

1. Common name: Railroad Warehouse
2. Historic name: Railroad Warehouse
3. Street or rural address: Railroad Warehouse 1940 SANTA BARBARA ST.
City San Luis Obispo Zip 93401 County San Luis Obispo
4. Parcel number: Southern Pacific Railroad Property
5. Present Owner: Southern Pacific Railroad Address: 1 Market Plaza
City San Francisco Zip _____ Ownership is: Public _____ Private X
6. Present Use: Warehouse Original use: Warehouse

DESCRIPTION

- 7a. Architectural style: Warehouse/Factory
- 7b. Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:

This rectangular raised structure is completely constructed of wood. The roof is composed of corrugated metal sheets and the overhang is supported by straight brackets.



8. Construction date:
Estimated 1900 Factual _____
9. Architect Unknown
10. Builder Unknown
11. Approx. property size (in feet)
Frontage 45' Depth 170'
or approx. acreage _____
(Building)
12. Date(s) of enclosed photograph(s)
April 1983

13. Condition: Excellent ___ Good ___ Fair ___ Deteriorated X No longer in existence ___
14. Alterations: _____
15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___
Residential ___ Industrial X Commercial ___ Other: Railroad
16. Threats to site: None known X Private development ___ Zoning ___ Vandalism ___
Public Works project ___ Other: _____
17. Is the structure: On its original site? Yes Moved? ___ Unknown? ___
18. Related features: _____

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

This building is historically significant because of its association with the healthy railroad industry. It was built by Pacific Land Company circa 1900 and used as a warehouse for transshipping produce and canned goods from the area viarail transportation. The entrepreneur, Chauncey Hatch Phillips, and the Southern Pacific Railroad by virtue of their business ties were connected with the old warehouse. It is one of the oldest existing railroad buildings in the state. Today it serves as a relic of one of the most important chapters in the city's history, the railroad era.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
 Architecture ___ Arts & Leisure ___
 Economic/Industrial 1 Exploration/Settlement ___
 Government ___ Military ___
 Religion ___ Social/Education 2

21. Sources (List books, documents, surveys, personal interviews and their dates).

Interview with Daniel Krieger, Ph.D
 Professor of Political Science
 (June 1983)

22. Date form prepared June 30, 1983
 By (name) Historic Res. Survey Staff
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 City San Luis Obispo Zip 93401
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