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Chapter 6.0

Historic Context

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The Gold Rush initially stimulated economic development and settlement throughout California, but it was the advent of intensive irrigation and the arrival of the first railroad in the 1870s that profoundly re-shaped the existing setting of the San Joaquin Valley and promoted agricultural and municipal growth. This area had advantageous environmental conditions but was sparsely inhabited prior to California statehood. The two principal factors in the development of the valley and the Fresno to Bakersfield corridor were the construction of irrigation and transportation systems.

Subsequent events and trends beginning at the turn of the twentieth century—the rise of oil production in Kern County, federal-state water development projects in the Central Valley, and widespread adoption of the automobile and ensuing highway construction—largely amplified and extended the development initially brought to the vicinity of the Fresno to Bakersfield corridor in the late nineteenth century. These themes are discussed below to provide the appropriate context within which the resources of the survey population are evaluated for potential historic significance.

6.1 Setting

The Fresno to Bakersfield corridor passes through one of the great landform provinces of California: the San Joaquin Valley, which occupies the southern half of the great Central Valley. The San Joaquin Valley lies between the Coastal Ranges on the west and the Sierra Nevada on the east, declining in elevation from south to north. The San Joaquin River runs northward through the valley after descending from the Sierras, although the southernmost portion of the valley forms a closed basin with no outlet to the sea. South of the San Joaquin River, the area is watered primarily by several rivers and smaller streams flowing westward from the Sierra Nevada.

A long, narrow ancient sea once occupied the valley trough, and until the end of the nineteenth century, the Kings, Kaweah, Tule, and Kern rivers emptied into a giant sump lake once measured at 486,400 acres (1968 square kilometers [km²])—reputedly the largest freshwater lake west of the Great Lakes—called Tulare Lake. River sediment and flood deposits gradually filled this sea, resulting in a valley floor of many compound alluvial fans of soft, rich earth that are gently sloped and easily plowed and irrigated. Irrigation diversions from the Kings, Kaweah, Tule, and Kern rivers reduced the lake to a shallow basin of fertile earth by the early twentieth century. The climate in the region is characterized by hot, dry summers with insignificant rainfall and comparatively mild winters with precipitation ranging from meager to moderately heavy (Durrenberger and Johnson 1976: 17, 29–31, 37; Harding 1960: 4–5; Haslam 1993: 257–258). This combination of irrigable land and mild climate has greatly influenced land use and development patterns in the region.

6.2 The Spanish and Mexican Periods

Despite its rich soils and generally favorable weather, the San Joaquin Valley was little settled prior to the Gold Rush. By the end of the eighteenth century, after more than two centuries of exploring the California coast, the Spanish had established a significant presence in the future state; that presence, however, was largely confined to settlements on the coast and in nearby valleys. Several Spanish explorers eventually forayed into the San Joaquin Valley in the late eighteenth and early nineteenth centuries to find potential sites for additional missions, but no permanent settlements resulted from their efforts. Spanish army officer Gabriel Moraga conducted the most extensive of these expeditions to the interior. In 1806, Moraga led a group of 25 soldiers from Mission San Bautista across the San Joaquin River near the present-day

boundary between Merced and Fresno counties and then north to the Mokelumne River (which Moraga named). The expedition's return route skirted the eastern side of the valley, south to Tejon Pass. Two years later, traveling from San Jose, Moraga entered the valley once more. He crossed the San Joaquin River and proceeded as far south as the Merced River (Bean and Rawls 1983: 25, 31–34, 40–41, 53; Beck and Haase 1974: 15–16, 20–22; Clough and Secrest 1984: 12–13; Durrenberger and Johnson 1976: 53; Hayes 2007: 40, 42, 46, 58–59; Jelinek 1982: 11–22; Rice et al. 1988: 46, 87–95).

Little settlement occurred within the San Joaquin Valley during the Mexican period (1820s–1840s) as well, largely because, following its successful bid for independence from Spain in 1822, Mexico found itself in the position of defending what California settlements it had from native raiding. A cycle of raids and reprisals across the coastal mountains continued until in the mid-1840s when non-Mexican, primarily American, settlers took up permanent residence in the San Joaquin Valley and aggressively suppressed native incursions (Beck and Haase 1974: 21–23; Broadbent 1974: 89, 96–97; Cook 1976: 229–232; Fountain 2007: 80–119; Preston 1981: 54–55).

The only Mexican-era land grant intersected by the Fresno to Bakersfield corridor is the Rancho Laguna de Tache, which stretched for miles along the northern bank of the Kings River, southwest of present-day Kingsburg, and westward toward Riverdale. Grantee Manuel Castro ran cattle on the property and established a bunkhouse for his foreman and vaqueros west of Laton (well west of the Fresno to Bakersfield corridor). Rancho Laguna de Tache persisted for several decades and was among the few Mexican-owned land grants confirmed by the U.S. District Court, but in the 1890s was acquired by land development interests and subdivided and sold. Its lands were the site of extensive irrigation activities by the turn of the twentieth century. Although the Fresno to Bakersfield HST Section transects former rancho lands, no historic architectural resources from this period survive within the APE (Perez 1996: 71; Preston 1981: 54–55; Roberts 2005: 36–37; USDA Experiment Station 1901: 308–310).

Mexican rule in California came to an end in 1847 when forces of the United States military seized the territory during the Mexican-American War. By this time, almost half of the non-Indian inhabitants of California were Americans who had settled in either coastal towns or, more commonly, established farmsteads in the upper Sacramento Valley, away from Mexican control (Bean and Rawls 1983: 76–82).

The absence of settlement in the Central Valley during the Spanish and Mexican periods caused little demand for extensive roads and other infrastructure. Neither the Spanish nor the Mexicans had public systems of road construction and maintenance; most trade was conducted by sea, and in-land travelers either made use of native trails or cut their own. Nevertheless, two important routes took shape beginning in the Spanish period: El Camino Real, which ran along the California coast, and El Camino Viejo.

Less well-known than the coastal route, El Camino Viejo traversed north-south through the length of the west side of the San Joaquin Valley. This route connected what became Los Angeles to the Central Valley and the eastern San Francisco Bay Area. The trail descended through San Emigdio Canyon into the southwestern corner of the San Joaquin Valley. From there it skirted the eastern slope of the Coastal Range, leaving the valley through Patterson Pass southwest of Tracy. El Camino Viejo became popular as a cattle and sheep trail from southern California to San Francisco from 1849 to the 1880s. The historic route is west of and outside of the APE for the Fresno to Bakersfield HST Section (Cleland 1941; Latta 1932; Owens 1990: 8-10).

6.3 Initial American Settlement and Travel in the Wake of the Gold Rush

In the wake of the Gold Rush, the trickle of immigration into California that began before the Mexican War became a torrent. Besides the well-known number of mining towns that sprang into existence from Humboldt County in the north to Kern County in the south, a number of other communities farther from the gold fields also experienced enormous growth. San Francisco was one of these “instant cities,” but so too were Sacramento and Stockton, which served as supply and shipping centers for the foothill mining districts. These towns and settlements, initially fed by the economic fuel of the Gold Rush, ultimately demonstrated commercial, industrial, and political reasons for surviving the mining boom. (Barth 1975: passim; Bean and Rawls 1983: 84–96; Hoover et al. 1966: 14–15; Shinn 1885).

The effects of the Gold Rush and emigration to the new state of California were slower to realize in the upper and lower Central Valley, where development was generally more gradual than in urban and coastal areas, partly because of the absence of efficient transportation systems, but also because of the concentration of vast tracts of land in the hands of a few. Until the arrival of the railroad in the valley in the 1870s, travelers relied on existing trails and roads—El Camino Viejo, in particular—supplemented by a few new ferries, bridges, and wagon and stage roads built during the mid-nineteenth century.

The first wagon road, which became known as the Los Angeles-Stockton Road, followed old Indian trails below the Sierra Foothills along the eastern side of the valley, east of the Fresno to Bakersfield HST Section. The general route was surveyed by Lieutenant George Derby in the spring of 1850, and eventually expanded to include many laterals branching off to the mines in the mountains. In the years following, several important ferries and bridges were established on the principal rivers of the valley to assist wagon and stage travel: Gordon’s Ferry (1852) on the Kern River; Payne’s Ferry (1851) on the Kaweah River; Whitmore’s Ferry (1855) on the lower Kings River; Pool’s Ferry (1851) and Smith’s Ferry (1855) on the upper Kings River; and two crossings on the San Joaquin River, one at Brackman’s on the Lower Detour and the other at Jones’ Ferry on the Upper Detour.

John Butterfield, founder of the American Express Company and a veteran of staging operations in the East, established the first transcontinental mail service from St. Louis to San Francisco in 1858 and utilized large portions of the Los Angeles-Stockton Road. The Butterfield route through the eastern San Joaquin Valley deviated little from the Los Angeles–Stockton Road as far north as the current site of Fresno. At that point, the route veered westward across the valley, over Pacheco Pass, and on through Gilroy and San Jose en route to San Francisco. Congress voted to discontinue mail service over this southern route in 1861 and transfer it to a more central route (Conkling 1947a: 35-37; Conkling 1947b: 272-327; Preston 1981: 72–73). No historic architectural resources directly associated with these roads, ferries, or staging operations are located within the APE of the Fresno to Bakersfield HST Section.

Regardless of the means by which travelers moved across the San Joaquin Valley, the valley itself was predominately grazing lands and wheat fields in the mid-nineteenth century—the product of early monopolization of vast tracts of land. Land speculators, stockmen, and ranchers benefited from minimal government oversight and used liberal state and federal land laws to acquire large amounts of public land within the valley. Henry Miller, Charles Lux, and Solomon Jewett, along with speculators and developers such as James B. Haggin, Lloyd Tevis, and William S. Chapman, led this mass acquisition, and in many instances, came to dominate the physical and social structure of the region. Their holdings included acreage in and near the Fresno to Bakersfield HST Section and had a character of their own: typically absentee ownership, seasonal labor demands, no crop rotation, employment of dry-farming methods, and speculative returns from an

unstable international wheat market (Gates 1975: 158–178; Jelinek 1982: 23–38; Thickens 1946a: 18–19; Zonlight 1979: 6–12).

The Gold Rush and subsequent emigration stimulated commerce, agriculture, manufacturing, lumbering, and countless other economic pursuits statewide. During the 1850s and 1860s, a scattered network of small towns, serving both travelers and agriculturalists, began to arise throughout the San Joaquin Valley. The most notable community south of Stockton was Visalia, founded in 1852. Within 15 years, Bakersfield—at the southern end of the Fresno to Bakersfield HST Section—was quickly emerging as a thriving town in its own right (Moehring 2004: 29), but most of the other permanent town settlements in the region did not occur until after the arrival of the railroads.

6.4 The Advent and Growth of Irrigated Agriculture

Central to the development of the entire Fresno to Bakersfield HST Section was the transformation of the San Joaquin Valley into a remarkably successful agricultural region. That transformation began with the establishment of irrigation systems that expanded the zone of cultivation beyond nearby river banks to eventually bring vast areas of otherwise arid land into production and make specialty agriculture possible. Expansion and diversification of agriculture worked in concert with railroad development, particularly after completion of the transcontinental railroad in 1869, followed by the construction of the first rail line through the valley itself in the early 1870s, which provided a mode for San Joaquin Valley produce to access to midwestern and eastern markets. The broader demand for the valley's agricultural output and access to rail transportation increased the importance of existing communities, such as Bakersfield, and with the arrival of additional rail lines, ushered into existence numerous other towns and communities within and along the Fresno to Bakersfield HST Section.

The San Joaquin Valley was among the first areas in California that Americans irrigated (see Figure 6-1). The first irrigation ditches in the valley were built by farmers in the Visalia area, east of the Fresno to Bakersfield Section APE, and other early diversions were from the Merced River, farther to the north. Diversions in and near the Fresno to Bakersfield HST Section date to the late 1850s and were built by a wide variety of private and public entities. Private organizations—commercial irrigation companies, land colonies, and mutual water companies—led the water development projects in the 1860s, 1870s, and early 1880s. By the late 1880s, public entities, including irrigation districts, county water districts, and later, water storage districts, assumed a greater role in designing, building, and administering irrigation systems in the San Joaquin Valley (Adams 1929: 204; Harding 1960: 83–90; JRP Historical Consulting Services 2000: 19–24).

Initially, ranching and dry-farmed wheat cultivation dominated other forms of agriculture in the San Joaquin Valley, and these two land use interests often conflicted. Bonanza wheat production in the 1870s spurred changes in the law and in 1873 the California state legislature enacted the “No Fence Law,” which led to the ascendancy of diversified agriculture over ranching. With this law, farmers were no longer obligated to put up fences to keep roaming livestock out of their crops, and any crop destruction became the responsibility of the rancher who owned the offending livestock. The passage of this legislation also reflected the transition of rural California from a pastoral economy toward a commercial agricultural economy. Although the wheat boom soon faded, irrigated agriculture emerged in its wake and brought with it irrigation-dependent products, such as deciduous fruits, alfalfa, and citrus, among others (Harding 1960: 90-93; Tinkham 1923: 203–206).



Source: Secretary of War 1873.
 Note: Southern Pacific rail line had reached Delano.

Figure 6-1
 San Joaquin Valley in 1873, showing irrigable lands and rivers

Throughout the valley and within the Fresno to Bakersfield HST Section, various types of organized efforts—many of them private endeavors—advanced irrigated agriculture during the late nineteenth century and early twentieth century. The first cooperative canal companies in the Mussel Slough area of Kings County (south of the Kings River and west of Cross Creek) began organizing in 1872 to divert irrigation water from the Kings River, and by the end of the decade, five main canals were bringing Kings River water through Mussel Slough: Lower Kings River Canal, Peoples Ditch, Last Chance Ditch, Mussel Slough Ditch, and Rhodes Canal. The Lakeside Ditch Company formed in 1873 to divert water from Cross Creek, a branch of the Kaweah River, to the Lakeside area. The Lakeside area, south and east of Hanford, attracted farmers for several decades before it was established as a Kings County district in 1897. Although called “Lakeside” from at least the 1870s because of its proximity to Tulare Lake, it was also a part of the larger Mussel Slough region to the south. This and other water diversion projects, such as the Lower

Kings River Ditch, Last Chance Ditch, Settlers Ditch, and Peoples Ditch, all became points of contention between settlers in this area and representatives of Southern Pacific Railroad in the 1870s. Lakeside Ditch was never acquired by any of the irrigation districts that subsequently formed in Kings County and has remained a private canal company throughout its history (Menefee and Dodge 1913: 196; *Pacific Rural Press* 1878: 50; Preston 1981: 142).²

In 1887, the state legislature passed the Wright Act, which provided for the formation of irrigation districts with the power to issue bonds and the right to tax for the purpose of building and operating rural irrigation works. After decades of private diversion projects that drew from the Kings and Kaweah rivers, surface water could no longer be relied upon for irrigation of the Tulare Lake Basin and farmers began tapping underground aquifers to increase the supply of irrigation water. In July 1919, the electors of the proposed Corcoran Irrigation District voted overwhelmingly in favor of incorporating the district to bring irrigation water to the area east of the former Tulare Lake Basin around Corcoran. The district hung their hopes for future success on the proposed Pine Flat Dam project on the Kings River, which they believed would augment their water supply. In the meantime the district built its system of canals. When the district formed, the Lakeland Canal, built years before in 1903 to 1904 by a private joint venture, was the primary diversion from the Kings River that reached the area; however, the canal was barely in use because of legal snarls. In November 1919, Corcoran Irrigation District approved a bond to purchase the Lakeland Canal and Irrigation Company properties, thus acquiring the main artery for their system. With the principal canal in place, Corcoran Irrigation District was left to build laterals to supply the district and to build other structures like headgates, weirs, culverts, flumes, bridges, gates, siphons, and wells. Lakeland Canal split into two branches just north of Corcoran: the Sweet Canal that extended southerly, crossed the Tule River, and supplied water to the southern part of the district through Lamberson Ditch, and Homeland Canal (most of the latter was sold to private interests in 1920 and remains in private ownership today). Laterals of the system include North Corcoran Ditch, AX Canal, and Bean Ditch (Adams 1916: 8; Adams 1929: 257–261; Barnes 1920: 34–36; *Corcoran Journal* 1920; Kaupke 1957: 15–16; Menefee and Dodge 1913: 194–197; Small and Smith 1926: 585–589; Preston 1981: 139–141; Wilcox 2011, personal communication).³

In Fresno County, the Fowler Switch Canal, which passes through the APE, is an example of an irrigation canal that was privately developed and later incorporated into a municipal district. Now part of the Consolidated Irrigation District system, the canal was built in 1883 by the entrepreneurial Frank Dusy, along with C.L. Walter and Abijah McCall, who together formed the Fowler Switch Canal Company for the purpose of constructing a major irrigation channel to water the lands surrounding Fowler and Selma. By the end of the nineteenth century, the Fowler Switch Canal was lauded as the largest and finest canal in Fresno County, surpassing the success of the earlier Centerville and Kingsburg Canal. The Fowler Switch Canal Company was absorbed into the Consolidated Canal Company (CCC) holdings in the early 1900s. Joining the national trend towards large-scale, centralized structures in business and government, the companies controlling the Fowler Switch and several other large irrigation concerns organized into the CCC, a holding company of the Fresno Canal and Irrigation Company, on August 12, 1901. Twenty years later, the Consolidated Irrigation District (CID) was organized and immediately acquired the old CCC system. The formation of CID was part of a larger trend of irrigation district formation brought on by agricultural prosperity during World War I and the need to finance major infrastructural improvements. The irrigation system that CID purchased from the CCC consisted of 25 separate canals, including the Fowler

² A segment of the Lakeside Ditch passes through the APE at two locations east of Hanford. Although completed in 1875, the ditch has lost integrity to that period through alterations and is not eligible for the NRHP or CRHR (see Appendix B for the evaluation on the DPR 523 form “Lakeside Ditch”).

³ Segments of various canals and laterals that are part of the Corcoran Irrigation District are within the APE and are inventoried and evaluated on a DPR 523 form (“Portions of the Corcoran Irrigation District”) in Appendix B.

Colony development was particularly successful in the vicinity of Fresno, a town platted by the Southern Pacific Railroad in 1872 (discussed in greater detail in the section below), but was also used elsewhere in the valley, including Merced and Kern counties. Indeed, many of the colonies were established on land owned by the railroad along or near the line, and the water was delivered from local streams in canals to the place of use, often many miles distant. In addition to the Central California Colony, other colonies created in the late 1870s and early 1880s that are wholly or partially within the Fresno to Bakersfield HST Section include the Washington Colony, south of and next to Central California Colony; the Fresno Colony, north of and adjacent to the Central California Colony; and the Malaga Colony, founded south of Fresno by G. G. Briggs, a Yolo County orchardist and grape grower (Adams 1929: 204; Clough and Secrest 1984: 121–180; Clough et al. 1986: 169; Elliott & Co. 1882: 102, 103, 212; Thickens 1946a: 18–19, 22–23, 32–35; Thickens 1946b: 169–177; Vandor 1919: 168; Willison 1980: 84, 1875 map).

Wendell Easton, J.P. Whitney, and A.T. Covell established the Washington Colony in 1878, by dividing 7,700 acres (31.2 km²) of land 8 miles (12.9 kilometers [km]) south of Fresno into small farm lots. The Fresno to Bakersfield HST Section passes through this former colony, which is a potential rural historic landscape district. Its organizers invested heavily in advertising across the country, as well as in Europe and Australia. Sale of 20-acre parcels was slow in the first couple of months of the promotion, but increased so rapidly that six sections were added to the colony by April 1879. By 1882, Washington Colony was the largest colony by acreage in Fresno County. The colony's agriculture developed quickly too, and by 1885, over 1,000 acres of the colony had been planted to grape-vines for raisins and to supply local wineries. Other predominant crops were apricots, nectarines, peaches, Bartlett pears, and plums (Pacific Rural Press 1883 Apr 14; Truman 1885: 29). The colony purchased water rights from the Fresno Canal and Irrigation Company and each buyer was guaranteed water, which allowed colony residents to lay out large farms and vineyards (Harvey 1907; Thickens 1946a: 32–35; Thompson 1891).⁵

Settlers in these land colonies typically aspired to achieve an idyllic, homogeneous, rural culture, but vineyard and orchard agriculture in California differed from the family farms of the Midwest. Historian David Vaught has described this manner of agriculture as “specialized, market-oriented, labor-intensive farming.” The principal early crop of the colonies in this area was grapes, marketed as raisins. The raisin crop thrived in the San Joaquin Valley climate, which led to overproduction and sinking prices. To control prices and market their product nationally, local growers organized and formed the California Raisin Growers Association in the late 1890s to help ensure a measure of economic stability.

Vineyard and orchard agriculture also required large amounts of low-wage labor for short periods of time throughout the year. Waves of transient workers flooded into the communities to answer these needs. Many were recent immigrants to the United States and included Armenians, Italians, Chinese, Portuguese and, in the early twentieth century, Japanese and Mexicans. Permanent residents often saw these non-Anglo peoples as a disruption of their vision of an ideal community, and prejudice and violence against the workers were common. Inadequate farm labor housing, low wages, and harsh work conditions were common labor problems arising in the orchards and vineyards during this period. While these issues ultimately led to farm labor union organization and government regulation, conditions for farm workers in the San Joaquin Valley

⁵ Several residences and farm properties were established on former Washington Colony land many years after initial formation of the colony and early agricultural development of the area. Among the oldest of these properties are 6201 Cedar Avenue (Map Reference: 334-070-07) and 7098 Maple Avenue (Map Reference: 335-090-57), both of which have buildings that date to about 1910 (see Appendix B), these properties are non-contributing elements of the Washington Irrigated Colony Rural Historic Landscape, a potentially eligible district transected by the Fresno to Bakersfield Section passes through former colony land. For information about the non-contributing elements, see Appendix C. For information about the district itself, see the HPSR).

remained poor and labor unrest would continue into the modern era (Pincetl 1999: 80–85; Vaught 1999: 1, 20–25, 53–56, 94, 70–75, 78, 98, 184–186).

Land development companies and land colonies also played a role in the agricultural development of the Bakersfield area, in the southern portion of the Fresno to Bakersfield HST Section. The efforts of one company in particular were notable: the Kern County Land Company (KCL). In 1890, before organizing the Kern County Canal and Water Company, Haggin and Tevis formed KCL to attract settlers and investors to the land they had recently irrigated and wanted to sell. Although Haggin eventually sold most of his land to KCL and moved to the East, Tevis and his family remained the driving force in the company through the end of the nineteenth century. KCL used the colony concept to market its lands, breaking it into large subdivisions of small farms, or colonies. The colony farms were further subdivided and sold to settlers as 20-acre (80,938 m²) lots for \$60 to \$100 an acre.

As this form of land and agricultural development began to fade in the early 1900s, the continually resourceful KCL turned toward managing commercial agricultural production on its still considerable land base. For the next 50 years the company operated a number of farms, raising both cattle and crops, and prospered from the San Joaquin Valley's growing role as the nation's breadbasket. The company also reaped the benefits of the discovery of abundant oil reserves on its land holdings, particularly the late 1920s discovery of the Fruitvale oil field in and around northwest Bakersfield (an area transected by the Fresno to Bakersfield HST Section). By the time drillers struck oil on KCL land, the first oil discoveries in western Kern County in the late nineteenth century had become a key regional industry (*Bakersfield Californian* 1968a, 1968b; Becker 1986; Berg 1971: 1, 34–35; Morgan 1914: 175–176; Taylor 1954: 42–45).

In the 1890s, the Kern County Canal and Water Company—subsidiary of James Haggin and Lloyd Tevis' earlier company, KCL—consolidated its interests and companies into a single unit. Many of the canals of the various irrigating and farming entities were intertwined with one another, and priority in diversions was shifted as conditions warranted. By the second decade of the twentieth century, the Kern County Canal and Water Company owned or controlled more than 17 canals or canal companies in and around Bakersfield. At this time, one of the principal irrigated crops produced in Kern County was alfalfa. Orchard crops and vineyards accounted for a portion of agricultural production in the first decades of the twentieth century, but challenges arising from water shortages, market conditions, and expensive infrastructure costs undermined their widespread development in Kern County. The crop that rose to the challenge in this area was cotton. Since the 1920s, and particularly after the Second World War, cotton has been the principal crop of the region (Baldwin 1916: 41, 88–90; Berg 1971: 43; Morgan 1914: 148–152).

Large land companies like KCL and its successors were not the only ones to invest and sell land in the region or within the Fresno to Bakersfield HST Section in the decades straddling the turn of the twentieth century. In 1884, for example, G.G. Briggs established the Malaga Tract in southern Fresno County. It consisted of 6,400 acres divided into 20-acre parcels, with town lots along the Southern Pacific Railroad on the eastern side of the tract (Fresno County Recorder 1884; Thickens 1946b: 171). The town lots formed the unincorporated village of Tokay when the post office opened in 1886, but this small settlement was renamed Malaga later that year (Durham 1998).⁶

Although small farms and modest residential developments co-existed with larger enterprises, KCL and other agri-business operations became the norm in the San Joaquin Valley, encouraged

⁶ There are several properties within the APE that are located on former Malaga Tract lands, all of which date to the early twentieth century and later, years after the colony was subdivided. See, for example, the property at 2131 East Malaga Avenue (Reference: 330-211-05) which includes a collection of buildings from the 1910s through the 1950s (see Appendix B).

by concentration on a few key crops, particularly cotton. The commercial cotton industry in California originated in Kern County after the U.S. Department of Agriculture sent specialist Wofford B. "Bill" Camp to California to investigate its suitability for growing long-staple cotton during the First World War. Camp was a native of South Carolina, the nation's leading cotton producer, whose crops had been infected with boll weevils in 1915. Camp arrived in Kern County in 1917 and his successful experimental cotton crops soon caught the attention of local farmers. Between 1,000 and 2,000 acres (4 to 8 km²) of cotton were planted in Kern County the following year and the amount increased dramatically each year thereafter, ultimately topping 1 million acres (4,047 km²) in the San Joaquin Valley.

Camp continued working to educate farmers on ways to grow cotton in the valley region even as the demand for long-staple cotton dropped after war. Camp discovered that Acala cotton was better suited to the valley climate and encouraged the U.S. Department of Agriculture (USDA) to open a cotton research station to study the variety and support the new industry in California. The agency opened its station near Shafter in 1921 on land leased for \$1 per year from KCL, with additional funding from Kern County. Within a few years, at Camp's urging, the California legislature passed an ordinance prohibiting the cultivation of non-Acala cotton varieties in the San Joaquin Valley because cross-pollination crops resulted in an inferior yield. Acala completely dominated the San Joaquin Valley cotton industry for the next 60 years, before being overtaken by the Pima cotton varieties (*Bakersfield Californian* 1975; Cline 2007; Pomeroy 1952; U.S. Cotton Field Station 1959: 1; USDA 2009).⁷

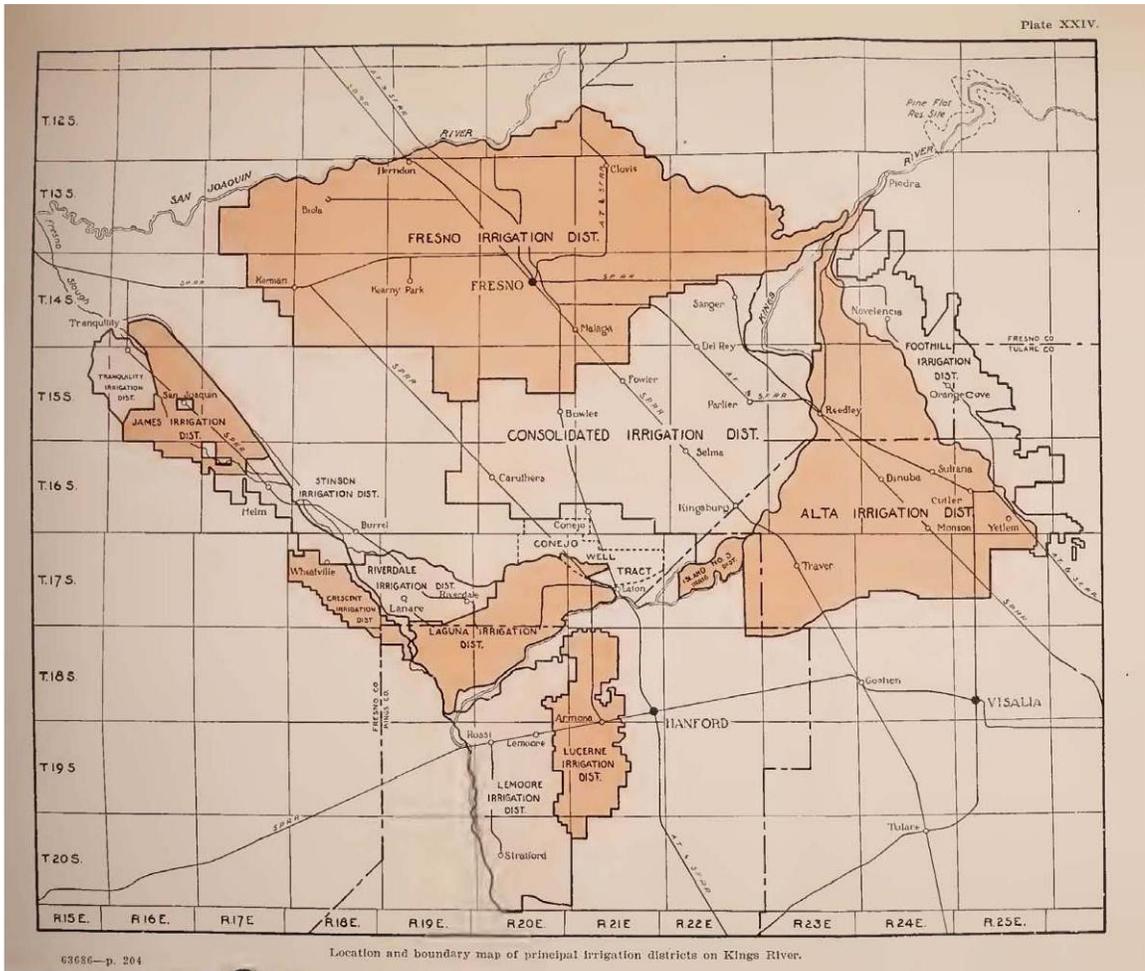
Beyond the land colony system, irrigation districts did much to advance the growth of agriculture in the Fresno to Bakersfield HST Section. Irrigation districts emerged in the late 1880s out of the conflicts between riparian and appropriative water users in the San Joaquin Valley that culminated in the landmark California Supreme Court decision in *Lux v. Haggin*. This case pitted Kern River water users Charles Lux, co-owner of the Miller and Lux cattle company, against Haggin, founder of the Kern Valley Land and Water Company, one of several water companies operating in the Bakersfield area in the 1880s. In its 1886 decision, the California Supreme Court upheld the right of riparian water users, such as Lux, whose property bordered the water source, over the right of appropriative water users, such as Haggin, who brought water via canals to land not adjacent to the water source.

Faced with this decision, irrigation supporters looked to the state legislature to secure the power they needed to undertake irrigation development without continuing to be undercut by riparian right holders. The result was passage of the Wright Act in 1887, which authorized the creation of quasi-governmental entities known as irrigation districts. Irrigation districts functioned much like municipalities, with the power to issue bonds, condemn property, levy and collect taxes, and maintain and operate water diversion and distribution works. Although the Wright Act was not initially effective, the legislature amended the act several times in the years that followed, and these revisions spawned successful irrigation districts throughout the Central Valley and elsewhere in the state. These districts not only provided water for irrigation, but also became municipal water and power providers (Hundley 2001: 93–103; Jelinek 1982: 47-60; JRP Historical Consulting Services 2000: 14–15; Preston 1981: 136–137).

Within the Fresno to Bakersfield HST Section, farmers and landowners organized irrigation districts, such as the Fresno Irrigation District, Consolidated Irrigation District, and Corcoran Irrigation District, in the early twentieth century. Fresno Irrigation District (FID) is the northernmost of these, and by the late 1920s it was the largest irrigation district diverting from Kings River and watering Fresno County lands south of the San Joaquin River, in the vicinity of

⁷ Several built environment resources within the APE were once associated with the cotton industry, including the warehouse facility at 104 F Street in Wasco, which has since been converted to hay scales (Map Reference: 030-192-01, see Appendix B).

the city of Fresno (Figure 6-3). Created in June 1920, FID assumed the water rights and canals system of the Fresno Canal and Land Corporation (previously the Fresno Canal and Irrigation Company). Diversions from the Kings River servicing FID lands had begun in the late 1860s, and by the 1890s included the extensive series of canals built by the owners of Rancho Laguna de Tache. Within a decade of its organization, FID expanded to serve a large area of land around Fresno in the northwestern part of the Kings River delta and extended as far north as the San Joaquin River. Crops grown in the district included raisins, deciduous fruits (apricots and peaches), alfalfa, cotton, melons, berries, citrus fruits, and grains (Adams 1929: 204–209, Plate XXIV; Bonte 1930: 57).



Source: Adams 1929: 206.

Figure 6-3
 Fresno Irrigation District and Consolidated Irrigation District in 1929

The CID bordered FID to the south and was organized in August 1921. The early history of CID mirrored that of FID, which predated the former by a little over a year. Championed by the Fresno County Farm Bureau, CID was successor to the water rights and canal system of a private water development company—in this case, Consolidated Canal Company, whose rights and system dated back to the late 1870s. The CID service area included much of the land between the southern boundary of FID and the Kings River, and its crops were similar: raisins, deciduous fruits, and alfalfa (Adams 1929: 209–214, Plate XXIV; Bonte 1930: 50).

Farther south, surrounding the town of Corcoran in Kings County, was Corcoran Irrigation District. Formed in 1919 by landowners east of Tulare Lake, the Corcoran district was an effort—as state irrigation economist Frank Adams described it in 1929—“to gather up such scattered waters as are available and apply them to a fertile belt of land that thus far has not been very highly developed” (Adams 1929). As elsewhere within the Kings County and Kern County portions of the Fresno to Bakersfield HST Section, crops in the district historically included alfalfa, cotton, and melons, and now also include pistachios, almonds, and tomatoes (Adams 1929: 257–261, Plate XXVI; Bonte 1930: 51; Cline 2007; USACE 1975: 189–190).

Farmers beyond the reach of canal systems developed groundwater as a means of irrigation. The first use of groundwater for irrigation in California was from artesian wells and in the early years of this practice, flows could be secured from wells in the area between the Southern Pacific Railroad line and Tulare Lake Basin. By the 1880s, wells 300 feet deep had been dug or drilled west of Tulare with flows upwards of 800,000 gallons per day. Steam-powered pumps came into use during the next decade beginning with groundwater pumping for irrigation near Lindsay, but remained relatively rare until electric service reached the valley from hydroelectric plants in the Kern River canyon. Pumping increased rapidly after 1910, when hydroelectric power became readily available. A significant overdraft of groundwater resulted and retarded irrigation in areas without sufficient recharge sources until the Central Valley Project's Friant-Kern Canal was completed and began delivering water in the early 1950s (Davis et al. 1959; Fox 1905; Hunter 1905; JRP Historical Consulting Services 2000: 14–15; Mendenhall et al. 1908, 1916; Pisani 1984: 390–392).⁸

The character of irrigation systems varied in response to topography and the geological conditions. The earliest irrigation systems in the Central Valley were constructed through alluvial soils located where rivers emerged from the foothills into the valley, and diversion lines were short and unlined to minimize construction difficulties. Later systems employed mountain storage reservoirs and lined and reinforced canal construction through hilly country that required bench cuts, fluming, retaining walls, siphons, and tunnels. The irrigation systems in the broad flat valley were of a different character. They usually consisted of earth canals with comparatively few substantial engineering structures. Valley irrigation systems commonly employed structures such as diversion weirs, regulators, check gates, lateral head gates, delivery gates, and bridges or culverts at roadways and railroad crossings. As with all utilities and infrastructure, the components of these systems have been improved, replaced, and altered over the succeeding decades (*Engineering-Contracting* 1909; Etcheverry 1916: 121–124; Frickstad 1909; JRP Historical Consulting Services 2000).

6.5 The Arrival of the Railroads

The expansive territory of California, its limited inland navigation and road systems, and its remoteness from the populous East, made railroads vital to the state's early economic development. Nowhere in California was this truer than in the Central Valley, where railroad construction coupled with irrigation development brought settlement, growth, and prosperity. In the years since statehood, some 200 railroads have been constructed and operated in California. The Fresno to Bakersfield HST Section parallels some of these railroads along its route through the San Joaquin Valley, including the Atchison, Topeka and Santa Fe (AT&SF) line (now owned by Burlington Northern Santa Fe [BNSF] Railroad), and farther to the east, the first rail line to enter the region, the Southern Pacific Railroad (now owned by Union Pacific Railroad). The

⁸ Examples of electrical utilities within the APE include the former San Joaquin Light & Power building at 1131 G Street in Fresno (Map Reference: 467-062-04U) and the PG&E substation at 29360 Highway 46, Wasco (Map Reference: 072-050-05). See Appendix B.

Fresno to Bakersfield HST Section also parallels or crosses many smaller rail systems and the branch and spur lines that feed into the main lines of the major railroad routes.

The construction of the Southern Pacific Railroad southward through the Central Valley and into the San Joaquin Valley in the 1870s spurred development within San Joaquin Valley, but this line is largely east of the Fresno to Bakersfield HST Section except in the cities of Fresno and Bakersfield. Much of the Fresno to Bakersfield HST Section parallels the AT&SF rail line, which did not reach the San Joaquin Valley until the late 1880s and 1890s. The railroads platted towns and established stations that spawned some of the communities, such as the Southern Pacific cities of Fresno and Hanford, and the AT&SF cities of Corcoran, Wasco, and Shafter. Existing towns that the railroad bypassed struggled to survive and many dwindled away. Both the AT&SF and the Southern Pacific continued to add branch lines and to acquire competitors well into the twentieth century.

Wheat was the main agricultural product that the Southern Pacific shipped out of the San Joaquin Valley in its first decade. The advent of irrigated agriculture in the 1880s and 1890s, coupled with the introduction of rail shipping in general and refrigerated rail cars in particular, encouraged the cultivation of more land and a greater diversity of specialty crops. Although wheat remained an important crop in California, farms along the various San Joaquin Valley rail lines produced a remarkable variety of commodities, including table grapes, raisins, stone fruits, almonds, pistachios, tomatoes, and cotton, as well as dairy products and cattle (Jelinek 1982: 57–58, 61–78; Preston 1981: 121–163).

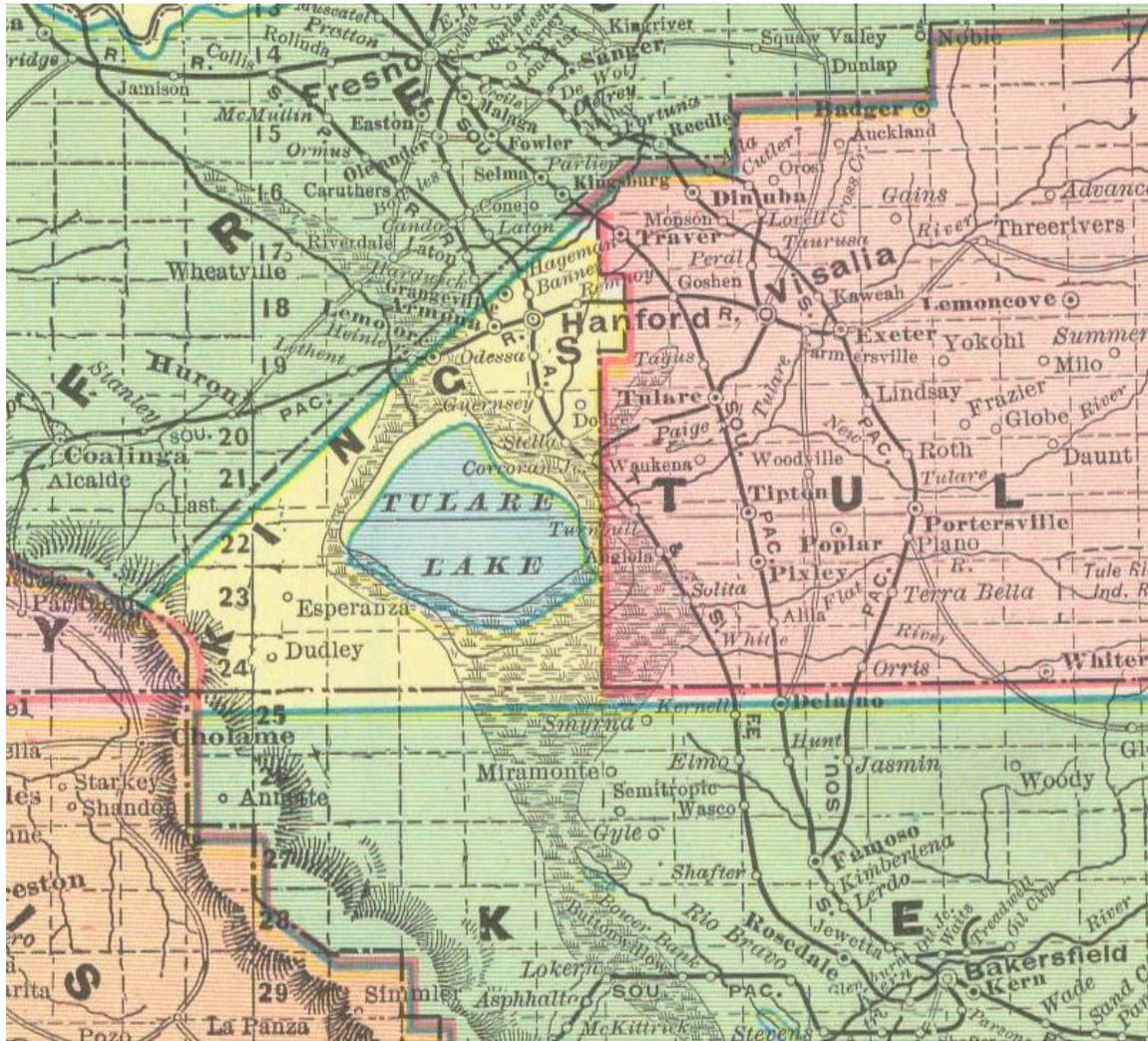
The Southern Pacific Railroad was the first major railroad to build through the Central Valley. The company was the descendant of the Central Pacific Railroad established by Sacramento merchants Charles Crocker, Mark Hopkins, Collis P. Huntington, and Leland Stanford—popularly known as the “Big Four,” who had joined forces in 1863 to construct the western portion of the Transcontinental Railroad line (completed in 1869), ultimately connecting the line to the shipping points in the San Francisco Bay Area. After establishing that link, they turned their attention to the south, where a rail line was needed to tap the wheat-producing region of the San Joaquin Valley and open the sparsely settled southern portion to development. Although other investors formed a rail corporation and surveyed the initial line, the Central Pacific ultimately gained majority control of the San Joaquin Valley rail route in 1868. On October 12, 1870, the various competing lines were officially consolidated into a corporation known as the Southern Pacific Railroad of California, with the Big Four in control of the board of directors (Smith 1939: 203–204; Kraus 1969: *passim*).

The company pushed the San Joaquin Valley mainline south from Stockton to the Stanislaus River by May 1870 and the first train entered Modesto on May 5, 1870. The Southern Pacific not only had a profound effect on new towns because it was the first line into the valley, but it also affected existing settlements and stage stops, as people from these communities removed their homes and businesses to the new town sites along the rail line. Early settlements on the Kings, Kaweah, and Tule rivers were similarly drained of population by the new railroad towns.

During early 1872, the Southern Pacific drove southeast through Merced County and in May reached Fresno, a railroad town laid out by the Contract and Finance Company—the land-development arm of the Southern Pacific. The railroad immediately established scheduled service to Fresno. The town was in the center of an 81,000-acre (32,780-hectare) ranch supplied with irrigation and municipal water from Kings River by the Fresno Canal and Irrigation Company (see below for more on Fresno) (Carothers 1934: 47–48, 52–54; Preston 1981: 128–129; Tinkham 1923: 94).

The Southern Pacific continued down the valley, locating stations on terms favorable to its interests. Visalia, a town of nearly 1,000 residents, for instance, was bypassed when its citizens

voted not to pay the subsidies that the Southern Pacific demanded. The Big Four chose to continue their southern route from Goshen, west of Visalia, to a point midway between the foothills and Tulare Lake, where the railroad founded the town of Tulare City. Tracks were laid east of the Fresno to Bakersfield HST Section over the semi-barren, dusty plains to Tipton, reaching Delano Station, an important shipping point for wool and stock in July 1873 (Figure 6-4). In April 1874, construction resumed south of Delano to the Kern River, but the Southern Pacific did not enter Bakersfield. Instead, the company laid out a new town called Sumner to the east of the valley's most prosperous community, initiating rail service in August of that year. Sumner was later called Kern, or Kern City, and was eventually annexed to the city of Bakersfield. Now, it is generally known as East Bakersfield (see below for more on Bakersfield and its surrounding communities) (Bailey 1984: 72–75; Burmeister 1969: 21; Hoover et al. 1990: 129; Smith 1976: 175–180).



Source: Cram 1899.

Figure 6-4
 Major rail lines between Fresno and Bakersfield in 1900

In a brief time, the Big Four had created a prodigious railroad empire that transformed California and much of the American West. Nowhere was the transformation more profound than in the San Joaquin Valley, where between 1870 and 1880 the population grew by 45% and the acreage

of improved land increased by more than 70%. Southern Pacific established about 50 stations in the six San Joaquin Valley counties before 1890, including 14 stations in San Joaquin County, 6 stations in Stanislaus County, 5 stations in Merced County, 8 stations in Fresno County, 2 stations in Kings County, 5 stations in Tulare County, and 4 stations in Kern County.

Town sites were founded at 24 of these locations. The Fresno to Bakersfield HST Section is largely west of the original Southern Pacific alignment, but a few of these Southern Pacific towns are within the APE, including Fresno, Hanford, and Sumner (East Bakersfield). By the late nineteenth century, Southern Pacific also held patent to more than a million acres of valley land, much of which the railroad company sold to large land developers and speculators. Some land went to small farmers through the efforts of the Southern Pacific Colonization Agency—a business division formed by the railroad to encourage farmers to settle on land that it owned—and some was developed as agricultural colonies, often planned and sponsored by Southern Pacific land agents. Nevertheless, much of the property remained in large tracts, controlled by railroad subsidiaries or sold to the large private companies that were predecessors to today's "industrial farms" (Orsi 2005: 105-123; Smith 1976: *passim*).

The AT&SF faced tough competition when it entered the San Joaquin Valley roughly 20 years after the Southern Pacific because its rival was determined to maintain its monopoly in the region. Southern Pacific had built branch lines down both sides of the valley and feeder branches to tap strategic resources, so it was not until the 1890s that its hold was seriously challenged by the AT&SF. The AT&SF, also known as the Santa Fe, built a rail line from Kansas to New Mexico in the 1860s, and headed westward to eventually establish a line that would reach southern California in the 1880s. Construction of the AT&SF reached the California-Arizona border in 1883, where it connected to the newly built Southern Pacific line from San Francisco that terminated in Needles, California. In 1884, the AT&SF leased the Needles-Mojave line from the Southern Pacific, and by 1888 the AT&SF had two coastal terminals in southern California, at San Diego and Los Angeles. AT&SF and its subsidiaries and partners went into receivership during the Panic of 1893 but soon reorganized, and in 1897 managed to obtain trackage rights over the Tehachapi Mountains from the Southern Pacific. AT&SF trains could then finally access the San Joaquin Valley (Clark 1958: 145–150; Marshall 1945: 176–195; Snell and Wilson 1968; Waters 1950: 93–133).

Breaking the monopoly of the Southern Pacific in the San Joaquin Valley was a formidable task. The Southern Pacific and its rail and steamboat affiliates still controlled transportation in northern California, where the company had instituted a rate policy of "all the traffic will bear." Merchants, farmers, and other shippers organized into associations to fight control of "The Octopus," as Southern Pacific was derisively dubbed. Nowhere was the anti-railroad sentiment more intense than among the businessmen of San Francisco and farmers of the San Joaquin Valley, who sought lower freight rates and retribution for the Big Four's oppression of the small landowners of Mussel Slough, who resisted Southern Pacific's uncompromising land acquisition tactics.

Mussel Slough and the surrounding farmland are in northeastern Kings County, an area transected by the Fresno to Bakersfield HST Section south of the Kings River and north of Hanford. The Mussel Slough district, later known as Lucerne, was one of the first areas near the Kings River to be successfully irrigated. Local farmers incorporated the People's Ditch Company and began water distribution in 1873, completing the first phase of their works by 1879. In 1880, several men were killed in what became known as the "Mussel Slough Tragedy" after violence erupted when armed marshals intervened in a property dispute between Southern Pacific and local landowners.⁹

⁹ The Mussel Slough Tragedy event is memorialized by California State Historic Landmark No. 245, which is on 14th Avenue, west of the Fresno to Bakersfield HST Section. The farmstead at 8348 7½ Avenue

The Mussel Slough area and Hanford changed substantially in the 1890s when Kings County separated from Tulare County in 1893. Hanford not only became the new seat of Kings County, but by 1897 the AT&SF railroad also served the town, solidifying Hanford's role as a regional shipping and commerce center (Bryant 1974: 173–175; Kings County Library 2005; Menefee and Dodge 1913; OHP 1990: 77; Orsi 2005: 102–104; Waters 1950: 133–138).

Another response to the hold of "The Octopus" was the establishment of a new rail company known as the San Francisco and San Joaquin Valley Railway (SF&SVJ). The San Francisco Traffic Association, a group of San Francisco merchants who had promoted several waterborne freight operations, decided in 1893 that the only way to free San Francisco and the valley from the Southern Pacific's grip was to construct an independent railway from San Francisco Bay down the valley to a connection with the AT&SF. The SF&SVJ, nicknamed "the People's Railroad," was supported by valley farmers tired of being at the mercy of the Southern Pacific monopoly. The railroad would run from Stockton to Bakersfield, generally west of, but substantially parallel to, the Southern Pacific line. After many financing delays, the state issued a charter for the SF&SVJ on February 25, 1895 (Bergman 2009: 51–53; Brown 1958: 123–125; Rice et al. 1988: 217–236). SF&SVJ opened its mainline between Stockton and Fresno in 1896, and finished a branch line from Fresno to Visalia the following year. Construction pushed south from Hanford to Bakersfield, so that the SF&SVJ stretched 278 miles (447.4 km) through the valley, including a branch loop from Fresno to Corcoran by way of Visalia in 1898 (Figure 6-4) (Bryant 1974: 175–178; Storey 1940: 31–39; Vandor 1919: 271).

The new railroad offered an important shipping option for the San Francisco Bay Area and northern California markets, but had no outlet to the south. The SF&SVJ knew that success depended on linking with the AT&SF. In the fall of 1898, AT&SF agreed to purchase the common stock of SF&SVJ and soon thereafter turned its attention to eliminating the 68-mile (109-km) gap in its service between Bakersfield and the AT&SF main line at Mojave. Edward P. Ripley, president of the AT&SF from 1895 to 1914, hesitated to build a new line from Mojave to Bakersfield that merely paralleled the Southern Pacific over the rugged Tehachapi Pass. The Tehachapi Pass climb was one of the most difficult in the United States, and Southern Pacific's route included 15 tunnels, an ascent of 4,000 feet at 2.5% grades, and the engineering feat known as the "Tehachapi Loop," a portion of the route that actually crosses 77 feet in elevation over itself via a spiral alignment and tunnel. When no suitable alternative route was found, Ripley paid dearly to lease the Tehachapi trackage from the Southern Pacific. The AT&SF avoided building a second track through the pass, but Tehachapi proved to be a bottleneck for the railroad in future years (Bergman 2009: 51–53; Bryant 1974: 177–178; Duke and Kistler 1963; Waters 1950: 139–140).

Local wheat farmer Theodore Bacigalupi established one of the rail-related developments along the Santa Fe line within the APE for this project in about 1896 and named it for his wife Angiola. The rail siding initially served as a shipping point for local grain producers and after about 1920, for cotton as well (Durham 1998: 993; San Francisco Call 1897). In the early twentieth century, Angiola served as a nucleus for farmers in the surrounding township and offered a hotel and post office (Menefee and Dodge 1913: 171; U.S. Census Bureau 1910, 1920, 1930). By 1920, nearby Alpaugh had annexed Angiola, and the small community gradually assumed a predominantly industrial character, with extensive warehousing and grain storage elevators, as well as a nearby

is located in this area; however, it dates to the 1920s and does not have any direct associations with this event (see Reference: 014-130-014-000, Appendix B).

cotton gin, and in more recent years a meat-processing plant (U.S. Census Bureau 1930; USDA 1937c; USGS 1954a; Western Farm Press 2003).¹⁰

Throughout the remainder of the nineteenth century and well into the twentieth, the railroad industry faced its share of challenges, but nevertheless remained a steady presence in the San Joaquin Valley. World War I placed a heavy burden on the major railroad companies in the United States as the federal government took control of the railroads for more than two years in support of the nation's war efforts. After the war, Southern Pacific began a vast long-range program of rehabilitation and improvements that included extensions, additions, and reconstruction. This program of improvements was interrupted during the Great Depression when Southern Pacific's revenue dropped to about 50% of its 1929 peak. Retrenchment of services followed; some branch lines were abandoned and torn up, unprofitable services were curtailed, and old equipment was put out of service (Heath 1945: 26; Hofsommer 1986: 71-77).

This trend reversed during World War II, which brought all-time freight records. The magnitude of change was probably greater on the West Coast than anywhere else because of the busy San Francisco Bay ports and the numerous new military facilities established in California. During the war years, the Southern Pacific made great strides in improving its rail system and rolling stock and also began to address the problem of its single-track mainline in California. The company installed 1,400 miles (2,253 km) of new rail along its main lines—both replacement rail for existing lighter-gauge rail and newly laid rail for double-tracking—and 115 miles (185 km) of new track at 268 sidings and siding extensions. Also, many track structures, such as bridges and trestles, were strengthened, new roundhouse and shop facilities were installed, and stations were expanded (Heath 1945: 44-51; Hofsommer 1986: 190-207).

Southern Pacific used its wartime profits to continue to enhance its operating system. By 1951, the company had replaced approximately 2,600 miles (4,185 km) of track with new and heavier rail on the main lines to facilitate larger locomotives and longer freight trains. Rails between San Francisco and Los Angeles through the western side of the San Joaquin Valley were improved to accommodate the overnight streamline train *Lark*, a long, heavy luxury overnight passenger train that was also among the company's first to be converted from steam to diesel locomotive power. Southern Pacific's upgrading program for the main line through the San Joaquin Valley in the 1960s included installation of new welded rails called "ribbon rails," which were manufactured at its Tracy rail-welding plant. Today, these rails are still functioning on hundreds of miles of Southern Pacific track (now owned by the Union Pacific) throughout the Central Valley (Hofsommer 1986: 210-212, 273).

Since its original construction in the 1890s, the AT&SF mainline improvements through central California have included replacement and upgrades of its roadbed and replacement of ties, rails, and ballast. BNSF now owns the former AT&SF line between Fresno and Bakersfield and all of the rails, ties, and ballast in this part of the system date to the 1970s through 1990s, or more recently (BNSF 2003; Bryant 1974: 314-319, 322-323, 344-346; Chant 2007: 304, 331-339; Heath 1945: 25-30, 44-51; Hofsommer 1986: 306-310).

6.6 Development of Cities and Towns

The Gold Rush initiated the first American economic growth and settlement within the San Joaquin Valley, but sustained municipal development did not come to the vicinity of the Fresno to Bakersfield HST Section until irrigation projects and railroad construction combined to make the valley fit for diversified agriculture. The powerful combination of irrigation development and the arrival of railroads (the first in the 1870s and the next in the 1890s) transformed the San Joaquin

¹⁰ The Angiola complex of buildings and structures is addressed on the DPR 523 form for 10990 Angiola Avenue (Reference: 291-080-009), in Appendix B.

Valley from an isolated, pastoral, and relatively unpopulated place to a dominant agricultural region that featured the beginnings of two large municipalities. This influence affected town creation and growth throughout the region, but not always in the same way throughout the corridor. Bakersfield, for instance, predated the railroad and owed its existence to the early reclamation and irrigation efforts of its founder, Colonel Thomas Baker. The city succeeded despite the Southern Pacific's efforts to minimize its growing importance to the San Joaquin Valley. Fresno, by contrast, was the direct product of the railroad and irrigated agriculture. Fresno and Bakersfield were not the only towns to emerge within the Fresno to Bakersfield HST Section during this period, but these two communities became the largest in the valley. They contain most of the urban development that took place within the corridor, and most of the historic architectural resources surveyed for this HASR.

6.6.1 Fresno

Fresno and nearly all Central Valley railroad towns share a common layout: a central depot and a uniform plat set at right angles to the rail line. Individual parcels, or lots, were established in a uniform pattern on a rectangular grid set at right angle with the tracks, rather than with the surrounding government land survey (Figure 6-5). Blocks were 400 feet by 320 feet, contained 32 individual lots, and had mid-block alleys 20 feet wide. Commercial arteries were 100 feet wide, and residential streets were 80 feet across. As railroad towns grew, the streets outside the original town plat conformed to the public land surveys and parcel lines of surrounding landowners rather than to the railroad town plat. The legacy is a special hybrid street pattern characteristic of all the valley railroad towns (Smith 1976; Bergman 2009: 9–10, 51–52, 57–58).

Fresno's creation and development, unlike that of Bakersfield, owed its creation entirely to the railroad, but like other communities in the Fresno to Bakersfield HST Section, Fresno also benefited from the success of San Joaquin Valley irrigated agriculture. The land for the site of Fresno was owned by the San Joaquin Valley Association, a German syndicate organized under the supervision of W.S. Chapman for the purpose of establishing an irrigation colony of some 80,000 acres (324 km²) in Fresno County. The Association induced the Big Four to locate its town site on their lands by donating three sections of land to the railroad. Fresno, platted by the railroad's Contract and Finance Company according to its standard town design, grew slowly at first and then blossomed with construction of dependable irrigation systems in the 1870s, the creation of cooperative irrigation colonies, such as Washington Colony, and the establishment of successful satellite agricultural towns, such as Millerton, Orange Cove, and Reedley. The Southern Pacific main rail line reached Fresno in 1872. Two years later, Fresno became the county seat and Southern Pacific completed a branch line from Fresno through the prosperous Porterville citrus region to Kern Junction—solidifying Fresno as an important valley trans-shipment center.



Source: Britton & Rey 1901b.

Figure 6-5
Fresno in 1901, bird's-eye view facing east

As discussed above, commercial farming developed in Fresno County with the advent of irrigation colonies, cooperatives, and water districts and companies that converted arid lands on the valley floor into irrigated fields. The population of the town of Fresno stood at just over 1,100 in 1880, but jumped rapidly to almost 10 times that amount a decade later. The population more than doubled over the next 20 years, reaching almost 25,000 by 1910. The value of agricultural land increased tenfold during this period in the vicinity of the town, and Fresno County became the leading raisin shipping center in the United States. Fresno businessmen and investors diligently promoted commercial and irrigated agriculture to bring as much land in the valley as possible into production. By the early 1900s, small towns and irrigated farms populated the vast district of land unbroken and uncultivated just a generation earlier (Elliott & Co. 1883: 20, 102–109; Smith 1976: 158; McAdie et al. 1905: 332; Carothers 1934: 41; Moehring 2004: 31; California Digital Library 2001: Fresno County, Fresno City, 1880, 1890, 1910).

Fresno was an ethnically diverse town during its early decades, beginning with Chinese residents who came to Fresno County during the Gold Rush, lived in the area, and worked initially on the railroad and later in agriculture. As elsewhere in California, the Chinese population of Fresno during this period was overwhelmingly male. Segregated by law into West Fresno, this Chinatown provided a separate social and cultural identity. China Alley, a major street within Fresno's Chinatown by the 1880s, was two blocks long and ran between F and G streets.¹¹ Chinatown was home to Fresno's notorious red-light district, which contained brothels, gambling houses, and opium dens that were patronized by Chinese and non-Chinese alike. As the Chinese population of Fresno declined in the middle decades of the twentieth century, the distinctive ethnic identity of Chinatown faded. Blacks and Chicanos moved into the areas vacated by the Chinese, and West Fresno thus continued to be a segregated ethnic enclave within the larger town (Chacon 1988; Sanborn 1898, 1906, 1918–1948).

Armenians began migrating to Fresno County in the 1880s and immigration from Armenia continued and increased well into the 1920s. Some migrants, such as John Kazoian, settled in rural parts of southern Fresno County, while others settled in the city. In the first two decades of the twentieth century, the Armenian community in Fresno was concentrated in the southwest

¹¹ The residence at 650 F Street (Map Reference: 467-081-13) is located on the edge of the Chinatown neighborhood of Fresno, but is not associated with the Chinese community (see Appendix B).

part of town, but after 1920 a marked shift to the southeast section of the city was noted. By 1950, there was no identifiable Armenian neighborhood remaining in Fresno because the community had widely dispersed throughout the city and county. As the twentieth century advanced and native-born Armenian families gave way to second, third, and fourth generations, Armenian-Americans were involved in various aspects of Fresno's commerce, owning produce businesses, and industrial and commercial businesses (Phillips 1962: 40–43).¹²

The Basques from northern Spain and southern France comprised another significant ethnic group. This group did not inhabit a specific neighborhood in Fresno but lived, worked, and established homes and businesses throughout the area. The Basque began immigrating to the western United States as early as 1849, and settled mainly in San Francisco and Los Angeles. By the late nineteenth century, rapid urbanization of these areas caused many Basque immigrants to relocate elsewhere in California, particularly in Bakersfield, Fresno, and Stockton. Some migrated to Fresno County and farmed, but most came to work as shepherders on the region's many large ranches. By the turn of the twentieth century, the city of Fresno included the fourth-largest Basque population in the state (Echeverria 1999: 103, 117).

6.6.2 Communities between Fresno and Bakersfield

Fresno and Bakersfield were the largest, most influential communities to develop within the Fresno to Bakersfield HST Section, but between the two cities, additional small towns emerged in the early twentieth century—most notably, Hanford and Corcoran in Kings County, Allensworth in Tulare County, and Wasco and Shafter in Kern County. All shared the typical San Joaquin Valley history that included irrigated agriculture, land colony development, and influences of road and rail transportation. Hanford became a regional commercial center for the vicinity while still part of Tulare County as a result of having been formed by the Southern Pacific on its branch line between Lemoore and Visalia. It became the county seat of the newly formed Kings County in 1893, and a few years later the AT&SF main line started serving the town. Hanford soon became a regional shipping and commerce center, serving the surrounding orchardists and cotton and dairy farmers (Bryant 1974: 173–175; Waters 1950: 133–138; Orsi 2005: 102–104; Menefee and Dodge 1913).

Corcoran began as a rail stop on the SF&SV line in the late 1890s, but did not become a town until after the AT&SF acquired the line and built a branch line to connect the main AT&SF line with its route along the eastern side of the valley. Corcoran became a station stop at the junction of the branch line and the AT&SF main line. The Los Angeles Land Company purchased, platted, and subdivided the land for a town site. Local farmers initially grew a variety of crops in the surrounding reclaimed Tulare Lake area, but in the 1920s cotton became the principal agricultural commodity. Corcoran was the leading cotton district in the San Joaquin Valley, and in the area around Corcoran, where Corcoran's J.G. Boswell dominated the cotton-growing industry with an empire of more than 150,000 acres (607 km²) of Acala cotton. Boswell's closest competition was also based in Corcoran. E.C. Salyer's cotton and general farming operations in the area peaked at about 80,000 acres in the 1980s (Arax and Wartzman 2003; Cline 2009).¹³

¹² Examples of Armenian-American-owned properties are located within the northern part of the APE and include a rural residence in southern Fresno County dating to the 1920s (Map Reference: 33021110), a residence in the southwest part of Fresno also dating to the 1920s (Map Reference 47810216), and various properties associated with commerce and industry (Map Reference: 46504004).

¹³ Boswell's heirs now own some former Salyer facilities located within the APE in Corcoran, such as the older hangar buildings at the airport on Oregon Avenue (Map Reference: 034-230-017-000), and the grain and milling plant at 1500 Santa Fe Avenue (Map Reference: 034-270-006-000), both in Attachment Appendix C.

In recent decades, Boswell converted his operation to Pima cotton, and before his death in 2009 converted much of his acreage to processing tomatoes and to alfalfa production. The cotton gin, seed oil mills and storage tanks, and livestock feedlots of both operations that once lined the AT&SF rail line through Corcoran have been replaced in recent years with modern Pima cotton mills and tomato-processing facilities. Boswell's extensive operation became the largest single employer in Corcoran and in the surrounding area for decades, but is now surpassed by Corcoran State Prison, which opened in 1989 at a site just south of town (Bergman 2009: 51–52, 197; Small and Smith 1926: 585–589; Arax and Wartzman 2003; Cline 2007, 2009; City of Corcoran 2010).

South of Corcoran, retired African-American Colonel Allen Allensworth established the town of Allensworth in Tulare County, which is within the Fresno to Bakersfield HST Section. The exclusively African-American-governed community was based on the ideas of industry, thrift, and good citizenship championed by its founder. An ex-slave, Allensworth escaped bondage and joined the Union Army during the Civil War. After the war, he taught in the Freedman's Bureau. He studied theology and was later ordained as a Baptist minister and army chaplain. Together with other African-American investors, he organized the California Colony and Home Promoting Association in 1908, and acquired the Allensworth town site. Over the next three years, more than 400 parcels of land were sold to African-American homebuyers and prospective agriculturalists nationwide.

The colony soon realized itself as a successful town with a stop and shipping facilities on the AT&SF line, hotel, stores, businesses, library, and a school, among many social organizations. This success was short-lived, as the community struggled after Allensworth's death in 1914. This loss, coupled with other factors—not the least of which was the racial prejudice of the AT&SF that led to routing most rail trade onto its spur line in the nearby white community of Alpaugh—brought about the demise of Allensworth's town by the late 1920s.

Interest in the history of Allensworth was rekindled in the late 1960s during the civil rights movement. The Colonel Allensworth State Historic Advisory Committee, composed of concerned citizens, historians, and historical societies, selected the site as the finest example of African-American contributions to state history. Within a few years, it was listed in the NRHP and became a California state historic park (McBroome 2001: 149-180; Royal 2008; Wheeler 2006).

In 1907, a year before Allensworth platted his eponymous community, the California Home Extension Association of Los Angeles bought nine sections of land due south of Allensworth from the KCL for subdivision and colonization. This purchase was the beginning of the town of Wasco. The land was sold in 20-acre (80,937 m²) plots and the first settlers arrived in March 1907. The location had been an AT&SF railroad station known as Dewey since 1897, and first developed with a store, saloon, and blacksmith shop, becoming a small town of a few hundred residents during the first years of settlement. Wasco served as a local trading hub and railroad depot for area farmers, as well as for the Lost Hills oil fields to the west, which were discovered in 1910.

In subsequent years, Wasco developed into a regional service center for surrounding ranches and farms known for cultivation of potatoes, cotton, and various orchard crops. Within a few years after the City of Wasco incorporated in 1945, several nursery rose growers began operations in the area. The city now reports that 55% of the rose plants grown commercially in the United States are grown in and near Wasco. The Department of Corrections opened Wasco State Prison, a major local employer, just west of town in 1991 (Comfort 1934: 197–198; Morgan 1914: 182-184; City of Wasco 2010; City of Wasco 2007).

In 1913, KCL subdivided 7,000 acres (28.3 km²) of land along the alignment of the AT&SF railroad northwest of Bakersfield into farming tracts, drilled some demonstration irrigation wells, and platted the town of Shafter. The region around Shafter initially developed into a sugar-beet-

producing area irrigated by groundwater pumping. Like the other areas along the Fresno to Bakersfield HST Section, the region also became known for cotton and eventually for almond and pistachio production. As agricultural development continued, Shafter became a regional service center for area farms (Morgan 1914: 151; Comfort 1934: 203, 236–239; *San Joaquin Light and Power Magazine* 1915: 609; Gavin 2009).

As noted previously, Bill Camp came to the Shafter area to study the prospects of growing cotton and was successful in introducing this crop, which came to dominate San Joaquin Valley agriculture for decades. He was also instrumental in the establishment of the USDA cotton research station north of town (and outside of the Fresno to Bakersfield HST Section) in 1921 (U.S. Cotton Field Station 1959: 1; USDA 2009; Cline 2007). Shafter businesses included many related to agriculture, such as supply, processing, warehouse, and shipping facilities; residential development included both town lots and rural residential properties in the surrounding farmland.¹⁴

6.6.3 Bakersfield

Before the railroad era, Bakersfield was the most important early settlement in the southern San Joaquin Valley. Colonel Thomas Baker founded the town at the head of the valley at a strategic junction of mountain passes, rivers, and historic trails leading to southern California and the Mojave Desert. In 1862, Baker obtained 160 acres (0.65 km²) of swamp land known as Kern Island from Christian Bohna. The area became known as Baker's Field, and Baker's reclamation efforts encouraged others to settle along the Kern River. His humble abode rapidly became a gathering center for a small farming and sheep-raising community that developed before the town site was surveyed.

Four years later, when Kern County was created from portions of Los Angeles and Tulare counties, Baker, then county surveyor, mapped and planned the town site. The original boundaries were between present-day 26th Street on the north, California Street on the south, H Street on the west, and T Street on the east. By 1869, Baker had amassed personal landholdings of over 89,000 acres (360 km²) and constructed a 27-mile-long (43.5 km) toll road connecting Bakersfield to the mountain community and county seat of Havilah. The town of Bakersfield had a population of 600 by 1870, included a gristmill and two schools, and replaced Havilah as county seat in 1874 (Baker 1937: 17–19; Hoover 1990: 121, 132–133; Robinson 1961: 24–28 and 34; Lewis Publishing 1974: 232; Bailey 1984: 37–39, 45).

Becoming the seat of local government cemented Bakersfield's growing role as one of the most prominent towns in the Central Valley, and also reflected the growing importance of agriculture in the region. Throughout the 1870s and 1880s, Bakersfield sustained growth was based on Kern County's sheep and cattle industry; later, the city thrived as irrigation transformed Bakersfield's hinterland into a rich agricultural district teeming with alfalfa and fruit orchards. Bakersfield residents who sold horses, mules, lumber, and gold imports from the nearby Greenhorn Mountains contributed to the town's increasing prosperity. In the 1870s, downtown Bakersfield boasted a county courthouse, town hall, several hotels, three saloons, and a brewery owned by Henry A. Jastro, Baker's son-in-law.

A flourishing Chinatown in Bakersfield had a population of about 1,000 by the mid 1870s. A decrease in gold mining and completion of major railroad construction in the valley by the end of the nineteenth century caused formerly transient Chinese workers to settle more permanently in

¹⁴ Examples of Shafter businesses include the former concrete irrigation pipe manufacturer on Walker Street (Map Reference: 027-350-04) and the former cotton ginning facility on 30141 Madera Avenue (Map Reference: 089-020-15). Among the residences in the APE are 30749 Merced Avenue (Map Reference: 089-020-72) and 469 Sunny Lane (Map Reference: 026-040-18).

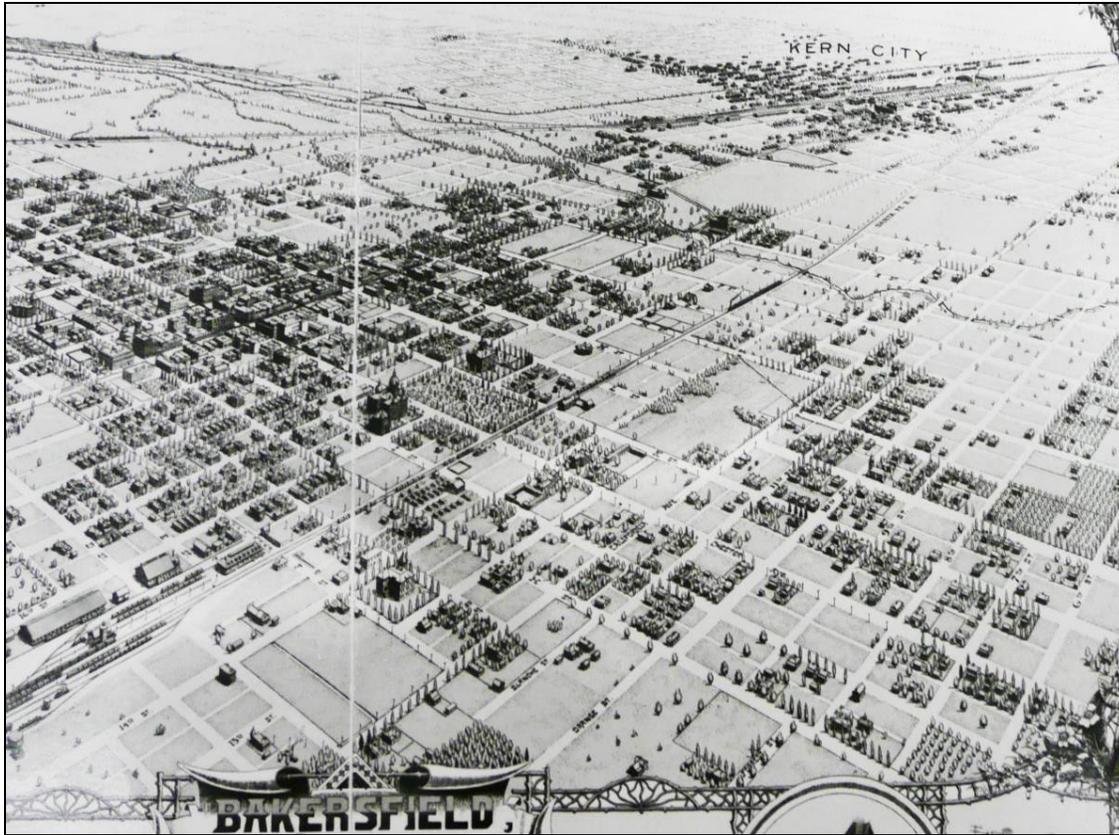
Bakersfield Chinatown. The Bakersfield Chinese community was on 20th Street, between K and L streets, and expanded onto 21st Street by 1890, after which it began a steady decline. The earthquake of 1952 destroyed many of the historically Chinese residences and businesses in Bakersfield.

By 1888, Bakersfield had added 145 town lots, greatly expanding the size of the platted city, and local entrepreneurs established the Bakersfield and Sumner Street Railway using mule-driven street cars. By this time, the downtown area—between M and I streets and 16th and 21st streets—had several new buildings, including an opera house, a bank, and another hotel. In 1889, however, the growing city suffered a major setback as a devastating fire raged through and destroyed 15 city blocks. The “great fire,” as it became known, razed 147 businesses, 5 hotels, and 44 homes. Despite the destructive conflagration, Bakersfield recovered and continued to grow. By the turn of the twentieth century, it boasted a population of more than 4,000 and a largely rebuilt downtown. Benefiting from the local industries, agricultural processing, and petroleum production in particular, the city continued to expand throughout the early twentieth century (Sanborn Map Company, “Bakersfield” 1885a, 1888, 1889a, 1890a, 1892, 1899a, 1905a, 1912a; McDannold 2000: 114; Rintoul 1990: 42; Fox 1905; Hunter 1905; Pisani 1984: 390–392).

Bakersfield recovered from the great fire of 1889 and prospered in its aftermath despite its lack of an official rail stop along the increasingly vital Southern Pacific line. In 1873, as rail construction approached the Kern River, Southern Pacific sought a right-of-way and land grant from Bakersfield, but the city balked at subsidizing the company's construction efforts. In response to this rebuff, Southern Pacific constructed a bridge over the river a short distance east of Bakersfield and laid out a new town called Sumner (discussed further below) in 1874. Because the Southern Pacific line bypassed downtown Bakersfield, the city did not develop the same characteristic layout of the other San Joaquin Valley rail stops, such as Fresno, which has a downtown street grid organized at right angles to that rail line.

The arrival of the AT&SF around 1897 affected the development of the city's southwest corner, however, when the railroad company established a large rail yard west of F Street, between 14th and 16th streets. The AT&SF round house, warehouse, and depot built at that time do not remain today. The AT&SF line extended eastward from the yards along 15th Street through Bakersfield, then headed northeast to parallel the Southern Pacific tracks into neighboring Sumner (Figure 6-6) (Holterhoff 1914: 10; Bryant 1974: 173–176; Sanborn 1892a, 1912a; N.J. Stone Co. 1901; *Los Angeles Times* 1898a; *Los Angeles Times* 1898b).

As mentioned, Sumner, established in 1874, was the Big Four's attempt to usurp Bakersfield's popularity, a maneuver that ultimately failed. Sumner had modest beginnings, but by the late 1890s, had incorporated as the City of Kern (it was typically referred to as Kern City). In 1899, Kern City enjoyed a brief period of rapid expansion in the wake of the Kern River oil boom, and by the following year had approximately 1,300 residents. Neighboring Bakersfield, however, also benefitted from the oil boom. This occurred at about the same time that the AT&SF purchased the “People's Railroad,” the San Francisco and San Joaquin Railroad, and made Bakersfield one of its stops. This strengthened Bakersfield's influence by preventing it from being isolated from distant commercial markets. Despite its earlier growth, Kern City was annexed by its larger neighbor in 1909, since which time it has simply been known as East Bakersfield; the smaller community was linked to Bakersfield by streetcar the following year (*Bakersfield Panache* 1995a; *Bakersfield Panache* 1995b; Bailey 1984: 72–75; Burmeister 1969: 21; Hoover et al. 1990: 129; Smith 1976: 175–180).



Source: Britton & Rey 1901a.

Note: AT&SF rail yard at lower left, with AT&SF main line extending to upper right. Southern Pacific main line enters from upper left and turns to pass through Kern City (previously known as Sumner).

Figure 6-6

Detail from bird's-eye view of Bakersfield in 1901

East Bakersfield was home to French, Italian, Basque, Mexican, and other immigrants from its earliest days. When still known as Sumner, the town's own newspaper often mentioned these groups, including a notice in 1893 that the "Kern City Mexican Club, composed of leading Mexican citizens of the town, is preparing to celebrate May 5th," and that the club was headed by Philip Nunez, President; Trinidad Grijulba, Vice President; Pedro Penela, Secretary; and Max Nunez, Treasurer (*Sumner Standard* 1893: 1). Mexican immigrants and Mexican-Americans have been a substantial component of many East Bakersfield neighborhoods ever since, with some families retaining property for decades. The presence of the Basque community was also often reflected in the built environment by such buildings as hotels, restaurants, and other service-industry businesses. The French community, important founders of sheep-raising in the southern San Joaquin Valley, was also represented by many service-industry businesses in East Bakersfield (Miller 1995; *Bakersfield Panache* 1995a; *Bakersfield Panache* 1995b; Zubiri 1998: 129–132, 150–169).

6.7 Events and Trends of the Twentieth Century

Since the turn of the twentieth century, additional events and trends have influenced the development of the Fresno to Bakersfield HST Section: the discovery and exploitation of Kern County oil field, federal-state water development projects, and adoption of the automobile as the primary mode of transportation in the United States and the Central Valley. While these changes were distinct and important, their overall effect on the corridor was to intensify the land

settlement patterns already established in the late nineteenth century. The Kern River oil boom of May 1899 initiated a rapid building increase in Bakersfield and the surrounding area including, ultimately, Wasco to the north. Encouraged by the discovery of oil in Kern County, the Southern Pacific and AT&SF railroads collaborated on building the Sunset Railroad connecting Bakersfield with the Sunset oil field. A second oil boom meant that the Sunset line became highly profitable by 1910 (Bailey 1984: 77, 81).

Since the mid 1930s the State of California, under the sponsorship of the Department of Water Resources, and the federal government, under the aegis of the U.S. Army Corps of Engineers and the Bureau of Reclamation, have played a major role in the development and distribution of water resources to agricultural, industrial, and municipal users throughout the state. Both the federal Central Valley Project and California's State Water Project have transferred water from the water-rich northern half of the state southward to water-deficient areas in the San Joaquin Valley. Largely because of these federal-state water projects, even some of the most water-poor areas of the valley have been transformed into fertile agricultural land (Hundley 2001: 234–272; Pincetl 1999: 85-94).

6.7.1 Fresno

The first two decades of the twentieth century were generally a period of prosperity for farmers and agricultural regions, and Fresno experienced an increase in population and construction. Lumber yards, fruit- and raisin-packing sheds, and other businesses developed in an industrial corridor along the Southern Pacific tracks through Fresno. As the market for these products matured, early businesses began to build new, more-substantial buildings, often to replace earlier, more-modest edifices (Sanborn 1898: 11–19; Sanborn 1906: 21–29). Warehouses, manufacturers, and factories were constructed in the area, including the warehouses at 1068 G Street, built circa 1907 to 1920 (Reference: 467-030-04) and the Rosenberg Brothers warehouse, built at 1844 South Cherry Avenue in 1918 (Reference: 467-020-14).

The downtown commercial area of Fresno developed a few blocks farther east of the railroad than the industrial buildings immediately adjacent to the tracks. Beginning with the Hotel Fresno in 1912, a series of “skyscrapers” that ranged from 7 to 16 stories were constructed in the downtown area during the 1910s and early 1920s. These included the Helm Building (1914), Mason Building (1918), Mattei Building (1919), T.W. Patterson Building, Pacific Southwest Building, San Joaquin Power Building and the Californian Hotel (1923). The growing city also offered more-modest accommodations for visitors and single professionals at the edge of the downtown area. Early examples included the Crackler Apartments, 2429–2439 E. Belmont (1900); Hotel Fresno, 1241 Broadway (1912); and Kern Kay Hotel, 906–912 Van Ness (1912) (City of Fresno 2010; Clough et al. 1986; Sanborn 1918–1948, 1918–1950).

The sluggish agricultural economy of the 1920s and the Great Depression, beginning in 1929, brought an end to this period of prosperity and slowed construction and development until the end of the Second World War. After the war, as the economy recovered, development of Fresno focused on the suburban areas to the north as the automobile became prevalent and the Highway 99 corridor was improved. In an attempt to revitalize downtown, Victor Gruen Associates created a new plan for the city's commercial center that included new freeways and the Fulton Mall. The Fulton Mall, adjacent to but not within the APE, was designed to replace the busy Fulton Street shopping district with a pedestrian mall. Garrett Eckbo designed the mall to encompass 16 blocks, but this grand plan was not realized and only a 6-block length was completed. Other aspects of planned downtown revitalization, including altered transportation routes and parking, were also not completed. Despite the fact that the project did not fully materialize, it had an impact on the surrounding area, and the pedestrian mall attracted national attention, with other cities attempting similar projects. Ultimately, however, the pedestrian mall

proved unable to complete with suburban retail centers, and the retail space and commercial offices increasingly became vacant.

Subsequent redevelopment plans have resulted in new construction in the downtown area, often replacing earlier structures (Downtown Association of Fresno 2010). Other businesses and changes in downtown Fresno were reflected in new construction such as the OK Produce Building at 1502 G Street (Reference: 465-040-06) completed in 1959, or nonagricultural businesses and expansions for existing enterprises, such as the Kerr Rug Company building at 539 G Street (APN: 467-082-01), into which the rug manufacturer moved its operation from elsewhere in the city in 1938.

Increasing suburban development also diluted the historically ethnic neighborhoods of Fresno. The number of Basque residents decreased, and only three of the numerous Basque boardinghouses and hotels remained in 1951. By the 1960s, Basque immigration slowed to a trickle, and the heyday of the Basque Hotel was over. Today, the Basque Hotel, along with the Santa Fe, is one of only two Basque hotels in operation in Fresno (Powell 1994; Zubiri 1998: 4, 22–23, 144–146; Reference: 467-082-01).

6.7.2 Bakersfield

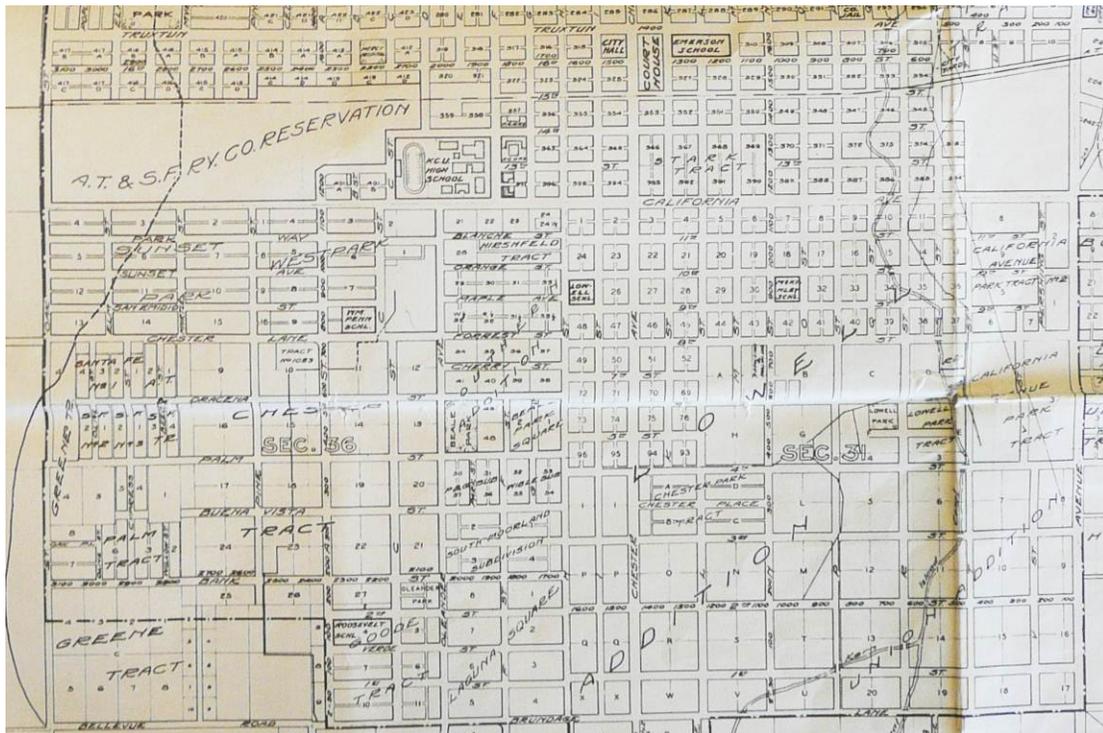
In the early twentieth century, Bakersfield's proximity to Kern County oil fields was a boon to the city's economy. In an attempt to maintain a competitive edge over larger oil producers rushing to Kern County, more than 150 companies belonged to the Bakersfield-based Independent Oil Producers Agency by 1908. The 1910s proved an oil-rich decade for Kern County, and the resulting cash flow into Bakersfield sparked more development. In the first couple decades of the century, Bakersfield saw the addition of several commercial and civic enterprises. A number of churches and temples, theaters and halls, the Beale Memorial Library, and parks were established during this period. In April 1907, Truxtun Beale donated the site for Beale Park, which he hoped would become "a center for popular education and promote good citizenship." Two years later, Bakersfield annexed Kern City, formerly Sumner, ending the separation of the original Southern Pacific railroad town from Bakersfield proper. The neighborhood soon became known simply as "East Bakersfield" (Bailey 1984: 79; Boyd 1997: 108–109; Sanborn 1912a; Morgan 1914: 160).

Developments in commerce and industry fueled a corresponding growth in population. By 1907, Bakersfield had more than 7,300 citizens. This population increase led to improvements in city infrastructure and construction of more public-support facilities. The streetcar line operated by Bakersfield and Kern Electric Railway Company connected the Southern Pacific Railroad station in Kern City with the Santa Fe Railroad station in Bakersfield. Southern California Edison opened the largest hydroelectric plant in the country in 1907 (Kern River No. 1) and began supplying Bakersfield with power via its Kern River–Los Angeles transmission line. By this time, a new courthouse had been built on two blocks between 15th and 17th streets on Chester Avenue, in addition to the three-story San Joaquin Hospital. The county constructed a jail on Truxtun Avenue between P and Q streets in 1913. Bakersfield College opened the same year and would go on to become the oldest, continuously-operating junior college in California. These civic achievements enhanced the urban environment and created opportunities for greater commercial and residential growth (Bailey 1984: 83; Boyd 1997: 98; Sanborn 1912–1951).

Bakersfield was on an economic upswing when the United States entered the First World War. Although the war interrupted some physical development and drew people and resources away from the area, it also helped sustain growth because the military effort required raw materials, such as food and oil, which Kern County was in a unique position to deliver. Production of both agricultural goods and petroleum products increased to match demand during the war years. Demand for petroleum decreased following the end of hostilities, but agriculture filled the economic void as growers began to invest heavily in the newly developed Acala cotton varieties.

Other successful products in the county included alfalfa, grapes, melons, potatoes, and citrus fruit. In 1929, Bakersfield's 34,000 residents (and the roughly 60,000 additional residents in the surrounding area) had access to a variety of services and businesses, including 12 hotels, 2 golf and country clubs, 15 elementary schools, a junior high school and a high school, 15 churches, and 60 social and service clubs (Bailey 1984: 87–89; JRP Historical Consulting 2010b).

The historic architectural survey population for this HASR includes many residences in Bakersfield that date to this period of rapid growth. In 1923 and 1924, nearly 7,000 people and hundreds of acres of land were brought within the city limits through annexations. Local real estate developer Henry J. Brandt, a native of Denmark and operator of the successful Brandt Investment Company, was particularly active in the interwar period, especially to the south and east of downtown Bakersfield, where he purchased large tracts of land. Among his larger development projects were the Laguna Square, Lincoln Park, Holby Park, and Sunset Park residential subdivisions (Figure 6-7) (U.S. Census 1930b; *Bakersfield Californian* 1918; *Bakersfield Californian* 1922; *Bakersfield Californian* 1926; *Bakersfield Californian* 1938; *Bakersfield Californian* 1940; *Bakersfield Californian* 1962; JRP Historical Consulting 2010b). The Brandt Investment Company continued to develop subdivisions into the late 1940s when the company turned its efforts to real estate sales and insurance, rather than development projects (*Bakersfield Californian* 1949; R.L. Polk 1948a).¹⁵



Source: Kern County Chamber of Commerce 1940.

Note: Sunset Park and West Park subdivisions are south of the AT&SF rail yards, south of California Avenue.

Figure 6-7
 Detail from map of sand suburban area, 1940

¹⁵ California Avenue addresses between numbers 2519 and 3025 are located on parcels within the Sunset Park subdivision; see for example, 2531 California Avenue (Map Reference: 007-022-01), Appendix B.

Bakersfield found itself rebuilding during the post-war decades, especially after two disastrous earthquakes occurred in the summer of 1952. The first, the Tehachapi earthquake, hit in July and killed 14 people. It was followed by the Bakersfield earthquake that killed two people and damaged or destroyed many buildings and structures throughout the city and surrounding area. The city and county were determined to rebuild and immediately began constructing a new city hall, civic center, and hospital expansion, as well as other facilities throughout area. The work focused foremost on repair and reconstruction of earthquake damage and then turned to addressing urban planning issues, such as traffic concerns, annexation proposals, and expanding social and civic services.

Although implementation of these plans and policies was not easy, the city ultimately expanded and improved its infrastructure and services. Three hospitals in the area also renovated their facilities, spending another \$7 million. Religious organizations established worship centers, industrial companies erected warehouses, commercial businesses built offices, and the city updated and expanded its civic infrastructure, constructing, for example, a new civic center that provided for improved government and public services (*Los Angeles Times* 1954; Bailey 1984: 96–100; Rand McNally & Company 1960; USGS 1954b).

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Chapter 7.0
Properties Identified as Not Eligible for the
NRHP

7.0 Properties Identified as Not Eligible for the NRHP

The historic architectural resources inventoried and evaluated in this HASR reflect the major historical events and trends discussed in historical context in the previous section. The survey area traverses four counties, stretching from downtown in the city of Fresno, through rural Kings and Tulare counties, and into the city of Bakersfield, terminating in unincorporated Kern County east of Bakersfield. While most of the resources surveyed are in the cities or immediate vicinity of Fresno and Bakersfield, there are many located in the rural areas of Fresno, Kings, Tulare, and Kern counties.

The 176 properties subject to intensive survey for this HASR include buildings and structures that are related to general historical patterns of development in the four counties along the Fresno to Bakersfield corridor as presented in Chapter 4. Some of the surveyed properties are directly associated to changes and expansion of the rail lines that parallel the HASR APE, but most are agricultural and/or residential properties, along with a number of industrial, commercial, and community and institutional resources. None of the historic architectural resources evaluated for this HASR appear eligible for listing in the NRHP or CRHR.¹⁶

Nearly all of the survey population dates to the twentieth century. Only three properties date to the latter half of the nineteenth century, and all of these are irrigation canals: the Kern Island Canal near Bakersfield, built in 1874; the Lakeside Ditch in rural Kings County, built in 1875; and the Fowler Switch Canal in southern Fresno County, built about 1884. All of these properties have lost integrity to their potential periods of significance through alterations. Of the twentieth century properties, only about 15% of the HASR survey population date (or have components that date) to the first two decades (1900–1920), while about 38% date to the 1920s and 1930s. The rest (about 47%) date to the period between 1940 and 1960.

This distribution illustrates that few of the older elements of the built environment in this part of the San Joaquin Valley are located within the APE for the Fresno to Bakersfield HST Section. This can be attributed to the fact that most of the corridor is located in an area that was a very sparsely settled agrarian landscape during the second half of the nineteenth century, and the corridor parallels a rail line that was not constructed until the late 1890s. As discussed in the historic overview, the region changed more rapidly as local and regional commercial centers developed around rail stops on the ATSF (now BNSF) line and as irrigation expanded the reach of agriculture into the more-arid areas. The twentieth century brought more-intensive urban and suburban development in Fresno and Bakersfield, as well as the formation of the smaller towns in between. Many rural residences were split from their surrounding large farm parcels and suburban development grew steadily throughout the APE.

The APE includes portions of two large cities, Fresno and Bakersfield, and passes near or through four smaller incorporated communities: Hanford, Corcoran, Wasco, and Shafter. Unincorporated clusters of settlement in and near the corridor include Oleander, Bowles, Conejo, and Laton in Fresno County; the Mussel Slough or Lucerne and Lakeside areas in Kings County; and Angiola and Allensworth in Tulare County. The large number of buildings and structures that date to the twentieth century are primarily located in the northern and southern ends of the APE. About 40% of the survey population for this HASR is in Fresno County, half of which is within the corporate boundaries of the city of Fresno. Kern County accounts for nearly 45% of the HASR survey population, of which 38 are within the city of Bakersfield. The sparser Kings County accounts for 14% of the properties, and Tulare County, with one property in the APE, contains less than 1% of the survey population.

¹⁶ Please refer to the HPSR for documentation of the other 52 historic architectural resources in the APE.

More than half of the survey population consists of residential buildings, mostly single-family dwellings, although there are a few multiple-family units in the Bakersfield area. While most residential properties in the HASR survey population consist of single-family residences in Bakersfield, other residential properties can be found in many other cities and unincorporated communities along the Fresno to Bakersfield HST Section. All date to the period between 1909 and 1960 and none appear to be eligible for listing in the NRHP or CRHR.

No residential properties exist in the APE within Tulare County. In Fresno County, the APE passes through a largely industrial part of the city and includes few dwellings, so the Fresno County residences are largely in rural unincorporated areas to the south. They consist of mostly wood frame, one- or two-story single-family homes or farmsteads, although there are exceptions, such as the concrete block house at 4038 South Cedar Avenue (Reference: 330-031-69). The housing stock in Kings County is similar, tending to be modest, wood frame, single-story houses. The same holds true for Kern County residences, though there are a proportionately higher number of multiple-family residences, complexes of small houses, and two-story apartment buildings.

Several of the Kern County residences are located within formal suburban housing tracts that were established on the south side of downtown Bakersfield in the 1910s and 1920s. These tracts usually filled in incrementally and were completely built out by mid century. By contrast, many of the rural homes in the APE represent a second or third phase of development for a parcel that may sit on land that was originally subdivided in the nineteenth century (perhaps as a land colony), recombined to form a farm parcel, and then re-subdivided for residential use during the post-World War II era.

The remaining survey population is made up of buildings with various commercial, industrial, community, or infrastructural functions. Commercial buildings within the HASR survey population mostly date to the mid-twentieth century and are fairly evenly distributed throughout the APE. In total, they account for 15% of the survey population. The buildings are typically small, one-story structures of either wood frame or brick. The resources surveyed are representative of the evolution of commercial architectural trends in the first half of the twentieth century. Some are examples of one- and two-part commercial block designs, which were widely popular in the decades surrounding the turn of the twentieth century, while others are restrained examples of modern styles popular in the 1930s and later, such as Art Deco, International, and Streamline Moderne. Most, however, are unadorned utilitarian buildings that defy any specific architectural characterization. None of the commercial buildings in the HASR survey population embody a high-style level of architectural design, and none appear to be eligible for listing in the NRHP or CRHR.

About 23% of the survey population is industrial in nature, including some buildings that had a combined industrial and commercial use. These buildings range in age from the early 1900s through 1960 and consist of durable utilitarian designs and construction materials, typically brick, concrete masonry units, or metal. Most are single story, and none were more than three stories tall. Freight docks, freight doors, metal industrial sash, aluminum frame windows, and truss or flat roofs with parapet walls are typical attributes of this type. These historic architectural resources are found mostly in the cities of Fresno and Bakersfield, but examples exist throughout the APE, including the former grain silo and processing plants of Angiola in Tulare County (Reference: 291-080-009).

Finally, there are three community buildings in the HASR survey population: a former schoolhouse, now used as a convalescence hospital, located at 2113 East Manning Avenue in rural Fresno County (Reference: 338-170-17); and two churches, both in Bakersfield (Reference: 006-140-07 and 016-300-13). These community buildings are all modest in scale and design, and of brick or wood frame construction. The hospital was built in 1907 and expanded on several

occasions through the 1960s, and the two churches were built and expanded between 1933 and the 1950s. None appear to be eligible for listing in the NRHP or CRHR.

Table 7-1 presents the 176 historic architectural resources that were subject to intensive survey for this HASR. The DPR 523 forms for these resources are provided in Appendix B. The APE contains 100 properties that were previously determined ineligible for the NRHP (California Historical Resource Status [CHRS] codes 6L, 6Y, and/or 6Z) and therefore do not require further study. These properties are listed in Table 7-2. Review of the Caltrans “Historical Significance–State Agency Bridges” (Caltrans Structure Maintenance and Investigations 2011a, 2011b) identified 12 state-owned highway bridges built in or before 1960 within the project limits. All of these bridges are listed as Category 5 and are therefore not eligible for listing in the NRHP or CRHR, as shown in Table 7-3. In addition to these resources, the streamlined documentation properties (per the HST Section 106 PA) are presented in Appendix C.

Table 7-1
 Survey Population (Intensive) for the Historic Architectural Survey Report
 (arranged north to south by county)

APN/Ref #	Address			City ^a	County	Year Built	CHRS Code
46504006	1502		G Street	Fresno	Fresno	1959	6Z
46504004	1454–1456		G Street	Fresno	Fresno	1959	6Z
46706204U	1131		G Street	Fresno	Fresno	1938	6Z
46706206	1111–1115		G Street	Fresno	Fresno	ca. 1907–1918	6Z
46703004	1068		G Street	Fresno	Fresno	ca. 1907–1918, ca. 1937–1948, ca. 1950–1957	6Z
46706331	1038		F Street	Fresno	Fresno	1940	6L, 6Z
46707203	804		F Street	Fresno	Fresno	1949	6L, 6Z
46704004	704		G Street	Fresno	Fresno	1934	6Z
46708113	650		F Street	Fresno	Fresno	ca. 1910	6Z
46708109	620		F Street	Fresno	Fresno	1951	6Z
46708502	555		F Street	Fresno	Fresno	1918	6Z
46708201	539		G Street	Fresno	Fresno	ca. 1938	6Z
46829505	1801		Santa Clara Street	Fresno	Fresno	1937	6Z
46708503	547		F Street	Fresno	Fresno	1915	6Z
46709234	315–334		G Street	Fresno	Fresno	1934, post-1965	6Z
46702014	1844	S	Cherry Avenue	Fresno	Fresno	1918, post-1965	6Z
46702047	2421	E	California Avenue	Fresno	Fresno	1940	6Z
47810216	2189	S	Cherry Avenue	Fresno	Fresno	1925	6Z
47829018; 47829022	2377–2395	S	G Street	Fresno	Fresno	1938, 1948– 1950, ca. 1965	6Z
48004015S	2851–2949	E	Florence Avenue	Fresno	Fresno	1957	6Z
47822212	2336	S	Railroad Avenue	Fresno	Fresno	1952	6Z
47829002	2358	S	Railroad Avenue	Fresno	Fresno	1919–1933, 1940s, 1950s, 1960s	6Z
47829003	2360	S	Railroad Avenue	Fresno	Fresno	1919–1934	6Z
47907226S	2494	S	Railroad Avenue	Fresno	Fresno	1948, 1950s, 1960s, 1970s	6Z
47914010	2432	S	Railroad Avenue	Fresno	Fresno	ca. 1940, 1940s, 1950s, 1960s	6Z
48705075	2660–2680	S	Orange Avenue	Fresno	Fresno	1947, 1950– 1957	6Z
48714034	2796	S	Railroad Avenue	Fresno	Fresno	1946–1950	6Z
48714052S	2850	S	Golden State Boulevard	Fresno	Fresno	1950	6Z

Table 7-1
 Survey Population (Intensive) for the Historic Architectural Survey Report
 (arranged north to south by county)

APN/Ref #	Address		City ^a	County	Year Built	CHRS Code		
48714019	2874	S	Golden State	Boulevard	Fresno	Fresno	1949	6Z
48702065	2903	S	Cedar	Avenue	Fresno	Fresno	1947, post-1967	6Z
48714046	2962	S	Cedar	Avenue	Fresno	Fresno	1948	6Z
33002111S	3584-3628	S	Cedar	Avenue	Fresno	Fresno	1952-1953, 1953-1961, post-1967	6Z
33003169	4038	S	Cedar	Avenue	Fresno	Fresno	1920	6Z
33021105	2131	E	Malaga	Avenue	—	Fresno	1952	6Z
33021110	4766	S	Cedar	Avenue	—	Fresno	1940, ca. 1950	6Z
33404080	2045		American	Avenue	—	Fresno	1940	6Z
33404088	5067	S	Maple	Avenue	—	Fresno	1920s	6Z
33404034	5050	S	Maple	Avenue	—	Fresno	1922	6Z
33435060	5437	S	Cedar	Avenue	—	Fresno	1937	6Z
33433039	5502	S	Cedar	Avenue	—	Fresno	1948	6Z
33432007	5835	S	Cedar	Avenue	—	Fresno	1926	6Z
33425052	2172	E	Morton	Avenue	—	Fresno	1925	6Z
33425023	2189	E	Morton	Avenue	—	Fresno	1915	6Z
33407008	1914	E	Clayton	Avenue	—	Fresno	1946	6Z
33407007	6201	S	Cedar	Avenue	—	Fresno	ca. 1909-1921	6Z
33407010	6361	S	Cedar	Avenue	—	Fresno	1949	6Z
33431001	6496-6498	S	Cedar	Avenue	—	Fresno	1949	6Z
33431006	6532	S	Maple	Avenue	—	Fresno	1950	6Z
33431052	6551	S	Maple	Avenue	—	Fresno	ca. 1900	6Z
33431051	6580	S	Cedar	Avenue	—	Fresno	1952	6Z
BNSF culvert over Oleander Canal	NA				—	Fresno	1924	6Z
33431020	6930	S	Cedar	Avenue	—	Fresno	1948	6Z
33509002	2031	E	Adams	NA	—	Fresno	ca. 1941	6Z
33509003	2047		Adams	NA	—	Fresno	1947	6Z
33519009	7025	S	Cedar	Avenue	—	Fresno	1938	6Z
33509001	7012	S	Cedar	Avenue	—	Fresno	1949	6Z
33509057	7098	S	Maple	Avenue	—	Fresno	ca. 1910	6Z
33514005	8020	S	Cedar	Avenue	—	Fresno	1954	6Z
33522010	2168	E	Manning	Avenue	—	Fresno	1918	6Z
33522017	2010	E	Manning	Avenue	—	Fresno	ca. 1923	6Z
33817017	2113	E	Manning	Avenue	—	Fresno	1907-1909, 1964	6Z
33817004	9041	S	Chance	Avenue	—	Fresno	1939	6Z
33808010S	9385	S	Maple	Avenue	—	Fresno	ca. 1930	6Z
33810003	2175	E	Springfield	Avenue	—	Fresno	1937-1973, 1961-1965	6Z
04217027S	2625	E	Rose	Avenue	—	Fresno	1935	6Z
38521024	15212	S	Topeka	Avenue	—	Fresno	ca. 1910	6Z
Fowler switch	NA				—	Fresno	ca. 1884	6Z
05603041S	5663		Elkhorn	NA	—	Fresno	1950s, 1970s	6Z
05603055S	7750	E	Davis	NA	—	Fresno	1950s, 1970s-1980s	6Z
002120046000	8699		Cairo	Avenue	—	Kings	ca. 1910-1924	6Z
002120036000	2742		8½	Avenue	—	Kings	1937-1961	6Z
002150027000	3504		8 th	Avenue	—	Kings	1938, 1950	6Z
002190006000	7718		Excelsior	Avenue	—	Kings	1930s, 1920s	6Z

Table 7-1
 Survey Population (Intensive) for the Historic Architectural Survey Report
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APN/Ref #	Address			City ^a	County	Year Built	CHRS Code
002190007000	7960		Excelsior Avenue	—	Kings	1943	6Z
014130014000	8348		7½ Avenue	—	Kings	1924	6Z
014390005000	7414–7416		Lacey Avenue	—	Kings	1926, 1908	6Z
Lakeside ditch			NA	—	Kings	1875	6Z
Corcoran Irrigation District			NA	—	Kings	ca. 1906–1950	6Z
034060008000	140		5½ Avenue	—	Kings	1940	6Z
034050048000	200		Otis Avenue	Corcoran	Kings	1946	6Z
034051026000	1612		Orange Avenue	Corcoran	Kings	1948	6Z
034051049000	1800–1808		Orange Avenue	Corcoran	Kings	ca. 1950, ca. 1955	6Z
034015008000	850		Orange Avenue	—	Kings	1920	6Z
034160025000	455		Orange Avenue	—	Kings	1960	6Z
030092009000	720		Otis Avenue	Corcoran	Kings	1951	6Z
030092017000	714½		Otis Avenue	Corcoran	Kings	1952	6Z
030161006000	1202		Brokaw Avenue	Corcoran	Kings	ca. 1910, 1936	6Z
030164003000	1109		Brokaw Avenue	Corcoran	Kings	1948	6Z
030164004000	900		Chase Avenue	Corcoran	Kings	1945, 1950	6Z
034270006000	1500		Santa Fe Avenue	—	Kings	ca. 1950	6Z
032053008000	1130		Pickerell Avenue	Corcoran	Kings	1920	6Z
032042009000	1180		Flory Avenue	Corcoran	Kings	ca. 1950	6Z
032063023000	721		Hall Avenue	Corcoran	Kings	ca. 1925	6Z
030162002000	1105		Patterson Avenue	Corcoran	Kings	1950	6Z
030093006000; 030093007000; 030093008000; 030093009000; 030093010000; 030093011000	1200 1206 1212 1216 1220 1300		Patterson Avenue	Corcoran	Kings	1954	6Z
034230017000; 034230019000	NA		Oregon Avenue	—	Kings	1950	6Z
291080009; 291090002; 291090003; 291090009; 291090011; 291100013	10990		Angiola Drive	—	Tulare	1900–1953	6Z
04729011	11689		Magnolia NA	—	Kern	ca. 1955	6Z
07205026	15075		Central Valley Highway	Wasco	Kern	1940s	6Z
03019201	104		F Street	Wasco	Kern	1950s	6Z
07205012	29364		Highway 46 Highway	Wasco	Kern	ca. 1909–1937	6Z
07205005	29360		Highway 46 NA	—	Kern	ca. 1929	6Z
03005112	714		6th Street	Wasco	Kern	1949–1952	6Z
03006102	635		G Street	Wasco	Kern	1941–1952	6Z
07206004	29520		Poso Avenue	—	Kern	1938–1952	6Z
03002019	591		J Street	Wasco	Kern	1960	6Z
03009107	947		G Street	Wasco	Kern	ca. 1920, 1926–1941	6Z
03042117	1011		G Street	Wasco	Kern	1926–1937	6Z
03042103	1015		G Street	Wasco	Kern	1941–1952	6Z
03043501	1231		G Street	Wasco	Kern	ca. 1945	6Z
07211020	29395		Poso Avenue	—	Kern	ca. 1952,	6Z

Table 7-1
 Survey Population (Intensive) for the Historic Architectural Survey Report
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APN/Ref #	Address			City ^a	County	Year Built	CHRS Code
						1956–1958	
03044107	1500		G Street	Wasco	Kern	1937–1952	6Z
03044211	1595		G Street	Wasco	Kern	1950	6Z
48904201	1609		G Street	Wasco	Kern	ca. 1940, 1952, 1954, 1956	6Z
48904103	1840		G Street	Wasco	Kern	1950s	6Z
48904304	1919		G Street	Wasco	Kern	1959	6Z
48902009	705		Filburn Street	Wasco	Kern	1940c	6Z
07211027	15850		Wasco Avenue	—	Kern	1912	6Z
07221038	16819	N	Shafter Avenue	—	Kern	1952	6Z
08902072; 08902073	30749		Merced Avenue	—	Kern	1930s	6Z
08902015	30141		Madera Avenue	—	Kern	1940s	6Z
02604003	527		English Lane	Shafter	Kern	1941	6Z
02604018	469		Sunny Lane	Shafter	Kern	1920	6Z
02604020	453		Sunny Lane	Shafter	Kern	1928	6Z
02603020	431		Klassen Drive	Shafter	Kern	1928	6Z
02704003	163		Central Valley Highway	Shafter	Kern	1937–1969	6Z
02707021	230		Central Valley Highway	Shafter	Kern	1949	6Z
02735004	812		Walker Street	Shafter	Kern	1930s, ca. 1940	6Z
02808215	514	E	Lerdo Highway	Shafter	Kern	1940c	6Z
08914008	1991	E	Lerdo Highway	Shafter	Kern	1930s, 1940s	6Z
02820011	183	S	Central Valley Highway	Shafter	Kern	1945	6Z
09117202	18455		Driver NA	—	Kern	1940s	6Z
09126008			Nord NA	Shafter	Kern	ca. 1956–1963	6Z
46502009	4000		Allen Road	—	Kern	1941	6Z
11008011	10217		Glenn Street	—	Kern	1960	6Z
11008013	10105		Glenn Street	Bakersfield	Kern	1960	6Z
11008034	10201		Glenn Street	Bakersfield	Kern	1960	6Z
36802108	8905		Langley Road	Bakersfield	Kern	ca. 1958	6Z
00407003	2030		14th Street	Bakersfield	Kern	ca. 1905–1944	6Z
00704107	3025		California Avenue	Bakersfield	Kern	1948	6Z
00704125	3007–3009		California Avenue	Bakersfield	Kern	1940	6Z
00703102	2925		California Avenue	Bakersfield	Kern	ca. 1928	6Z
00703103	2919–2921		California Avenue	Bakersfield	Kern	1937	6Z
00703104	2915–2917		California Avenue	Bakersfield	Kern	1937, 1943	6Z
00703106	2905–2907		California Avenue	Bakersfield	Kern	1936	6Z
00702101	2731		California Avenue	Bakersfield	Kern	1930	6Z
00702102	2725		California Avenue	Bakersfield	Kern	1930	6Z
00702107	2701		California Avenue	Bakersfield	Kern	1929	6Z
00702113	2601		California Avenue	Bakersfield	Kern	1926	6Z
00702201	2531		California Avenue	Bakersfield	Kern	1925	6Z
00702203	2519		California Avenue	Bakersfield	Kern	1927	6Z
00709105	2417		California Avenue	Bakersfield	Kern	1918	6Z
00709108	2409		California Avenue	Bakersfield	Kern	1915	6Z
00641103	1307–1311		Eye Street	Bakersfield	Kern	1905–1912, 1941	6Z
00630004	1501		Truxtun Avenue	Bakersfield	Kern	1955	6Z
00630004	Corner of Truxtun and Chester			Bakersfield	Kern	1942	6Z
00645004	1311		L Street	Bakersfield	Kern	ca. 1925	6Z
00644001	1331		M Street	Bakersfield	Kern	1920	6Z
Kern Island	NA			Bakersfield	Kern	1874	6Z

Table 7-1
 Survey Population (Intensive) for the Historic Architectural Survey Report
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APN/Ref #	Address			City ^a	County	Year Built	CHRS Code
Canal							
00614013	425		Truxtun Avenue	Bakersfield	Kern	ca. 1927	6Z
00614010	411		Truxtun Avenue	Bakersfield	Kern	ca. 1928	6Z
00614007; 00614008; 00614009	401		Truxtun Avenue	Bakersfield	Kern	ca. 1950, ca. 2000	6Z
00615105	303		Truxtun Avenue	Bakersfield	Kern	1934	6Z
00615106	301		Truxtun Avenue	Bakersfield	Kern	1938, 2000	6Z
00615215	1610		V Street	Bakersfield	Kern	1914	6Z
00615202	227		Truxtun Avenue	Bakersfield	Kern	1918, 1935	6Z
01639001	217		Kern Street	Bakersfield	Kern	1939	6Z
00615219	207-225		Truxtun Avenue	Bakersfield	Kern	ca. 1920, ca. 1927	6Z
00615208; 00615209; 00615210	101-107		Truxtun Avenue	Bakersfield	Kern	1940	6Z
01643006	525		Butte Street	Bakersfield	Kern	1920, 1960	6Z
01643010	530		Alpine Street	Bakersfield	Kern	1920	6Z
01632014	600		Chico Street	Bakersfield	Kern	1950	6Z
01640002	711		Chico Street	Bakersfield	Kern	1950	6Z
01640008; 01640009	722-728		Butte Street	Bakersfield	Kern	1951, 1954, 1960	6Z
01640017	213		Baker Street	Bakersfield	Kern	1937	6Z
01630013; 01630014	409-411		Baker Street	Bakersfield	Kern	1933, 1952- 1956	6Z

^a An "—" in a cell indicates that the resource is in an unincorporated area.

APN = assessor parcel number
 CHRS = California Historical Resource Status
 CRHR = California Register of Historical Resources
 NA = not applicable or not available
 NRHP = National Register of Historic Places

6L = determined ineligible for local listing or designation through local government review process; may warrant special consideration in local planning
 6Y = determined ineligible for NRHP by consensus through Section 106 process; not evaluated for CRHR or local listing
 6Z = found ineligible for NRHP, CRHR, or local designation through survey evaluation

Table 7-2
 Previously Evaluated Properties (CHRS Codes 6L, 6Y, and/or 6Z)
 (sorted by county and then APN)

APN/Ref #	Address			City	County	Year Built	Previous Status (CHRS Code)
46829406	630	H	Street	Fresno	Fresno	1959	6Z
46829405	603	Broadway	NA	Fresno	Fresno	1960	6Z
46829402	645	Broadway	NA	Fresno	Fresno	1925	6L
46829401	641–651	Broadway	NA	Fresno	Fresno	1930	6Z
46829108	616–624	Broadway	NA	Fresno	Fresno	1917	6Z, 6L
46828610	752	H	Street	Fresno	Fresno	1920	6L
46828609	740	H	Street	Fresno	Fresno	1935	6L
46828608	704–728	H	Street	Fresno	Fresno	1925	6L
46828605	721	Broadway	NA	Fresno	Fresno	1920s	6Z
46828604	729	Broadway	NA	Fresno	Fresno	1915	6Z
46828603	745	Broadway	NA	Fresno	Fresno	1932	6Z
46707210	818–818	F	Street	Fresno	Fresno	1938	6Z
46707207	844–846	F	Street	Fresno	Fresno	1917, 1943	6Z
46707205	824–832	F	Street	Fresno	Fresno	1936	6Z
46707110	912	F	Street	Fresno	Fresno	1910, 1940	6Z
46706612	1441–1447	Tulare	NA	Fresno	Fresno	1910	6Z
46706608	1060	E	Street	Fresno	Fresno	1954	6Z
46706606	1010–1016	E	Street	Fresno	Fresno	1944	6Z
46706336	1010	F	Street	Fresno	Fresno	1943	6Z
46620518	1408	H	Street	Fresno	Fresno	1913, 1979	6Z
46620409	1501–1515	Broadway	NA	Fresno	Fresno	1940	6Z
46620405	1506	H	Street	Fresno	Fresno	1947	6Z
33811010	2590–2600	Floral	NA	NA	Fresno	1935	6Y
Central Canal	NA				Fresno	1890	6Y
Wristen Canal	NA				Fresno	pre 1891	6L, 6Z
33225509; 33225515; 33225610	NA				Kern	1872–1973, 1960s	6Y
45015011; 45015010	10930	Rosedale	Highway	Bakersfield	Kern	1954, 1961, 1970s	6Z
46510002	NA	Rosedale	Highway	Bakersfield	Kern	1950, ca. 1957, ca. 1960	6Z
46506013	11732	Rosedale	Highway	Bakersfield	Kern	1948	6Z
46506010	11804	Rosedale	Highway	Bakersfield	Kern	1948	6Z
46506009	11828	Rosedale	Highway	Bakersfield	Kern	ca. 1946	6Z
46506008	11846	Rosedale	Highway	Bakersfield	Kern	ca. 1920	6Z