

Historical Information

Note on Sources

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Numerous sources were consulted for this study of the Kelso Depot's history and historic room use and furnishings. Only one pre-1960 view inside the depot, a 1955 photograph of Kelso telegrapher Bob McCoy at his desk, identified for the *Historic Structures Report*, has been found. The photographic collection at the Union Pacific Museum in Omaha, Nebraska, however, had a considerable number of non-urban UP telegraph office interiors from the war period and many of these have been referenced for this report. The other main source of photographic documentation was the J. E. Stimson photographs of the Cheyenne, Wyoming, Union Pacific depot, which are at the Wyoming Historical Society. There is some overlap in Stimson images in these two repositories.

Maker's labels — Weber Showcase & Fixture Company — were found on the original Kelso lobby counter and cigar display case as part of the historic furnishings research. Weber Showcase trade catalogs were located at the Los Angeles Public Library, the Smithsonian Institution's National Museum of American History, and the University of California Santa Barbara's Romaine Trade Catalog Collection. Unfortunately, none of these Weber trade materials included furnishings like the Kelso lobby pieces nor the lunchroom counter and seats. Numerous other trade catalogs (Hagley Museum and Library, Harpers Ferry Center Trade Catalog Collection) and restaurant and hotel management trade journals (Library of Congress) of the 1920s period provided useful comparative evidence regarding lunchroom furnishings and design.

Two inventories for portions of the Kelso Depot interior were located for this project. The most significant one, the Interstate Commerce Commission (ICC) Valuation of railroads contained three pages of property enumerated in 1924 as part of this assessment; these pages included Kelso Clubhouse property but appear to have not included telegraph office furnishings. The ICC Valuation included listings for Kelso Depot for a few subsequent years as well (see Appendix A) although this appears to only include new items.¹ The second inventory located — “Inventory of Furniture, Fixtures, and Miscellaneous Equipment,” Kelso Club — was a standard Union Pacific Railroad Dining Car & Hotel Department form used at their clubs throughout the UP system (see Appendix C). This Kelso inventory dates to 1953 and, although it post-dates the period of interpretation, when used with the 1924 inventory and other sources of information it nonetheless contributes to our understanding of the historic furnishings in the 1920s and 1930s. Earlier Union Pacific inventories

1 The ICC Valuations are an invaluable resource for Kelso railroad research not limited to historic furnishings; examination of such material was beyond the scope of this project.

of this sort may have been conducted at Kelso, but the Union Pacific has not retained any of these records from the pre-war period.

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Finally, oral informants provided invaluable information concerning Kelso's historic furnishings, building operations, and history. A number of these contacts had been established by Gordon Chappell during his work on the *Historic Structures Report* and proved quite helpful regarding furnishings questions as well. Other informants came forward in response to queries placed in the Union Pacific Railroad's employee newsletter and on the Mojave National Preserve's Web site. Additionally, many of these informants suggested others to contact.

Analysis of Historic Occupancy

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The Union Pacific Railroad's Kelso station was established in the Mojave desert of eastern California in 1905 when the San Pedro, Los Angeles & Salt Lake Railroad ² completed its line connecting Salt Lake with the west coast port of Los Angeles. Kelso was a helper station, a necessary stop on the line due to the steep grade just to the north. Trains idled in Kelso while having helper engines attached to enable them to make it over the steep Cima grade. Additionally, in the arid desert setting dependable water source needed for railroad operations was not far away in the underground springs of the Providence Mountains.³

The original, single-story, lunchroom at Kelso, constructed in 1905, had burned in 1922. The timing was perfect for the remote desert town to get a fashionable mission revival-style station. The Union Pacific had just a few years earlier, at its chairman R.S. Lovett's recommendation, decided to adopt this new style for its depots in the area; we

carefully considered [and] adopt[ed] at important stopping places on the L.A.&S.L in California and Nevada, such as division terminals and other places where there are dining stations, a mission style of architecture and layout where we have occasion to construct or reconstruct station buildings. It is a frame, stucco style of construction and adds very little to the expense but a great deal to the appearance of the place.”⁴

Stiff competition with the Santa Fe Railroad was of prime concern in this region. As the UP President Carl R. Gray had explained to Mr. Lovett when discussing Yermo, California, some 73 miles from Kelso:

Yermo is only a short distance away from the Santa Fe joint track where that line is equipped with such good station facilities ... that our own facilities are in marked contrast thereto. The comparison of our facilities with those of the Santa Fe at Barstow, where all through trains stop has always been the subject of criticism by passengers.

2 In 1916 the railroad dropped “San Pedro” from its name and it was then known as the Los Angeles & Salt Lake (L.A. & S.L.).

3 See Gordon Chappell, *An Oasis for Railroaders in the Mojave: The History and Architecture of the Los Angeles and Salt Lake Railroad Depot, Restaurant and Employees' Hotel at Kelso, California, on the Union Pacific System: Kelso Depot Historic Structure Report* (henceforth HSR) (United States Department of the Interior, 1998), pp. 18-20 for a more complete description of Kelso's origins.

4 R.S. Lovett to Thomas Price, Secretary, Union Pacific System, March 22, 1922. UPRR, LA&SL, AFE files, ICC-17, Stations, Office Buildings, 1919-1923. Union Pacific Railroad Museum, Omaha, Nebraska, (henceforth UPRM).

*The Southern California business is intensely competitive with the Santa Fe and we suffer by comparison with them more in connection with their passenger stations at terminals than possibly in anything else.*⁵

Indeed, in the late 1890s the Santa Fe Railroad had started constructing its new depots, hotels and lunchrooms in the Spanish Mission-revival style.⁶ Kelso, then, was the fourth of six such style depots the Union Pacific built on its LA & SL line in the 1920s as it tried to remain competitive with the Santa Fe railroad.⁷ The Kelso depot plans apparently were derived from the recently designed Caliente, Nevada, depot which the Los Angeles architects Parkinson & Bergstrom had drafted.⁸

The new Kelso station offered the opportunity to provide a more pleasant and larger, lunchroom, or “beanery” as it was known in railroad circles. Additionally, the new depot included on its second floor bedrooms for railroad crew and managers who were either working in Kelso temporarily or did not have family; “Kelso is a permanent helper station where it is necessary to provide quarters for helper crews, there being no commercial facilities whatever.”⁹ The Union Pacific was fully aware of the need to provide appealing housing and amenities for their employees, particularly in this remote desert location. Numerous internal memos noted the need to provide properly in order to retain good employees and to offer recreational activities as an alternative to drinking and fighting. Writing of the need for a new station in Yermo, California, in a location only slightly less remote than Kelso, Carl R. Gray, President of the Union Pacific notified the chairman of the Executive Committee:

*A clubhouse will improve the effectiveness of the men and will enable us to obtain and keep a better grade of men in that territory. ... I consider it exceedingly essential that we provide facilities for the men where they can secure rest and clean recreation in this extremely desolate desert country. It has been an up-hill struggle to improve the discipline and morale of the men on the Salt Lake Line. Our worst trouble during the strike occurred there, where transportation was completely interrupted. Without moderate facilities for rest and recreation we cannot hope to keep the better grade of men.*¹⁰

The Kelso depot thus incorporated a basement with both a billiard room and a reading room. In addition to these facilities, the west end of the depot housed the railroad’s combined ticket and telegraph office, baggage room, and conductor’s room. The remaining ground floor rooms were set aside as bed rooms for female workers in the beanery, and the depot manager’s living quarters (see figure 1).

Two trains along the Salt Lake line required meal stops in Kelso early in the depot’s

5 C.R. Gray to Mr. R.S. Lovett, February 28, 1922. . UPRR, LA&SL, AFE files, ICC-17, Stations, Office Buildings, 1919-1923. For Yermo, it was noted, “plans have been made by an architect fully versed in the California mission style of architecture, whose fees were \$1,000...,” UPRM.

6 See Chappell, *HSR* p. 29.

7 1923: Caliente, Nevada and Yermo, California 1924: Las Vegas, Nevada and Kelso, California; after 1924: Milford, Utah and Lyndyll, Utah.

8 National Register Nomination Form, Section 8, as reprinted in Chappell, *HSR*.

9 C.R. Gray to Mr. R.S. Lovett, February 18, 1923. UPRR, LA&Salt Lake, ICC-17, Stations, Office Buildings, 1919-23. UPRM.

10 C.R. Gray to Mr. R.S. Lovett, April 21, 1923. UPRR, LA&Salt Lake, ICC-13, Hotels etc., 1921-53, UPRM. President Gray’s reference to strike-related problems referred to the national strike of railroad shopmen in 1922.

history. “The restaurant feature is particularly required for accommodation of passengers on Train No. 4, which under present schedule provides a 20-minute station stop at Kelso for breakfast, as this train does not carry dining cars.”¹¹ The above-mentioned eastbound train No. 4, the *Utah Express*, stopped for breakfast at Kelso at 8:35 a.m., and the westbound Train No. 3, second shift (afternoon and evening) beanery cashier in 1929, related there were usually 40-50 passengers on the evening meal stops. At that time the Kelso Club had 12 employees: a manager and his wife, two cashiers, two cooks, two dishwashers and 4 waitresses; two of the waitresses worked the day shifts and at night the night manager cooked while his wife waitressed.¹²

Depots in less remote locations or at cross roads ordinarily see good volume of passenger traffic and ticket sales. At Kelso, however, passenger traffic was minimal and what there was almost exclusively used railroad passes rather than purchased tickets. One informant, Theo Packard, recounted that he attended high school in Las Vegas in the late 1920s and came home to Kelso for the weekend by train on Friday afternoons. His father drove him to school — in his Model T — on Sundays though, so the young Packard never had to purchase a ticket in Kelso.¹³ Single, male, Club employees and workers in Kelso on a temporary basis used the Club House rooms on the second floor. The Union Pacific provided similar lodging for its employees at other depots throughout its system, although in Kelso the rooms sometimes were used by non-Union Pacific employees in the absence of any other lodging in the area. Kelso saw its share of Depression-era cut-backs and reduced activity, but its critical geographic location meant the depot stayed in operation.¹⁴ In its early decades, then, the Kelso depot housed essential if not bustling operations. With the advent of America’s involvement in the Second World War, Kelso briefly lost its low volume of activity and was transformed, like so many other places across the country, to a hectic, busy wartime pace.

As noted in the Historic Structures Report, the names of a number of the Kelso telegraphers and other Union Pacific workers from the early years are known as their comings and goings were recorded in the employee magazine, *The Union Pacific Magazine*.¹⁵ In April 1933, during the Depression, Union Pacific stopped publishing their company magazine however. And, although census data is not yet released for the 1930s and later, voter registration records did record occupations. Dennis Casebier at the Mojave Desert Museum, in Goffs, California has entered the voter registration information into a database, making such material more accessible to those interested in Kelso history. The 1938 voter registration for the “Kelso City” precinct, for example, contained 87 names, the bulk of whom were miners, railroad employees, and housewives. Three cooks, two waitresses, and two telegraphers were recorded; all presumably worked at the Kelso depot. One couple, James S. and Lucille B. Beach, worked as cook and waitress.¹⁶

11 “Authority for Expenditure” Request No. 8, C.R. Gray to R.S. Lovett, February 18, 1923. UPRR ICC 17, Stations, Office Buildings, 1919-23, UPRRM.

12 Chappell, *HSR*, p. 75.

13 Telephone interview with Theo Packard by the author, 10/10/00.

14 Chappell, *HSR*, pp. 78 and 81. John R. Signor, *The Los Angeles and Salt Lake Railroad Company: Union Pacific Historic Salt Lake Route* (San Marino: Golden West Books, 1988), p. 114.

15 Chappell, *HSR*, pp. 71-78.

16 Mojave Desert Museum, Voter Registration Database, 1938, Kelso City. It is interesting to note that, at least in this precinct, Kelso was primarily Democrat, with 11 of the 87 registered voters declining to state their party affiliation and only six registered Republicans.

In 1942 the Kaiser Steel Company opened the Vulcan Iron Ore mine in the Providence Mountains some nine miles from Kelso. The lower quality iron there was considered acceptable with the pressure of wartime iron needs. The Kelso area population surged to about 1,500 – 2000 and increased the volume of traffic both on the railroad and in the Club House.¹⁷ Likewise, with the increased activity the war brought, the baggage and freight shipped by railroad also rose. In response, the west arcade of the depot was enclosed to provide a larger baggage room.

After the war the Kelso kitchen and lunchroom were remodeled to accommodate scaled-back operations. The original size of the lunch counter had only proven necessary during wartime circumstances; the seating was reduced from 31 to 12 stools.

Extant reports from the Union Pacific Railroad's Dining Car & Hotel Department from the late 1940s through the mid-1950s provide a bit more detail about Kelso's beanery and "club house" operations. While it is likely these reports were maintained for the earlier years the papers from the Los Angeles office have been destroyed or transferred to Omaha and no such paperwork could be found at the Union Pacific Railroad in Omaha; indeed, it was stated that the earlier records had been thrown away. These "Report of Examination: Commissaries, Hotels, Restaurants and Clubs" appear to have been conducted annually unless a facility saw a change in its manager. Usually a married couple ran the Kelso beanery and overnight accommodations with the husband as manager and the wife as cashier. They lived in the ground floor manager's rooms on the quieter north side of the building away from the tracks. In November of 1949 a R.T. Lowery was the manager with Marjorie Lowery, Catherine Crownrich and R.R. Morrison as cashiers, by November 1953 L.B. and Ida Williams ran the club, and D.C. and M.L. Karr replaced them the next month. In 1956, the last year for which a "Report of Examination" was found, R.B. and Myrtle Minard managed the Kelso clubhouse.¹⁸

In addition to Union Pacific employees the Kelso Club house, in the absence of any other like facility, also housed other crews working in the area. For example, in November of 1953 a crew of six Pacific Telephone and Telegraph Company employees working in the region for a week stayed in the depot and took their meals at the beanery. They were charged \$2.00 per day for their rooms and ordered from the standard lunch room menu.¹⁹

In 1959 helper service at Kelso ended,²⁰ further reducing the volume of people living and working in the area. In the mid 1950s there had been numerous requests for renovating the

17 Chappell, *HSR*, p. 84.

18 "Report of Examination," Kelso Club — Outfit 014, November 1949, November and December 1953, and October 1956. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

19 C.A. Keller to H.I. Norris and L.V. Peart, November 10, 1953, UPRM. In a similar fashion, the Kelso beanery picked up supplemental business during the 1st half of 1957 when the nearby Vulcan mine was temporarily reopened by the Mineral Materials Co. of Alhambra, CA. About twenty men stayed at a Kelso campsite leased by their company from the Union Pacific and took three meals a day in the lunch room at a charge of \$4.00; any weekend or holiday meals were charged regular menu prices. The Kelso lobby was set up with special tables to accommodate the group and they "served the men substantial full course meals, family style." N.T. Vincent, Mineral Materials Co., to A.D. Hanson, December 11, 1956 and J. Hansink to A.D. Hanson, December 15, 1956. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

20 See Chappell, *HSR* p. 111 for explanation of the changes in motive power that brought the need for helper service to an end.

kitchen and lunch room, but little was done other than basic repainting.²¹ In 1961 the depot, which had previously gotten its electric power from the powerhouse behind the round-house,²² converted to electricity for both heat and power.²³ The electric radiators still in the building today likely date to this conversion.

Six Union Pacific “Revenue and Expense Statistics” monthly reports spanning from 1959 to 1964 show how operations at the Club house were tracked and indicate the volume of business in the beanery and lodging rooms (see Appendix B).²⁴ An average of almost 2900 meals were served each month, or about 97 meals per day, and, if paying \$2.25 per night per room, on average 2-3 people per night took rooms in the club. On average during these years meal supplies accounted for 57% of the meal receipts. And while the figures throughout these years fluctuated from month to month, they remained generally stable and show no tremendous rise or fall in business.

With the termination of helper service at Kelso in 1959 and the closing of the depot offices at the west end of the building in 1964 there were fewer people in and around Kelso. This in turn led not only to decline in overall activity at the depot but apparently to upkeep of the structure and internal maintenance as well. A partition was erected between the lobby and beanery in 1969 since the lunchroom no longer operated 24 hours a day. In 1971 Amtrak took over passenger service along the LA&SL line and the following year the DC&H reorganized. The Commissary Services Department in Denver now managed the Kelso Club, like all others along the Union Pacific lines.

By 1979 the condition of the depot had deteriorated to the point that the club house manager and his wife no longer lived in the building. In December of 1979 a Union Pacific official in Council Bluffs, Iowa, detailed the many problems at the Kelso depot:

*...this clubhouse has been in disgraceful condition for a number of years during which we have been unable to obtain any of the running repairs we have requested. ...appreciate your assistance in getting at least some basic plaster, paint, and plumbing work done to make the Club properly habitable. ...our own Manager's apartment is so completely run down and disreputable that our Manager and his wife have refused to live in it and arranged for their own quarters away from the property, which is not in the best interests of the operation...*²⁵

As the mission revival-style depot continued to show its age and as the need for such a large depot had clearly passed, in the mid 1970s the Union Pacific quietly began to explore the idea of demolishing the structure and replacing it with a smaller building.²⁶ When the depot finally closed in 1985, California Congressman, Jerry Lewis, requested the Union

21 Chappell, *HSR*, pp. 107–110.

22 Site walk-through with Art Francis, May 25, 2000.

23 Chappell, *HSR*, p. 114.

24 These 6 statistical summaries were randomly selected from those that spanned these years. “Revenue and Expense Statistics” monthly reports, F.S. Slama to J. Hansink, 1959-64. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

25 R.E. Arnold to R.M. Brown, December 19, 1979. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

26 The material in this paragraph is derived from the Kelso *Historic Structures Report* which traces this later history of the depot and its preservation quite thoroughly. For more comprehensive treatment of this period see *HSR* pp. 141 –188.

Pacific to not tear down the building. The resulting press coverage along with the sustained efforts of the newly formed Kelso Depot Fund were ultimately successful. On October 31, 1994, the California Desert Protection Act was signed, and Public Law No. 103-433 shifted about 1,600,000 acres that had been the Bureau of Land Management's East Mojave National Scenic Area to establish the National Park Service's Mojave National Preserve.

Some seven years later, the NPS is in the midst of planning for the renovation and adaptive reuse of the Kelso depot to house a visitors' center for the Mojave National Preserve. This *Historic Furnishings Report* is a part of the park's planning efforts to document and effectively interpret the Kelso depot for the American public.

Evidence of Room Use and Furnishings

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This portion of the historic furnishings report presents evidence of room use and furnishings room by room for the following rooms in the Kelso depot: the Billiard and Reading Rooms, the Conductor's/Waiting Room, the Baggage Room, the Ticket/Telegraph office, the Lobby and Lunch Room, and Crew and Male Help Rooms. Where documentation permitted, this includes a summary of each room's history, physical changes, and major furnishings and furnishings changes.

Floor plans for the Kelso Depot, including room numbers, may be found on pp. 65-72.

Basement — Reading Room and Billiard Room

Room History, Physical Evidence, and Furnishings²⁷ The Union Pacific Railroad included a reading room and billiard room in the basement of the Kelso Depot to provide recreation opportunities for their employees. These intended uses appear to have taken place, especially in the early years, and the basement room in general appears to have had a multipurpose use. While not listed on any inventory there was a piano in the basement in the 1920s; Theo Packard recalled that his mother played piano at dances held in the basement prior to a new schoolhouse being built in 1925.²⁸ The original pool table was a 4'6" x 9' Newport table of golden oak, supplied by the Union Pacific for \$125.00; eight wire armchairs, also with golden oak seats, were in the billiard room as well.²⁹ As late as 1953 a billiard table, accompanied by three sets of pool balls, two cues, remained in the basement.³⁰

27 While research for this report has focused on other rooms in the depot what has been turned up on the basement billiard and reading rooms in the course of the project is incorporated here to complement material on the upstairs room and contribute to our understanding of the workings of the Kelso Club House as a whole.

28 Chappell, *HSR*, p. 67.

29 Interstate Commerce Commission, Record Group 134, Bureau of Valuations, Engineering Updating Reports; Acc. 63A835, Bundle 1678A; Stack location: 570/39/21/7; Volume 25 of Union Pacific, updates through 1942; Valuation section #8, California — Los Angeles & Salt Lake Railroad, p. 72/333, National Archives and Records Administration, College Park, MD (henceforth ICC Valuations). The eight wire armchairs would have had oak plank seats with bent wire back, arms, and legs.

30 "Inventory of Furniture, Fixtures, and Miscellaneous Equipment" Kelso Club, November 13, 1953, pp. 1, 3, 12, UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit (henceforth "Inventory," Kelso Club, 1953), UPRM.

A Radiola No. 4 radio “complete with loud speaker” was likely in the basement in 1924 too, although its precise room placement has not been determined.³¹ Chairs and tables no doubt accompanied the built-in bookcases still extant in the reading room; a large and a small library table were enumerated in a 1953 inventory of the Kelso Club and these are likely the originals supplied when the depot opened.³² Additionally a “davenport” was inventoried in 1953, and it too was probably in the Kelso reading room although likely not an original furnishing.³³

Paint analysis indicates the basement reading room (room 001) woodwork was originally stained a dark mahogany and varnished, and the textured plaster walls and the ceiling were painted off-white both above and below the chair rail. The window sash was painted buff-beige. The wall surfaces were varnished to protect the paint and help with maintenance in the gritty desert environment. The adjoining billiard room (room 002) had a virtually identical appearance except that the wall was buff-beige.³⁴

During World War II, when the population and overall activity of Kelso surged, partitions and dividers were used in the basement to make more “rooms” to house additional enginemen and trainmen.³⁵ In the late 1940s a Baptist minister from Yermo, the Reverend Bert Youde, conducted his Tuesday evening church services in the Kelso depot basement. From 1934-52, using rail passes supplied by the Union Pacific (see figure 8A and 8B), the Rev. Youde traveled from Yermo to the Nevada state line holding services at various towns along the way. While there had been a dedicated “church” building in Kelso, by the late 1940s the services were no longer held in it. According to his son, Bert Youde, Jr., who accompanied his father in 1951 and 1952 when he was in grade school, the Reverend Youde held a children’s service in the basement at 6:30 p.m., followed by a 7:30 service for adults.³⁶

Throughout the 1950s the basement continued to host both company and public functions including weekly square dances with sawdust on the floor, Sunday church, parties, meetings, and Union Pacific railroad training classes.³⁷ For example, in February 1950 the Roadmaster’s Clerk held first-aid classes in the basement.³⁸ The club manager was clearly facing difficulties with people not properly caring for the space, however, and much of the extant correspondence concerning basement use in these later years emphasized the need for users to leave the room clean after their use. Indeed, in 1951 transients were a problem, and the basement had to be closed off and locked; it appears that virtually no Union Pacific employees were using the basement by this time. The club manager would nonetheless unlock the facility for legitimate community or company use.

31 ICC Valuation, p. 73/333.

32 “Inventory,” Kelso Club, 1953, p. 12, UPRM.

33 Ibid., p. 4.

34 “Kelso Depot Paint Analysis Report,” Architectural Resources Group, December 14, 2000, p. 3.

35 Chappell, *HSR*, p. 92.

36 Bert Youde to Sarah Heald November 5, 2000.

37 Chappell, *HSR*, p. 93.

38 C.A. Keller to D. F. Wengert, February 3, 1950, UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

...none of the employees [sic] are using any portion of the basement of this club house, and we have had a good deal of trouble with gandies and transients slipping through the lobby and going down in the basement, resulting in it becoming dirty and littered with trash and rubbish.³⁹

Late in the 1950s the Mormon church held Sunday services in the basement, by this time at least, accompanied by an upright piano, played by Ann McCoy, whose husband Bob worked for the Union Pacific in the telegraph office.⁴⁰ Community use of the basement continued into the 1960s when, among other uses, the basement was used at election time as the polling place.⁴¹

Conductor's/Waiting Room 101

History While labeled on the original drawings for the Kelso Depot as a Conductor's room there was in fact little need for a conductor's room or a waiting room at the Kelso train station due to the extremely low volume of passenger traffic. Over the years the room did see occasional use as a waiting room, but in the balance it was more of an anteroom to the ticket and telegraph office to which it was linked by the ticket window. Because the telephone was accessible from this room, the conductors' room also saw use as a sort of telephone space, used by Kelso residents during emergencies or by crews working in the area prior to the installation of a public phone at Kelso.

During the hectic World War II years the conductor's room was temporarily set up as an office for a Union Pacific employee who took inventory of the trains coming through Kelso. Venice Bunker, who had grown up in Kelso and waitressed in the beanery in the 1930s, returned to town to live with her parents while her husband was overseas. Mrs. Bunker used the conductor's room as a temporary workspace with a table and chair in the northeast corner while she boarded trains and counted cars for the railroad.⁴²

By the 1950s while the mail boxes continued to be used for Union Pacific business — holding mail for the section foremen, the CTC maintainer, the telephone lineman, the roundhouse, the DC&H, and an empty or two for a crew working temporarily in the area like a B&B (Bridges & Buildings) gang, for example — regular newspaper subscribers picked up their mail here.⁴³

Physical Evidence As recorded in the *Historic Structures Report*, the conductor's office saw a fair number of changes over the years, although the exact dates of these changes

39 The term 'gandies' is short for 'gandy dancers,' which is railroad slang referring to section hands, track layers or other track laborers. The original term derived from the name of a manufacturer of some of the tools the track laborers used. C.E. Hurley to W.L. Todd, January 26, 1951, UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

40 Ann Elizabeth McCoy, "Overshadowed: The desert experiences of Robert Morgan McCoy and Ann Elizabeth McCoy, at Kelso, California, between the years 1953 to 1959." June 15, 1993. Paper in Mojave Desert Archives, Goffs Schoolhouse, Essex, CA.; "Inventory," Kelso Club, 1953, p. 8, UPRM.

41 Chappell, *HSR*, p. 127.

42 Telephone interview, Venice Bunker and Sarah Heald, November 21, 2000.

43 Site walk-through with Art Francis, May 25, 2000.

remain uncertain.⁴⁴ At some time during 1942 the window on the west wall was converted to a door when the arcade was enclosed for use as a baggage room.⁴⁵ Other changes to the space likely done at the same time included the addition of a quarter-round lazy-susan in the northeast corner of the room, a small window cut through to room 102 to the north, remodeling and installation of a larger ticket window on the east wall, and the addition of pigeon hole “mail boxes” and a drop-off slot into the ticket and telegraph office along the west wall just south of the ticket window.⁴⁶ Perhaps simultaneous with these changes, two shelves were also added in the room, one reaching the entire width of the room on the north side, and the other along the east wall from the north corner to the door to the telegraph office.

Originally, the Kelso Conductor’s/Waiting room walls and ceiling were painted off-white and the woodwork was stained a dark mahogany and varnished; the window sash was painted buff-beige. By the 1930s, the period to which the interior will be restored, the walls and ceiling were a peach color.⁴⁷

Furnishings Original furnishings in the conductor’s room appear to have consisted of built-in items, a radiator under the window, a shelf in front of the small ticket window, and a wood bench along the west wall.⁴⁸ The original ticket window had a flat metal grate with spiral twisted vertical bars.⁴⁹ A standard ceiling pendant fixture with a squat, opaque shade hung from the ceiling (see figure 20). With the pre-war renovation of this end of the depot the larger ticket window shelf, a lazy susan with upright telephone, and the “pigeon hole” boxes by the new ticket window and grate were added.

Baggage Room Room 102

Room History, Physical Evidence and Furnishings In the northwest corner of the depot this room originally served as the Kelso baggage room where railroad baggage and mail were weighed and stored prior to shipping or upon arrival. The depot’s two baggage carts were kept outside on the adjoining arcade. The Railway Express Agency (REA) also operated from the baggage room. The Union Pacific station agent did this and was paid by commission for his work.⁵⁰ Railway Express shipments were typically unloaded onto the baggage carts and stored in the baggage room or left in front of the ticket office if they were to be

44 Chappell, *HSR*, p. 34.

45 Telephone interview, William Davis and Sarah Heald, August 1, 2000.

46 Theo Packard recalled that the mail boxes were not here in 1929; telephone interview by author with Theo Packard, 10/10/00.

47 “Kelso Paint Analysis,” pp. 4 and room 101 paint color chronologies.

48 Theo Packard recalled the bench in the waiting room in 1929; telephone interview by author with Theo Packard, 11/1/00. Art Francis has one of the decorative metal brackets that supported the original counter in front of the ticket window. It is about 10 -12” deep.

49 Art Francis, May 25, 2000.

50 Telephone interview by author with Bill Davis, June 28, 2001.

picked up right away.⁵¹ By the 1950s the telegraphers served as the Railway Express agents.⁵² When the arcade to the west was enclosed c. 1942 to be used as a larger baggage room, this original baggage room became the station agent's office. It remained used by the station agent until 1964 when the depot closed, at which time the Building Signal and Maintenance Departments used it both as a workshop and for storage.⁵³

The built-in wood shelving in the southwest corner of the room likely dates to c. 1930s - 1941 when the window to the conductor's office was cut through. The original radiator beneath the middle window in the north wall is no longer extant, however the original fire-hose hardware in the southeast corner remains. Paint ghosts in the southwest and northwest corners and along the north wall indicate the placement of the shelving original to the room for use in storing baggage.

When used as a baggage room this space would have housed the shelving in its northwest corner, a scales, the fire hose equipment and canvas sacks in which to pack mail. When converted to the station agent's office it had a roll-top desk, an armchair on casters and other office equipment necessary to run the station.⁵⁴

Telegraph/Ticket Office Room 103

Room History The Kelso telegraph and ticket office saw continuous use from when it first opened in 1924 until the Union Pacific closed its depot operations here in 1964. Like the adjoining conductor's room, the ticket office function of this room was always fairly minor due to the nature of passenger and train traffic in Kelso. As essentially a one-business town, all railroad employees had rail passes so the need to actually purchase train tickets was fairly infrequent.⁵⁵ Nonetheless, the Kelso ticket office was fully stocked with the equipment, forms, and papers required to function for the few paying passengers — ranchers, cowhands, miners and prospectors — they had. Despite its often-quiet activity level, as a critical communication center for the railroad functions, the telegraph office was off limits to all but those who worked in it.⁵⁶ As the level of activity increased in this small desert town after the United States entered World War II the office became increasingly busy with the hum of additional telegraph messages, phone calls and overall increased volume of work. While in other offices across the country women often stepped in during the war to fill positions previously held exclusively by men (see figures 37, 39-45, and 47-8 showing a number of female telegraphers in various Union Pacific telegraph offices) Kelso appears to have

51 Art Francis noted that in the 1950s, "the weekly case of milk that we used to get from a Las Vegas dairy would be left out front because my Dad or I would pick it up the next morning. Our milk would come from Las Vegas on Train 5 each Thursday night. Leaving it out was much handier for the operator than having to get it out of the baggage room." Art Francis to Sarah Heald, June 27, 2001.

52 Telephone interview by author with Bob McCoy, June 27, 2001.

53 Chappell, *HSR* p. 126

54 ICC Valuation p. 71/333 notes a 55" roll top desk that was assessed at \$30.00 in 1924.

55 Union Pacific provided annual railroad passes for officers of the railroad, senior officials, and employees in certain jobs, as well as clergymen; as needed, other UP employees and their dependents received 'trip passes' good for only a particular trip.

56 Vincent Ashcraft to Gordon Chappell, *HSR* footnote 131, p. 75.

not had a female telegrapher until the 1950s when a Pat Larson held down one of the telegraph office shifts.⁵⁷

The telegraph had to be manned round the clock, hence the office was staffed in three consecutive shifts, or tricks. The telegrapher was responsible for receiving telegraphic train orders, copying them onto a Union Pacific train order form, and getting them to the trains as they came through Kelso. For through trains (those not stopping in Kelso) this involved handing the train orders off to train engineers and other trainmen. Many of these trains barely slowed down as they passed through, and the telegraphers had to have their orders prepared and rigged in the Y-shaped train order hoops used for handing up train orders (see figure 48). Kelso telegraphers kept their hoops near the door, held upright in a wooden block drilled with small holes to receive the end of the hoop. The telegrapher was also responsible for keeping office copies of all train orders, maintaining clearance cards and receiving Union Pacific and Western Union telegraphs.

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By the 1950s Kelso's telegraphers also served as Railway Express agents. Bob McCoy recalls selling money orders at the ticket window for Railway Express and also taking in the cash for Union Pacific employees pay checks. Payday was once a month and REA would send \$10-20,000.00 on Train 38 for salary. Section employees and UP gangs working in the area would come to the ticket office with scrip indicating what their pay was for that month and the telegrapher would give them their money.⁵⁸

Like the other rooms at this end of the depot, when the station function ended in this building in 1964, the former telegraph office was used by the Bridge and Building, and Signal Maintenance Departments.

Physical Evidence The ticket counter original to this room is extant along the west wall in front of the ticket grate. Hardware for the three original light fixtures is not extant, although their location — two suspended from the ceiling and a wall-mounted fixture on the west wall above the ticket window — is evident in the as constructed floor plan (see figure 1). Around 1930-41 the actual ticket window was enlarged and the nine-compartment shelving and drop-off slot added between it and the door. A quarter-round lazy-Susan, which was installed to hold a telephone for use both within the telegraph office and in the adjoining conductor's office, is at the north end of this wall and is also a later addition, possibly done at the same time as the ticket window remodeling. A small, crudely framed interior window on the east wall is also not original to the office; it was added when the adjoining room to the east was converted from a lodging room to a UP office.

The original wall and ceiling colors in the telegraph office matched the peach exterior color of the depot. Other than the painted, buff-beige window sash, the woodwork in the office was a stained dark mahogany with a varnish coat on top. After the new ticket window and mail-box cubbies were added, the room walls were painted an orange-beige while the ceiling continued to be peach colored.⁵⁹

Furnishings The furnishings in the ticket and telegraph office were for the most part strictly functional. All the office papers and items needed to keep an office well-organized were stored and used. The telegraph-related objects included the telegraph key, or bug, tele-

57 Ann Elizabeth McCoy, "Overshadowed," pp. 1 and 10.

58 Telephone interview by author with Bob McCoy, June 27, 2001.

59 "Kelso Paint Analysis," pp. 4 and room 103 paint chronologies.

phone and headset, sounder, with the almost-standard, Prince Albert tobacco can to increase the resonance of the signals for the operator. The two-dialed semaphore, used to signal the approach of trains and status of train switches was integral to the telegraphic operations in the office. These objects were primarily kept on the telegrapher's desk or on or in the shelving to the side of it.

A 1955 photograph of Bob McCoy, the second trick telegrapher, is the only known image showing the interior of the telegraph office. Mr. McCoy worked in the Kelso telegraph office from 1953 to 1959. This photograph was taken in May of 1955 by a Union Pacific photographer who was in town taking pictures for the railroad; he provided Bob McCoy with a print of the image he had taken of him at his desk.⁶⁰ Seated at the telegrapher's table with his hand on the telegraph key, or "bug," this mid-1950s image documents Bob McCoy and a small portion of the telegraph office showing that the telegrapher's desk projected out from the east wall into the room. Bob McCoy, wearing his headset, is seated at the north side of the desk, facing the tracks to the south; a copy of Form 19 telegraphic train order sits on the desk corner, an upright telephone on an accordion extender projects out from the desk as does the telegraph sounder with its inverted Prince Albert tobacco can, placed in the back of the sounder to add resonance to the signals. A typewriter is to McCoy's left, as are the old, semaphore instrument and a gooseneck office lamp. While no longer used as it had been in the pre-CTC (Centralized Traffic Control) days when it had alerted telegraphers to the approach of trains, the semaphore remained in the office and was rewired to notify telegraphers to call the dispatcher. Down the shelf from the semaphore, office papers are bound and maintained. The ticket window and counter were to McCoy's right on the other side of the room.

For the ticket function of the office, standard furnishings items included published timetables, an employee timetable, tickets, trip passes, and a ticket validator. A recent issue of the monthly "The Official Guide," which included national passenger schedules, was likely kept in the Kelso office too. These items were placed along the ticket window shelf in the drawers and cabinets below.

Oral informants who worked in this end of the depot during the war years, while not recalling specific images, noted that calendars or calendar pictures were on the walls.⁶¹ A standard clock, reset hourly with railroad time sent from Omaha, hung on the east wall, visible to all.⁶² Additionally, in an era where smoking was more widespread than today, plenty of cigarettes were enjoyed here and hence ashtrays and other smoking paraphernalia were a fixture in the office. Indicating the volume of paperwork in the office, one informant noted the wastebasket was often full.⁶³

60 Telephone interview, Robert McCoy with Sarah Heald, August 29, 2000.

61 Interviews with William Davis (August 1, 2000 and October 25, 2000) and Venice Bunker, November 21, 2000.

62 Site walk-through with Art Francis, May 25, 2000.

63 Davis, October 25, 2000.

Lobby Room 113

Room History The Kelso lobby has served as the main entrance to the building since its construction in 1924. Visitors, Union Pacific employees, and Kelso residents gained access through the lobby to the depot's lunch room, or beanery, basement recreation rooms, or lodging rooms, as appropriate. An attendant, or lunch room manager, at the lobby desk behind the counter staffed the cash register, ringing up beanery customers, and assigned the second floor rooms to UP workers in need of a room in which to sleep while in Kelso.⁶⁴ A few small items were available for sale at the lobby desk; originally cigars were showcased in the lobby display, in 1954 and perhaps later cigarettes were sold,⁶⁵ and by the 1960s milk was available here.⁶⁶ In the 1930s other items such as candy and gum could also be purchased, and they were displayed in a vertical case, kept cool with blocks of ice, at the side of the stairs to the second floor.⁶⁷

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In the post-war years difficulties with transients and some temporary workers in the area led to people sleeping on the floor in the Kelso Depot lobby. Mr. C.A. Keller in the DC&H Department in Ogden, UT thought that “extra gang laborers, most of whom are Indians, come into Kelso for a day or two before receiving their money....without funds, would take care of themselves during the day, but at night when it was cold would come into the lobby and sleep on the floor and made somewhat of a nuisance of themselves. ...It is not often they become unruly however.”⁶⁸ Roadmaster Simmons attributed the problem to “...transients moving through Kelso on freight trains....board the trains either at Las Vegas or Yermo and by the time they arrive at Kelso they are cold and hungry so they get off the train and make Kelso their headquarters. However, I will do what I can to discourage laborers from receiving their time vouchers at Kelso.”⁶⁹ While not a regular occurrence, it was nonetheless troublesome for the depot manager.

The Union Pacific's “Report of Examinations” indicates that from 1949-53 no small items were sold from the lobby; by 1956 there were “salable goods,” though exactly what they were was not specified. In 1949 and also in November of 1953 the safe behind the lobby desk was broken.

At least once in the 1950s the lobby served as an extension of the lunch counter with tables set up for eating when a large crew was in the area. This had been the original design for the lunch room — the 1924 drawing indicated two round tables with chairs in the adjoin-

64 W. R. Davis ate all three of his meals at the beanery when he worked as a telegrapher in Kelso for six months in 1942-43; he recalled that Floyd E. and Louise Leonard, the Club House managers, were always at the lobby desk. Davis, August 1 and 8, 2000.

65 C.A. Keller to L.V. Pearl, May 19, 1954, “In view of the local grocery store...recently closing, we have placed a small stock of cigarettes at our Outfit 014 to be available for sale to Company employees at that point.” UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

66 Francis, May, 2000.

67 Telephone interviews, Theo Packard and Sarah Heald, October 10 and 24, 2000.

68 C.A. Keller to H.I. Norris and V.W. Smith, March 1, 1954, UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

69 As quoted in mailgram from V.W. Smith to C.A. Keller, March 22, 1954, UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

ing lobby area as an extension of the lunch room — but the volume of business in Kelso had rarely required such a set-up and these were not put in until around the 1950s.⁷⁰ Indeed, the Club House manager often worked in this spare space at a separate table in the north end of the lobby. By at least 1957 the north end of the lobby appears to have been where a group of Union Pacific employees regularly gathered to play poker.⁷¹

Samples from the DC&H Department’s “Daily Balance Sheets” and “Room Register Cards” filled out at the Kelso depot for a day in the early 1980s, when a crew was working in the area, reveal that there was a \$2.00 charge collected for staying in one of the rooms, and about \$300.00 income from meals served at the lunch counter.⁷²

Physical Evidence The original lobby woodwork was stained mahogany and varnished, while the stucco walls were painted buff-beige and covered with a protective varnish coat. The ceiling was also painted buff-beige. The floor, like noted in the 1924 construction drawings was found to be a maroon-colored, scored concrete that simulated a tile appearance.⁷³

Few changes have occurred in the Kelso lobby since the depot opened; in 1972 a partition separating the beanery and lobby was constructed so that the lunch room could be closed and locked when not in use.⁷⁴ The original ceiling fans and light fixtures are not extant, although the 1924 drawings indicate their original location.

Furnishings The original L-shaped lobby counter and cigar display case remain in their original location in the Kelso lobby; they both retain their original oak finish, marble base, and makers labels on the front. Bearing the label (see figure 14) of the “Weber Showcase & Fixture Co., Los Angeles, CA,” it appears probable that the Union Pacific Railroad also acquired other furniture from the Weber Company, likely including the stools and counter for the Kelso beanery.⁷⁵

A wood room board with key hooks and room numbers hangs on the wall behind the lobby counter today. While room keys were never used at Kelso, slips of paper were placed on the hooks to indicate who occupied which rooms. This board appears to be original and should be left in its present location. A slot cut into the lobby counter was for placing “Room Register Cards” and a cash register was located on the short length of the “L” facing the stairway. According to the 1924 Interstate Commerce Commission Valuation the depot had

70 For examples of Union Pacific dining rooms with tables and chairs located near a lunch counter like Kelso’s, see Figures 19 and 27 - Escalante Hotel, Cedar City, UT. Theo Packard noted there was just a manager’s work table in this area of the lobby/beanery. See figure 8 which shows a party eating in the lobby area in 1957.

71 “We would reserve the counter stools for the train crews and move the crew’s card room and lobby facilities to the basement pool room.” J. Hansink to A.D. Hanson, December 15, 1956. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

72 “Daily Balance Sheets” and “Room Register Cards,” Kelso Restaurant and Hotel, Mojave Desert Heritage and Cultural Association, Goffs, CA.

73 “Kelso Paint Analysis,” pp. 3-4.

74 Chappell, *HSR*, p. 133.

75 The LA&SL specified a C.P. Weber & Co. stool, or equivalent, for its depot ticket office counter in East L.A. Contract between Lynch-Cannon Engineering Company and LA&SLRRCo. for the construction of passenger station at East Los Angeles, California, December 24, 1928. Union Pacific Railroad Archives, LA&SL Contracts, #17, 4626-5200, UPRM.

an “electric cash register #2174047.”⁷⁶ By at least 1953 the cash register had been replaced by a National brand register,⁷⁷ and in 1967 “the copper-colored cash register formerly in use at the bar at the Omaha Union Station Restaurant [was] shipped for ... use at Kelso.”⁷⁸ In 1967 a cash register used at Yermo was transferred to Kelso.⁷⁹ Money not in the cash register was kept in the safe under the counter beneath the register; the safe was a Hall brand safe from at least 1949-56.⁸⁰

Six framed Union Pacific Railroad pictures featuring different National Parks in the west along the UP lines decorated the walls of the lobby and beanery. While not documented in writing as present in Kelso until 1953, they, or others of a similar nature, were likely here in 1924, as they were standard Union Pacific decorations on other train depots along their lines and oral informants recall images on the walls (see figures 22, 33, 34 and 35 showing such large, framed pictures; figures 17 and 18 are views that hung in the Kelso Depot).⁸¹

In the mid- 1950s a public telephone was installed along the north wall of the Kelso lobby, and by the late 1950s-1960s the Weber cigar display case held milk bottles for sale. At this time too a few low, enameled spittoons were on the floor along the stairway, and 2 newspaper racks to the east of the front door sold the “L.A. Times,” the “L.A. Examiner,” and the “Mirror.” A hand-wound clock hung above the door to the hall connecting the first floor rooms.⁸²

Beanery/Lunch Room 114

Room History The lunch room, or beanery, of the Kelso depot provided meals for through-train passengers, railroad employees and town residents and visitors for 61 years. The restaurant lay-out and operations were designed and run by the Union Pacific’s DC&H (Dining Car & Hotel) Department whose offices were in Ogden, Utah. While the Union Pacific did not operate a restaurant chain as renowned at the Atchison, Topeka and Santa Fe Railroad’s Fred Harvey restaurants, there were certainly parallels in terms of the overall operations being managed from a distance and in support of a rail line. Supplies for the beanery, including table linens for the lunch counter, were requisitioned by the beanery

76 ICC Valuation, p. 72/333.

77 “Inventory,” Kelso Club, 1953, p. 10, UPRM.

78 V.M. Swaim to File, February 17, 1967, UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit. This cash register was No. 1944-(5-S-1B-1-C), serial number 418 4581, UPRM.

79 Chappell, *HSR*, p. 138.

80 “Report of Examination,” Kelso Club — Outfit 014, November 1949, November and December 1953, and October 1956. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit., UPRM. A safe was not enumerated in the 1924 ICC inventory, however a Belding *Hall* (my emphasis) refrigerator was included.

81 This inventory recorded “6 pictures” with “various” subjects; specific subjects listed on the form which the inventory-taker simply could not easily identify, are: Grand Canyon, Bryce Canyon, Zion, Ogden Canyon, Weber Canyon, Longs Peak, CO, The Great White Throne (Zion), The Hermitage, Old Faithful Geyser, Aspen Trail, Old Inhabitant, Shoshone Falls, and Southern California. “Inventory,” Kelso Club, 1953, p. 9, UPRM.

82 Site walk-through with Art Francis, May 25, 2000.

manager and came weekly from Ogden on a special baggage car called the “Supply Car.”⁸³

When it opened in 1924 the Kelso beanery seated 33 customers at its U-shaped counter. It operated 24-hours a day, with waiters, waitresses and cooks working in three 8-hour shifts, also known as tricks; a posting in a 1926 issue of the *Union Pacific Magazine* recorded that the Kelso beanery employed 14 people, 9 of whom were men and 5 women.⁸⁴ By the 1930s the staff had been reduced however as Kelso, like the rest of the country, faced the Depression and the Union Pacific reduced its long-haul trains on the Salt Lake line. Those long-haul trains that remained in operation no longer stopped for meals in Kelso; the Club manager became the “manager-chef,” while the chef became the 3rd trick cook.⁸⁵ Despite such cut-backs, in 1931 the UP was able to provide turkey dinners both at Thanksgiving and Christmas for its employees.⁸⁶

24

Beanery business, like everything in Kelso, saw its greatest activity during the World War II years. Indeed, at times things were so busy that there were waiting lines at the beanery,⁸⁷ but, when business had slacked off after World War II, the lunch room was shut down and moved first to a company house and by mid-1948 to a surplus dining car.⁸⁸ In 1949, for a cost of approximately \$850.00, the beanery was remodeled to seat just 12 customers. At this time some of the cooking functions were relocated from the kitchen and into the lunch counter area itself. (See figure 6 May 1949 plan for remodeling the lunch room.) With post-war prosperity and increased car and tourist travel the beanery began to have a number of non-Union Pacific employee customers which no doubt helped keep the operation in business but posed new problems for the outfit regarding public bathroom access.⁸⁹

A partial price list (see Appendix B) from 1950 shows how extensive a menu the Kelso beanery offered. When compared with the earlier menu, the complete 1957 menu (see Appendix B) shows that the offerings remained pretty much the same and the prices had gone up only slightly. Reflecting the DC&H’s overarching management of restaurants throughout the Union Pacific system, the Kelso beanery appears to have shared this menu with restaurants at the Union Pacific depots in Ayer, Washington and Hinkle, Oregon.⁹⁰ Three menus, dating from 1957, c. 1960, and 1969 and featuring the Union Pacific’s streamliner as its masthead, show the standard offerings provided at the Kelso beanery (see Appendix

83 *Union Pacific Magazine* June 1928, pp. 6-8 “The Remarkably Varied Work of Our D.C. & H. Department.”

84 *Union Pacific Magazine* January 1926, p. 63.

85 Chappell, *HSR* pp. 38-39 and 78-80.

86 Chappell, *HSR* p. 80.

87 Chappell, *HSR* p. 91.

88 Chappell, *HSR*, p. 94.

89 *HSR* pp. 112-13. The *HSR* further details the operations of the Kelso beanery in the decades after the war, including discussion of the facility becoming increasingly in need of repair, and complaints about a manager Bolen who many did not like yet others defended.

90 “Price List — Ayer and Hinkle Clubs and Outfit 014,” December 6, 1956. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM. Ayer is a very small town in southeast Washington that had a small depot and restaurant. Hinkle, OR, has largest UP yard in the west today. It is about 60 miles from Ayer, across the Colombia River.

B⁹¹). The “Special Club Breakfasts” changed nominally and showed a slight increase in price, no doubt due to inflation.

In the late 1950s and 1960s then the beanery hosted a combination of Union Pacific and tourist customers. With just 12 seats at the counter, a posted sign notified clientele that train crews would have priority.⁹² One Union Pacific employee, originally from Kelso but now working through the desert town, recalled that by the early 1960s soda and milk shakes were no longer served but homemade pies and ice cream continued to be available.⁹³ A 1969 menu (see Appendix B) shows the range of foods offered and a *San Diego Tribune* article commented very favorably on the quality and quantity of food served. The newspaper also noted the beanery’s main function was to serve the Union Pacific work crews while it also occasionally hosted the general public.⁹⁴

By the 1970s, when Amtrak took over operation of passenger trains from the Union Pacific and most other American railroads, management of the Kelso beanery operations, reflecting reorganization in the Union Pacific, shifted from the DC&H Department to the Commissary Services Department in Denver, CO. The third trick shift, from 9:00 p.m. to 5:00 a.m. was eliminated, although train crews could get meals at night if they so requested, via the dispatcher, at least a day in advance. By 1972 an “Employees Only” sign went up for the beanery, indicating the reduced operations since the Commissary Services Department did not run supply cars for the small UP restaurants. The Kelso beanery had more difficulty gaining access to the supplies needed, now bringing them to town either by truck or personal vehicles.⁹⁵ A 1982 menu with seven “Club Breakfast Specials” attests to the fact that while service had been cut back, the meals were still reasonably priced and hearty — the “Ranch Breakfast” consisted of steak, 2 eggs, pancakes, potatoes, toast and coffee or tea for \$5.15.⁹⁶

Throughout its years of operation the Kelso lunch counter enjoyed appreciative customers who were grateful not just for the good food served but because of the absence of other similar facilities in the area. Until its last decade of operation the beanery was an important resource not just to the Union Pacific workers in the region but to all passing through the area. In 1985 the beanery finally closed its doors and operations ceased.

Physical Evidence The Kelso beanery saw a few significant changes during its years in business. While it started with 33 seats⁹⁷ and a U-shaped counter, its 1949 remodeling reduced the seating to 12 and the counter space was condensed proportionately, eliminating the horseshoe shape and using just a single length of counter. The original stools and counter were reused in this remodeling; it appears that portions of the original counter were separated and rejoined to form this new length. As noted in the furnishings section below, pieces

91 “Special Club Breakfasts,” Outfits, 1/57, and “A La Carte,” Hinkle-Ayer, c. 1960, UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM; and “Special Club Breakfasts,” Kelso, 5/69, given by Dennis Casebier, Goffs, CA.

92 Chappell, *HSR*, p. 127.

93 Francis, May, 2000.

94 Chappell, *HSR* p. 128.

95 Chappell, *HSR* p. 132 and 140.

96 Chappell, *HSR* pp. 152-3.

97 The 1924 ICC Valuation listed 33 lunch counter stools while the original drawings depicted 31 stools. ICC p. 72/333. Investigation of the actual beanery floor revealed bolts for 33 stools. Architectural Resources Group to Dennis Schramm, 1/18/01.

of kitchen equipment were placed in the reconfigured beanery so that much of the food preparation now took place within the customer's view, thereby allowing a reduction in employees needed to run the lunch room.

In 1954 the lunch room, as well as the kitchen and other areas of the club house, was again renovated, although its basic configuration was not changed this time. Among other changes, asphalt tiles were placed on the original beanery tile floor, the counter was "remodeled," which in this case likely meant they were painted or repainted, and new stools were put in.⁹⁸ The original Kelso stools are no longer extant but a reconfigured length of the lunch room counter remains; its original surface has been painted white however.

In 1972 a partition, open at the ceiling, was put in between the beanery and the lobby area so that the lunch room could be locked and closed during hours that no one was on the job.

Over the years the beanery's stucco walls and woodwork received repainting and sprucing up. Like the adjoining lobby, the beanery walls and ceiling were painted buff-beige and covered with a layer of varnish. The original woodwork was stained and varnished.⁹⁹ In 1955 these surfaces would have been treated as part of a repainting of the entire interior of the depot.¹⁰⁰

Furnishings The original lunch counter and stools in the Kelso depot were likely made by the Weber Showcase & Fixture Company on Los Angeles, the makers of the original, extant, lobby counter and display case of a similar style.¹⁰¹ The stools were made of molded plywood with a tall back (see figure 20 for identical stools in the Caliente, Nevada, Union Pacific Railroad depot) and set on a white porcelain-enameled cast iron base and fixed into the floor so as to allow customers to pivot when seated. The white porcelain enamel base was especially popular in the early 20th century when concerns with cleanliness of appearance and ease of cleaning were at the fore of Progressive era thought (see figure 28).¹⁰²

The counter consisted of an oak varnished body with white porcelain enamel over cast iron feet, and a one-inch-thick "Carrara" glass counter top. Like the white stool bases, the white counter top was a hallmark of early 20th century hygienic concerns.¹⁰³ (figure 29 illustrates other lunch counters typical of the period with white tops. Also note the other sanitary features described and that the feet of the lower example are of the same form as the Kelso beanery's counter.)

98 Chappell, *HSR* pp. 109-10.

99 "Kelso Paint Analysis," pp. 3-4.

100 Chappell, *HSR* p. 110.

101 The Weber Showcase & Fixture Company began operation in 1902 in Los Angeles. No trade catalogs or literature of theirs displaying the type of furniture at Kelso have been located, although the Los Angeles Public Library has a c. 1940 "Weber Soda Fountains" catalog that features slightly later, art deco-style, furnishings. The Smithsonian Institution's National Museum of American History also has a piece of Weber sales material but it too post-dates the Kelso depot Weber furniture.

102 Issues from the 1920s of *The Hotel Monthly*, a hotel and restaurant trade magazine, contained many advertisements for identical stool bases touted for their sanitary qualities; likewise trade catalogs of the 1920s feature these bases as well — *Albert Pick-Barth Company, Inc.* 1929, Hagley Museum and Library, Wilmington, DE and *Mitchell Woodbury Co.*, 1924, TC-74, Harpers Ferry Center Library, Trade Catalog Collection, National Park Service, Harpers Ferry, WV.

103 TC-74, *Mitchell Woodbury Co.*, Catalogue No. 40, 1924, p. 163. Harpers Ferry Center Library, Trade Catalog Collection.

In 1905 the Pittsburgh Plate Glass Company (PPG) introduced a new type of glass — Carrara — which simulated the appearance of Carrara marble. In fact, PPG may well have been the supplier of the counter top on the Weber counter at Kelso; the 1924 Interstate Commerce Commission Valuation for Kelso listed “Lunch counter and Display case top(s) ‘Carrara’ glass.”¹⁰⁴ Advertised as a ‘white sanitary structural glass,’ the new product was designed to simulate a marble with a non-porous, non-absorbent surface. PPG touted their new glass as easily cleaned and odor-free and suggested it was ideal for public restrooms and restaurants. By the 1910s it was being used in domestic kitchens and bathrooms also.¹⁰⁵

A small sink was contained within the east side of the counter at the kitchen end. The U-shaped counter surrounded a few island pieces that, according to the plans for the beanery, included a display piece, a combination cooler with cold water and a waste drain, and a coffee urn counter with two small and one large urn and a steam, waste and return system. (See figures 1 and 2) In addition to the “Carrara” glass topped counter and display stand, the ICC Valuation for 1924 enumerated the following items that would have been in the beanery: a 3 Battery urn (see figures 30 and 31 for similar three battery urns of the 1920s), two six-gallon coffee urns, a 15-gallon hot water urn, a combination urn stand and cup warmer, a lunch counter gate (which was at the north end of the west length of the counter), and three 60-cycle, 220-volt electric ceiling fans (one of which would have been in the lobby).¹⁰⁶

In the 1949 lunch room remodeling of the beanery parts of the original counter were reused. The beanery island items were replaced with a work table and, against the east wall, a steam table, a range, a refrigerator, a scrap table, a sink, and a hot water heater in the corner. (See figure 6.) When the lunchroom was again remodeled in 1954 the original wood stools and seats were replaced with round, red, backless naugahyde seats mounted on round chrome-plated metal posts and bases.¹⁰⁷

Originally, steam radiators, located beneath each window, provided heat to the beanery in the chilly months and ceiling fans kept the air circulating in the desert heat.

Kelso depot had four air conditioners in 1939 and it appears likely that the beanery had one or two of these although their exact location has not yet been determined. The Eskimo Air Coolers were housed in 34” square cabinets had had 1/3 H.P. single phase A.C. motors.¹⁰⁸ By 1953 there were five air conditioners to cool the depot, and again, it is likely one or two of them were in the beanery.¹⁰⁹ By the 1960s the desert climate was moderated with “swamp coolers,” which fanned water into the air, cooling the depot in the hot, arid summer months.

104 More research should be done to determine if the term “Carrara” was used exclusively for PPG products or if it was used to refer in general to this white glass that simulated marble and was in vogue in the early 20th century. ICC 1924, p. 71/333.

105 Pittsburgh Plate Glass publication, 1920, as cited in the Glass Exhibition at the Heinz Regional History Center, Pittsburgh, PA. The exhibition has pieces of both Carrara glass and Carrara marble on display for comparison.

106 ICC Valuation, 1924, p. 72-3/333, NARA.

107 Plans for 1949 remodeling; Art Francis noted the stool seats were red naugahyde. See Photo 39 in Chappell, *HSR*. For a 1980s color photograph see Mark W. Hemphill, *Union Pacific Salt Lake Route* (Erin, Ontario: Boston Mills Press, 1995) p. 76.

108 ICC Valuation, 1939, p. 12/17, NARA.

109 “Inventory,” Kelso Club, 1953, p. 1, UPRM.

The beanery's swamp cooler was located in the window at the south end of the counter along the track side of the depot.¹¹⁰

Like other Union Pacific restaurants and lobbies, large, framed images of scenic views in the American west adorned the beanery walls.¹¹¹ Two of the original scenes that at Kelso have recently come to light; they show views of the Grand Canyon and Catalina Island (see figures 17 and 18). In all likelihood a few free-standing coat hangers were placed in the lunch room as well (see figures 9, 20, 22, 24 and 25). In the early 1970s, when the lobby partition was erected, the train board from the arcade was moved inside and hung on the beanery side of the wall, trackside.¹¹²

Beanery waitress Venice Bunker, who worked in the lunch room during summers in the 1930s, recalled the counter was kept clear and flatware, napkins and glasses were laid out as customers arrived.¹¹³ No doubt in the dry and dusty desert environment this kept things cleaner for the patrons and meant less work for the waitresses. Both Mrs. Bunker and lobby cashier, Theo Packard, remembered that meals were served on "Harriman blue" china, a simple white plate with a narrow blue and green foliate decoration around the rim.¹¹⁴

Crew Room and Male Help Room 223 and 226

Note: The rooms in Kelso Depot historically known as rooms 18 (223 - Crew) and 19 (226 - Male Help) on the east end of the building have been selected to present rooms representative of the entire second floor lodging rooms. Unless noted otherwise, the room use and history that follows is accurate for all of the rooms of the type — male help or railroad crew.

Room History The 1924 construction drawings for the Kelso depot delineated eight rooms for "male help" and 12 rooms for "railroad crew" as well as a linen closet and "bath & toilet" on the second floor. The eight, larger, north-side, rooms contained sinks and closets, while the slightly smaller crew rooms on the hotter, track side did not have these facilities. Like the lunch room, these rooms were overseen by the DC&H Department and managed by the same Kelso manager, with cleaning provided by the resident custodian or housekeeper. Men working temporarily in Kelso or the surrounding area used these south side rooms while staying in town. For the most part all these men were Union Pacific Railroad employees, although, as with the beanery downstairs, since there was no other similar lodging facility nearby, others often arranged to rent these rooms as well. For a nominal fee (in the 1950s

110 Site walk-through with Art Francis, May 25, 2000. These swamp coolers were installed and maintained by a Water Service operating out of Las Vegas.

111 "Inventory," Kelso Club, 1953, pp. 8-9, UPRM. Art Francis recalled images of Zion, a large picture of a buffalo, and ships at San Pedro.

112 Art Francis to Sarah Heald, June 28, 2001.

113 Bunker, November 21, 2000.

114 Shards found by Art Francis near the site of the Kelso store are now in the collection of MOJA. These are marked "SCAMMELL'S/TRENTON CHINA" on the back. The Harriman Blue china was also made by the English company John Maddock & Sons. It had been used by the Union Pacific since 1905 for its secondary trains and lodge and station restaurants. Gordon Chappell to Sarah Heald, February 13, 2001. In the post-war years the "Challenger" pattern and then the "Winged Streamliner" were used in the Kelso beanery. Telephone interview, Larry Finnell and Sarah Heald, March 29, 2001.

it cost 25 cents for workers such as brakemen who only stayed a portion of a night¹¹⁵) a room with fresh sheets, towels, and when necessary, blankets, was available. Maintained by the janitor who lived on the second floor, the depot's bed and bath linens were supplied and laundered by the DC&H Department in Ogden.¹¹⁶ Paperwork was filled out on a daily basis and submitted at the lobby desk, where room assignments were given. The larger rooms with sinks on the north side were usually occupied by Kelso depot employees who did not have family, while those without the sinks were for the railroad crew, such as brake or other crew working in the area.

Just how full these rooms were in the early years is not known since early records appear to no longer be extant. During the war period the rooms likely were used to capacity. Although it is not known how frequently, during World War II it appears that the bathrooms were at times shared with employees housed in portable quarters nearby.¹¹⁷

In May of 1950 the depot housed 12-15 men a day; their registration was recorded in the Union Pacific's Form 3200, the "Hotel Register," and occupations listed included engineers and water service workers.¹¹⁸

In a few instances there is very specific information about who used which room in the Kelso Depot. While not a lot is known about these particular individuals, they are noted here since it may generate more knowledge about them or others once this report is distributed. In the 1950s Eddie Livingston, the Club House housekeeper, lived in the northwest corner of the depot. At the opposite end of the building the night cook, Slim Morrison, lived in room 19. Morrison lived and worked in the depot for about 10 years and frequently loaned money to those who needed it. Bob McCoy, a telegrapher and the town constable at this time, recalled borrowing money from Slim Morrison a few times when unexpected things came up and it was not pay week. Morrison charged 10% interest, considerably above the bank rate of 4%, however, with no bank nearby, Morrison provided a service many appreciated.¹¹⁹ In the late 1950s, and likely earlier, the room across the hall in the southeast corner, room 18 (223), was considered the least desirable due to the southern exposure and the noise and smell from trains that idled directly out front. One informant thought that in the 1950s and 1960s room 18 was assigned to the RPO (railroad post office) man, who was black, or for other blacks who stayed at Kelso.¹²⁰ Around 1958 and into the early 1960s, Paul Fruhoff lived in the northeast corner room (226) of the depot. Fruhoff was the afternoon cook and waiter in the beanery and he enjoyed playing poker in the lobby.¹²¹

115 Site walk-through with Art Francis, May 25, 2000.

116 *The Union Pacific Magazine* June 1928, Vol. VII, No. 6, pp. 6-8. "The Remarkably Varied Work of Our D.C. & H. Department: Dining Cars, Restaurants, Hotels, Curio and Other Retail Shops, Commissaries, Boarding Outfits for Construction Men and a Laundry in Which the Weekly Wash Averages 7-Million Pieces Are Among the Enterprises It Directs" H.A. Hansen, Superintendent, D.C. & H. Dept.

117 "Union Pacific Railroad Company" telegram from H.A.H., Omaha, October 10, 1943. This telegram noted that 9 contractors to be in Kelso to erect a new cooling tower would stay in a portable house but would have their "bath at Club." UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

118 Mailgram, L.A. White, Omaha, to C.E. Hurley, Ogden, June 16, 1950. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso, California, Boarding Outfit, UPRM.

119 Telephone interview, Bob McCoy with Sarah Heald, August 29, 2000.

120 Site walk-through with Art Francis, May 25, 2000.

121 Ibid.

By the late 1950s to early 1960s the second-floor accommodations at Kelso, like the beanery and lobby areas, were growing run down and there were frequent complaints.¹²² In 1969, when the DC&H eliminated the night shift in the beanery and erected the partition on the ground floor, similar cut-backs were taken for the lodging rooms with only eight rooms available per night.¹²³

Physical Evidence Both the crew room and the male help room walls were painted a caramel color, and the woodwork was stained and varnished when Kelso Depot opened in 1924. The original floor was tongue-and-groove vertical grain Douglas fir.¹²⁴ In the male help room the window sash were painted an off-white and the ceiling was caramel, while across the hall to the south the window sash in the crew room was painted buff-beige and the ceiling was buff-beige also.¹²⁵

Shelves and mirrors above the sinks in the north side rooms are not original and were probably added sometime in the 1950s or 1960s.

Furnishings The Union Pacific Railroad's Ogden office of the Omaha-based Dining Car & Hotel Department outfitted the lodging rooms of Kelso's Clubhouse. The Interstate Commerce Commission's Valuation of the Kelso Depot in 1924 indicates how the rooms were furnished.¹²⁶ While the crew and male help rooms were furnished similarly there were some notable differences.

By original design, the male help rooms were slightly larger in size and featured porcelain enamel sinks and small closets with towel racks mounted on the exterior of the doors; all of the rooms had steam radiators beneath their windows (see figure 3). The DC&H then supplied each of the north side rooms with a steel bed (see figures 12 and 13), a monogrammed blanket, a steel dresser, a steel table with an oak chair, a 3' x 6' Axminster rug, window shades and curtains. Across the hall, the smaller crew rooms had two steel beds each with a monogrammed blanket, a steel table slightly smaller than those in the larger rooms, an oak chair, a small throw rug, a steel clothes hanger, window shades and curtains. The son of the Reverend Bertram Youde, the minister who conducted services in Kelso on Tuesday evenings, recalls that in 1951-52 there were two beds in the room he shared with his father.¹²⁷

The 1953 Kelso Club inventory by the Union Pacific indicated a few changes had taken place in the second floor rooms making both types of rooms a bit more comfortably furnished than they had been originally.¹²⁸ The larger, male help rooms appeared to

122 Chappell, *HSR*, pp. 113–117.

123 *Ibid.*, p. 132.

124 Memorandum, "Review of Draft Historic Furnishings Report for Kelso Depot," May 7, 2001, p.3.

125 "Kelso Paint Analysis," p. 4.

126 It should be noted, as can be seen in Appendix A, that the ICC Valuation did not list the Kelso furnishings on a room by room basis. Hence, the assignment of specific furnishings to a crew room or a male help room is necessarily based on combination of logic and conjecture. Linens and pillows were not enumerated in the 1924 ICC Valuation although they were indeed supplied by the DC&H.

127 Telephone interview, Bert F. Youde and Sarah H. Heald, October 11, 2000.

128 Like the 1924 ICC Valuation, the 1953 UPRR inventory was not enumerated on a room by room basis and thus a certain amount of conjecture is necessary to interpret the room furnishings. "Inventory of Furniture, Fixtures, and Miscellaneous Equipment" Kelso Club, November 13, 1953, UPRM.

now have chests of drawers (replacing the steel dressers), steel clothes racks, small mirrors and probably a shelf above the sink, 2 small throw rugs, and a night stand. The south side rooms only had one bed, making more space for a steel dresser (moved from the north side rooms), and 2 small throw rugs; the small tables in these rooms appear to have been removed.

When the depot converted to electric heat in 1961 the original Hoffman Specialty Co. steam radiators¹²⁹ were removed and replaced with wall-mounted electric heat units. It is likely that it was at this time that the original floor was covered with linoleum. In the summer of 1975 at least some of the beds in the depot, perhaps in these rooms, were replaced. The Union Pacific's Commissary Services Department in Omaha shipped to the Kelso Club House manager, Mr. W.A. Reasonover, 12 box springs, foam mattresses, steel bed frames and vinyl head boards.¹³⁰ The quantity likely reflects the low volume of use the Kelso lodging rooms saw just ten years prior to the operation being shut down. As late as 1991, however, six of the original steel bed frames appear to have been extant in the depot (see figure 12).¹³¹ By 1980 lockers had been placed in the second floor rooms;¹³² these may well have been original lockers that were relocated from the basement. The 1924 ICC Valuation had noted 22 Lyon Steel lockers.¹³³

31

129 There is one original radiator extant in the depot's second floor linen room. The Hoffman Specialty Company was based in Indianapolis, IN.

130 H.H. Noar to W.A. Reasonover, August 26, 1975. UPRR Commissary Department, File No. 300-2, Vol. 1, Sept. 24, 1943 to [1980], Subject: Kelso California, Boarding Outfit, UPRM.

131 National Register Nomination Form, Bonnie W. Parks and John W. Snyder, P.S. Preservation Services, Sacramento, CA. The National Register Nomination is reprinted in the Kelso *HSR* beginning on p. 369; information about the beds is on p. 375.

132 Chappell, *HSR* p. 150.

133 These lockers were 15"x15"x36." ICC Valuation, p. 72/333, NARA.

