

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

JUL 18 1978

DATE ENTERED

AUG 29 1978

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC Orange Cove Santa Fe Railway Depot

AND/OR COMMON

2 LOCATION

STREET & NUMBER

633 E. Railroad Avenue

__NOT FOR PUBLICATION

CITY, TOWN

Orange Cove

CONGRESSIONAL DISTRICT

17th

STATE

California

VICINITY OF

CODE

06

COUNTY

Fresno

CODE

019 ✓

3 CLASSIFICATION**CATEGORY**

__DISTRICT
 BUILDING(S)
__STRUCTURE
__SITE
__OBJECT

OWNERSHIP

__PUBLIC
 PRIVATE
__BOTH
PUBLIC ACQUISITION
 IN PROCESS
__BEING CONSIDERED

STATUS

__OCCUPIED
 UNOCCUPIED
__WORK IN PROGRESS
ACCESSIBLE
__YES: RESTRICTED
 YES: UNRESTRICTED
__NO

PRESENT USE

__AGRICULTURE
__COMMERCIAL
__EDUCATIONAL
__ENTERTAINMENT
__GOVERNMENT
__INDUSTRIAL
__MILITARY
__MUSEUM
__PARK
__PRIVATE RESIDENCE
__RELIGIOUS
__SCIENTIFIC
__TRANSPORTATION
 OTHER:

4 OWNER OF PROPERTY

NAME

Atchison, Topeka and Santa Fe Railroad ✓

STREET & NUMBER

P.O. Box 1974

CITY, TOWN

Fresno

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Fresno County Courthouse, Room 302

STREET & NUMBER

2281 Tulare St.

CITY, TOWN

Fresno

STATE

California 93721

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None.

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

A wood frame structure, partially two-story, covered by low pitched hipped roofs, the structure is typical of those built by the Santa Fe and Southern Pacific Railroads during the early 1900's throughout the branch line areas of the San Joaquin Valley. The building contains approximately 2000 square feet on the ground floor and the upper floor contains roughly 1000 square feet. The first floor is devoted to the business office and a warehouse area while the second floor is devoted to a residential area for the station master.

The building can easily be placed in a style which is strongly related to the "prairie style" developed around 1900 in the midwest. The forms are simple and direct. The trim is simply handled with the major concern being watertight integrity. Exterior materials include 1 x 4 redwood drop siding with some areas using vertical 1 x 4 T and G. The roof is flat tile with half circle ridge caps. Floors are wood and concrete. Interior walls and ceilings are 1 x 4 T and G vertical douglas fir and pine. All windows are wooden double hung or fixed with muntlin bars.

Pictures of the building taken in 1914 (one year after construction) show the building to be identical to what presently exists. Telegraph lines, although abandoned, still terminate at first floor office. The only modification extent is a wiring project carried out at an unknown date. Wiring is concealed and does not affect the architectural appearance of the building. Historical integrity of the building is very good.

The building faces on the railroad tracks and the surroundings include food packing plants which face on the tracks. A city park faces the building across the fronting street.

The building is in sound structural shape. Minor reworking of roof, fenestration, siding, and trim would bring it back to an "as built" historical appearance.

The depot appears endangered at the present time. Several packing houses in the area have indicated interest in acquiring the property for use as a parking lot, which would require razing of the building.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW					
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input checked="" type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES Constructed 1913

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Orange Cove Santa Fe Railway Depot's significance ascribes to the contribution the facility made over the years to the commercial and agricultural development of the San Joaquin Valley. The depot is typical of those constructed by the Santa Fe Railroad during the early 1900's. These facilities primarily served the agricultural, domestic, and commercial needs of the area. However, it appears to differ from most other similar Depots constructed during the period in two respects. First, it was regarded as the "Finest Depot on the New Line" (C.E. Dixon, Visalia Times Delta, May 14, 1914), and second, it remained in operation longer than most, October 14, 1976 (Bicentennial year). It is one of the few remaining early Depots of its class.

It provided the foundation of future development of the City of Orange Cove. The subdivision of lots which now make up the City occurred within two years after the depot's completion. It provided early residents with a reliable transportation and telegraph system. Early freight service (1914) "exceeded those of any other point on the Line" (ibid.). Its original construction cost was \$ 8,000.

The following is offered with respect to the areas of significance the structure played in the development of Orange Cove during the early part of the century.

The San Joaquin Valley is considered one of the most agriculturally productive areas in the United States at this time. This relatively recent development, beginning in the late 1800's and early 1900's, accrues basically to two factors: (1) inexpensive water (Federal and State Reclamation projects) and (2) inexpensive transportation (initially rail with current trends toward trucking). The Depot was an integral part of that early transit system and that part which residents used most often (telegraph, passenger transit, mail order, freight transit). Between 1913 and the mid-1930's, there was virtually no other way than rail transit to get one's produce to market. Again quoting Dixon's article of 1914:

" A few days before my visit the new Orange Cove depot was completed, and a very handsome structure it is. It is a two-story building with every modern appointment, cost about \$ 8,000 and is adequate in every way for a town of 2500 or 3000 people, being in fact the finest depot on the new line.

There is food for thought in those last few words. Since railroad companies have quit practicing philanthropy, if they ever did, it seems a reasonably safe proposition that the Santa Fe would not build a depot of this character in a brand new town unless they thought that the town would

9 MAJOR BIBLIOGRAPHICAL REFERENCES

1. Highman, Wilma. Age 74, long-time resident, Interview, January 1978.
2. Orange Cove Chamber of Commerce Bulletins, various, 1945 to present.
3. Orange Cove News, founded December 15, 1915, published weekly, uninterrupted copies available 1932-1978, History of Depot, "Santa Fe Will Close Depot Here on Friday", Wednesday, Oct. 12, 1977, Vol. 62, no. 32.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 1.5 acres.

QUADRANGLE NAME Orange Cove South

QUADRANGLE SCALE 1:24000

UTM REFERENCES

A

1	1	2	9	3	2	8	0	4	0	5	5	3	6	0
ZONE			EASTING				NORTHING							

B

ZONE			EASTING				NORTHING							

C

ZONE			EASTING				NORTHING							

D

ZONE			EASTING				NORTHING							

E

ZONE			EASTING				NORTHING							

F

ZONE			EASTING				NORTHING							

G

ZONE			EASTING				NORTHING							

H

ZONE			EASTING				NORTHING							

VERBAL BOUNDARY DESCRIPTION

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Bill Little, City Administrator

ORGANIZATION

City of Orange Cove

DATE

1/28/78

STREET & NUMBER

555 Sixth Street

TELEPHONE

(209) 626-4488

CITY OR TOWN

Orange Cove

STATE

California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

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

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

Knot Mellon

TITLE State Historic Preservation Officer

DATE 7/11/78

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. J. ...

DATE

8/29/78

ATTEST:

KEEPER OF THE NATIONAL REGISTER

[Signature]

DATE

8-29-78

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
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CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

BE A GREAT DEAL LARGER IN A SHORT TIME.

Railroad companies have somewhat better facilities for sizing up new towns and new districts and estimating their growth than you or I, dear reader, and the type of depot erected at Orange Cove constitutes in my mind a most impressive expression of confidence in the future of the town and district on the part of the great financial interests which control the Santa Fe.

And, by the way, I learned that Orange Cove freight shipments exceeded those of any other point on the new line. Freight service was established in the spring and throughout the summer and fall there have been large shipments of melons, berries, small fruits, hay and other products. The oldest citrus grove in the tract, a demonstration grove planted by the land company, being only two years old naturally shipments of citrus fruits on a commercial scale have not started yet."

Soon after the Central Valley Project, Friant-Kern Canal, came through Orange Cove in 1949, the Orange Cove Chamber of Commerce published a brochure which stated that more than 975,000 boxes of oranges were shipped annually. More than 34,000 boxes of lemons, about 10,000 boxes of grapefruit, 1,350,000 boxes of grapes, over 95,000 lugs of tomatoes and 900,000 boxes of olives, over 500 bales of cotton and over 5,000 tons of wheat were just a few of the products which left Orange Cove by rail annually.

Mrs. Wilma Highman, a local writer, indicated, "Orange Cove survived many of the Valley Depots. Shippers have been hoping the Depot would not close, but since trucking has become the most popular transportation, shipping fruit through the Santa Fe Depot has dwindled to a skeleton compared to yesteryear."

Many San Joaquin Valley cities began their development as a result of railroad Depots being located in a particular geographic area.

Where a Depot was located to ship the local agricultural product, a city generally developed. Early land developers competed with one another in gaining favor with the railroads as far as of the location of depots and new lines were concerned.

Of the sixty San Joaquin Valley Cities, most at one time or another had Depots of one of two basic styles. Less than a half dozen depots of the class and type located in Orange Cove exist today in restorable condition at their original locations.

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CONTINUATION SHEET

ITEM NUMBER 9 PAGE 2

4. "Orange Cove -- The Town and Citrus District Make a Splendid Record of Progress During 1914", W.H. Dixon of the Visalia Delta Staff.
5. Patnaude, William, AIA, City of Fresno Historical Preservation Element to General Plan, Interview, March 1978, Interview provided description and recommendations.
6. Planning Department Statistics, County of Fresno, Richard Ballantine, Associate Planner, Interview, January 1978.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED JUL 28 1978

DATE ENTERED AUG 29 1978

ORANGE COVE SANTA FE RAILWAY DEPOT, Orange Cove, Fresno County, California

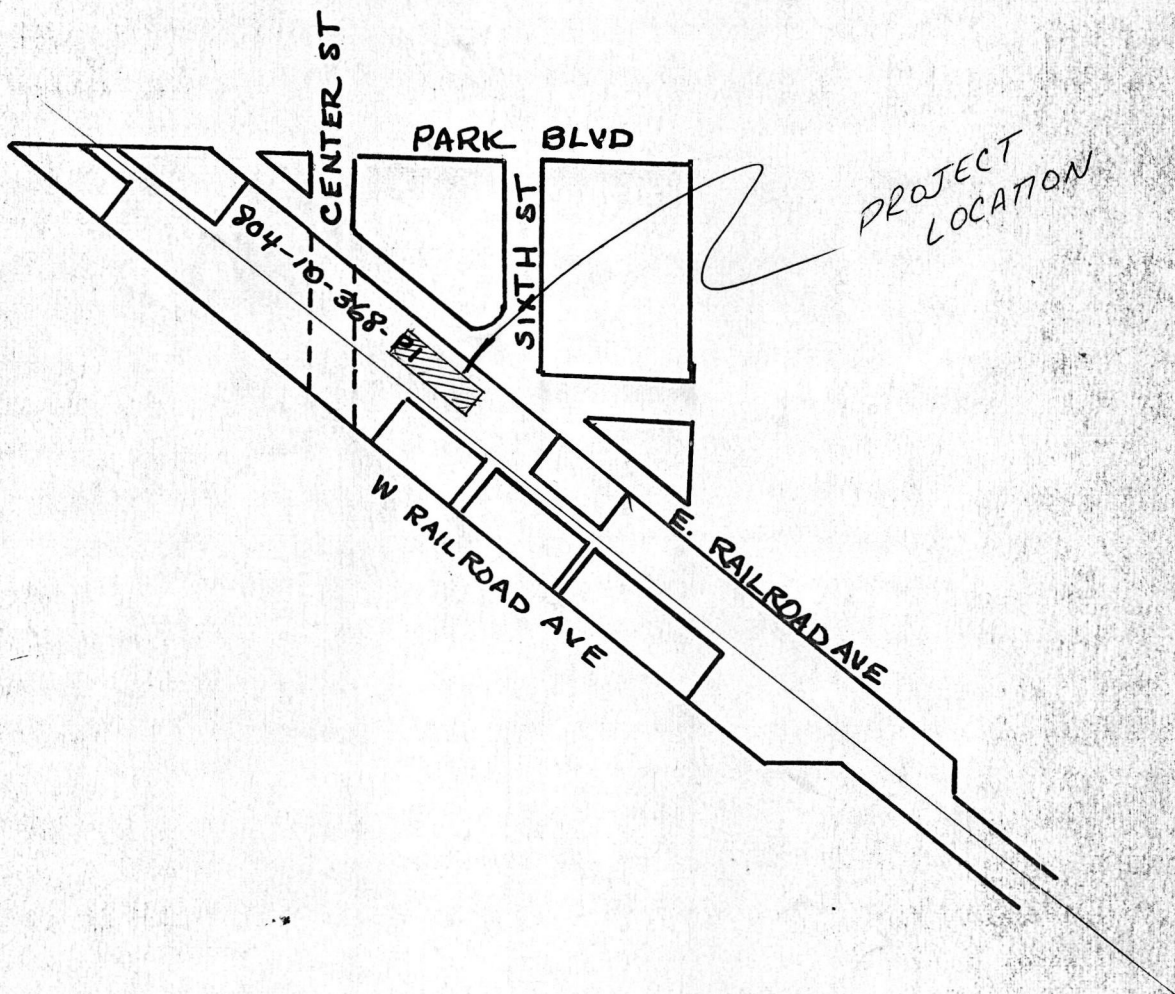
CONTINUATION SHEET

ITEM NUMBER 10 PAGE

Verbal Boundary Description:

Located in the City of Orange Cove, Fresno County, and bounded by Sixth Street on the East, Center Street on the West, East Railroad Street on the North and the centerline of ATSF Railroad on the South.

AUG 29 1978
RECEIVED
JUL 18 1978
NATIONAL REGISTER



Property ORANGE COVE SANTA FE RAILWAY DEPOT

Fresno
78000668

State CA.

Working Number 7.18.78.3624

TECHNICAL₂

Photos _____

Maps _____

Needs V.B.D.

V.B.D. RECEIVED 7-31-78

CONTROL

OK 7.19.78

HISTORIAN

Call / Accept
7-24-78 for tower
7-31-78 SKT

A SURVIVOR OF A VANISHING BREED; THE ARCHITECTURAL HISTORIAN
DEPOT'S SIGNIFICANCE LIES IN ITS ASSOCIATION WITH THE
COMMERCIAL AND AGRICULTURAL DEVELOPMENT OF THE AREA.

CALL FOR V.B.D.

ACCEPT
7/24/78

THE BUILDING IS A WELL-PRESERVED EXAMPLE OF A TRANSPORTATION
FACILITY WHICH BECAME THE TOWN'S FOCUS FOR COMMUNICATIONS,
TRANSPORTATION, & PERHAPS "SOCIAL INTERCHANGE".

ARCHEOLOGIST

OTHER

HAER

Inventory _____

Review _____

Well described & well-documented
significance as symbol of transportation
relationship to local industry.

REVIEW UNIT CHIEF

Shopy for T
7-31-78
accept

BRANCH CHIEF

KEEPER

8/24/78

National Register Write-up _____

Send-back _____

Entered AUG 29 1978

Federal Register Entry 10-3-78

Re-submit _____

INT:2106-74



Orange Cove Depot + first passenger train.

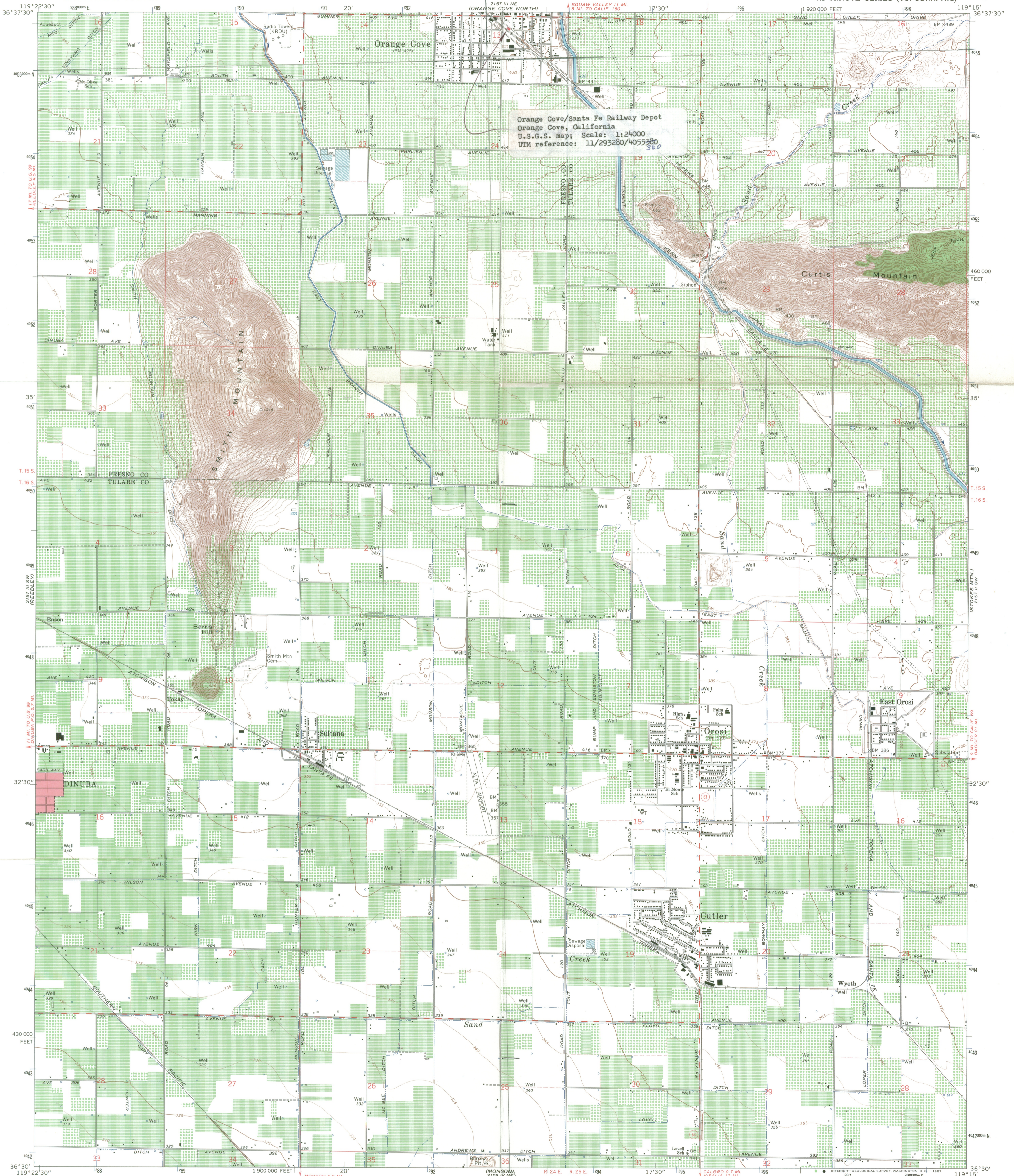
3

ORANGE COVE

HARDING & EDGETT

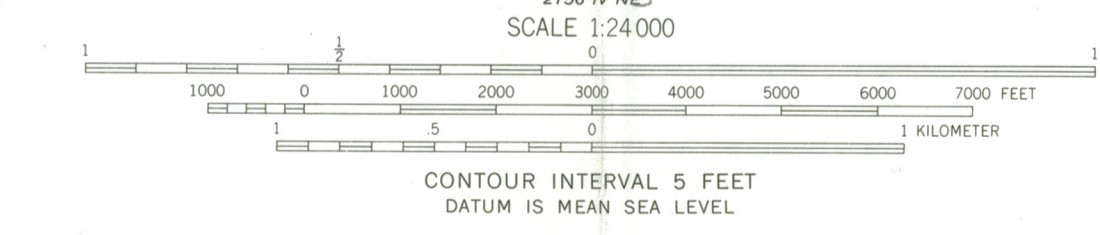
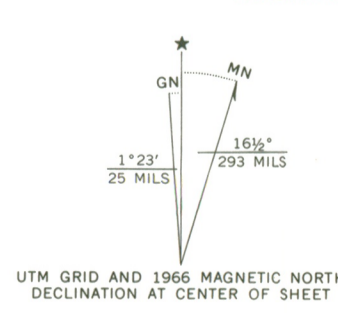
SANTA FE





Orange Cove/Santa Fe Railway Depot
Orange Cove, California
U.S.G.S. map; Scale: 1:24000
UTM reference: 11/293280/405380

Mapped, edited, and published by the Geological Survey
Control by USGS and USC&GS
Topography by photogrammetric methods from aerial photographs
taken 1963 and planimetric surveys 1966
Supersedes map surveyed 1921, revised 1949
Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone 4
1000-meter Universal Transverse Mercator grid ticks,
zone 11, shown in blue
Red tint indicates areas in which only landmark buildings are shown
Fine red dashed lines indicate selected fence lines



ROAD CLASSIFICATION
Medium-duty — Light-duty
Unimproved dirt —
State Route

RECEIVED
JUL 18 1978
NATIONAL REGISTER

ORANGE COVE SOUTH, CALIF.
N3630-W11915/7.5

1966

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

WESTERN BLUE PRINT & SUPPLY CO.
1752 FULTON ST. - PH: 264-6525
FRESNO, CALIFORNIA 93721

AMS 2157 III SE-SERIES V895
AUG 29 1978

STATE HISTORICAL RESOURCES COMMISSION

DEPARTMENT OF PARKS AND RECREATION

POST OFFICE BOX 2390

SACRAMENTO, CALIFORNIA 95811



July 12, 1978



Dr. William J. Murtagh
Keeper of the National Register
U.S. Department of the Interior
18th and C Streets, N.W.
Washington, D.C. 20240

Attention: Charles Herrington

Dear Dr. Murtagh:

We submit Orange Cove Santa Fe Railway Depot to the National Register of Historic Places. This nomination is located in Fresno County in the 17th California Congressional District. As this property appears threatened by demolition, your expeditious review of this nomination would be greatly appreciated.

Sincerely yours,

Knox Mellon
Dr. Knox Mellon
State Historic Preservation Officer
Office of Historic Preservation

KM:lr

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Orange Core Santa Fe Railway Depot

TO/FROM: City Hall (Mr. Little) Orange Core, CA DATE: 7-24-78

ADDRESS:

PHONE: 209-626-4488

STAFF MEMBER: Joe Tomlin

DIVISION: NR

REPORT:

ONT; spoke to City Clerk: Mr. York.

He will look for info. Call Tuesday a.m.

7-25 - Mr. Little called; I returned call to him:

- City passed resolution of intent, + S.F. agrees, that city will acquire if goes on NR; but if not listed, definitely will be destroyed. (City could not afford to purchase without listing + the resulting state punks \$). But no threat during review process.

- Mr. Little will send us VBD and/or legal plat map ASAP.

- EXPEDITE HOLD!

7-25 - Aaron Hellup SHPO/CA found VBD that had fallen out of nomination; will send + let Mr. Little know.

STATE OF CALIFORNIA
MINI-MEMO
STD 100-B (REV. 9-70)

TO: Joe Towner
National Register
Dept. of the Interior
Washington, D.C. 20240

SUBJECT: Orange Cove Santa Fe
Railway Depot,
Fresno County, Calif.

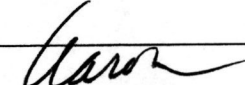
DATE
7/25/78

M We are enclosing a verbal boundary for this property. We accidently omitted this
E section when we retyped the application form prior to nomination. Apologies.

S
S
A
G
E

RETURN TO

SIGNED


▶ Aaron A. Gallup

ADDRESS

OHP, P. O. Box 2390
Sacramento, California 95811

PHONE

(916)
322-8598

R
E
P
L
Y

SIGNED

ADDRESS

DATE

SEND PARTS 1 AND 3 INTACT — PART 3 WILL BE RETURNED WITH REPLY

TELEPHONE REPORT

OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

PROJECT: Orange Cove Santa Fe Depot, CA^{RR}

TO/FROM: Mr. Gary Magnussen

DATE: 7-27-78 pm

ADDRESS: Congressman Krepps (17)

PHONE: 225-3341

STAFF MEMBER: Joe Towns

DIVISION: NIR

REPORT:

Will be a positive contribution to community in terms of needed space + self-image, in their opinion, so wanted to make sure all was going smoothly. I explained the UBD requirement + that it had been obtained by SHPO + should be here within a week. I will call Gary as soon as listed.

Gary Magnussen called to discuss the listing. He had just received it by mail. Wanted to know if conversion to a city hall was an eligible activity for funding. I said yes - grants were awarded by SHPO's - office

ENTRIES IN THE NATIONAL REGISTER

STATE CALIFORNIA

Date Entered AUG 29 1978

<u>Name</u>	<u>Location</u>
Orange Cove Sante Fe Railway Depot	Orange Cove Fresno County

Also Notified

Honorable S. I. Hayakawa
Honorable Alan Cranston
Honorable John Hans Krebs

State Historic Preservation Officer
Dr. Knox Mellon
Office of Historic Preservation
Department of Parks & Recreation
P.O. Box 2390
Sacramento, California 95811

NATIONAL REGISTER DATA SHEET

① NAME as it appears on federal register: Orange Cove Santa Fe Railway Depot
 ② OTHER NAMES: _____
 date of entry: **AUG 29 1978** ④ county code: 19

⑤ LOCATION street & number: 633 E. Railroad Ave. city / town: Orange Cove vicinity of: _____ state: CA county: Fresno ⑥ NPS REGION: W

⑦ OWNER PRIVATE STATE MUNICIPAL COUNTY MULTIPLE FEDERAL (agency name) _____ ⑧ ADMINISTRATOR: _____

⑨ EXISTING SURVEYS HABS HAER NHL ⑩ FUNDED? YES NO ⑪ CONGRESS. DISTRICT 17th ⑫ SOURCE of NOMINATION STATE FEDERAL

⑬ WITHIN NATIONAL REGISTER HISTORIC DISTRICT? YES, NAME _____ NO ⑭ WITHIN NATIONAL HISTORIC LANDMARK? YES, NAME _____ NO ⑮ ACREAGE: 1.5 if state who prepared form? **Bill Little**
 LOCAL PRIVATE ORGANIZATION

⑯ CONDITION excellent good fair deteriorated ruins unexposed unexcavated altered unaltered reconstructed excavated original site moved unknown
 ⑰ features: INTERIOR SUBSTANTIALLY INTACT-1 NOT INTACT-0 UNKNOWN-4 NOT APPLICABLE-7
 EXTERIOR SUBSTANTIALLY INTACT-2 NOT INTACT-0 UNKNOWN-5 NOT APPLICABLE-8
 ENVIRONS SUBSTANTIALLY INTACT-3 NOT INTACT-0 UNKNOWN-6 NOT APPLICABLE-9

⑱ ACCESS YES-Restricted YES-Unrestricted No Access Unknown ⑲ ADAPTIVE USE YES NO ⑳ SAVED? YES NO ㉑ IS PROPERTY A HISTORIC DISTRICT? yes no

㉒ AREAS OF SIGNIFICANCE: ARCHEOLOGY-prehistoric-2 ARCHEOLOGY-historic-1 AGRICULTURE-3 ARCHITECTURE-4 ART-5
 COMMERCE-6 COMMUNICATIONS-7 CONSERVATION-8 ECONOMICS-9 EDUCATION-10
 ENGINEERING-11 ENTERTAINMENT-26 EXPLORATION-12 HEALTH-27 INDUSTRY-13 INVENTION-14
 LANDSCAPE ARCH.-15 LAW-16 LITERATURE-17 MILITARY-18 MUSIC-19 PHILOSOPHY-20
 POLITICS / GOVT.-21 RELIGION-22 SCIENCE-23 SOCIAL / HUMANITARIAN-24 SOCIAL / CULTURAL-30 TRANSPORTATION-25
 RECREATION-28 SETTLEMENT-29 URBAN PLANNING-31 OTHER (SPECIFY) _____
 ㉓ CLAIMS: explain 'first' 'oldest' 'only'

㉔ functions WHEN HISTORICALLY SIGNIFICANT: _____ CURRENTLY: _____ ㉕ dates of initial construction: _____ major alterations: _____ historic events: _____ ㉖ ETHNIC GROUP ASSOCIATION: _____

㉗ architectural style(s): _____ ㉘ architect: _____ ㉙ master builder: _____ ㉚ engineer: _____

㉛ landscape architect / garden designer: _____ ㉜ interior decorator: _____ ㉝ artist: _____ ㉞ artisan: _____ ㉟ builder/contractor: _____

㊱ NAMES give role & date
 PERSONAL:
 EVENTS:
 INSTITUTIONAL:

㊲ NATIONAL REGISTER WRITE-UP