



Sierra Pacific Industries

Land Investment & Development Division
P.O. Box 680, Camino, CA 95709
(530) 644-1751 • FAX (530) 644-6205

January 6, 2009

Susan Stratton
Senior State Archaeologist
California State Parks
Office of Historic Preservation
1416 9th Street, Room 1442
Sacramento, CA 94296

Re: FINAL HABS/HAER Documentation
STB 070814A - STB Docket No. AB-512X, Sierra Pacific, Amador County

In accordance with Stipulation IV of the MOA signed by STB, SHPO, and Sierra Pacific Industries regarding the Amador Central Railroad, we have enclosed the Final Report of the Photodocumentation and Historic Research as outlined in the MOA (HABS/HAER reporting). Please note that archival quality photographs and attachments are not included as they were included with the Draft Report sent September 26, 2008. Full reports are being distributed to the list below.

Please send any comments or questions to my attention.

Sincerely,

David C. Brown, P.E.

Cc: Christa L. Dean, Attorney (photographs & attachments excluded)
Surface Transportation Board
Section of Environmental Analysis
395 E Street, S.W.
Washington, DC 20423-0001

Sally Torpy, Coordinator
North Central Information Center
at California State University, Sacramento
6000 J Street, Adams Building, Suite 208
Sacramento, CA 95819-6100

Paul Hammond, Director
California State Railroad Museum
111 I Street
Sacramento, CA 95814

Charline Buckley, President
Amador County Historical Society
12200-A Airport Road
Jackson, CA 95642

**HISTORIC AMERICAN BUILDINGS SURVEY (HABS) AND
HISTORIC AMERICAN ENGINEERING RECORD (HAER)**

**AMADOR CENTRAL RAILROAD
MARTELL TERMINAL AND GRADE
(IONE & EASTERN RAILROAD COMPANY,
AMADOR FOOTHILL RAILROAD)
MARTELL, AMADOR COUNTY, CALIFORNIA**

MAY 2008

PREPARED FOR:

Sierra Pacific Industries
3950 Carson Road
Camino, CA 95709

PREPARED BY:

Historic Resource Associates
2001 Sheffield Drive
El Dorado Hills, CA 95762-5905

TABLE OF CONTENTS

HABS/HAER REPORT

PART I.	HISTORICAL INFORMATION	2
A.	Physical History	2
B.	Historical Context	5
PART II.	ARCHITECTURAL INFORMATION	6
A.	General Statement	6
B.	Description of Exterior	7
C.	Description of Interior	10
D.	Site	12
PART III.	SOURCES OF INFORMATION	12
PART IV.	PROJECT INFORMATION	13

ATTACHMENTS

Attachment A: Amador Central Railroad Company Report of Value As Of June 30, 1912. Copy on file with the California State Archives, Sacramento, California.

Attachment B: California Railroad Commission, Physical Evaluation of Steam Railroads, Miscellaneous Shop Buildings and Structures, October 15, 1912. Copy on file with the California State Archives, Sacramento, California; refer to Attachment B

Attachment C: Martell Terminal Site Plan. From Shelly Davis-King & Associates. April 2007.

Attachment D: State Railroad Commission, Amador Central Railroad Survey Maps, 1912. Copies on file with the California State Archives, Sacramento, California.

**HISTORIC AMERICAN BUILDINGS SURVEY AND
HISTORIC AMERICAN ENGINEERING RECORD**

**AMADOR CENTRAL RAILROAD MARTELL TERMINAL AND GRADE
(Ione & Eastern Railroad Company/Amador Foothill Railroad)**

Location: Near the intersection of State Highway 49 and 88, Martell, Amador County, California; USGS Jackson, CA 7.5' Topographic Map

Present Owner: Sierra Pacific Industries, Inc., P.O. Box 496014, Redding, CA 96049-6014

Present Occupant: Recreational Railroad Coalition (RRC)

Present Use: Non-Profit Organization/Recreation/Lease-Equipment Storage

Significance: The Amador Central Railroad, previously known as the Ione & Eastern Railroad Company, was a short-line, standard-gauge railway that extended between Ione to Martell, a distance of approximately 12 miles. The railroad and its associated terminal stations, such as Martell and Ione, reflect an important part of commercial transportation in the central Mother Lode region, the Amador Central being one of only two surviving railroads and Martell being one of the few surviving terminals in the area. The line was completed to Martell in 1906 and remained in service through the late 1990s. The rail line was used for passenger service and freight and played an important role in the economic development of Amador County during its time in service.

Based upon information provided in a field survey, archival research, and consultation with the California State Historic Preservation Office (SHPO), the Amador Central Railroad Historic District and associate historic resources are eligible for listing on the National Register under Criteria A and C for: (1) their association with events that have made a significant contribution to the broad patterns of history and; (2) embodiment of the distinctive characteristics of a type, period, method or construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction. Contributing resources to the Amador Central Railroad Historic District include: the Amador Central Railroad (between Ione and Martell); Martell Depot and Freight Shed; Amador Central Railroad Engine House and Car Shed; Shop/Barn; trackage, signals, and switches.

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 2**

PART I. HISTORICAL INFORMATION

A. Physical History:

1. **Date of erection:** In August 1904, the Ione and Eastern Railroad Company entered into a contract with the Atlas Contract and Supply Company, by which the latter agreed to construct the standard gauge railroad, according to plans and specifications, including track, but excluding buildings, for a total price of \$306,000.00. It was commonly believed that the Atlas Contract & Supply Company was incorporated by the promoters of the railroad. Later, the Atlas Contract & Supply Company entered into a subcontract with Charles Erickson and Gust. Patterson, partners in the firm of Erickson & Patterson, by which the latter firm agreed to construct the railroad in accordance with the terms earlier agreed upon by the Ione and Eastern Railroad Company and the Atlas Contract & Supply Company. Construction of the railroad commenced in the summer of 1905 and the road was opened for traffic between Ione and Martell, a distance of approximately 12 miles, on July 1, 1906 (Amador Central Railroad Company Report of Value As Of June 30, 1912, California State Archives, Sacramento, California; refer to Attachment A).

Based upon the State Railroad Commission Valuation Sheets for 1912, the Martell Terminal consisted of a combination Passenger and Freight Depot, and General Office built in 1907; a wooden platform in front of the depot made of wood planking built in 1907; a loading platform with approaches for loading rock and clay built in 1907; a Round House and Carpenter Shop built in 1907; a 56' long turntable built in 1907; a fixed-swing derrick used for handling heavy materials built in 1906; a Blacksmith Shop built in 1907; a Car Repair Shop built in 1907; a Wooden-shed for 3 Oil Tanks built in 1907; a Pump House built in 1908; a Sand House built in 1907; a Tool House built in 1908, and an Oil House built in 1908. The standard gauge tracks, spurs, and sidings at the Martell Terminal were apparently completed in 1906 (California Railroad Commission, Physical Evaluation of Steam Railroads, Miscellaneous Shop Buildings and Structures, October 15, 1912, copy on file with the California State Archives, Sacramento, California; refer to Attachment B).

Today, the remaining buildings and structures at the Martell Terminal include: the Combination Passenger Depot, Freight Shed, and General Office (also referred to as the No. 1 Depot & Freight Shed); a replacement Engine or Round House (also referred to as the No. 4 Engine House & Shop) attached to the west elevation of the original Carpenter Shop; the

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 3**

circa 1936 No. 2 Engine and Car House; a fairly contemporary loading platform and a concrete basin and gas pump; together with trackage, signs, and switches, circa 1905-1941 (State Railroad Commission, Martell Terminal Map, July 10, 1912, copy on file with the California State Archives, Sacramento, California; Shelly Davis-King et al. 2007; refer to Attachments C and D).

2. **Architect:** Possibly Atlas Contract & Supply Company.
3. **Original and subsequent owners, occupants, uses:** The Ione & Eastern Railroad Company was a corporation formed in 1904 in order to construct a railroad between Galt in Sacramento County through to Martell in Amador County, a distance of 39 miles. In 1908, the Ione & Eastern Railroad Company was taken over by the Amador Central Railroad, which continued in operation under various entities until it was purchased by the Winton Lumber Company in 1945. During its first four decades, the line served the mines, passengers, clay industry, and freight from the Jackson-Sutter Creek area to Ione, where it connected with the Southern Pacific Railroad. From 1945 on, the line was primarily used to transport lumber, essential to the economic base of Amador County. Winton Lumber Company was taken over by American Forest Products in 1964, Georgia Pacific in 1988, and Sierra Pacific Industries in 1997. In 1998, Sierra Pine purchased the particleboard facility and became the sole user of the rail line for wood product until 2004 (Shelly Davis-King et al. 2007). The southeast end of the property (20 acres) was apparently leased on March 2, 1905 to the Oneida Gold Mining & Milling Company. The mining company constructed a store house, superintendent's cottage, barn, and perhaps other buildings and structures (Amador Central Railroad Company Report of Value As Of June 30, 1912, "Martell Terminal," California State Archives, Sacramento, California).
4. **Builder, contractor, suppliers:** Atlas Contract & Supply Company entered into a subcontract with Charles Erickson and Gust. Patterson, partners in the firm of Erickson & Patterson, to build the railroad between Ione and Martell during the years 1905 and 1906 (Amador Central Railroad Company Report of Value As Of June 30, 1912, California State Archives, Sacramento, California).

Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 4

5. **Original plans and construction:** The original plans called for the construction of a standard gauge railroad between Galt in Sacramento County through to Martell and possibly Jackson in Amador County. The original plans, blueprints, drawings, and business papers were all destroyed in the San Francisco Earthquake of 1906. The total length of the line is about 12 miles, with a grade nearing 4% in some locations. Starting at an elevation of 291 feet above mean sea level (amsl) at Ione, the railroad climbed to 1535 feet amsl at the Martell Depot. The steepest section of track is located about midway, just west of Sunnybrook, where the grade is 3.8%. There are a total of 69 curves (with an additional 30 or so smaller "curvettes") on the line, giving it the reputation as the curviest and slowest traveled railway in California. Initially, there were twelve trestles on the lines, most of which were replaced by earthen fills in the first three decades of the 20th century (Shelly Davis-King et al., 2007); there is one extant trestle.
6. **Alterations and additions:** Based upon measured site plan drawings of the Martell Terminal carried out in 1912, the following buildings and structures no longer remain, have been extremely altered, or have been moved outside the historical terminal site: a loading platform; the original Turntable; the original Round or Engine House; two Cottages and a Rooming House; Cook House; Derrick; Pump House; Wagon Storage Shed; Oil Tank Shed; Sand Shed; and Ice Houses. In circa 1936 the No. 2 Engine and Car House was added. Adjacent (to the south and southwest) to the contemporary Engine or Round House is a rather contemporary raised platform supported by a low wall built of railroad ties, and a concrete basin or reservoir with a valve at the south end. Next to the basin is a gas pump from the ca. 1960s.

The main line narrow gauge grade, rails and ties between Ione and Martell remain largely intact, although many were likely replaced since the railroad was completed in 1906. Rail tracks leading from the Martell Terminal to the Kennedy Mine to the south have been removed. Other alterations include culvert replacement, and upgrading or replacement of grade crossings, signals, and switches. Eleven of the original trestles have been replaced with filled-in culverts.

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 5**

B. Historical Context:

The Amador Central Railroad comprises roughly 11.84 miles of standard-gauge trackage located in the western portion of Amador County and operating between Ione (where it connects with the Southern Pacific Railroad) on the west and Martell on the east. The Ione & Eastern Railroad Company was incorporated in 1904 for the purposes of constructing a railroad from Galt in Sacramento County through to Martell. The company also intended to operate the railroad as an electric railway, and a pole and power line was actually constructed from Martell to Ione. A contract for power supply was entered into with the American River Electric Company in 1904 or 1905. While no electricity was ultimately used, the power company billed the company and brought suit. The corporation securities were set at 10,000 shares of common stock @ \$100.00 per share and 500 30-year gold bonds @ \$1,000.00 per share for a total of \$1,500,000.00. A construction contract was let to the Atlas Contract & Supply Company in August, 1904, who subsequently subcontracted all of the construction to the firm of Erickson & Patterson. Construction commenced in Ione in 1905, and the railroad was opened on July 1, 1906 between Ione and Martell.

During the early 1900s, the Amador Central Railroad ran passenger, mail, and express stages between Martell, Jackson, Sutter Creek, and Amador City. All the company records were apparently destroyed in the 1906 San Francisco Earthquake and fires. Due to a variety of circumstances, and not being able to meet the interest on the outstanding bonds, the company was placed in the hands of receiver on September 4, 1907, and remained under receivership until December 31, 1908. On September 24, 1908, the Amador Central Railroad Company was incorporated. Directors included Frank J. Solinsky, Jr., Josef L. Scotchler, Frank Wehe, Paul C. Morf, Fred Hanack, Talton Hawes, and Phillip Strubel. With the reorganization of the company, both the bond indebtedness and the stock of the old company were wiped out and the securities of the new company were distributed on a pro-rata basis among the stock and bond holders of the old company.

In the meantime, on July 18, 1908, the property of the Ione and Eastern Railroad Company was sold by U.S. Gregory, the Commissioner of the Superior Court of Amador County, under judgment of the decree of foreclosure and sale was given to the Union Trust Company of San Francisco, the buyer ultimately being Frank Solinsky, trustee for the bond holders of the Ione and Eastern Railroad Company and the president of the Amador Central Railroad Company. In essence, Solinsky paid a sum of

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 6**

\$225,000.00 for the railroad, and then sold it to the Amador Central Railroad Company for a total of \$738,478.00, the true cost of the railroad as it was in 1908.

Shortly after the acquisition of the railroad in 1908, obsolete equipment was sold off, and replaced with more efficient locomotives and other rolling stock. By 1911, the railroad reportedly made a profit of \$7,000.00 for just two months, the interest in the bond had been paid off, and there was a treasury surplus of \$10,000.00 (Amador Central Railroad Company Report of Value As Of June 30, 1912, "Martell Terminal," California State Archives, Sacramento, California).

In 1908 the Ione & Eastern was taken over by the Amador Central, which continued in operation under various entities until it was purchased by the Winton Lumber Company in 1945. During its first four decades, the line served the mines, passengers, clay industry, and freight from the Jackson-Sutter Creek area to Ione where it connected with the Southern Pacific Railroad. From 1945 on, the line was primarily used to transport lumber, essential to the economic base of the county. Winton Lumber Company was taken over by American Forest Products in 1964, Georgia Pacific in 1988, and Sierra Pacific Industries in 1997. In 1998 SierraPine purchased the particleboard facility and became the sole user of the rail line for wood product until 2004.

PART II. ARCHITECTURAL INFORMATION

A. General statement:

1. **Architectural character:** The Martell Terminal and the standard gauge railroad reflect common methods of construction and typical designs that are represented in other similar railroad terminals in California and the West. All the extant surviving buildings and structures utilize standard wood-framing methods. The grade is laid out atop ballast, with turnpikes and through-cuts. The architectural character of many of the buildings has been compromised by decay, vandalism, and later additions. The mechanical equipment, consisting of switches, sidings, and signals, appears to be located principally along the railroad right-of-way. Many of the original tracks, plates, signals, and switches are extant and date from 1904 to 1941. Embossed on the switches are "New Century, Adjustable, patented June 21, 1904, Bethlehem Steel Co." Some of the rails are embossed with "ARA-B OH 2030 Illinois G. IIIII, 1918, USA," and the plates with "8004 Illinois Steel Co. South Wks IV 1902 and VII 1904."

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 7**

The switch is embossed with "Pettibone Mulliken, Chicago, USA." After the railroad was purchased by the Winton Company in 1945, most of the 45-lb. rail was replaced with 80-lb. rail. The signal and switch located opposite and north of the depot, as well as other extant switches, are dated 1904.

2. **Condition of fabric:** The overall condition of the surviving buildings and structures at the Martell Terminal is poor. The historic fabric of the Combination Passenger Depot, Freight Shed and General Office has signs of dry-rot, decay, and the building's post and pier foundation has failed, resulting in misalignment of exterior walls and sagging floors. The corrugated metal roof has leaked, causing further decay to historic fabric in the interior of the building. Windows are missing the entire sash and panes of glass, and door entrances are open and subject to vandalism. The Engine or Round House is in better condition, showing little sign of decay or other structural concerns, although it was built in the past few decades. The Carpenter Shed, on east side of the Engine or Round House, has exterior siding that has deteriorated, damaged windows sashes, and missing glass panes, yet the interior is in relatively good condition due to its coating of oil residue, or most likely, creosote. The No. 2 Engine and Car House retains most of its original fabric, protected by corrugated metal sheeting on the exterior walls and roof, although most of the building's sash windows are damaged, with virtually all the glass panes missing. The standard gauge railroad grade, sidings, spurs, and switches are all in fair condition.

B. Description of Exterior:

1. **Overall dimensions:** The Combination Passenger Depot, Freight Shed, and General Office, otherwise referred to as the No. 1 Depot and Freight Shed, measures approximately 24' x 185'. The Passenger Depot itself measures approximately 24' x 36'. The No. 2 Engine and Car House measures approximately 50' x 80'. The Engine or Round House, otherwise referred to as the No. 4 Engine House, measures approximately 60' x 66' with a 6' x 8' addition on its north elevation corner. The Carpenter Shop measures approximately 46' x 64' with an 8' inset between the Engine or Round House and the Carpenter Shop. The remains of the existing Turntable are approximately 38' in diameter. The original turntable is reported to have measured 56' long, attached to one set of tracks.

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 8**

2. **Foundations:** The Combination Passenger Depot, Freight Shed, and General Office are built on a wood post and pier foundation. The No. 2 Engine and Car House is built on a concrete stem wall and slab on grade foundation, and the Engine or Round House and Carpenter Shop are built on concrete stemwall foundations, the Carpenter Shop also having a slab on grade concrete foundation.
3. **Walls:** Wall finishes vary from milled vertical board and batten siding on the Combination Passenger Depot, Freight Shed, and General Office; sheets of corrugated metal siding on the No 2 Engine and Car House; milled vertical boards and battens on the Carpenter Shop; and T1-11 plywood siding on the Engine or Round House.
4. **Structural system, framing:** The Combination Passenger Depot, Freight Shed, and General Office is a stick-frame design, with 3" x 12" planking on the floors supported by 4" x 12" sills and 4" x 6" underpinning. The No. 2 Engine and Car House is constructed with standard wood-framing covered with sheet metal, presumably with a wood truss roof. The Engine or Round House and Carpenter Shop is also stick-framed with a modern truss roof in the Engine or Round House and a wood truss system in the original 1907 Carpenter Shop.
5. **Porches, stoops, balconies, porticoes, bulkheads:** The contemporary Engine or Round House has a free-standing shed-roofed veranda over the south elevation entrance door. The loading platforms on the Freight Shed are missing.
6. **Chimneys:** The No. 2 Engine and Car House has a cut-out on the west elevation with a metal flue extending for several feet beyond the wall line.
7. **Openings:**
 - a. **Doorways and doors:** The Combination Passenger Depot and General Office has four door entrances: two on the ground floor south elevation, both of which are boarded over; and two door entrances on the north elevation, one in which the door is missing, and the other is boarded over. The Freight Shed has five 6' bays (vertical 12" boards) on the north elevation, and three 6' bays on the south elevation, along with two door openings boarded over. The No. 2 Engine and Car House has one door cut into the sheet metal wall between the right two bay doors. The west or main elevation of the building has three bay doors, approximately 12'

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 9**

wide per door opening. The Engine or Round House has three bay doors facing the west, all of which are accessed by existing standard gauge tracks. An entrance door is cut into the exterior (west end) wall of the south elevation. The Carpenter Shop has one four paneled wood door in the rear or east elevation, and a double door or bay, along with a door opening, on the west end of the building's south elevation.

- b. Windows and shutters:** The Combination Passenger Depot and General Office has three windows on the south elevation: two that are boarded and one that has 2 over 2 lights missing glass panes; three windows on the north elevation bay: one square-shaped window on the first-story of the north elevation and three boarded windows on the second-story of the north elevation. All the windows on the Passenger Depot have or had divided light wood-sashes. The No. 2 Engine and Car House has eight window openings on the north elevation with all panes of glass missing in the 6 over 6 light wood-sashes. The south elevation of the No. 2 Engine and Car House also has eight window openings with all glass and wood-sashes apparently missing and boarded over, while the east elevation has two window openings with the wood-sashes and glass missing, the opening boarded over. The Carpenter Shop has two window openings on the north elevation that are boarded over and presumably lack the sash and glass panes, four window openings on the south elevation with one window boarded over and the remainder having damaged 6 over 6 light wood-sashes, and the rear of the east elevation has one 6 over 6 light wood-sash window with intact glass panes, but covered over with a modern screen, and one boarded over window on the second-story.

- 8. Roof:** All the roofs within the Martell Terminal are sheeted with corrugated metal or iron panels. Many have been replaced over the years and many are in poor condition.

- a. Shape, covering:** All the roofs within the Martell Terminal are gable designs, with the exception of a hip roof covering the Passenger Depot's bay window (north elevation), and contemporary shed roof additions on the Engine or Round House and Carpenter Shop.

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 10**

- b. Cornice, eaves:** The Combination Passenger Depot and General Office has an exaggerated roof eave that extends out approximately 3' from the wall line and includes metal gutters. The other buildings lack cornices and have simple eaves. The bay window on the Passenger Depot has boxed eaves.
- c. Dormers, cupolas, towers:** The Combination Passenger Depot, Freight Shed, and General Office has a wooden dormer on its north elevation that measures approximately 2' x 6'. The contemporary Engine or Round House has a small vent or rooftop tower.

C. Description of Interior:

- 1. Floor plans:** The Combination Passenger Depot, Freight Shed, and General Office has a rectangular floor plan that measures approximately 24' x 36' and the ground floor is divided into a waiting room, 2 offices, a combination store room/post office, and on the second-story, 4-rooms, including a pantry and bath and living room. The No. 2 Engine and Car House has a rectangular floor plan with no partition walls, and, consequently, the interior is one large room. The Engine or Round House has a rectangular floor plan, with no partition walls, similar to the attached Carpenter Shop. The Carpenter Shop features wooden bins and shelves, filled with railroad parts, located on both sides of the interior of the building, as is a small office. Workbenches and the original wheels, pulleys, and some belts are extant. Various types of railroad equipment, including plates, tracks, and other metal parts are stacked outside the building.
- 2. Stairways:** The second-story of the Combination Passenger Depot and General Office, used by the conductor, once had a staircase. However, no staircase was identified in the interior or exterior and access to the second-floor was dangerous and inaccessible, due to the condition of the building. The Martell Terminal 1912 plans did not illustrate a stairway.
- 3. Flooring:** Pine tongue and groove flooring (3" x 12") and wide wood plank flooring was used in the Combination Passenger Depot, Freight Shed, and General Office. Concrete and gravel are used in the remainder of the buildings.

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 11**

4. **Wall and ceiling finish:** The Combination Passenger Depot, Freight Shed, and General Office is finished with wainscoting in the interior walls and ceiling, including the second-floor. The remaining buildings have open wood truss ceilings and exposed studs and metal paneling for the walls.
5. **Openings:**
 - a. **Doorways and doors:** The interior doors and door openings are in poor condition. The most notable door is the four (plain or flat) panel Late Victorian style door in the rear of the Carpenter Shop.
 - b. **Windows:** The Passenger Depot has simple 1" x 4" interior window trim.
6. **Decorative features and trim:** The interior of the Combination Passenger Depot and General Office includes the original ticket office, characterized by an arched opening beginning about 4' above the floor with 4" wood trim, and a decorative bracketed ledger board for processing a ticket or perhaps the mail. Most of the trim in the Passenger Depot is simple 1" x 4". The rear (southeast) office includes a built-in door-sized cast-iron safe. The front of the safe reads "AMADOR CENTRAL R.R.CO." "WALTZ SAFE & LOCK CO. OF SAN FRANCISCO AND OAKLAND."
7. **Hardware:** The cast-iron safe in the Passenger Depot retains its original hardware. Most of the original doors are missing in the Martell Terminal and those that remain retain simple iron hinges and knobs.
8. **Mechanical equipment:**
 - a. **Heating, air conditioning, ventilation:** A coal-oil stove was reportedly once used in the Passenger Depot.
 - b. **Lighting:** Original fixtures are missing from all three properties. All three buildings had electric lights.
 - c. **Plumbing:** A pantry and bath were located in the second-story of the Passenger Depot.
9. **Original furnishings:** The only original furnishing in any the three standing buildings appears to be the large cast-iron safe in the Passenger Depot.

**Amador Central Railroad Martell Terminal and Grade
One & Eastern Railroad Company/Amador Foothill Railroad
Page 12**

D. Site:

1. **Historic landscape design:** No landscape plans have been found to date for the Martell Terminal. The landscaping at the Martell Terminal appears to be related to the domestic cottages surrounding the Passenger Depot and Round House, consisting of ornamental shrubs, fruit trees, and ground cover.
2. **Outbuildings:** The outbuildings include a rather contemporary loading platform beside the spur leading towards the Engine or Round House, a concrete basin west of the Engine or Round House, along with a circa 1960s gas pump, and adjacent buildings associated with the present-day cement plant to the southeast. A number of those buildings may relate to the railroad, including one that mirrors the design of one of the railroad cottages, while the other structures are likely associated with the Oneida Gold Mining & Milling Company that leased a 20 acre parcel bordering the Martell Depot in 1905.

PART III. SOURCES OF INFORMATION

- A. **Architectural drawings:** None found to date.
- B. **Early Views:** Amador County Historical Society, Jackson, California.
- C. **Interiors:** None found to date.
- D. **Bibliography:** Amador Central Railroad Company Report of Value As Of June 30, 1912 (copy on file at the California State Archives, Sacramento, California); California State Railroad Commission, Physical Valuation of Steam Railroads, Amador Central Railroad, (Case No. 150) 1912-1945 (copy on file at the California State Archives, Sacramento, California); State Railroad Commission, Martell Terminal Map, July 10, 1912 (copy on file with the California State Archives, Sacramento, California); Judith Marvin, Foothill Resources, Ltd., State of California, Department of Parks and Recreation Primary and Building, Structure, and Object Site Records, October 24, 2006; Shelly Davis-King & Associates. National Register of Historic Places Evaluation, Amador Central Railroad, April 2007.
- E. **Likely Sources Not Yet Investigated:** Family history of railroad employees.
- F. **Supplemental Material:** None.

**Amador Central Railroad Martell Terminal and Grade
Ione & Eastern Railroad Company/Amador Foothill Railroad
Page 13**

PART IV. PROJECT INFORMATION

This HABS/HAER project was requested by Sierra Pacific Industries in response to a Draft Memorandum of Agreement (MOA) between The Surface Transportation Board, Sierra Pacific Industries, and the California State Historic Preservation Officer Regarding STB Docket No. AB-512X, Sierra Pacific Industries, Abandonment Exemption, in Amador County, California (Draft May 2008). Initial research for the project was carried out by Judith Marvin, Foothill Resources, Ltd., and documented on State of California, Department of Parks and Recreation Primary and Building, Structure, and Object Site Records (October 24, 2006); and by Shelly Davis-King & Associates, who carried out a National Register of Historic Places Evaluation for the Amador Central Railroad (April 2007). Additional research was conducted by Dana E. Supernowicz, MA, representing Historic Resource Associates. Assistance was provided by Barbara Irvine, BA, Research Associate, and U.C. Davis Department of Landscape Architecture Chair, E. Steve McNiel.