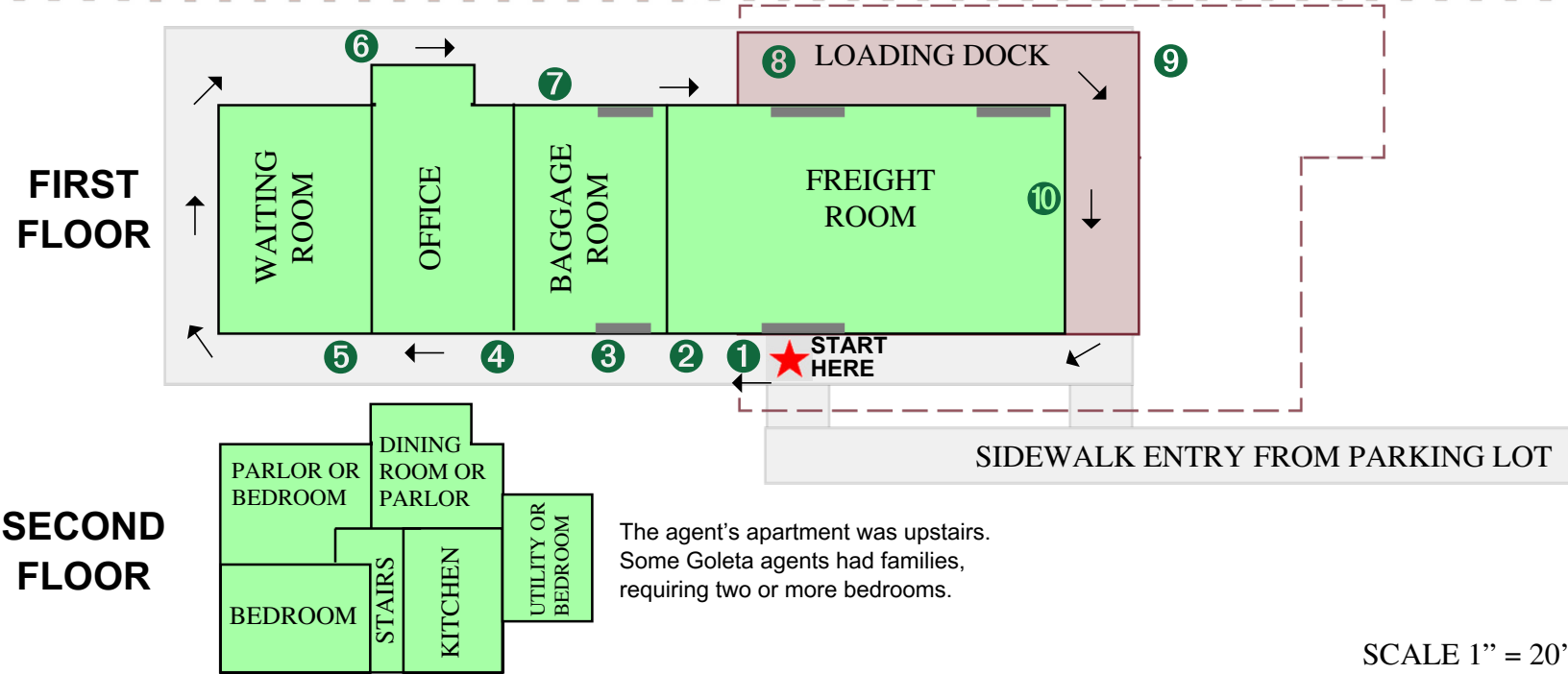


Self-Guided Walking Tour of the Historic Goleta Depot



Explore the exterior of the historical landmark and learn more about its history and architecture.



The agent's apartment was upstairs. Some Goleta agents had families, requiring two or more bedrooms.

KEY TO NUMBERED POINTS OF INTEREST:

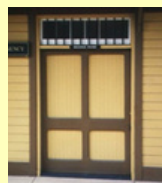
1 The building had to be cut in two before it could be moved to its new home. We've saved part of the cut (above your head) for you to see.



2 The original depot restrooms measured only about 3 by 5 feet. They are no longer in service.



3 Large carts loaded with freight or baggage could pass through these wide doors. Can you find all five of these special entryways?



4 The Freight Office was the center of action at the depot. Communications, record-keeping, ticket sales, and express business were all done here.



5 The Waiting Room was the place to buy a ticket or wait for a train.



6 The agent had a good view of rail activity from this projecting bay — an architectural feature found on depots around the world.



7 If the agent was unavailable, train conductors could leave delivery waybills in this box.

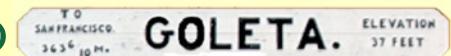


8 When raised, the train-order boards told train crews that they needed to stop at Goleta.

9 The original loading dock (see dotted line — — — — —, above) was much larger than the reconstructed version that you see today.



10 The station signboards proudly announced to crews and passengers that their train was at a place called "Goleta."



Did You Know?



... facts about Goleta Depot and the American Country Railroad Station ...

Goleta Depot was built by the Southern Pacific Railroad Co. in 1901, at the time of the completion of SP's Coast Line connecting San Francisco and Los Angeles.

S.P. crews at work on the Coast Line west of Goleta, 1900.



Like most rural stations across America, Goleta Depot was a “combination station,” which meant that it served both passengers and freight. In contrast, separate depots for freight and passengers was the rule in urban areas.



Santa Barbara passenger depot, built 1905.

The typical country depot had a multitude of duties. Goleta Depot, for example, was the town's Western Union telegraph office, and home to the

Wells Fargo Express Agency (later Railway Express). In some small communities, the train station might also serve as the post office or even the school.



Goleta Depot was a busy place in 1913.

Southern Pacific built Goleta Depot and dozens of other stations on the same standard architectural plans.



In Santa Barbara County alone, there were at least seven examples of the Combination Station No. 22 design, including Gaviota (above) and Naples (left), both west of Goleta.



Goleta Depot served both the railroad and the community for three-quarters of a century. The station was closed in 1973.



In the late 1970s, thieves and vandals had their way with the abandoned structure.



An area-wide campaign led to the relocation of the historic building to Lake Los Carneros County Park.

Today, busier than ever, Goleta Depot is home to the South Coast Railroad Museum — a center of community life once more.

