HISTORIC CALIFORNIA RAILROAD STATIONS: EVALUATION AND TREATMENT GUIDELINES FOR HISTORIC PRESERVATION

by

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Historic Railroad Stations of California today exist in many diverse situations: from those which have become revitalized and integral parts of the community to those which have been ignored and left to ruin. These landmarks have played a major role in the history of California, but many are now vulnerable due to various forces in a changing society. It is the intention of this thesis to act as a guide in understanding the railroad station and what can be done to help revitalize it in the interest of historic preservation. The document first identifies the railroad stations in the context of history and architecture, and second offers guidelines for treatment and planning for the future of these stations. It is hoped that this thesis will establish a foundation upon which California railroad stations will be noticed, appreciated, and planned for in a way that ensures their continuation as an important part of the community.

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DEDICATION

This thesis is dedicated to my fiance, Rudy, for his appreciation of the railroad stations and his untiring support of this work.

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CHAPTER I

INTRODUCTION

Historic Railroad Stations of California today exist in many diverse situations: from those which have become revitalized and integral parts of their community to those which have been ignored and left to ruin. These landmarks have played a major role in the history and development of the communities where they remain, as well as a role in the drive of the railroads nationwide. Railroad stations, which were once unprecedented in form and function, are now vulnerable because of that historic function for which they are often no longer needed. Railroad passenger service does not extend to all the stations it once did, leaving many of them unused. Due to this and other pressures in a changing society, railroad stations face many economic and social challenges today.

Challenges to the survival of existing railroad stations can come as a consequence of their location. Since cities historically developed around the stations, the stations often remain at the city center where they may now be sitting on prime-targeted redevelopment land. Maintenance costs continue to rise as the stations bear the effects of age. Without a profitable return, the owners may not see a justification in maintaining them. Economic and development pressures, which may put a market

value on the land, may not recognize the intangible historic value of the railroad station sitting on the land. If stations have not been officially recognized for their value as cultural resources, they may have no protection, and could disappear overnight.

The railroad stations which do continue to stand as strong and sustaining parts of the community are those which have been recognized as valuable resources, which have been well planned for, and which have found a way to meet the demands of a new era. As they are adapted for continued use or re-use, they are once again brought back into the realm of economic viability. They become self-supporting entities as they continue to contribute greatly to the identity and historic appreciation of the community.

It is the intention of this thesis to act as a guide to the individual or organization interested in understanding some of the primary steps that can be taken to help revitalize a historic railroad station. Two major areas of historic preservation are addressed. The first is identification of the resource for its historic and architectural value; the second is planning treatment strategies for the resource.

The first part of the thesis takes the form of a historic context giving an overview of railroads, railroad passenger service, and railroad station development in California. A particular station can be placed within the historic overview to help understand it in the context of time when it was built. Railroad stations take their shape as the result of many social and economic influences, and the historic context can help tell their story. The next section of the thesis is an overview of the architecture of railroad stations in California. The station can again be placed in the context of

California railroad station architecture to understand their style and characteristics that give the station its character.

The second part of the thesis takes the railroad station which has been identified for its historic and architectural value, and offers strategies to plan for the protection of that station. Registration and rehabilitation are two of the primary areas addressed. Registration establishes a record of the station and can help in protecting the station against threats it may be facing. Rehabilitation of the station occurs when a suitable use or reuse has been found, and a plan should be made to ensure that this work is done appropriately in the interest of preserving the architectural and historic integrity of the station. Guidelines, based on the Secretary of Interior's Standards, are discussed as they may apply to the particular situation of railroad stations.

How to use This Document

The Goal

The main goal of this document is to assist the reader in efforts to revitalize a historic railroad station with regard to two primary areas of historic preservation: Registration and planning for the station. The historic and architectural overviews contain information that can be used in the documentation and registration of the stations. The guidelines for treatment contain discussion and considerations of strategies which can be applied in planning for the station.

Historic Context

Observing a station today and putting it in its historic and architectural context can be useful in a number of ways. With understanding of the station comes appreciation for all that the station signifies. Taking that understanding a step further, it can be applied in the form of documentation of the station for purposes of recordation and registration. The benefits of documentation and recordation are discussed further in the treatment chapters of this thesis.

The historic overview is designed as a chronology of time, giving the development of railroads and society during California's railroad passenger service era. To document the station and write of the influences that may have shaped the station, the historic context can be referenced. The context will give a perspective of a particular station being observed for documentation purposes, and also will give a perspective of how the station relates to other stations influenced in other times.

Architectural Context

The first chapter of the architectural overview, the chapter on function and layout of the station, is arranged in a general chronology, with specific elements of the station discussed more at length. The station being observed is explained in the areas of the chapter as they apply, and can be documented with reference to this chapter. The next chapter in the architectural overview is the chapter on style. This is arranged by the different types of styles so that key elements of a station can make it

recognizable within its certain style. The listings of other California stations in that style can also give an idea of how that station relates to those stations, and how rare or common it may be.

Treatment Strategies

The final chapter of this thesis is a chapter on treatment of historic railroad stations. As the situations of the railroad station vary, so do treatment strategies differ in applicability. Some stations are being continued for use as railroad stations, some are being adapted for re-use in creative ways, and some are struggling to survive. Registration, protection, and rehabilitation are addressed and ideas are given as they may apply to individual stations.

Preservation of the Railroad Station at the State Level

The State Office of Historic Preservation plays its role in overseeing many of the programs which offer registration, protection, and rehabilitation incentives. Registration of a property, either directly or indirectly, with the state is key to making these programs apply. To make the required documentation of the railroad station for state registration more easily done, a context of railroad stations statewide could be useful. The statewide context would establish the state history portion of the documentation, leaving only the local history and details of the individual station to be researched. Such contexts have previously been written for both Carnegie libraries and

lighthouses, and have been successful in encouraging registration of the individual properties included in these thematic contexts.

Preservation of Railroad Stations at the City Level

It is often the cities who play the biggest role in determining the fate of their railroad stations. State and national programs can offer some protection, but it is at the city level where the most critical decisions are made. Local ordinances can favor or hurt historic properties, and local incentives for rehabilitations can be the best promotion of revitalization. The city can use this document mainly as a guideline for documenting and rehabilitating a property. An interest from the city is the most vital component to making historic preservation of a station work.

Preservation of Railroad Stations at the Individual Level

In many cases, it has been the individual effort that has actually made the difference between saving and losing a station. The initiative of the individual or private group may accomplish the documentation process, may convince the city to take an interest, and may find a way to be sure the station is used and vital.

Future Expansion of this Work

Most importantly, this thesis seeks to establish a foundation upon which to build. There is plenty of potential for expansion in every chapter. The historic overview touches only briefly on the major events which led to railroad and station

expansion in California. Each station will have its own history which can be developed with further research. The architectural survey is also presented in the large picture so that all stations in California can fall somewhere under the big umbrella. There is much more that can be written with additional research and observation. The suggested guidelines for treatment, again, give only a sense of some of the major issues which can arise with the nature of planning for the preservation of historic railroad stations. Other issues are bound to arise as people take an interest in protecting their local stations.

It is hoped that historic railroad stations in California will be noticed, appreciated, and cared for in a way which will ensure their continuation as an important cultural resource of the community.

CHAPTER II

HISTORIC CONTEXT

Establishment of the Lines

The Sacramento Valley Railroad

California's first railroad, the Sacramento Valley Railroad, was completed in 1856, 13 years before the first transcontinental railway linked California and the West with the rest of the county. Sacramento Valley Railroad was laid the distance of 35 miles between Sacramento and Folsom, the stepping off point for passengers bound for the Mother Lode, gold, and farming country. The locomotives used to run the Sacramento Valley Railroad had originally been built in the East and were shipped to the West via South America and around Cape Horn. To the people of California, travel by rail must have seemed an incredible luxury within the newly established state which had only developed primitive roads for transportation. Emigrants from the East who had settled in California had arrived by wagon trail across the mountains and plains, or had come by ship, enduring the treacherous six months' journey around Cape Horn. The railroads were a wonder and a sign of great changes about to occur.

Theodore Judah, the young engineer from New York who eventually launched the building the first transcontinental railroad, came first to California to engineer and build the Sacramento Valley Railroad. His plans included designs for the railyards and a grid plan for the town of Folsom, which was to be the terminus of the line.[1] The railroad line was laid the 35 mile distance from Sacramento to Folsom and was established primarily to serve as a link between the two cities, with the terminus at each end serving as a stepping-off point to further destinations. Riverboat traffic traveled from Sacramento to the San Francisco bay area, and stages and wagons left from Folsom for gold mining country in the Sierra Nevada Mountains.

The following decade before the first transcontinental link saw a number of lines built within California. Each was built to serve local or regional needs. Railroads built during this time included the San Francisco and San Jose Railroad, the Los Angeles and San Diego Railroad, and the Yuba Railroad.

The Central Pacific and Union Pacific

With Congress' passage and President Lincoln's signature, the Pacific Railroad Act was enacted in 1862. The Central Pacific Railroad began building eastward from Sacramento to meet the Union Pacific which began building westward from Omaha,

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[1] Mary L. Maniery and Jody L. Brown. Historical Overview and Archaeological Research Design for the Historical Depot Grounds, Blocks 20 and 21, Folsom, California (Sacramento, California, PAR Environmental Services, Inc., 1995), p. 9.

Nebraska. Promoters of westward rail expansion claimed that the transcontinental link with California would expand markets for local products, raise land values, encourage land subdivision and settlement, attract tourists and new businesses, reduce unemployment, break down isolation from older cultural centers, make life more convenient, and promote national unity and patriotism. During this time of Civil War in America, the Federal government was seeking to populate and secure it's newly acquired territories in the West.

With generous land grants and subsidies from the government, the work began. The Central Pacific route would require its builders to create remarkable feats of engineering, to climb mountain passes, blast tunnels through solid granite, and endure the most extreme of weather conditions. The two railroads eventually met in Promontory Summit, Utah in 1869, thus linking the West with the East and beginning a new era of westward expansion for the country and a new era of growth for California.

The Southern Pacific

Before the meeting of the first transcontinental link, plans for a second link had already begun. A group of San Francisco businessmen, later to become known as "The Big Four,"[2] were working on a new southern route which would connect San Francisco, Southern California, and Arizona. Not only would the line offer a

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[2] Charles Crocker, Mark Hopkins, Collis Huntington, and Leland Stanford were the original owners of the Southern Pacific who came to be known as "The Big Four."

transcontinental connection directly into Southern California, but the southern route would also offer a route less treacherous than the first which was plagued by harsh weather and mountainous conditions. The Central Pacific line across the plains and through the Sierra Nevadas was most scenic in summer, but in winter was prone to extreme snow conditions and closure.

The owners of the Central Pacific, known as "The Big Four," who had prospered greatly from the building of the first transcontinental link, were quick to recognize that the southern route would bring competition to their monopoly. They quietly purchased the Southern Pacific Railroad in 1869 and merged operations with the Central Pacific in 1870. This would be the beginning of an empire built on expansion and absorption, bringing about the biggest railroad monopoly in American history. By 1885, Southern Pacific lines covered California, and extended north to Portland and southwest into Texas. Because of it's many far-reaching arms and tight grip on California commerce, the Southern Pacific Railroad was referred to by critics as the "Octopus." This also included all the shipping ports in the South, the Oakland bay area, and the river lines to Sacramento.

The Santa Fe

The first railroad to succeed outside the monopoly of the Southern Pacific "Octopus" was the third transcontinental link to enter California: the Atchison, Topeka and Santa Fe Railroad (ATSF). Work had begun on the railroad in the 1870s with the Kansas Pacific Railway which was established through prime cattle territory of Kansas.

ATSF intercepted the railway at Dodge City and continued to build on to reach Texas by 1881. From there, it was the goal of the railroad to follow the old Santa Fe Trail to the Pacific Ocean. The population of Southern California could easily support another port, and would be happy to see some competition in Southern Pacific Railroad Territory. Southern Pacific did all it could to thwart the westward expansion of other railroads, usually by buying them up or forcing them out, but the ATSF was the first railroad to overcome these obstacles.

The port town of San Diego appealed to ATSF officials, and with ATSF financing, building of the railroad line began eastward from San Diego to meet the Santa Fe Line at the Colorado River. In 1885, the third transcontinental link was completed.

Rail passage across the southwest desert by way of the Santa Fe Trail had few towns along the way. With blustery sands and broiling heat, the long trip did not have the same allure as the scenic Central Pacific Route through the rockies and across the plains. Early passengers who had time to enjoy the scenery and adventure of the "wild west" also took the risk of unreliable weather conditions. Like the Southern Pacific, the Santa Fe Route offered a service reliably unaffected by weather, direct service through new territories, and an alternative to Southern Pacific service into Southern California.

Railroad passenger service was still a new concept, and as the lines grew, so did the necessity of "service" need to grow in order to compete. Beginning in 1875, ATSF passengers were treated to something else no other railroad could boast and which set a

new standard for other railroads to follow. Fred Harvey, a traveling cattle salesman who had been appalled at the conditions which coach passengers were expected to endure for their meals, opened the first of many Harvey Houses in conjunction with the Santa Fe Railroad. The Harvey Houses were set up at the railroad stations and offered fine dining in a nice establishment at a reasonable price. Trains extended their meal stops from 15 to 30 minutes so passengers would have time for a proper meal in a room set up for dining at the railroad station. Harvey eventually opened fine hotels on the same principles, at the stations where passengers could stop, stay over, and enjoy the wild west for a day or two.

Western Pacific

The Western Pacific was the last of the great transcontinental links to connect California with the rest of the nation. Upon it's completion in 1909, it linked the port town of Oakland with the Union Pacific Terminus at Salt Lake City. The route ran north of the Central Pacific, via the Feather River Canyon and Beckwourth Pass. The building of the Western Pacific occurred in an era much different from the time the Central Pacific built it's first transcontinental railroad. Western Pacific founders looked to tap into the wealth of freight and passenger cargo transportation coming across the Sierras, and there was popular support for the idea of adding some competition in the area of the Central Pacific, now merged with mighty Southern Pacific.

The builders of the Western Pacific did not have many of the advantages the builders of the first railroads in the West had. There were no generous land grants and subsidies like there had been in the early days of the Central Pacific, so all finances had to come from private investors and bonded indebtedness. The task of building the line was also much more costly than it had been for earlier railroads for a number of reasons. One cost was in the fair labor rates demanded by workers in the competitive market. The costs of laying the tracks was also more, and compounded by the fact that the Western Pacific had to erect a number of grade crossings over existing Central Pacific right of ways. In addition, a bond requirement had been imposed allowing the lines to be built at a slope of no more than a 1% grade. This limitation forced the builders to lay many more miles of track toward the same destination that their competitors had been able to reach in a steeper, more direct route.

However, the Western Pacific's chosen route had great benefits over the competitor. The Feather River Canyon had been observed as an "engineer's dream," with it's gentle curves and rises. Another big advantage the Western Pacific route had over the Central Pacific route was that it's highest pass, the Beckwith Pass, was 2,000 feet lower than the Central Pacific's Donner Pass, and so the Western Pacific route was much less prone to snow closures in winter.

With the running of the railroads by the Federal government during World War I, the Western Pacific was subject to a new requirement: the running of some paired tracks with the Southern Pacific, which later turned out to be beneficial for both railroads. In 1924, the Western Pacific and Southern Pacific voluntarily signed a 50-

year agreement to share certain tracks, opening up additional territory in the north for the Southern Pacific and branching out the coverage of the Western Pacific.[3]

The Short Lines

Between 1878 and 1888, railroad mainlines sprawled all over California and the West.[4] Any town wishing to keep up with the economy spawned by the railroads would somehow need to connect with the nearest main line in order to be linked with the rest of the country and the world. For these towns, the short lines were built. Railroad tracks were laid the shortest distance directly from the established lines to the towns being connected. By the turn of the century, it was the short line junction that kept the small town alive.

Consolidation of the Lines

The Big Four, under the name of the Southern Pacific, built their railroad empire in large part by buying up and forcing out many railroads which had been built in California. Not only did the Southern Pacific Company expand to absorb the small railroads like the Sacramento Valley Railroad, but it also took over or merged with major railroads, like it's first merger with the " Big Four" owned Central Pacific in

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[3] Spencer Crump. Western Pacific: The Railroad that was Built Too Late (Tab Books, 1964)

[4] Phyllis Zauner. The Train Whistle's Echo (Sonoma, CA, Zanel Publications, 1981), p. 32.

1870, perpetuating the strength of the monopoly wherever it could. By 1884, the "Big Four" empire consisted of nearly every mile of standard-gauge railroad in the state of California.[5] Inclusive in Southern Pacific Company ownership were Central Pacific, California Pacific, San Pablo & Tulare, Los Angeles & San Diego, Amador Branch, Los Angeles & Independence, Berkeley Branch, and the Sacramento Valley Railroad.[6] Other large railroads, to a lesser degree, had also expanded by taking over smaller existing ones.

Narrow Gauge

Narrow gauge railroads were built into territories where standard gauge would not have been able to maneuver. The narrow gauge could be built to make much sharper turns and steeper ascents: capabilities which were required to get into narrow mountainous mining and lumbering areas. Passenger service into these areas tended to be basic, but certainly did exist along with the simple stations to accommodate the passengers. It was the rich resources of the land that had drawn many emigrants since the Gold Rush of 1849 to make a living on what they could claim, as well as companies which were formed to capitalize on the resources. The narrow gauge railroads made

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[5] Wilson, Neill Co., and Frank J. Taylor. Southern Pacific: The Roaring Story of a Fighting Railroad (New York, McGraw-Hill Book Company, 1952), p. 56.

[6] Ibid., 66.

the export of products and natural resources possible, in quantities as fast as the land and laborers could produce.

Passenger Travel Through the Years

California's first railroad (1856) was built primarily to link the city of Sacramento with the town of Folsom, which was the stepping off point for stage and wagon connections east into Mother Lode Country. The building of the railroad made a great stride in the availability of relatively speedy transport of trade between miners and farmers in the foothills and the city of Sacramento. Standard coach travel was all that was required for passengers to ride the short train distance of 35 miles between Sacramento and Folsom. Steamboat travel made a further link west to San Francisco and the growing bay area. Similarly, other railroads which were built in the state over the next decade developed primarily as links between populous regions, within certain geographic areas. As with the Sacramento Valley Railroad, the early railroads generally served the economic needs of supply, trade, and local transportation as well as transportation within that region, but did not serve as a primary mode of long distance travel. The San Francisco and San Jose Railroad of 1864 linked the cities of a growing bay area, again accommodating relatively short-distance travelers with simple coach provisions. It was with the opening of the first transcontinental link and the ensuing connections across California and beyond that passenger service began to evolve at a pace that would keep up with and sometimes outdistance the railroad movement of the rest of the country.

Within a week of the 1869 meeting at Promontory, Utah, trains were carrying passengers from Omaha to Sacramento.[7] In 1870, the first full year of operation, nearly 150,000 passengers made the run to California. For the first time, Americans could actually see something of the West without making the arduous journey by covered wagon or boat which was previously ventured only be pioneers looking for a new life. By train, the trip from Omaha, Nebraska would only take four days. Now it would be an adventure to travel by train into Indian territory, whisk across the great plains at 40 mph, and climb the Sierra Nevada Mountains to ascend into the bounteous land of California.

By this time, the country was entering a phase of relative prosperity, and a new middle class had begun to emerge. Industrialization of the West had taken hold, and the transport of mass produced goods which had been made possible by the railroads had brought riches to the elite, and employment and availability of goods to the population. For most Americans, rail travel was accessible and affordable in some form.

During the 1880s, first class Pullman cars catered to the rich who could afford the luxury of fine dining and full sleeping accommodations. For the rest, the $80 second class coach fare bought them a seat in which to sit and sleep. Third class passengers, who paid $40 for their tickets, were accommodated by rows of benches in coaches which were often attached to freight cars. Within the third class ticket

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[7] Phyllis Zauner. The Train Whistle's Echo (Sonoma, CA, Zanel Publications, 1981), p. 24.

population, families and unmarried women were assigned to one car, single men to a second car, and Chinese to a third car.

The opening of the west by rail brought not only the well-to-do seeking an adventurous vacation, but also those less well-to-do who were looking for a place to settle and build a new life. Railroads in California expended their resources to actively promote and encourage new settlement in California where goods would be produced, especially farm goods, and rail transportation of those goods flourished. Railroad companies initially offered land holdings at low prices to prospective settlers (although prices were sometimes raised later with the market value). "Agricultural" trains brought potential settlers in to introduce them to the land, to espouse them to the rewards of farming, and later to teach them the latest techniques in how to develop the farmland. The fertile San Joaquin Valley was largely developed as a result of the settlement which was made possible by the railroads.

For the other type of traveler who sought California as a vacation destination, and who could afford more of the luxuries the railroads had to offer, the travel experience could be much different. The first successful sleeping car, "The Pioneer," had been introduced in 1865, born of the necessity of longer trips. The first Pullman car appeared in 1872, and during that decade, Pullman luxury reached it's peak. The Pullman staff, who were employed by the Pullman Co. rather than the railroad, strove to give their guests the best service and finest luxuries they could afford. Not only did the Pullman cars offer sleeping accommodations with fresh linen, changed every day, and fine dining freshly prepared by first-class chefs and served by waiters, but the

experience went beyond to the parlour car, which provided elegantly upholstered chairs, tastefully designed draperies, parqueted woods, and efficient washrooms.[8]

The typical transcontinental "hotel" train arriving in California after the six and a half days journey from New York, included three Pullman Palace parlor and sleeping cars, four Central Pacific Silver Palace sleeping cars (all with access to a dining car), two regular passenger cars (with no dining-car access) and a baggage car.[9]

Frank Leslie, publisher of the popular "Leslie's Illustrated Newspaper," made the journey to the west in 1877, along with a crew of writers, photographers, and artists. The publicized adventure boosted many Americans' enthusiasm to adventure into the American West. By the early 1880's, Americans bought a million tickets a year. [10]

Although the 1880s brought no great changes to the types of passenger service available, they did witness great changes in the availability and affordability of travel. It was the decade between 1878 and 1888 which saw the greatest expansion of railroads ever in the West.[11] Southern Pacific, which now included the former Central Pacific as well as other railroads which had sprung up and then been bought up or absorbed by

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[8] Phyllis Zauner. The Train Whistle's Echo (Sonoma, CA, Zanel Publications, 1981), p. 27.

[9] Wilson, Neill Co., and Frank J. Taylor. Southern Pacific: The Roaring Story of a Fighting Railroad (New York, McGraw-Hill Book Company, 1952)

[10] Phyllis Zauner. The Train Whistle's Echo (Sonoma, CA, Zanel Publications, 1981), p. 25.

[11] Ibid. p. 32.

the Southern Pacific, virtually owned the market on transportation in the west until the turn of the century when government regulation began to take effect. No other railroad at that time could begin to compete in the market with the extent of rails or economic power the Southern Pacific Company held.

It had been in the interest of the Southern Pacific to promote rail travel, and in some situations where there was the potential to bring new business, the railroad would even charge its costumers a reduced or subsidized rate. Business policy did dictate that in the areas of the market where business was locked in, the railroads would charge the highest rate the customers could bear without putting them out of business. Southern Pacific did take advantage of the monopoly they had worked so hard to maintain. That price policy changed instantly, though, when one railroad finally succeeded in breaking into the monopoly of the Southern Pacific: the Atchison, Topeka, and Santa Fe Railway (ATSF).

With the 1885 arrival in San Diego of California's third transcontinental link, the ATSF, the anticipated transcontinental rate wars began. At the beginning of 1885, a ticket between Kansas City and Los Angeles had sold for $70.[12] As the story goes, by early the next year, that same ticket sold for $1. A passenger ticket from Missouri to Los Angeles costing $125 in 1885 was reduced to $15.[13] The story may exaggerate

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[12] Ward McAfee. California's Railroad Era: 1850-1911 (San Marino, CA, Golden West Books, 1973), p. 190.

[13] Donald Duke and Stan Kestler. Santa Fe... Steel Rails Through California (San Marino, CA, Pacific Railroad Publications, 1963), p. 32.

the extent of the price cut, but makes the point of the cutthroat quality of the rate war. For California, the cheap transcontinental fares meant increased immigration, spurring a real estate boom in southern California, and adding to the prosperity of the state as a whole. "The interests of the railroad companies and the communities they serve are identical," said John C. Stubbs, General Traffic Manager of the Southern Pacific.[14] This idea appeared to be true at the time.

It followed that with the burgeoning population, and the expansion of the ATSF, freight and passenger rates around the state would drop. During the spring of 1887, thirteen new townsites were staked out between Los Angeles and San Bernardino.[15] That year, the ATSF expanded to cover much of the populated Southern California area. Dropping rates followed the northward expansion. As rates in the San Joaquin Valley began to fall, and with the assurance that the competition would continue, further development of the Valley was greatly encouraged. The ATSF eventually linked the San Joaquin Valley with San Francisco and the bay area as well.

It was the 1890's when the railroads began to look toward the first modernization of their trains and passenger service. ATSF's "California Limited " first arrived in Los Angeles from Chicago in 1892. The "California Limited" became the backbone of passenger travel on the Santa Fe until the advent of the modern

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[14] Ward McAfee. California's Railroad Era: 1850-1911 (San Marino, CA, Golden West Books, 1973), p. 191.

[15] Donald Duke and Stan Kestler. Santa Fe... Steel Rails Through California (San Marino, CA, Pacific Railroad Publications, 1963), p. 32.

stainless steel streamliners in the 1930s.[16] The Santa Fe limited it's faster lightweight train to seven through cars. They went on to tout the modern amenities of their "train of luxury" as " brilliantly lighted by electricity, generated from the axles of the moving cars. It is evenly heated throughout in cool weather, and ventilated by a new process which renews the air inside several times every hour. It should also be noted that the train has a car for nearly every travel need - sightseeing, sleeping, dining, reading, writing, smoking and social gatherings."[17]

Between 1897 and 1910, passenger traffic in California tripled, growing especially in urbanized areas as people began to commute to work and do business over a greater distance. The nature of the central city was changing as people were moving to the suburbs in search of space and tranquility. As regular commute traffic became more frequent during the first part of the new century, the average rail trip within California was around 75 miles.

California's population had reached 2.4 million by 1910, and the workforce was becoming increasingly skilled.[18] It was the Harriman era, between 1897 to 1915, which marked the peak of expansion in terminal facilities to accommodate the new

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[16] Donald Duke and Stan Kestler. Santa Fe... Steel Rails Through California (San Marino, CA, Pacific Railroad Publications, 1963), p. 60.

[17] Ibid. p. 70.

[18] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 67.

growth in passenger service.[19] E. H. Harriman was known for his new policies in doing business during this time as he took over leadership jointly for the Southern Pacific and Union Pacific Railroads. These railroads entered the 20th century with a great deal of growth behind them, and they required a more complex and mature way of doing business which made it seem that there would be no possibility of returning to the days of major monopoly.

California in the early part of the century was still growing rapidly, and major changes were taking place which would change the powerful position of the railroads forever. The population of California in 1910 was 2.4 million, 36% of which was rural. The new decade saw a general affluence of Californians brought about in no small part by the railroads. In 1914, 35% of the work force was oriented to personal services, professions, and government, and an additional 9% employed by the railroads.[20] The flow of wealthy tourists and migrants had also spurred development of luxury hotels, restaurants, and services.

Until 1910, the largest number of train passengers had been price sensitive, making their choice of travel based on economics. Luxury services, while they were charged at considerably higher rates, had also cost the railroads considerably, and did not equal in ridership or profits. The focus on price over luxury was about to change with the advent and spread of the automobile.

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[19] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 9.

[20] Ibid., p. 21.

Rural California began earlier than cities to make use of the automobile in their daily lives. Nothing could match the convenience of the automobile in reaching the remote destinations of rural territory. The popularity of the automobile in reaching rural destinations with relative affordability and ease caused the rural trains to be the first to decline.[21] Soon it followed that the automobile became not only convenient, but affordable for the many, and city people began to take advantage of the new freedom in travel that the car could offer. By 1910, over 36,000 automobiles were traveling the primitive roads of California.[22] Government funding which had once found generous subsidies for railroad development was now being concentrated on the development of new highways and roads.

In 1910, 71% of passenger service in California was intrastate.[23] Service was slow, averaging 20 to 25 mph, but comprehensive. That year, with railroads no longer able to compete with the automobile in cost or convenience, passenger service in California began a relative decline, and then began to drop rapidly in 1914. The faltering passenger business was given a temporary boost in 1915 from travelers destined for the Panama-California Exposition in San Diego and the Panama Pacific International Exposition in San Francisco, but the overall decline continued. Although

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[21] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 52.

[22] Ward McAfee. California's Railroad Era: 1850-1911 (San Marino, CA, Golden West Books, 1973), p. 234.

[23] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 25.

Americans were getting richer, there was a 70% decrease nationwide, from 1911 to 1917, in the amount passengers spent on trains.[24]

Railroads no longer monopolized passenger travel. They realized that they would have to offer a different appeal in order to win back passengers. Passenger were able and willing to spend more on travel, but they also had more choices. The railroads new strategy was to focus on luxury service. Such service would cost more to operate, but higher society could afford it, and this was the crowd the railroads desired to attract. Freight service was still going strong, and passenger service could be seen as an investment - a way to promote freight service.[25]

Another event took place in 1911 which had more of an effect on freight than passenger service. That was the year of the first successful attempt at railroad regulation by the state government. Under the leadership of California Governor Hiram Johnson, the California Railroad Commission was established, to be located in San Francisco away from the political influences which had foiled all attempts at real regulation until then in Sacramento. Governor Johnson had been the first successful politician to make a stand against the monopoly of the railroads. As a symbolic gesture, he travelled his campaign road by car rather than the traditional train.

With competition guaranteed by the automobile and the Railroad Commission, and with the progress of technology, the railroads did what they could to keep up. It

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[24] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 51.

[25] Ibid., p. 40.

was between 1910 and 1917 that major modernizations were made to the trains: wood coaches, dining and observation cars were replaced by new steel cars and strong locomotives which could pull them faster. The railroads believed the continuation of Pullmans was still necessary to attract the elite who owned automobiles.[26]

The Railway Age Gazette editorialized in 1914 that Pullman services, luxury trains, and the great marble temples serving as passenger terminals cost the industry dearly. John Droege echoed these views when he wrote "There are many reasons why the passenger business of American railroads does not pay; they nearly all come down to the simple fact that the American carriers, as far as passenger traffic is concerned, have ever made service their watchword instead of profits."[27]

Between 1911 and 1916, Santa Fe expanded its intra-California passenger service by 45 percent, even though the railroad was still losing money on passenger service[28] The 1910s saw continued competition in passenger service between the Southern Pacific and Santa Fe. The distance between the two population centers of Los Angeles and San Francisco warranted overnight passenger service. The Santa Fe's Saint and Angel Trains, which included comfortable coaches and sleeping accommodations, were introduced by Santa Fe in 1912, although they found it hard to

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[26] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 57.

[27] John Albert Droege. Passenger Terminals and Trains (New York, McGraw-Hill, 1916)

[28] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 58.

compete with the Southern Pacific's more direct route which was faster.

In 1917, at the beginning of World War I, the newly established U.S. Railroad Administration ordered railroads to eliminate nonessential passenger service. Railroads were ordered to make joint use of passenger terminals and city ticket offices, closing those made redundant by consolidation. They were also ordered to curtail the use of observation and dining cars and to cut out the operation of nonessential services. That year, the Santa Fe eliminated over half of it's California passenger service and passenger fares increased by 40%.[29] After World War I came unionization of workers and global competition, thus driving prices even higher.

The 1920s were a decade of prosperity for California. For the 3.6 million population of the state, the war was over, private control had been returned, and people were free to make their own choices again. At the same time, the popularity of the automobile was ever increasing, government funding was being shifted to highway improvements, and passenger travel by train continued to decrease.[30]

By 1920, the average trip for Santa Fe passengers had increased to 139 miles, an indication that people were no longer traveling as much by train for the short distance.[31] Short haul traffic was turning to the automobile. Price sensitive travelers were also determining the nature of the train trip as they opted for the economy and

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[29] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 59.

[30] Ibid., p. 61-65.

[31] Ibid., p. 70.

convenience of the automobile. Not only were private automobiles in competition for the economic crowd, but short and long distance buses were beginning to compete with the railroads for passenger travel as well.

With the automobile well established, the railroads needed to continually move forward in their thinking of what purpose the railroads would best serve for their passengers. One direction of focus was on the people, including a large population of business people, who travelled frequently between large cities and territories. Speed became more essential to this crowd rather than luxury. With new technology evolving in engines, railways were beginning to compete for speed.

The Chief, established in 1926, was ATSF's first prestige train advertised as "extra fast." The distance between Los Angeles and Chicago could be travelled in about 58 hours. Railroads continued to update their fleets with high capacity steel cars and luxury cars

Although the railroads looked toward the business traveler in hopes of attracting enough numbers to turn a profit, the railroads still did not neglect their elite travellers. During the 1920s, Southern Pacific and Santa Fe had the third and fourth largest Pullman fleets in the U.S.[32] Expensive city terminals were still being built to accommodate the Pullman passengers, although only a small percent of the passengers riding the trains were Pullman passengers. The trend of losing profits continued

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[32] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 45.

through the 1920's, and in 1928, the Southern Pacific was forced to discount their fares in order to compete with busses and automobiles.

California's population had reached 4.7 million by 1930, and the base had shifted from rural in nature to urban.[33] The average trip of Santa Fe passengers had once again increased to 292 miles, compared to 139 miles in 1920, once again indicating that short haul traffic was decreasing at a great rate, mainly due to competition from the automobile.[34] Passenger traffic was also decreasing drastically overall, in part due to the depression the country was experiencing. In 1933, the Southern Pacific passenger traffic was at only 14 percent of their 1920 levels, and the Santa Fe was at only 18% of it's 1920 levels.[35]

With the new emphasis on speed, Pullman users continued to decline.[36] In 1934, the Union Pacific came out with a new streamliner on fast schedules behind the first new diesel engine. Not far behind, in 1935, the Santa Fe secured a two-unit diesel locomotive to run their "Chief" train, and the following year in 1936 it was introduced as the new "Super Chief" which made the previous 58 hour journey between Los Angeles and Chicago in 39 hours and 45 minutes. In 1937, the new "Super Chief" engine was complemented by a fleet of streamlined passenger cars made of stainless

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[33] Gregory Lee Thompson. The American Passenger Train in the Motor Age: California's Railroad and Bus Industries (1990), p. 67.

[34] Ibid., p. 70.

[35] Ibid., p. 71.

[36] Ibid., p. 70.

steel. The new cars were about half the weight of the old steel ones, yet strong and steady. Air conditioning was another big selling point on the new cars.

The Railroad Station in the Community

"Most of the railway stations erected within recent years in American cities have some lesson to teach, some phase of transit conditions or social and economic development to mark."[37] Railroad stations in California, from their early days as a newfound link in the transcontinental network, to their later sophistication as "Gateways to the City," have played many roles in the development of communities around the state. The early years of railroads in the state saw the station as the center of the community. Telegraph service came through the stations carrying the news of the world, as well as the outgoing news of the community. Postal service in those days all came through the station, and travel for most people was also through the station. Many of the early stations were the most suitable place to hold a gathering on issues that concerned the community. Later, the station became the critical link in a much larger scheme of transportation which affected the way people worked and lived. For nearly a century, the railroad station was an important element in and reflection of the way communities operated in the state.

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[37] Harold D. Eberlin "Recent Railway Stations in American Cities," The Architectural Record (v. 36, n. 2, August, 1914), p 99.

California's earliest railroads of the 1850s and 1860s, before the transcontinental link, brought to the pioneering communities of the newly formed state the ability to transport goods within the local region, greatly enhancing their prospects for commercial trade. The railroads gave the rural population greater accessibility to the cities and the amenities which the cities offered. Towns were linked to cities where population density warranted railroad services. The link to the world beyond these local regions was still distant during these decades, and primarily carried by wagon-train, pony express, or steamship. Railroads were new to California, and even by the nation's standards, railroad station development was still in its very early stages. Usually, the simple "depot" served the purposes of pick-up and delivery of passengers and freight. Railroad stations and communities evolved together over time.

It was the great transcontinental link in 1869 which brought to the communities of California access to the rest of the nation, as well as to all the major developments which were taking place in the nation's new industrial age. Industry had revolutionized the way goods were being produced and distributed to the population. This brought a general prosperity to the economy of the nation. Not only did industry bring a tremendous growth in the availability of affordable goods to those who were within reach of railroad transportation, the movement of those goods fueled the fires of the transportation industry and propelled the sprawl of transportation networks into far-reaching territories faster than ever. During the 1870s and 1880s, railroad lines were being built throughout the state, and railroad builders were making the effort to connect every place which had the potential to bring good business to their line.

Communities vied to lure the railroad lines to their town, and railroads held it in their power to bring prosperity to the towns which were included, and stagnation was the fate of many of which were without the connection. Towns which had boomed on the prosperity of the gold rush within the previous few decades could quickly go bust if they were passed up by the railroads. Still other towns were newly founded on the building of railroad lines which charted unsettled territory, with the new towns often being named after railroad figures such as officials, their families, or even their alma maters.[38] Founders who knew the town needed the railroad connection to survive proposed these names as part of the lure to the companies. Since new towns were speculative in nature, having not yet established a form of government, and long before establishing colleges, mills, and factories, the willingness of the railroad company to make a seemingly risky investment was crucial. For this reason, the first station established in a new town might be a simple portable one which would later be replaced by a more permanently established one when the town was established well enough to survive. A railroad connection was the only way to bring inland communities into the new market which brought with it everything from items in the Sears' Catalogue to prefabricated buildings. Everything new which entered the town probably came through the railroad station.

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[38] H. Roger Grant. The Country Railroad Station in America (Sioux Falls, SD, Center for Western Studies, Augustana College, 1988), p. 69.

Multiple disciplines were required to run the station and an agent had to be multi-talented. The railroad station was the center where much of the town activity culminated. News of the nation, which came by telegraph, was received by the station agent, a highly respected man in the community.[39] When people had important communications to send out or receive quickly, the job was entrusted to the agent. During this period, it became common for the agent and his family to live at the station, often in a second story apartment, thereby putting him on duty 24 hours a day. As increasing train schedules made for arrival of passengers at all hours of the day and night, and as the cost of fire insurance increased greatly with the unattended station, the need for one agent to manage all aspects of station operations became imperative in the small town. Express services were also provided through the station, with the station agent often acting as express agent for companies such as Wells Fargo and American Express.[40]

As communities were becoming established enough to take an interest in their civic affairs, and strong enough to exert some influence on the situation of their stations, railroad companies began to respond to their concerns. There were a number of desirous qualities and services the people wanted to see, as well as some minimum standards which the public demanded and would complain about if not met by the

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[39] H. Roger Grant. The Country Railroad Station in America (Sioux Falls, SD, Center for Western Studies, Augustana College, 1988), p. 3-4.

[40] Ibid., p. 58.

railroads. "Good fires, comfortable places to sit and due respect to the decencies of life should belong to the place provided by the company where passengers must wait for trains," was the standard set by the Iowa Board of Railroad Commissioners in 1888.[41] This policy was a reflection of the type of problems being encountered in the west during that time, and the standard that should be maintained by the railroad companies. Early Railroad Commissions were limited in their authority to enforce these standards until after the turn of the century. For some communities, it would be a constant challenge to extract from the railroad companies a commitment to meet the requirements they desired for their stations.

Problems encountered in early stations helped to shape later station design and policy. Perhaps the earliest problem was that of the unattended station. While the station was open, there was the potential to attract transients and other undesirables who could make the place unpleasant and unsanitary for the waiting passengers. Additionally, the unattended station posed problems at night with the inconvenience and added danger to passengers who arrived when the station was closed. Fire danger was higher where no one was present, and the cost of fire insurance increased sharply in such circumstances. The solution to the problems inherent in the unattended station was found in the addition of living quarters to house a station agent. This took form in the "combination" station type.

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[41] H. Roger Grant. The Country Railroad Station in America (Sioux Falls, SD, Center for Western Studies, Augustana College, 1988), p. 14.

The issue of adequate station space was on the agenda of the community. "With the rapid growth of communities," wrote John Droege, "under such conditions the station has rarely retained its adequacy more than 25 or 30 years."[42] Size could be determined by other factors, such as whether the station also served nearby communities which had no station. Initially, station size was largely determined by guesswork, with the option of expanding or replacing stations as needed in the uncertain future.

Functionality of the station was no longer the only concern of communities as they grew and became more sophisticated. The station's architectural appearance was becoming something they took an interest in as the station represented their community to travelers. In the 19th century, railroads often utilized standard plans which were chosen simply by the capacity required for the size of community. The details could reflect architectural elements of the area which had developed around the station, sometimes bringing the station into uniformity with a favored architectural style of the community. Many of the buildings at the town center during that period had been built from standardized plans which allowed for some variations and individuality. During the 19th century, the most significant public buildings tended to develop around the station, which established the station as the hub of town. Those stations in rural areas had the potential for individual style, as noted in the later Craftsman Magazine: "Even

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[42] John Albert Droege. Passenger Terminals and Trains (New York, McGraw-Hill, 1916), p. 8.

in the rural districts... we find structures that possess delightfully picturesque quality, quite in keeping with their natural environment."[43]

Soon after the turn of the century, the fate of California communities was no longer singularly held in the hands of the railroads. Changes such as the growth of new railroad companies and the advent of the automobile brought competition to the industry which forced them to adopt more responsive business practices. It was now in the interest of the railroads to work with the communities in meeting their needs and desires. John Droege wrote in 1916, "The community does not hesitate to say that it would like the best station of similar cities and will say so through municipal officers, commercial organizations and newspapers."[44] It was during this period when communities took an active role in determining the outcome of their railroad stations. would be that the stations came to be known as the "Gateway to the City."[45]

The term of "gateway" denoted the potential for good as well as bad in the place where the city showed to most arrivals its strength or lack of character. As cities had been built up around the station, some of the types of development which followed were viewed as contributing to blight. Century Magazine wrote "Where a railway

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[43] "Architectural Beauty in the Civic Gateway of Today," The Craftsman (v. 28, n. 1, April 1915), p. 84.

[44] John Albert Droege. Passenger Terminals and Trains (New York, McGraw-Hill, 1916), p. 12.

[45] Harold D. Eberlin. "Recent Railway Stations in American Cities," The Architectural Record (v. 36, n. 2, August, 1914), p. 98-121.

passes through a town," wrote Century Magazine, " the community commonly presents its least attractive aspect... the noise, the smoke, the dust, and the cinders make property that borders a railway line undesirable for residential purposes... consequently it is left to the poorest sort of occupancy." Part of the undesirability of the surroundings was due to the railroad yard facilities which accompanied the station. After several decades of intensive development surrounding the station, the land surrounding the station had become central and therefore of prime value in its location and no longer suitable for railroad yard facilities. Many of the yards were removed during this period, and relocated away from the station in a more industrial area.[46] The situation appeared repeatedly as cities expanded in the beginning of the 20th century. From the close of the 19th century to the first World War, enormous growth of cities in the U.S. and consequent intensive development of downtown sections around the railroad station caused the importance of the station itself to be enhanced. The traditional service it provided as a distributor of goods had taken a backseat as major freight functions were relocated to less central locations.

With passenger travel in mind, communities began to focus on the impressions which would be made by travelers. "We know that... the mind of the visitor is keyed to a higher pitch than usual, and that the impressions made then will be more lasting

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[46] Talbot Hamlin, editor. Forms and Functions of Twentieth-Century Architecture (New York, Columbia University Press, 1952), p. 439.

than those gained on subsequent visits," wrote Architectural Record in 1914.[47] Century Magazine had voiced the idea earlier in a 1908 article that said "It is desirable for a community that it should make an agreeable first impression upon strangers. Through such impressions not a few are likely to form business or social connections with its people, and perhaps even be attracted to make the place their home."[48] The City Beautiful Movement was gaining popularity at the time and it was fitting that the evolution of the railroad station should be a part of the whole planning movement.[49] This movement also brought a new popularity to the style which it espoused for the city's civic buildings: the revival of classical proportions and detailing. Architectural beauty at the station was becoming of the utmost importance to civic boosters.

An article entitled "Architectural Beauty in the Civic Gateways,"[50] which came out in 1915, perhaps summarized the movement of the early 20th century best: "Within recent years, America has awakened to the importance of this phase of architectural engineering. As the network of shining steel has spread across our continent, like a huge cobweb, binding the cities, towns and villages by closer social

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[47] Harold D. Eberlin. "Recent Railway Stations in American Cities," The Architectural Record (v. 36, n. 2, August, 1914), p. 49.

[48] Sylvester Baxter. "The Railway Beautiful," The Century Magazine (v. 75, n. 6, April, 1908), p. 807.

[49] Harold D. Eberlin "Recent Railway Stations in American Cities," The Architectural Record (v. 36, n. 2, August, 1914), p. 51.

[50] "Architectural Beauty in the Civic Gateway of Today," The Craftsman (v. 28, n. 1, April 1915), p. 78-91.

and commercial ties, infusing new life into the rural districts, and cementing the interests of East and West, our stations have swiftly grown in number, size, and significance." The article went to say, "The growth of cities, the increase in population, the growing bulk of traffic involved problems of a more complex nature, the solution of which called forth all the genius of architect and engineer. Today, the erection of a successful city terminal represents an achievement of the greatest civic importance as well as the highest artistic skill. This has been due partly to the efforts of individual architects and real estate companies, and partly to the general awakening of public interest in city planning and civic improvement."[51]

Another big change in society, again made possible by rail transportation, was taking place during the early decades of the 20th century. Suburbs were being built for people who held jobs in the central city but wished to live at the outskirts where more space and comfort were available. In the beginning, this was made possible by the building of railroad lines which reached out into these suburbs. Later, the private automobile increased the independence of those who preferred to live in the suburbs and commute to work. It was the automobile that eventually played the biggest part in the downfall of passenger service in California.

For the first half of the century the railroads and the railroad station continued to play an important role in the way many Californians lived in and viewed their

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[51] "Architectural Beauty in the Civic Gateway of Today," The Craftsman (v. 28, n. 1, April 1915), p. 83.

community. The movement of troops through two world wars, as well as the greetings and farewells that went with them all happened at the station. Political candidates and movie stars made news as they passed through town by train and arrived at the station. Communities viewed their stations as a point of civic pride and continued their efforts to make the most of them.

In summary, railroads played a major role in the settlement and development of California, nearly from the beginning of the state's inception into the U.S. The earliest railroads in the 1850s carried passengers and goods within regions of the state that had developed to a level which warranted the building of a line and importing of locomotives and cars. The transcontinental link of 1869 brought the beginning of the boom in travel and settlement from across the U.S. into California. Expansion of the lines in the 1870s and 1880s created a network around the state and made development of many farmlands possible. During this period, passenger travel as a luxury became more accessible to many types of travellers, both intra-state and inter-state.

The turn of the century brought a turn in the needs of society and types of services the railroads provided. The advent of the automobile and the building of the suburbs had a marked influence on the way the railroads made appeals to the public. Basic travel was no longer needed by many automobile owners, so railroads marketed their appeal to those who would like the new luxuries the passenger trains could offer. Eventually, despite the efforts by railroads to appeal to patrons who could choose their mode of travel, modern progress won over the travelling public. Yet the days of

passenger travel are still a part of California's history, and as much a part of the way the state was built.

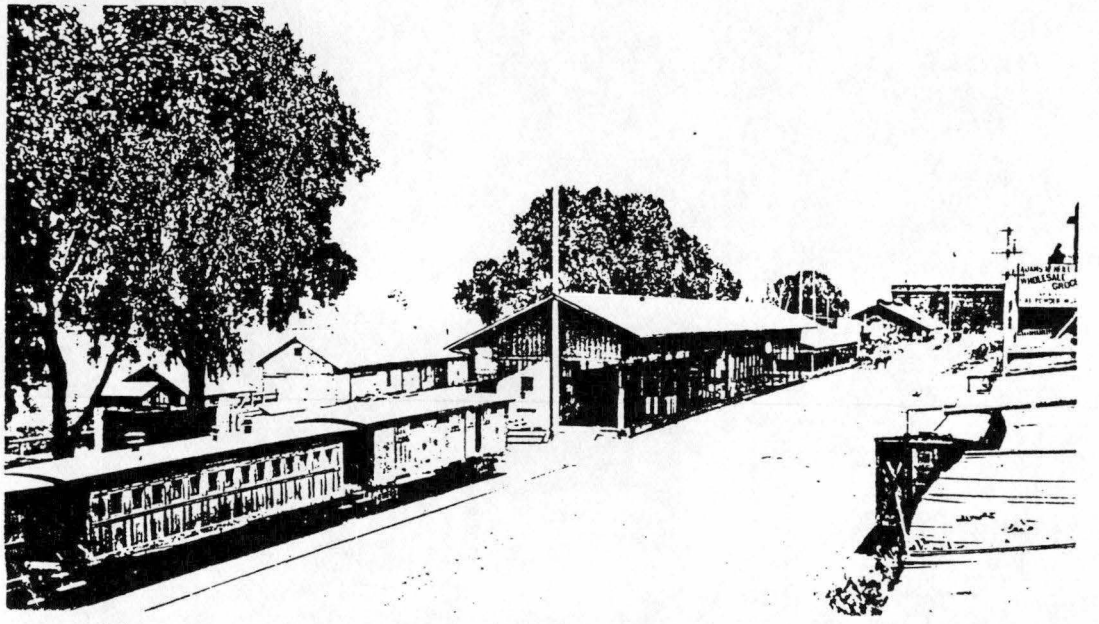

FIGURE 2.1 California's first railroad station, built by the Sacramento Valley Railroad. Early wood coaches can be seen to the left.

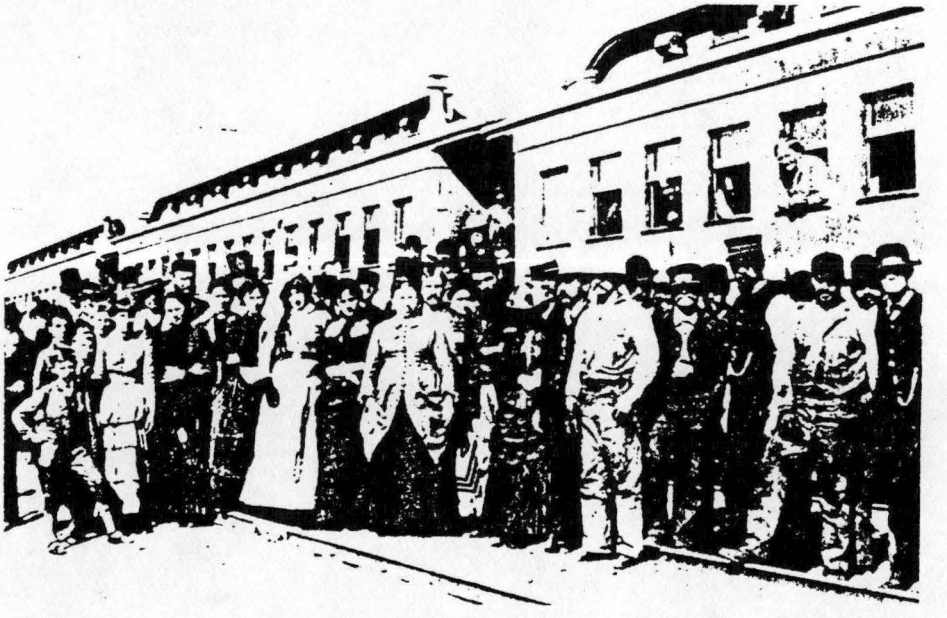

FIGURE 2.2 The 1880s brought the biggest boom in travel to California, both by rich tourists and prospective settlers.

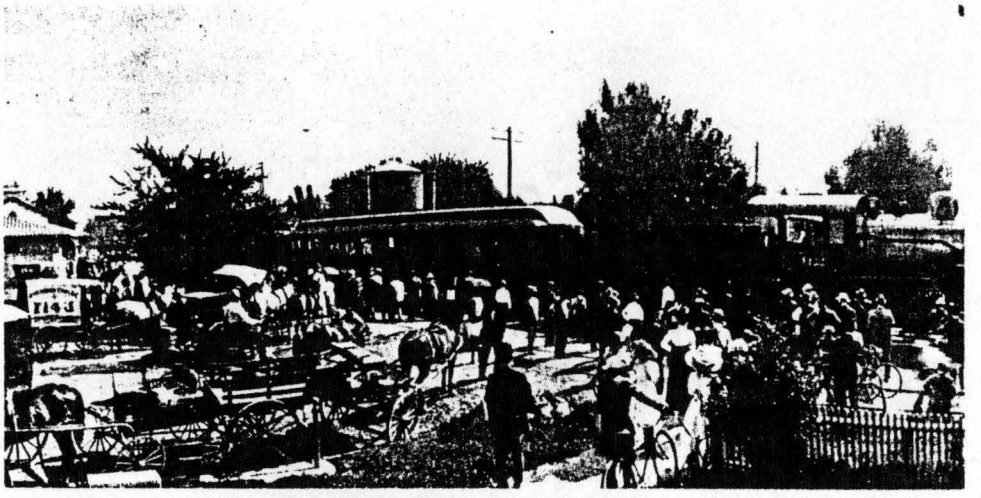

FIGURE 2.3 The Western Pacific Railroad Station in Sacramento circa. 1915 with activity in the railroad park.

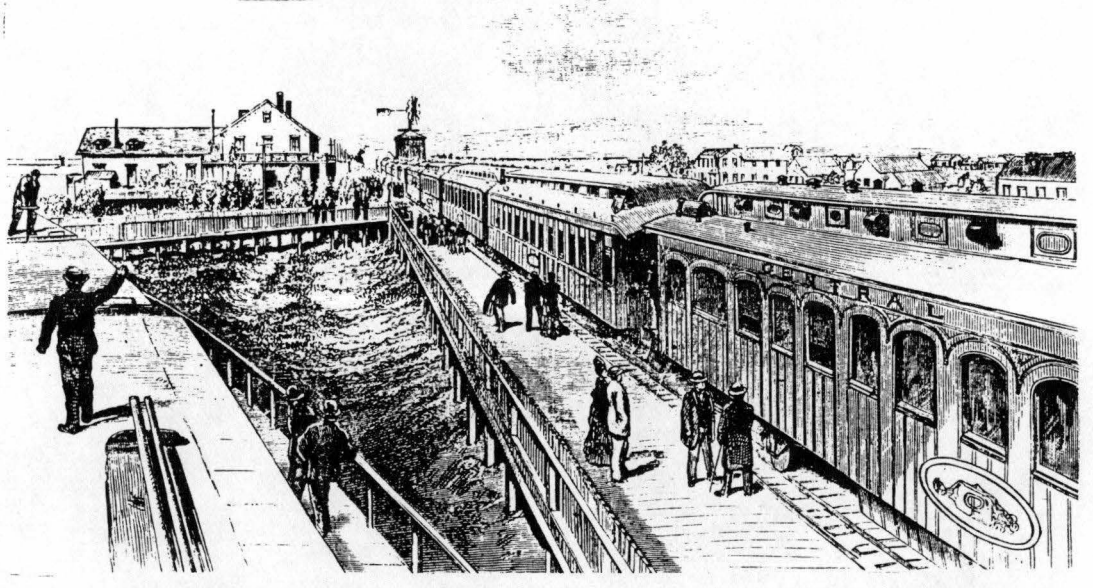

FIGURE 2.4 Lathrop Station in the Central Valley in 1875.

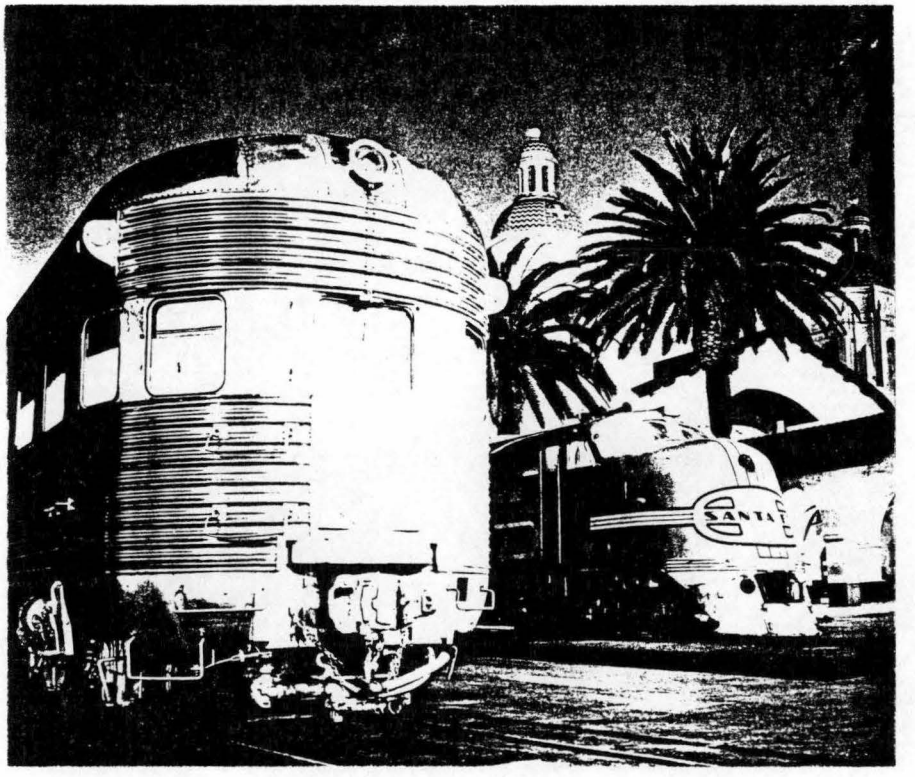

FIGURE 2.5 In the 1930s, the sleek stainless steel cars were first introduced by the Santa Fe Railway.

FIGURE 2.6 Carlsbad Railroad Station in a scene where land was auctioned to homebuyers from the platform.

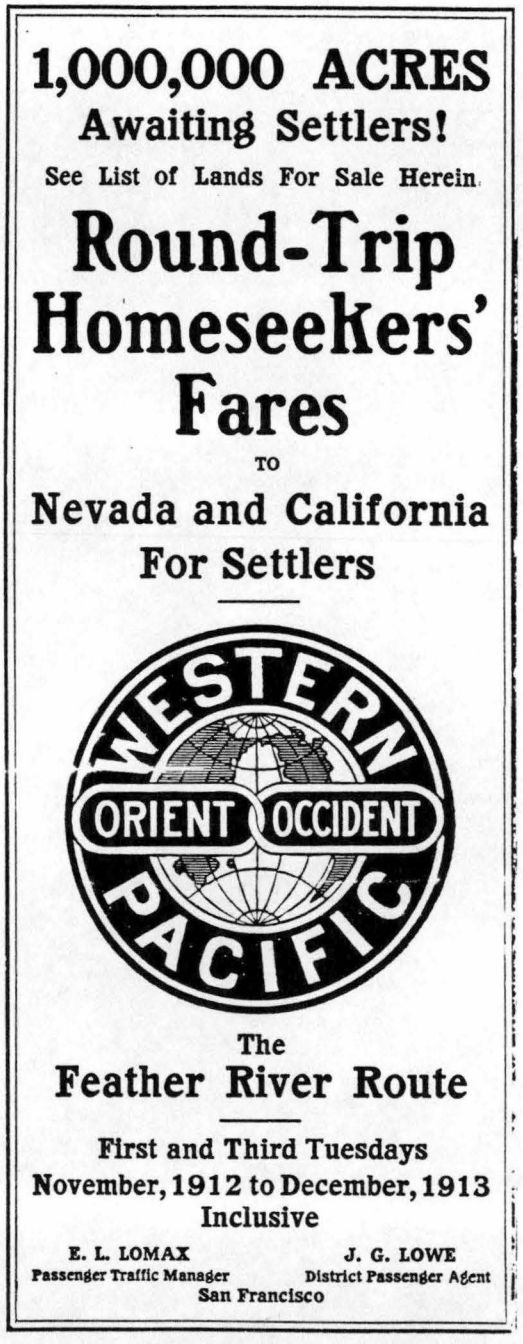

FIGURE 2.7 The lure of California for prospective settlers continued and the Western Pacific sought to tap into the market.

CHAPTER III

FUNCTION AND LAYOUT OF THE RAILROAD STATION

Evolution of the Station

> "It is wise to remember that terminal building has not yet been nor ever will be reduced to a science as long as railroads and communities have an individuality worthy of the name."[52]

Railroad stations in California were first built to serve a function for which there was very little precedent. Railroad stations in the nation as a whole were only a few decades old at the time when California's first railroad was built in the 1850s. Stations in Europe, although some had by that time been established for nearly half a century, offered little comparison in circumstance to the remote territories and conditions of the American west.

The train station in California has evolved from the simple rural one-room "depot", to the complex multi-functional layout of the large 20th century urban city stations. However, many of the basic underlying principles which the 19th century stations developed have influenced the layout of 20th century stations. Twentieth

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[52] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 20.

century requirements and technologies were often integrated into earlier stations that were designed to grow with their communities. In fact, many of the smaller 19th century stations have remained the most efficient and appropriate mode for the rural communities.

Planning for the Station

Location

Initial to the planning of a station was the determination of its location. Stations in the early developing towns were often a factor which determined the civic center, while other businesses built up around them. Stations located in existing towns, however, required more choices to determine as efficient a location as possible. The goal in the sizable towns was to distribute passengers to a central location from where they could connect with other transportation or have easy access to the downtown business district. Because of the high market value of the 20th century city center, freight facilities were located further down the tracks, along land not so prime but convenient to industry.

Early stations were built with no real knowledge of whether they would become obsolete with the growth of the community in the near future. By the early 20th century, though, railroads had learned from experience to anticipate the growth, and made the effort to size the stations accordingly in order to meet future capacity requirements. Whether the land at the current center of town would still be the center

as the city spread was also speculative in an uncertain future. The fact that it could change led railroads not to speculate too far into the future. John Droege suggested in 1916 that 20 years would be a good amount of time to plan for.[53]

Placement of the station on one side of the single track was determined by the side from which most patrons came through the station and while boarding the trains.[54] Crossing the tracks to board the train carried with it potential dangers and was minimized to the extent possible. Placement of the station along two or more tracks over which passengers must cross was determined by the side from which the most passengers board trains since those passengers were the ones to use the waiting room. Therefore, within a certain distance of urban centers, stations were best placed on the right-hand side of the tracks, in the direction of traffic.

Size

Determining size was another important factor in the planning of the future station. In the beginning, the size was determined largely by speculation. It was very difficult to anticipate in such a growing state to what extent railroad passenger service might grow. Stations were built with the realization that they would need to be modified or replaced to meet future increased demands. Combination stations were

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[53] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 21.

[54] ibid. p. 255.

especially designed with this in mind, with plans allowing for extension of the main station components.

The actual design stage of the process began when the architect received the survey of the station grounds, and a statement of the amount appropriated for the buildings. Since the railroad station fell into the "semi-public" category, the architect was required to work with civic leaders, and later city planners in meeting the desires of the city. Safety was one important issue in the early 20th century, and was taken very seriously by the public as the density at the city center increased. The popular demand was for "safety, first, last and all the time."[55] Local building ordinances sometimes required grade separations upon approach to the station. Occasionally, when the tracks had been raised to separate the railroads from street traffic, the station was built on a hill or in some way raised to meet the high tracks. Crossing safety was also addressed at the station with the institution of overhead walkways or underpasses.[56]

Identification

By the 1870s, some general purposes and principles of how the station should function had begun to form. Early on came the recognition that the station should be easily identifiable as a station. "In outward design, the building should show clearly

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[55] Beach, W.W. "Railway Stations of Moderate Size," The Architectural Forum, April, 1926, p. 251-272.

[56] Cavilier, Julian. North American Railroad Stations. South Brunswick, A.S. Barnes, 1979, p. 10.

the main functions of the station," wrote John Droege. "The main waiting room should be evident from the exterior...The proper entrances for patrons should be readily recognized and marked architecturally so that traffic will instinctively enter and depart from the building at the proper places and the move is quickest and most direct in manner."[57] Wide-overhanging eaves and the bay window were among the basic features that give the early station its character. Many other architectural elements would later come to be associated with the railroad station. "Passenger terminal design in the U.S. has been characterized by the use of wide areas and of a very general tendency toward massiveness," wrote Droege. "It is fair to say that more waiting space is necessary in particular American stations because trains are not so frequent."[58]

Aesthetic Requirements

Aesthetic requirements tended to play a much bigger role in 20th century station design than in that of their 19th century antecedents, partly due to the appeal toward society's elite, partly due to competition with the automobile and other railroads, and partly due to pressures from an increasingly civic-minded society. The aesthetic presence of the station was no longer secondary to the basic functioning role, but took on a greater significance relative to function requirements. The ideal working situation for the design of a new station was one in which the architect worked with the railroad

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[57] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 22.

[58] ibid. p. 8.

staff, combining efficiency and artistic aspirations. Due to the complexity of 20th century station requirements, the architect had to pull together a number of participants, working with those who understood each area that would be a part of the station design. "Since the architect's point of view must include building economics, rental prospects, planning, and a feeling for the substantial values that can be created - or permanently lost - in the course of any sizable terminal project, the architectural contribution is complimentary to that of the railroad technical staff, which is likely to view the project predominantly from the angle of operating efficiency."[59] The architect might be either a member of the railroad staff or commissioned from the outside, as many accomplished architects were.

The 19th Century Station

Operations

Operations in even the smallest, simplest station generally required a station agent who was available at all times. Agent's quarters were commonly built onto the station to ensure this. With the numerous services offered by the railroad stations of the 19th century, the station agent had to be multi-talented to manage all the aspects of station operations. The small station was designed with this lone agent in mind. Even as late as 1952, it was noted that "the old style of services around the waiting room still

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[59] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 448.

work in small towns with the ticket agent supervising from his wicket."[60] With such supervisory duties, the office where the agent spent most of his time was centrally located, opening on one side into the waiting room where patrons could purchase tickets, check baggage (preferably from inside rather than outside, although some early stations provided baggage service from the platform), send and receive telegrams and express, and request information. Access to the freight room for the agent was through the other side of the office, opposite the window to the waiting room. The agent's entry to the office was ideally placed other than through the waiting room An office bay window at trackside allowed the agent to view oncoming trains so that he could announce to waiting patrons the pending arrival.

Layout: Relationship of Parts

Plans for the small station were recommended by the American Railway Engineering Association to include a waiting room, a women's retiring room, toilets, ticket and telegraph offices and a baggage room.[61] The association offered some standardized plans as examples. For the small station, the hub of the building was the general waiting room, around which were grouped features which the traveler easily

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[60] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 457.

[61] Beach, W.W. "Railway Stations of Moderate Size," The Architectural Forum, April, 1926, p. 253.

accessed.[62] In planning for this logical relationship of the facilities, keeping clear the axis which led to the trains was most important.

This axis was the direct route for passengers who wished to board the train directly, being able to enter the station, purchase a ticket, check their luggage, and move to the platform without delay or backtracking. The longer axis running parallel to the tracks could accommodate the various secondary facilities including the waiting area and restrooms. "The various facilities are placed as nearly as possible in a natural sequence along the routes from the entrances of the station to the platforms and trains. The layout should be such that there will be no obstruction to free and easy movements by the shortest possible lines between the streets and trains."[63]

The Combination Station

During the 19th century, the most common type of station was the passenger station combined with a freight depot. It was designed to house passengers, freight, and train control under one roof. This type of station usually contained a waiting room at the end, while the middle area housed an office, nearly always with attached bay window. The office provided space for bookkeeping and services to the public, a bay window for visibility to the track, and the operator's table on which were located the

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[62] Beach, W.W. "Railway Stations of Moderate Size," The Architectural Forum, April, 1926, p. 255.

[63] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 22.

telegraph key. The other end of the station housed freight, along with the attached wooden platform.[64] This setup continued to work nicely for rural communities in the 20th century during the same time when larger cities were tending to separate their freight facilities to a less central location.

Guidelines to build a combination station were offered by a resource known as "Buildings and Structures of American Railroads: A Reference Book for Railroad Managers, Superintendents, Master Mechanics, Engineers, Architects, and Students," written by Walter Gilman Berg This guide stated that combination stations "should be used on railroads at locations so of minor importance where the amount of freight or the volume of the passenger business does not warrant the construction of a separate freight-house or a separate passenger depot."[65]

In the case of combination stations, railroads made extensive use of standardized plans, which were gaining acceptance in both public and private buildings at the time. The industrial revolution, with all it's efficiencies, had made the widespread use of common plans possible. Standardization of the railroad gauge to 4' 8 1/2", standard time zones, and the regularization of playing rules for the national pastime, baseball, had also recently been established.

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[64] Grant, H. Roger. The Country Railroad Station in America. Sioux Falls, SD, Center for Western Studies, Augustana College, 1988, p. 22.

[65] ibid., p. 20-21.

Berg's survey indicated that in the late 19th Century, railroads used standardized plans as much as possible. Although standard plans were used extensively, some modification was inevitable because of varying community needs for freight service, passenger business, baggage, express, telegraph, and agent's dwelling purposes. The plans were economical yet allowed for variation of details, with flexibility for additions or modifications. The idea of enabling an agent to efficiently run both the passenger and freight areas of railroad service could be accommodated with the combination layout. Thus, the freight area was directly connected to the passenger facilities for easy access. The chief drawback to this arrangement was that a fire could spread through the connected facilities. For this reason, combination stations were sometimes built with a separation so that a fire would not destroy both the passenger and freight portions of the station. In this case, if a fire did occur, operations could be transferred temporarily to the remaining portion while the burnt portion was repaired or rebuilt.

The 20th Century Station

New Requirements

With the 20th century new requirements were added to the basic ones which were already being met by existing railroad stations. An increasingly complex society and a growing population changed the way people lived in the early 20th century. New technologies, including the automobile and telephone hastened many of these

changes. As the suburbs grew, a population was embarking on a daily commute, and their needs were different from the long-haul traveler. This variety in patronage even included a "large increase in the number of theatrical acts and plays traveling from town to town has [which has] made it necessary for carriers to provide extra facilities for handling property."[66]

In the new age, trains were becoming faster and more reliable. Railroads made an effort to appeal to society's elite, and thereby imposed certain ideas on design of the stations. Connections with new forms of other transportation including the automobile, streetcar, and bus required the efficient movement of traffic beyond the station grounds.[67]

New materials also appealed to station designers, both for style and durability. Materials such as terrazzo, marble, glass, and metal worked well for the passenger station. "Because of the transient use of railroad buildings by people of all kinds of habits and levels of culture, indestructibility and ease of maintenance are probably more important in stations that in most other structures.[68]

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[66] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 231.

[67] ibid. p. 18.

[68] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 49.

Relationship of Parts

The basic elements established in the 19th century station still determined the general layout of the 20th century station. Twentieth century elements were interlocked with this scheme in the appropriate place. "Megalomania" was the term coined by author Carl Meeds to the period between 1890 and 1914. Meeds observed that no radically new principle of station planning appeared.[69] "There are certain facilities that of necessity must be incorporated in the important terminal," wrote John Droege in 1916. "Included are a waiting room, baggage and express rooms, a parcel check room, ticket offices, retiring rooms and toilets. Provision is usually made also for telephone booths, a boot-black stand, a cigar, candy and news counter, a barber shop and various similar facilities, the number depending partly upon the demand for such facilities."[70] While it was still fundamentally necessary for the ticket office, gate, and parcel check to be along the shortest route to the trains. Other areas, such as retiring and eating rooms, which were provided for patrons who had leisure time, could be located along the concourse or platform.[71]

The essence of early 20th century station building was summarized very nicely in 1914 by Architectural Record Magazine: "Certain principles of the railroad station

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[69] Meeds, Carl Louis Vanderslice. The Railroad Station: An Architectural History. Newhaven, Yale University Press, 1956, p. 111.

[70] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 20.

[71] ibid., p. 255.

have been gaining clearer definition and acceptance. Because of the large proportion of purely engineering work involved in their plan, it becomes necessary to regard railroad stations in dual capacity, as in the first place, a satisfactory solution of wholly practical requirements, and in the second place, fitting embodiments of artistic conception.[72] The author went on to list and summarize each of the underlying principles.

1. Close economy
2. Direct communication and facility of circulation
3. Convenient arrangement and economy of space
4. Architectural responsibility
5. Just expression of architectural purpose
6. Congruity with surroundings

Station Elements

The Waiting Room

Central to the plan of the passenger station was the waiting room, "...the most important feature - the great living room through which all the patrons must pass and about which all other rooms are placed," wrote Droege. "It provides seats and adjacent subsidiary rooms for comfort. If through business predominates, space must be large

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[72] Eberlin, Harold D. "Recent Railway Stations in American Cities," The Architectural Record, vXXXVI, n2, August, 1914, p. 105.

where trains are infrequent and waits long."[73] Unlike other station areas, the layout of the waiting room did not change much with the changing times. Although stations did increase in size and monumentality during the early 20th century, the waiting room did not grow in size proportionately. A greater frequency of trains made the wait reliably shorter, and kept patrons moving through the station rather than spending significant time in the waiting room.[74]

Concourse

The area just outside the station walls, usually a sheltered walkway next to the train platforms, was called the concourse. The function of the concourse was to channel traffic between the street and trains. Although not as appealing as the waiting room, the concourse offered some of the same concessions and amenities needed by patrons who did not have time to go through the waiting room. Being partially outside, the concourse could not be maintained to the same standards of cleanliness as the interior. The concourse was susceptible to smoke and dust from the trains and to the weather.

Interlocking Tower

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[73] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 23.

[74] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 45.

As the name implies, the interlocking tower was a place from which train traffic was observed and controlled. A few stations in California were built with a separate interlocking tower. Most stations made other accommodations for observation of trains, such as incorporating a tower or bay window into the station. Manning two separate buildings in a small town would have been unfeasible. Still, relics often remain, both in actual interlocking towers, and in the allusion to the interlocking tower which is incorporated into some station architecture.[75]

Stationmaster's Quarters

Combination stations often provided living quarters for a stationmaster who was available to man the station 24 hours a day. Apartment space built into the second story served this purpose for many stations. The upstairs had special advantages in cases where families lived at the station with the agent because separation from the mainstream of business provided more privacy for the family and less intrusion on the patrons. Railroads preferred to hire married agents with families since they viewed them as "more stable and responsible and as better community representatives."[76]

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[75] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 469.

[76] Grant, H. Roger. The Country Railroad Station in America. Sioux Falls, SD, Center for Western Studies, Augustana College, 1988, p. 70.

Ticket Office

The ticket office was a vital link in the operation of passenger services through the station, and every effort was made to make it easily accessible. Early ideas about placement of ticket offices in small stations located them centrally between the entry to the station and the trains. Occasionally, tickets were sold through an outside office as well. Ease of access became more critical as stations grew in size. Not only was placement along the most direct line of traffic, but visibility was a factor as well. Windows and signs needed to be placed in clear view, and where waiting lines of people could obstruct the general thoroughfares. It was common to place ticket windows on the opposite side of the room from the platforms. For the sake of the passengers' peace of mind, a clock was in plain view while they waited to purchase tickets. Droege suggested that in the interest of providing friendly service to patrons, "It is a well known fact that employees are more pleasant and cheerful while working amid agreeable surrounding, so the ticket office should be placed where it will have natural light and avoid drafts."[77]

The actual window where tickets were purchased was in the early days set up to be secure and convenient. Generally, it was narrow, optimally 2 feet 3 inches wide. The window and counter were wide enough at the outside to keep passengers at a

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[77] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 208.

distance, and narrow enough to keep tickets and change behind the grill.[78] Later on, open counters were utilized for ticket transactions with counters which were made of marble and glass for durability rather than the traditional wood. The size of the ticket office did not grow proportionately with the growth in ticket sales in the early 20th century because more efficient methods of ticket sales were being adopted, including, after World War I, the use of the telephone for making reservations.[79]

Baggage Checking

Early stations set up their baggage check near the track as it was convenient for passengers and handlers alike, but in late 19th and 20th century travel, as schedules tightened, it became necessary to check baggage at the ticket window, combining ticket and baggage transactions into one. Baggage was then routed directly into the baggage room to be loaded onto the train.

Women's Restroom

While the women's restroom offered a facility obviously required by the public, a women's retiring room provided a place where women could go, especially with small children, to be out of the line of traffic and gain more privacy. This room was

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[78] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 209.

[79] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 445.

located adjacent to the women's restrooms. "Women's retiring rooms should be decorated to conform with restrooms, furnished with easy chairs, lounges, and (for larger stations) with a matron in attendance."[80]

Men's Smoking Rooms

A relic of the Victorian era which could still be seen in the 20th Century was the men's smoking room. The area, usually adjacent to the men's restrooms, provided a place where men could go to retire and smoke. Perhaps more for the other patrons than for the men, this also kept the smoke out of the main waiting area. For some, it was "desirable to get them [the men] off the main floor."[81]

Concessions

Concessions became a standard passenger station fixture in the 20th century station. The 19th century stations had offered only a few services and goods, but in the 20th century, the services concessions offered increased markedly. The most successful concessions were those that provided the greatest convenience to the traveling public, especially those helpful to outsiders or those passing through. Telephone and telegraph, tobacco stands, news stands, apothecary stores, and furnishing stores were typical. Restaurants and cafes certainly had their place with the

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[80] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 26.

[81] ibid., p. 25.

traveling public. The well-planned station could also make its concession spaces a good source for revenue.[82]

Information Booth

Provisions for schedules and other tourist or railroad information could save the station or ticket agent from having to provide the information at the ticket window while other patrons were waiting in line. Where possible, an information booth was to be centrally located in order to be visible and helpful.

Heating and Ventilation

Early stations used a heating system most common method to the era, a stove usually located at the center of the room. New ideas for distributing heat more efficiently and comfortably followed in the early 20th century. Architectural Record commented in 1914 that, "It is not so long since a very small railway station had in its middle a fiery furnace that under favorable conditions gave out sufficient heat to make the room in which it stood as comfortable as the home of the fiends incarnate. Now small stations use stoves, but medium stations use steam or hot water plants. Heating plants are sometimes located in the basement, but may also be placed in the baggage

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[82] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 448.

room or freight room."[83] Even more sophisticated and direct was the heating system invented by the railroads and used at the more major stations which blew heated air directly from radiators at the back of or in between benches where the passengers waited.[84]

Good ventilation was desirable, especially in the hot climates of California. Some stations devoted half of their waiting space to open air arcades where patrons could wait in pleasant weather. Ventilation was needed because of the prevalence of smoking among patrons. Although a few trains sheds (enclosures fully covering the tracks and trains) were built in California, the idea of the train shed was already losing popularity by the time California's big station building era was taking place. Places where the shed had dominated railroad station architecture were discovering that the enclosure tended to trap all the incendiary matter put out by the trains. The few trains sheds originally built in California were later replaced by stations with the modern concept of shelter, whether simple open canopies that could cover the boarding area but let the air circulate.

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[83] Eberlin, Harold D. "Recent Railway Stations in American Cities," The Architectural Record, vXXXVI, n2, August, 1914, p. 265.

[84] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 38.

Food Concessions

Dining rooms and lunch counters were considered if passengers could not watch for the arrival of their trains. Placement of the eating establishment was best in plain view of the platforms. Usually outgoing or continuing passengers used these facilities, although some restaurants also aspired to attract the non-traveling public. The Harvey House Dining Rooms began as a fine dining establishment offering passengers a fast meal at a reasonable price. As Harvey's reputation grew, local residents also came to the station to experience Harvey House Dining. For the patron on the move, "quick lunch counter" became "an indispensable part of the American commissary, in addition to a basket lunch room."[85]

Maintenance

Most stations of the 19th century were built entirely of wood. which was subject to wear and even abuse by a transient population of users. Over time, the station could appear worn and ragged. Materials which would address the issue of easy maintenance and cleaning were recommended, especially in the larger stations, in the 20th century. "Slate, glazed tile, marble or granite are the best materials for walls," wrote Droege,

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[85] Droege, John Albert. Passenger Terminals and Trains. New York, McGraw-Hill, 1916, p. 28.

"Asphalt slate, grandlithic or other hard substance for flooring withstand wear and clean easily."[86]

Platforms

Platforms were developed to minimize the climb up to the train. Not all stations had platforms, but those early California stations which did usually provided a board walk, extending the length of the passenger portion of the train. Platforms for loading freight at combination station were usually at a higher level, adjacent to the freight room. One of the results of the longer trains being operated in the 20th century was the lengthening of platforms to meet the trains, and the addition of the concourse.[87]

Summary

Railroad stations in California developed and changed with the changing times of a state that was booming during 100 years between the mid-19th and mid-20th centuries. The earliest stations were very simple and mainly a product of the most basic requirements. They gave minimal shelter to passengers and housed freight as needed. Later in the 19th century, as railroads were expanding around the state, the demand for railroad passenger service forced the stations to expand to meet additional

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[86] ibid., p. 29.

[87] Hamlin, Talbot, editor. Forms and Functions of Twentieth-Century Architecture. New York, Columbia University Press, 1952, p. 437.

needs. The railroad station had become the link to the outside world, and as communities took an interest, conditions of the stations improved.

The 20th century station was founded on principles quite different from the 19th century station. While the 19th century station took its shape in direct response to the demands and needs of a traveling public that relied on the railroads, the 20th century station took its shape in response to a public who no longer relied completely on the railroads, and the people who had the opportunity to chose their mode of travel. Other developments in the 20th century also influenced station design, including the amount of daily commuter traffic that come to use the station.

To see a 19th century railroad station in California is see a reflection of the railroads' response to a society that was booming in growth and settlement, mainly due to the growth of the railroads. To see a 20th century station in California is to see a station the was maturing and developing to meet the requirements of a more sophisticated society. The tables had turned around the turn of the century, and the railroads relied on the people to make a success of railroad passenger service.

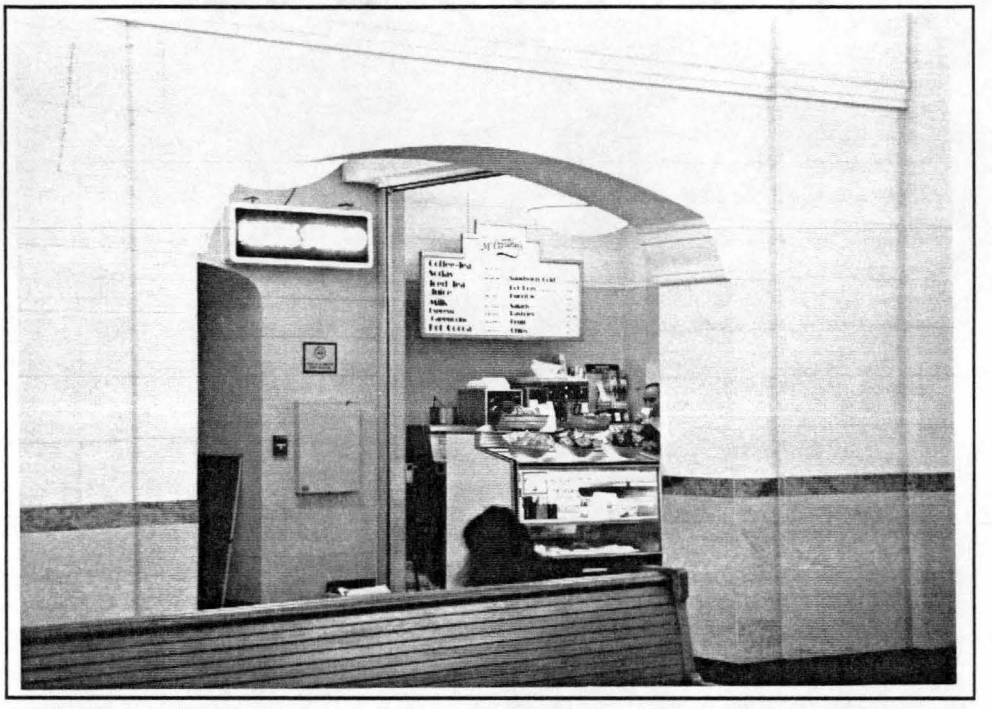

PHOTO 3.1 Concessions at Southern Pacific Station, San Jose (1934)

PHOTO 3.2 Subway to the trains, San Jose railroad station

CHAPTER IV

STYLE

Attempting to understand the style of a railroad station can serve a very useful purpose. What can be seen in the style of a station can help in understanding the history which brought the station about, and can help the observer gain a sense of appreciation for what the station evokes in its architectural and functional design. Even though no category can perfectly describe any station, looking at a general category can be the first step in seeing how the station relates to other stations of its time. It can be a stepping off point in the right direction to learn more about stations of the type as well as the specific station.

There are a number of sources that could be used for a comparative study, but the best resource that gives enough detail about individual stations, and appears to be relatively up-to-date, is the inventory of historic resources listed with the California State Office of Historic Preservation (OHP). The main body of work available is the survey listings conducted by locality. National Register listings and some Section 106 Review documentation are available, as well as California Landmarks and Points of Interest. In all, over 150 railroad stations can be found listed with OHP. Of this, approximately 100 files contain enough information to make a determination of style.

This 100 is the group used here for a comparative study. A 1989 survey done by the "National Railroad Station Historical Society" suggests that there are over 250 railroad stations and railroad related buildings still existing in California, so the 100 which have fortunately been listed with OHP are at this time only representative.

This chapter is set up to help identify the broad categories of station types. The overview of each station type gives a sketch of the period, development, and style which are reflected in each station type, as well as characteristics of style which help to identify the station type. These characteristics are important to note because they are the most critical elements to preserve in maintaining the historic character and integrity of the station. Prototypes of existing stations are documented, along with a listing of stations in that style which are on file with OHP.

Classification: Early Wood Frame

Period of Association

Beginning in the 1850's with the advent of railroads in California, ending with the turn of the century, and largely comprising the boom of railroad building in the 1880s and 1890s.

Development of the Style

When railroads first came to California in the 1850s, railroad development in the nation as a whole was still in its infancy, as was the development of a particular American style of railroad station. The earliest stations of the west were simple sheds. Sometimes the functions of the station were carried out by another business which acted as agent for the particular railroad. Soon after, when the transcontinental link of 1864 opened up the west and industrialization was brought standardization to many aspects of business. The railroad business developed standard stock plans and established simple stations from these plans along the lesser established routes. These simple and inexpensive wood frame stations were often intended to last only until the business would outgrow them, estimated to be about 20 years, and the successful ones would then be replaced with larger, more permanent stations. With the 1870s and 1880s came the biggest boom both in railroad building in the west and interstate business, resulting in the first phase of replacements and the building of many new stations.

The majority of early wood frame railroad stations existing in California today emanate from this period between the 1870s and 1880s when the majority of stations in California were built. Within these two decades the wood frame station of the west began to take the shape of what was distinctively recognized as a railroad station. The functions of the station were becoming more clear and business could justify the type of architecture to accommodate these plans. The most readily available and economical material was wood, and the most economic way to constructing the new stations continued to be to build them of wood frame. A vast majority of the stations which remain from 19th Century California are of wood frame construction.

There is perhaps more variation in the style of wood frame stations covering this period of 19th century station building in California, but many fundamental characteristics are found in common among the stations. The variations are largely in the details. The simplest station may be decorated with no more than its horizontal wood siding, yet it draws it's distinction from its overall form. The more elaborate station may exhibit details of turned balusters and gingerbread ornamentation, serving little more than to display the tastes of those who brought about the building of the station. The period encompasses the Victorian years including that of the Queen Anne, Eastlake, and Italianate styles, so where fashion was important, the station was apt to show a reflection of a high style.

Variations of the Style:

Victorian: Folk, Italianate, Eastlake, Queen Anne, Combination

Characteristics of the Style

1. Wood frame with narrow horizontal siding; from simple weatherboard to more detailed beveled or clapboard siding.

2. Medium-pitched roof with hip or gable ends.

3. Shingle roofing materials.

4. A bay window configured for visibility down the tracks toward oncoming trains.

5. Some Victorian details such as fishscale or other shaped shingles in the gables, carved eave brackets, and carved fascia board.

6. Interior spaces with wood wainscot, wood floor, tall double hung windows, and simple light fixtures suspended from the ceiling.

7. The long, raised wooden loading dock.

8. The combination station with the passenger area, connected to the long dock and warehouse alongside the tracks, and the station agent's quarters located in a second story apartment above the waiting room.

9. Wide overhanging eaves with brackets.

Prototype 1: Early Wood Frame, Combination

Southern Pacific Railroad Station, Santa Clara, 1863

The railroad station at Santa Clara is said to be California's oldest continuously running railroad station, and appears to have been little changed over the years. The station is located along the original San Francisco-San Jose line which was in operation before the Central Pacific built the transcontinental link. The station is relatively simple in form, being long with a side gabled roof broken only by a change in height

TABLE 4.1 Early Wood Frame Railroad Stations (Listed with OHP)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Agnew	Southern Pacific	1896	
Auburn	Central Pacific	1890 est.	
Benicia	Southern Pacific	1897 ext.	
Boyes Hot Springs	Northwestern Pacific	1900 est.	
Calistoga	Napa Valley Railroad	1868	National Register
Carlsbad	ATSF	1887	
Carlsbad	Santa Fe	1887	National Register
Chico	Southern Pacific	1885 est.	National Register
El Verano	Southern Pacific	1890 est.	
Escondido	Santa Fe	1887	
Esparto	Vaca Valley & Clear Lake	1888	
Fresno	Southern Pacific	1889	National Register
La Mesa	San Diego & Arizona	1894 est.	
Lake Elsinore		1896	
Lankershim	Southern Pacific	1896	
Laws	Carson & Colorado	1883 est.	National Register
Los Angeles	streetcar depot	1900 est.	National Register
Martinez	Southern Pacific	1876 est.	
Menlo Park	San Francisco & San Jose	1867	National Register
Paso Robles	Southern Pacific	1887	
Pittsburg	Southern Pacific	1878 est.	
San Leandro	Southern Pacific	1898 est.	
Santa Cruz	Ocean Shore Railroad Co.	1890 est.	
Santa Paula	Southern Pacific	1887	

TABLE 4.1 (Continued)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Santa Clara	San Francisco & San Jose	1864	National Register
Schellville	Wingo	1878	
Schellville	Southern Pacific	1880 est.	
Sonoma		1890 est.	
Sonoma	Sonoma Railroad	1880 est.	
St. Helena	Southern Pacific	1889 est.	
Visalia	Southern Pacific	1893	
Walnut Creek	Southern Pacific	1885 est.	
Whittier	Southern Pacific	1892	National Register

between the freight and passenger portions of the station. Simple curved brackets are set under the wide eaves of the roof. Board and batten siding sheathes the wood frame walls. The original signal tower remains at the site along the tracks just south of the station. The station at Santa Clara now serves both Amtrack and CalTrain commuter passengers, and it houses a local train museum. There are few railroad stations remaining in California that date back as far as the one at Santa Clara, so this station which has remained active for so many years, is an exceptional example in the state.

PHOTO 4.1 Santa Clara Station, northwest view, streetside

PHOTO 4.2 Northeast view, loading docks

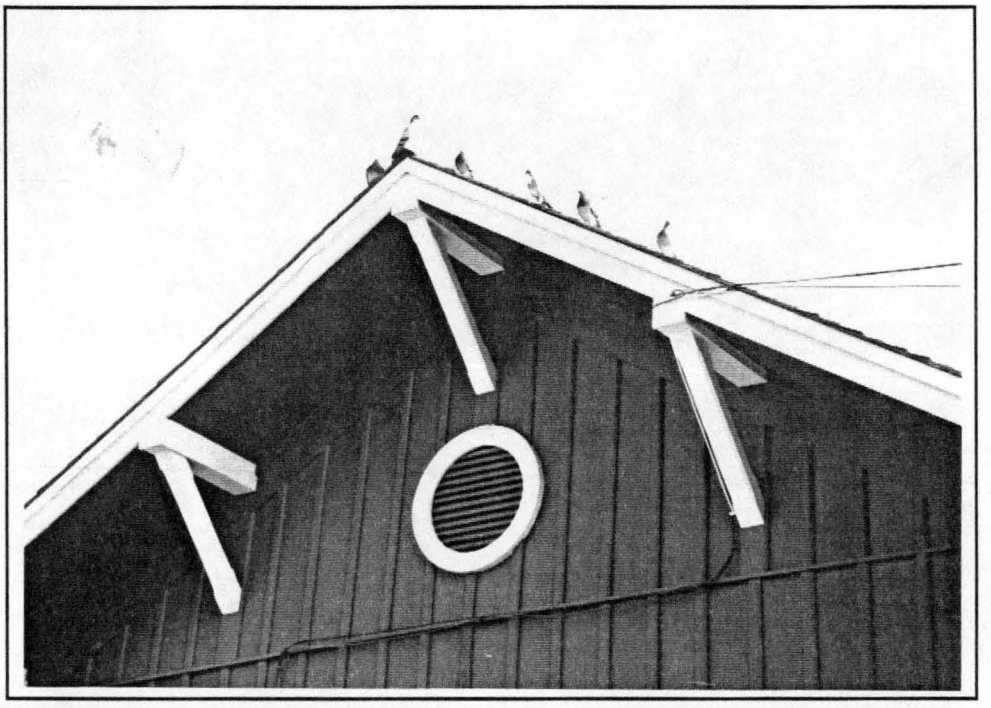

PHOTO 4.3 Detail of gable with knee-brace brackets, circular vent, board and batten siding

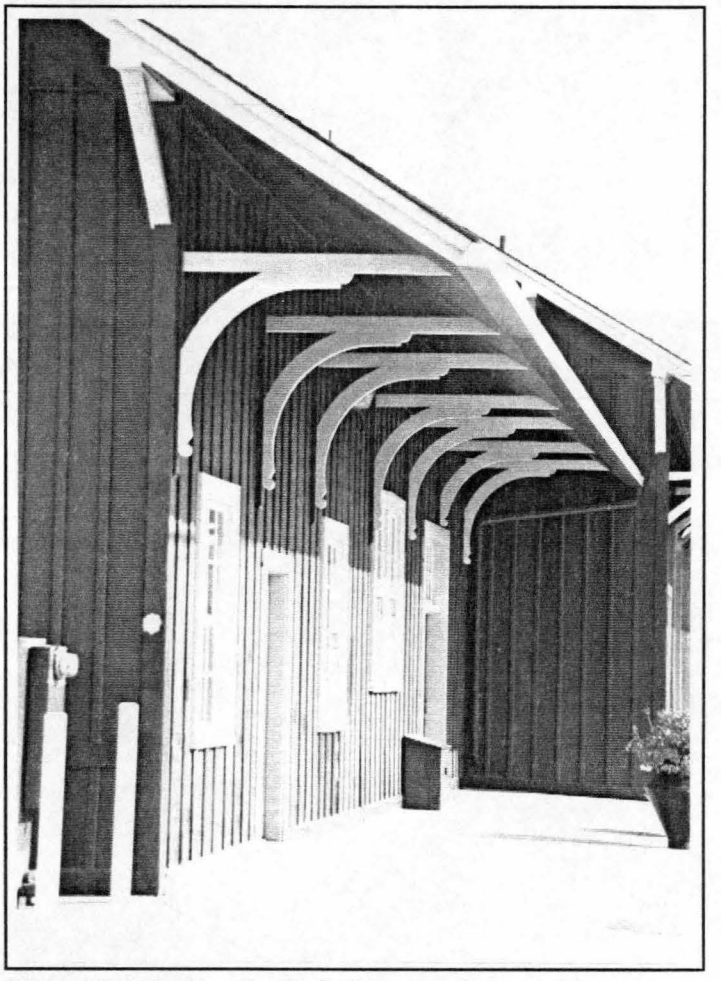

PHOTO 4.4 Detail of windows and curved knee-braces

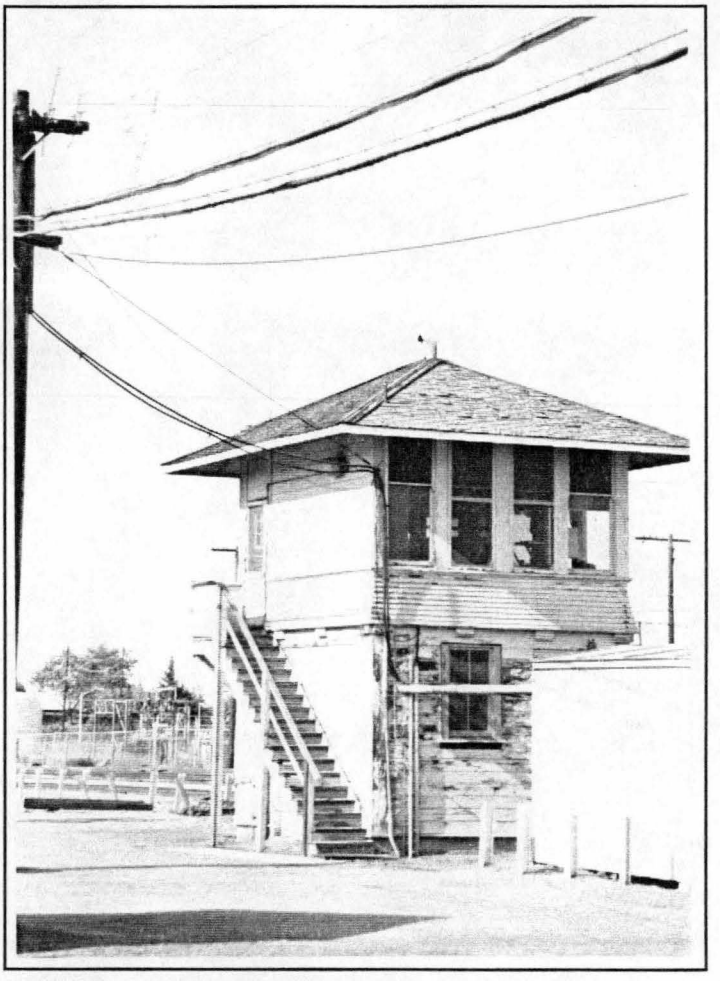

PHOTO 4.5 The signal tower

Prototype 2: Early Wood Frame, Victorian

Menlo Park Railroad Station, 1867

The Menlo Park railroad station is among few railroad stations in California dating back to the 1860s, and is a good representative of its time and place. Victoriana was in fashion around the nation during much of the second half of the 19th Century. Menlo Park, a fashionable place to live at that time, was no exception to the times. The Menlo Park station is completely Victorian in form and detail, essentially Stick-style Victorian. The cross-gabled shape of the roof makes for decorative gables at trackside and back to carry many of the details of the building. Scrollwork, stickwork, and pendills are displayed. Details can also be seen at the roof ridge, interior gables, and frieze, in the form of cresting, shingles, and vergeboards. Carved brackets are placed under the eaves. The station is used today as a chamber of commerce building, and the station along an active railroad line offering shelter to daily commuters.

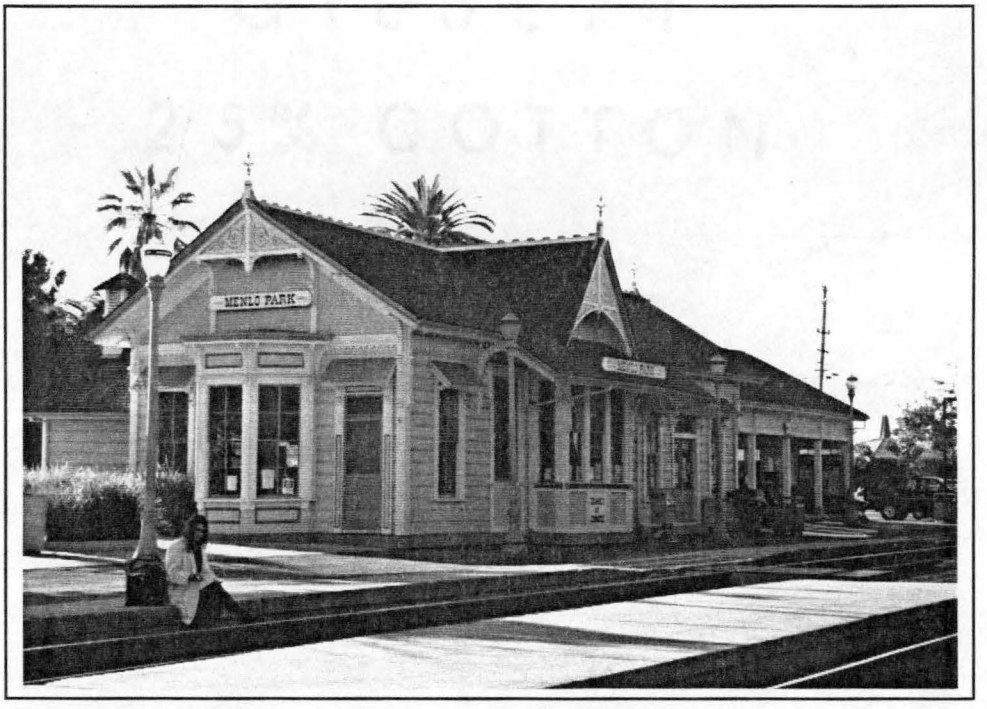

PHOTO 4.6 Menlo Park Station, southeast trackside view

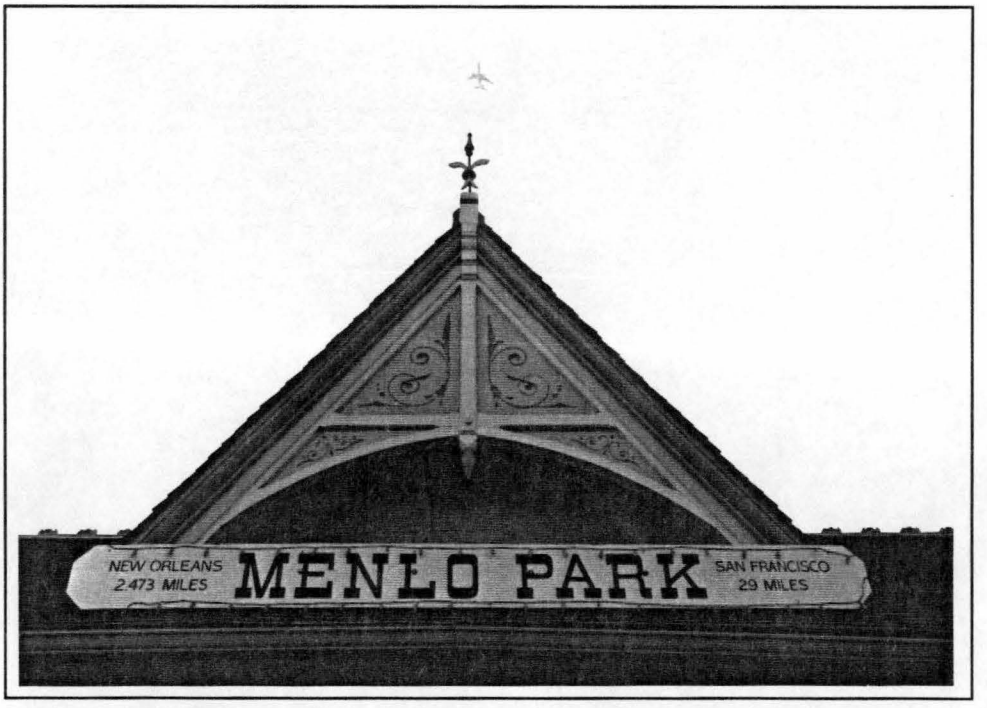

PHOTO 4.7 Gable detail: scrollwork, stickwork, and pendile

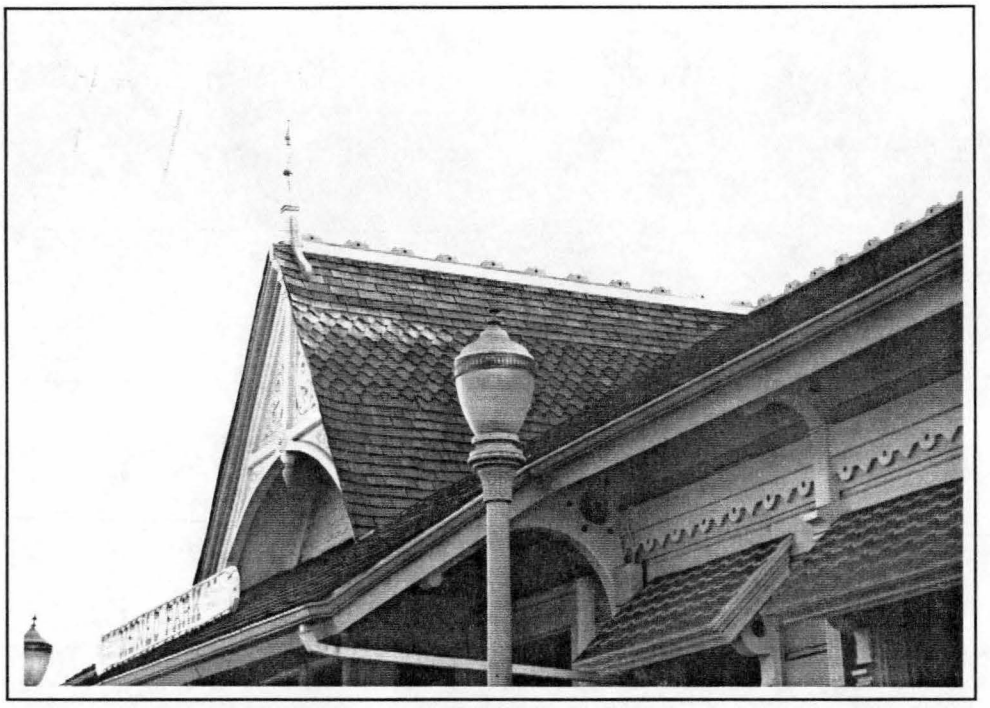

PHOTO 4.8 Gable and eaves detail with cresting at roof ridge, fascia board, curved eaves brackets, and patterned shingles

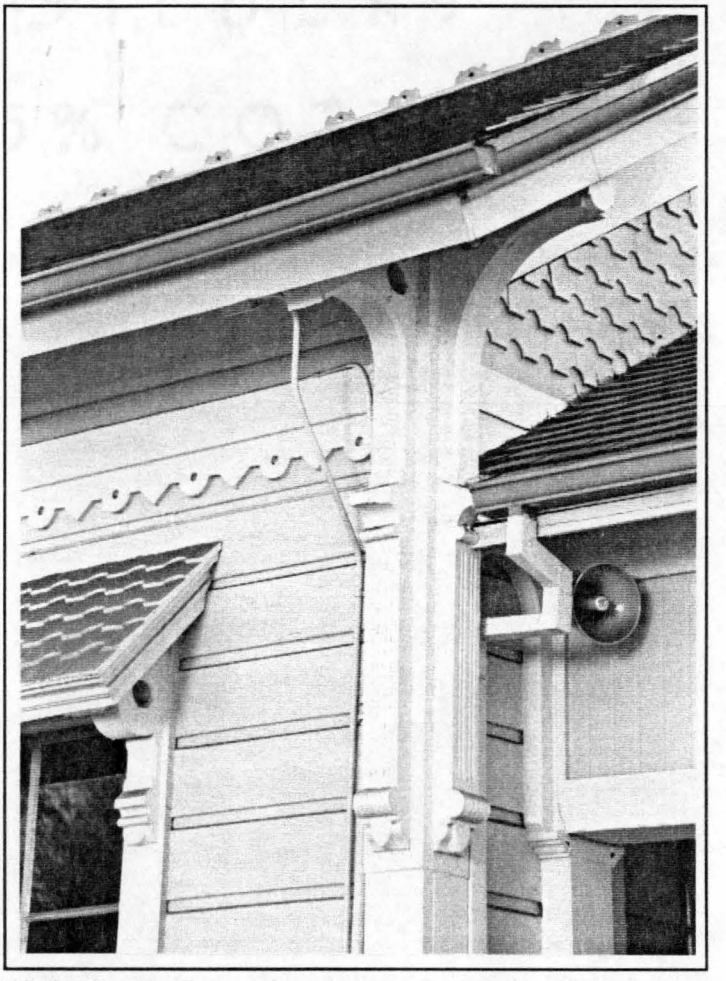

PHOTO 4.9 Eaves, bracket, and wall detailing

Prototype 3: Early Wood Frame, Combination

Southern Pacific Railroad Station, Benicia 1897 est.

The railroad station at Benicia is perhaps the most perfect prototype of prototypes, because railroad stations which bore a resemblance very much like this one were once very common in California, as well as the West, Northwest, and Midwest. The Benicia station is the type of station which has come to typify the railroad station of the 1880s: a very clear reflection of the times. It is one of many built to standardized plans used by the railroad companies. The 1880s were the greatest period of expansion in California, and the demands placed on the growing system gave way to the development of the combination station. Functions of the station are very clearly laid out and apparent from the outside; one of the qualities that make a station appear as a station. The long freight depot area runs along the tracks, taking the majority of station floor area. The passenger ticketing and waiting area are attached at the left, and the stationmaster's quarters are built upstairs above the passenger area. The layout was very much a standard, but the detailing of the individual stations gave each a somewhat unique character. This station makes use of some of the simplified details of the late Victorian era. Square-cut shingles are used to create a pattern within the upper story gable of the stationmaster's quarters. Carved brackets are placed below the wide-overhanging eaves and awnings.

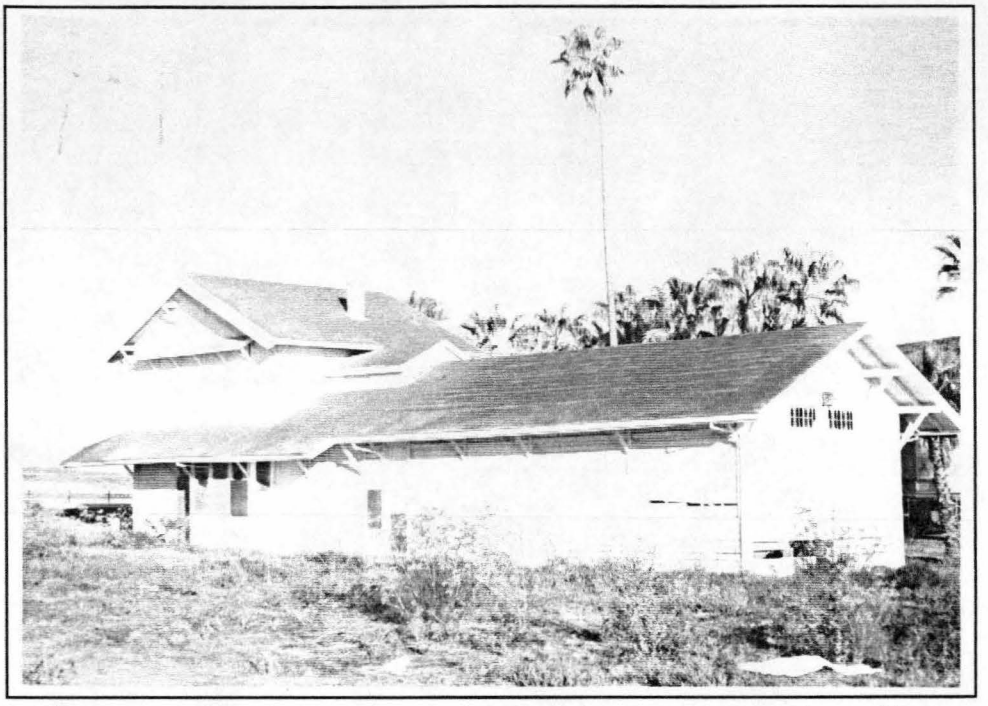

PHOTO 4.10 Benicia Station, combination type, southwest view of front

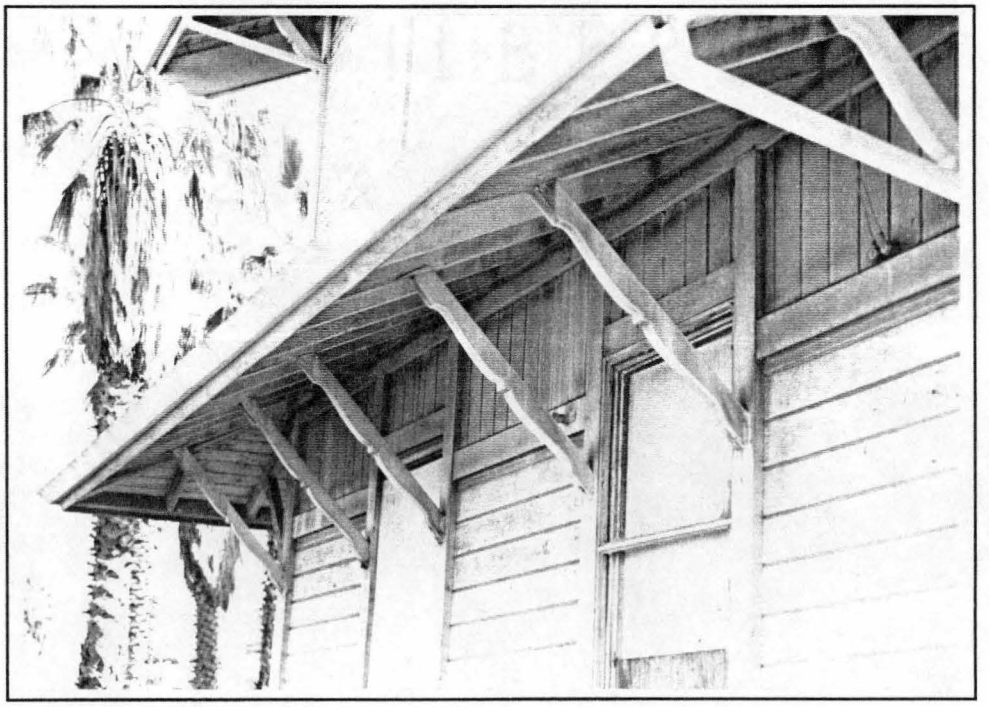

PHOTO 4.11 Detail of carved brackets

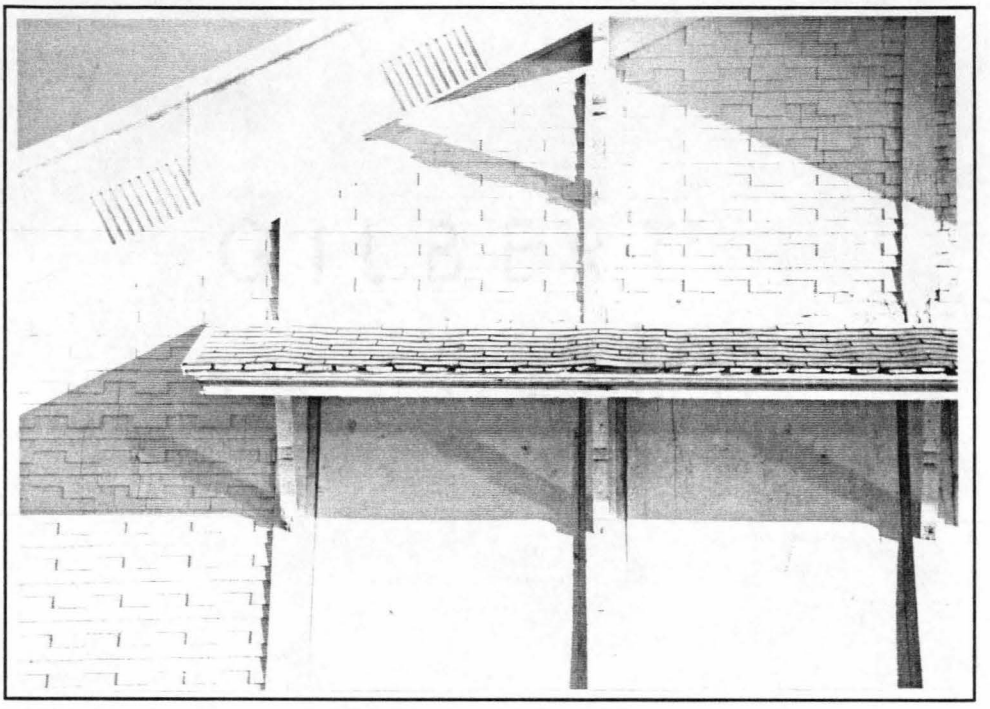

PHOTO 4.12 Square-cut shingle pattern in gable

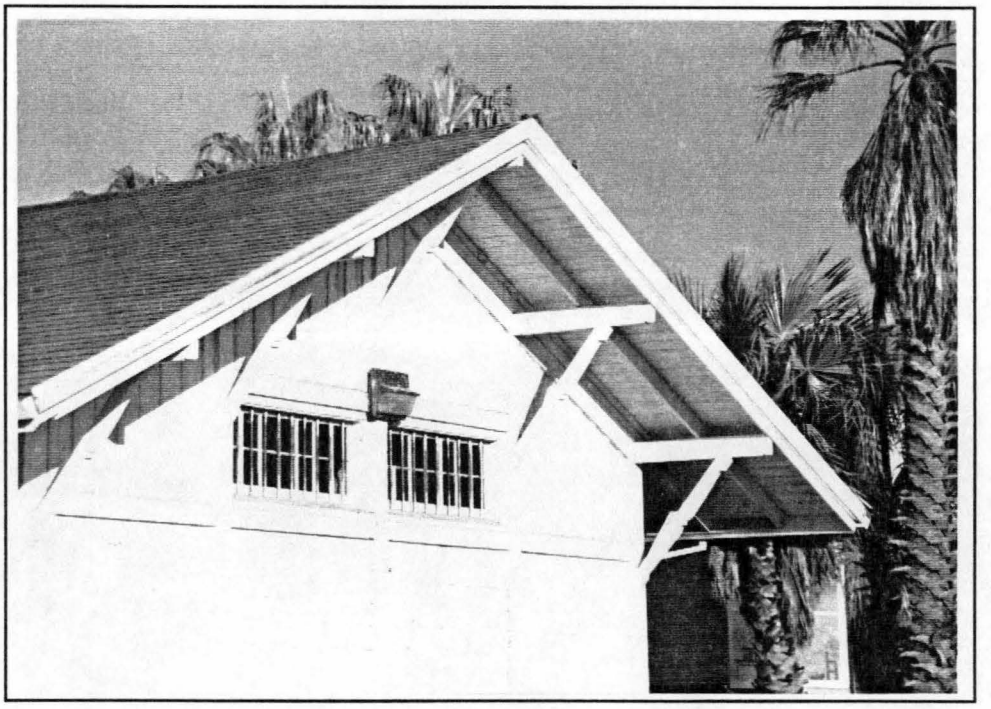

PHOTO 4.13 Rake brackets at freight depot end eaves

PHOTO 4.14 North trackside loading dock and doors

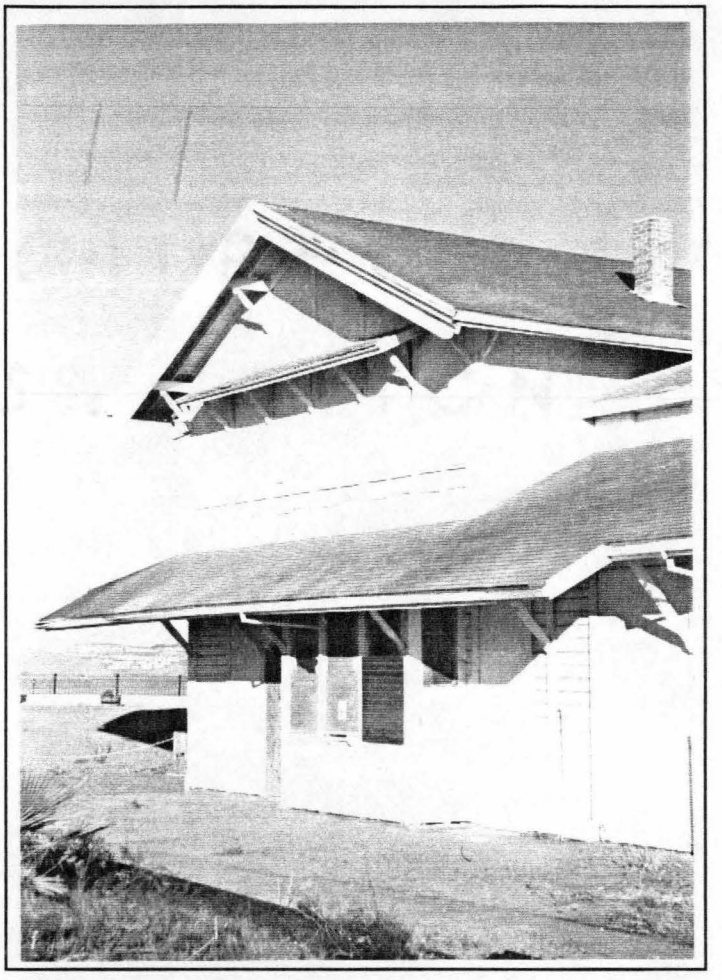

PHOTO 4.15 View of second story stationmaster's quarters over first story bay window

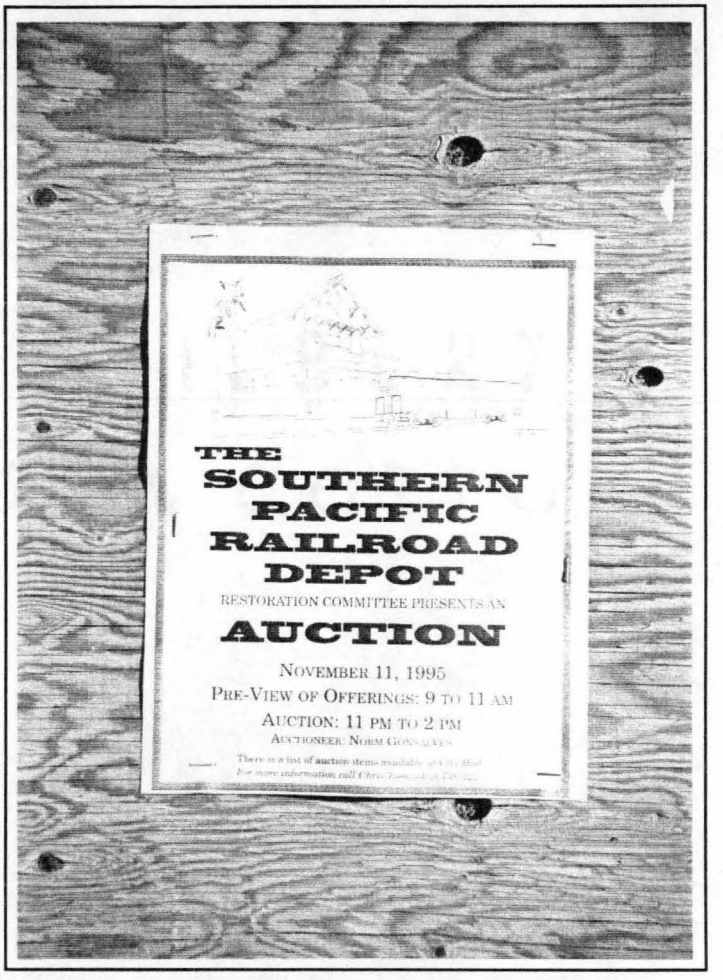

PHOTO 4.16 Posting of the Benicia Station Restoration Committee

Classification: Later Wood Frame

Period of Association

From the turn of the century mainly through the 1920's, predominantly from 1900 until just prior to World War I when passenger service reached its peak.

Development of the Style

The idea of classifying a certain type of station as "wood frame" is meant not as a literal description of the structural members, but as a term which can help define the style. By the 20th century, practically all stations, no matter what the exterior material, were structured by an interior wood frame. The exterior materials were meant to convey the idea that a brick station was solid brick, or that a smooth stucco station looked like adobe. Wood frame is used here to define the station which makes no pretension about its materials, and uses wood to the full extent of its decorative and functional capacity.

The wood frame stations being built during the early 20th century were a modest counterpart to the more elaborate Mission style stations which were beginning to flourish at the time. The call for a wood frame station of this era tended to be with the smaller community which had less traffic. The style of small buildings in general at that time had developed away from the ornateness of the preceding Victorian Era and tended toward a more conservative and simpler style. Craftsman ideals were in vogue in housing, bringing the charm of simple and natural wood to the station. Craftsman

stations also had elements associated with the movement including roof lines or windows portraying the Swiss Chalet.

Another type of wood frame station which came to be in the early 20th century was a station based on more classical ideals in a much more simplified version. This station made the most of the good weather conditions in California by elongating the floor plan for the distance along the track and recessing the trackside wall to create a long sheltered outdoor waiting area under the exposed portion of the roof. The roof eaves are held up by a series of round posts in the genre of a column. The station is relatively symmetrical and a low pitched hipped dormer often sits at the center of the trackside roof.

Variations of the Style

Craftsman, Swiss Chalet, Neo-Classical, Prairie

Characteristic of the Style

1. Usually low pitched hipped roofs with hipped dormers; occasionally cross-gabled roofs.
2. Symmetrical exterior plan.
3. Long outdoor arcades under recessed roofs which are held up by narrow posts or columns.
4. Stickwork like the Swiss Chalet.
5. Craftsman elements such as: exposed rafters.
6. Double hung sash windows with multiple panes in the upper sash.

TABLE 4.2 Later Wood Stations (Listed with OHP)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Alturas	N.C.O. Railway	1906	
Antioch	ATSF	1902 est.	
Blythe	Santa Fe	1920 est.	
Felton	?	1907 est.	
Folsom	Southern Pacific	1906	National Register
Hemet	Atchison, Topeka, and Santa Fe	1914	
Hillsdale	Southern Pacific	1941	
Livermore	Southern Pacific	1905	
Lone Pine	Southern Pacific	1932 est.	
McCloud	McCloud River Railroad	1929	National Register
Merced	Southern Pacific	1926	
Millbrae	Southern Pacific	1907	National Register
Orange Cove	ATSF	1913	National Register
Pomona	Southern Pacific	1940	
Redwood City	Southern Pacific	1909	
Santa Rosa	Northwestern Pacific	1901 est.	
Santa Clara	Southern Pacific	1913	National Register
Sausalito	North Pacific Coast RR	1901	
Shafter	Santa Fe	1917	National Register
Susanville	Central Pacific	1927	
Ukiah	Northwestern Pacific	1929	
Woodland	Southern Pacific	1906 est.	
Yorba Linda	Pacific Electric Company	1912	National Register

Prototype 1: Later Wood Frame

Southern Pacific Station, Redding, 1920 est.

The Southern Pacific Station at Redding typifies the wood frame station developing as a California style in the early 20th Century. The most apparent characteristic of the station is its long open arcade, recessed under the wide-overhanging roof held up by a series of narrow columns. The low-pitched hipped roof was common at the time, and the low pitched hipped dormer at the center was an especially popular motif. The long open arcade was a particular California development due to the regions good climate.

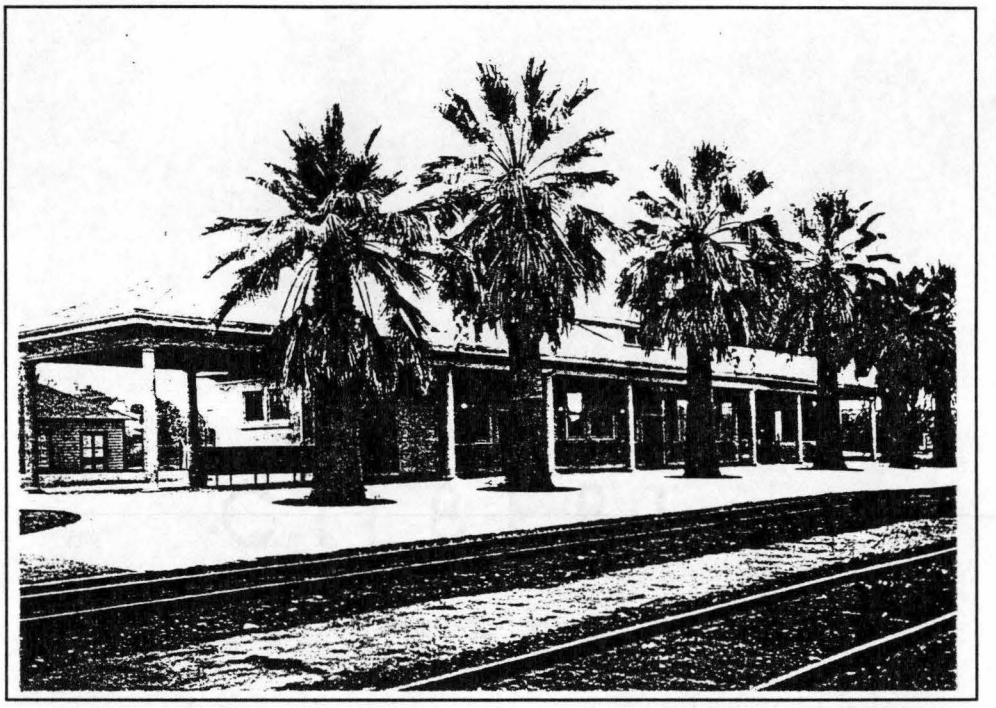

PHOTO 4.17 Redding Southern Pacific Railroad Station, trackside elevation with open arcade

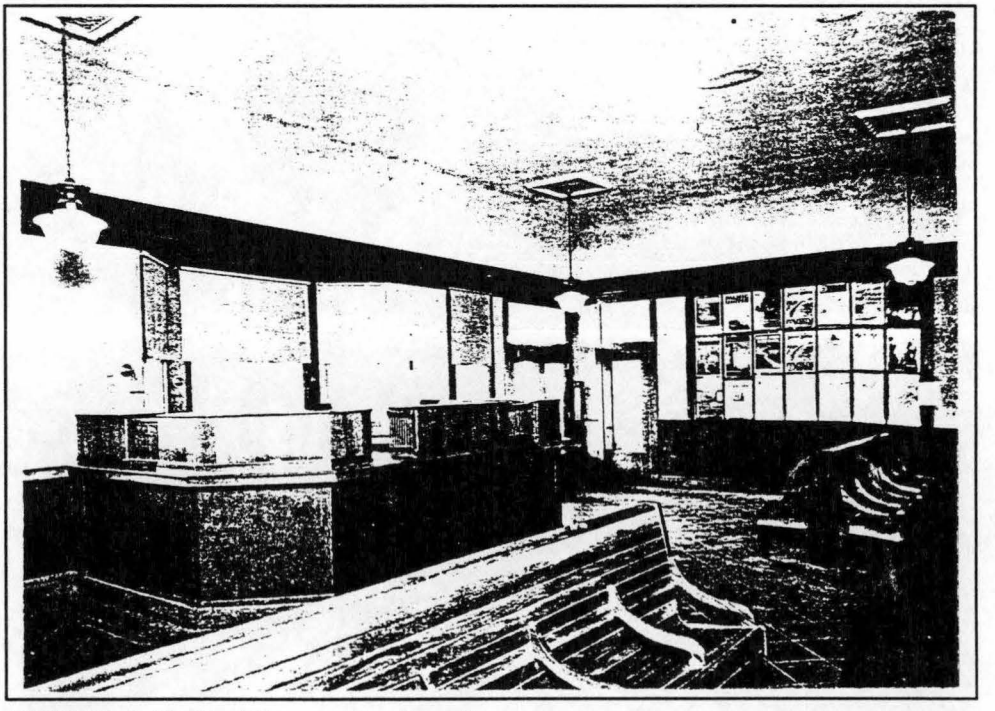

PHOTO 4.18 Redding station interior

Classification: Beaux Arts

Period of Association: Turn of the Century, Prior to World War I.

Development of the Style

The Beaux Arts style of architecture in California was a reflection of the time when America in general was reviving classical ideas into a new architectural form, and in many places that new form seemed ideal for buildings of public and civic value. The City Beautiful Movement was introduced at the 1893 Columbian Exposition in Chicago and, like many styles, eventually worked its way west. By the early 20th century, with railroads paying renewed attention to passenger service, and monumental stations being built in the large cities, Beaux Arts seemed a natural choice of architecture nation-wide. In California, however, the choice of Beaux Arts for railroad stations never caught on to nearly the large degree that the Mission Revival style swept the state. Although the Beaux Arts station is a very appropriate representation of its time, it is a rare example in California.

Variations of the Style

The Beaux Arts Station, with its classical detailing and proportions, is very distinct in style and recognizable mainly within that category. Some of the contemporary Mediterranean stations which functioned in much the same capacity as the Beaux Arts station, have similar proportions and some classical details, but overall

evoke another very distinctive sense of style. The smaller wood frame stations of the period have some classical detailing, but do not carry the distinction of the Beaux Arts station.

Characteristics of the Style

1. Symmetrical proportions.
2. Advancing and receding planes.
3. Flat roofs with balustrades.
4. Symmetrical round arches.
5. Columns and pilasters.
6. Arcades.
7. Classical detailing such as: dentils, cornice, belt courses.

TABLE 4.4 Beaux Arts Railroad Stations (listed with OHP)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Oakland	Western Pacific	1910	

Prototype: Beaux Arts

Western Pacific Railroad Station, Oakland, 1909

The Western Pacific Station was initially constructed in 1909, at a time when Beaux Arts Classicism was making its way into the west. The Oakland station is exceptional, even for its time, as a prime example of this style which was much more popular in the East. Typically, the railroad stations in the West that did use some neo-classical motif, did so in a very subdued way, making reference to classical elements only in the general form and some details. The Oakland station, though is clearly all-around meant to convey the full idea of classical Beaux Arts. The overall form is symmetrical, with a large central portion and projecting wings. Arches and arcades, divided by columns and pilasters, run along all public sides of the building. The roof is flat with a flat parapet running around the building at each level. Dentils and other detailing can be found along the cornice. Upon passing through the main central arched, panels can be seen lining the interior arch. The exterior material of the building is stucco which has been scored to appear like stone.

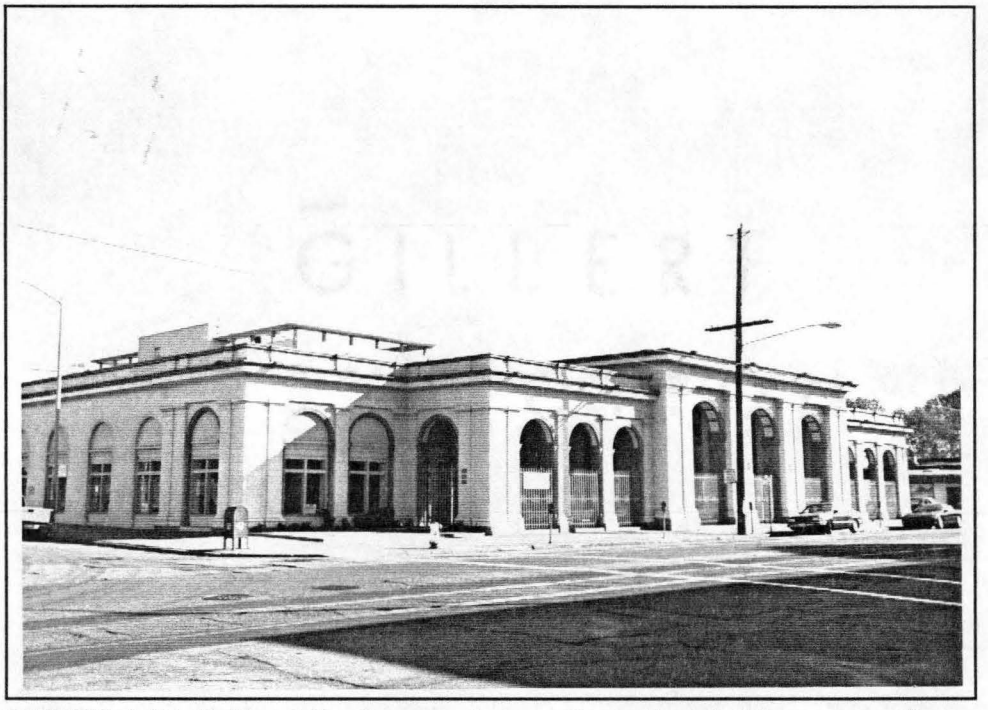

PHOTO 4.19 Oakland Station, southwest view of trackside, surrounding arches

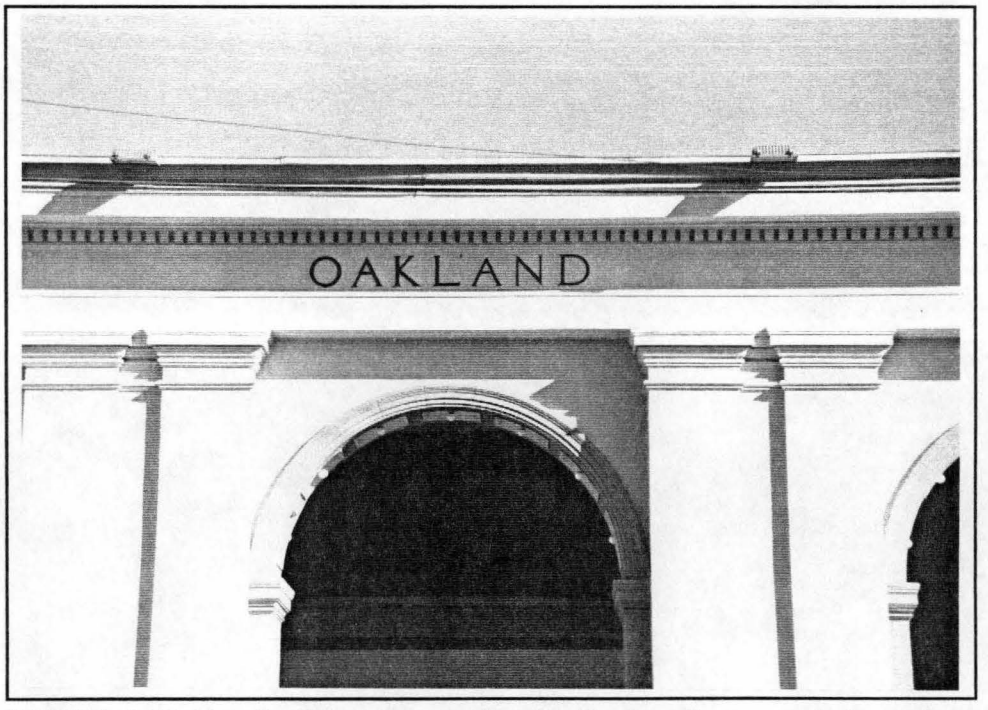

PHOTO 4.20 Detail of flat parapet, dentils, fascia, pilaster capitals, and arch

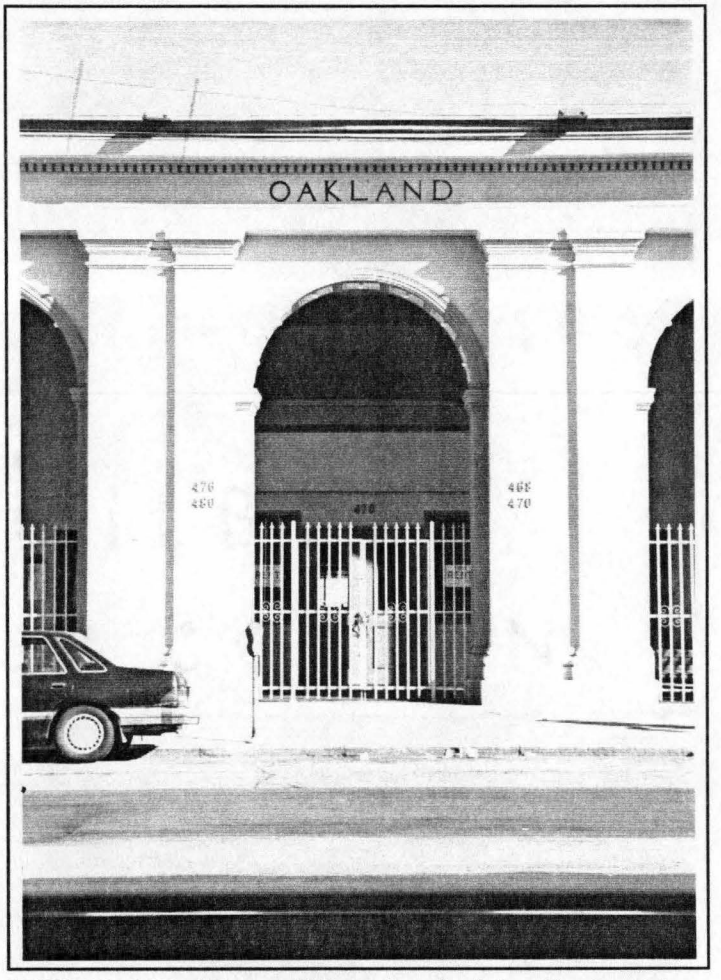

PHOTO 4.21 View of Neo-classical details, round arches, and simplified pilasters

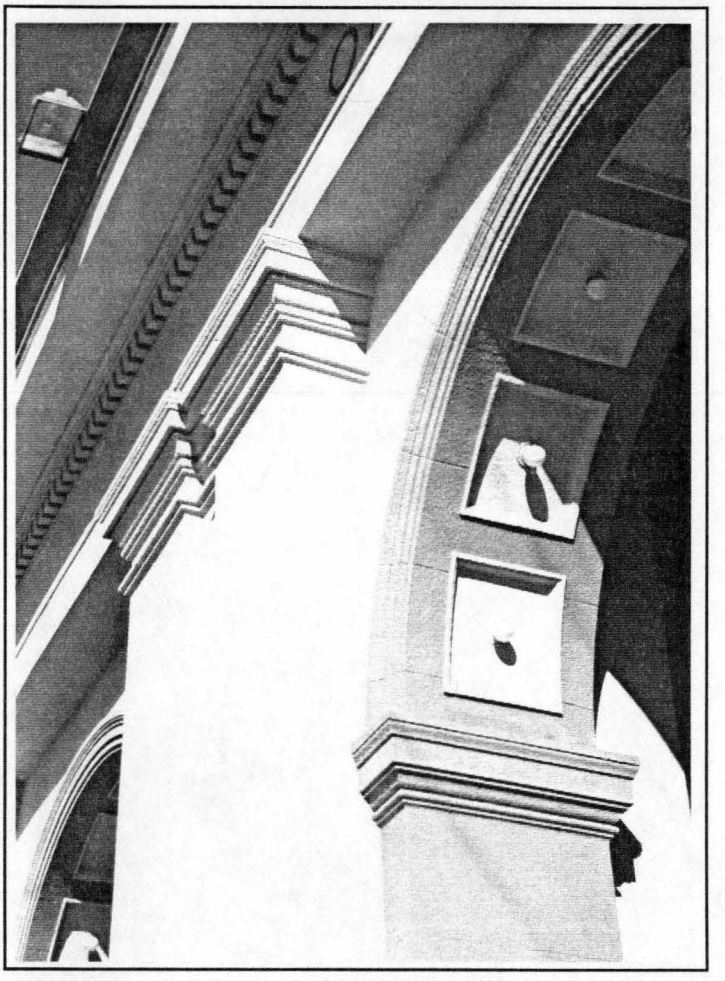

PHOTO 4.22 View of classical details, interior arch panels

Classification: Richardsonian Romanesque

Period of Association: 1880s

Development of the Style

Richardsonian Romanesque was a style of great popularity during the 1880s for railroad station building in the eastern United States where the style began. The style was first introduced with Henry Hobson Richardson's Trinity Church in Boston in 1872 and gained greatly in popularity with public and institutional buildings in the 1880's in the East. The low-lying structures which made use of wide round arches and towers were built of, or faced with, cut stone, giving the building a sense of heaviness and permanence. The style was fitting the era of Romanticism and appropriate to the idea of "Picturesque Eclecticism." Although a number of buildings borrowing from this style have been built in the West, the use of this style for train stations is rare and exceptional in California. Undoubtedly the railroads in California at the time who were concerned with the economy of a railroad station were more apt to invest in a fast and flexible wood frame station rather than take on the expense of materials and craftsmanship that were needed to create the Romanesque type of station.

Variations of the Style

The Richardsonian Romanesque style of architecture is very distinctive, with no close variations, especially among railroad stations of California.

Characteristics of the Style

1. Rock faced masonry walls.
2. Heavy use of round arches in entries and windows.
3. The common round tower.
4. Wide overhanging eaves.
5. Carved wood brackets and lintels.
6. Details of craftsmanship such as: the cut of the stone, carving of the wood brackets and lintels.
7. Asymmetrical roof lines of great variation.
8. Multiple pane windows.

TABLE 4.3 Richardsonian Romanesque Railroad Stations (listed with OHP)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Kenwood	Southern Pacific	pre-1898 est.	
San Carlos	Southern Pacific	1888	National Register

Prototype: Richardsonian

Southern Pacific Station, San Carlos, 1888

The Richardsonian Romanesque railroad station at San Carlos is A very good example of an American development in architecture in the 1880s and an exceptional example of this type of railroad station architecture in California. While the style quickly gained popularity in the East, it never did become common in its full blown form in the West, although many stations did allude to Richardsonian ideas in some of their elements. The San Carlos station is a prime example in its form, materials, and craftsmanship. The station takes on a heavy and permanent presence with its low-lying scale of walls and roof. Materials of quarried stone make this structure look especially massive. The wide Romanesque arches found in windows and door also add to the heavy horizontal feel of the station. The asymmetrical roof line is the perfect example of "picturesque eclecticism" in the Romantic era of the U.S. before the more orderly Beaux Arts ideas became popular.

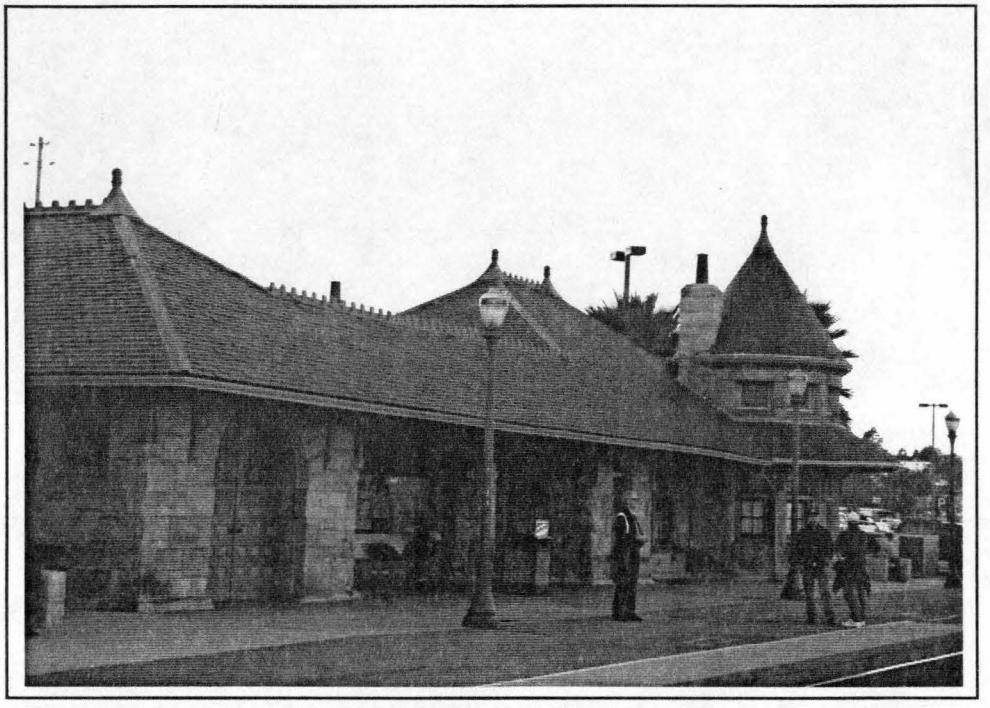

PHOTO 4.23 San Carlos Station, east trackside view

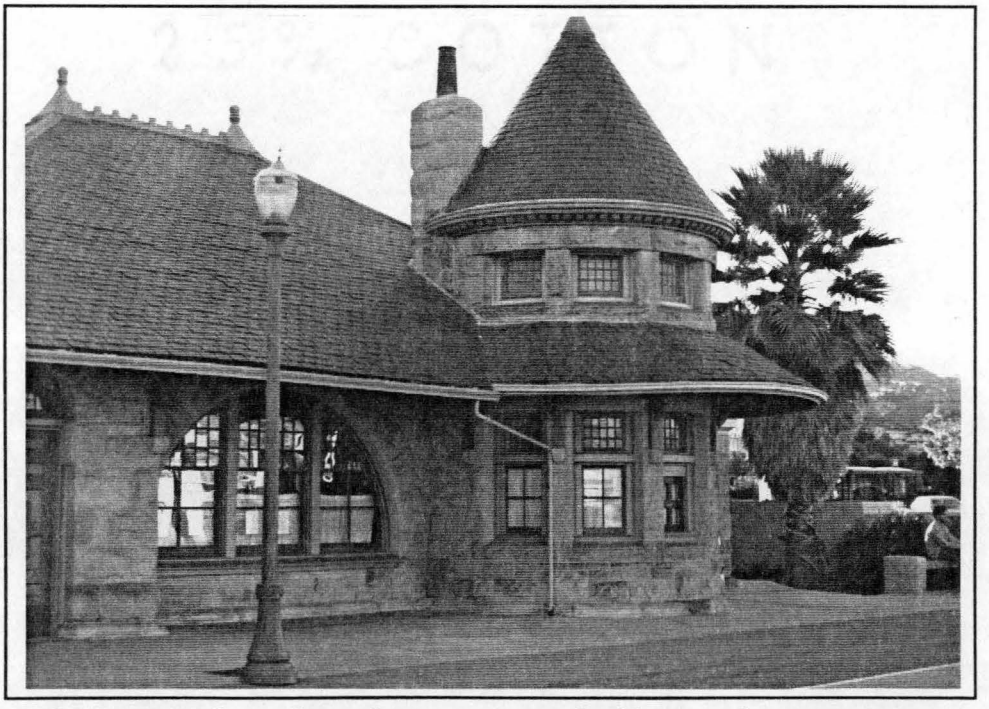

PHOTO 4.24 View of round tower wrapped with curved eaves

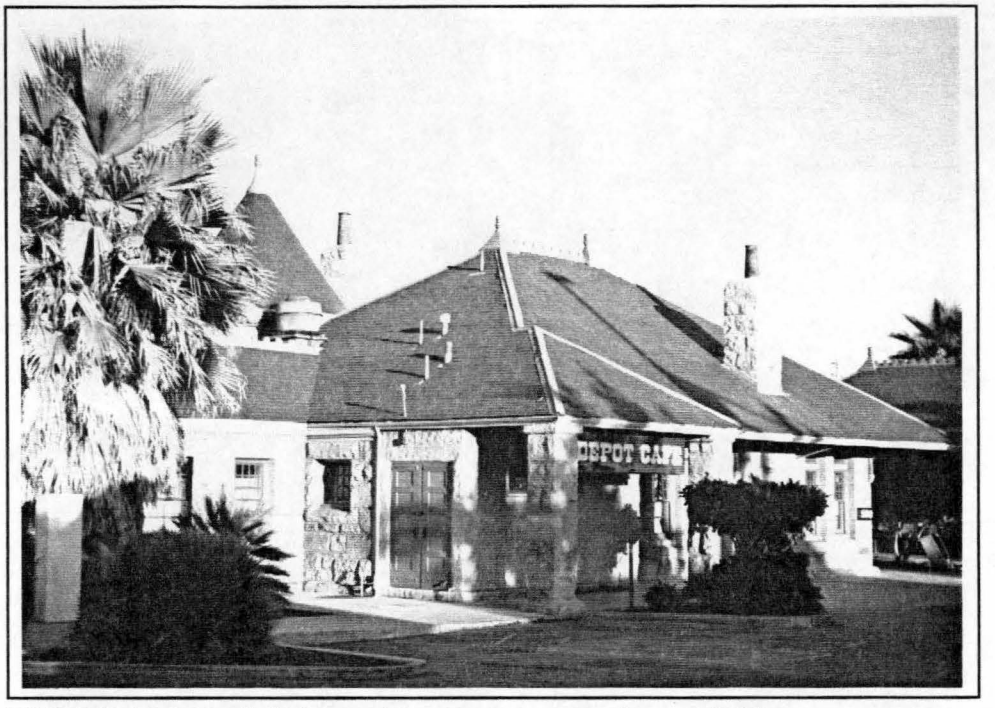

PHOTO 4.25 Partial view of west entry, opposite trackside

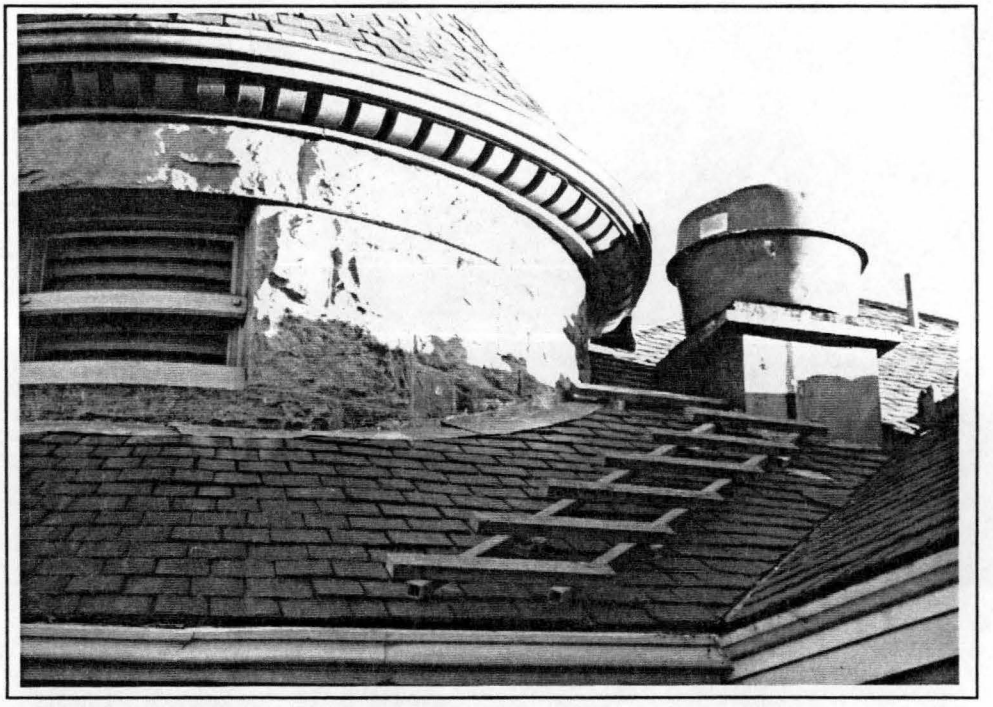

PHOTO 4.26 Detail of upper round tower

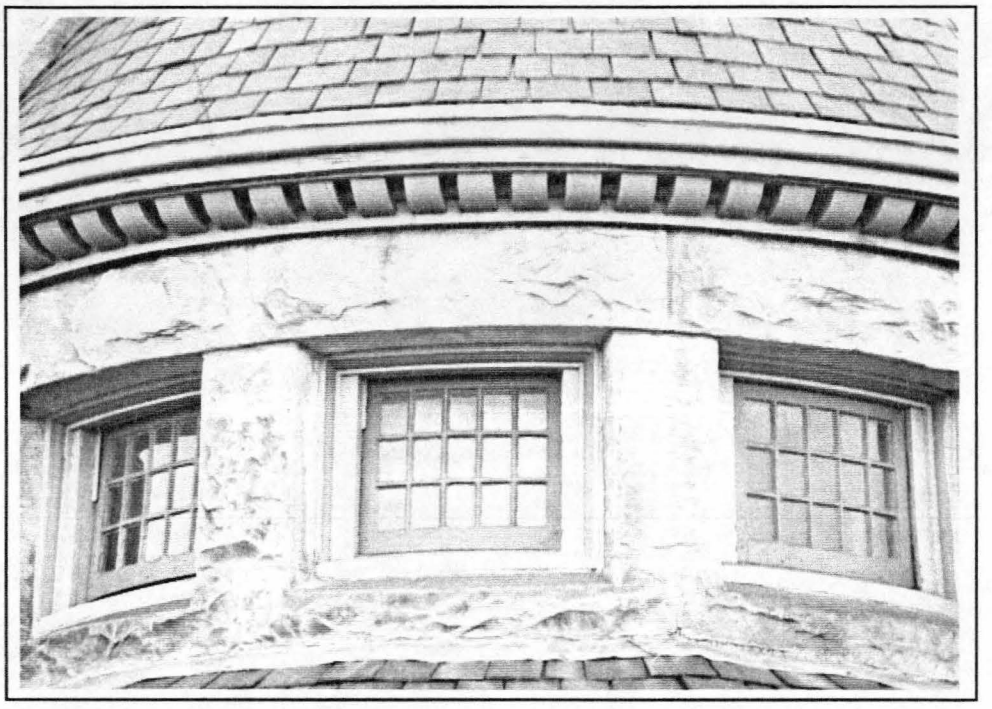

PHOTO 4.27 Upper round tower details, pivotal multi-light windows, dentil course

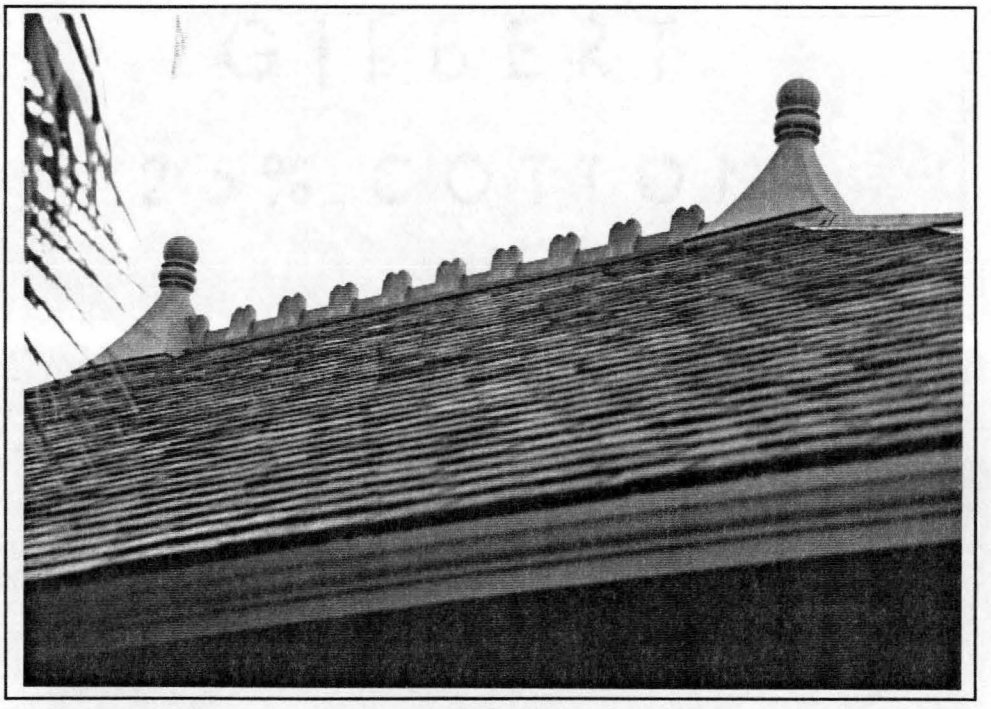

PHOTO 4.28 Wooden cresting and finials at roof ridge

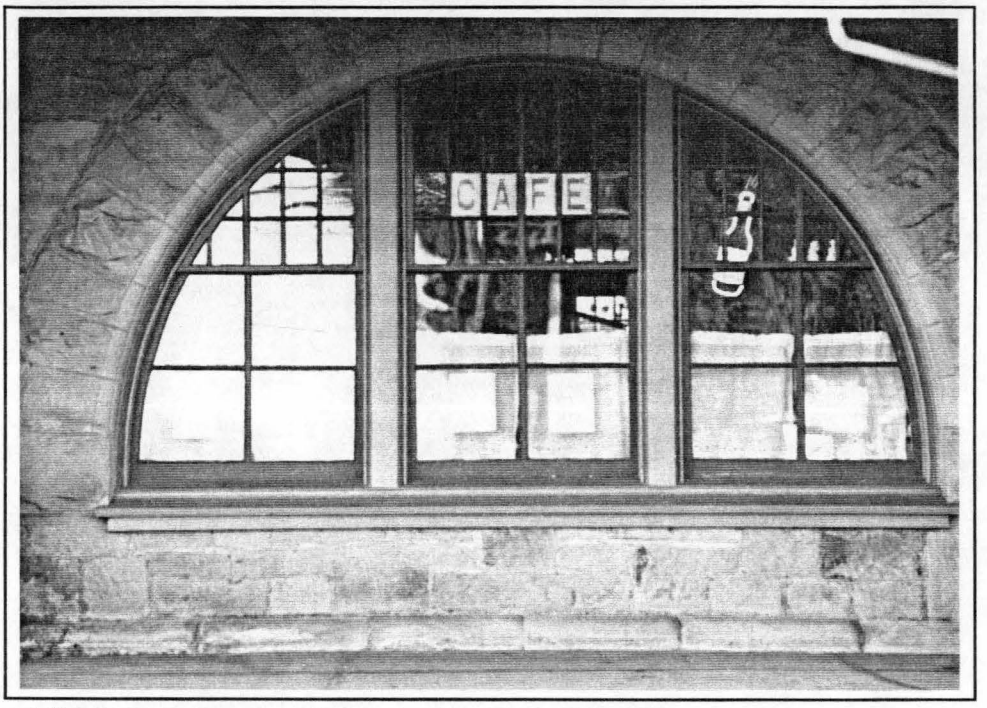

PHOTO 4.29 Detail of half-round arched window

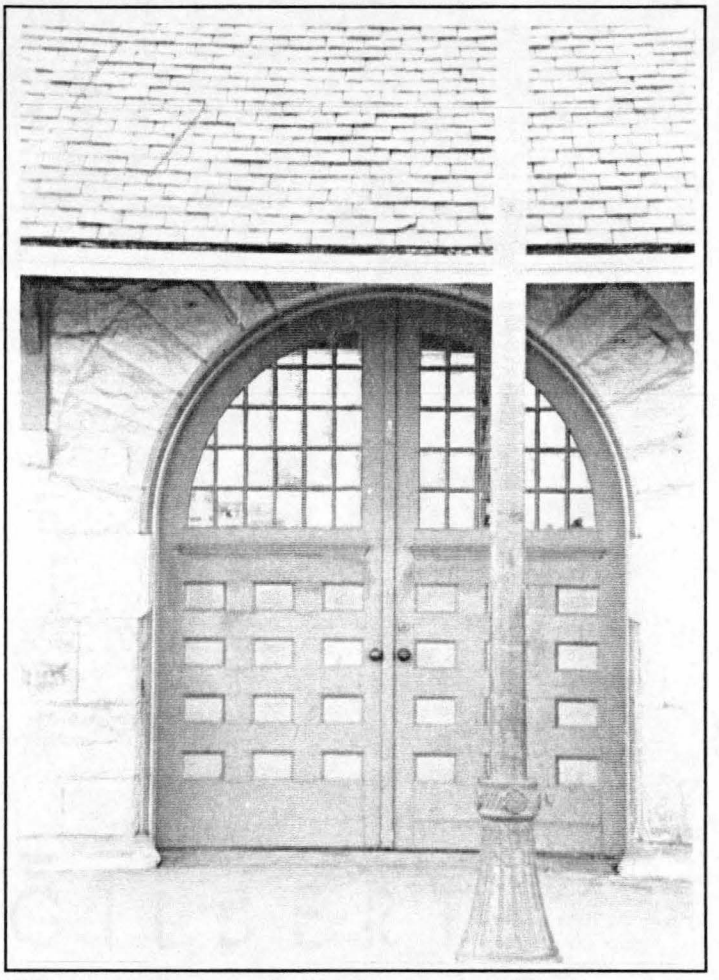

PHOTO 4.30 Double freight doors with half-round arched windows above

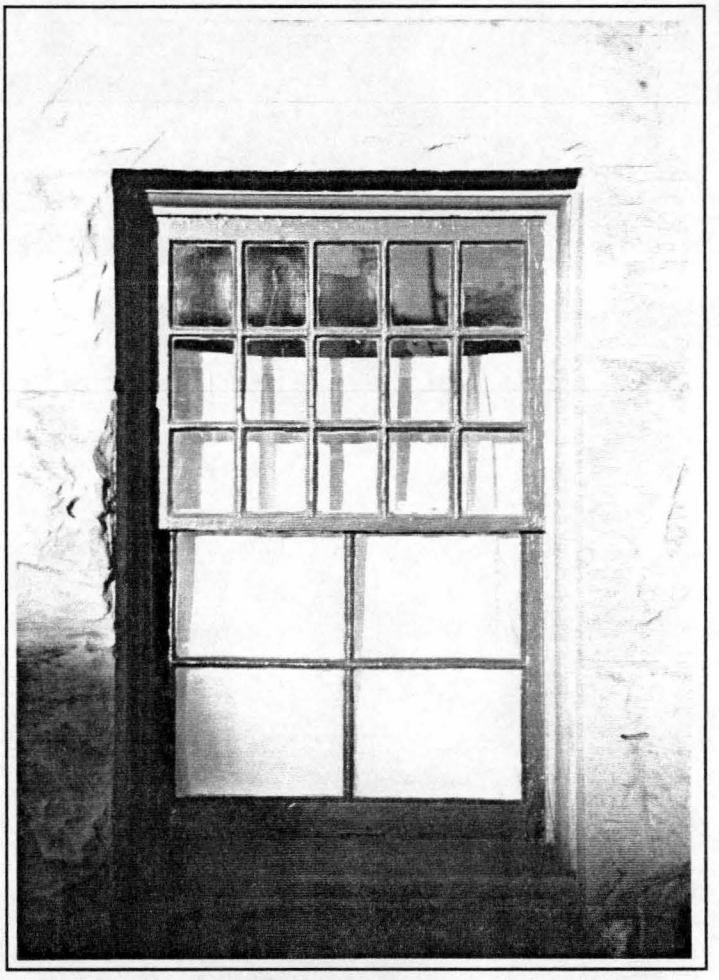

PHOTO 4.31 Double hung window with mult-pane upper sash and four-pane lower sash

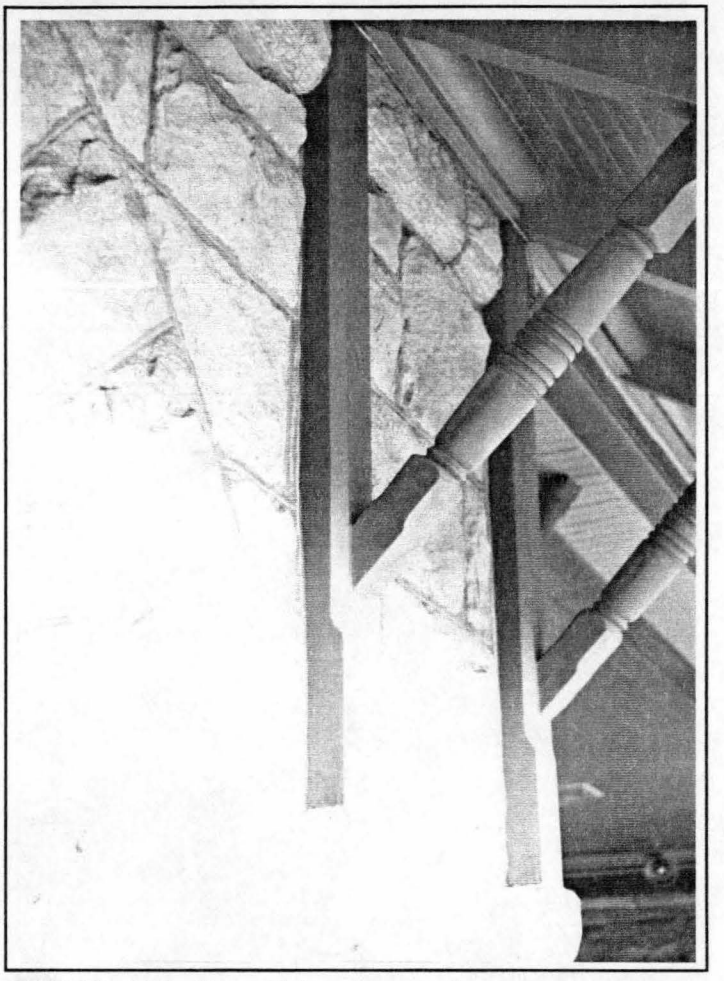

PHOTO 4.32 Turned brackets under eaves

Classification: California Mission Style

Related styles: Spanish Colonial, Mediterranean

Period of Association

Mainly encompassing the period during the first two decades of the 20th century, when railroad passenger travel reached its peak.

Development of the Style

Mission style architecture in California began with a period in the late 19th century when the nation as a whole, and California in particular, was seeking to revive and develop styles of architecture which could truly identify with major aspects of the local culture. While the concept of a true identity in architecture developed into more refined forms such as Georgian Revival in the East, California was more than ready for a less refined style which would be appropriate with the idea of ruggedness in the new "wild" West. What appealed to local lifestyle and could be identified by the nation as a "California" style was the revival associated with the California Mission. "Give me neither Romanesque nor Gothic," said one Californian, "much less Italian Renaissance, and least of all English Colonial - this is California - give me Mission.'"[87] "The missions became through literary, artistic, preservationist, and promotional agencies, the major source in California's search for its "mythic" past."

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[87] Kirker, Harold. Old Forms on a New Land: California Architecture in Perspective. Niwot, CO, Roberts Rinehart Publishers, 1991, p. 58.

It was only natural that the Mission style took hold in the railroad stations which helped to lure and greet passengers traveling to the West. Advertisements showed the stations among the palm trees and hospitable climate. Railroads paid attention to passengers in this period, and passenger service, including travel to California, reached its peak just prior to World War I. The most influential of all in this regard was Charles Fletcher Lummis' booster publication Land of Sunshine. Lummis acted as a Chamber of Commerce type promoter, arguing that the missions "are worth more money, are a greater asset to Southern California, than our oil, our oranges, or even our climate."[88] As noted in a 1920 article from The Architect and Engineer:

> "It is not surprising that the Spanish Mission style has found favor with architects for small and medium-sized railway passenger stations. The facilities required in such buildings are nearly all placed on the main floor, necessitating low buildings covering considerable ground area. This is one of the principal characteristics of Spanish Mission architecture. The series of arches, or arcades, another prominent characteristic, provide ample means for the passage of large numbers of people to and from the building and the trains. The wide projecting eaves furnish additional shelter from sun and rain."[89]

Architect and Engineer also noted, "Simplicity of the design and ease of construction insure moderate first cost," a quality appealing to the cost-conscious railroad business which preferred to test the market of a community with a moderately

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[88] Kirker, Harold. Old Forms on a New Land: California Architecture in Perspective. Niwot, CO, Roberts Rinehart Publishers, 1991, p. 15.

[89] Gammage, Grady. Mission and Mediterranean Revival Railroad Stations. Crete, NE, Railroad Station Historical Society, 1973, p. 15.

priced station before investing in a more elaborate and permanent structure. Simplicity was the key-note of this style.

Characteristics of the Style

1. Smooth stucco over concrete or frame to look like the smooth plaster over adobe of the original Missions.
2. Low, spreading building with walled courtyards designed around gardens or waiting areas.
3. Red clay tile roofs.
4. Large, plain wall spaces.
5. Plain, semi-circular arches devoid of moldings.
6. Towers or turrets reminiscent of belfries, formed by the continuation of the walls above the roof and pierced by small arched openings.
7. Towers capped by domes or by pyramidal tile roofs.
8. Turned wooden grilles on exposed first-story windows.
9. The entire absence of elaborate decoration.
10. Scalloped gable ends, sometimes with tiers of molding following the outer edge of the parapet.
11. Arches, usually semicircular, sometimes segmental, sometime the combination of the two.
12. Low-pitched roofs, either hipped or stopped at ends against shaped gables of curvilinear outline, sometimes entirely hidden by parapets.
13. Occasional balconies.
14. Site surrounded by palm trees and other warm climate vegetation. Gardens in the courtyards.

TABLE 4.5 California Mission Style Stations (listed with OHP)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Anaheim	Union Pacific	1921	
Atherton	Southern Pacific	1913	
Berkeley	Santa Fe	1903	
Claremont	ATSF	1927	
Fullerton	Santa Fe	1930	
Fullerton	Pacific Electric	1918	
Fullerton	Union Pacific	1923	National Register
Healdsburg	Northwestern Pacific	1928	
Marysville	Western Pacific	1908	
Merced	Santa Fe	1918	
Monrovia	Santa Fe	1925	
Pasadena	Santa Fe	1935	
Petaluma	Northwestern Pacific	1912 est.	
Porterville	Santa Fe	1917	
Porterville	Southern Pacific	1913	
Rancho Cucamonga	Etiwanda Pacific Electric	1915	
Riverside	Santa Fe	1927	
Sacramento	Western Pacific	1909	
San Rafael	Northwest Pacific	1929	
San Rafael	Northwestern Pacific	1915	
San Luis Obispo	Southern Pacific	1943 est.	
Santa Ana	Santa Fe	1923	
Santa Rosa	Petaluma & Santa Rosa Electric	1910	

Visalia	Santa Fe	1914 est.	
Whittier	Union Pacific	1917 est.	

Prototype: California Mission Style

Western Pacific Railroad Station, Sacramento, 1909

The Western Pacific Station in Sacramento is known by many people today as the "Spaghetti Factory," and is enjoyed by many more dining patrons than would-be travelers by train. The Western Pacific Station does also have a history which many people also still remember. Until passenger service was discontinued along the Western Pacific lines, the station was the connection for trains going south through the Valley. Now to make the connection, passengers must link between Sacramento and Stockton stations by Amtrack bus.

The Western Pacific station was built in a style which was becoming much more of a 20th Century California development than a direct link to the original Spanish Missions. It pays heed to the original missions in concept with materials of stucco and Spanish tile, and in shapes such as the arched arcade. The overall form, though, is a nicely balanced, low lying building with the simple gable element at center and broad overhanging eaves all around. In addition the large interior waiting room, ample outside shelter was provided by the arched arcades surrounding the building and projecting past the north end of the building.

The interior of the building is dressed in dark finished wood with exposed beam ceilings, wainscoting, and a large fireplace. Stained glass can be seen in the inset windows at the high gable ends. The Spaghetti Factory has made use of virtually all of the station space, with the main passenger area being a large dining room, the freight

area being converted to a second large dining room, and offices and other space being converted to smaller dining an banquet rooms. The main interior spaces have remained essentially the same. Additional space has been enclosed in the trackside arcade with the installation for windows where the arches were open. The windows are inset so as to preserve the depth and rhythm of the original arched arcade.

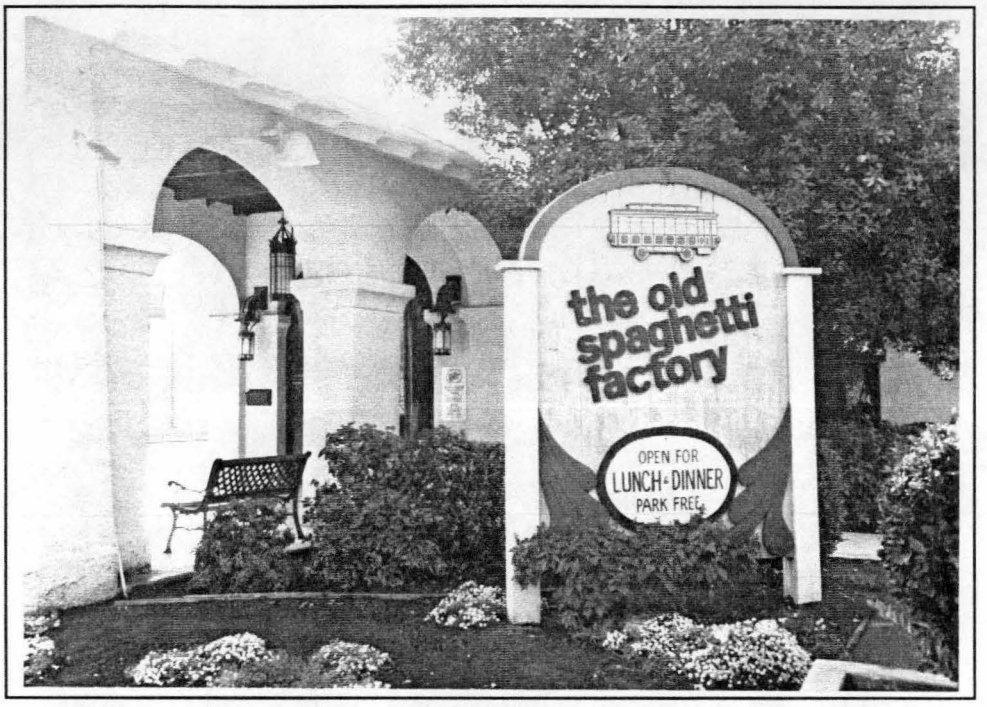

PHOTO 4.33 The "Old Spaghetti Factory" restaurant adaptive reuse

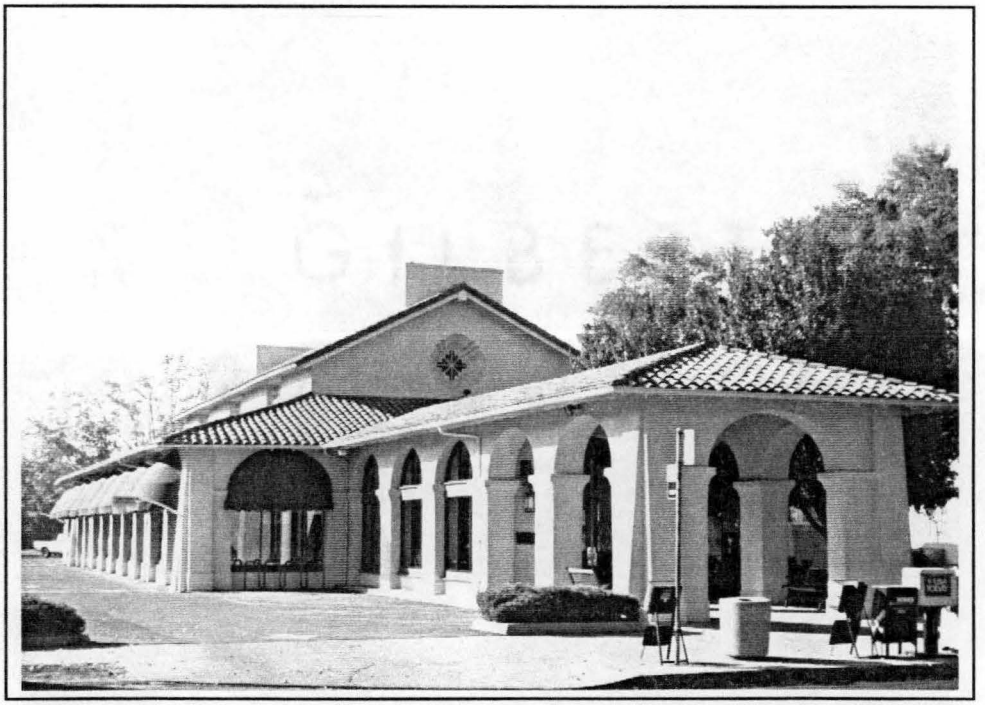

PHOTO 4.34 East trackside arcade enclosed for restuarant; north end arcade partially enclosed for entry

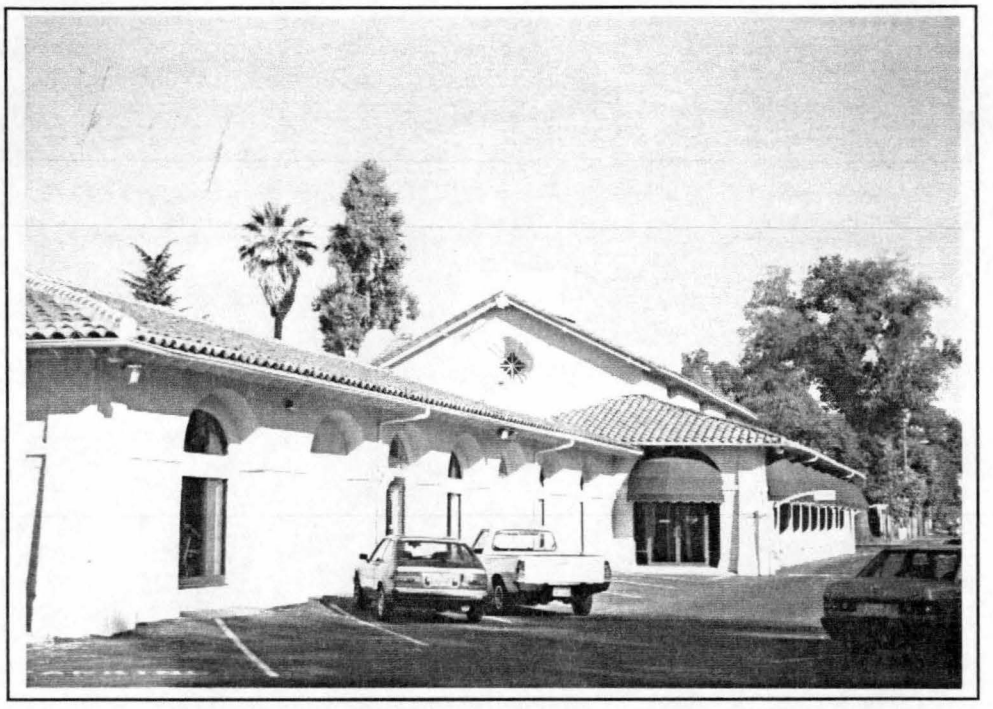

PHOTO 4.35 Freight portion converted to restaurant

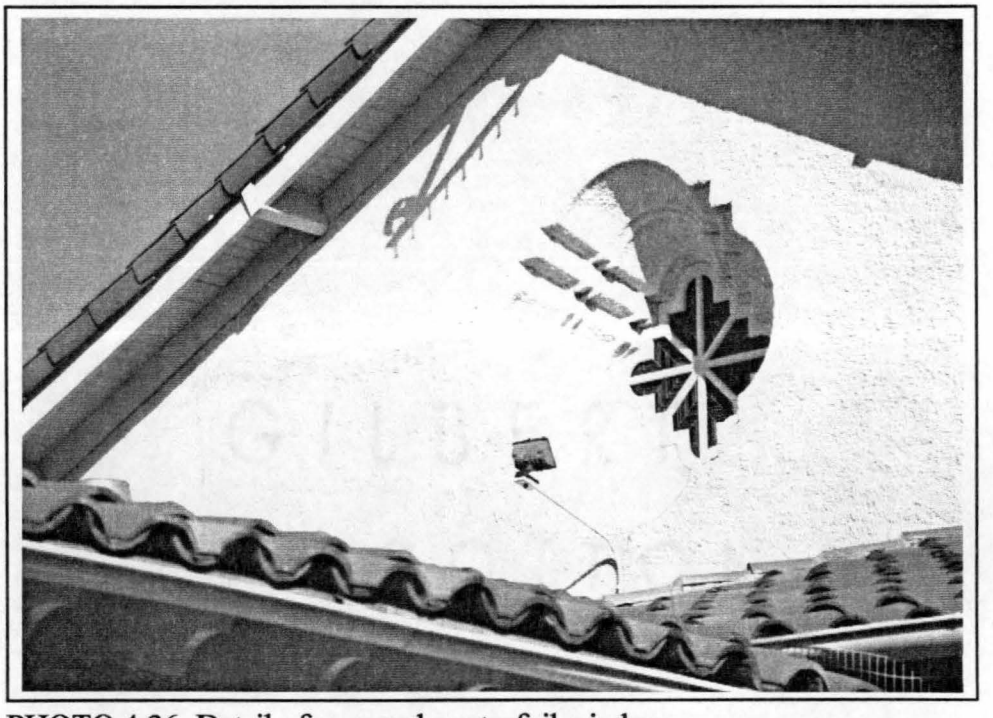

PHOTO 4.36 Detail of recessed quatrefoil window

Prototype 2: California Mission Style

Southern Pacific Railroad Station, Davis, 1914

The Southern Pacific Railroad Station is currently a very active station in a college town. Patrons makes use of the many types of spaces provided by the station including the waiting room, outside arcade shelter, and enclosed gardens. The station grounds spread along the tracks creating a nice setting with greenery, benches, a provisions for bicycle and bus connections. As the station was built in 1914, the types of elements in the architecture were very common in this time period. The scalloped Mission style parapets at the gable and arcade ends are the singular most defining element for this style. The form of the building is essentially that of a cross gabled core surrounded by a flat parapeted arcade. Arches surround the building. Other details can be seen in the carving of the brackets under the central gable roof eaves, and the allusion to exposed rafters which surround the building at interval between the arches.

One of the nicest points about the Davis station is in its setting. The station abuts the downtown of the city, but at trackside remains relatively isolated. The grounds are planted with different native and imported trees. Other nice elements can be found at the grounds along the tracks including the original signal tower. The station also maintains some planted areas which are an original part the scheme. There are low planters and also an enclosed garden.

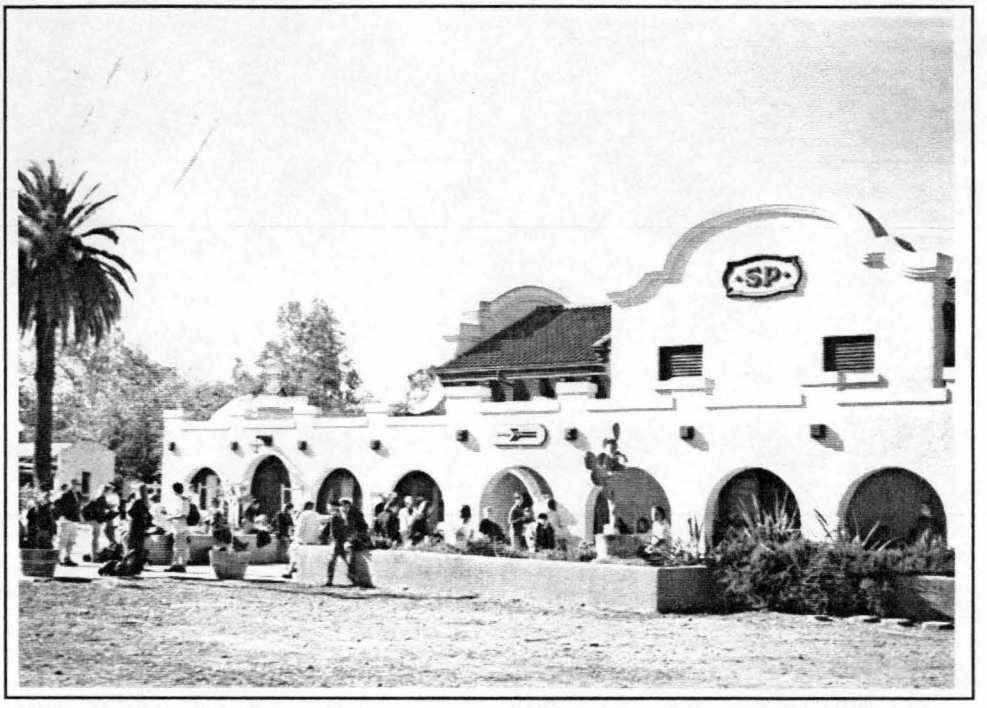

PHOTO 4.37 South trackside view, passengers waiting for the train

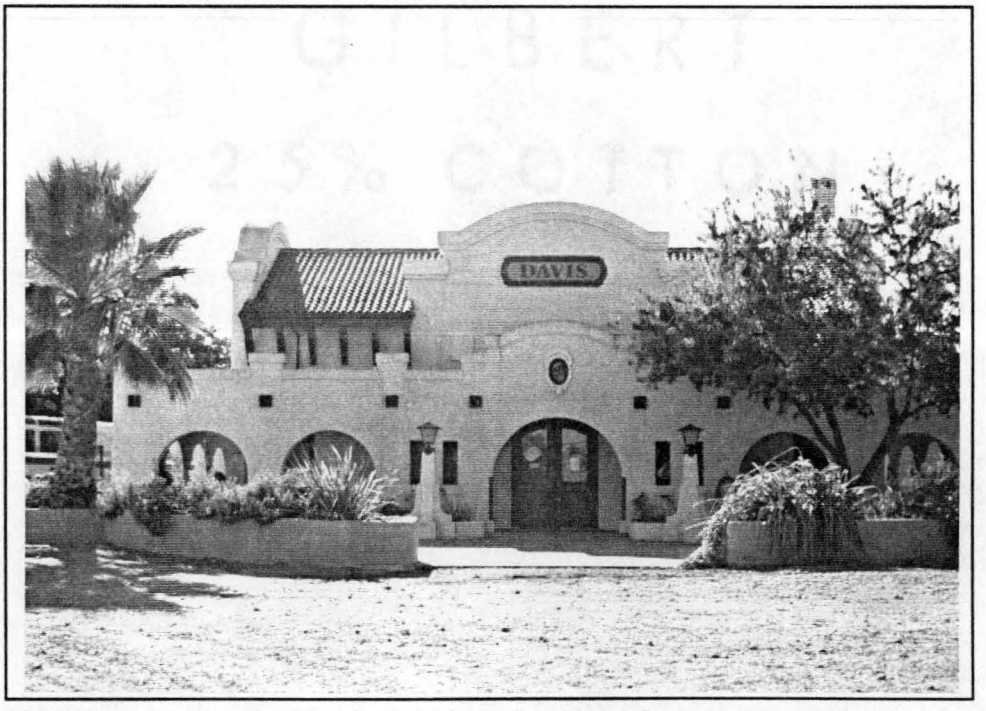

PHOTO 4.38 North side view with enclosed garden

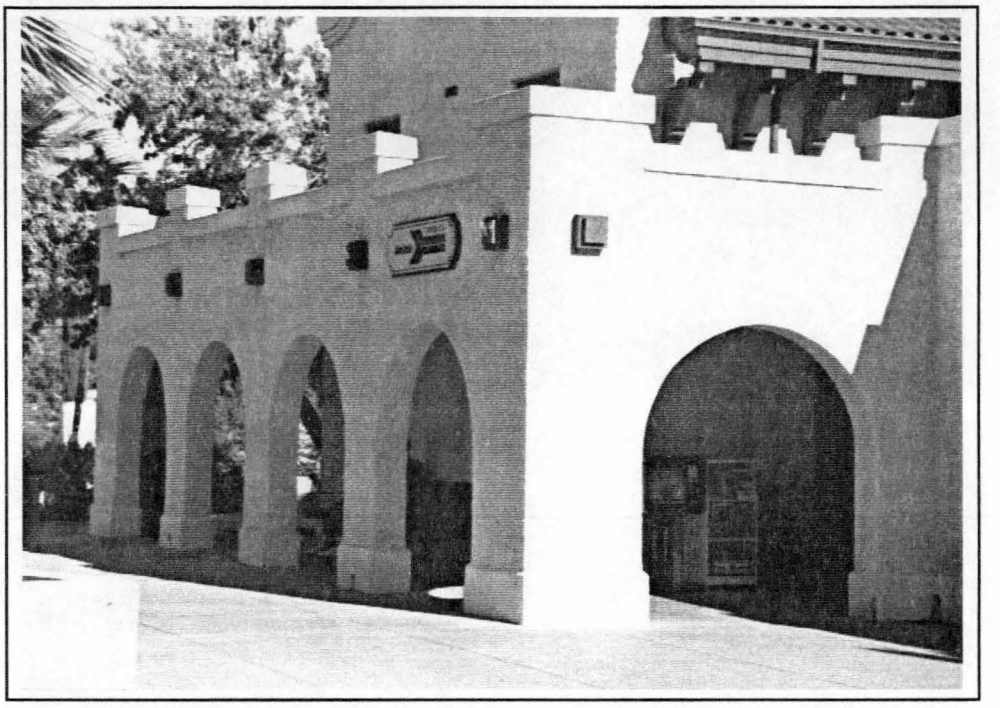

PHOTO 4.39 Southeast view of arcade

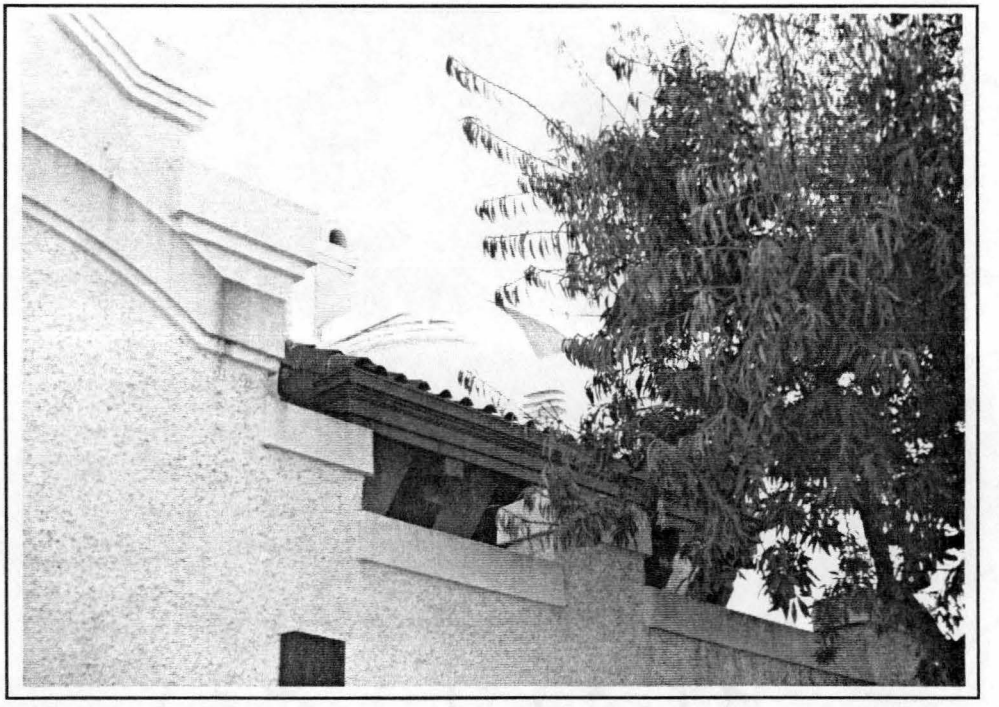

PHOTO 4.40 Mission style parapet abutting roof gable

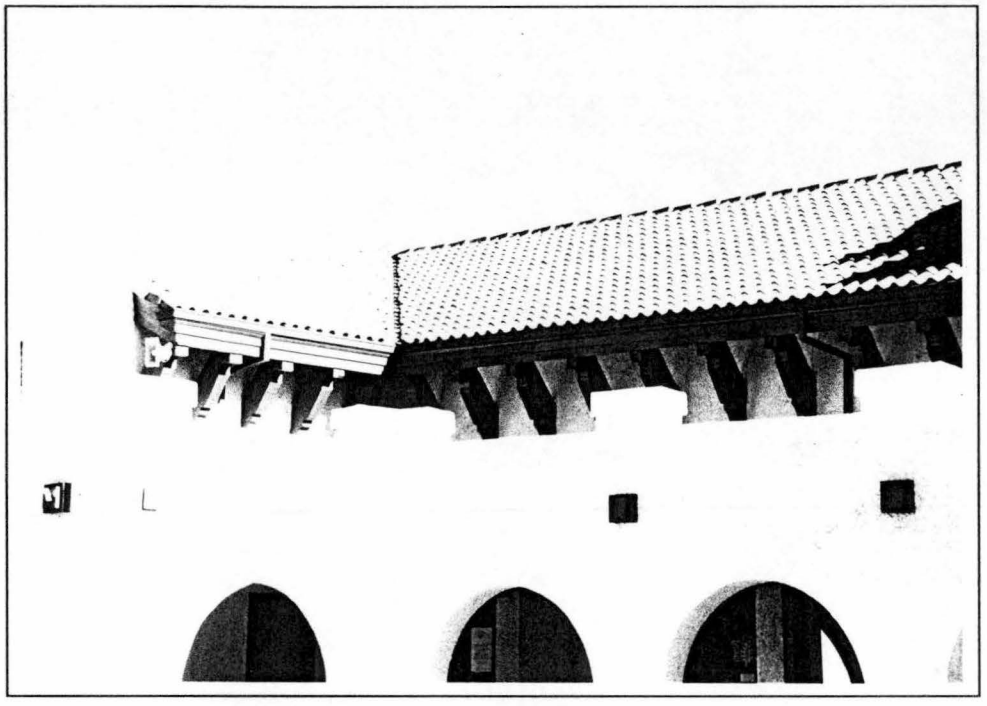

PHOTO 4.41 Carved brackets under eaves

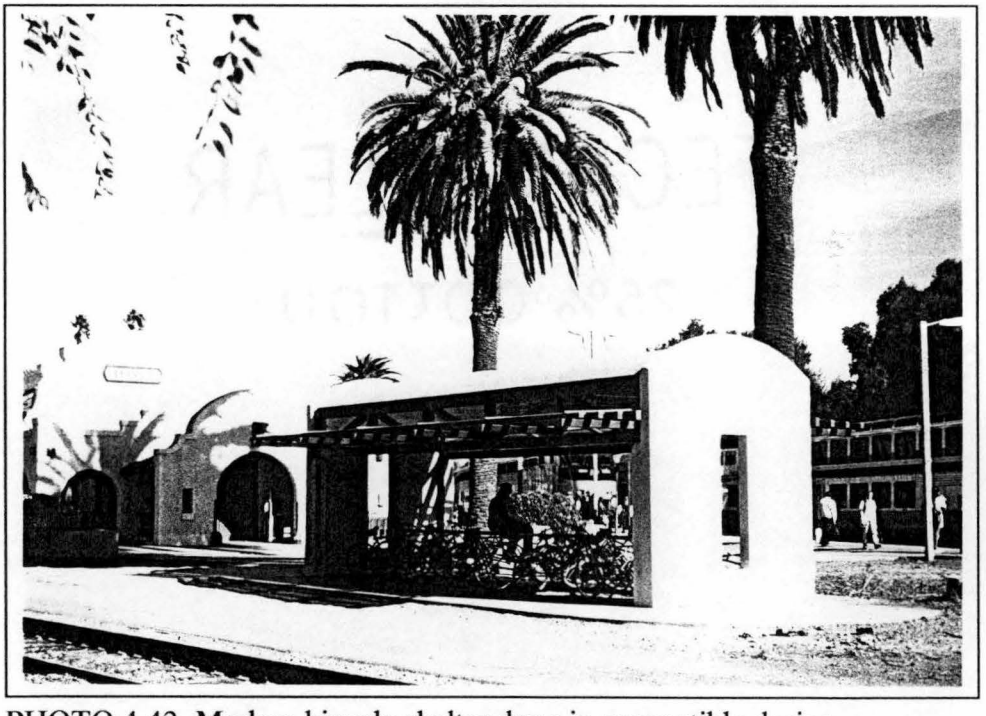

PHOTO 4.42 Modern bicycle shelter done in compatible design

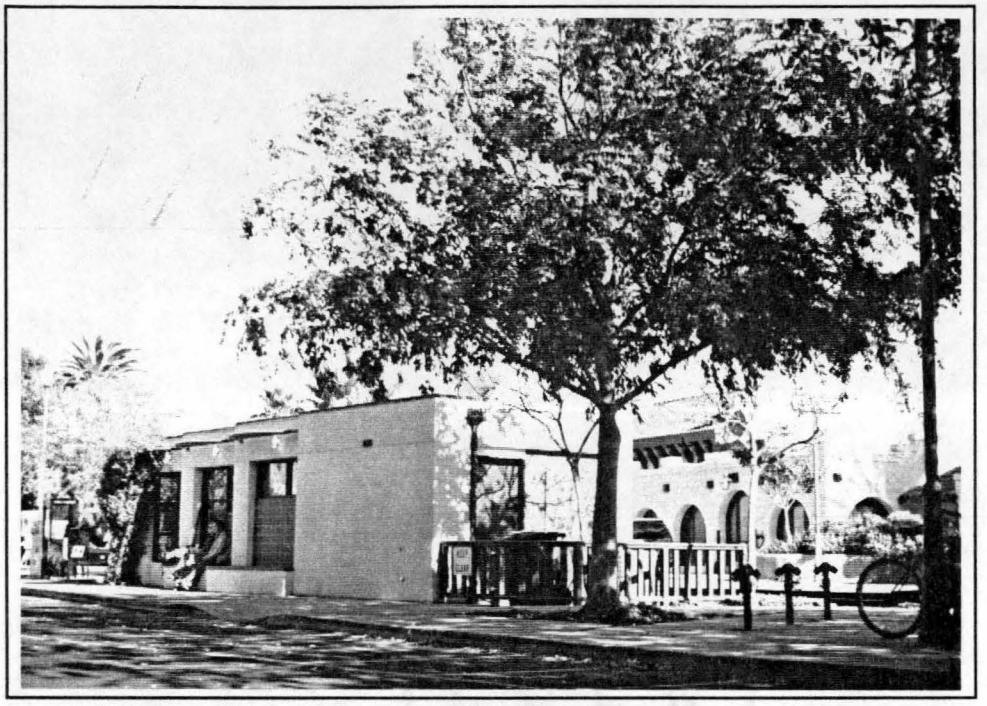

PHOTO 4.43 Historic bus station addition

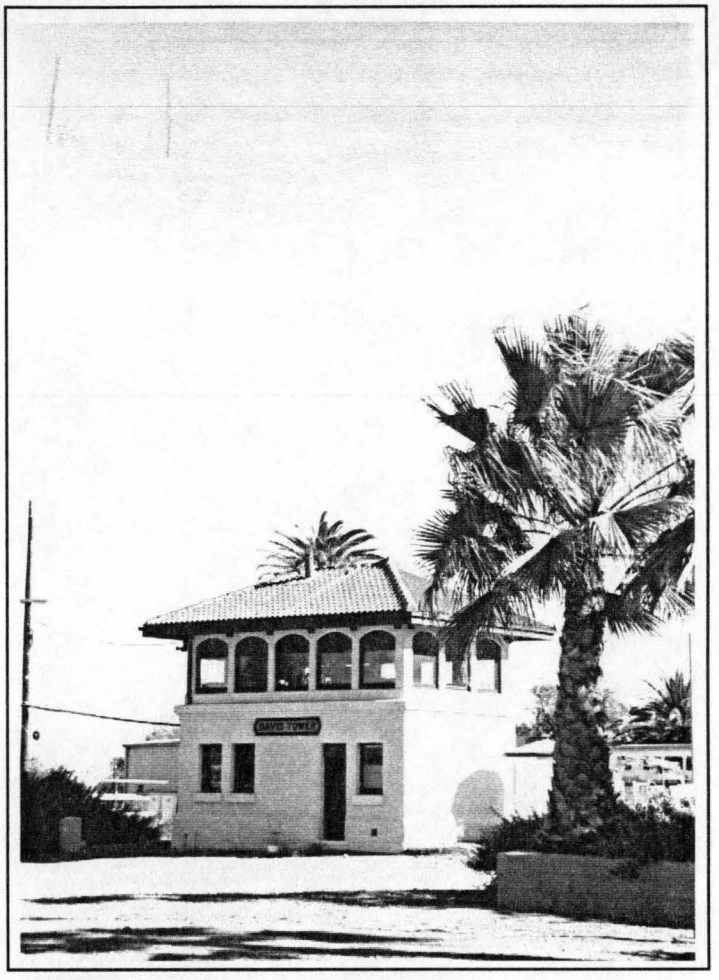

PHOTO 4.44 Freestanding signal tower

Classification: Mediterranean / Italian Renaissance

Period of Association

1910 through 1934, mainly a style of the 1920's.

Development of the Style

The Mediterranean style of railroad station was based in the greatly popular Mission style, but evolved toward a simpler, more modern form. The Mediterranean style took off on its own for a short period, it did not supersede the Mission station, which continued to be built for the longest period until 1942. The Mediterranean stations that were built in California served cities of significant populations and considerable passenger service. Unlike the Mission stations, which could be modest for the small town or opulent for the large city, the Mediterranean station was never adapted to the small town. The period in which these stations were built was not a period of great expansion for the railroads but during the final period of the passenger era, before it succumbed to the competition of the automobile. The stations do not acknowledge this downturn, and were built for the intent of a future in railroad service, but they are the last to do so.

The strongest distinguishing characteristics of the Mediterranean station are its monumentality, its simplicity of form, and its brick materials. The monumentality expresses its significance as a public building; the form is a reflection of the Beaux Arts concepts of proportion; and the brick materials gave a sense of permanence although

they were actually used because new techniques of brick veneer had made it possible to look expensive and be modest in cost.

Variations of the Style

The Mediterranean style is quite distinctive in its own right, but relates to Beaux Arts in proportion and some detailing, and Mission in its roots.

Characteristics of the Style

1. Draws on Florentine elements, Roman column and Spanish references.
2. Elements of Spanish Colonial.
3. May be loosely based on either Spanish Eclectic and Mission precedents or Italian Renaissance.
4. Tile roofs are used as are stucco walls and round arched windows and doorways.
5. Low pitched hip roof (sometimes flat) typically covered in ceramic tiles.
6. Upper story windows smaller and less elaborate than windows below, commonly with arches above doors, first-story windows.
7. Facade most commonly symmetrical.
8. Often hipped roof with projecting wings.
9. Frieze with name of city.
10. Brickwork in veneer.
11. Large central volume with flanking wings.
12. Suspended canopies over doorways.
13. Monumental facade.

TABLE 4.6 Mediterranean Stations (Listed with SHPO)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Oakland	Southern Pacific	1910	
Sacramento	Southern Pacific	1925	National Register
San Jose	Southern Pacific	1934	National Register
Santa Ana	Pacific Electric	1925 est.	
Stockton	Southern Pacific	1930	

Prototype 1: Mediterranean

Southern Pacific Railroad Station, Sacramento, 1925

The large and impressive Mediterranean style railroad station of Sacramento is significant to Sacramento and California in a number of ways both symbolic and practical. Sacramento has played a major role in the history of railroads in the west, beginning with the ground breaking point for the Central Pacific's original transcontinental link. The Sacramento station still serves that route today as well routes traveling north and south through the Valley. At the peak of activity in 1926, the Sacramento station served an average of 86 trains and 4500 passengers each day.[89] Not only was the station the hub of passenger activity, but main Southern Pacific railyards located just to the north of the station employed a workforce of 3100. This station of the 1920s spared no expense in its effort to impress. It was designed by the San Francisco architectural firm Bliss and Faville, whose partners had also worked with the firm of McKim, Mead, and White.

The station is very much a reflection of the 1920s, with a refined sophistication in its simple form, and all the fashion of the time in its details. The main exterior building materials are brick with a Spanish tile roof. The overall form is like that of Beaux Arts ideas, symmetrical with a large central element flanked by two lower wings at the sides. The central roof has a low pitch while the wings are flat with parapet. Tall Roman arches are set in the main central element and tall rectangular multiple-

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[89] Henley, James. "National Register Nomination - Southern Pacific Depot", 1974.

pane industrial type windows are set around the wings. Detailing can be found in the brickwork of the main walls, where the new technique of brick veneer over woodframe made it possible to do such work economically and neatly. At the top of each Roman arch is a scrolled keystone. Just below the frieze is a detailed belt course of small corbelled arches. The frieze itself carries the name of the station as well as more detailing in cast terra cotta. Detailing on the lower wings includes the flat parapet with surrounding balustrade.

The interior of the station reflects monumentality and elegance in its 1920s styling. The ceiling is vaulted in a semicircular arch and decorated with banding and lancet cuts over the tops of the arched windows. As was essential, especially in the schedule-conscious 1920s society, the clock is clearly posted at one end above the mural of the historic event in Sacramento: the ground breaking ceremony for the first transcontinental link. Light fixtures complement the station with their "modern" 1920s bare bulbs showing off the new technology of electricity. Scrolled detailing of the light fixtures can almost appear Art Nouveau in nature. One additional modern amenity worthy of note is the built benches for waiting passengers. The railroads developed the type of back to back benches where radiators were placed at the center and hot air was blows directly to the area where the passengers were sitting.

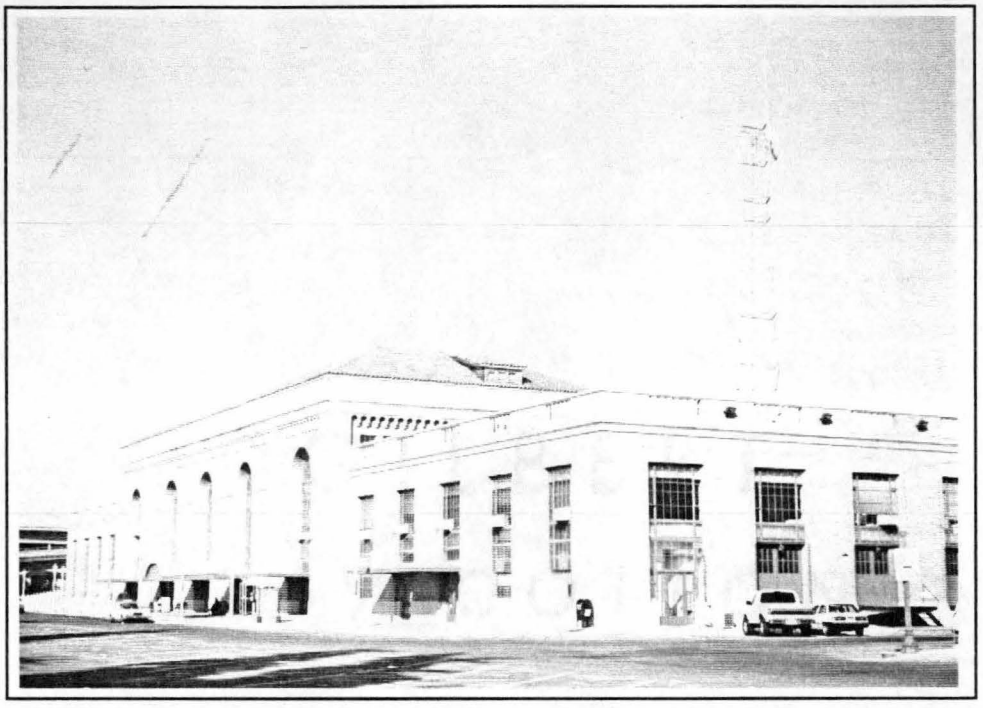

PHOTO 4.45 Southeast view showing monumental facade

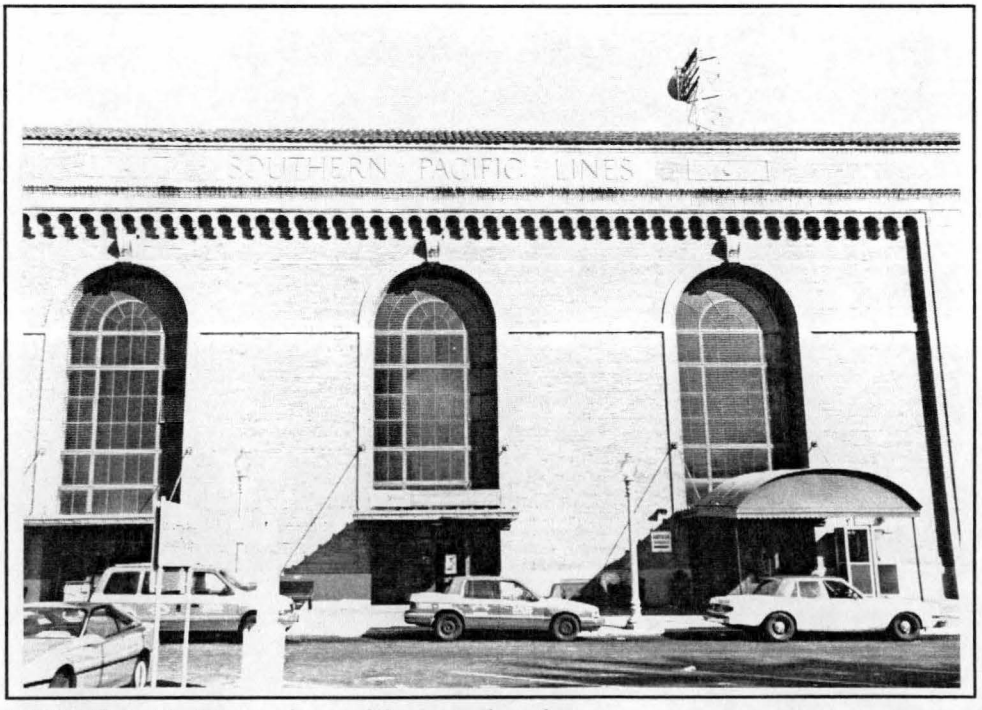

PHOTO 4.46 Front view with central arches

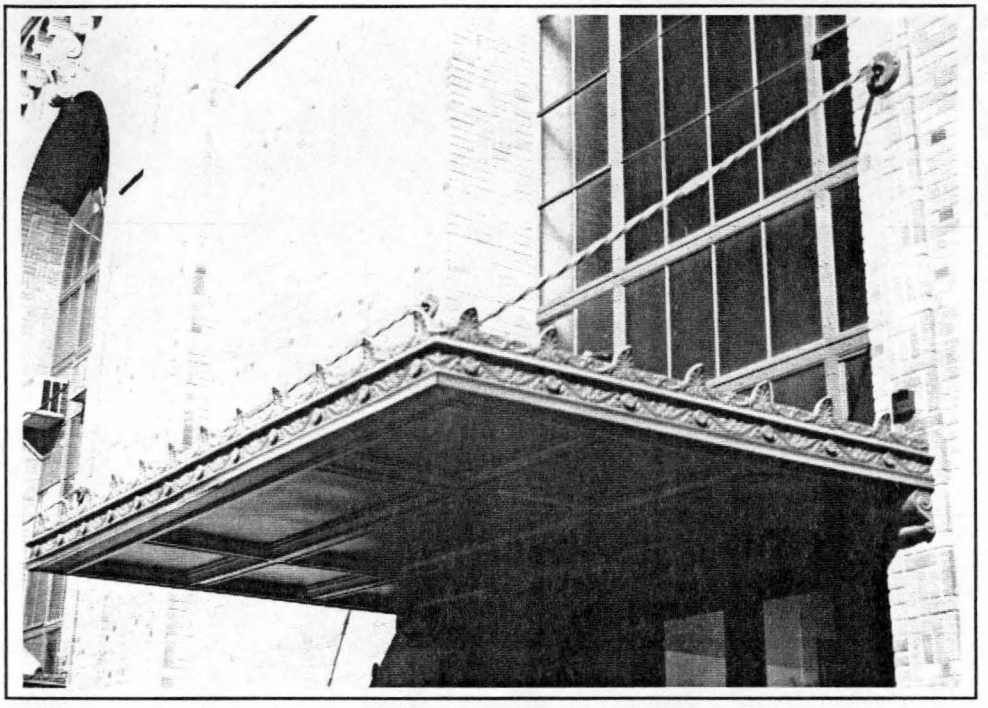

PHOTO 4.47 Suspended metal flat canopy over entry

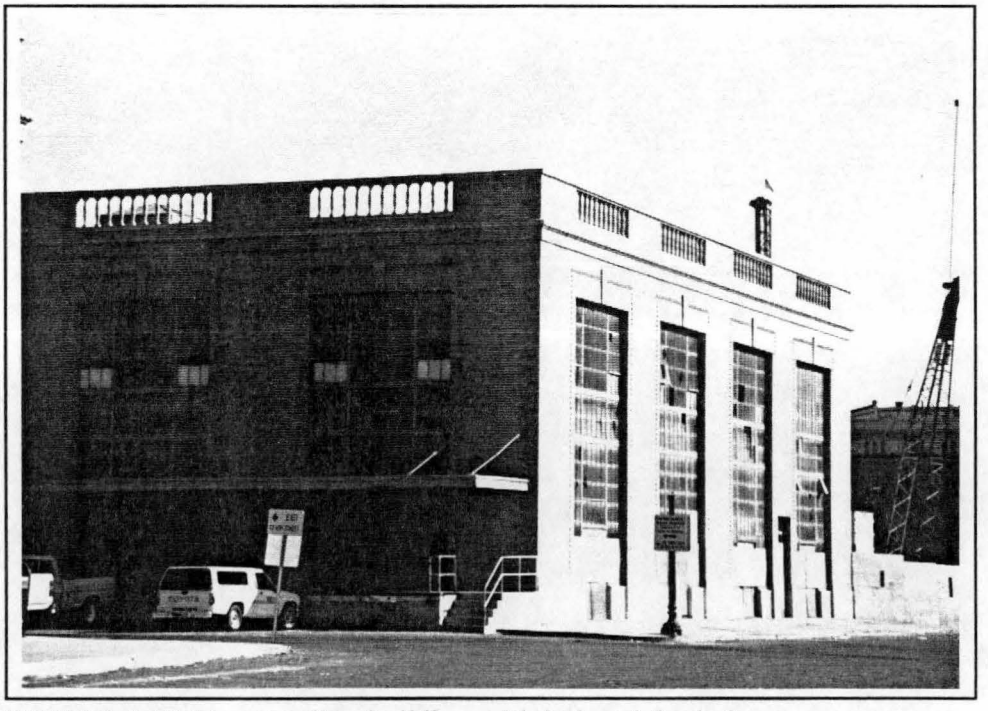

PHOTO 4.48 Freestanding building with industrial windows

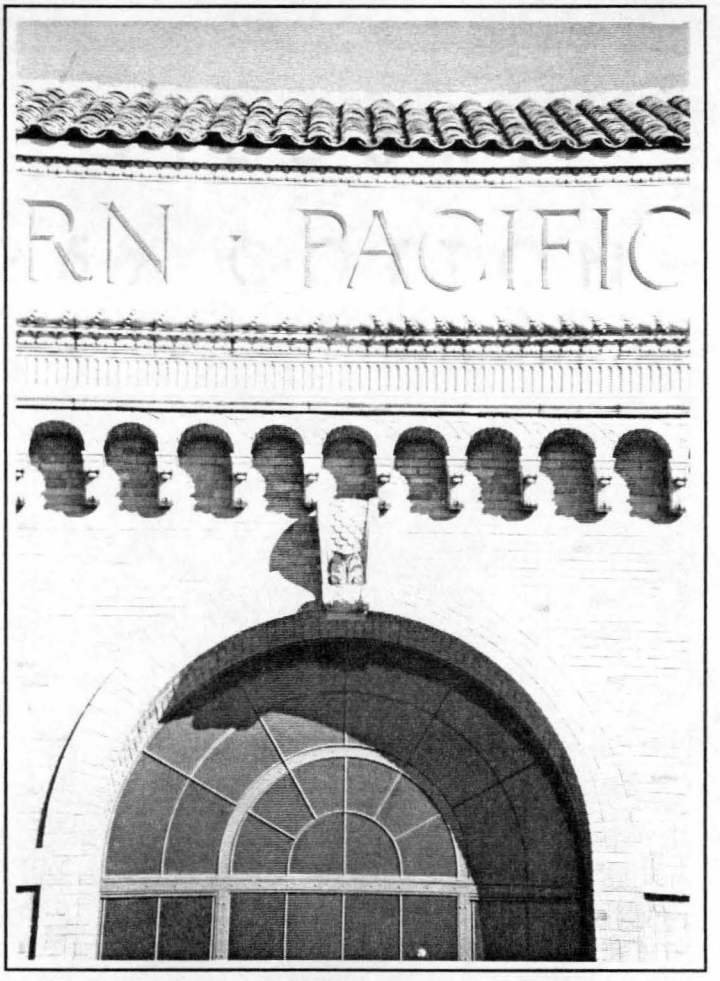

PHOTO 4.49 Detail of frieze, course of corbelled arches, and window detail

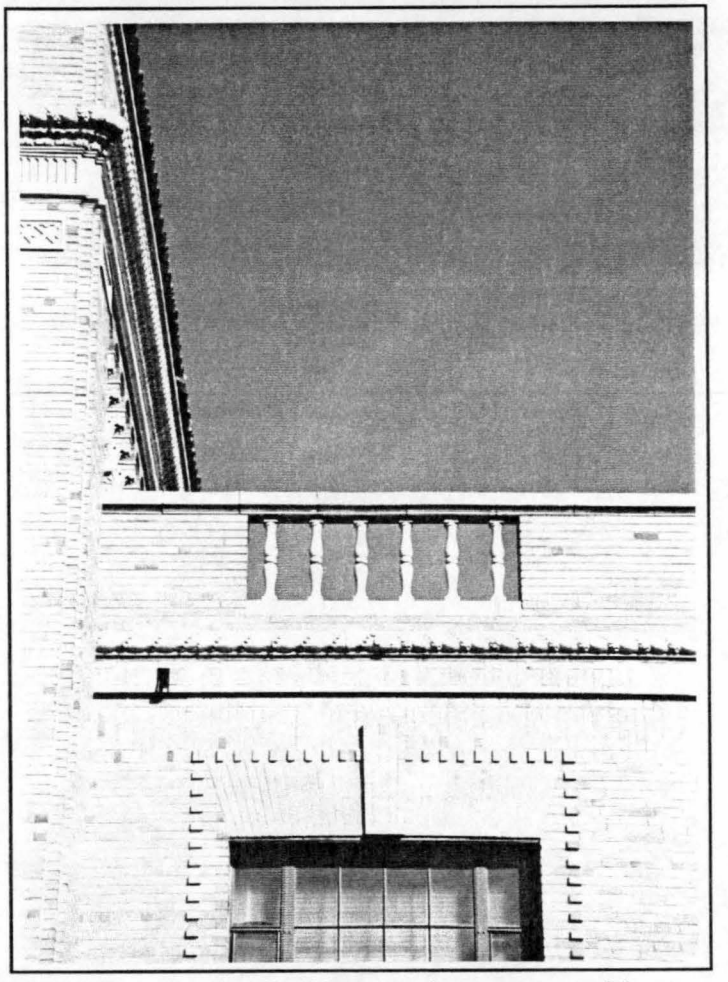

PHOTO 4.50 Detail of lower wing parapet with balustrade, window detail

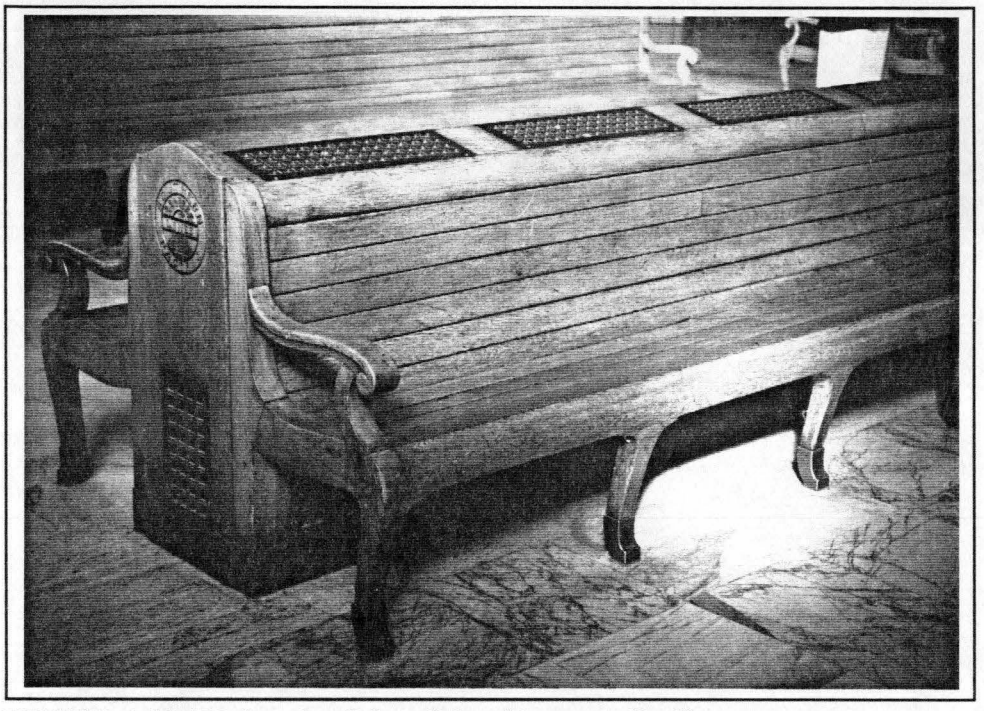

PHOTO 4.51 Back to back benches with central radiators

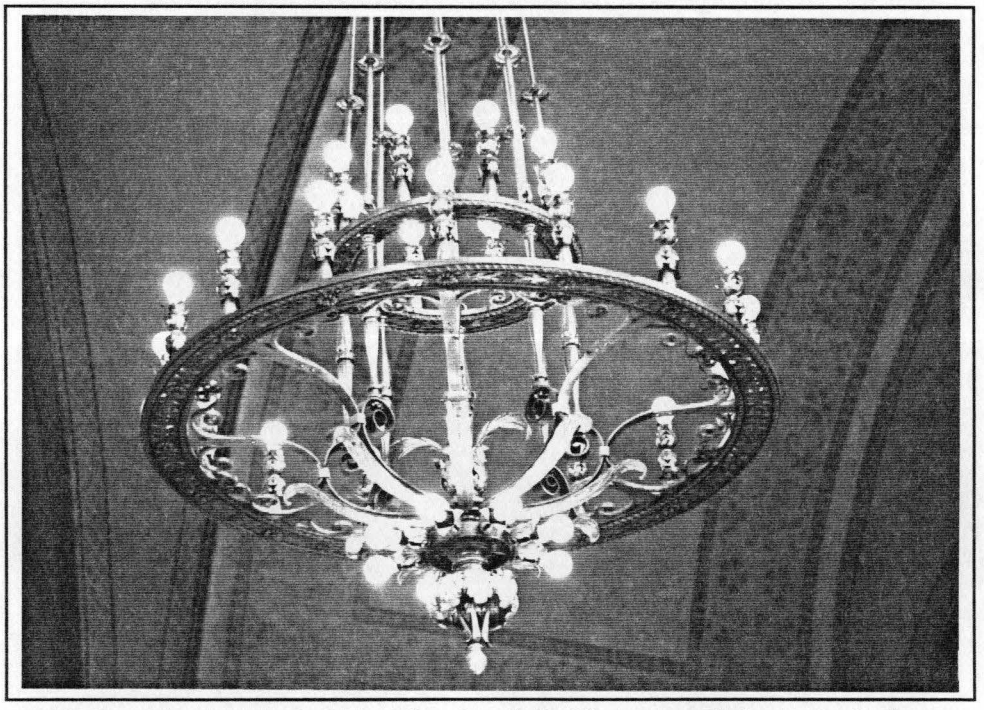

PHOTO 4.52 Suspended electric chandelier fixture utilizing bare bulb lights

PHOTO 4.53 Interior space with vaulted ceiling, facing mural of historic railroad event

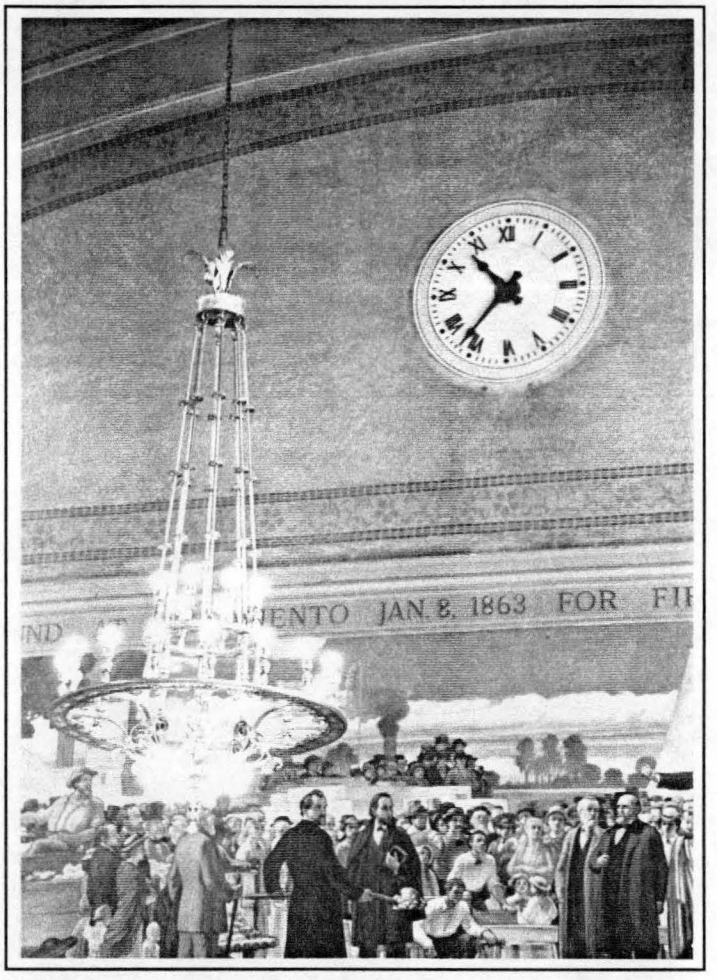

PHOTO 4.54 The clock, centrally placed for patrons' view

PHOTO 4.55 Detail of ornamental light fixture on wall

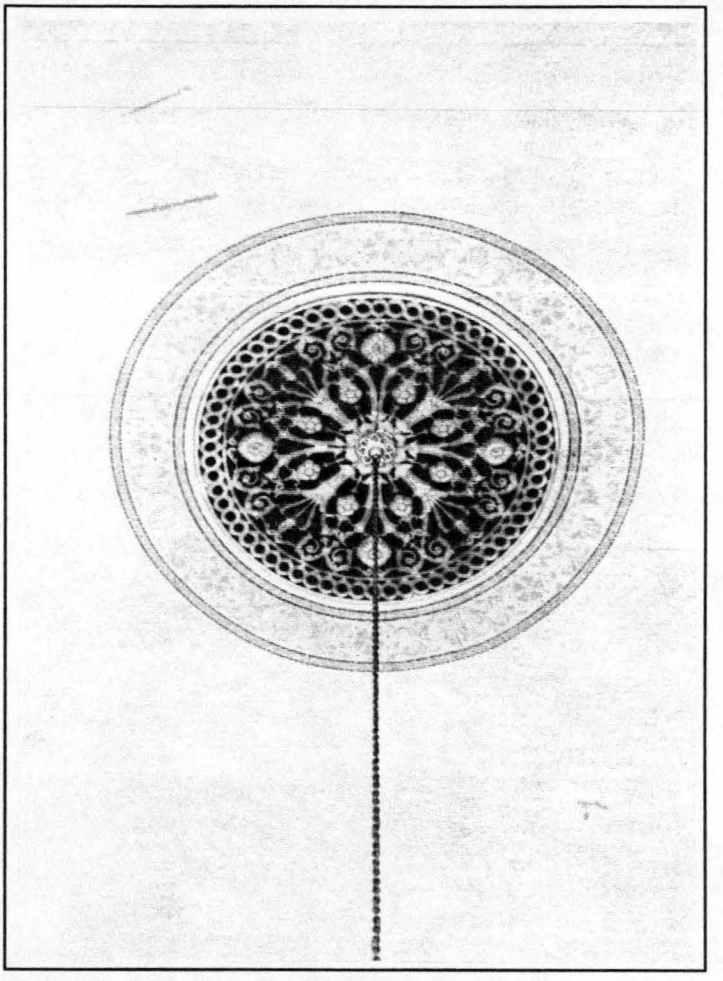

PHOTO 4.56 Detail of ceiling "rosette" from which suspended light fixture is hung

Prototype 2: Mediterranean

San Jose Southern Pacific Station (1934)

The Southern Pacific Railroad Station in San Jose is one of the later stations built for passenger service, yet is very much a part of the grant scheme in Mediterranean style architecture that was begun a few decades before. The overall form is taken from Beaux Arts monumental symmetry and the materials and detailing are Mediterranean influenced. Details on the interior appear more rustic, like that of the Mission style stations. San Jose stations has been meticulously restored and is in full service for Amtrack and commuter lines. The station offers examples of how the many functions can work together under one roof.

San Jose Station is not as large as the largest Mediterranean station in Sacramento, but certainly is as monumental in scale and as diverse in its layout of functions. The station takes its overall form from its symmetrical elements: a large central portion with lower flanking wings at each side. The three tall Roman arches at the center settle rhythm for the building. Two stories of simpler square windows are set into the walls of the lower wings. Much exterior detailing can be found in the brickwork and cast stone.

The interior of the station is an interesting study of types of influences in architecture coming together in California. The shape and materials of the ceiling are not what one might expect for a lavishly detailed building. Exposed finished wood with exposed beams and rafters makes the dark heavy appearance of the ceiling. Some

painting and carving can be found in the wood of the ceiling and its elements. Suspended light fixtures in the place have an angular motif, fitting for the Art Deco influences of the time. Terrazzo pattern the floor, and different types of marble make up the baseboard and wainscoting. A mural is painted high on the wall of the north end, depicting a scene important to local history.

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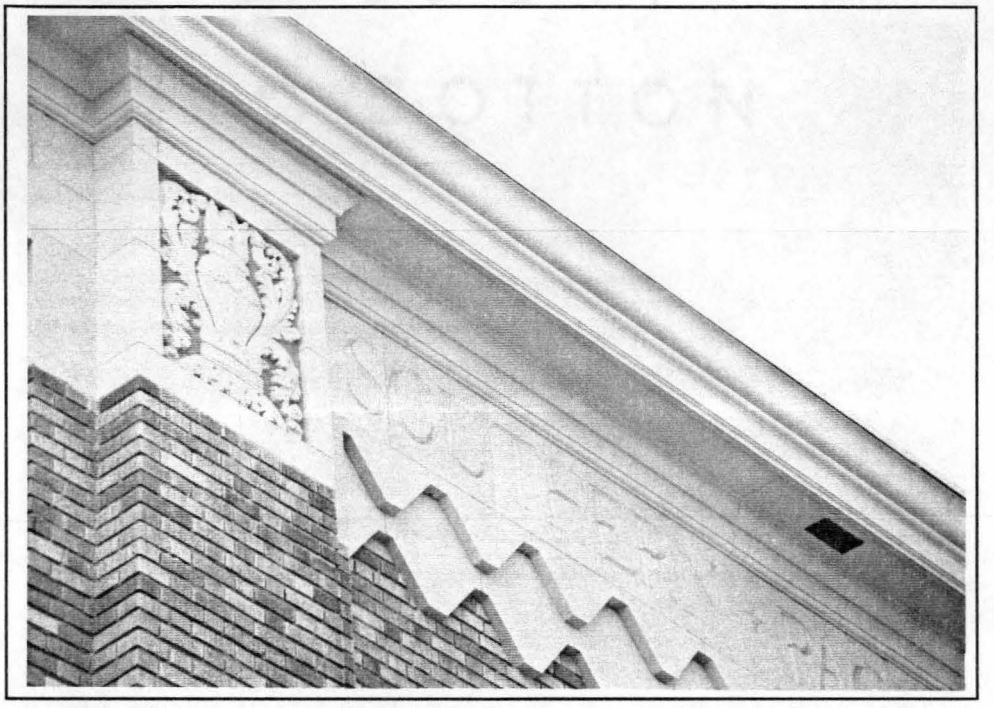

PHOTO 4.57 San Jose Station, detail of boxed eaves, scalloped fascia, pilaster capital, and decorative terra cotta

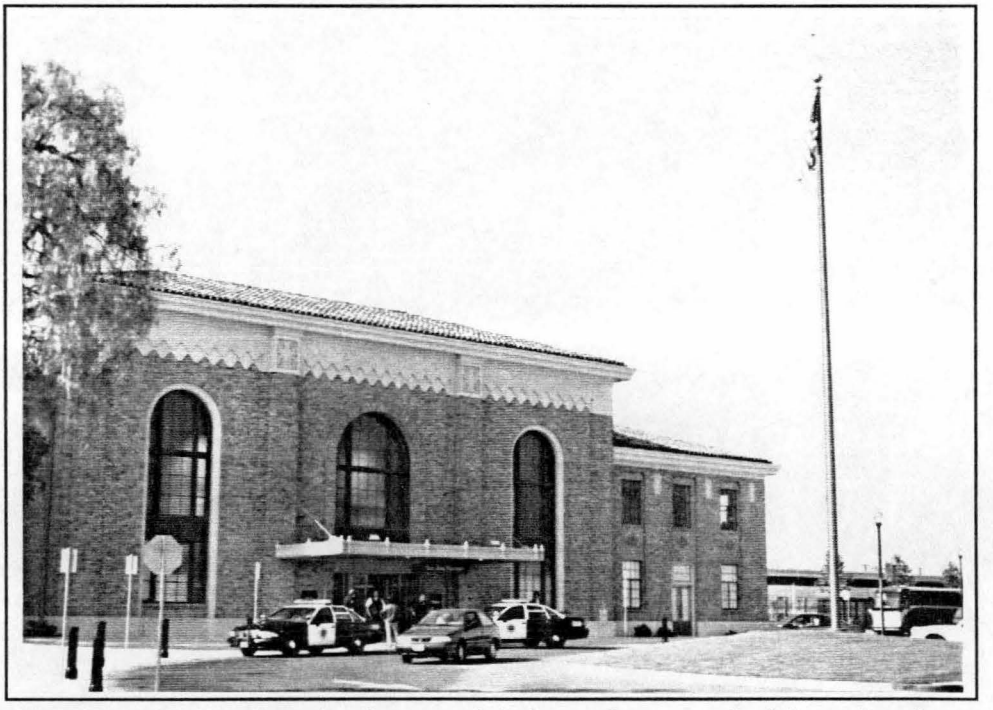

PHOTO 4.58 San Jose Station, partial view of symmetrical front facade with projecting wings

PHOTO 4.59 Detail of decorative brick veneer and casement window within recessed brick spandrel

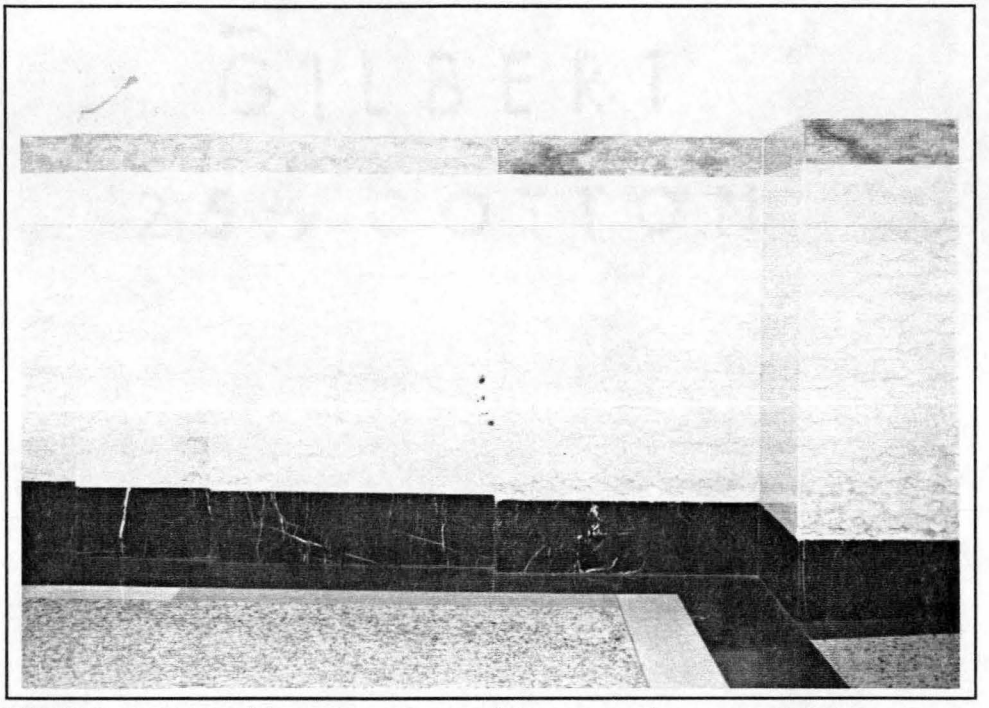

PHOTO 4.60 Marble wainscoting and Terrazzo floor

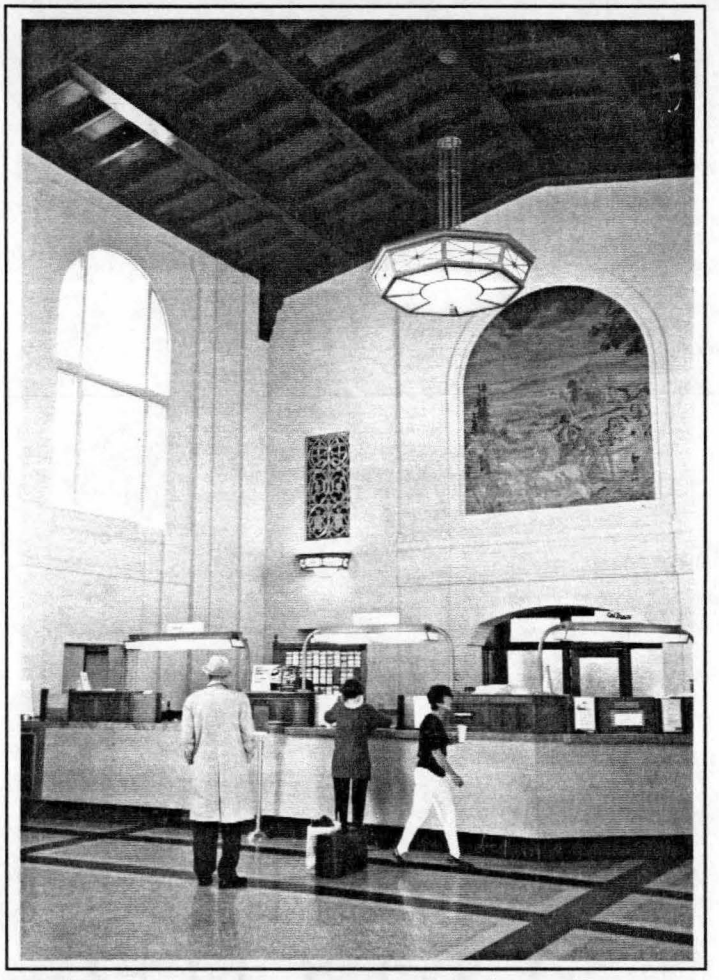

PHOTO 4.61 Interior space, exposed wood beam ceiling with suspended light fixture over ticket counter

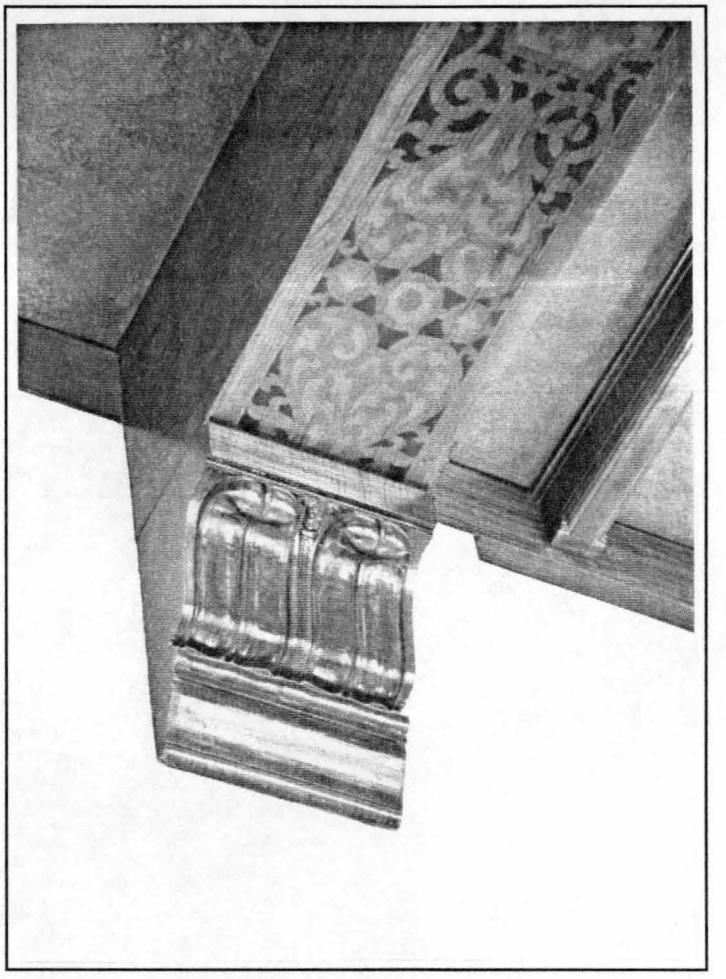

PHOTO 4.62 Detail of carved brackets

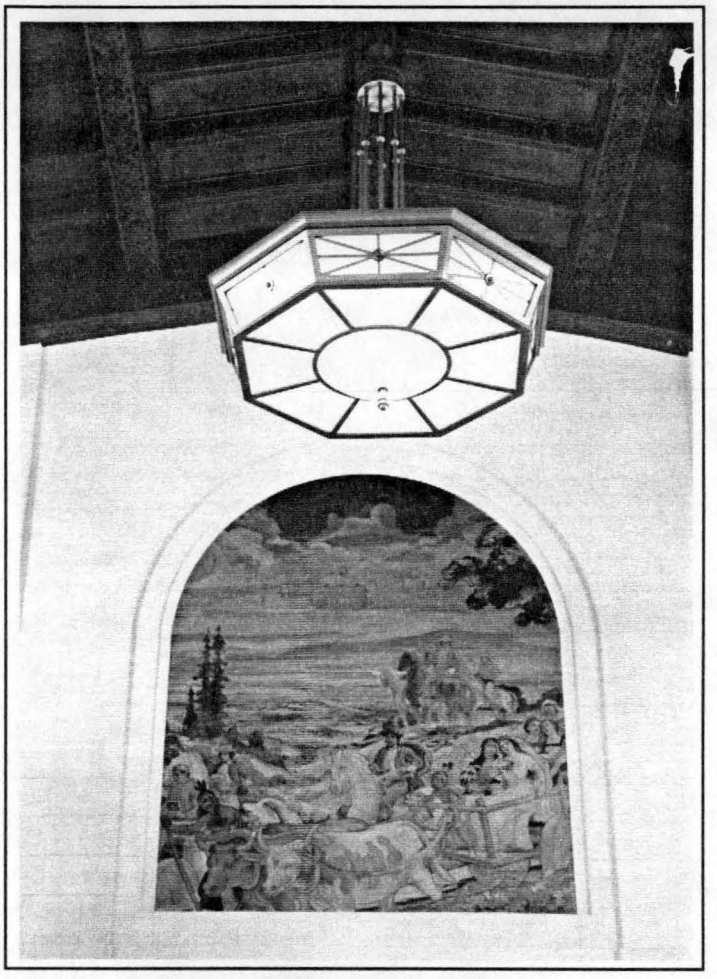

PHOTO 4.63 Detail of Art Deco light fixture over mural depicting local history

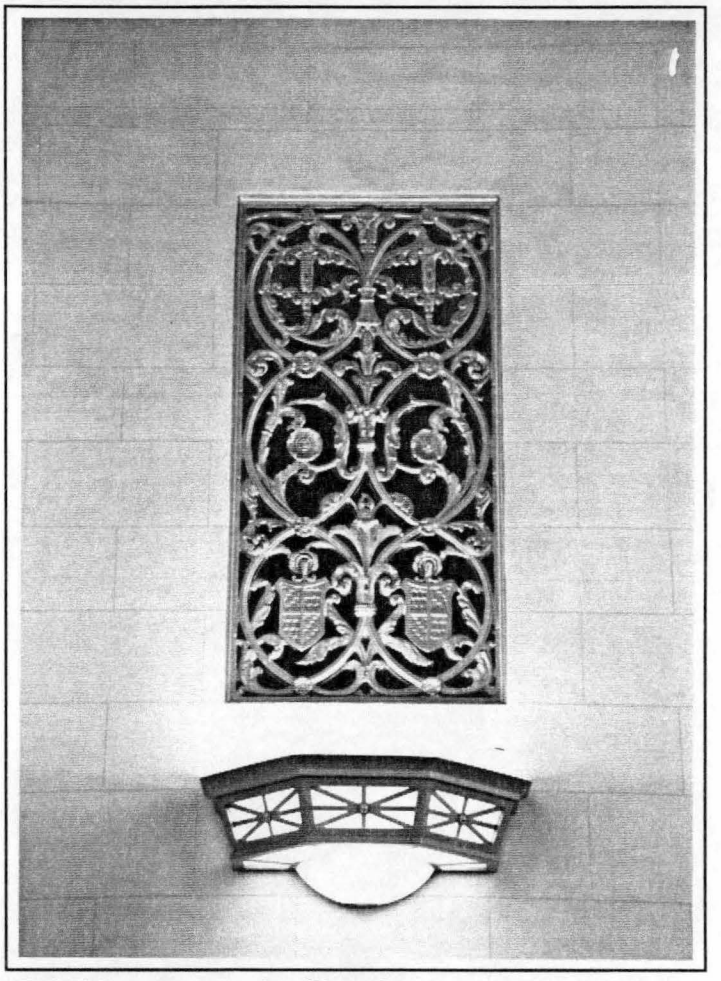

PHOTO 4.64 Metal grillwork over Art Deco light fixture

Classification: Art Deco; Streamline Moderne

Development of the Style

Art Deco is a style derived from modern concepts of simplicity which became most popular in the 1930s. Although the international style, which stripped buildings of all ornamentation, had already been introduced, it never caught on the way Beaux Arts and other styles of the time took hold. While modern concepts called for the simple rectangular and cube forms which the stations took, the details which gave the stations their style were based on artistic concepts of angularity. In the case of railroad stations, the proportions and functions of the building are similar to those of the preceding era, but the details which give them character are distinctly Art Deco. Early Art Deco strived for verticality with details reaching upward toward the sky. Later Art Deco, in the form of Streamline Moderne, was meant to evoke a horizontal sleekness, like the forms of machinery that were becoming faster and sleeker with the modern age.

Characteristics of Style

1. Simple overall forms, composed of one or more rectangular shapes.

2. Flat roofs.

3. Vertical elements such as simplified pilasters, tall narrow windows, modern lettering.

4. Horizontal banding along parapet or roof ridge, with additional horizontal bands placed as decor.

5. Glass block windows.

TABLE 4.7 Art Deco Railroad Stations (Listed with SHPO)

CITY	RAILROAD	YEAR	ADDITIONAL DESIGNATION
Palo Alto	Southern Pacific	1940	
Pittsburg	Sacramento Northern	?	
San Francisco	(transbay terminal)	1939	
South San Francisco	Southern Pacific	1933	

Prototype: Art Deco

Southern Pacific Railroad Station, Palo Alto, 1940

The opening of the new Southern Pacific Railroad Station in Palo Alto (replacing the original built in 1896) was celebrated in March of 1941. The streamline moderne styling of the new building was a sign of the times in architecture and especially transportation related architecture. The 1940s was turning from the clean vertical elements of earlier Art Deco to the sleek horizontal dimensions of Art Deco in the form of Streamline Moderne. The Palo Alto Station is a prime example of the form and details which embody this style. The overall building is very horizontal in character, with flat roof and narrow banding at intervals along the parapet. Parallel bands follow the top edge of the building's front element and Moderne lettering is incorporated into the banding over the doorway. Within the parapet is a round hole, evocative of a ship's porthole, another modern transportation motif. Windows of glass block can be found around the building, giving the openings durability and light, and a sense of high fashion for the times.

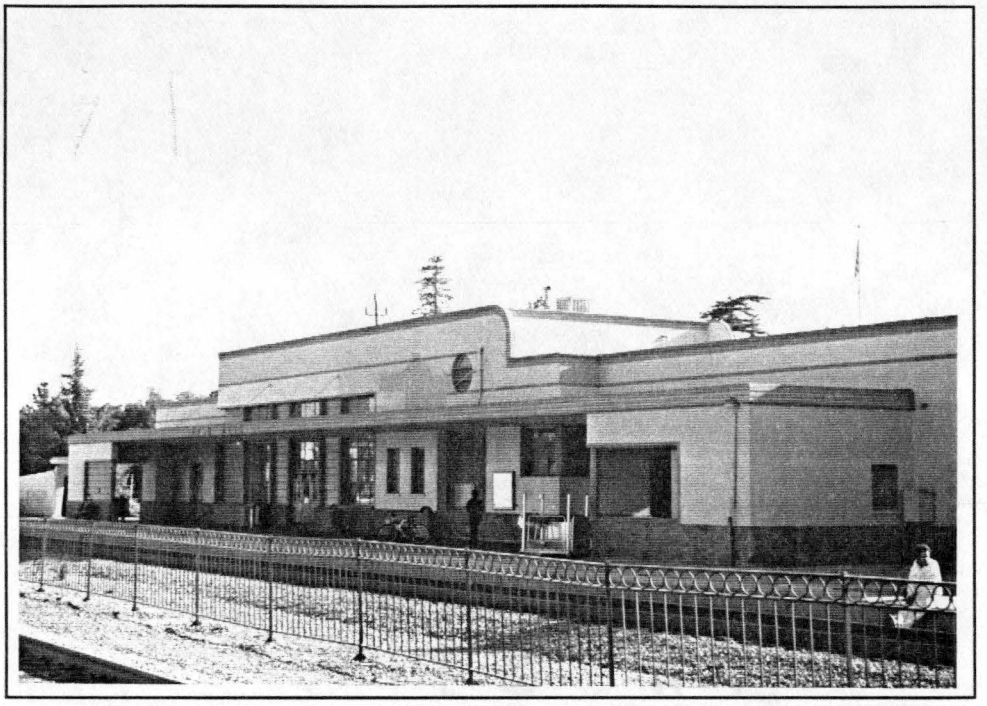

PHOTO 4.65 View of east trackside facade

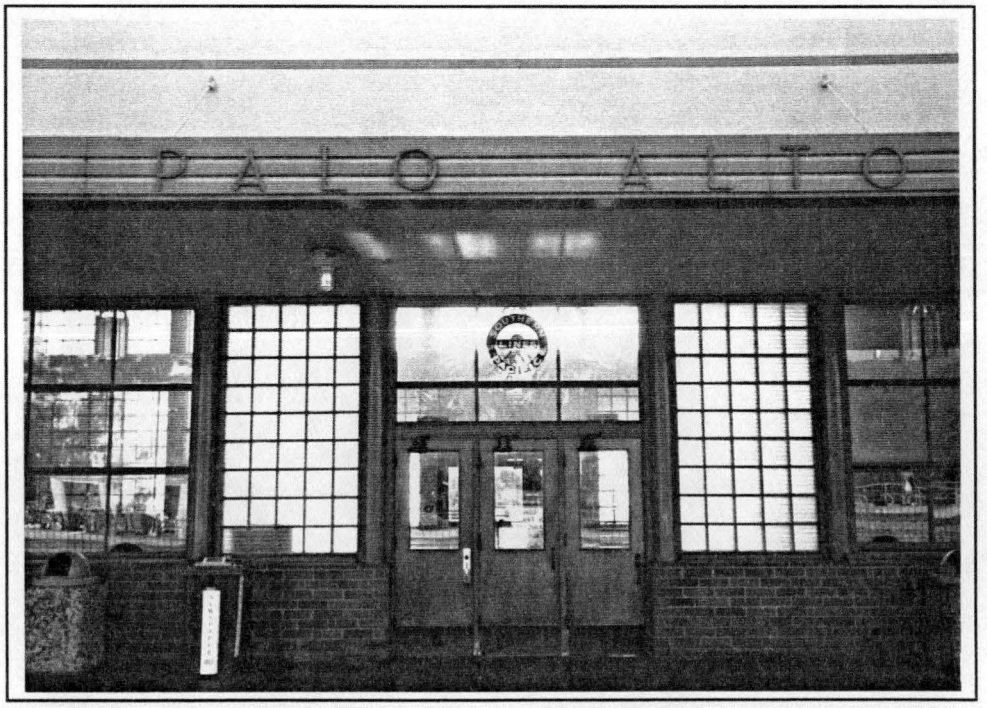

PHOTO 4.66 Trackside entry with Art Deco lettering, glass block sidelights, view of interior space through windows

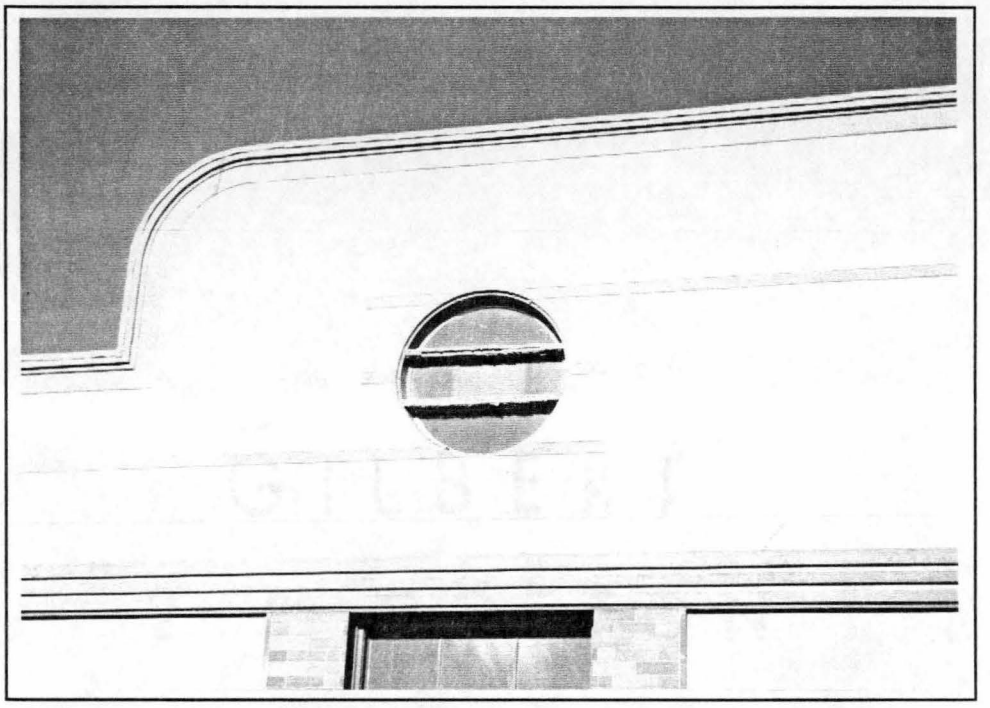

PHOTO 4.67 Streamline Moderne parapet with oculous "porthole" window

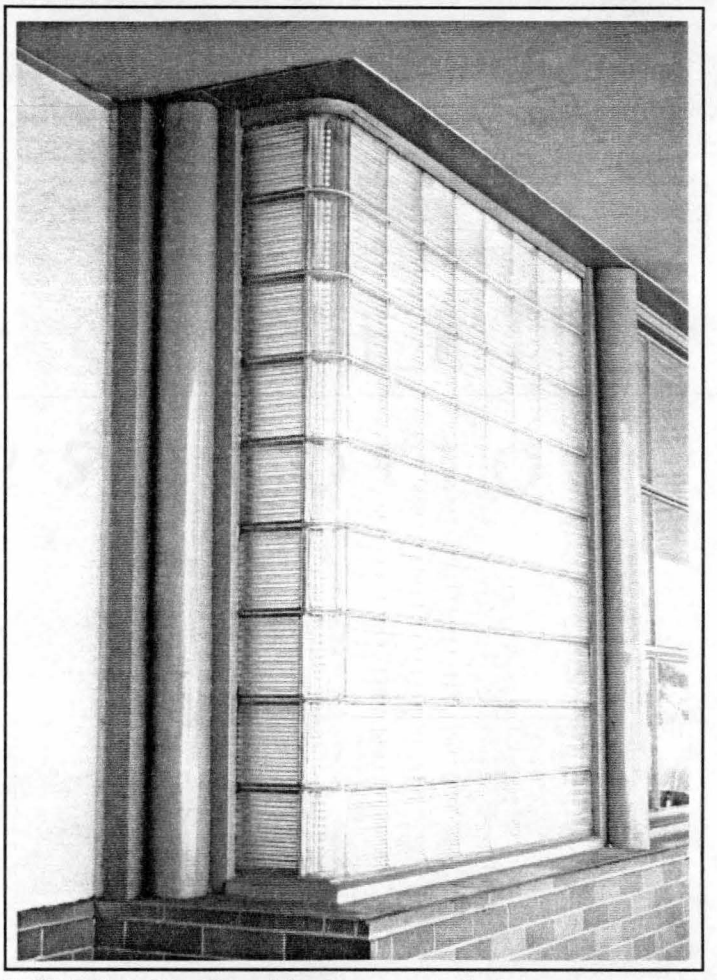

PHOTO 4.68 Glass block corner window

CHAPTER V

RECOMMENDATIONS FOR TREATMENT

California railroad stations today face a number of challenges, many of which pose problems unique to the current situation of this resource. For those stations that are not being included in future plans for the city, their biggest threat may be in their location at the once important city center. Pressures for new development in central cities often cause the market value of land to rise well above the market value of the historic resource sitting on the land. Development business practices often do not take into account the intangible historic value of the railroad station. Railroads which currently own many of the deteriorating stations may see them only as a liability and an impediment to marketing the site at top value. Even those stations owned by railroads and being leased for passenger service by Amtrak return only modest proceeds to the railroad companies and do not justify an investment more than the bare minimum to maintain them.

The stations which are doing well are those which have been given the attention of a number of sources other than the railroads. Unfortunately, the era of railroad passenger service which once made these stations great is no longer the primary hope for revitalizing them. Creative planning for the future of existing railroad stations has

become a necessity critical to their survival. The many success stories of revitalized stations in California show that the station which has been recognized for its historic and architectural value, which has adapted to serve a purposeful function, and which has been given an appropriate treatment plan, can again become a valued resource of the community avoid the threats that would plague an obsolete building. Three stages of what are most valuable to the success of these stations:

1. Protection: Recognizing and documenting the value of the station.
2. Economy: Adapting the station to a continued use or re-use.
3. Treatment: Adopting an appropriate treatment plan.

Recognition and Protection

The most immediate attention which can be paid to a station, no matter how grand or decrepit it may seem, is in recognizing it for the role which it has played in the community. It can easily be assumed that all historic stations in California have played an important role in their communities within the context of time that they were active. Recognizing and documenting this historic significance can be the first step toward officially establishing the value of the building by listing it on a historic register. Many of the registers in California will offer the station some degree of protection and some may qualify it for rehabilitation tax incentives. Different registers require varying levels of documentation and may offer varying degrees of protection. At a minimum, they will serve as a record of the station's existence and significance, even if the building is lost.

A number of registration options are recognized in California, many of which can be completed by any local citizen who wishes to contribute to the railroad station effort. Most railroad stations have a good chance of qualifying for one or more of these programs. The qualifications and effects of the different types of registration or designation as they apply to railroad stations are discussed as follows:

National Register of Historic Places

The National Register of Historic Places, a program of the National Park Service, requires the most thorough and rigorous documentation in establishing historic significance. Listing on the National Register usually offers the most protection and can help qualify the station for tax and other incentives. Considering the importance of railroad stations to each of their communities historically, it can broadly be assumed that most stations should qualify for listing based on National Register Criterion A for historic significance at the local level. Many stations may also qualify under Criterion C, which requires documentation of architectural significance.

There are problems inherent with National Register listing of railroad stations though, the most apparent being the requirement for lack of owner objection. Railroads who own stations tend to be very hesitant about allowing a station to be on the register when it means protection and regulation of the station. Only under certain negotiated conditions will a railroad consider allowing its property to be listed in the National Register. However, many Federal environmental laws provide protection for properties that are determined eligible for listing even though they are not actually

listed. Protection under Federal or State laws involves consideration of possible alternatives to harming the property or mitigation where potential damage or destruction may occur. This may include a stay of demolition; the opportunity for a willing party to remove the station from the property; or the opportunity for the property to be acquired by another party.

A second problem which can arise with nominations of railroad stations for National Register listing is related to the National Register's high standards for architectural integrity. Normal deterioration does not significantly hurt the chances for listing of a building, especially a building as unique and important as the railroad station. Changes to the building can be a problem, though, and one of the biggest changes that can happen with a railroad station is in its removal from the tracks. Unfortunately, this is often the only alternative to demolition the railroads will concede to when the station sits on railroad property and the railroad does not want to be held liable for it. Possibilities for mitigation of this situation will be discussed further in the treatment section.

Architectural integrity does rank high in the criteria that any building must meet to be eligible for listing in the National Register. Because of the exacting standards of the program, National Register eligibility is set a threshold for consideration of properties under Section 106 review and federal tax certification. These two programs in particular offer some of the greatest benefits to listing with the National Register. Where listing is not possible, usually due to owner objection, National Register eligibility can still help to protect the station in case of threats which involve Federal

undertakings including funding, permit, licensing of projects. This is most ideal, where possible, to do the documentation required for National Register listing, even if listing is not possible. A determination of eligibility for listing by OHP can still be very effective in protecting the station from threat. In order to maintain the architectural integrity required for National Register listing, a treatment plan should focus on historic preservation as much as possible, whatever the rehabilitation plans may be.

Except for the case of California Landmarks application, a completed National Register nomination will already have most of documentation required for a property to be listed in other state and local registries. The information can easily be formatted for the other applications. In the case of California landmarks, they must be documented for significance at the state level, which may require additional work for the property which has been nominated to the National Register at the local level of significance. A completed National Register form which meets the approval of OHP can be the first key that opens up many more possibilities, several as discussed below.

California Register of Historical Resources

The California Register, which exists today in its early stages of development, is an all-encompassing register which includes listings from a number of sources meeting a number of varying criteria. The register includes everything from National Register listings, which meet national standards of documentation, to local landmarks, which meet standards based on the individual requirements of each city. The

California Register includes National Register eligible properties, California Landmarks, and may in the future take on California Points of Interest. Some properties that have been documented through local surveys and inventories and which meet certain criteria can also be listed on the California Register. Some properties, such as those listed in the National Register, will automatically be listed on the California Register. In the future, the California Register will provide for direct applications to the program. The benefit of being listed on the California Register is protection that takes place under the California Environmental Quality Act (CEQA).

California Historical Landmarks

A California Landmarks nomination is similar in concept to a National Register nomination, but the focus of what makes the property significant does vary, as does the requirement for structural integrity. While the National Register property may be significant at the local, state, or national level, the California Registered Landmark focuses mainly on significance at the state level, established as the first, last, or best remaining. While it can be assumed that most railroad stations can qualify for National Register listing under significance at the local level, the requirement for significance at the state level becomes different type of challenge. The station must be outstanding when compared with the many stations in its class. Not all stations can qualify although stations that are very rare and unique to the state, such as the Richardsonian station in San Carlos, can easily be considered outstanding within a statewide context.

While the California Landmarks program has a heavier emphasis on historic significance, it does allow for the registration of properties that have little or no integrity. A building can actually be gone and still qualify as a site where something historically significant once existed. This is unlike the National Register where the standard is that the building exist in its historic form

The benefits to being listed as a California Landmark are: Automatic listing in the California Register, the protections offered under the California Environmental Quality Act (CEQA) through the California Register, listing of the property in a published book of California Landmarks, and roadsigns which are provided by the California Department of Transportation to direct the public to the landmark, creating a positive general awareness. The building can also benefit from use of the State Historic building Code, and use of Mills Act property tax reduction agreements.

California Points of Historical Interest

Although the California Points of Interest program does not carry the weight or prestige that California Landmarks and National Register programs do, it nonetheless can have benefits and also can be much easier for many railroad stations to qualify for. The application is basically similar to the California Landmarks application, but the justification for establishing significance is emphasized at the local level. Railroad stations of every vicinity can establish significance at the local level since all railroad stations are very significant to the history of the community in that context. Architectural integrity is not required at the same high level as the National Register,

so the station which may have been disqualified from the National Register may still meet eligibility standards of the California Points of Interest program. Benefits to listing with the California Points of Interest are possible protections under CEQA and the roadsigns provided by CalTrans which help to promote general public awareness and appreciation of the station. Points may also use the historic building code and Mills Act.

Local Landmarks

Many cities that have developed a historic preservation ordinance as part of their comprehensive planning ordinance have developed a program for Local Landmarks. Ordinances vary in cities statewide, and the qualifications, protections, and financial incentives which these landmark programs offer varies as well. It can once again be presumed that a community that has taken the effort to institute a landmarks program, will value and make efforts to document and protect the station has historic significance to that community. When a local government has not already taken the initiative to include the railroad station in its program, it may take volunteer efforts to follow through and be sure the railroad station is eventually listed.

Local Survey

The local survey and inventory is the most encompassing list of properties, compiled by the city as a component of its historic preservation plan. The local survey usually covers a specified area for which funding may have been provided in part by

OHP. Properties included in the historic inventory may simply meet a minimum criteria of age and integrity. Among the properties listed, railroad stations and other significant buildings may be prioritized for certain added protections and incentives. Most of the time, the inventories taken of the central city will automatically include the railroad station, as it is usually located in the heart of the historic boundaries being surveyed. Occasionally, the railroad stations may fall outside the boundaries being surveyed, and may take additional initiative to get them included in the inventory.

The biggest benefit for a railroad station listed in a local survey is the possible protection it may receive under the local ordinance. In addition, copies of the inventories are kept at SHPO and entered into the database so that there is a record that these stations do exist.

Section 106 Project Review

Section 106 review generates many studies on historic properties in an effort to mitigate potential threats to properties when federal funding is being used. Section 106 review determines the potential historic significance of a building and eligibility for listing on the National Register. Railroad stations are especially pertinent to this type of review because the are both historically significant and often is in the way of projects using Federal funding. When a determination of National Register eligibility is made, appropriate protections take effect. Many times, the damage caused by the project may be minimal, but nonetheless significance of the property has been established and may be helpful in the future.

Economy and Use

Much of the trouble railroad stations are experiencing today is due to the fact that they are no longer needed for their original function as railroad stations. Those which are fortunate enough to be along railroad lines which are still operating passenger service are usually in a good very good position, at least for the near future. These stations serve a need for which they were designed in the most ideal way. It is a cultural benefit to all who are involved with passenger service to be able to experience the historic railroad station. By far the majority of existing railroad stations, though, are no longer needed to serve the function of railroad passenger service. Yet their very existence, even if not functioning as railroad stations, still offers us a link with the past. In order to survive in today economy, these stations must adapt to serve a use which will bring them back into the cycle of supporting themselves. This is where the idea of adaptive re-use has been so successful for many stations nationwide and in California.

Adaptive re-use of a railroad station will inevitably require some changes and updates to help it meet new requirements. Even the stations which must adapt to meet the needs of a modern train system will undoubtedly be required to meet certain codes and standards of safety. Fortunately, California has developed State Historic Building Code, which applies directly to buildings which are listed on the National Register or California Register. The State Historic Building Code meets standards of safety while taking into account the historic building materials so that they are preserved as much as possible.

While adapting for continued use or reuse is necessary from an economic standpoint, it is necessary to preserve the architectural integrity which makes the building worthy of historic preservation. Not only is it wise to preserve the integrity of the building, but if the building is receiving tax incentives, it is prudent to preserve the tax incentives as well. National Register listing is a requirement for most tax incentive programs, and rehabilitation according to the Secretary of Interior's Standards for Rehabilitation must be met to receive tax certification for this purpose.

Treatment

Preserving the integrity of the building is the ultimate goal and purpose of all these programs which offer listing, protection, and tax incentives. The Secretary of Interior's Standards set guidelines for preserving that integrity when changes are necessary in the form of rehabilitation. Guidelines such as these are especially pertinent to railroad stations as many of them will be making fundamental changes in order to meet the demands that come with new uses.

One of the major purposes of this thesis is to assist in identifying the elements which give railroad stations their historic character. Identification of these elements can help in the understanding what parts of the building must be treated with sensitivity throughout rehabilitation to maintain the stations's integrity. The preceding chapter on style, with examples of different prototypes, is intended to give the reader a sense of the types of elements which define the stations's style. The specific characteristics of

style listed are some of the few among the many more which can be seen in the individually unique stations.

The Secretary of Interior sets standards for historic preservation as they apply to buildings in rehabilitation, restoration, preservation, and reconstruction. The following standards are discussed as they may apply to issues arising with rehabilitation of railroad stations. These are only some of the issues which have already come to light: many more have certainly been a part of rehabilitation jobs, and many more will occur as railroad stations are treated in the future.

1.A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

In the case of railroad stations, it is more likely than not that a new use must be found to make preserving and maintaining the building viable. The historic function of a railroad station in serving railroad passenger service is no longer needed to the extent that it once was, although with a growing population and scarcening resources, there is always the possibility that there may again be a need to use the station for some form of mass transit. As it is today, many more stations are now operating as stations than were a decade ago. Reversibility of adaptations to accommodate a future use as a railroad stations should be taken into consideration, especially with those stations which exist along active railroad lines.

Site and environment are another consideration which can be at issue when changes are occurring to railroad stations. As mentioned earlier, one of the biggest blows which can occur to the integrity of a railroad station is in the separate of a station from its tracks. Sometimes there is absolutely no choice, but where there is a choice, this alternative should be avoided. A station removed from its tracks loses an important part of the context in which it served its purpose. In the case where the reversibility of change should be considered to accommodate possible future passenger use, this would be an additional detrimental move.

The most common reason a station is moved is to save it from destruction by the railroad company that owns it. The threat by the company may be because they would like to sell the land without the restrictions that go with a historic property, or it may be because the stations sits near active tracks and the railroad company does not want the liability that comes with this type of ownership. A third reason the railroad company may threaten destruction is simply that the station may have deteriorated greatly and health agencies may be threatening to cite the owner of an unsafe building.

The best possibility for saving the station from a threatening railroad company may be to relieve the railroad company of the problems which are causing them to want to be rid of the station. Station acquisition by a concerned party is the best solution to putting the station under safer care. When the property is for sale, if a government agency, private group, or developer is willing to buy the land, inherent with all it's problems, that would relieve the railroad company of any reason to threaten the station. When the land is not for sale and the station presents liability problems for the

company, other measures can be taken to decrease the threat. Fences or barriers designed to keep people away from the dangers of the building and the tracks can be implemented and maintained the government or an interested party For the station which has simply deteriorated into trouble, stabilization of the decay and a minimum of maintenance can buy time for the station as more long-term alternatives are pursued.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alterations of features and spacers that characterize a property shall be avoided.

Identifying the elements which give railroad stations their character is the first step in knowing the areas that should be treated with the most sensitively. These elements can be in the form of both functional layout and style. The large space of the waiting room, as it was designed to accommodate large numbers of passengers waiting for the trains, is central to giving the sense of the building as a railroad station. The space of the waiting room is a critical element that should not be divided into smaller spaces. Elements of style, for instance like the arches of the arcades on Mission style stations, should be preserved in their rhythmic form, and if enclosed for any reason, done in a way that maintains the shape of each arch very clearly.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

When railroad stations are adapted for new use, the type of new use can sometimes make conjectural features a temptation which should be looked at very carefully. Restaurant use is often an ideal function the stations can serve with minimal impact to its overall layout. The railroad station must understandably make some concessions to the restaurant's need for a dining ambiance. Memorabilia can be an appropriate display for this. Historic fixtures can also be appropriate, but they should be chosen appropriately. For instance, it would be very inappropriate to put ornate Victorian fixtures in a station of Craftsman or Mission origin. Danger to the integrity of the building can happen when a railroad station is treated to be "cute" rather than authentic.

4. Most properties change over time: those changes that have acquired historic significance in their own right shall be retained and preserved.

Railroad stations are certainly no exception to the types of buildings that have been required to adapt and change over time. Additions of extra baggage handling or concessions which date to the time when the station was active as a station should be preserved as a reflection of that time. Other changes, such as drop ceilings and compartmentalized spacing, should be recognized as inappropriate changes, and considered for reversal.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

Most of the stations in California are of woodframe and it is possible to update and maintain the underlying structure without damaging the features which embody the historic character. The restoration and maintenance of the surface materials, which will inevitably be necessary, must be done with sensitivity and awareness of how they will appear. Where smooth stucco originally existed, smooth stucco should again be applied. Natural finished wood should never be painted over.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

Materials are an important feature of the spaces that railroad stations provide. Since most people historically saw the station as a series of spaces housing passenger service and freight, the walls that create the spaces hold the integrity of the building. It is therefore essential that the materials be treated and, where necessary, replaced in kind.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

This is a standard applied to all buildings with no special exceptions for railroad stations. Like all historic properties, the fragility of their historic materials should be recognized so that n appropriate treatment can be applied.

8. Significant archaeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

Generally, the only archaeological resources which are likely to be on the property of a railroad station are historic archeological resources associated with the railroads. New construction could run into some historic features which have been buried, but probably none that would be sacred. These historic railroad features should be accounted for, though. As an example, a recent survey of the railroad station area in Folsom revealed that there may be an original turntable which was designed by Theodore Judah when he designed the original station and grounds in the 1850s. This is now a topic of debate on what to do with this turntable as the city prepares to revitalized the depot area. Knowledge of this turntable will ensure that whatever decision is made, it will not be made without much discussion and debate. Historic preservation should be a large consideration.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

As a railroad station adapts for continued use or reuse, new additions often become a necessity. New additions can be done in a discreet or complimentary way, or can be very destructive to the integrity of setting where the railroad station is situated. Historically, railroad stations have stood isolated from other buildings on a site laid out to accommodate the linear nature of railroad use. When the open space of the railroad station setting is broken by new additions, it must be especially carefully done to minimize the impact. When possible, it is best to make a new addition to the side least exposed to the public. Where the addition must show, as in most cases with railroad sites, it should be done clearly to take a secondary space, and not to compete or detract from it the original station.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

With railroad stations in some areas, there is always the possibility that passenger trains might one day again stop at the station. Access to the tracks should never be impaired in an irreversible way. When additions are made, walls of the

station should not be opened up any more than necessary, and new walls should be attached to the original walls rather than replace them.

In Conclusion

Just as railroad stations were built during times of great change in California, changes in society continue to affect the way we treat these now historic resources. These buildings which were once so important to their communities can now easily get lost in the shuffle of progress. They are architecturally and historically unique to each community they have served and if lost will most certainly never be replaced. Some have been successfully planned for and their role in the future looks very promising. Others at this time may be in danger of being lost forever. If they are to have hope of continuing into California's future, planning for them is very important now.

Although railroad stations can present special difficulties in planning for their preservation, the rewards to the community that plans for them can be great. The historic and architectural significance they embody will be appreciated for years to come. Creativity is needed in ensuring a use for these stations which will keep them active and vital, and sensitivity and understanding are needed for a treatment plan which maintains their historic and architectural integrity. Stations in need can learn from California's stations which have been successfully revitalized.

Historic railroad stations existing in California today have come through a lot of changing times. Their existence attributes to a booming state, always looking forward and leading the nation in many ways. In the rush of progress, California can also look

back to its roots, just as it did nearly 100 years ago when architectural ideas from the original Mission style architectural ideas were brought into a new 20th Century California. The style became a strong part of California's identity. We would not be entering the 21st Century where we are without the foundations of the 19th and 20th Centuries which California was built upon. Railroad stations will always help us understand this and help us to keep our history alive as a part of our future and our identity.

FIGURE 5.1 Founders of the railroad stations might never have imagined the possible uses for the future.

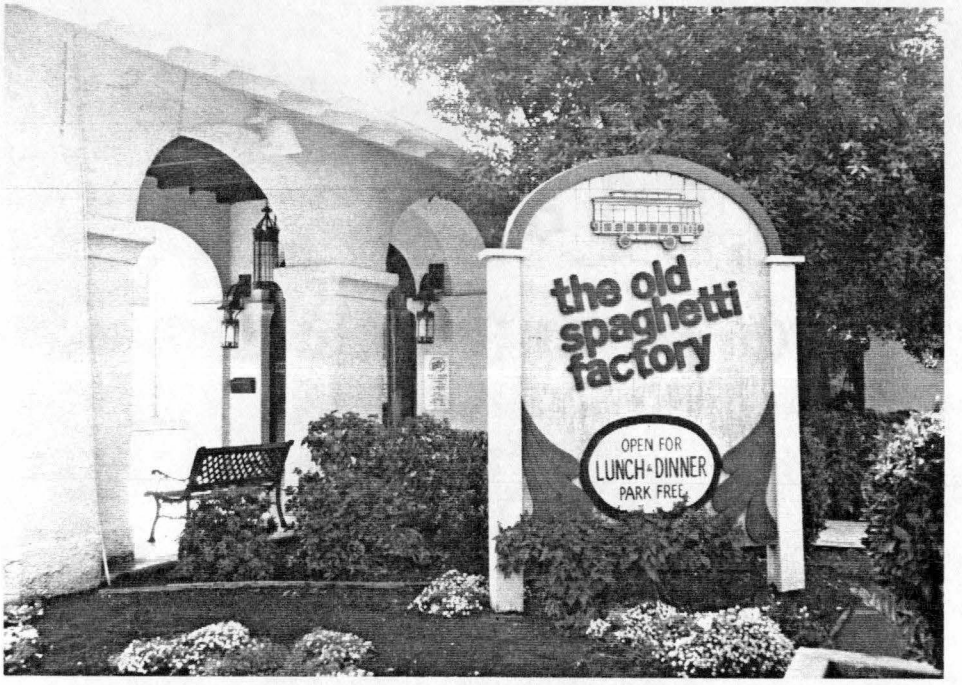

FIGURE 5.2 The Western Pacific Railroad Station in Sacramento, successfully converted for restaurant use. Much of the arcade space has been enclosed but the rhythm of the arches has been preserved.

FIGURE 5.3 "The Old Spaghetti Factory" at the Western Pacific Railroad Station. The Spaghetti Factory has successfully incorporated their

FIGURE 5.4 The Western Pacific Station at Sacramento in the days before discontinuation of passenger service along the WP line. The station was then adapted to become "The Old Spaghetti Factory."

FIGURE 5.5 Compatibly designed bicycle shelter at the Davis Railroad Station.

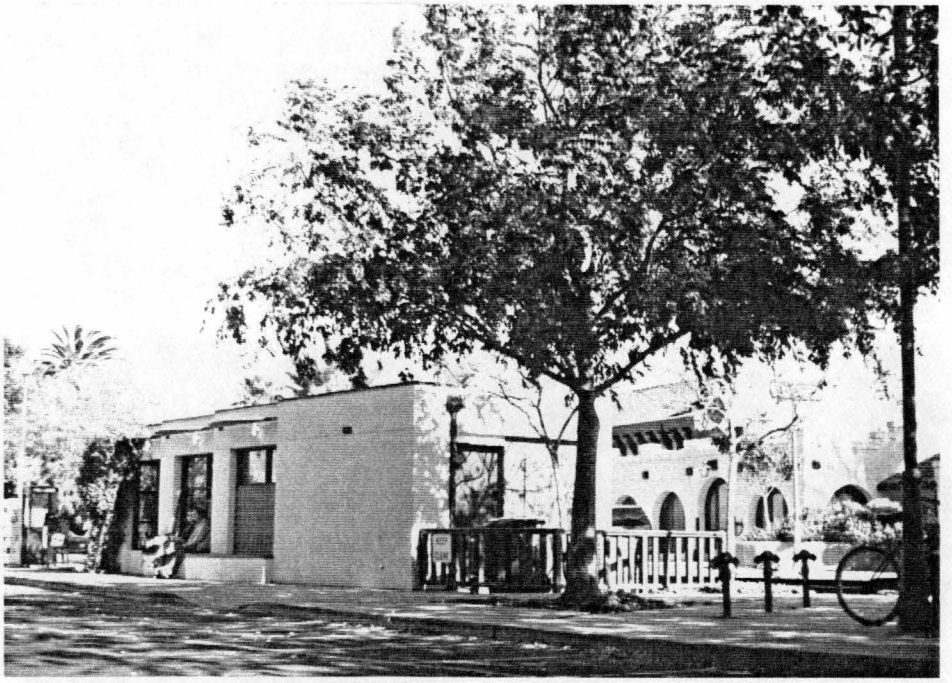

FIGURE 5.6 Compatibly designed bus station at the Davis Railroad Station.

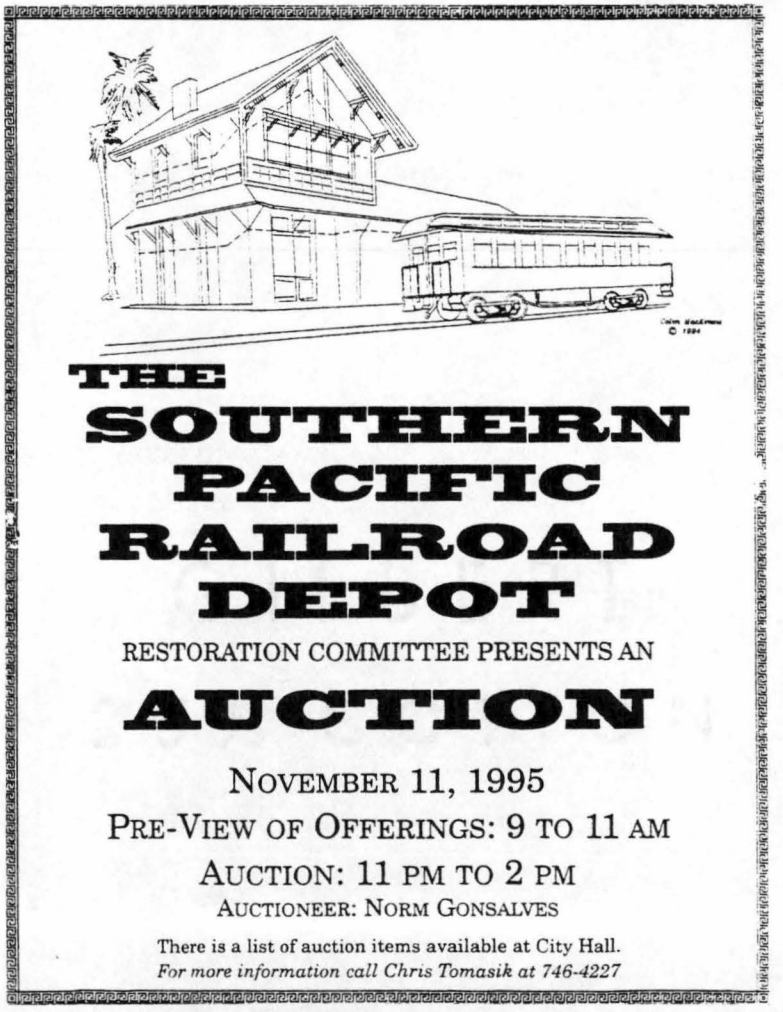

FIGURE 5.7 As long as people take an interest, there will always be a place for the railroad stations.

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