

4192

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

### 1. Name of Property

Historic name: Gilroy Southern Pacific Railroad Depot

Other names/site number: \_\_\_\_\_

Name of related multiple property listing:  
n/a

(Enter "N/A" if property is not part of a multiple property listing)



### 2. Location

Street & number: 7250 Monterey Street

City or town: Gilroy State: CA County: Santa Clara

Not For Publication:  n/a Vicinity:  n/a

### 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this  nomination  request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following

national  statewide  local

Applicable National Register Criteria:

A  B  C  D

	State Historic Preservation Officer	4 June 2019
Signature of certifying official/Title:		Date
<u>California Office of Historic Preservation</u>		
State or Federal agency/bureau or Tribal Government		

In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
Signature of commenting official:	Date
Title :	State or Federal agency/bureau or Tribal Government

Gilroy Southern Pacific Railroad Depot      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

**4. National Park Service Certification**

I hereby certify that this property is:

- entered in the National Register
- determined eligible for the National Register
- determined not eligible for the National Register
- removed from the National Register
- other (explain:)

*[Handwritten Signature]*  
Signature of the Keeper

*7/12/2019*  
Date of Action

**5. Classification**

**Ownership of Property**

(Check as many boxes as apply.)

Private:

Public – Local  Santa Clara County Valley Transit Authority (VTA), an independent special district, Board of Directors composed of County and Municipal representatives. Building is leased to the City of Gilroy. The City of Gilroy underwrote much of the renovation and currently administers the building use.

Public – State

Public – Federal



Gilroy Southern Pacific Railroad Depot Gilroy  
Name of Property

Santa Clara County, CA  
County and State

## 7. Description

### Architectural Classification

(Enter categories from instructions.)

Category: Mediterranean

Subcategory:

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property:

walls: concrete (stucco) plaster over redwood studs and sheathing

roof: tile (clay tile)

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

---

### Summary Paragraph

In response to many requests from Gilroy citizens, community leaders were successful in urging the State Railroad Commission to order Southern Pacific to replace the inadequate 1869 depot with a larger one to accommodate both passengers and freight. The new, Mediterranean style depot opened with great fanfare on April 30, 1918. It has a footprint of 2,583 square feet and is located a few feet to the south of the original depot building (demolished) on Monterey Street, just south of downtown Gilroy. Its front entrance faces west/southwest with a corresponding eastern entrance to the boarding platform facing the tracks. The length of the building runs primarily north-south. The two story central block served as the waiting room/lobby and ticket office and is flanked by two single story wings. The north wing portico sheltered passengers who preferred to wait outside. The enclosed south wing originally served as a baggage area and coal cellar. The building has a redwood frame sheathed in cement plaster (stucco) with a tiled hip roof on the center section. The wings have flat, composition roofs. The interior is lath and plaster. The east and west exterior sides of the building mirror each other. Architectural features include symmetrically placed windows, a decorative column at each edge of the center block, framing the building's entrances on the east and west sides. A ribbon of contiguous hopper windows, grouped in three banks of five windows and separated by wood mullions, are just below the roofline of the center block. With the 1998 rehabilitation of the building the south wing was converted to a snack bar, accessible from both east and west via double glass doors, matching the waiting room doors. Other rehabilitation changes were minor, mainly to make the restrooms accessible. The depot was strengthened seismically and structurally, retaining the historic integrity of the building to the greatest extent possible, including the ticket window and ceiling design.

Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

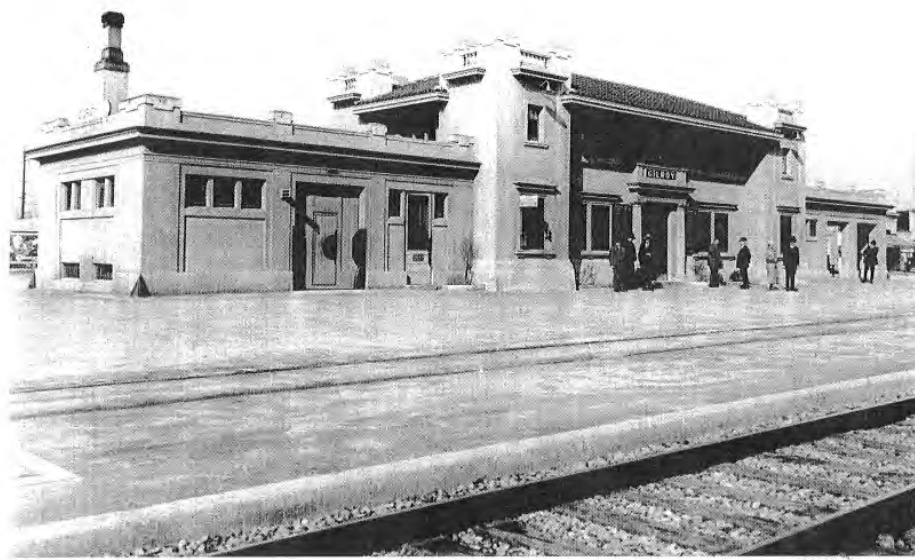
### **Narrative Description**

The Gilroy Railroad Depot was built in 1918 by Southern Pacific Railroad as a replacement for the original depot and is located within a few feet of where the 1870 depot stood, adjacent to railroad tracks, on the southern perimeter of Gilroy. It is set in the middle of a lot that now serves as an arrival, loading and departure site for a busy multi-modal transportation bus and train spot, and as the parking lot serving commute train and bus riders.

It is a graceful, well-proportioned structure consisting of a central, two story block with a hip roof, flanked by two flat roofed single story wings. Constructed as a Spanish Colonial Revival form in the Mission style, it has a 2,583 square feet footprint. The central block served as the waiting room, ticket and telegraph office, and train passengers' restrooms, while one of the wing structures stored passenger baggage and the other created an outdoor covered alcove for passengers wishing to wait for the trains' arrivals outside. It is constructed of a redwood frame sheathed in cement plaster (stucco) with a tiled hip roof on the center section and the wings have flat, composition roofs. The interior is lath and plaster. The east and west exterior sides of the center section (the passenger waiting room and ticket office) mirror each other. Architectural features include symmetrically placed windows, a decorative column at each edge of the center block, framing the building's entrances on the east and west sides. A ribbon of contiguous hopper windows, grouped in three banks of five windows and separated by wood mullions, are just below the roofline of the center block.

The Gilroy Railroad Depot has been rehabilitated seismically and structurally strengthened, but the historic integrity of the building was retained to the greatest extent possible.

*Gilroy's New Train Depot 1918*



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

## **Narrative Description**

Replacing the original 1870 train depot building in 1918, the Gilroy Rail Depot is a detached structure, located alongside rail lines and on its original property. It was built slightly west and a few feet to the south of the original building. Its front entrance faces west/southwest with a corresponding entrance out to the rail boarding platform, with the length of the building running primarily north-south.

It was constructed at the direction of Southern Pacific Railroad. Its architect is unknown. At the time of its grand opening, the station was touted then as the “most artistic in the coast division between San Francisco and Santa Barbara.”<sup>1</sup>

Its total size is 2,483 square feet, with a central block (54.5 feet long by 26.5 feet wide (front-to-back), wings are 30.5 feet long by 20.5 feet wide). The central block served as the waiting room/lobby and ticket office and is flanked by two wings. Its height is two story and the two wings are of single story height. The south wing is enclosed and was used for luggage storage. The north wing is an open, covered alcove to shelter passengers waiting outside. A basement is located under the south wing and originally housed the steam heater’s boiler.

The exterior walls are constructed of virgin redwood studs covered by diagonal wood sheathing covered with cement plaster (stucco) to give the appearance of concrete. The interior walls are lath and plaster.

The central block roof is a low-pitched hip roof with a center ridge and covered by red straight-barrel Mission tiles, regularly laid, over 1” x 12” sheathing. The wings have flat roofs covered with rolled composition roofing material, with parapets.

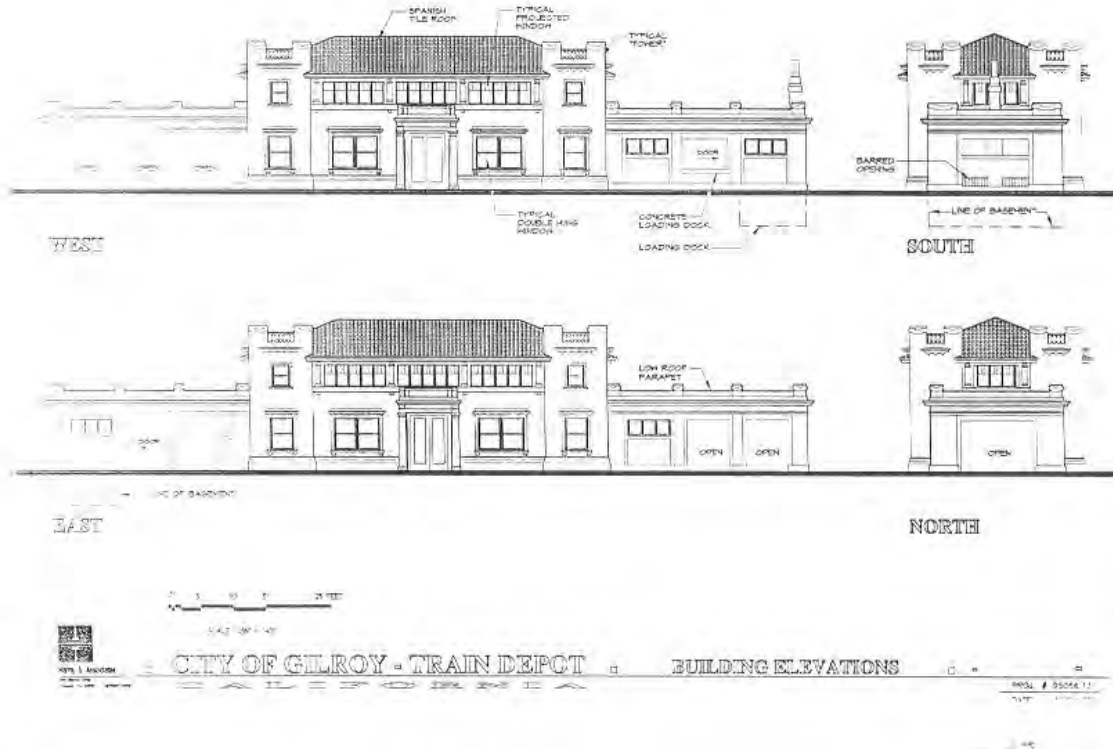
A chimney rises from the floor of the basement space beneath the south one-third of the south wing. Originally, it rose approximately 10 feet above the flat roof of the wing; currently, after the rehabilitation work, it has been lowered to about even with the eave line of the central block. The exterior portion of the chimney has a “towered” top and is covered with cement plaster to match the exterior finish of the building. It blends in with four other towered columns that visually anchor the center block’s corners.

---

<sup>1</sup> The Gilroy Advocate, Vol. 2608, May 4, 1918

Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State



Symmetrical windows are an architectural feature. Paired double-hung windows with corniced lintels and bracketed sills are located on each side of the main entrances. A ribbon of contiguous hopper windows, grouped in three banks of five windows and separated by wood mullions, are just below the roofline. An additional ribbon of three contiguous hopper windows also grace the north and south ends of the center building block. Single hopper windows, on each north/south ends of the central block towers, have corniced sills and flush single board lintels. Banks of three single pane hopper windows are used on the east wall of the women’s lavatory and both the east and west sides of the south baggage wing.



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

The main entrances on the east and west sides of the central block consist of double, plate-glass doors crowned with a square entablature supported by composition pilasters and halved by a cornice band. All exterior doors have brass kick plates and hardware. A single door with pebble glass pane is north of the former warehouse door on the east side of the baggage wing. A single door on the northwest corner of the center block gives entrance from the arcade waiting area to the main indoor waiting lobby in the central block. Single inner doors connect the main indoor waiting area with the ticket office and the ticket office with the baggage room originally had pebble glass panes as well.

On the east side of the central block, facing the rail tracks, an electric sign above the double doors announced “Gilroy” in bright lights.

The central block has wide eave overhangs, boxed, with decorative brackets. The wings have a parapet edge with castellations running above a narrow corniced eave. Other roof elaborations include castellations on two sides of each roof corner of the central block with a turned wooden balustrade connecting each of the three points beneath which is a corniced eave with curved “horn bell” brackets. Flooring in the entire building interior is poured concrete finished in a saw cut diamond pattern bordered by a running block pattern; the interior floor is varnished and polished.

The waiting room interior has Tudor-style timbering; the waiting room walls are broken just below the rows of hopper windows with a wide continuous entablature band consisting of a wide tongue and groove frieze and a heavy cornice which extends into the room about six inches.



Above the rows of hopper windows, the interior ceiling curves into a recessed center surrounded by a decorative fascia. The waiting room’s wainscoting consists of framed panels and runs around the waiting room with a wide corniced counter supported by square brackets and a fixed pebble glass window in a wood frame that slides up and down on traditional window weights.



The graceful exterior’s architectural features are echoed in the interior with high ceilings a scored, polished cement floor that gives a simple yet rich detail in the waiting area. A delicately tinted medallion-style design is painted on the upper walls. Seating was a series of pew-like benches arranged in rows. Modern restrooms were fitted with tile and marble décor. The ticket office area boasted an efficient design, contained a conductors’ lobby, telegraph operator’s desk, a new hand semaphore system, and a pay telephone for the public’s use.



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

In 1998, with the intent of using the Depot as the anchor feature of a multi-modal transportation site and in response to public support of the building, the City Council of Gilroy authorized an extensive survey of the building to determine what renovations would be necessary to make it feasible for public use. The building had been essentially closed for more than two decades and not maintained. Extensive water damage was evident in the flat-roofed wings. Renovation engineers stated the occupant load for the building at 361 persons.

The building's renovation *summary* includes seismic reinforcement and structural strengthening (Gilroy is in an Earthquake Zone 4): reinforcement of most of the board sheathing on the roof and exterior walls, anchor bolts added, construction of new shear walls and foundations in the interior. The heating system's chimney's height was reduced for seismic safety. The roof framing members of the wings, originally 1" x 8". were replaced with larger (2" x 4") timbers, and steel straps were installed. The building envelope's rehabilitation included replacing the tile roofing with historic material and new replacement material of the same type and style, and asbestos and lead paint abatement on the exterior and interior. The building's exterior renovations are generally not visually apparent, and the historic appearance is preserved.

Renovations in the interior involved moving the passageway from the waiting room/lobby to the covered arcade outside was moved slightly (all work was done in compliance with the Secretary of Interior Standards for National Register properties), walls were freshly repainted with historic colors and the tinted design on the upper walls recreated. Floorings were cleaned, refinished and/or replaced, as were all interior finishes. Doors were removed, refinished and replaced as were most of the original door trim and moldings; similar types used when replacement was necessary. In the baggage room, the raised wooden loading platform was removed and the 1" X 4" tongue and groove wall covering was refinished. The seating was not salvageable and could not be replicated except at great cost so wooden benches were installed.

The structural integrity of the interior has been retained as much as possible though the requirements of the new use of the building as a waiting room and snack bar for long-distance bus passengers has necessitated some visual changes. However, the original announcement board marking the date the Del Monte ceased operating still hangs on the wall.



Gilroy Southern Pacific Railroad Depot Gilroy  
Name of Property

Santa Clara County, CA  
County and State

## 8. Statement of Significance

### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

Gilroy Southern Pacific Railroad Depot \_\_\_\_\_ Gilroy  
Name of Property

Santa Clara County, CA  
County and State

**Areas of Significance**

(Enter categories from instructions.)

Transportation: railroad related

**Period of Significance**

1918-1971.

**Significant Dates**

**Significant Person**

(Complete only if Criterion B is marked above.)

n/a

**Cultural Affiliation**

n/a

**Architect/Builder**

\_\_\_\_\_  
\_\_\_\_\_

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Gilroy Southern Pacific Railroad Depot is eligible under Criterion A at the local level of significance in the area of transportation (rail based) as the principal railroad depot for the town of Gilroy. Period of significance begins in 1918, the year of construction, and ends in 1971, the year passenger service ended. The period of significance extends within the past 50 years, but by less than two years of a long period, so the property does not need to address the requirements of Criteria Consideration G.

**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion A: Transportation (Rail related)**

Celebrating its 100<sup>th</sup> anniversary this year, today the Gilroy Railroad Depot is an actively used transit hub for passengers of commuter trains, long-distance Greyhound buses, local and regional passenger buses, and local taxis. Built to replace the original 1870 inadequate and busy train depot, the building was opened in 1918 to great fanfare. With a celebration crowd of 6,000 local residents, city leaders, visitors from near and far, journalists from regional newspapers, Southern

Gilroy Southern Pacific Railroad Depot Gilroy  
Name of Property

Santa Clara County, CA  
County and State

Pacific officials and three brass bands, the Gilroy Railroad Depot was opened on April 8, 1918, and was formally dedicated on April 30, 1918.

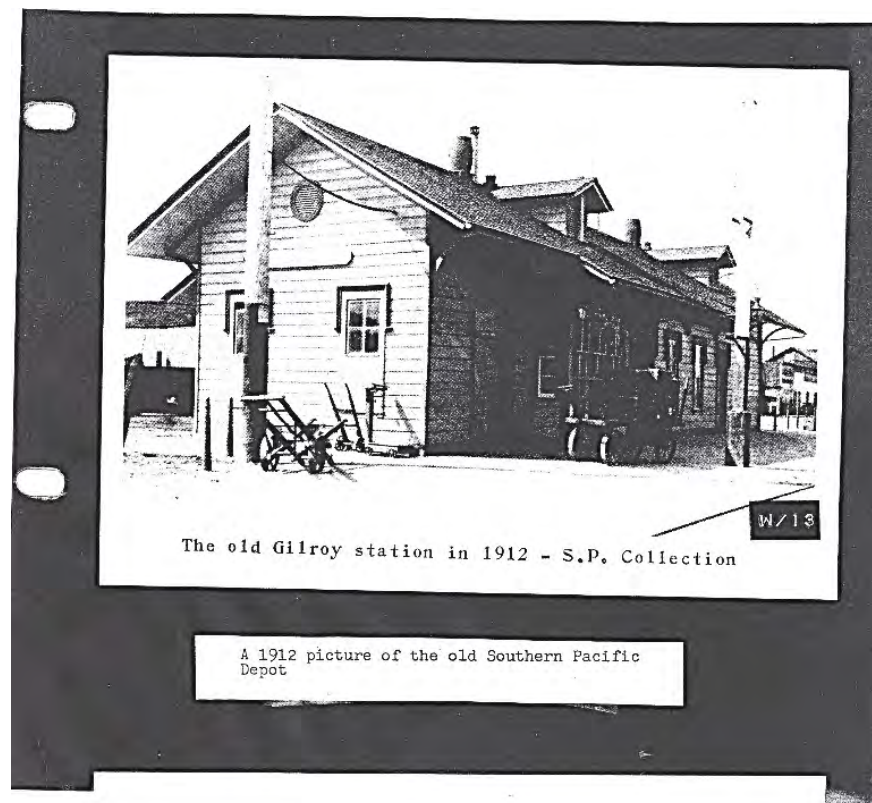
Prior to the arrival of the railroad to the community of what is now known as Gilroy, there were two communities named Gilroy – “Old” Gilroy was the original townsite and is located slightly more than three miles southeast of “New” Gilroy (aka Pleasant Valley). Old Gilroy was a stagecoach station of the Butterfield Overland Mail, as well as other stage lines in the later 19<sup>th</sup> century.

“New” Gilroy became the predominant community with the advent and impact of the railway.

The railroad company, the Santa Clara and Pajaro Valley Railroad, began laying line in San Jose (thirty miles north) to Gilroy in 1868, the same year Gilroy was incorporated. The rails were finished in 1869, terminating in Gilroy. Gilroy’s namesake and the first English speaking settler in California, John Cameron Gilroy (baptized Juan Bautista Gilroy at Carmel Mission in 1814) lived to see the transformation of a small piece of a Mexican land-grant ranch into a railroad hub town; he died in July 1869, just months after the railroad came to Gilroy, in April 1869.



One year later (1870), the Southern Pacific Railroad bought the Santa Clara and Pajaro Valley Railroad, along with the San Francisco San Jose Railroad; the two formed the original railway lines of what would become one of the major transcontinental rail routes across the new nation. Southern Pacific built the original Gilroy Railroad Depot in 1870.



A grand ball went until four in the morning. Free wine and liquor were offered by local bars. A highlight was a 30-car special excursion train, loaded with visitors and two brass bands. Speakers lauded the future of Gilroy’s fertile fields and its location on the route of the great Continental road.

Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

At one point, Gilroy was one of the two potential points to be the start of the eastward line following the “great Continental road” across the nation. That route plan was abandoned when the line was extended to Los Angeles and it became the western terminus for Southern Pacific’s transcontinental route across the southern United States.

The capacity for shipment and distribution via rail of agricultural crops enhanced the viability of farming (*excellent* Class A soil surrounds Gilroy) and extensive cattle ranching, drawing new residents. Warehouses for storing goods and agricultural products were built to line both sides of the rail tracks north and south of the Southern Pacific’s Gilroy Railroad (passenger) Depot. Cattle were the largest shipments; many from cattle baron, Henry Miller.

Records of the Gilroy Presbyterian Church show that its decision in 1869 by the congregation to move from “Old” and build a new church building in “new” Gilroy was made in anticipation that the railroad would make “new” Gilroy the community with greater growth potential. The new Presbyterian Church was completed late 1869. Their prediction was prescient: today, only a small cluster of buildings marks “Old” Gilroy.

By 1901, the Southern Pacific coastal rail line had been completed to Los Angeles. Two prominent passengers in May of that year, President and First Lady McKinley, the first president to visit California, stopped in Gilroy, one of the President’s first stops along his cross-country train trip that started in San Francisco. Gilroy became an even more important hub as travelers could then connect to two transcontinental rail routes (Union Pacific across the middle of the continent and Southern Pacific across southern U.S.). Several spur lines added to the Depot’s attraction for rail travelers making connections and needing to wait in the waiting room. One spur line took visitors from all over the western U.S. to the Southern Pacific’s destination hotel, the Del Monte, in Monterey, built in 1880.

The original 1870 depot building was, at 50 years of age, overcrowded, not welcoming and inefficient. After numerous requests to Southern Pacific for a new station produced no results, a group of Gilroy’s prominent citizens lobbied the State Railroad Commission in Sacramento and successfully advocated for a new building. A new building was commissioned for \$10,000 (final cost was placed at \$14,000).

Of significance is the fact that the investment of a new, high-quality depot building was recognition by Southern Pacific and others of the importance of Gilroy as a transit crossroads for travelers and the potential of the increased volume of business travelers due to Gilroy’s large scale and regional agricultural and livestock freight shipments. Politicians made Gilroy a campaign stop beginning with Warren G Harding and ending with a brief stop by Richard Nixon.



Gilroy Southern Pacific Railroad Depot  
Name of Property

Gilroy

Santa Clara County, CA  
County and State

Instead of using standard templates for depot design in use by Southern Pacific at the time, a new, fresh design was constructed. The building became a source of pride for Gilroyans. A newspaper from a neighboring town congratulated Gilroy for "securing" such an attractive building that would give visitors an excellent first impression and facilitate local commerce.

Gilroy's newspaper, the Advocate, founded in 1868, the year before the railroad came to Gilroy, extolled the newly constructed 1918 Depot that offered "spacious waiting rooms" welcoming visitors for business and pleasure travelers.

The building became a regional mail distribution site with mail being dropped off and sent via an overhead mail bucket – able to be accessed by trains, even those that didn't stop at Gilroy, without even slowing down. A telegraph office and pay phone served both the residents and visitors, making it a communication center in addition to being a transit center, until telephones became common in homes.

Shortly after its construction, the Great Depression wreaked havoc on the nation's wealth and resources. Rail transport was diminished but still served as an important anchor to the economy. The Depot building was a symbol of the railroad's importance and prominence to the town. The town's population increased, on average, by more than 20 percent per decade for the next thirty years.

In 1937, Southern Pacific's streamliner passenger trains began it Los Angeles-San Francisco coastal route. Gilroy was a regularly scheduled stop. The Depot continued to serve as a way station for long distance and regional rail travelers for another three and a half decades, until America's travel habits changed with the widespread advent of personal automobiles, freeways and air travel. As rail travel declined, so did the use of the Depot by travelers. Service reductions began in 1929; the engine house was closed in 1934, though the turntable remained in use through the 1950s. The final service to the station was the *Del Monte*, which ran until April 30, 1971.



**Items Gleaned**

From the



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

Its successor, Amtrak, chose the larger city – by that time - of Salinas 30 miles to the south, as its stopping point for rail travelers. By 1972, the Depot was closed to the public; it was used only as a small office by Southern Pacific. Vandalism and the need to discourage occupancy by transients caused the Depot to be boarded up and encircled by fencing shortly thereafter.

## **Summary**

The Santa Clara and Pajaro Valley Railroad, began laying line from San Jose (thirty miles north) to Gilroy in 1868, the same year Gilroy was incorporated. The rails were finished in 1869, terminating in Gilroy. Southern Pacific bought the lines in 1870 and built the original depot that year. This capacity for shipping agricultural crops and cattle of the region made Gilroy a natural hub for commerce. By 1901 Southern Pacific's coastal rail line was completed to Los Angeles. Gilroy then became an even more important hub as travelers could connect to two transcontinental rail routes (Union Pacific across the middle of the continent and Southern Pacific across southern U.S.). Several spur lines added to the Depot's attraction for rail travelers making connections and needing to wait in the waiting room. One spur line took visitors from all over the western U.S. to the Southern Pacific's destination hotel, the Del Monte, in Monterey. Southern Pacific's investment in a new, high quality building is significant because it shows the importance of Gilroy as a transportation hub for both freight and passengers. The building also became a regional mail distribution site and a communication center with the inclusion of a telegraph office and pay telephone. Although passenger service ceased in 1971 (when the Del Monte died and Amtrak was born) the Gilroy Train Station's importance revived in 1992 with the advent of Caltrain service from San Francisco to Gilroy. VTA's purchase of the building in 1993 and subsequent lease to the City of Gilroy made rehabilitation of the building possible. Thus began a second significant period in the life of this building. In 1998 it re-opened as a multi-modal transportation hub, served by Caltrain, long distance Greyhound buses, VTA buses, Monterey Salinas Transit, County shuttle buses from San Benito County and taxis. California High Speed Rail has chosen Gilroy as one of only nine station locations in the future, further emphasizing the city's location as an important rail hub.

## **Current Use**

Gilroyans' esteem for the Gilroy Railroad Depot building survived and, despite the boarded-up façade, residents searched for ways to revitalize the location as a gateway to Gilroy and as a notable architectural town feature. By the mid 1980's, a citizen's advisory committee for downtown Gilroy revitalization recommended the Gilroy Railroad Depot and the surrounding property become a multi-modal transportation hub.

Simultaneously, efforts were underway to not only save the physical structure but to make it a viable and thriving transportation hub again. Negotiations between large bureaucracies were necessary. The VTA needed to buy the entire site from Southern Pacific, including the surrounding parking lot. Southern Pacific needed to retain its rights to the rail lines and, to this day, Southern Pacific freight trains regularly pass through Gilroy. Caltrain initiated regular commuter trains from San Francisco, terminating at Gilroy's Depot in 1992, making Gilroy once

Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

again a train site, but only after negotiating rail use with Southern Pacific. Greyhound Lines agreed to lease the building for its passengers' use and, by moving its long-time terminal, increase its connectivity to Caltrain.

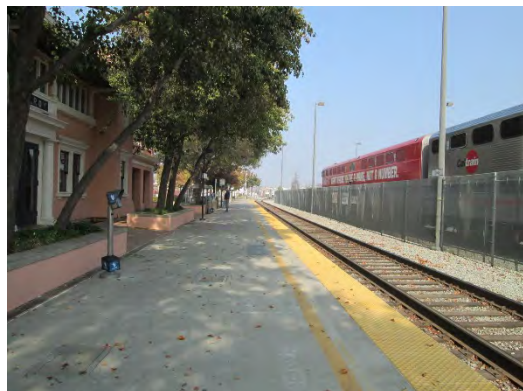
Santa Clara Valley Transportation Authority purchased the site in 1993, subsequently leasing it to the City of Gilroy for \$1 a year. The City undertook a structural evaluation of the building as a necessary step prior to putting the building back into active use; it had been vacant and unmaintained for over two decades. Extensive water damage to the flat-roofed wings of the station and restoration of the ceiling of the waiting room in the center block was badly needed. The repair and renovation estimates were close to \$950,000. Half the cost was secured with transportation grants solicited by the City of Gilroy; 700 Gilroyans petitioned the City Council to support the balance of the renovation cost.

Restoration began the next spring and was completed in late 1998. The Greyhound Bus Lines rerouted its stops and the Depot building now serves bus travelers as a waiting room, ticket center and snack bar. The entire 2.5 acre site acts as multi-modal transportation hub for local, regional bus and commuter train passengers.

The re-opening of the Gilroy Railroad Depot building on Dec. 2, 1998, was cause for celebration, as was its original opening. Though no Grand Ball was held or free liquor passed out at bars as in 1918, city leaders and transportation officials celebrated with local history lovers, business leaders, train enthusiasts, commuters, and hundreds of Gilroy residents.

Train commuters can use the waiting room when it is open, shelter under its alcove wing, buy their tickets from kiosks right outside the walls, and catch their trains in the same spot that rail travelers did 100 years ago. Gilroy's Depot is a daily stop for Greyhound buses heading north to San Francisco and Oakland, east to Las Vegas, Nevada, and south to Los Angeles. The Depot is an important hub for both local Gilroy buses and regional buses from nearby Hollister and Salinas that bring commuters to the depot to make connections. The Gilroy Railroad Depot building serves bus travelers as a waiting room, ticket center and snack bar.

In its role as a multi-modal transportation hub, the Gilroy Railroad Depot site is currently the terminus for three round-trip weekday commuter trains to San Jose and San Francisco, and the 200+ local and regional bus trips of VTA. Commuters from Gilroy, the surrounding towns to the south, and rural locales regularly fill up the close to 500 spaces in the parking lot. Today's Gilroy Railroad Depot is true to its history as a thriving transit hub.



Gilroy's location and potential were the impetus for the first rail line, establishing Gilroy as an important transit point in central California for a century. The Gilroy Railroad Depot has served and sheltered travelers as travel evolved and changed. Today it still fulfills its role to passengers using multiple modes of travel.

Gilroy Southern Pacific Railroad Depot Gilroy  
Name of Property

Santa Clara County, CA  
County and State

---

## 9. Major Bibliographical References

**Bibliography** (Cite the books, articles, and other sources used in preparing this form.)

Whiffen, Marcus, *American Architecture Since 1780, Chapter: Styles that reached their zenith 1915-1945*, 1997

Escamilla, Patricia Baldwin, *Gilroy, California, A Short History*, p. 3, 1997

The Gilroy Advocate:

Vol. No. 2541, January 20, 1917, *Gilroy to Have New Depot*

Vol. No. 2607, April 26, 1918, *Depot Dedication Date is April 30<sup>th</sup>*

Vol. No. 2608, May 4, 1918, *New Depot Formally Opened*

The Gilroy Evening Dispatch:

Vol. 44 No. 162, April 8, 1969, *Anniversary of Railroad to Gilroy Passes Unnoticed, Nancy McCarthy, "100 Years Ago Today."*

The Pinnacle:

August 15, 2003, Barratt, Elizabeth, "The Railroad Comes to Town."

Gilroy Southern Pacific Railroad Depot Gilroy  
Name of Property

Santa Clara County, CA  
County and State

**Previous documentation on file (NPS):**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # \_\_\_\_\_
- recorded by Historic American Engineering Record # \_\_\_\_\_
- recorded by Historic American Landscape Survey # \_\_\_\_\_

**Primary location of additional data:**

- State Historic Preservation Office
  - Other State agency
  - Federal agency
  - Local government
  - University
  - Other
- Name of repository: Gilroy Museum

**Historic Resources Survey Number (if assigned):** \_\_\_\_\_

---

**10. Geographical Data**

**Acreage of Property** approximately 2.5 acres

Use either the UTM system or latitude/longitude coordinates

**Latitude/Longitude Coordinates (decimal degrees)**

Datum if other than WGS84: \_\_\_\_\_

(enter coordinates to 6 decimal places)

1. Latitude: 37.003581 Longitude: -121.566522

**Verbal Boundary Description (Describe the boundaries of the property.)**

The Depot extends a total of 11.5 feet in length and is 26.5 at its widest point. It is located slightly east of the center of a long city block in the southern quarter of urban Gilroy. The block is bounded by Seventh Street to the north, Monterey Street to the west and the Union Pacific railroad tracks to the east. The southern boundary is aligned with Ninth Street's trajectory, if it were extended.

Gilroy Southern Pacific Railroad Depot \_\_\_\_\_ Gilroy  
Name of Property

Santa Clara County, CA \_\_\_\_\_  
County and State

**Boundary Justification (Explain why the boundaries were selected.)**

The lot on which the building sits occupies virtually the length of a city block and services the multimodal transportation center of which the Depot is an integral, complementary part.

---

**11. Form Prepared By**

name/title: Ms. Connie Rogers, President  
organization: Gilroy Historical Society  
street & number: P.O. Box 1621  
city or town: Gilroy state: CA zip code: 95021  
e-mail jrogers@garlic.com  
telephone: 408-842-8494  
date: Dec. 4, 2018

---

**Photo Log**

Name of Property: Gilroy Southern Pacific Railroad Depot, aka Gilroy Train Depot  
City or Vicinity: Gilroy County: Santa Clara State: California  
Photographer: Phill Laursen  
Photos taken in December, 2018

- Photo 0001 – West face of Gilroy Train Depot taken from parking lot
- Photo 0002 – West face of Gilroy Train Depot, including north and south wings, from southwest
- Photo 0003 – Exterior of south wing, taken from the south
- Photo 0004 – East entrance to the waiting room. It faces the tracks, as indicated by the identifying name of the station above the door. Taken from the northeast.
- Photo 0005 – Roofline of main section and north wing, showing hopper windows at north end of main section and details. Taken from northeast.
- Photo 0006 – East face of train station from the northeast
- Photo 0007 – View of station from track side, northeast, including north wing of depot
- Photo 0008 – Original block of flooring in the north wing with date of construction imprinted
- Photo 0009 – Interior of north wing from the north
- Photo 0010 – View of north wing and part of west face, from the north
- Photo 0011 – West face of entire station, including north and south wings, taken from the northwest
- Photo 0012 – Interior of waiting room, facing north
- Photo 0013 – Interior facing south towards original ticket window
- Photo 0014 – Original chalkboard announcing arrivals and departures, next to trackside door. It is now encased in a protective covering which shows reflections.
- Photo 0015 – Facing south, close up of original ticket window, now selling Greyhound tickets.

Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

**Figure Log:**

Figure 1: a Google map showing the location of Gilroy Depot (Gilroy Caltrain) with identifying latitude and longitude points.



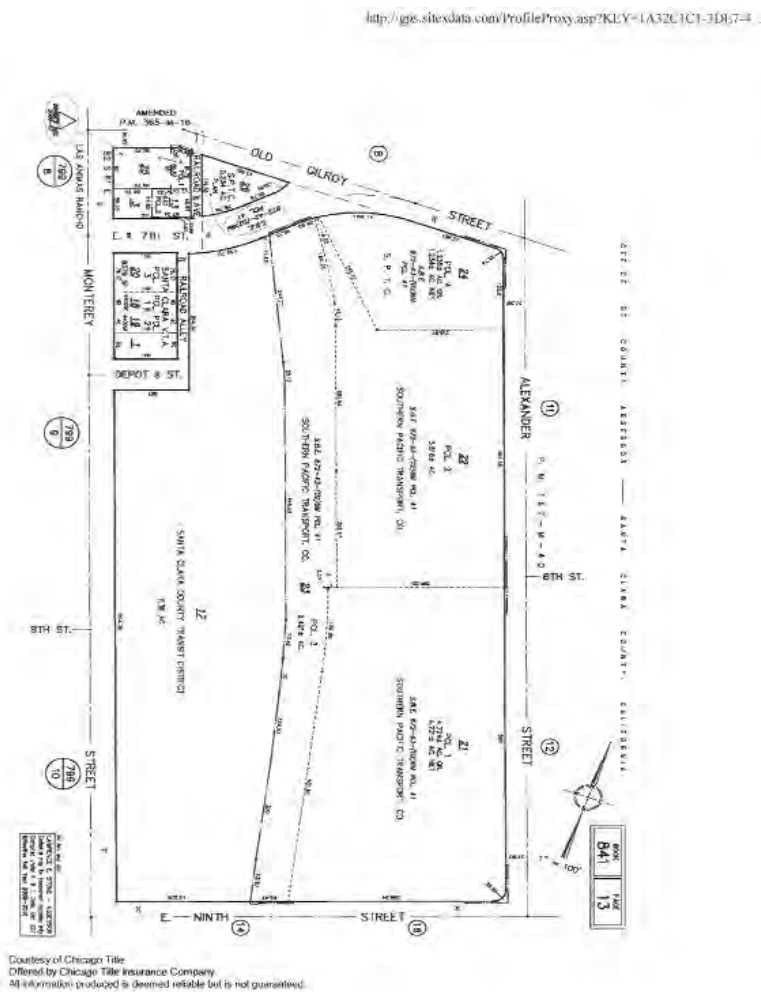




Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

Figure 3: Plat map from local title company before lots were consolidated with Valley Transit Authority purchase of property from Southern Pacific.



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

Figure 4: Historic photo with view of the eastern exterior of the Depot, photographed approximately late 1918.



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

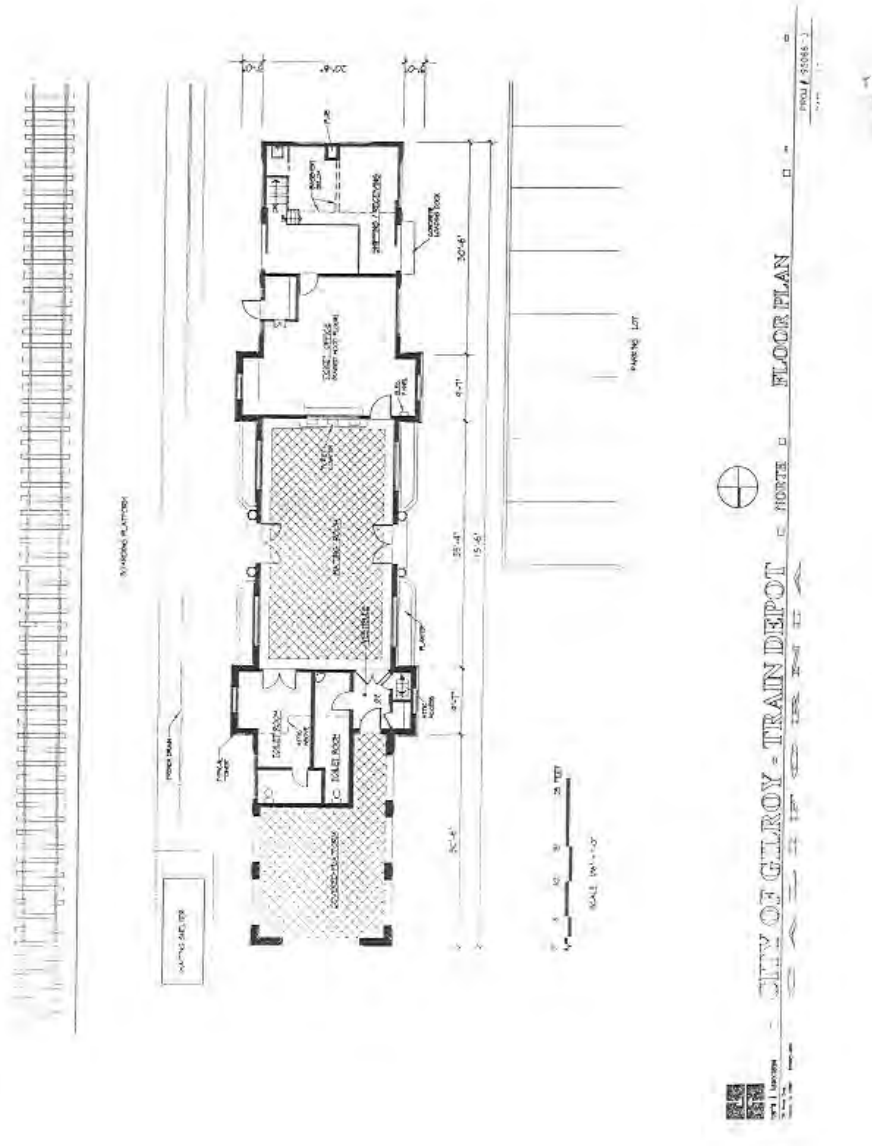
Figure 5: Interior of Depot's passenger waiting room with Gilroy's Mayor James Princevalle and Mrs. Nettie Wentz Turner, 1918. Ticket office in the background. Note tinted medallions on upper wall.



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

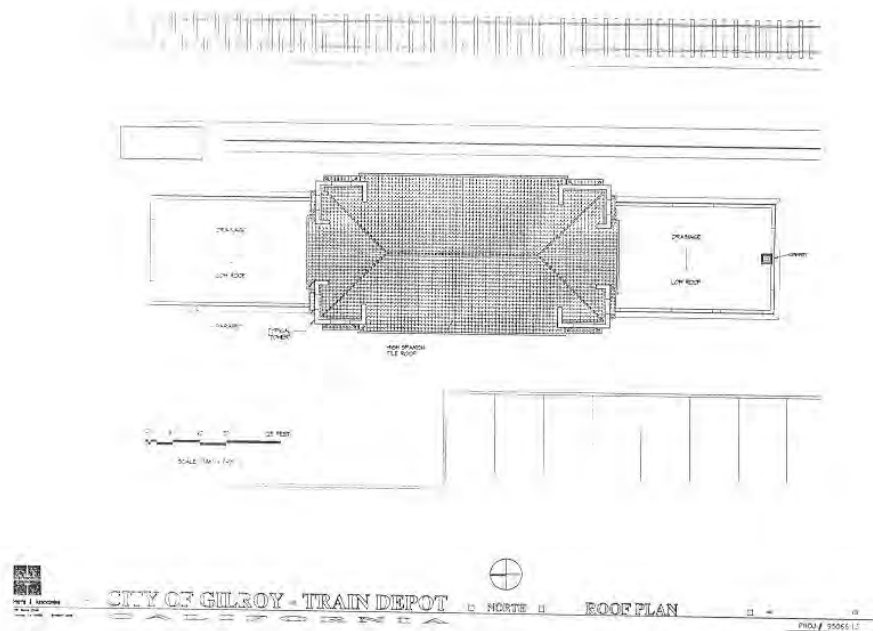
Figure 6: Floor plan, 1998



Gilroy Southern Pacific Railroad Depot \_\_\_\_\_ Gilroy  
Name of Property

Santa Clara County, CA \_\_\_\_\_  
County and State

Figure 7: Exterior view from above, 1998

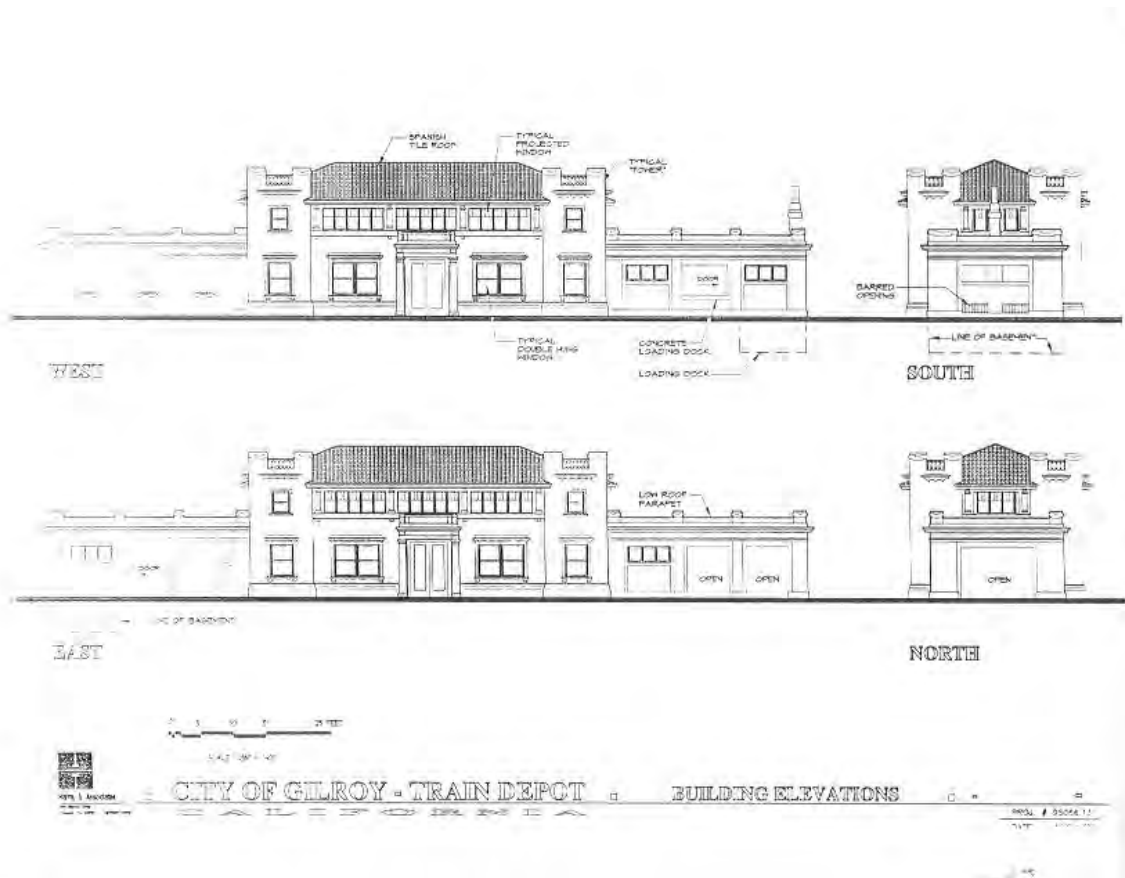




Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

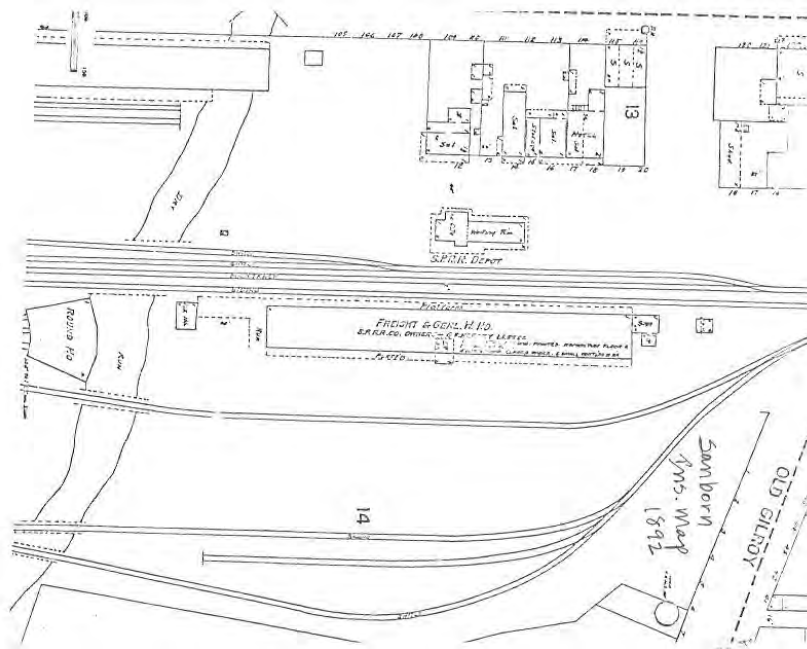
Figure 8: Exterior elevations



Gilroy Southern Pacific Railroad Depot                      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

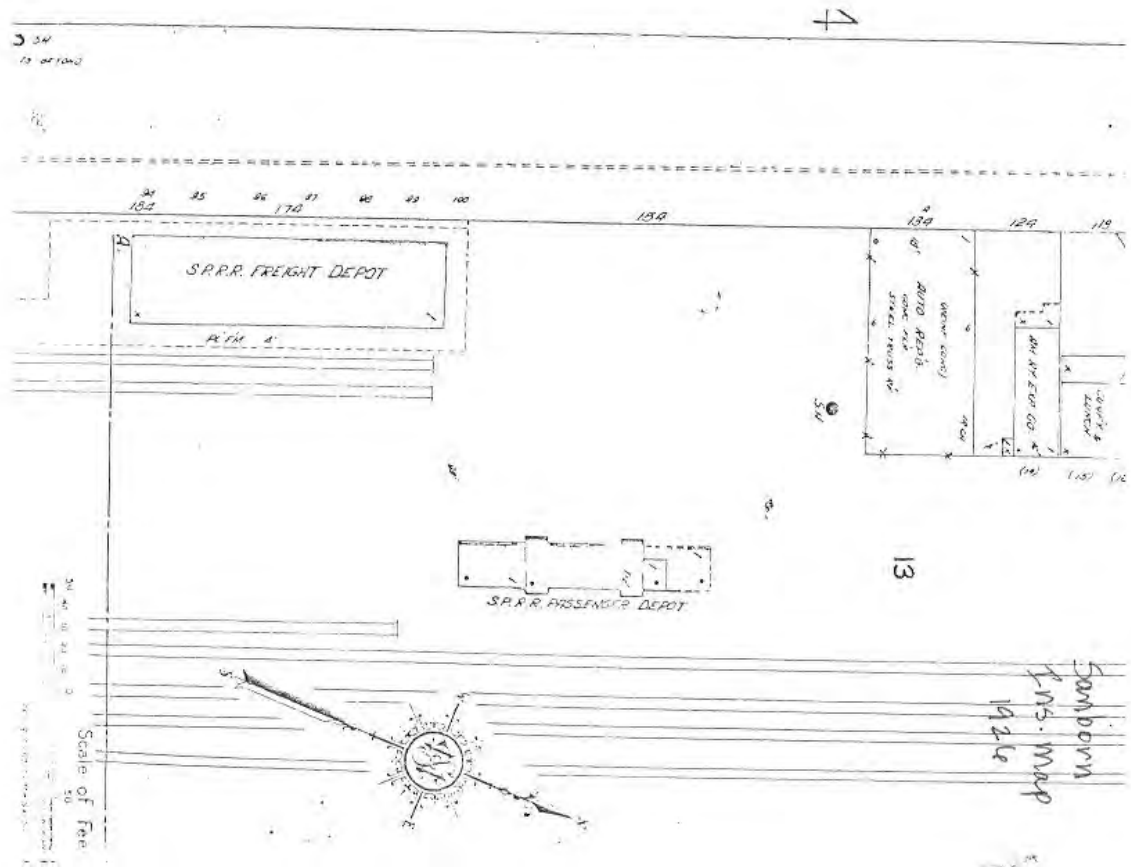
Figure 9: Historic map drawings of building and surrounding property from Sanborn Insurance 1892 (with 1870 (prior) building)



Gilroy Southern Pacific Railroad Depot      Gilroy  
Name of Property

Santa Clara County, CA  
County and State

Figure 10: Historic map drawings of building and surrounding property from Sanborn Insurance, 1926 (with 1918 Depot)





Greyhound

30  
MINUTE  
PARKING  
←

SNACKS





SHOP

ATM









GILROY

Greyhound









Gilroy

Grey







1918



NO  
LOITERING  
PC 369(i)(b)



1918













EXIT

EXIT

SNACKS  
COFFEE  
D  
SAV





# GILROY

EAST BOUND

DEL MONTE No 126

TRAIN No

DEPART REMARKS

5:50 P.M.

ARRIVED 7:15 P.M.



WEST BOUND

DEL MONTE No 141

TRAIN No

DEPART REMARKS

5:10 A.M.

ARRIVED 3:15 P.M.





UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

Requested Action:

Property Name:

Multiple Name:

State & County:

Date Received: 6/5/2019      Date of Pending List: 6/25/2019      Date of 16th Day: 7/10/2019      Date of 45th Day: 7/22/2019      Date of Weekly List: 7/12/2019

Reference number:

Nominator:

Reason For Review:

Accept       Return       Reject      7/12/2019 Date

Abstract/Summary  
Comments:

Recommendation/  
Criteria

Reviewer Control Unit      Discipline \_\_\_\_\_

Telephone \_\_\_\_\_      Date \_\_\_\_\_

DOCUMENTATION:    see attached comments : No    see attached SLR : No

If a nomination is returned to the nomination authority, the nomination is no longer under consideration by the National Park Service.



**Gilroy Southern Pacific Railroad Depot  
Gilroy, Santa Clara County, California  
National Register of Historic Places**

The Gilroy Southern Pacific Depot Building is a two-story Mediterranean Revival passenger depot, a wooden frame building with stucco walls and a tiled, hipped roof of moderate pitch. Single-story wings to north and south have flat roofs. Constructed in 1918 to replace an earlier depot built in 1870, the depot is located adjacent to former Southern Pacific Railroad tracks. The building has an overall symmetrical appearance and is architecturally similar on eastern (facing the tracks) and western (away from the tracks) facades. The central portion of the building has wide eave overhangs, boxed, with decorative brackets. The main waiting room is two stories high, with bands of hopper windows on the upper portions of the east and west walls providing natural light in the waiting area.

The property is eligible under Criterion A as Gilroy's principal railroad depot from 1918, the year of construction, until 1971, when Southern Pacific passenger service ended. Because the end of the period of significance extends over a long period of time, ending within approximately 18 months of fifty years, the property does not need to address Criteria Consideration G for exceptional significance. The property is locally significant, associated with the expansion of Gilroy and subsequent need for a new and larger train station. Southern Pacific's streamlined passenger trains, running the scenic coastal route between Los Angeles and San Francisco, were regular sights at the Gilroy depot, ending with the final run of Southern Pacific's *Del Monte* in April 30, 1971. The property was recently rehabilitated, with minor alterations to facilitate the building's contemporary use serving regional commuter trains to San Jose and San Francisco, in addition to regional bus service, but the rehabilitation followed the Secretary of the Interior's Standards and the property retains sufficient historic integrity for listing.

The property is nominated by a third party, the Gilroy Historical Society. No letters of support or objection have been received.

Staff supports the nomination as written and recommends that the State Historical Resources Commission determine Gilroy Southern Pacific Railroad Depot eligible for the National Register under Criterion A at the local level of significance, with a period of significance of 1918-1971. Staff recommends the State Historic Preservation Officer approve the nomination for forwarding to the National Park Service for listing in the National Register of Historic Places.

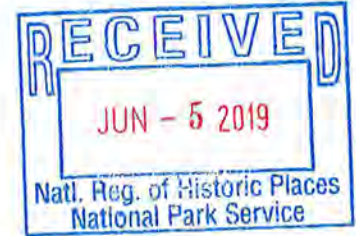
William Burg  
State Historian II  
May 28, 2019



**DEPARTMENT OF PARKS AND RECREATION  
OFFICE OF HISTORIC PRESERVATION**

Lisa Ann L. Mangat, Director

Julianne Polanco, State Historic Preservation Officer  
1725 23rd Street, Suite 100, Sacramento, CA 95816-7100  
Telephone: (916) 445-7000 FAX: (916) 445-7053  
calshpo.ohp@parks.ca.gov www.ohp.parks.ca.gov



June 4, 2019

Joy Beasley  
Keeper of the National Register  
National Register of Historic Places  
1849 C St., NW  
Room 3316  
Washington, D.C. 20240

Subject: **Gilroy Southern Pacific Railroad Depot  
Gilroy, Santa Clara County, California  
National Register of Historic Places**

Dear Ms. Beasley:

Enclosed please find the **Gilroy Southern Pacific Railroad Depot** nomination to the National Register of Historic Places. The enclosed disk contains the true and correct copy of the nomination for Gilroy Southern Pacific Depot to the National Register of Historic Places. This property is located in Gilroy, Contra Costa County, California. On May 8, 2019, the State Historical Resources Commission unanimously found the property eligible for the National Register under Criterion A at the local level of significance.

The property is nominated by a third party, Connie Rogers of the Gilroy Historical Society. No letters of support or objection were received.

If you have any questions regarding this nomination, please contact William Burg of my staff at 916-445-7004.

Sincerely,

Julianne Polanco  
State Historic Preservation Officer

Enclosures