

United States Department of the Interior National Park Service

National Register of Historic Places Registration Form

JUL 11 1991 NATIONAL OHP REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Forms (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Redlands Santa Fe Depot District

other names/site number

2. Location

street & number BOUNDED BY Eureka St., N. 5th St., Redlands not for publication

city, town Redlands 7 Blvd., RR track & W. Stuart vicinity

state California code CA county San Bernardino code 071 zip code 92373

3. Classification

Ownership of Property

- private public-local public-State public-Federal

Category of Property

- building(s) district site structure object

Number of Resources within Property

Table with 2 columns: Contributing, Noncontributing. Rows for buildings, sites, structures, objects, and Total.

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. See continuation sheet.

Signature of certifying official Katherine Swathlow

Date 9-11-91

California Office of Historic Preservation

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet. determined eligible for the National Register. See continuation sheet. determined not eligible for the National Register.

Signature of the Keeper

Date of Action 10/29/91

- removed from the National Register. other, (explain):

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

- Commerce/Business
- Commerce/Specialty Store
- Commerce/Organization
- Commerce/Warehouse
- Industry/Processing Site

Current Functions (enter categories from instructions)

- 1. Commerce/Business
- 2. Commerce/Professional
- 3. Commerce/Specialty Store

7. Description

Architectural Classification
(enter categories from instructions)

- Late Victorian
- Late 19th & 20th cent. Revivals

Materials (enter categories from instructions)

- foundation concrete
- walls brick
- iron
- roof asphalt
- other steel
- stucco

Describe present and historic physical appearance.

The district contains thirty two buildings, nine of which do not contribute -- either by loss of integrity or by being constructed after the period of significance. One building has recently been lost to fire. Dating from 1888 through 1941, the buildings visually document the district's economic and social booms. Predominately commercial in nature, the district also includes industrial packing houses, other citrus industry related structures and the train station. The depot area evolved from the first "downtown" area at Orange Street and Redlands Boulevard (now demolished) established by the "Chicago Colony" in 1886. A city ordinance, passed in 1888, prescribed that all future downtown buildings be built of brick. Although some facades have changed, the traditional design strength of the commercial facades remains cohesive. Most of the buildings are one and one-half stories or two stories in height though there are a few one story buildings. Standing adjacent to each other, block upon block, they form the rhythm of the retail commercial on the east side of Orange Street.

The urban design patterns and physical amenities in the Redlands downtown are like those that existed in many parts of this country before the advent of the regional shopping centers. However, Redlands is fortunate because unlike many other Southern California towns, it still has the citrus commercial core on the west side of Orange. Except for the depot and a few other structures, the architecture is eclectic. It ranges from the late 19th century brick commercial "blocks", and the excellent examples of storefront design such as the Worley Building at 338-340 Orange Street, The Poundstone Hamilton Building/Ralph's Antiques at 342-344 Orange Street, The Redlands City Transfer Building/Lite House at 360 Orange Street, The Pioneer Transfer Building (inlay brick) at 348 Orange Street, and The Packard dealership at 415 Orange Street, to the 19th and 20th century brick packing houses, and from utilitarian architecture with corrugated steel roofs, steel windows to Classical Revival architecture in the Depot and Board of Trade Building. The area demonstrates not only the evolution of a downtown, but also distinctive eras of growth, architecture, and function. Even the new structures in the area are scaled to pedestrians and not the automobile.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Commerce

Industry

Transportation

Period of Significance

1889-1941

Significant Dates

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Redlands Santa Fe Depot District is significant for the following reasons:

1. The district has retained its integrity from the period of significance as one of the economic hubs of Redlands.
2. The district strongly conveys a sense of time and place as the commercial heart of the City of Redlands.
3. The district represents the major phases of urban development in the local community from the 1880s through 1941. The district continues to be a significant commercial center to this day, however, since exceptional significance has not been established, the period of significance ends at 1941, fifty years ago.
4. The district constitutes a significant architectural assemblage containing numerous individually distinguished buildings and the works of notable local architects and designers.

The development of The Redlands Depot District was influenced by its proximity to good roads, Orange Street and Redlands Boulevard (Highway 99), and the location of the Santa Fe Railroad tracks, the Southern Pacific tracks, and the streetcar tracks. It was within easy access, whether by carriage, automobile, or streetcar, to the early residential areas of Redlands. During its growth, the entire depot area has maintained its scale, architecture, and proprietor businesses. Most of the early commercial and industrial structures in the area remain and have important architectural and historical value. The Redlands Depot District, which is at the heart of Redlands' downtown, still fulfills the requirements of a small town downtown. It is more than just bricks and mortar, more than just a shopping center. It was and is the center of the community.

See continuation sheet

9. Major Bibliographical References

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 # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Redlands City Hall
30 Cajon Street Redlands, CA 923

10. Geographical Data

Acreeage of property Twenty (20) acres

UTM References

A
 Zone Easting Northing

C

B
 Zone Easting Northing

D

See continuation sheet

Verbal Boundary Description

(see enclosed Boundary Map)

See continuation sheet

Boundary Justification

The boundary includes the Santa Fe Depot, Packing Houses, and Commercial Buildings that maintain historic integrity. The Southern boundary is North of Redlands Boulevard because historic resources are not present along the boulevard. The boundaries were drawn to encompass the greatest number of contributing resources and exclude non-contributors.

See continuation sheet

11. Form Prepared By

name/title Judy Wright/Mary Stoddard, AEGIS for
 organization Redlands Redevelopment Agency date May 1990 revised July 1991
 street & number 30 Cajon Street telephone (714) 621-1207
 city or town Redlands state California zip code 92373

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The alleys behind the buildings on the east side of Orange Street provide not only a unique street circulation system but also a view of the district's industrial and service images. Arched windows, fading signs, exposed pipes, lofts, and heavy wooden or metal doors punctuate the simple brick facades. The alley setback pattern varies with the historic uses of the buildings. Although still in use today, the alleys have been altered very little and are often the clues that buildings with 1940-1960 street faces date to the 1890s.

Even though this area combines the era from 1888-1941 and combines industrial commercial and retail commercial, there are common elements that tie the area together. The scale may be the outstanding feature of the entire area and unlike the rest of the downtown, the street layout design is still the same as it was when Redlands was founded. The use of brick, which was required by ordinance in Redlands, is the material that ties the buildings together. There must have been one brick mason who worked on many of the buildings for there are corbeil parapets on the packing houses as well as The Phinney Block and Ralphs and in both retail and industrial buildings there is also a pattern of utilizing segmental arch openings with radiating brick lentils. Gable roofs predominate in all of the buildings with the addition of monitor roofs, skylights and shed roof wings.

The district remains relatively intact due to a commercial shift South to State Street where a new mall replaced the original downtown settlement. This shift, although scorned by Orange Street commercial and industrial owners, did help preserve the depot area for its future as a historic district.

The city has recently added reproductions of the original Redlands' street lights as well as benches and plantings. These additions add to the pedestrian scale and cohesiveness of the area. Architecturally this area has the components of the 20th century small town. Each era of history is represented. There are architectural treasures that are still functioning or can be adapted to a downtown use. One is charmed with the sense of time and place. The Depot district is an area that tells a story of Redlands growth.

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1. Redlands Mutual Orange Company/Packing House 1906
(330 North Fourth Street)

Originally a packing house, the tall, one-story, rectangular brick building at 330 N. Fourth is now sheathed with stucco. The main section has a low parapet on the North, South, and East. Behind the parapet is a series of corrugated metal, shed roofs that resemble a truncated hip. On the North elevation of this section there are three loading doors and five basement windows. Three of these have segmental arch lintels and all have steel bar grilles. On the East elevation are two arched lintel loading doorways with corrugated metal doors and three segmental arch lintel windows. Two of these have the original paired, wood, double-hung windows with solid arch fill while the third has been remodeled. Next to this window is a single entry door with a molded surround. Covering these openings is a corrugated metal awning roof supported by wood brackets. On the South elevation the brick wall returns partially and has a window matching those on the East. At the end of the return the simpler, working end of the packing house begins. This and the West wall have been partially remodeled but there is still evidence of the typical, wood slat, open wall, storage and work areas. The West side has a shed roof and no parapet and in the center of the building is a two-story tower with a combination of shed and gabled corrugated roof. Some of the walls of this structure are open wood slats while the rest is corrugated.

2. Rettig Machine Shop (205 West Stuart Avenue) 1941

A good example of a 1940s industrial building, the Rettig Machine Shop at 205 Stuart has a rectangular plan and is one-story but tall enough to accommodate a second floor in the North end. The gable on hip roof is of corrugated metal and in the center of the gable ridge is a very low monitor roof that serves as a skylight. The foundation of the building is of poured concrete and except for the South wall it is exposed to a height of about five feet where the wood frame construction begins. The wood frame is sheathed with flat metal siding.

The main entry on the North elevation has been remodeled and has aluminum doors but the rest of the building is in tact although a large post and beam steel shed has been attached to the West wall. Over the entry on the North is a second floor loading door and large, multi-pane, steel, industrial windows on either side extend from the foundation to the eaves. These windows and the others in the building are unusual in that they are fixed but have an open section in the

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center. It is difficult to tell if there was originally an awning or hood casement.

The East elevation features an oversize loading door in the center that extends up to the eaves and a large painted sign - RETTIG MACHINE. On either side of the door are industrial windows also extending to the eaves.

The West elevation matches the East and the South has a central loading door and one small window. Only the metal walls are visible here as the ground covers the foundation.

3. J. J. Prendergast Packing House (301 North Third Street) 1903

The former packing house at 301 N. Third is a very tall, one-story, brick building with one large, steeply pitched gable roof facing North and South. The roof is covered with rolled composition roofing. Running almost the full length of the main ridge is a monitor roof with horizontal, wood slat vents running the entire length and a metal roof. It would be a rectangular building except for a small wing on the Northwest corner that has a flat parapet with a rectangular arched corbel band at the top. In the East wall of this wing are three window openings with segmental arch lintels of radiating brick. In the South wall of this wing there is a small segmental arch doorway with radiating brick lintel and a five cross panel wood door. The windows are boarded up. On the East elevation of the main wing are three loading doors with segmental arch lintels. Cement ramps lead to the doors. The eave overhang is very large here and is supported by wood brackets. The overhang is notched to accommodate loading. On the wall at the Southern end of the East elevation is a painted sign. In the center of the South wall facing the railroad tracks is another loading door matching the others.

4. Cope Commercial Company Warehouse/Grigsby Brothers 1889
(21 West Stuart Avenue)

The large brick warehouse building at 21 West Stuart has a rectangular plan and features, on the West end, a basement loading door that allows the rock foundation to show to advantage. This door has a segmental arch lintel. There are two other openings in this wall, the most significant being a segmental arch opening in the gable end. The metal, steeply pitched gable roof runs East to West and has large eave overhangs to cover the wood plank loading docks. Metal tie rods support the eaves. On the ridge are two monitor roofs. The walls of these are metal, multi-paned windows, some of which are broken. Mounted above and spanning between these is a large painted sign - GRIGSBY BROS. Opening onto the North and South loading dock

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are, a combination of loading doors, small doors and windows. The larger loading doors are rectangular with multi-light transoms, but the smaller doors and some of the windows have segmental arch openings with radiating brick lintels.

The secondary building at 21 West Stuart, built in 1912, is a long rectangular, one-story, brick building on a concrete foundation. The bricks were unpainted originally but now have mustard paint. The parapet is stepped on the East and West ends which are the narrow elevations. The brickwork is decorated by corbeled string courses at the top and base of the parapet on all sides. In the East wall are two doorways with segmental arch lintels of radiating brick. These doorways were originally open with sliding exterior barn door closures. One now has a hinge door and a wood filled lintel arch while the other is boarded up. The North wall has a large sliding barn door at the West end and three arched lintel loading doors in the center of the wall. These have been boarded up. A plate glass window on the East end is possibly a later addition. The West and North walls are solid. Two contributing buildings.

5. Packard Motor Company Sales Office (415 Orange Street) 1923

The one-story, reinforced poured concrete, rectangular building at 415 Orange stands alone so that all elevations are visible. The parapet is flat on the sides and gabled on the West and is of concrete block. The main entrance is in an under roof, cutaway entry patio on the Northeast corner. This patio was originally a car entry to the Motor Company. The roof of the cutaway is supported by concrete pillars. An interesting alteration to the pillars is a notch that was cut to accommodate wider cars. On the North side the pillars have solid brackets of concrete at the header. On the front or East elevation are large, plate glass storefront windows with aluminum frames. These replace the original central double doors, stone front windows, and transom. The South elevation has been remodeled and has several entries and aluminum windows. The original elevation had five large industrial windows into the rear garage area and two smaller windows into the front office area. Four large sycamore trees complement this facade. The most outstanding feature of the building is the recently restored brick facade on the East elevation. Light red brick and white glazed bricks are used to create a pattern on the pillars, and on the parapet. The pattern is simple with the white brick outlining the edges of rectangular sections.

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6. Board of Trade/Chamber of Commerce (337 Orange Street) 1912

A small one-story building next to the Santa Fe depot, the old Chamber of Commerce reflects some of the characteristics of the depot. The gabled roof is covered with red tiles and ends in a low-pitch pediment facing the street. The pediment is filled with clay tile pipe ends. Below the pediment is a boxed cornice supported by six free-standing concrete doric columns with flared bottoms on square bases. These columns stand in groups of threes at either end of the front porch, four facing the street and the remaining two enclosing the sides of the porch. Their orange color contrasts with the cream shade of the buildings poured concrete walls. The large aluminum entry doors and windows on the East elevation are replacements. Additional decoration is seen in the gable ornamentation; a finial at the peak, and ball and pedestals at either end. Flat square pilasters with flared bottoms, (three on each side wall and two at the rear) give the building symmetry and add to its classical flavor. The lower part of the facade is made up of long glass windows and doors. The remaining three sides have double-hung sash windows with wood frames. A door in the west wall serves as the rear entrance and is approached by two concrete steps. The building has a concrete foundation and sits over a basement.

7. Santa Fe Railroad Station (351 Orange Street) 1909

The tall, one-story, Classical Revival building has a T-shaped plan formed by a square waiting room/warehouse and a long attached colonnade that parallels the tracks on the North. The foundation, walls, columns and beams are of poured concrete with plaster coating. The roof is covered with flat, red clay tile with decorative red tile on the ridges.

The hipped roof over the waiting room is topped with a low monitor roof and on the South side there is a central, plastered chimney with corbeled top. This section, on three sides not attached to the colonnade has very large eave overhangs with plastered soffit and rafter ends and molded cornice. Hanging from the soffits are distinctive but simple light fixtures that hang on a rigid wrought iron bar with hook holding a metal shade lamp. The West end of this section was designed for baggage and warehouse use while the East end is for passenger and office use. The walls all around are a series of openings between which are wide engaged pilasters with only a slight reveal. The West wall has two large openings that are mostly filled in except for the transom area. The South elevation has two sets of very tall loading doors that reach to the top of the wall. The Western most pair has a higher sill and side lights with transom. The

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other set has two pairs side by side. The doors are original with exposed cross bracing over vertical boards. To the East of these doors two sets of tall, multi-paned, wood windows flank double entry doors set in a larger, matching set of windows. These windows are distinctive and are repeated on the East and North elevations. The panes are tall and narrow and there are typically nine in the fixed window and six in the transom except above the door where there are eight. Large sets of matching windows fill the East elevation and the North elevation, which is under the colonnade, mirrors the South with the addition of several small doors.

On the North is a grand plaza, made up of 5,000 bricks, for passenger loading and unloading. Over the plaza the long colonnade is made up of thirty-six Doric columns evenly spaced in pairs. The columns rest on square bases of varying heights depending on the rise of the ground. On the side of the colonnade, the ends and center, are pairs of heavy concrete piers that help support the gable roof and the monitor house at each end. Between the piers at the frieze are molded concrete panels decorated with base relief vegetable designs. While the piers are needed for support they are so designed that they serve the secondary function of entry statements at the ends of the colonnade and where the colonnade meets the waiting room. Exposed concrete beams, three longitudinal and several cross beams about nine feet apart, also help support the colonnade roof. These are exposed but plastered. The matching monitor structures at each end of the colonnade have low, tile, hip roofs, a molded boxed cornice, and a doorway on the South wall. They are large enough for a person to stand inside.

The ends of the colonnade mirror the Old Chamber of Commerce building to the South with pairs of free standing Doric columns flanking the entry. Above the roof over the columns are large ball finials with square base. The pediment tympanum is recessed. A sign - REDLANDS is carved in the concrete frieze. There is also a painted sign - SANTA FE on the South frieze and a painted Santa Fe logo on the monitor wall.

8. Redlands City Transfer/Lite House (360 Orange Street) 1906

The two-story, rectangular building at 360 Orange retains much of its original character. The West or front facade has been stuccoed but the detailing of the brick work is partially evident. At each corner of the facade is a square pilaster that rises above the flat parapet each having a corbeled top. Along the cornice are four corbeled brackets. The second story has five segmental arch openings with wood, single-pane, double-hung windows. A string course runs the width of the facade under these openings. The store front has a

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recessed entry with a wood and glass door in the center and large plate glass windows with wood frames on either side. At the outside corners of the recess are thin, wood, engaged columns. Above, a transom extends across the entire front. The transom glass has been painted. Projecting over the sidewalk above the transom is a can neon sign "LITE HOUSE".

The building is the last in a row of storefront buildings that ends at the railroad tracks so that the North elevation was designed to be exposed. A painted sign fills the wall. It is faded but the words - FOWLER TRANSFER CO., WAREHOUSE & STORAGE, and HOUSEHOLD GOODS can be seen, as well as a Wrigley's Spearmint Gum sign overlaid diagonally. In the lower wall are three large and two small windows.

The top of the South elevation has a similar sign and can be seen from Orange Street as the attached building is one story.

The East elevation on the alley is brick but the lower wall has been stuccoed. The parapet has one step and just beneath it is a small painted sign - FOWLER TRANSFER CO. There are three windows above with segmental arch lintels of radiating brick, projecting brick sills and single-pane, double-hung windows. On the ground level is a large loading entrance flanked by similar windows. The door also has the arched lintel with radiating bricks.

9. Pioneer Transfer (348 Orange Street) 1897

The one-story building at 348 Orange has five storefront sections divided by piers. The recessed entry occupies the second section from the left. The transom area does not recess but is flush across the entire front. It has been covered temporarily with vertical siding. The last two sections to the right have been altered. One with a roll-up aluminum door and the other with a wood siding door. There are storefront, plate glass windows to the left and right of the entry. These and the entry door are aluminum frame. The main feature of this building is the brick inlay work on the parapet and piers. The parapet is divided into three sections that have a diamond pattern of white enameled bricks. Above these panels is a white brick string course. The six piers are outlined with the same bricks.

The East elevation faces the alley and is brick with a four stepped parapet. A string course outlines the top of the parapet. There is a large loading door with a concrete lintel, a pedestrian door and three large windows that have been boarded up.

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10. The Palace Livery Stable (346 Orange Avenue) 1908

The rectangular, one-story building at 346 Orange does not follow the typical storefront pattern of the rest of the block as it was originally a livery and feed building. There is one large carriage size entrance on the front elevation. To the right is a large vertical opening with a segmental arch lintel of radiating bricks and a projecting brick sill. To the left is a larger square opening with a projecting brick sill. Both openings are boarded up. Originally the left window matched the one on the right and the livery door had an arched lintel. Decorative interest is added to the painted brick facade by the intricate string course at the top of the parapet, and the crenelated corners.

The East elevation facing the alley is unpainted brick with two large openings with segmental arch lintels with radiating bricks and projecting brick sills. Both are boarded up. On the right side is a large loading door. Over the right half of the building is a second story section with walls and a gable roof of corrugated metal. From the exterior it does not appear that the front and rear loading or carriage doors are on axis.

11. The Poundstone and Hamilton Building/Ralph's Antiques 1898
(342-344 Orange Street)
T. Fulkerson Hardware (342 Orange Street)
W. N. Kline & E. J. Underwood Tanners (344 Orange Street)
(342-344 Orange Street - Ralph's Antiques)

The rectangular building at 342-344 Orange is one of the last classic storefronts left in Redlands. The one-story building is of the original brick and has two storefront entrances set back within the facade. The entry doors have nicely detailed wood molding and a large, single-pane transom above. One door is the original wood frame but the other has been replaced. There are decorative iron columns with capitals that define the outside corners of the recesses, and octagonal multi-light transom windows above the plate glass storefront windows. There is a central brick pier and a brick base beneath the windows. The transom returns with the entry recess. The brick parapet has one large center step. The cornice is relieved by a decorative arch corbel table, four rounded crenelated corners, and a quarter round of brick work in the angle of the step. A narrow, vertical neon sign projects at the top of the parapet.

The building as seen from the East, facing the alley seems to have two sections. The North half has a flat parapet, is unpainted brick and has a loading door flanked by two large windows. The

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windows and door have segmental arch lintels of three row radiating brick. The south half is lower with a corrugated shed roof and stuccoed walls.

12. The Worley Building (338-340 Orange Street) 1892

The grey brick facade of this two-story building at 338-340 Orange represents a remodel of 1917. The ground floor facade was further remodeled with stucco and during the 1950s new doors and windows were added so that any reference to an earlier period is gone. There are three entrances. The second story has four large, single-pane, wood sash, double-hung windows with vertical brick lintels and header course surrounds. A string course creates a continuous sill and there is an additional header course at the lower parapet line. At the corners above the sill the brick work creates the look of engaged pilasters. In the center is a wide parapet step in which a red brick inlay sign reads, WORLEY BLDG. Aluminum awnings have been added.

The East facade facing the alley is two-story brick with a single step parapet with a string course at the top. An unusual feature is a large second story loading door. Above the door is a large wood beam that supports a loading pulley. This door and two small windows on each side have segmental arch lintels of radiating brick. The windows have projecting brick sills and single-pane, wood sash frames. This design is repeated in one pedestrian door and three windows on the ground floor where there is also another loading door and simpler pedestrian door.

13. Beacon Printery (336 Orange Street) 1902

The one-story, rectangular building at 336 Orange is composed of stucco over brick. A molded band at the top of the flat parapet may be a brick string course under the stucco. The storefront may be the original configuration with a recessed central entry and plate glass windows, although the tile under the windows may be a 1920s or 1930s addition. An aluminum awning covers the storefront and individual letters mounted on a double rail compose the parapet sign - BEACON PRINTERY.

The East elevation faces the alley and is of unpainted brick. There is a loading door on the left and a recessed entry with segmental arch and radiating brick lintel on the right. In the entry is a cross panel wood door. There is a brick string course at the top of the parapet.

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14. Hamilton Block/Carlson Hardware (330-332 Orange Street) 1888

The two-story building at 330-332 Orange has kept much of its original character even though it has been covered with stucco. At the top of the front parapet is a band that is probably a double string course under the stucco. The side walls have a rounded corner where they meet the parapet. The three matching windows on the second floor have paired, wood sash, single-pane, double-hung windows set in an opening with a segmental arch, decorative molded arch trim, and projecting sills. Above a flat awning on the ground level is a transom that has been covered. Beneath the awning the storefront was remodeled in 1925 but may have been built around the original iron columns.

The East elevation on the alley is painted brick with a loading door in the center and wood, eight-pane windows on each side with re-bar grilles and concrete lintels.

On the top of the South elevation is a painted sign - Carlson Hardware, and three windows.

15. E. I. Martin Home and Nursery (328 Orange Street) 1902

The small, one-story, rectangular building at 328 Orange has been stuccoed all around over the original brick. The storefront windows and door have been replaced with aluminum, so that the original character has been lost, except that the storefront pattern and roof line does contribute to the rhythm of the streetscape. On the South elevation three segments and window openings have been boarded up. It could be restored to its original appearance. Non-contributing.

16. Phinney Block/Joe Greensleeves (220 Orange Street) 1892

The imposing two-story red brick building built as the Phinney Block has a narrow facade facing Orange and a longer exposed facade on the North side. The South side is attached to the next building.

The parapet is a main feature having three raised pediments, one in the front and two on the North side. The pediments have a corbeled base and the parapet between the pediments has corbeled brickwork. Beneath the front pediment are individual letters reading - Phinney Block. The second story has four windows in the front and eight matching windows on the North side. They have exaggerated rectangular vertical openings with decorative brickwork lintels. The wood windows have either single-pane, double-hung sash or multi-light sash above. A few have a single pane with a multi-light transom. A corbel table forms a continuous sill under all of the windows. On the ground floor is a main door and secondary door facing the front with a wood paneled

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entry. On the South are three eyelid, fixed pane windows placed high in the wall and a large plate glass window with a rounded arch fixed transom. The base of the building on the North is plastered.

The East elevation on the alley is brick and a second story entry door with segmental arch, radiating brick lintel can be seen beyond a shed roof addition that extends to the alley edge.

17. The Gregg Block (216-218 Orange Street) 1888

The two-story, rectangular brick building has been covered with stucco and encloses two storefronts. Between the storefronts is a door leading to the second floor where once were shop owner apartments or offices. The building maintains more of its original appearance on the East elevation, but in total, has lost integrity. Non-contributor.

18. Levine's (208 Orange Street) 1894

The one-story storefront building has been completely altered. Stucco and flagstone cover the original brick. The flat parapet and storefront pattern are not inconsistent with the rhythm of the streetscape. The East elevation on the alley has been altered. Non-contributor.

19. Hamilton Block (206 Orange Street) 1888

The one-story, storefront building at 206 Orange has stucco and flagstone covering the brick facade. The storefront and parapet pattern are compatible with the rhythm of the street. The East elevation on the alley has been altered. Non-contributor.

20. Haight Packing House/Mitten Display Sign 1890
(345 North Fifth Street)

This two-story warehouse building at 345 North Fifth is one of the most monumental in Redlands. It is a red brick, rectangular building and stands alone, except that a Quonset hut addition covers about one half of the South elevation. At the gable ends on the East and West is a pitched parapet with a square step at the top. At intervals along all of the walls are engaged pilasters -- seven at the gable ends and about ten on the sides. The North and West ends have

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corrugated, shed additions on the ground floor. There is a high rectangular window between each pilaster on the side walls. The main entry is on the East where, on the ground level, there is a door and a double-hung window in each of two wall sections between the pilasters, and a pair of double-hung windows in two sections. In a fifth section is a raised window and below is a loading door to the basement that is now unusable because of the reconfiguration of the street. The window openings have segmental arch lintels of radiating brick and the doors are solid wood with a round window.

On the South in the second wall section from the East is a loading door and platform. It is at this point that the addition begins.

The addition is a double Quonset hut with the ends facing East and West. At the South end is a brick wall with parapet and two large, multi-pane wood windows. The East wall of this addition has bricked-in, two large windows, or loading doors, a door and smaller window. There is remaining an entry door and three windows with a shed roof over the windows.

21. Hall of Justice (215 North Fifth Street) 1935

The one story, rectangular building at 215 North Fifth has a center courtyard, a truncated hip roof, and has been covered with a new coat of stucco. The red tile roof has a very small overhang above a molded stuccoed cornice band. The plate glass windows on the East or front elevation as well as those on the North and South, are fixed. On the East is a wide recessed, under roof entry porch that includes a stucco balustrade and two three-light oak doors. Just above the entry is a sign debossed in the cement header - HALL OF JUSTICE. Some of the windows on the sides have been boarded up.

22. H. Jacobson's Warehouse 1894
(rear building West of 215 North Fifth Street)

The one-story, rectangular, building West of 215 North Fifth is red brick with a double stepped parapet topped by a header course on the North and South. These elevations are identical with radiating brick around a large rounded arch carriage entry in the center and a window opening on each side with segmental arch lintels of radiating brick. The window openings are boarded up on the North and closed in with cement block on the South. Above the doors is a pair of rectangular wood vents. The carriage doors on the North have double cross bracing and diagonal paneling and appear to be original.

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23. Gregory Packing House 1903
(Oriental Avenue West of 301 North Third Street)

This building has recently burned down and is no longer a contributor. A description is provided here as a record of its existence. This former packing house was situated West of, and partly attached to the packing house at 301 N. Third. The main section was rectangular and built of brick and had a steeply pitched gable roof running North and South. Centered in the South wall facing the tracks was a large loading door. In the peak of the North gable end was a round vent and below it a painted sign. The lower part of this wall could not be seen because of a shed roof, open slat wall wing that covered most of the wall and projected North. Where this wing met the wall was a small flat roof section between this wing and 301 N. Third. Attached to the West wall of the shed wing was a lower shed that also had open wall construction. Non-contributing site.

24. Quality Slacks of California (225 Oriental Avenue) 1946

The one-story plaster building has a flat roof and a low flat parapet. On the front or North elevation is a central, recessed entry leading to double wood doors. Above is a transom flush to the front wall. The transom and large windows on each side of the entry are metal casement windows typical of industrial buildings of the period. These windows are repeated on the East and West sides. On the top of the roof is a saw tooth light scoop. Non-contributing because of construction date.

25. (202-204-208 Oriental Avenue) 1907

Three gable roofed, rectangular warehouses. The one on the South is all wood vertical siding with a corrugated metal roof. The one in the middle is wood, vertical siding with the front faced with corrugated metal and the third is presumably wood but is now completely covered with corrugated metal.

The buildings are all raised on wooden bracing and do not have foundations. There are platforms and sliding platform doors on all of the buildings. 3 contributing buildings.

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26. Redlands Fruit Association Warehouse (241 Oriental Avenue) 1908

Rectangular one story clapboard building with corrugated metal roof on a partial concrete foundation. This utilitarian agricultural building has boarded up windows on the West side, a single platform door on the South side and two platform doors, one large and one small, on the East side. Both gable ends have extended rafters and horizontal louvered vents in the gable tips.

27. 203 Oriental Avenue ca. 1950

A one story rectangular stucco house with aluminum windows. Non-contributing.

28. 1 East Redlands Boulevard

A one story office building built since 1960. Non-contributing.

29. 333 Orange Street

A large bank building built in the 1980s with columns and tile roof. Non-contributing.

30. Partially constructed new building between 337 and 351 Orange Street. Non-contributing.

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The district exhibits the variety of industries, services, and businesses that comprise a downtown. Within the district we find 215 Fifth Street that was built as a courthouse and is now a data processing company; 337 Orange Street that was the Board of Trade/ Chamber of Commerce, and is now being adapted to a new use; 360 Orange Street which was a transfer company, and is now Lite House; 346 and 348 Orange Street that were livery stables and garages; 330 Orange Street that has been a hardware store for over forty years; 208 Orange Street that was a meat market and later a tailor and clothing store; 415 Orange Street that was an automobile dealer, and is now a florist; and 206 Orange Street that was built as a bakery and restaurant and is now a realty. Although uses have changed over the years, the downtown is still a vital area showing distinctive eras of commercial use.

The focal point of the district, historically and architecturally is the Santa Fe Depot. This Classical structure is actually the third railroad station in Redlands. Designed by Bakewell and Brown, and constructed by F. O. Engstrom in 1909, it replaced the original 1888 wood depot. Redlands was actually founded in 1881, but development was spurred by the rate war between the Santa Fe and Southern Pacific Railroads. The Southern Pacific Depot was built on Orange Street just north of Redlands Boulevard in 1898 and demolished in 1968. The original Santa Fe station was one of dozens built by the railroad to display settlements along their newly acquired route. The Redlands Board of Trade/Chamber of Commerce urged The Santa Fe to build a "better" station since five trains daily arrived in Redlands over the Santa Fe line. A \$32,000.00 building permit was issued for the building and it was completed by April, 1910. The station looks today almost the same as when it was built, yet there has been no passenger service there since 1938. The tracks have been used for freight service and there is now talk of resuming commuter passenger service on the Santa Fe Route between San Bernardino and Los Angeles.

At one time the Pacific Electric commuter Railroad tracks intersected the Santa Fe tracks on Orange Street and passengers for that line could also use the depot. The depot is now listed as a California point of Historical Interest.

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The other components of an original orange empire (now Inland Empire) downtown, are the citrus packing houses and agricultural implement headquarters. Redlands probably has the largest array of citrus related buildings left in Southern California. Twenty-six packing houses operated in the Redlands area during the heyday of the navel orange industry. Redlands was a citrus town and the orange industry was the foremost income for the town. Citrus began to decline in the 1950s as land value rose and subdivisions supplanted the orchards. The packing houses represent one of the best visible links to Redlands' citrus heritage. Nine packing houses remain between the Southern Pacific right-of-way and the Santa Fe tracks. Their location was strategic to ensure competitive prices from the railroads. The nine remaining packing houses are excellent and unusual examples of industrial/commercial architecture. In a downtown where the major industry was citrus, the packing houses were a vital part of the downtown organism.

Three of the remaining industrial buildings, 202-204-208 Oriental Avenue were part of the original Redlands Chinatown. The Chinese were brought to the area by the railroads in the late 1800s to help construct the lines. By 1922 Redlands Chinatown had disappeared and the buildings were adapted for citrus related uses.

The Redlands area was a leader in the cooperative marketing movement for the California citrus industry. It was the first town to develop an association of growers (1888). Citrus growers worked through associations and then cooperation among associations resulted in an exchange which acted as a broker for the associations in selling the fruit. Over the years there were sixty-six growers, twenty-nine Associations, and five exchanges.

Redlands was one of the leaders in the water supply development and formation of the citrus business in California. Many easterners were lured to Redlands by the promise of profitable investment in orange groves and a plentiful supply of water. Bear Valley Dam, built in 1884 by one of Redlands' founders, Frank Brown, was also a great achievement for Redlands. It did and does provide a reliable source of water for the urban city as well as agriculture. Brown selected Bear Valley as the site for the reservoir, organized a company to buy the land, and built a dam. A Yale engineering school graduate, he conceived a single arch, masonry dam of granite. The dam, which cost \$75,000.00 was to become one of the engineering marvels of its time.

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The Depot area also brings to light the importance of some of Redlands' early citizens. M. M. Phinney, citrus grower and entrepreneur, planned and financed most of the buildings on the west side of Orange. Phinney came to Redlands in 1890 and established himself as a business leader and major planner of Orange Street. Several of the brick buildings in the district were built by the Taylor brothers who owned the brick yard in Redlands. Arthur Gregory, who built the brick packing house on Oriental just west of 301 North Third Street established The Gregory Fruit Company in 1903 which was housed in several Redlands packing houses. The Prendergast packing house at 301 North Third Street was built by J. J. Prendergast in 1903. Prendergast was the father of Lucretia Moore, wife of the first publisher of the Redlands Daily Facts. Judge I. W. Gregg of San Bernardino invested in the Gregg block during the boom years. 21 West Stuart, the first Redlands Warehouse, was built by prominent Redlands pioneers, Wilbur N. Chamblin, and his partner James S. Edwards. Edward's daughter Charlotte was married to Watson Hamilton who built The Hamilton Block at 330-32 and 342-44 Orange Street.

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REDLANDS SANTA FE DEPOT DISTRICT PHOTO INDEX

The following information applies to all photographs
of the Redlands Santa Fe Depot District:

1. Redlands Santa Fe Depot Historic District
2. Redlands, California
3. Photographer Mary Stoddard/AEGIS
4. Original negatives are located with the
Redlands Redevelopment Agency, Redlands, California

Photo # 1 elevation - North
Redlands Mutual Orange Company Packing House
(330 North Fourth Street)

Photo # 1A elevation - Southeast
Redlands Mutual Orange Company Packing House
(330 North Fourth Street)

Photo # 2 elevation - North
Rettig Machine Shop
(205 West Stuart Avenue)

Photo # 2A elevation - East
Rettig Machine Shop (sign detail)
(205 West Stuart Avenue)

Photo # 2B elevation - East
Rettig Machine Shop
(205 West Stuart Avenue)

Photo # 3 elevation - East
J.J. Prendergast Packing House
(301 North Third Street)

Photo # 3A elevation - North
J.J. Prendergast Packing House
(301 North Third Street)

Photo # 3B elevation - South
J.J. Prendergast Packing House (right)
(301 North Third Street)
Gregory Packing House (left)
(Oriental Avenue West of 301 North Third Street)

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- Photo # 4 elevation - North
Cope Commercial Company Warehouse/Grigsby Brothers
(21 West Stuart Avenue)
- Photo # 4A elevation - North and West
Cope Commercial Company Warehouse/Grigsby Brothers
(21 West Stuart Avenue)
- Photo # 4B elevation - North
Cope Commercial Company Warehouse/Grigsby Brothers
(21 West Stuart Avenue)
- Photo # 4C elevation - South
Cope Commercial Company Warehouse/Grigsby Brothers
(21 West Stuart Avenue)
- Photo # 4D (North building) elevation - East
Cope Commercial Company Warehouse/Grigsby Brothers
(21 West Stuart Avenue)
- Photo # 5 elevation - East
Packard Motor Company Sales Office
(415 Orange Street)
- Photo # 5A elevation - East
Packard Motor Company Sales Office (detail)
(415 Orange Street)
- Photo # 6 elevation - East
Board of Trade/Chamber of Commerce
(337 Orange Street)
- Photo # 7 elevation - East and North
Santa Fe Railroad Station
(351 Orange Street)
- Photo # 7A elevation - East
Santa Fe Railroad Station
(351 Orange Street)
- Photo # 7B elevation - arcade interior
Santa Fe Railroad Station
(351 Orange Street)

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<u>Photo # 7C</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - South
<u>Photo # 7D</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - South
<u>Photo # 7E</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - South (West end of Arcade)
<u>Photo # 7F</u>	Santa Fe Railroad Station (351 Orange Street)	elevation - (detail)
<u>Photo # 8</u>	Redlands City Transfer/Lite House (360 Orange Street)	elevation - West
<u>Photo # 8A</u>	Redlands City Transfer/Lite House (360 Orange Street)	elevation - North
<u>Photo # 8B</u>	Redlands City Transfer/Lite House (360 Orange Street)	elevation - East
<u>Photo # 9</u>	Pioneer Transfer (348 Orange Street)	elevation - West
<u>Photo # 9A</u>	Pioneer Transfer (348 Orange Street)	elevation - West (detail)
<u>Photo # 10</u>	The Palace Livery Stable (346 Orange Street)	elevation - West
<u>Photo # 10A</u>	The Palace Livery Stable (346 Orange Street)	elevation - East

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<u>Photo # 11</u>	Pounastone and Hamilton Building/Ralph's Antiques (342-344 Orange Street)	elevation - West
<u>Photo # 12</u>	The Worley Building (338-340 Orange Street)	elevation - West
<u>Photo # 12A</u>	The Worley Building (338-340 Orange Street)	elevation - East
<u>Photo # 13</u>	Beacon Printery (336 Orange Street)	elevation - West
<u>Photo # 14</u>	Hamilton Block/Carlson Hardware (330-332 Orange Street)	elevation - West
<u>Photo # 15</u>	E. I. Martin Home and Nursery (328 Orange Street)	elevation - West
<u>Photo # 16</u>	Phinney Block (220 Orange Street)	elevation - West
<u>Photo # 17</u>	Gregg Block (216-218 Orange Street)	elevation - West
<u>Photo # 17A</u>	Gregg Block (216-218 Orange Street)	elevation - East
<u>Photo # 18</u>	Levine's (208 Orange Street)	elevation - West
<u>Photo # 19</u>	Hamilton Block (206 Orange Street)	elevation - West

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- Photo # 20 elevation - East
Haight Packing House/Mitten Display
(345 North Fifth Street)
- Photo # 20A elevation - West
Haight Packing House/Mitten Display
(345 North Fifth Street)
- Photo # 20B elevation - South (addition)
Haight Packing House/Mitten Display
(345 North Fifth Street)
- Photo # 20C elevation - Southwest (addition)
Haight Packing House/Mitten Display
(345 North Fifth Street)
- Photo # 21 elevation - East
Hall of Justice
(215 North Fifth Street)
- Photo # 22 elevation - South
H. Jacobsen's Warehouse
(215 North Fifth Street - rear)
- Photo # 22A elevation - North
H. Jacobsen's Warehouse
(215 North Fifth Street - rear)
- Photo # 23 elevation - North
Gregory Packing House
(Oriental Avenue West of 301 North Third Street)
- Photo # 24 elevation - North and East
Quality Slacks of California
(225 Oriental Avenue)
- Photo # 25 elevation - South
Chinatown Laundries
(202-204-208 Oriental Avenue)
- Photo # 26 elevation - South
Redlands Fruit Association Warehouse
(241 Oriental Avenue)

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- Photo # 27 View - Orange Street direction - Southwest
Building #s on Map 6 and 7
- Photo # 28 View - Orange Street direction - Northwest
Building #s on Map 5, 6 and 7
- Photo # 29 View - Santa Fe Tracks direction - East
Building #s on Map 4, 7 and 8
- Photo # 30 View - Depot and direction - Southeast
Santa Fe Tracks
Building #s on Map 4, 7 and 8
- Photo # 31 View - Depot and direction - Northeast
Grigsby Brothers
Building #s on Map 4 and 7
- Photo # 32 View - Packing House and Depot area -
Orange Street in background direction - Southeast
Building # on Map 1
- Photo # 33 View - Packing House area
Oriental Avenue direction - West
Building #s on Map 1, 3 and 25
- Photo # 34 View - Packing House area - Orange Street in
background Santa Fe Trail direction - East
Building #s on Map 3, 1 and 10
- Photo # 35 View - Packing House area -
Third Street direction - North
Building #s on Map 3 and 2
- Photo # 36 View - Orange Street -
East side direction - Southeast
Building #s on Map 8 to 16
- Photo # 37 View - Orange Street -
East side direction - Southeast
Building #s on Map 16 to 18
- Photo # 38 View - Alley, Orange Street direction - Southwest
Building #s on Map 8 to 12

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Photo # 39 View - Alley, Orange Street direction - Southwest
Building #s on Map 9 to 11

Photo # 40 View - Alley, Orange Street direction - Southwest
Building #s on Map 9 to 12

Redlands Santa Fe Depot District
Redlands, San Bernardino Co.
California

REVISED MAP 1991

