NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM       San Mateo         (Type all entries complete applicable sections)       FOR NPS USE ONLY         I. NAME       COTT       1974         COMMON:       Menlo Park Railroad Station       AND         AND/OR HISTORIC:       CONGRESSIONAL DISTRICT:       1974         I. NAME       CONGRESSIONAL DISTRICT:       CONGRESSIONAL DISTRICT:         III00 Merrill Street       12th (formerly 11th)       cope         STATE       CODE       COUNTY:       CODE         California       06       San Mateo       081         S. CLASSIFICATION       CATEGORY       OWNERSHIP       STATUS       ACCESSIBLE         Check Oneo       OWNERSHIP       STATUS       ACCESSIBLE       TO THE PUBLIC         District       XX Building       Public Acquisition:       Wooccupied       Restricted         Site       Object       Being Considered       Preservation work       No       No         PRESENT USE (Check One or More as Appropriate)       Givenment       Park       XX Unrestricted       No         PRESENT USE (Check One or More as Appropriate)       Park       XX Transportation       Comments         Medicational       Multivary       Religious       Civic (Park) </th <th></th> <th colspan="4">Form 10-300 UNITED STATES DEPARTMENT OF THE IN (Rev. 6-72) NATIONAL PARK SERVICE</th> <th colspan="2">INTERIOR</th> <th>L</th> <th></th> <th colspan="3">COUNTY:</th> <th></th>		Form 10-300 UNITED STATES DEPARTMENT OF THE IN (Rev. 6-72) NATIONAL PARK SERVICE				INTERIOR		L		COUNTY:			
(Type all entries       complete applicable sections.)       0C1 1974         S. NAME       Constant       Menilo Park Railroad Station         Menilo Park Railroad Station       Menilo Park Railroad Station         Menilo Park Railroad Station       Menilo Park Railroad Station         Monitor Street       12th (formely 11th)         Tritter Ann humern       66 San Mateo         Caregoon       Ownership         Caregoon       Ownership         Caregoon       Ownership         Site       Stotute         Diarie       X Building         Diarie       Stotute         Diarie       Stotute         Site       Stotute         Mateo       Ownership         Caregoon       Ownership         Reference       Stotute         Presenturie       Baing Casidered         Presenturie       Baing Casidered         Presenturie       Stotute         Agricultural       Government         Reference       Stotute         Stotute       Presenturie		И					CES	-	San Mater FOR NPS U				
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PERIOD (Check One or More as A)	ppropriate)		
Pre-Columbian	16th Century	18th Century	20th Century
15th Century	17th Century	XX 19th Century	
SPECIFIC DATE(S) (If Applicable	and Known)		
AREAS OF SIGNIFICANCE (Chec	k One or More as Appropriate	)	
C & Abor iginal (C D P - 107)	Education 1	Political 11	🔲 - Urban Planning, 👘 🕚
Prehistoric	Engineering	Religion/Phi-	Other (Specify)
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Agriculture	Invention		
XX Architecture	Landscape	Sculpture	
Art	Architecture	Social/Human-	
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Conservation	Music	XX Transportation	

Architecturally, the Menlo Park Railroad Station is of special interest because it combines, in a graceful whole, many different elements representative of wooden architecture in the San Francisco Bay Area from the 1860's to the 1890's. The original building of 1867, whose roofline and overall form remain intact today, is a fine example of the simplified "picturesque cottage" style of the 1850's and 60's.

In the 1880's and 90's, the station was updated with the addition of more extensive and elaborate decorative elements: brackets, mouldings, and gable-ornamentation typical of the "Stick-Style" and shingled surfaces and over-windows representative of the "Shingle-Style." As a result, the building is like a survey of architectural styles of the period, a charming document of the changing, fanciful taste of the late nineteenth century.

From an historical point of view, it is one of the earliest-built existing railway stations in California. In 1863, Mr. Louis Golder acquired four lots located between Oak Grove and Ravenswood Avenues. On March 30, 1867, he sold a strip of land 100 by 720 feet, parts of the four lots, to the San Francisco and San Jose Railroad. On this acquisition the railroad built the present station. It was open for business in August, 1867. Early in 1868, the company which would become the Southern Pacific contracted to purchase the San Francisco and San Jose Railroad and soon extended the line southward, eventually to develop the Central Valley and Southern California.

In the 1850's, the region which is now Menlo Park was being transformed from grazing land and thickets under giant oak trees into American farms. Two Irishmen, Dennis Oliver and D. C. McGlynn, purchased a 1,700 acre tract and nostalgically named it after their birthplace on the outskirts of Galway, a town named Menlough. Their new homesite was Menlo Park, and, to identify it, they built a large wooden gateway with the name painted in foot-high letters over the central arch. When the railroad station was built (nine years later), the gate was a landmark, hence the building was located nearby and given the name Menlo Park.

continued to page 2

STATEMENT OF SIGNIFICANCE

9. MAJOR BIBLIOGRAPHICAL REFERENCES							
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Tutrow, Norman E., Leland Stanford, M	Aan of Many Careers, Menlo Park, 10,5						
Calif., Pacific Coast Publishers, 1	Man of Many Careers, Menlo Park, 10,000 1971. continued on page 2						
10. GEOGRAPHICAL DATA							
	DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES						
CORNER LATITUDE LONGITUDE	LATITUDE LONGITUDE						
Degrees Minutes Seconds NW o, w o w	Degrees Minutes Seconds Degrees Minutes Seconds						
NE , N	37° 27′ - 16″ 122° 10′ 51″						
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APPROXIMATE ACREAGE OF NOMINATED PROPERTY:	ss than one acre						
LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERL							
STATE: Z. CODE	COUNTY ALCEIVED CODE						
STATE: CODE	COUNTY:						
	NATIONIA -						
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STATE: CODE							
11. FORM PREPARED BY							
Mrs. Richard M. Blois	n						
ORGANIZATION	DATE -						
STREET AND NUMBER:	Menlo Park April 12, 4974 -						
1100 Merrill Street	an activity of Z						
CITY OR TOWN: Menlo Park	California 94025 Code S						
12. STATE LIAISON OFFICER CERTIFICATION	NATIONAL REGISTER VERIFICATION						
As the designated State Liaison Officer for the Na-	AND THE MARK AND JUNE AND SEADLINE						
tional Historic Preservation Act of 1966 (Public Law	I hereby certify that this property is included in the National Register.						
89-665), I hereby nominate this property for inclusion in the National Register and cortify that it has been	No tional Register.						
in the National Register and certify that it has been evaluated according to the c-iteria and procedures set	A ATIMO & Parties						
forth by the National Park Service. The recommended							
level of significance of this nomination is:	Director, Office of Archeology and Historic Preservation						
National State Local Local	A DOBIES OF A FRANCISCOL LED						
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Name	ATTEST: A A A A A A A A A A A A A A A A A A A						
TitlState Historic Preservation Office	B' subreal love Alver the total						
	Keeper of The National Register						
Date August 26, 1974	Date 7.30 7						
	GPO 931-894						

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NATIONAL REGISTER OF HISTORIC PLACES	San Mateo		
Form 10-300g UNITED STATES DEPARTMENT OF THE INTERIOR (July 1969) NATIONAL PARK SERVICE Ca	lifornia		

## 8. SIGNIFICANCE

Statement of Significance, page 2

The coming of the railroad marked the beginning of a double transformation: the growth of a town and the development of a countryside filled with fashionable estates and beautiful grounds. The Atherton family had introduced the idea of a summer home in the area, and the railroad made it possible for others. In 1863, as the line was being constructed, the Menlo Park Villa Association advertised 800 acres in "villa lots" of "not less than five acres." The tract was a three-hour drive from San Francisco, but the new railroad could bring passengers from the City in 80 minutes!

Many prominent citizens, attracted by the natural beauty and mild climate of the area, came down to purchase or build stately country homes. It was a common sight to see handsome carriages waiting at the station for expected guests and distinguished visitors, who in future years would include the Prince of Wales (later King Edward VII), General Ulysses S. Grant, and President Benjamin Harrison.

Timothy Hopkins, James C. Flood, Edgar Mills, William Sharon, Charles N. Felton, and Leland Stanford were all prominent residents. Stanford, Governor of California and later U. S. Senator, began purchasing acreage in the 1870's and built a summer home on the banks of San Francisquito Creek. Although the Stanford home was just across the San Mateo County boundary, the Menlo Park Station was "their" station, and the family was very much a part of the Menlo community. After the tragic death of their only son, the Stanfords determined to create a lasting memorial by founding a university on the vast landholdings of their Palo Alto farm.

The opening of Stanford University in 1891 was a major event. The building had brought an array of architects, stone cutters, masons, landscape gardeners, and various technicians. Numerous professors as well as students lived in the village of Menlo Park, and all came and went from the Menlo Park Station.

The depot held the first telephone exchange for the area in 1884. It was called the Sunset Telephone and Telegraph Company. By 1888, there were ten subscribers to the service!

continued to page &

Form	10-300a
(July	1969)

#### UNITED STATES DEPARTMENT OF THE INTERIOR NATIONAL PARK SERVICE

## NATIONAL REGISTER OF HISTORIC PLACES

### INVENTORY - NOMINATION FORM

(Continuation Sheet)

<sup>state</sup> California					
COUNTY					
San Mateo					
FOR NPS USE ONL	Y				
ENTRY NUMBER	DATE				
<b>ACT 1 1974</b>					

#### (Number all entries)

 SIGNIFICANCE Statement of Significance, page 3

During the 1880's, Thomas D. Wakelee was the agent for the Southern Pacific and for the Wells Fargo Company. An old record book found in the attic of the depot catalogues the delivery of freight and merchandise of all kinds to the surrounding estates. The fertile soil in outlying areas provided a wealth of fresh produce which was shipped from the depot to the City markets.

The stationmaster's wife served tea to the ladies in the well-furnished ladies' waiting room at the south end of the building. Irish lace curtains adorning the bay window permitted a pleasant view of the large oaks and the waiting carriages to the south of the building. The little station was the hub of activity.

World War I saw the establishment of Camp Frement, adjacent to Menlo Park, and brought a great influx of military personnel into the area. To accommodate all the baggage and equipment which was arriving by train, it was necessary to construct a large covered shed at the north end of the station. Somewhat modified, it remains today.

The Menlo Park Railroad Station, having spanned the years, remains essentially unchanged from its very beginning. The minor changes reflect the growing demand for transportation over the years as the community grew. The station is located in what is still roughly the geographic center of Menlo Park. Our station, which is now over 100 years of age, is our major landmark for giving directions east or west. Though it no longer serves as ticket office, it remains the terminus for the trips of hundreds of commuters who continue to make the daily rail trip up and down the San Francisco Peninsula. As the office of the Chamber of Commerce, the building continues to play a role in the growth of the community.

A new city transit system, the Menlo Park Carriage Authority, initiates community-wide bus service soon. The Menlo Park Station serves as its major junction. The building thus carries its tradition into another era of transportation history.



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(July	1969)

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# INVENTORY - NOMINATION FORM

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COUNTY	
San Mateo	
FOR NPS USE ONL	Y
ENTRY NUMOTA	DATE

(Continuation Sheet)

#### (Number all entries)

9. MAJOR BIBLIOGRAPHICAL REFERENCES page 2

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