

PH 0036951

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

| | |
|------------------|-------------|
| STATE: | California |
| COUNTY: | Los Angeles |
| FOR NPS USE ONLY | |
| ENTRY DATE | MAR 15 1974 |

1. NAME

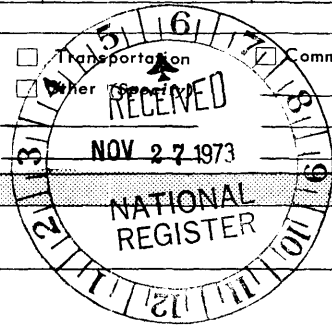
| | |
|------------------|----------------------------------|
| COMMON: | WATTS STATION |
| AND/OR HISTORIC: | WILMINGTON WATTS FREIGHT STATION |

2. LOCATION

| | | | | | | | | | | | |
|--------------------|--|------|-------------|------------------------|--|-------------------------|--|--|----|--|--|
| STREET AND NUMBER: | | | | 1686 East 103rd Street | | | | | | | |
| CITY OR TOWN: | | | Los Angeles | | | CONGRESSIONAL DISTRICT: | | | 21 | | |
| STATE | | CODE | | COUNTRY: | | CODE | | | | | |
| California | | 06 | | Los Angeles | | 037 | | | | | |

3. CLASSIFICATION

| CATEGORY (Check One) | OWNERSHIP | STATUS | ACCESSIBLE TO THE PUBLIC |
|---|---|--|--|
| <input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object | <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Private <input type="checkbox"/> Both | <input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress | <input checked="" type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input type="checkbox"/> No |
| <input type="checkbox"/> Public <input type="checkbox"/> In Process <input checked="" type="checkbox"/> Being Considered | | | |
| PRESENT USE (Check One or More as Appropriate) | | | |
| <input checked="" type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment | <input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum | <input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific | <input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) |



SEE INSTRUCTIONS

4. OWNER OF PROPERTY

| | | | |
|--------------------|--------------------------|--------|------------|
| OWNER'S NAME: | Southern Pacific Company | | |
| STREET AND NUMBER: | 610 South Main Street | | |
| CITY OR TOWN: | Los Angeles | STATE: | California |
| | | CODE: | 06 |

5. LOCATION OF LEGAL DESCRIPTION

| | | | |
|-------------------------------------|----------------------------|--------|------------|
| COURTHOUSE, REGISTRY OF DEEDS, ETC: | Los Angeles County Records | | |
| STREET AND NUMBER: | 320 West Temple Street | | |
| CITY OR TOWN: | Los Angeles | STATE: | California |
| | | CODE: | 06 |

6. REPRESENTATION IN EXISTING SURVEYS

| | | | | | |
|--------------------------------|---|----------------------------------|--------------------------------|---------------------------------|---|
| TITLE OF SURVEY: | City of Los Angeles Cultural Heritage Board | | | | |
| DATE OF SURVEY: | 1965 | <input type="checkbox"/> Federal | <input type="checkbox"/> State | <input type="checkbox"/> County | <input checked="" type="checkbox"/> Local |
| DEPOSITORY FOR SURVEY RECORDS: | Cultural Heritage Board, Room 1300 | | | | |
| STREET AND NUMBER: | City Hall | | | | |
| CITY OR TOWN: | Los Angeles | STATE: | California | | |
| | | CODE: | 06 | | |

| | |
|--------------|-------------|
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7. DESCRIPTION

| | | | | | | |
|-----------|---|------------------------------------|--|---|--------------------------------|------------------------------------|
| CONDITION | (Check One) | | | | | |
| | <input type="checkbox"/> Excellent | <input type="checkbox"/> Good | <input checked="" type="checkbox"/> Fair | <input type="checkbox"/> Deteriorated | <input type="checkbox"/> Ruins | <input type="checkbox"/> Unexposed |
| | (Check One) | | | (Check One) | | |
| | <input checked="" type="checkbox"/> Altered | <input type="checkbox"/> Unaltered | <input type="checkbox"/> Moved | <input checked="" type="checkbox"/> Original Site | | |

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

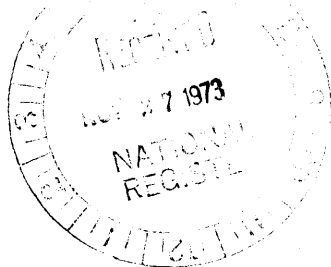
The Watts Station was a combined freight depot with a passenger waiting room and was the model for the stations at La Habra, Glendora and Covina. It is representative of the wood frame construction used in the new towns clustering around Los Angeles in the early 1900's.

The present structure has been converted to commercial use, but its original design, when constructed in 1904, included Doric columns, a wrought iron ticket window and a broad portico.

The exterior is in a deteriorating condition and is in need of repair but the basic structure of the building is sound.

The roofing, indicative of 1900 Victorian style, common to that period, has handcrafted rafters and eaves which today are seldom found in the construction of commercial buildings. The line of the roof in addition to its Victorian style is reminiscent of the Greene and Greene architects flair found in the Pasadena area.

Presently, minor interior partitions have existed that were added for commercial retail use. These partitions are easily removable. The northerly facade was originally an open arcade accommodating the ticket windows. These openings are enclosed with glass sash and boarding.



SEE INSTRUCTIONS

B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

| | | | |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) Constructed 1904

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

| | | | |
|--|---|--|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input checked="" type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Music | | |
| <input type="checkbox"/> Conservation | | | |

STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

A symbol of the decentralized pattern of growth of Los Angeles, it reflects an important aspect of the city's social history. The station was the first building of importance on Main Street (now 103rd Street) in the new community of Watts. The community came about not through direct long range planning but as a result of the establishment of a station by a major industrial giant. The subsequent development followed the old thesis of supply and demand bringing forth the community of Watts.

Pat Adler, in the article, "Watts: A Legacy of Lines," describes the development of Watts as follows:

"Land was donated for a suburban railroad station beside the right-of-way on which the Pacific Electric Railroad Company was building a line to Long Beach. Julia A. Watts and W.R. Harris subdivided acreage ...while George J. Ley marked off streets and lots...

Watts tracts were small and staked out in the greatest possible number of lots. House lots averaged 25 x 130 feet. They were advertised as cottage sites for working men and had a particular appeal for young married couples from cities in the east. ...The Pacific Electric Station was the focal point for the community. Lined along the main street east and west of the station were a general store, a dry goods store which also housed the post office, several small groceries and a hardware store.

The Pacific Electric Company was a major factor in the development of Watts, not only as a means of transportation to jobs and markets in the city and to recreation at the beaches, but as a source of employment. Workmen laying track for the fanning network of P.E. lines lived with their families in housing furnished by the railroad. They lived in the company houses until they had earned money to buy homes in the community of Watts."

(continued)

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Fact Sheets on Historic-Cultural Monuments, Cultural Heritage Board
Of Los Angeles (page 22)

"Watts: A Legacy of Lines," by Pat Adler, Westways, August, 1966

10. GEOGRAPHICAL DATA

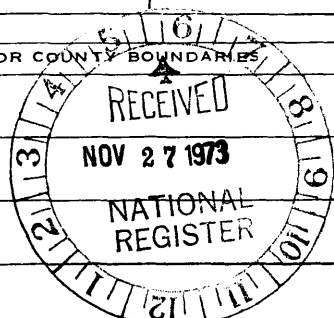
| LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY | | | | O R | LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES | | | | | | | |
|--|----------|---------|---------|---------|---|---------|---------|----------|---------|---------|-----------|---------|
| CORNER | LATITUDE | | | | LONGITUDE | | | LATITUDE | | | LONGITUDE | |
| | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds | Degrees | Minutes | Seconds |
| NW | ° | ' | " | ° | ' | " | 33° | 56' | 35" | 118° | 14' | 31" |
| NE | ° | ' | " | ° | ' | " | | | | | | |
| SE | ° | ' | " | ° | ' | " | | | | | | |
| SW | ° | ' | " | ° | ' | " | | | | | | |

NTM
11/37520
375634
C2

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 3.34 acres

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE: | CODE | COUNTY | CODE |
|--------|------|--------|------|
| | | | |
| | | | |
| | | | |
| | | | |



SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Clyde H. Grimes, Board Member

ORGANIZATION: Watts Station & Development Foundation DATE: June 20, 1972

STREET AND NUMBER:
c/o 1140 Crenshaw Blvd., #100

CITY OR TOWN: Los Angeles STATE: California 90019 CODE: 06

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name [Signature]

Title State Historic Preservation Officer

Date NOV 16 1973

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

[Signature]
~~Director of National Archives and Records Administration~~
Associate Director, Professional Services
MAR 15 1974

Date _____

ATTEST: [Signature]
Keeper of The National Register

Date 3-14-74

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

| | |
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| STATE California | |
| COUNTY Los Angeles | |
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| | MAR 15 1974 |

(Number all entries)

Statement of Significance, continued.

The Watts station continued to be a community focal point until the termination of the Pacific Electric's interurban railroad service in 1961. The station still stands as a reminder of the origin of the community of Watts.

The Community Redevelopment Plan for the rehabilitation of Watts indicates retaining the Watts Station in its original location with a continuous park connecting the Simon Rodia Towers creating a cultural center.

