

PH 0509604

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED NOV 29 1977

DATE ENTERED APR 19 1978

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

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Burlingame Railroad Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Burlingame Avenue and California Drive

__ NOT FOR PUBLICATION

CITY, TOWN

Burlingame

CONGRESSIONAL DISTRICT

STATE

California

__ VICINITY OF San Mateo

CODE

06

COUNTY

San Mateo

CODE

081

3 CLASSIFICATION

CATEGORY

- DISTRICT
- BUILDING(S)
- STRUCTURE
- SITE
- OBJECT

OWNERSHIP

- PUBLIC
- PRIVATE
- BOTH
- PUBLIC ACQUISITION**
- IN PROCESS
- BEING CONSIDERED

STATUS

- OCCUPIED
- UNOCCUPIED
- WORK IN PROGRESS
- ACCESSIBLE**
- YES: RESTRICTED
- YES: UNRESTRICTED
- NO

PRESENT USE

- AGRICULTURE
- COMMERCIAL
- EDUCATIONAL
- ENTERTAINMENT
- GOVERNMENT
- INDUSTRIAL
- MILITARY
- MUSEUM
- PARK
- PRIVATE RESIDENCE
- RELIGIOUS
- SCIENTIFIC
- TRANSPORTATION
- OTHER:

4 OWNER OF PROPERTY

NAME

Southern Pacific Railroad Company

STREET & NUMBER

1 Market Street

CITY, TOWN

San Francisco

__ VICINITY OF

STATE

California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

San Mateo County Recorder's Office

STREET & NUMBER

Hall of Records Marshall Street

CITY, TOWN

Redwood City

STATE

California

6 REPRESENTATION IN EXISTING SURVEYS

- TITLE
- (1) Historic American Buildings Survey
 - (2) Junior League of Palo Alto
 - (3) Junior League of San Francisco

DATE

- (1) 1974 (2) 1973 (3) 1964 1 FEDERAL __ STATE ^{2 & 3} __ COUNTY __ LOCAL

DEPOSITORY FOR
SURVEY RECORDS

- (1) Library of Congress
- (2) Jr. League of P.A.
- (3) San Mateo County Historical Museum

CITY, TOWN

- (1) Washington, D. C.
- (2) Menlo Park, Calif.

STATE

- (3) San Mateo, Calif.

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED	additions	

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

In September 1893 the wealthiest young men of San Francisco organized the Burlingame Country Club, the first country club on the West Coast. Its members considered the small flag-stop shelter at Oak Grove inadequate and began negotiations with the Southern Pacific Railroad Company for a more satisfactory station. To achieve a worthy structure an agreement was made with the Southern Pacific Railroad Company whereby the club would be responsible for the design and construction of a suitable station. (Some of their members were officials of the railroad company.) Southern Pacific subscribed to its cost an amount equal to the price of an "ordinary depot." The actual cost was reported to be \$8,000. The Howard family and William Corbitt gave the land for a station midway between Millbrae and San Mateo.

A. Page Brown, a gifted architect and member of the club, was an inspiration for George H. Howard, Jr., and J. B. Mathison, who volunteered to design the station. Brown's design for the California building at the Columbian Exposition in Chicago in 1893 had focused national attention of the new Mission Revival movement. He had used a combination of stylized New World Franciscan forms executed in rough stucco to imitate adobe. Details of Brown's design, such as, the tile roof, long arcades, and mission details with certain pseudo-Moorish details are repeated in the Burlingame railroad station.

An essential ingredient of Mission Revival style, the tile roof of the station, is all genuine, mission Indian-handmade tile. For the main roof tiles salvaged from Mission Dolores' assistencia nearby were used. For the residence wing of the station tiles from the decaying remnants of Mission San Antonio de Padua were acquired.

Characteristics of various California missions were captured in the station design. All of the elements of the Mission Revival style are combined into the relatively small station by using excellent proportions and lines. Complimenting the tile roof there is a wide overhang. There are graceful, round arches and wide arcades. A false, scalloped gable crowns the trackside facade. In addition to the Mission Carmel's star window there is a variety of other window styles, such as, the Palladian motives in the arch enclosures, and square panes in the casements. There is a square, central tower with a four-faced hipped roof, possibly derived from the then-new Stanford University Quadrangle. The projecting beams are a reflection of early Spanish Colonial buildings. The meaningless but handsome Moorish-Arabic decorative details on the arquivolt (the main entry arch) unfortunately were removed about 1915. There is a roof garden, or terraced roof, but no means was ever provided for getting to it. California missions never had fireplaces, so the chimneys at the Burlingame station are an original solution and became a characteristic of the style. An important introduction, a craftsman influence, was the deliberate use in the interior waiting room of open, exposed beams.

There are three sections to the station: The baggage room was on the northwest end, the waiting room in the center, and the living quarters for the station master were on the southeast end. There have been very few changes throughout the years. Most of the doors and windows are original. Only one arch has been filled in. An open, arcade platform on the northwest end was built about 1909, adding 44 feet 6 inches to the total trackside frontage to equal 125 feet six inches.

Pioneer construction features included balloon framing and diagonal redwood siding, tar paper, and chicken wire coated with heavy, rough pebble stucco to simulate plastered adobe.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED NOV 29 1977

DATE ENTERED

APR 19 1978

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 2

For more than a decade the station stood in an open environment. Standing alone in the open field provided the right setting for the distinctive simplicity of the mission style building. The present Burlingame Avenue then bordered with eucalyptus and cypress trees led directly to the station. Its dirt path was dust in summer and mud in winter. Any summer day at train time the station was surrounded by an array of elaborate horse drawn vehicles and later by the first motor vehicles.

The growth of a city around the station was not a part of the club's concept. The 1906 earthquake did no damage to the station, but a commuter-community suddenly burgeoned around the isolated station. The rapid growth of the middle class communities of Burlingame and San Mateo threatened the atmosphere treasured by the Burlingame Country Club members. As a measure of defense the Town of Hillsborough surrounding the club was incorporated in 1910.

Although the railroad station building remains the focus of the community of Burlingame and is a suitable memorial to the founding family of the area, the Howards, and the State of California has declared it Landmark No. 846, the Southern Pacific Railroad is slowly demolishing the building by neglect. The building is vacant, uncared for and needing repairs.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input checked="" type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES Officially open 10 October 1894 BUILDER/ARCHITECT George H. Howard, Jr. and J. B. Mathison

STATEMENT OF SIGNIFICANCE

Mission Revival style architecture is an important part of California's heritage and contribution to universal styles. It was immensely popular at the turn of the century and affected the subsequent architectural pattern of California.

The Burlingame railroad station is one of the most satisfying examples of Mission Revival style. It has all the elements associated with the style, yet it is pleasing in its simplicity, its proportions, and its informality. Each elevation is markedly different, yet is properly correlated with the others. The Burlingame railroad station is one of the first permanent buildings which utilized this style, and is significant as an early and significant Mission Revival building.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

(See Continuation Sheet)

10 GEOGRAPHICAL DATA

1 acre Lebowich 3/20/78

ACREAGE OF NOMINATED PROPERTY 6.5 acres[±]

UTM REFERENCES

A	1,0	5,5,7,9,6,0	4,1,5,9,2,3,0	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

Burlingame Avenue ceases where it intersects with California Drive, running parallel to the railroad tracks. California Drive forms the southwest boundary and the railroad tracks the northeast boundary of the land occupied by the railroad station.

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

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Dorothy F. Regnery and Elliot Evans

ORGANIZATION

for the Junior League of Palo Alto

DATE

August 15, 1977

STREET & NUMBER

488 Westridge Drive

TELEPHONE

415-854-5074

CITY OR TOWN

Portola Valley

STATE

California, 19025

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL

STATE

LOCAL

As the designated State Historic Preservation 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.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

K. Miller

TITLE State Historic Preservation Officer

DATE November 15, 1977

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

W. Schultz

DATE

4.19.78

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION

MEMBER OF THE NATIONAL REGISTER

ATTEST:

Dorothy F. Regnery

DATE

4.12.78

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY

RECEIVED

NOV 29 1977

DATE ENTERED

176

CONTINUATION SHEET

ITEM NUMBER 9

PAGE 2

Alexander, Philip W., and Charles P. Hamm. History of San Mateo County. Burlingame: Burlingame Publishing Co., 1916.

Gebhard, David, et al. A Guide to Architecture in San Francisco and Northern California. Santa Barbara: Peregrine Smith, 1973.

Kirker, Harold. California's Architectural Frontier. New York: Russell & Russell, 1970.

Olmsted, Roger, and T. H. Watkins. Here Today. San Francisco: Chronicle Books, 1966.

Regnery, Dorothy F. An Enduring Heritage. Stanford: Stanford University Press, 1977.

San Mateo County Historical Association. Burlingame Its Railroad Station, an American Classic, 1971.

Stanger, Frank N. History of San Mateo County. San Mateo: A. H. Cawston, 1938.

-----Peninsula Community Book. San Mateo: A. H. Cawston, 1946.

-----South from San Francisco. San Mateo: San Mateo County Historical Association, 1963.