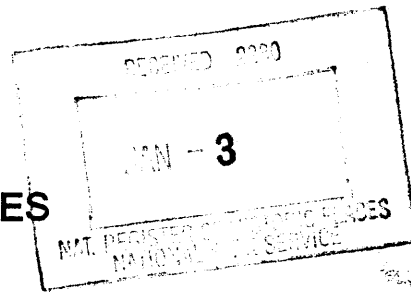


United States Department of the Interior
National Park Service



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OHP 25

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Atchison, Topeka and Santa Fe Railway Passenger and Freight Depot

other names/site number San Bernardino Santa Fe Depot
San Bernardino Depot

2. Location

street & number 1170 West 3rd Street N/A not for publication

city or town San Bernardino N/A vicinity

state California code CA county San Bernardino code 071 zip code 92418

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

XX

DEC 20 2000

David Abeyta Deputy SHPO _____
Signature of certifying official/Title Date

California Office of Historic Preservation

Signature of certifying official/Title _____ Date _____

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. 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
- remove from the National Register
- other (explain): _____

Edson H. Beall _____
Signature of the Keeper Date of Action 2/2/01

Atchison, Topeka and Santa Fe Railway Passenger and Freight Depot
Name of Property

San Bernardino County, California
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within the Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
1	0	objects
2	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

None

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: Rail-related

Commerce/Trade: Restaurant

Current Functions
(Enter categories from instructions)

Transportation: Rail-related

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th - early 20th Century Revivals: Mission Revival

Materials
(Enter categories from instructions)

Foundation Concrete

Walls Concrete

Roof Mission clay tile

Other _____

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

(See Continuation Sheet)

Atchison, Topeka and Santa Fe Railway Passenger and Freight Depot
Name of Property

San Bernardino County, California
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

•Architecture

Period of Significance

1918, 1912

Significant Dates

1918, 1921

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Mohr, W.A., Santa Fe Railway Architect
Cresmer Manufacturing Company, Builder

Narrative Statement of Significance

(Explain the significance of the property on one or more sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____
- California Point of Historical Interest #SBR-053

Primary location of additional data:

- State Historic Preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other
California Historical Resources Information System (CHRIS) database

Atchison, Topeka and Santa Fe Railway Passenger and Freight Depot
Name of Property

San Bernardino County, California
County and State

10. Geographical Data

Acreage of Property 3.3 acres

1

1	1	4	7	1	5	4	0
---	---	---	---	---	---	---	---

3	7	7	3	6	2	0
---	---	---	---	---	---	---

Zone

Easting

Northing

2

--	--	--	--	--	--	--	--

--	--	--	--	--	--	--	--

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Wayne Donaldson, Historian / Gail Miller, Historian / Eileen Magno

organization Architect Milford Wayne Donaldson, FAIA date June 14, 2000

street & number 530 Sixth Avenue telephone (619) 239-7888

city or town San Diego state CA zip code 92101

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name City of San Bernardino --- Ms. Valerie Ross

street & number 300 North "D" Street telephone (909) 384-5057

city or town San Bernardino state CA zip code 92418

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief Administrative Services Division, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127; and the Office Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1 Atchison, Topeka, and Santa Fe Railway Passenger and Freight Depot
(San Bernardino Depot)
San Bernardino, San Bernardino County, California

7. NARRATIVE DESCRIPTION

Summary

The Atchison, Topeka, and Santa Fe Railway Passenger and Freight Depot (San Bernardino Depot), located at 1170 West 3rd Street in San Bernardino, California is the best example and largest structure of Mission Revival style architecture in the City of San Bernardino. Designed by W. A. Mohr, a Los Angeles architect employed by the Santa Fe for this project, the building maintains a horizontal orientation and asymmetrical composition. The Depot is also consistent with the conventions of the Mission Revival style architecture with added Moorish influence created by the four massive domes to the four towers on the main structure. It is also the last depot built by the Santa Fe in the Mission Revival style. When the San Bernardino Depot was completed in 1918, it was second only in size in all of California to the Southern Pacific's Union Station in Los Angeles. Built in the heyday of railroad travel, an era when railroads designed depots as cathedrals to themselves, this Depot was unique in its design throughout the Santa Fe system. Except for the San Diego Depot built in 1914, other depots elsewhere along the Santa Fe were mostly Carpenter Gothic in style similar to the former 1886 San Bernardino Depot.

The San Bernardino Santa Fe Depot is a long, rectangular hollow clay tile building constructed in 1918 by Santa Fe company architect W. H. Mohr. The long street elevation is comprised of distinctly designed receding and projecting zones that read like a row of quasi-religious and secular buildings. The cathedral-like passenger depot in the center of the building is the largest and most ornate secondary prominence in the design and the Fred Harvey Restaurant at the other end of the building has tertiary importance. The three zones are connected by two two-story, side gable hyphens with ground floor arcades. In 1921, the original Fred Harvey Restaurant was enlarged on one end of the building. In the 1960s many of the second floor windows on the west and south facades were infilled with concrete gunite. Some of the arcading has been filled in on the track side elevation. A temporary trailer has been placed in front of the building on the street side. Overall, the building retains a high level of integrity. The resource also includes an original light stand, which is counted as a contributing object.

Alterations and Rehabilitations

Originally constructed as a passenger and freight depot, the Atchison, Topeka, and Santa Fe Railway Passenger and Freight Depot has had minimal owners and occupants since its construction. Occupants included the Santa Fe, later merging with Burlington Northern to create the Burlington Northern Santa Fe Railway, some small offices for the Southern Pacific, the Harvey House restaurant, and Amtrak. These owners and occupants have altered some exterior elements and much of the building's second floor interiors to accommodate office uses. The building's exterior and first floor spaces, however, retain a high degree of architectural integrity. (Refer to Photo 15 and 29) A substantial renovation of the building occurred in 1921 with the addition and expansion of the Harvey House restaurant, offices, and east arcade. (Refer to Historical

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Photos A and D and Photos 4 and 14) Further alterations were made in the 1960s with the infilling of many of the second floor windows on the west and south facades. (Refer to Photo 6) In 1994, with the demolition of the shops and roundhouse, the Burlington Northern Santa Fe moved their offices to the Midwest abandoning the Depot. The only remaining tenant is Amtrak who occupies the main lobby and portions of the baggage area. (Refer to Photos 30 and 40)

Site

The north and east arcades are covered with *Ficus Repens* (Creeping Fig) which currently dominate the facades. The creeping fig vines have been an important part of the exterior image of the Depot and were also originally planted along the south and west facades. (Refer to Historical Photos B and C and Photos 1, 3, 4, 18, and 19) The brick pavers at the north, south, and east sides are original to the 1918 construction. Portions of the brick pavers at the main south entry were removed circa 1960 to accommodate a concrete walkway to allow persons with disabilities to enter the Depot. (Refer to Photos 7, 8, and 9) The east facade maintains all of its original brick pavers. The north arcade retains all of its original brick pavers although many have settled over the years. Portions of the brick pavers from the north side of the arcade to the Burlington Northern Santa Fe track have been covered with asphalt paving. (Refer to Photos 20, 21, 22, and 23) The west facade walkway has received new concrete paving. (Refer to Photos 6, 15, and 18)

Exterior

The San Bernardino Depot is a two-story, cast-in-place concrete structure with hollow clay tile infill walls. The wall surfaces are a heavy textured rough-cast cement stucco. It has a rectangular plan and measures three hundred and eighty feet long and one hundred feet wide. It is situated in an east-west direction and covers approximately one acre of land. (Refer to aerial photographs, Photos 1 and 2) The design is compatible to its classification as a combination depot with a main lobby to accommodate passengers, a baggage area to handle passengers' baggage and freight at the west end, and a second story office area for railroad employees. In addition, the east end accommodated a Harvey House restaurant which was later converted to additional office space for the Santa Fe. (Refer to Historical Photos E, F, G, and H and Photo 62) Many of the alterations to the building's exterior are focused on the windows and doors. (Refer to Photo 13)

The south (street side) facade has retained the majority of its original features. (Refer to Photo 7) There are four domed faux bell towers on the building's two-story central bay which is identical to the north facade. The towers contain scalloped parapets typical of the Mission Revival style of architecture and two arched windows with false balconies beneath. The central bay features neoclassical elements, such as the paired pilaster and frieze and is combined with Mission Revival elements such as the quatrefoil window with tiled Santa Fe logo in the gable and triple arched windows above the main entryway. A false balcony rests above the pilasters and has a steel railing containing the Santa Fe logo. (Refer to Photo 10) A steel marquee is located just above the main entryway and is held by two large steel support brackets which are clad in stucco and can be

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seen in historical photographs as original to the building. (Refer to Historic Photo B and Photo 8) Beneath the marquee is a non-historic light fixture. The main entryway contains two of the original three doors that flank either side of the Depot. The center portion has been removed and infilled with a more modern door. (Refer to Photo 8) There is a large amount of stainless steel plates added to the doors in order to protect them. The doors maintain their original hardware.

The east wing of the south facade has been modified to include an addition to the Harvey House restaurant. The first floor arched windows of the original Harvey House have been infilled. (Refer to Photo 13) Many of the double-hung casement windows on the second floor have been infilled or boarded up. A second story window has been removed circa 1960s and the opening enlarged to serve as an exterior fire escape. The original downspout was realigned circa 1960 to accommodate the fire escape stairway. The upper portion of the tall chimney was removed circa 1921 with its base portion being trimmed circa 1930s. (Refer to Photo 12) The original height of the chimney can be seen in historical photographs. (Refer to Historical Photo A) An additional vent was added circa 1921 and includes a tin roof to simulate the original red clay tile roof. The words "San Bernardino Depot" can still be seen on the upper portion of the original 1918 east wall. (Refer to Historical Photo A and Photo 13)

The Harvey House addition was designed to complement the original design of the Depot including arched windows, scalloped parapets and red clay tile roofs. (Refer to Photo 14) The south facade of the Harvey House expansion includes three arched windows at the first floor level that have been boarded up. An arched entryway to the building includes a later circa 1960 wrought iron gate for security.

The baggage area of the south facade includes a regular pattern of second story fenestration. (Refer to Photo 15) Many of the windows have been infilled with concrete gunite. The Santa Fe logo decorates the structural roof supports above the arched entryways for the freight and baggage area. (Refer to Photo 16)

The far west bay of the south facade includes a scalloped parapet and central quatrefoil design. (Refer to Historical Photo C and Photo 17) The second floor arched windows have four smaller central windows and two large infilled windows at each end. The windows on the first story are boarded for security and consist of four smaller double-hung central windows and two larger one-over-one windows with two side panels at each end. A temporary trailer has been placed in front of the bay to service Metrolink offices for their employees. (Refer to Photo 16)

All of the windows on the west facade have been infilled with concrete gunite. (Refer to Photo 6) Two of the windows at the first floor have been boarded up. An air conditioning unit protrudes from one of the boarded transom windows. The original red tile roof is eminent from this view.

The north facade (track side) opens to the platform area which provides access to trains located on the adjacent railroad tracks. (Refer to aerial photograph, Photos 1 and 3) The north facade features a vine-

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San Bernardino, San Bernardino County, California

covered three hundred foot long arcade which extends past the Depot's two-story, asymmetrical wings. The central bay is identical to the central bay located on the south facade (street side). (Refer to Photo 19) Only remnants of the words, "San Bernardino," which identified the Depot's location to incoming passengers, can be seen behind the vines. Many of the windows and doors have been boarded or infilled with concrete gunite. (Refer to Photo 22) Two modern air conditioning units have been added to the false balconies on the east end. In addition, there are two light fixtures that flank the arcade and are original to the building.

There are three double door entryways that lead from the lobby area to the platform. These doors are stained with a dark tinted varnish, quarter-sawn oak and have all of their original hardware including brass push plates on either side and a large lock assembly. Large circa 1960 stainless steel plates have been added at the bottom portion. (Refer to Photo 21) Two wind shelters were added to the north entrances of the waiting area and Harvey House in the late 1920s. (Refer to Photo 20) These wind shelters appear to be made quickly of salvaged materials such as tongue and groove wainscoting. The wind locks were constructed due to very strong dust storms that would blow from the north to the south through the Cajon Pass. A window to the Harvey House has been infilled and a door has been installed circa 1960. This door provides access for employees at the most western end of the Harvey House.

The east facade includes an additional covered arcade running from north to south which was included with the Harvey House addition. (Refer to photo 23) All windows and access doors have been boarded. Bell tower features flank the east facade beneath the scalloped parapet of the Harvey House. (Refer to Photo 4) There is a small courtyard area at the northeast corner which can be seen through large bay windows from the original Harvey House. (Refer to Photo 24) The windows from the interior have been replaced with wire glass while the exterior has been covered with plywood.

Interior

In 1994, with the demolition of the shops and roundhouse, the Santa Fe moved their administrative offices out of the Depot along with a small office for the Union Pacific Railroad, which share track rights through the Cajon Pass with the Santa Fe. The Depot's main lobby and baggage room are currently used as a rail station for Amtrak passenger service. The remaining portions of the building are unoccupied.

First Floor

The primary spaces within the Depot retain a high level of integrity with much of its original fabric still intact. (Refer to Photo 28) Original features include terra cotta tiles in shades of brown, tan, and gray which have been used in the wainscoting throughout the lobby area as well as the men's and ladies' lounge. (Refer to Photos 32 and 33) Many of these elements are also located in the original ticket room but have been painted over. (Refer to Photo 47) All light fixtures, radiators, wooden benches with a high-gloss varnish finish, windows, doors, transoms, and wall and ceiling finishes are original to the building. A newer 8"x8" quarry tile

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floor replaced the original quarry tile floor in the 1960s. The men's and ladies' restrooms have their original marble toilet partitions and hexagonal tile flooring. (Refer to Photo 38) The toilets and sinks have been modernized. The restrooms also contain the traditional waiting area for the men and women and feature an original wood bench surrounding a column. (Refer to Photos 35 and 39)

The Harvey House restaurant moved out of the building during the 1930s. The original restaurant consisted of a lunch room, kitchen, and refrigeration plant. Since Harvey House's departure, the Santa Fe remodeled the space to accommodate offices for their employees. Temporary partitions and 12"x12" acoustical tile was added, circa 1960s. Original tongue and groove false wood ceilings are found above the later acoustical tile. The large wood beams are stained a dark to emulate the Mission style. The former lunch room walls are heavily plastered textured in a swirl pattern to emulate rough adobe plaster, as well as dark terra cotta tile that form the wainscot for this room. Quarry tile floors are still extant. Suspended from the ceiling in the Harvey House lunch room are four 12' long ca. 1930s light fixtures. (Refer to Photo 49) The diffusing lenses that hung below the fixtures were curved but are no longer intact. All windows plus the original entryway to the Harvey House is extant complete with original hardware.

The boiler room has retained many of its original features including its original boiler. (Refer to Photo 52) It has also been updated to accommodate new switches and controls. A large diesel tank is evident when conversion to diesel fuel had taken place. The area just outside the boiler room was used as a support area for the restaurant and has suffered severe water infiltration, damage, and delamination. (Refer to Photo 53)

The baggage and freight area retains its functional use. Extant elements include original freight doors with panned windows, now boarded up from the exterior, and an original freight scale. (Refer to Photos 42, 43, and 44) The employees' lobby area that leads to the second floor possess its original cast iron and steel stairway with marble slabs now covered by a more modern rubber mat with diamond-back design. (Refer to Photo 46) The handrail to the top of the bannister is oak. The bannister is cast iron with an egg and dart detail running at the bottom with a cast iron newel post. A 1" diameter pipe style secondary railing was added early.

Second Floor

The open office area of the second story west wing has maintained its use as office space for the employees of the Santa Fe and later the Burlington Northern Santa Fe although it modernized circa 1940s and 1960s with partitions, a 12"x12" acoustical ceiling glued directly to the underside of the original sandfloat finish plaster, modern fluorescent lights, toilets, and window shades. (Refer to Photos 54, 55, 56, and 57) Other walls retain their original sandfloat finish plaster. Many of the windows have their original hardware including the cotton rope, sash pullies, and window locks. Some of the larger offices had wood paneling and carpet installed. Many of the doors are original including their frames and transom openings still in place. (Refer to Photo 58) Restrooms retain a high degree of integrity with extant radiators, original smooth finish walls and ceilings, 1"x1" hexagonal tiles on the floor, in some areas and 2"x2" hexagonal tiles in others. (Refer to

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Photos 59 and 65)

Technical rooms such as the Communication Room and Dispatcher's Room have been heavily modernized including a woodgrain plywood paneling, installation of a suspended T-bar ceiling through the acoustical ceiling above, and carpet over the floor which was laid over the vinyl asbestos tile below.

The second floor of the Harvey House was originally used as dormitory type spaces for the Harvey Girls. All of the rooms have been remodeled to accommodate office spaces. (Refer to Photos 64 and 67) Some areas show the original brownish red painted concrete floor finish. The rooms continue to have their closets with coat hooks still in place and their original sinks with medicine cabinets above.

The large area beneath the domes on the central bay contained a small office area as well as a catwalk. This area is not accessible to the public or employees. The small office was for the maintenance person and used as a depository for plans and building records. (Refer to photo 68)

Integrity

The Depot maintains a high degree of architectural integrity on the exterior. The location of the building has not changed, and the setting, particularly on the important track side (north) facade, remains similar to what was seen surrounding the building from the early period of significance and particularly between the construction of the Depot and the addition of the Harvey House restaurant with the east arcade in 1918 and 1921. A Metrolink Station's northern platform constructed in 1993 and the southern platforms and storage tracks constructed in 1995, are located directly to the west of the Depot. The railway site, which still serves as a center for the shipment of freight, has been covered by the criss-cross of tracks, a freight shop, repair shops, a roundhouse and a smoke stack. The circa 1900s shops and roundhouse were demolished in 1994. The only extant landscape features include a single 1918 light pole (object) as well as the entryway to an underground walkway (structure) for the Santa Fe workers to cross beneath the tracks remains. (Refer to Photos 4, 19, 26, and 27) The materials of the exterior are unchanged. The integrity of design is high, with very minimal missing features and reversible infills on varying windows. No other major additions have been made other than the early Harvey House addition and east arcade in 1921 and two circa 1920s small entry wind locks on the north entryway and Harvey House restaurant. These all occur during the period of significance. The workmanship of the exterior and interior remains intact as well. The historic feeling and association are also intact, since the building has a compatible and highly similar use to its original use, and the building retains much of the feeling of a passenger and freight depot. Only the restaurant use and occupation of the Santa Fe offices are no longer extant.

The public spaces within the interior retains the original configuration with many of the original features extant. Only the Harvey House restaurant and bedrooms for the Harvey Girls have been converted to office space. Other office spaces have retained their original use with contemporary partitions and ceilings.

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Conclusion

The San Bernardino Depot building remains as the best and one of the few prominent examples of Mission Revival style buildings within the city. The exterior of the building is substantially intact with only few alterations. Historic and contemporary photographs of the building taken from both the track side and the street side continue to support the Depot as a strong and familiar visual feature of the City of San Bernardino. Historically the building dominated the view for incoming passengers on the Santa Fe along with the shops and roundhouse. Now that the shops and roundhouse have been demolished, the San Bernardino Depot as the only remaining structure of a large complex of buildings, has attained a stronger visual prominence and historical importance to the City of San Bernardino.

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8. STATEMENT OF SIGNIFICANCE

Summary

The Atchison, Topeka, and Santa Fe Railway Passenger and Freight Depot (San Bernardino Depot) is significant at the state level under Criterion C in the area of architecture as a very good example of Mission Revival design. The building is one of the largest Mission Revival railroad stations built in California. The "picturesque pile" (Gebhard and Winter) is a cornucopia of Mission Revival elements: scalloped parapets, red tile roofing, deep overhanging eaves, domed bell towers, long arcades, quatrefoil windows, round arched windows, and balconies. The building is illustrated and discussed in Karen Weitze's *California Mission Revival* and is included in Gebhard and Winter's *Guide to Architecture in Southern California*.¹

The Construction of the San Bernardino Depot

The San Bernardino Depot was built at a cost of over \$800,000 in 1918 by the Santa Fe after a devastating fire destroyed the original 1886 Carpenter Gothic style depot, divisional administration offices, and freight offices just two years previously.² (Refer to Figure 1) In its replacement, the City Fathers asked the railroad to design and build a new depot that would befit the city image as the "Gateway to Southern California."³ According to the *San Bernardino Sun's* report, Superintendent J.R. Hitchcock of the Santa Fe noted "San Bernardino's new depot will be in keeping with the importance of the city and of type and cost along the lines of the high standard met by the railroad company for some years in station construction."⁴ The Mission Revival style was the design choice by William A. Mohr, a Los Angeles architect employed by the Santa Fe for this project. (Refer to Historical Photo A) The resulting structure was only second in size in all of California's depots to Southern Pacific's Union Station in Los Angeles. Built in the heyday of railroad travel, an era when railroads designed depots as cathedrals to themselves, the San Bernardino Depot was uniquely designed for Santa Fe system. Instead of a carbon copy of another depot somewhere else along the Santa Fe, as was the case in many small cities and towns across the country, "It is the finest structure of its kind on the entire Santa Fe Coast Lines and a credit to San Bernardino, and is significant of the importance of the Gate City as a Transportation Center."⁵

The present site of the San Bernardino Depot is located on land donated to the Santa Fe by the City of San Bernardino in 1886. Previous to the period of significance, San Bernardino was chosen by Santa Fe as the site for its massive Pacific Coast Locomotive Works and was also designated as a division point for the railroad in 1888. The Depot was designed to service rail passengers, move freight, and to house the divisional administration and freight offices. The San Bernardino Depot became the Los Angeles Divisional Headquarters because the Santa Fe's main yard and shop facility were located there.⁶ The Los Angeles Divisional Headquarters was responsible for the management of all stations and lines west of the Albuquerque, New Mexico. The Los Angeles Divisional Headquarters also managed the sharing of the Atlantic Pacific Railroad line from Albuquerque, New Mexico to Barstow, California and the Southern Pacific Railroad line from Barstow to San Francisco, California. The Los Angeles Divisional Headquarters was originally located at the National City Depot from 1883 until 1889 when the workshops and general offices

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were moved to San Bernardino. The Los Angeles Divisional Headquarters was also known as Santa Fe's West Coast Operations.⁷

The San Bernardino Depot included a Harvey House dining facility, which quickly became a community gathering point for Sunday dinner in its east wing. The 1918 opening of the San Bernardino received a great deal of coverage in the *San Bernardino Daily Sun* including details of the Depot's layout and features. In 1921, the Harvey House restaurant expanded its facilities and as reported in the *San Bernardino Daily Sun*, the restaurant "boasted serving from 1,000 to 1,200 people between 4:00 and 10:00 p.m. on July 4, 1921."⁸

The development of San Bernardino since the late nineteenth century has been associated particularly with the development of the Atchison, Topeka, and Santa Fe Railway. In 1886, the rail line linking San Bernardino to the east via the Cajon Pass was completed. This line greatly increased the City's importance as a transportation center, shipping thousands of carloads of oranges to the east from all parts of the Inland Empire as well as passenger traffic from all of Southern California.

Since San Bernardino was the first city seen by tourists and immigrants alike as they entered Southern California from points east, the San Bernardino Depot was designed to impress upon the traveler the financial opportunities of Southern California to the growing nation. As the Santa Fe grew in importance, so did its importance grow to the City. In the early 1900s, over 60% of the workers in the City gained their livelihood from the railroad.⁹ City residents not directly employed by the Santa Fe benefitted from its existence in other ways. In response to its local popularity as a Sunday evening dinner spot, the Harvey House restaurant within the Depot expanded in 1921. Even up until the mid-1980s when the Burlington-Northern and Santa Fe still occupied the structure, the railroad employed over four thousand city residents.¹⁰ Not until the transfer of railroad jobs to the Midwest and the demolition of the shops and roundhouse in 1994 did the City of San Bernardino experience the loss of the Santa Fe as a major economic resource to the community.

Significance under Criterion C

The Atchison, Topeka, and Santa Fe Railway Passenger and Freight Depot (San Bernardino Depot) in San Bernardino is one of the best examples of the large-scale combination depot designed in the Mission Revival style by the Santa Fe in the City of San Bernardino. It is the last Mission Revival style depot built by the Santa Fe in the state. The quality of the design, detailing, and scale of the San Bernardino Depot is comparable only to the Santa Fe Depot in San Diego and the Southern Pacific's Union Station in Los Angeles. It is typically classified as a "combination depot" which is designed to address three basic needs: the accommodation of passengers and their baggage, the handling of freight, and offices for railroad employees.¹¹ The San Bernardino Depot's 66,000 square feet distinguishes itself as one of the most heavily used passenger and freight depots in the Santa Fe system, and its significance as the Santa Fe's Los Angeles Divisional Headquarters. As one of the first stops for passengers entering the state from the east, the design of the San Bernardino Depot, its asymmetrical configuration, arcade, bell towers, red tiled roof, and overhanging eaves are some of the features that succeeded in providing an image that

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corresponded with popular ideas about California's early Spanish history.

Californians began looking to their state's history for a precedent that would more accurately reflect its Spanish heritage. The search for a visual image distinct to California resulted in the Mission Revival style which reminded the nation of the long and unique early Spanish history prior to statehood. Coinciding with the real estate boom of the 1880s, a number of enterprising individuals recognized the potential of creating a romanticized image for the region that would attract tourists and potential immigrants. By the end of the century, the Mission Revival style could be found in residential and commercial, public and private building designs.

The Mission Revival offered much for the railroads, particularly the Santa Fe, who were thoroughly immersed in regional promotionalism. The Mission Revival style was admirably suited to the climate and heritage of the region.¹² The vocabulary of the style -- uninterrupted stucco surfaces, arched openings, red tile roofs, wide overhanging eaves, shaped parapets, bell towers, and quatrefoil openings, as evident in the San Bernardino Depot -- was used in whole or singular to create an architecture that is specific to, and equated with, California. The Mission Revival style enjoyed a relatively brief period of popularity ending in the early 1920s. Although it was replaced soon after San Diego's Panama California Exposition of 1915 by the more adaptable Spanish Colonial and Mediterranean Revival styles, Mission Revival buildings represent the first stages of the state's new-found self-consciousness attempt toward a regional style of architecture. This style of architecture befitted the San Bernardino Depot and became the local landmark to the "Gate City."

The Harvey Houses designed by Mary Elizabeth Jane Colter contributed further to the connection between the Santa Fe Railway and styles associated with the Mission, Pueblo, and Spanish Colonial periods of history in the American west.¹³ Ms. Colter, chief architect and interior designer for the Fred Harvey Company from 1902 until 1948, "is recognized as having been among the first to have seen the importance of Indian and Spanish design and architecture in southwestern culture."¹⁴ In conjunction with the Harvey Company and railroad officials, Colter created a style that became identifiable not only with the region, but with the Santa Fe¹⁵

The first generation of Santa Fe depots in California were typically wood frame structures similar to those used throughout the system. The wooden buildings, however, were particularly susceptible to fire and were often destroyed by an errant spark or cinder from the steam-powered locomotives. As depots were rebuilt or replaced, the Santa Fe turned to local architectural traditions for inspiration. Although some depots were built along Neoclassical or Romanesque lines, a larger number followed current design trends in California and were built in one of the Spanish-influenced styles.

Of all the depots in Santa Fe's Los Angeles Division, only five reflect the Mission Revival influence in California. The depot at San Juan Capistrano was finished in 1894, constructed in part with materials from the nearby mission, which was in a state of deterioration. In 1909, the Santa Fe remodeled an existing station in Redondo Beach to include Mission style parapet roofs. The depot at Cardiff, which was

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constructed in 1913 and demolished in 1943, was similar in scale to the San Juan Capistrano depot. Only two large-scale "combination depots", located in San Diego and San Bernardino, were constructed in the Mission Revival style. The large, brick, Victorian-era depot in San Diego was demolished in 1915 to make room for the new building, which was designed by Bakewell and Brown of San Francisco. ¹⁶ The Mission Revival depot in San Bernardino, the last the Santa Fe would design in that style, replaced a large, wood frame, Carpenter Gothic building destroyed by fire in 1916. At the time of its construction, San Bernardino had become increasingly important as the Santa Fe's Los Angeles Division Headquarters. The design and scale of the building reflects the Depot's status as one of the most heavily used passenger and freight depots in the Santa Fe system, and its significance as divisional headquarters.

The San Bernardino Depot retains a high degree of its integrity in terms of its location, design, setting, materials, workmanship, feeling, and association. The Depot's historical ambiance and association remains, as the building is sited in its original location, adjacent to the Santa Fe railway. The property is bounded by the tracks of the Santa Fe Railroad on the north and 3rd Street on the south as it originally was in 1918. The railway site, which served as a center for the shipment of freight, was covered by the criss-cross of tracks, a freight shop, repair shops, a round house, and a smoke stack. The large extensive shops and roundhouse were demolished in 1994 as Santa Fe left San Bernardino and transferred its employees to the Midwest.

The design of the Depot has had minimal changes since its original construction in 1918 and the expansion of the Harvey House restaurant and east arcade in 1921. Other changes include the early 1920s addition of the two small wooden wind locks to the north entrances of the waiting area and Harvey House. The greatest impact to the Depot's original historic fabric, however, are the 1960s infill of most of the windows on the south and west facades. Most historic fabric remains intact including original terra cotta tiles in the brown hues, door and window hardware, and interior light fixtures in the main lobby area.

In addition, there are only ten other Mission Revival style buildings and residences located in the City of San Bernardino. The largest of these buildings, the YMCA, at approximately 10,000 square feet, is less than one-sixth the size of the San Bernardino Depot. These buildings are:

<u>San Bernardino Address</u>	<u>Historic Name</u>	<u>Year Constructed</u>
216 W. 6 th Street	YMCA	ca. 1925
829 N. Mt. Vernon Avenue	Good Shepherd Presbyterian Church	ca. 1935
839 N. Mt. Vernon Avenue	House of Neighborly Service	1926
1524 W. 7 th Street	Casa Ramona School	1925
1156 N. "F" Street	Residential	ca. 1922
1101, 1103, 1105, 1107 N. "E" Street	Residential	ca. 1915
<u>San Bernardino Address</u>	<u>Historic Name</u>	<u>Year Constructed</u>
1111, 1113, 1115, 1117 N. "E" Street	Residential	ca. 1915
901 N. "F" Street	Residential	ca. 1930

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2384 W. Foothill Boulevard	Residential	ca. 1935
1337 N. Mt. Vernon Avenue	Residential	ca. 1930
1407 N. Arrowhead Avenue	Residential	ca. 1940

Conclusion

The San Bernardino Depot and its character-defining features continue to evoke the ambiance of railroad traveling. It is an important example of the use of the Mission Revival style in conveying California's Spanish mission heritage to ongoing visitors as they enter San Bernardino, the "Gate City." The tall, stately Depot can be seen for miles and its presence on the west side of the city conveys a constant visual reminder of the once great economic influence of the Santa Fe Railroad on the City of San Bernardino.

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2. *San Bernardino Sun*, "Santa Fe Station was One of the Oldest in the Part of the State." November 17, 1916. *San Bernardino Sun*, "First Train to the New Terminal on Monday Morning; A Splendid Structure for the City." July 14, 1918.
3. "San Bernardino has always been the Santa Fe gateway to Southern California, with its shops, yards, and roundhouse seething with activity." Donald Duke and Stan Kistler, *Santa Fe...Steel Rails Through California*. San Marino, CA: Pacific Railroad Publications, Inc., 1963, 63.
4. *San Bernardino Sun*, November 17, 1916.
5. *San Bernardino Sun*, July 14, 1918. The Santa Fe developed standard plans for their depots beginning in 1872. These consisted of wood frame construction, a straight roof line, a semi-hexagonal bay window topped by a smaller gable style roof addition. Variations of these "standards" continued even until the late 1920s. See Robert E. Pounds, *Santa Fe Depots--The Western Lines*. Dallas, TX: Kachina Press, 1984, 19 and 29.
6. Steve Glischinski, *Santa Fe Railway*. Osceola, WI: Motorbooks International Publishers & Wholesalers, 1997, 18.
7. Donald Duke and Stan Kistler, *Santa Fe...Steel Rails Through California*. San Marino, CA: Golden West Books, 1984, 10.
8. *San Bernardino Sun*, "Cafe Man Arrives on Time for Rush." July 4, 1921.
9. City of San Bernardino, "Santa Fe Station: Historical Summary."
10. City of San Bernardino, "Draft Atchison, Topeka, and Santa Fe Railway Passenger Depot National Register Application." May 1986.
11. Robert E. Pounds, *Santa Fe Depots--The Western Lines*. Dallas, TX: Kachina Press, 1984, 17.
12. Karen Weitze, *California Mission Revival*. Los Angeles: Hemessey & Ingalls, Inc., 1984, 84-85.
13. There is no real evidence that the San Bernardino's Harvey House interior design of the addition at the Depot was designed by Ms. Colter since it follows the same type of style and falls within the period by

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which she was designing for the Fred Harvey Company. There is, however, no written documentation that has been found that directly connects Ms. Colter with the San Bernardino Depot design.

14. Leslie Poling-Kempes, *The Harvey Girls: Women Who Opened the West*. New York: Paragon House, 1989, 148.

15. John Bryant Jr., and James Boyd. *History of San Bernardino and Riverside Counties*. Chicago: The Lewis Publishing Company, 1922, 119.

16. Lee Gustafson and Phil Serpico. *Coast Line Depots: Los Angeles Division*. Palmdale, CA: Omni Publications, 1992, 209.

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Santa Fe, Depot, San Bernardino, Cal.

Figure 1: The 1886 large, wooden Carpenter Gothic passenger depot, ca. 1900. (Courtesy of Architect Milford Wayne Donaldson, FAIA Historic Postcard Collection)

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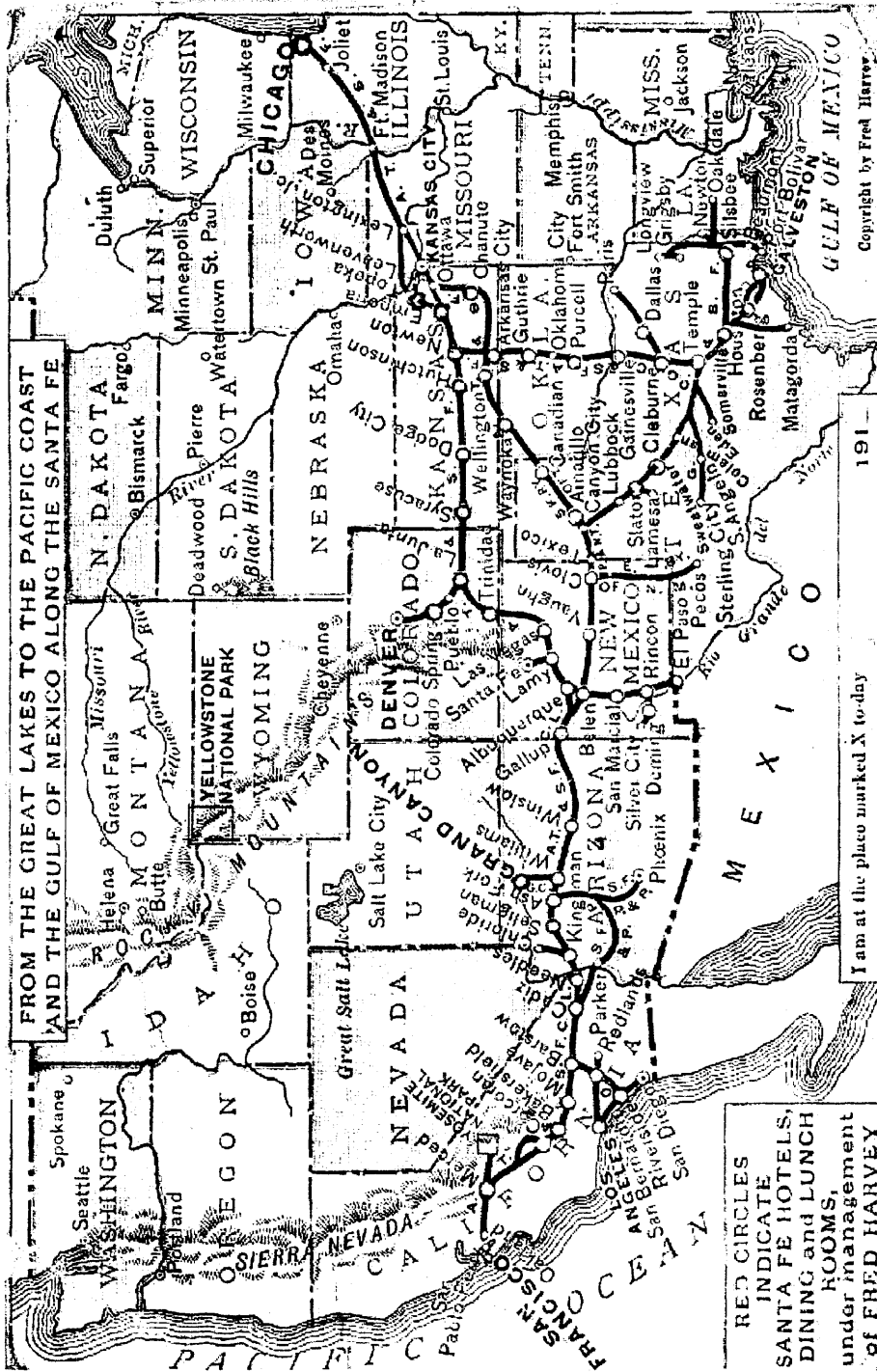


Figure 2: Postcard showing locations of the Harvey House restaurants, ca. 1910. (Architect Milford Wayne Donaldson, FAIA Historic Postcard Collection)

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SANTA FE'S NEW STATION TO OPEN; FINEST IN WEST

MAGNIFICENT NEW MILLION DOLLAR UNION STATION, Harvey House and Office Building to be Thrown Open to the Public by the Santa Fe-Salt Lake Railways Tomorrow Morning. It is the Finest Structure of its Kind on the Entire Santa Fe Coast Lines and a Credit to San Bernardino, and is Significant of the Importance of the Gate City as a Transportation Center. This is But a Portion of the Vast Improvement Program of the Santa Fe Inaugurated in the Gate City Following the Fire of November 16-17, 1916.

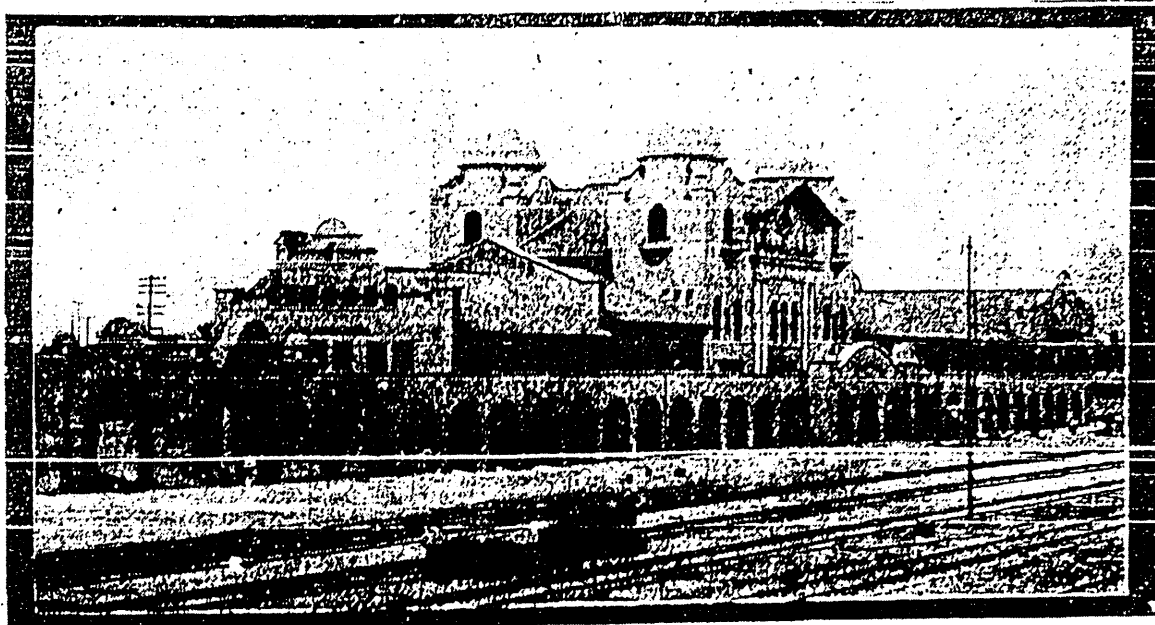


Figure 3: Headline news of the opening of the new San Bernardino Depot. (*San Bernardino Sun*, July 14, 1918.)

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EP-3—Union Depot, San Bernardino, California. Mt. San Bernardino in the Distance

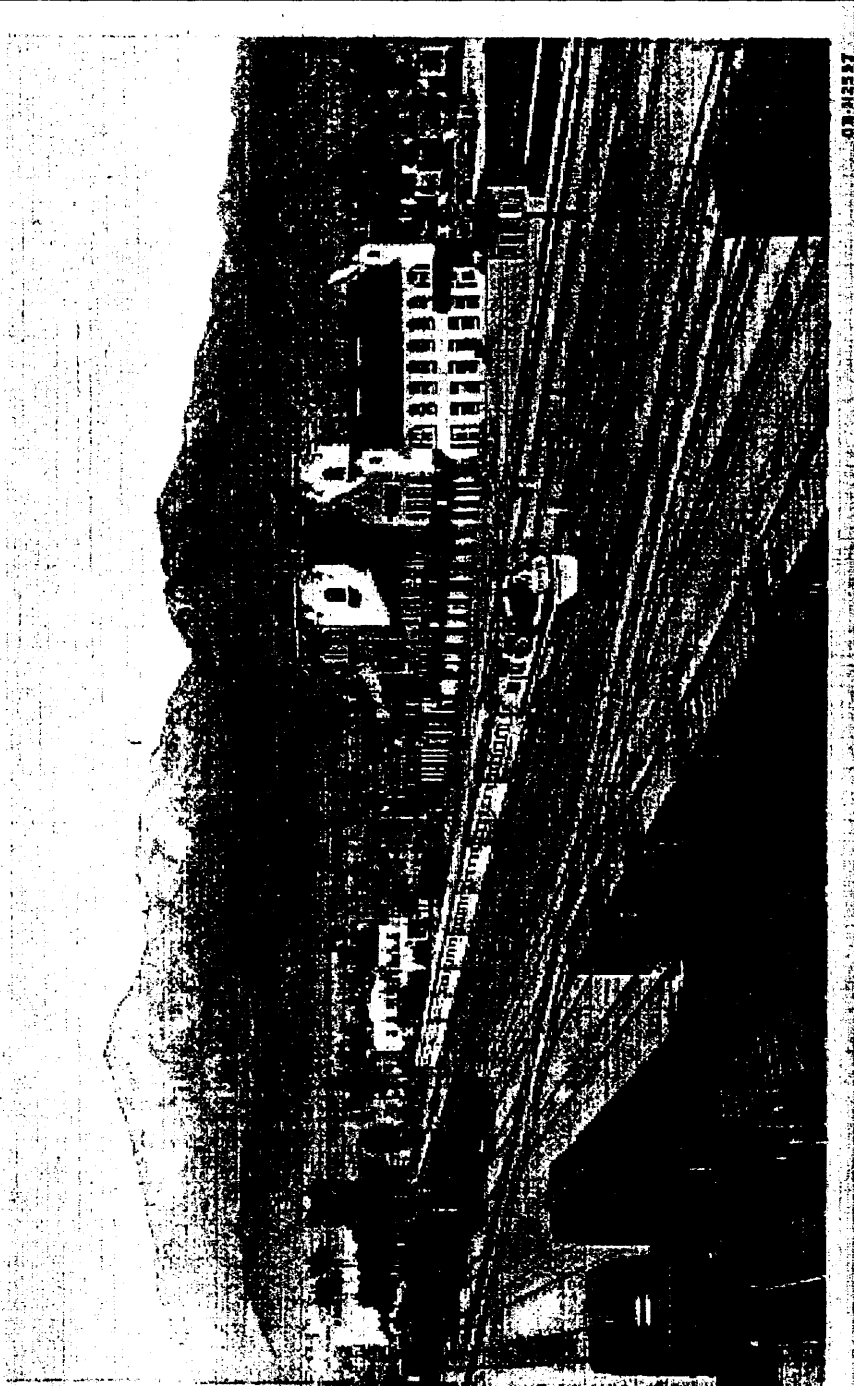


Figure 4: The San Bernardino Depot and tracks, ca. 1920. View looking towards the northeast. (Architect Milford Wayne Donaldson, FAIA Historic Postcard Collection)

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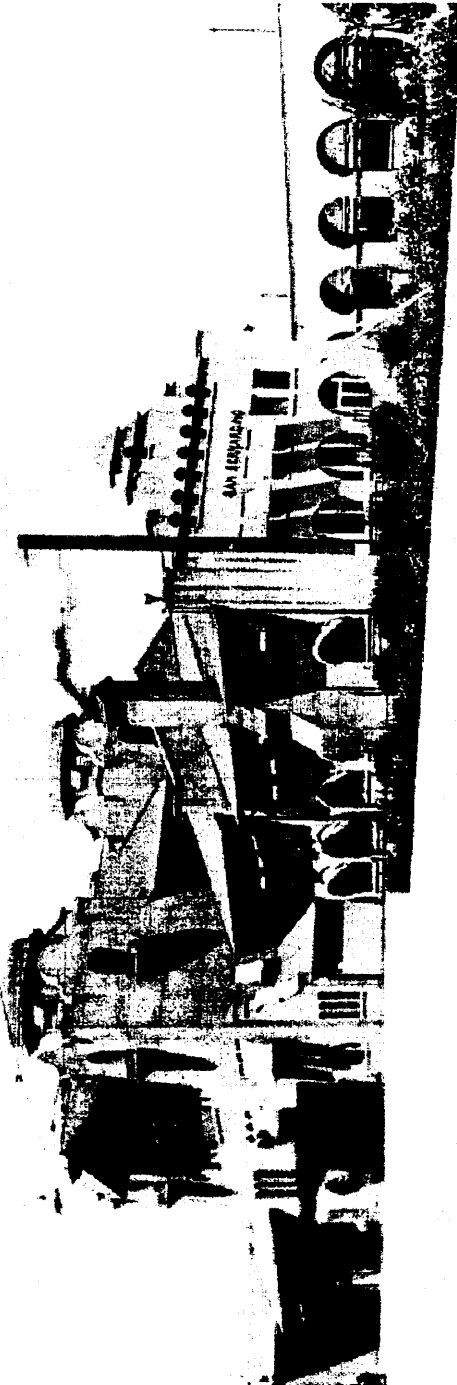


Figure 5: The San Bernardino Depot following the Harvey House expansion, ca. early 1930s. View looking towards the northwest. (Architect Milford Wayne Donaldson, FAIA Historic Postcard Collection)

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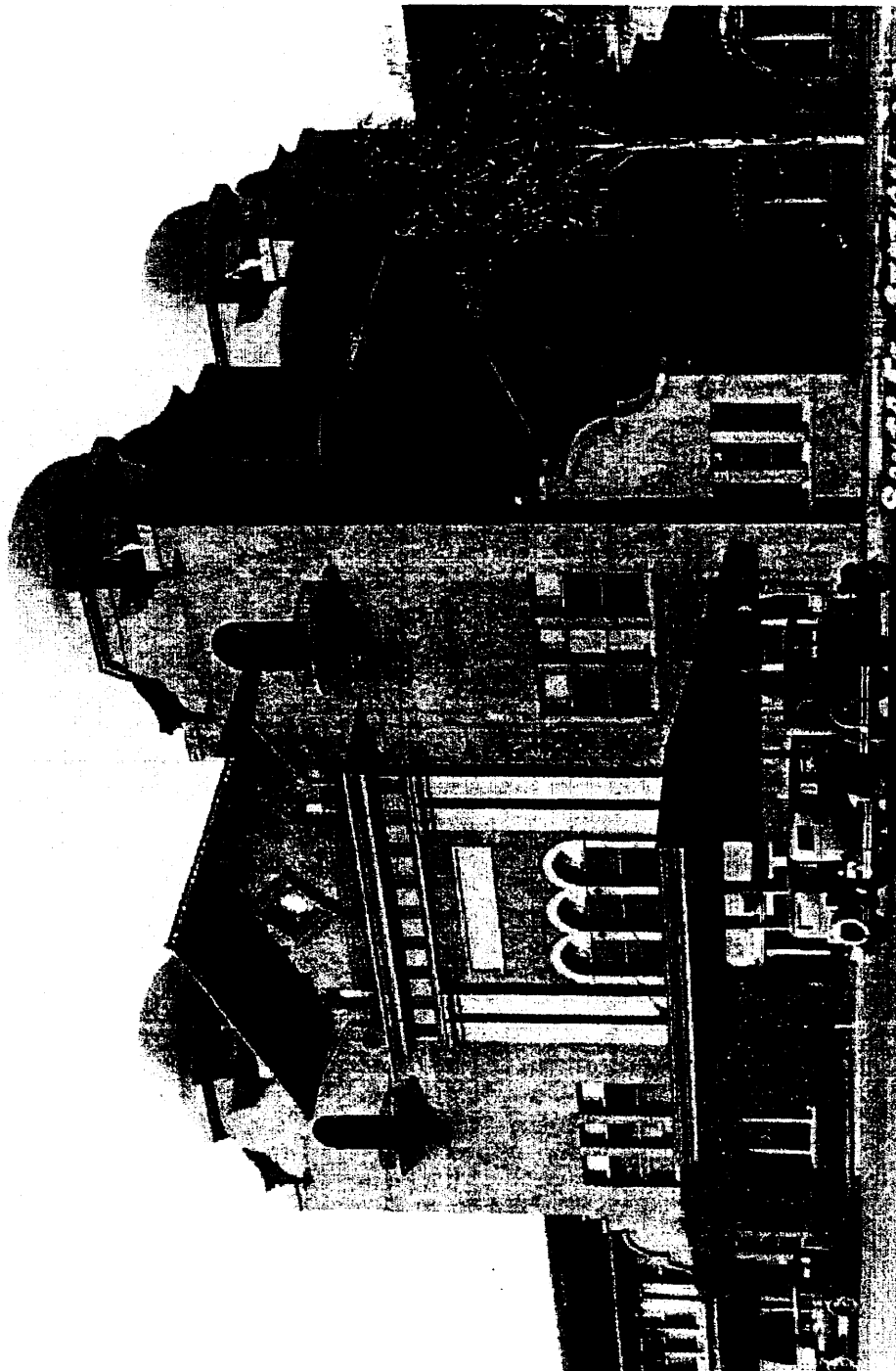


Historical Photo A: San Bernardino Depot south and east facades, ca. late 1910s. (Courtesy of the San Bernardino County Museum.)

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Historical Photo B: The south and east facades of the San Bernardino Depot, ca. early 1920s. (Courtesy of the San Bernardino County Museum.)

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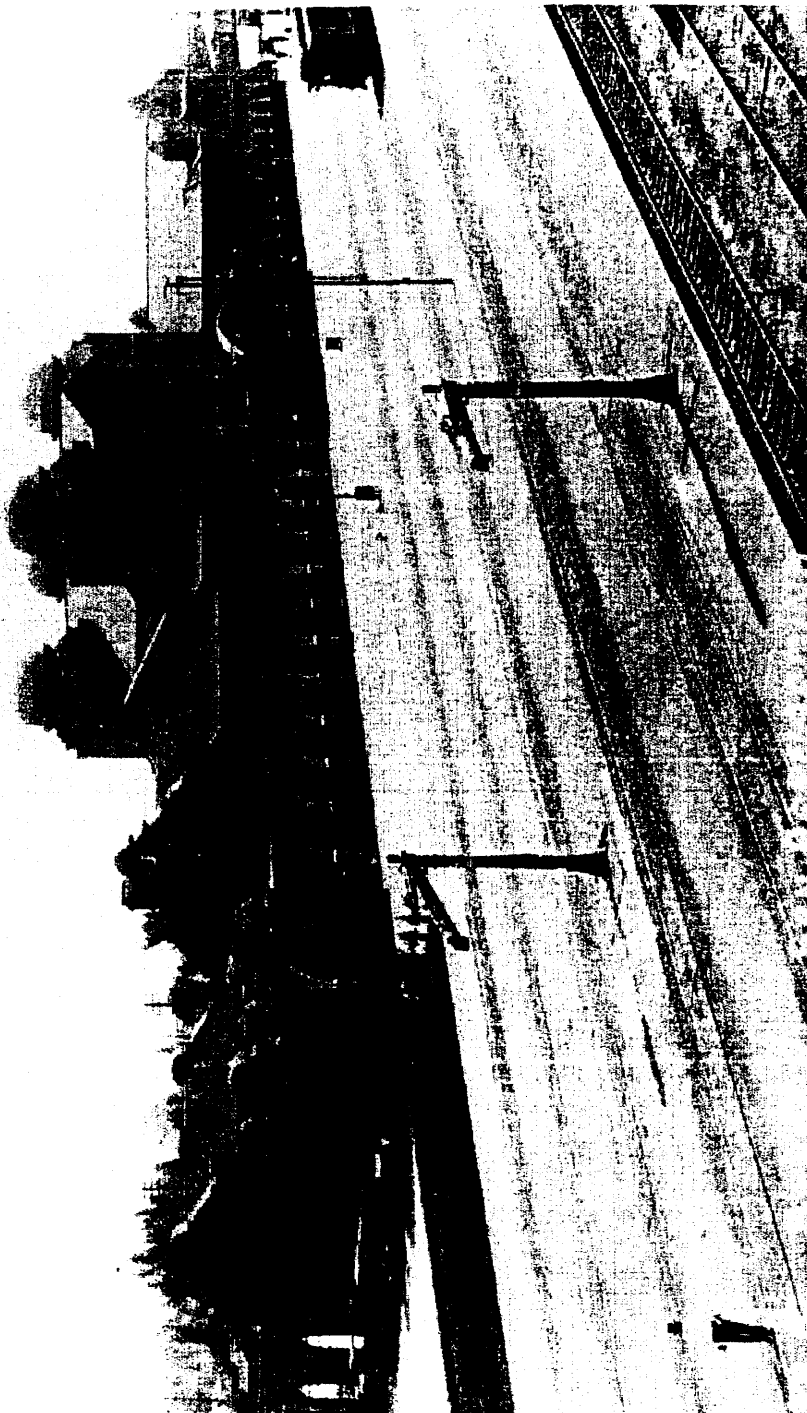


Historical Photo C: Looking northeast at the west and south facades of the San Bernardino Depot, ca. mid-1920s.
(Courtesy of the San Bernardino County Museum.)

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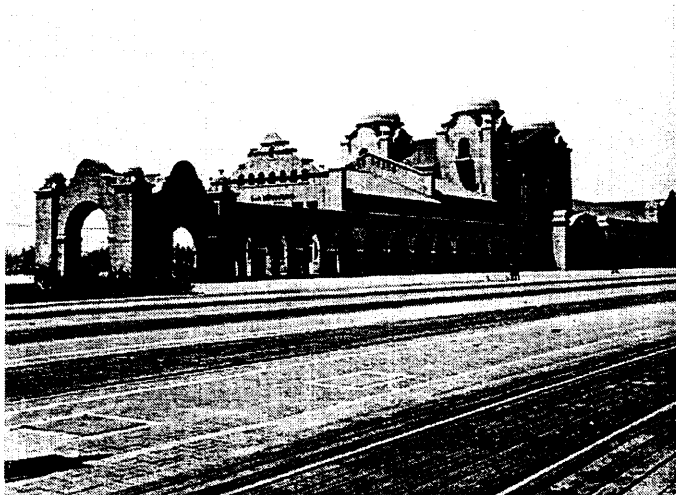


Historical Photo D: Looking southwest at the east and north facades of the San Bernardino Depot, ca. mid-1920s.
(Courtesy of the San Bernardino County Museum.)

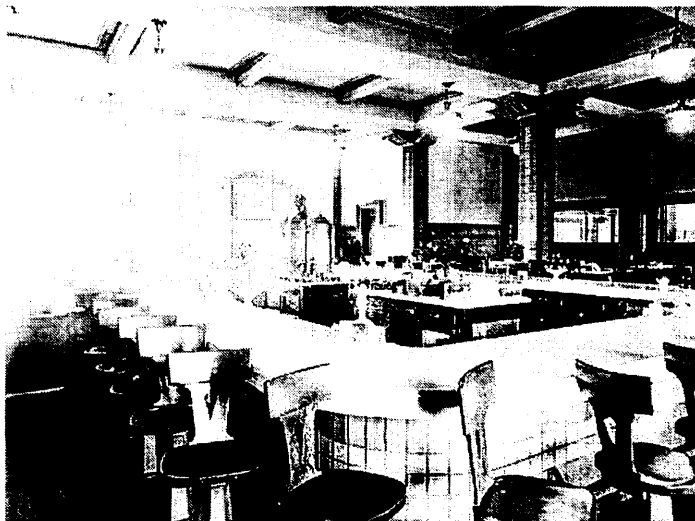
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Historical Photo E: Looking southwest at the east and north facades of the San Bernardino Depot, ca. mid-1920s. (Courtesy of Arizona State University, Tempe, Arizona, Fred Harvey Collection).

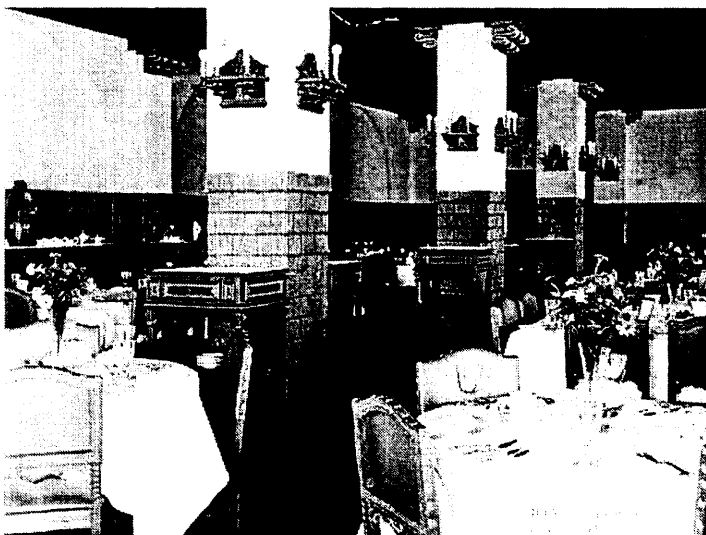


Historical Photo F: Interior of original Harvey House, ca. 1921 remodel following the construction of the restaurant addition, looking southwest. The large windows into the main lobby can be seen at the right side of the photograph. (Courtesy of Arizona State University, Tempe, Arizona, Fred Harvey Collection).

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Historical Photo G: Interior of Harvey House addition, ca. 1921, looking southwest. (Courtesy of Arizona State University, Tempe, Arizona, Fred Harvey Collection).



Historic Photo H: Interior of Harvey House addition, ca. 1921, looking east. (Courtesy of Arizona State University, Tempe, Arizona, Fred Harvey Collection).

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10. Verbal Boundary Description

The boundary of the Atchison, Topeka, and Santa Fe Railway Passenger and Freight Depot at San Bernardino is defined by Parcels 1, 2, 3 of the Assessor's Parcel Map Book #138, page 26, in the City of San Bernardino, County of San Bernardino, State of California. The boarder includes the area contained in the following boundaries: A line running east-west, 20 feet to the south of the centerline of the Burlington Northern Santa Fe track (the third track north of the Depot platform), and parallels the track approximately 897' long; A line running north-south, 11' west of the Depot at the original concrete curb line approximately 267' long; A line running east-west from the center of 3rd Street and curving up to the northeast, approximately 957' long; A centerline of the underground tunnel, approximately 85' long. The proposed historic site area is approximately 3.3 acres.

Boundary Justification

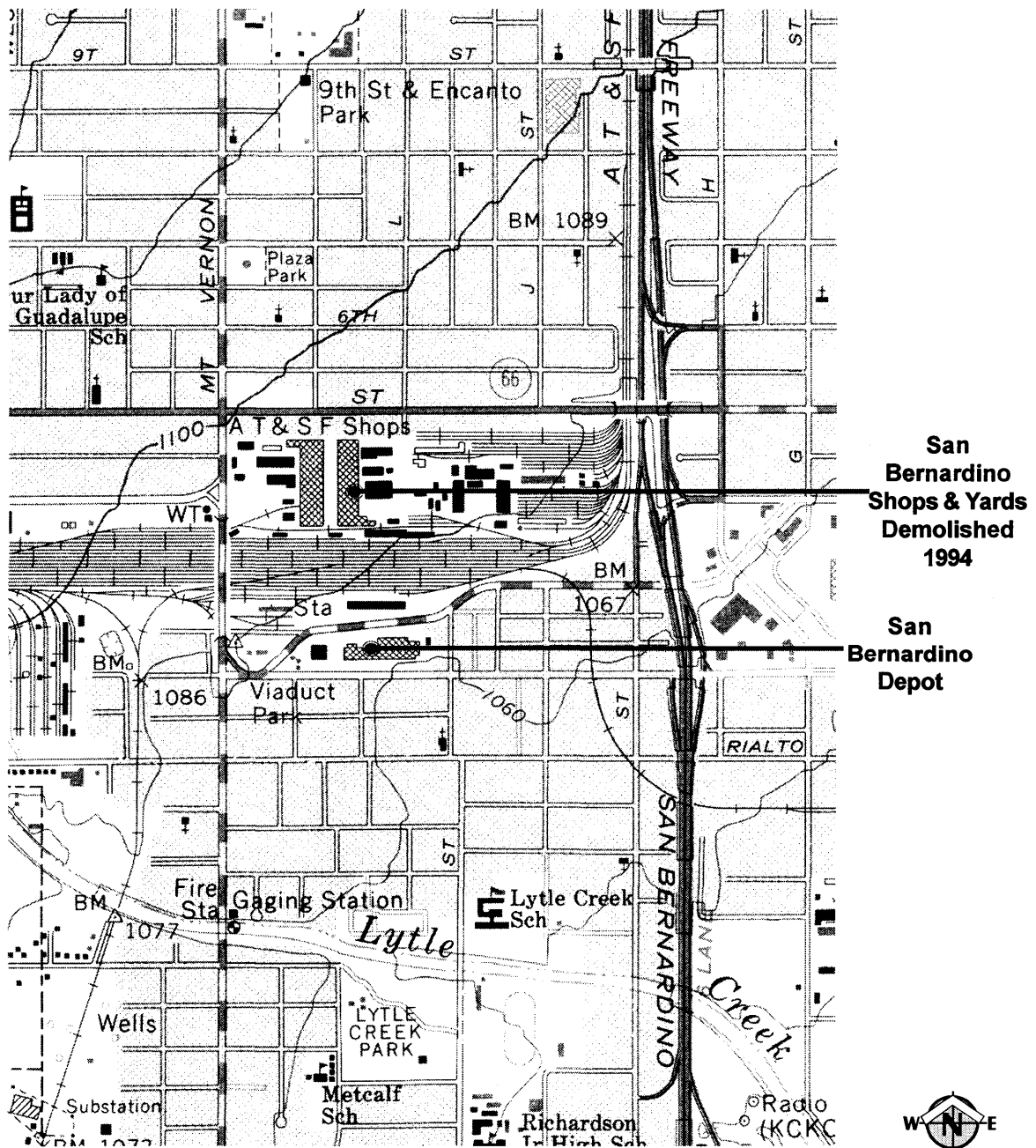
The boundary includes the three parcels of land encompassing the Depot and its immediate surroundings. The City of San Bernardino and the San Bernardino Associated Governments (SANBAG) are co-owners of the Depot within the boundary and is solely responsible for the nomination of the Depot. To expand the boundary would also require the consent of the various property owners for nomination to the National Register of Historic Places.

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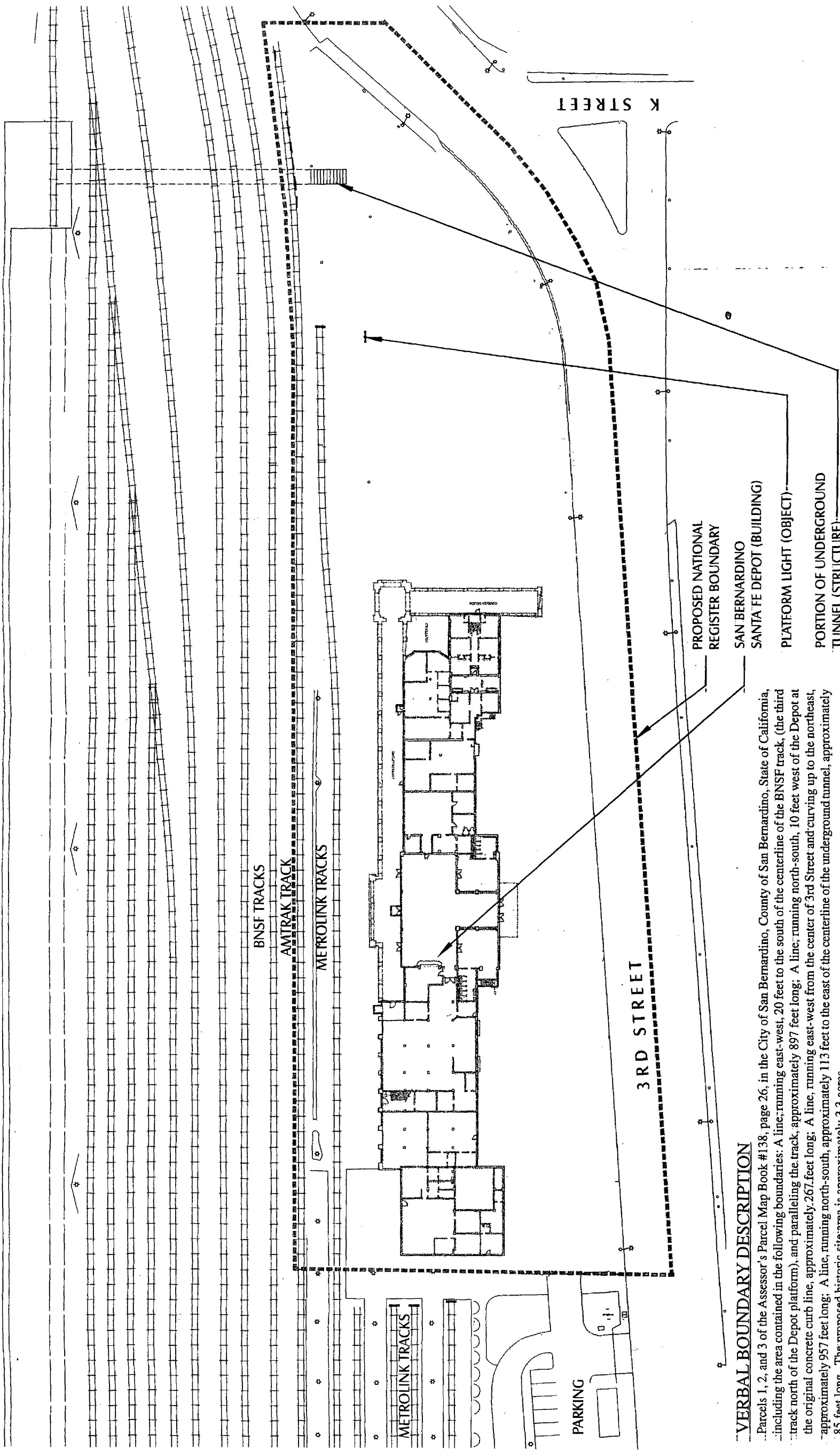
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San Bernardino, California

ADDITIONAL DOCUMENTATION: MAPS



1980 USGS Map, San Bernardino South, California. (SE/4 San Bernardino 15' Quadrangle N3400 - W11715/7.5).



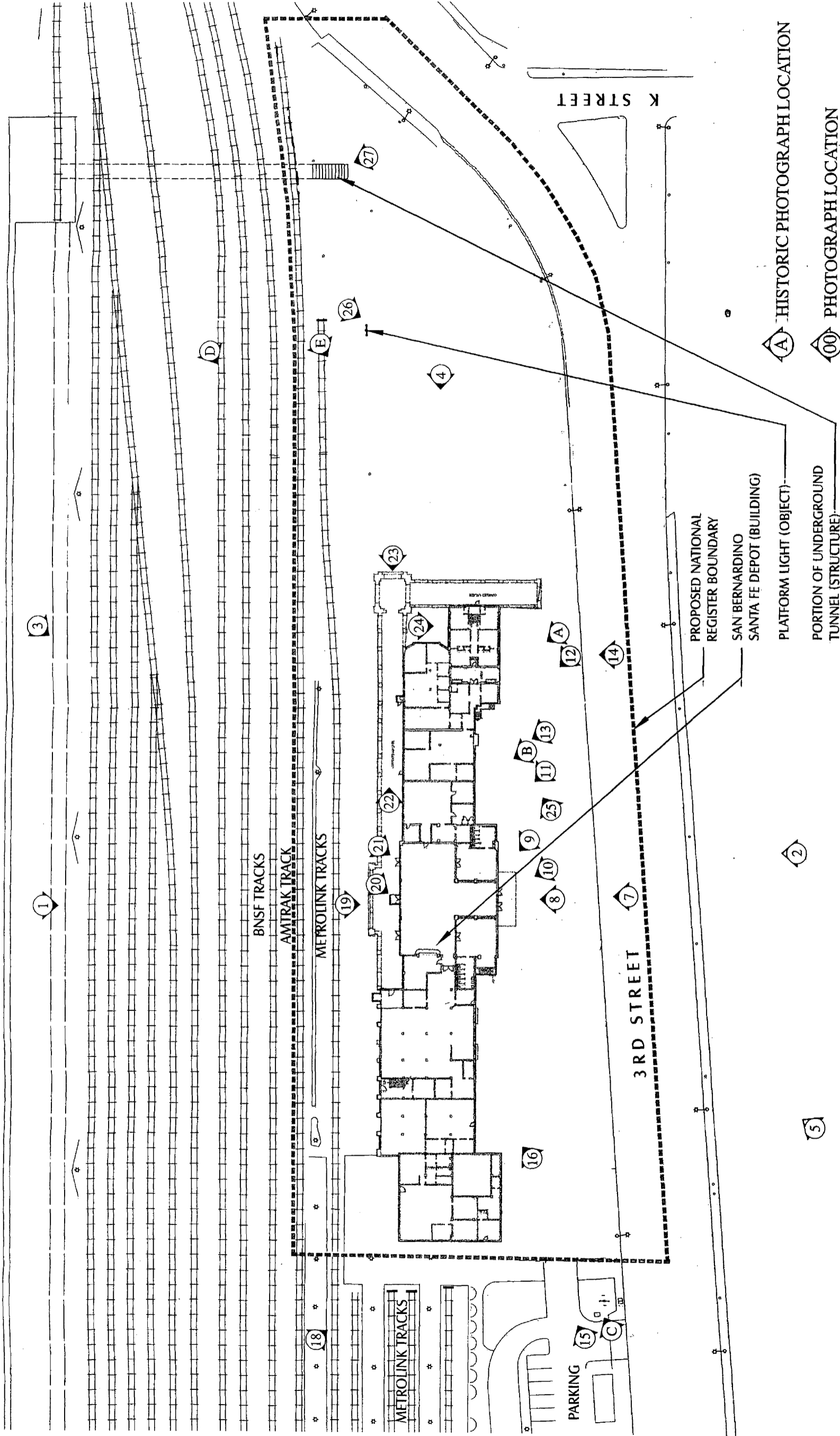
VERBAL BOUNDARY DESCRIPTION

Parcels 1, 2, and 3 of the Assessor's Parcel Map Book #138, page 26, in the City of San Bernardino, County of San Bernardino, State of California, including the area contained in the following boundaries: A line, running east-west, 20 feet to the south of the centerline of the BNSF track, (the third track north of the Depot platform), and paralleling the track, approximately 897 feet long; A line, running north-south, 10 feet west of the Depot at the original concrete curb line, approximately 267 feet long; A line, running east-west from the center of 3rd Street and curving up to the northeast, approximately 957 feet long; A line, running north-south, approximately 113 feet to the east of the centerline of the underground tunnel, approximately 85 feet long. The proposed historic site area is approximately 3.3 acres.

PROPOSED NATIONAL REGISTER BOUNDARY
 SAN BERNARDINO SANTA FE DEPOT (BUILDING)
 PLATFORM LIGHT (OBJECT)
 PORTION OF UNDERGROUND TUNNEL (STRUCTURE)

SAN BERNARDINO DEPOT
 NATIONAL REGISTER OF HISTORIC PLACES

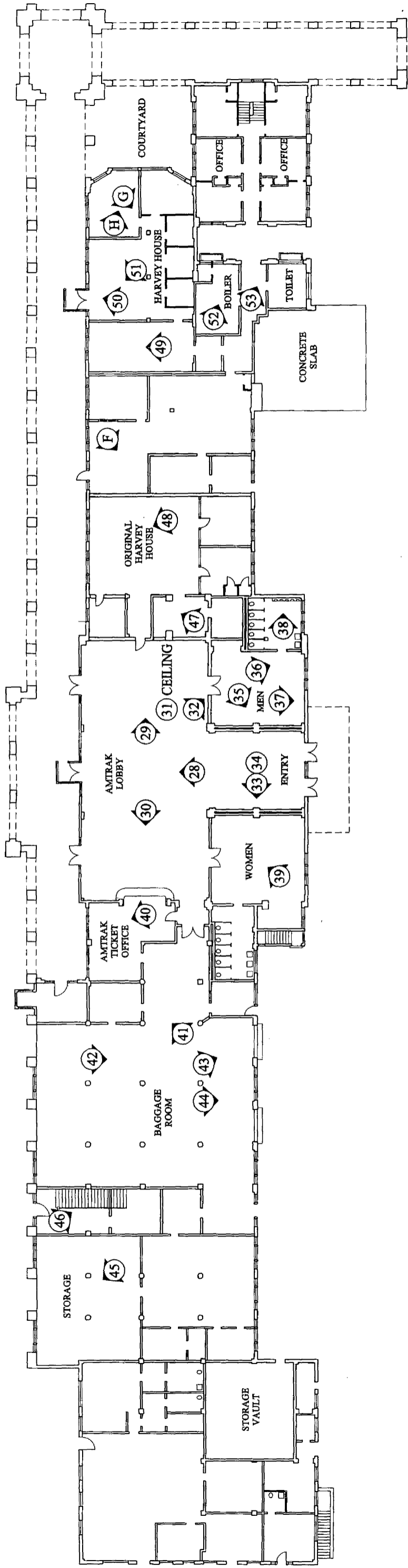
ADDITIONAL DOCUMENTATION



SAN BERNARDINO DEPOT
 NATIONAL REGISTER OF HISTORIC PLACES

SITE PLAN PHOTOGRAPH KEY

ADDITIONAL DOCUMENTATION



Ⓐ HISTORIC PHOTOGRAPH LOCATION

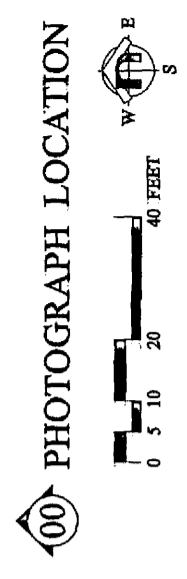
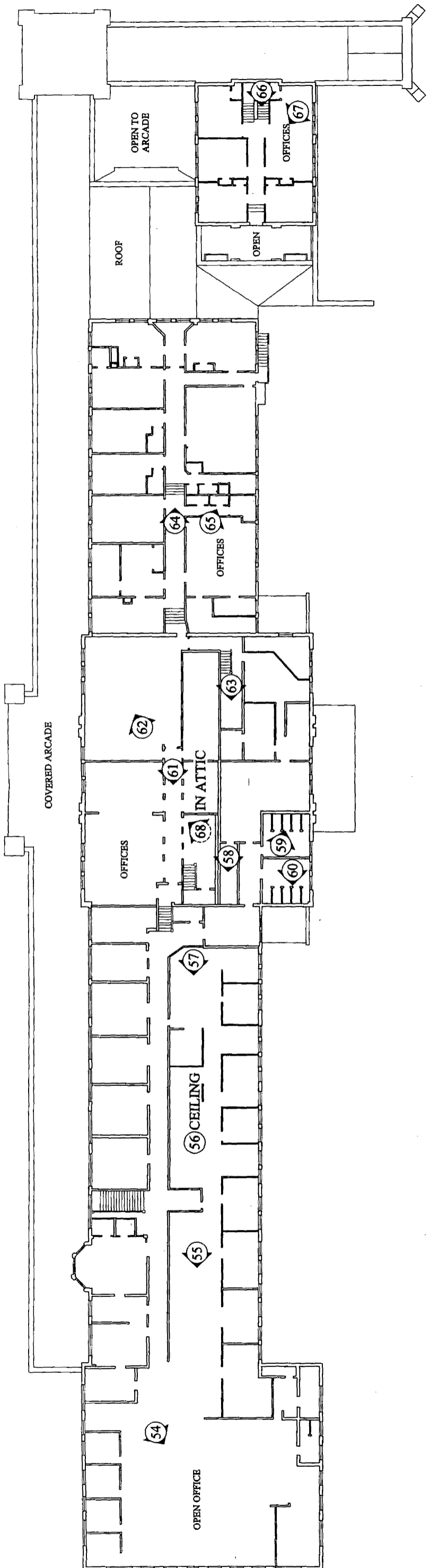
⓪ PHOTOGRAPH LOCATION



SAN BERNARDINO DEPOT FIRST FLOOR PHOTOGRAPH KEY

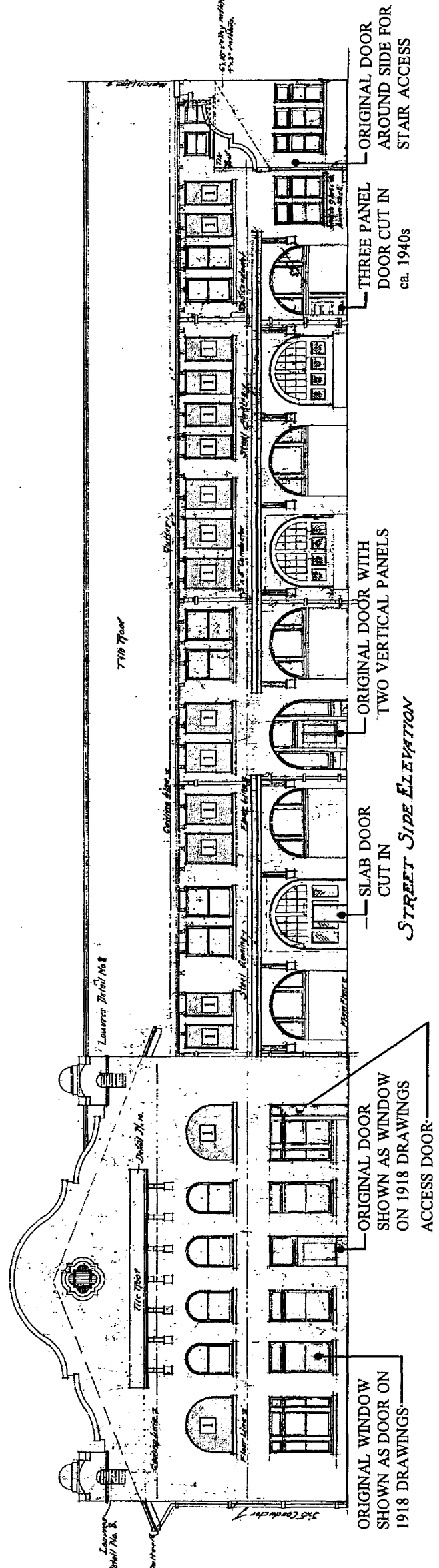
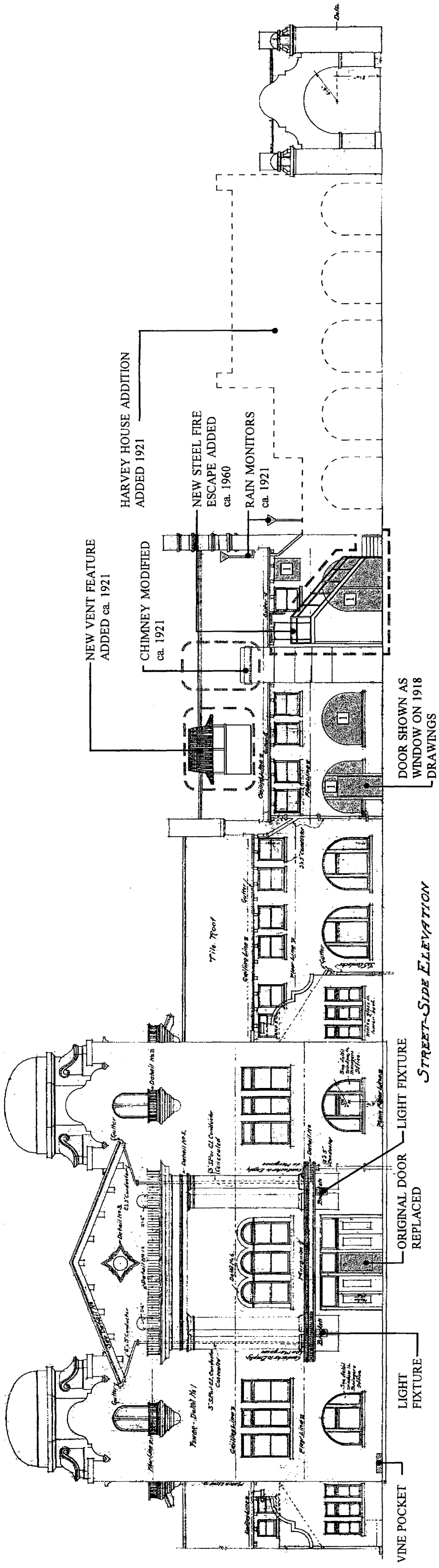
NATIONAL REGISTER OF HISTORIC PLACES

ADDITIONAL DOCUMENTATION



SAN BERNARDINO DEPOT SECOND FLOOR PHOTOGRAPH KEY

NATIONAL REGISTER OF HISTORIC PLACES
 ADDITIONAL DOCUMENTATION



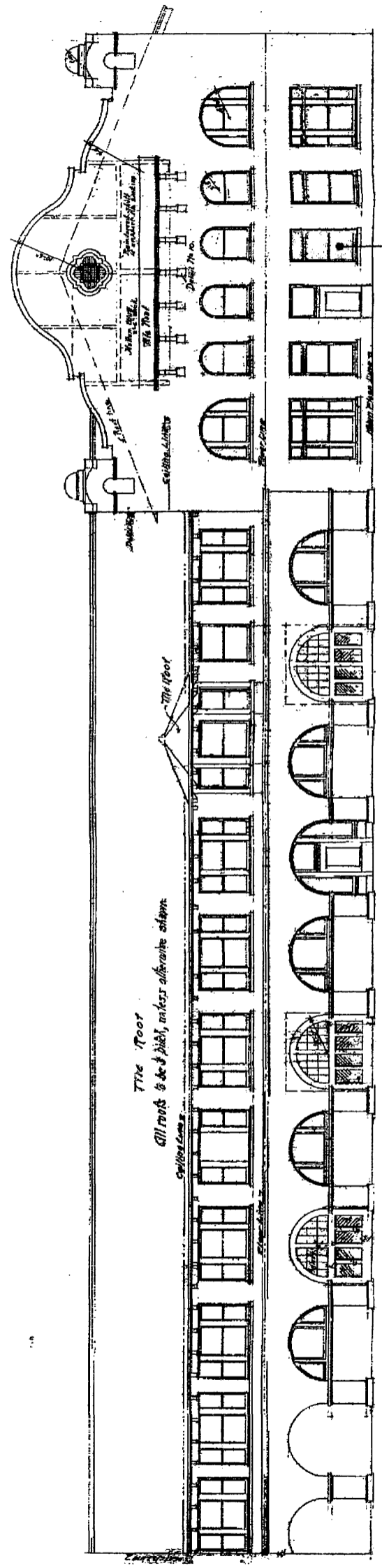
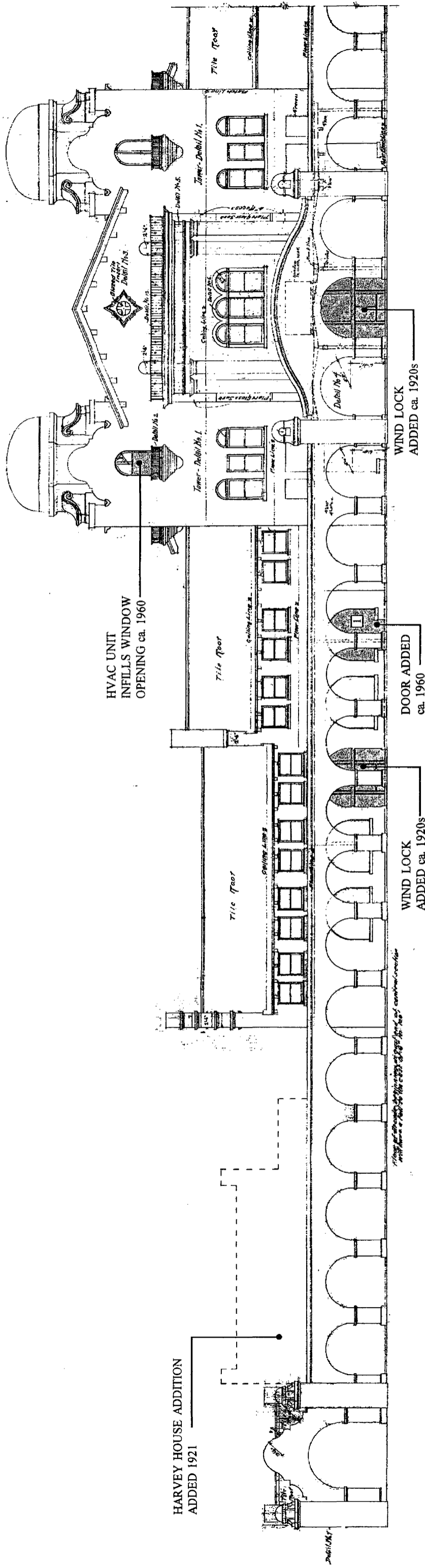
SAN BERNARDINO DEPOT
 NATIONAL REGISTER OF HISTORIC PLACES

ADDITIONAL DOCUMENTATION

KEY



Window or Door Filled In



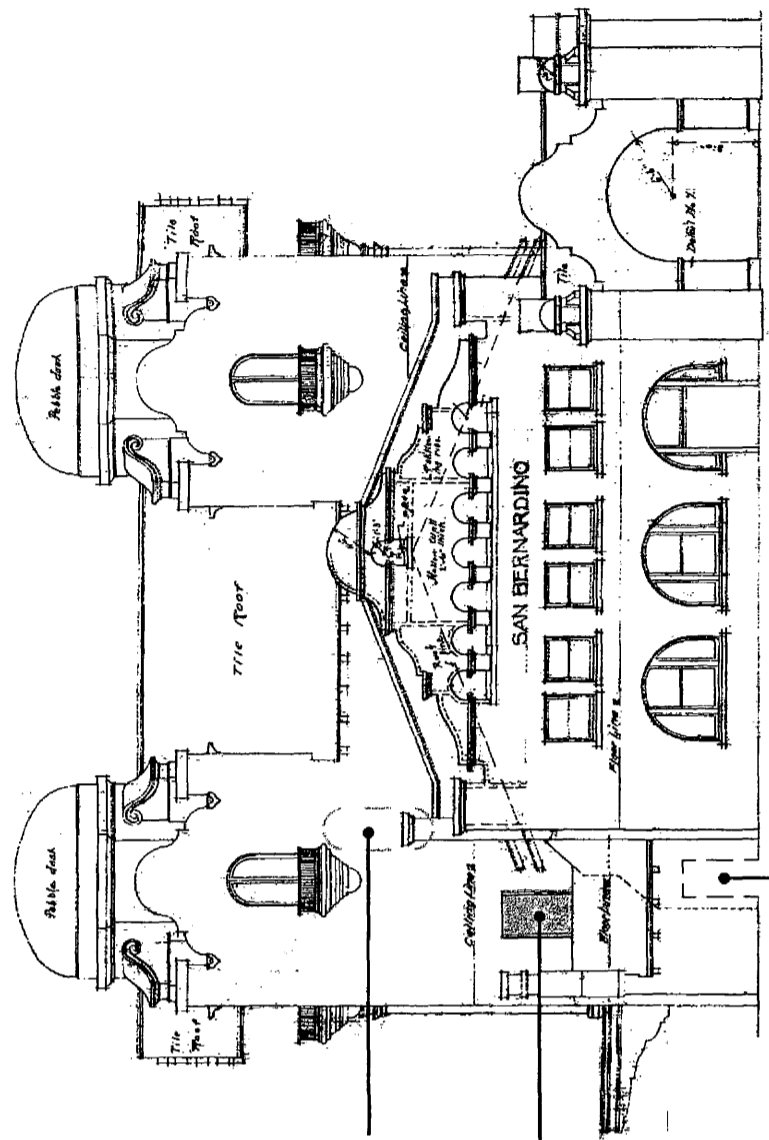
ORIGINAL WINDOW SHOWN AS DOOR ON 1918 DRAWINGS

KEY

Window or Door Filled In

0 5 10 20 FEET

SAN BERNARDINO DEPOT
 NATIONAL REGISTER OF HISTORIC PLACES
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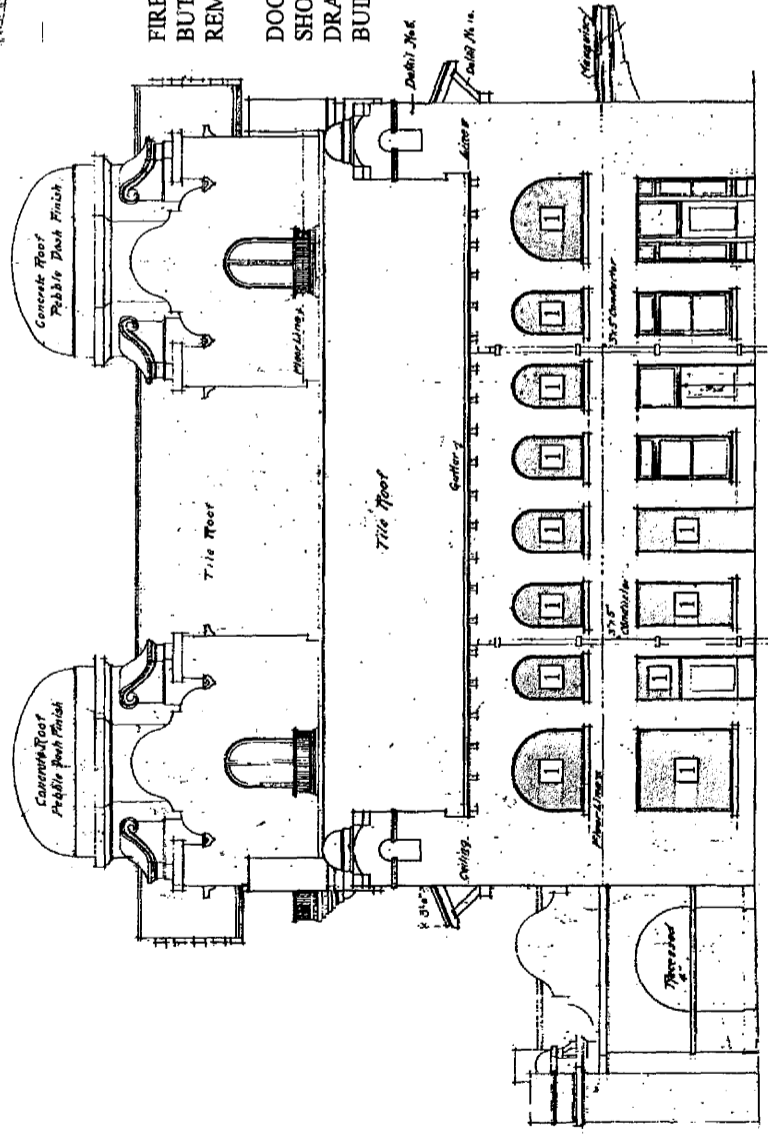
EAST END ELEVATION
(BEFORE ADDITION OF HARVEY HOUSE ca. 1921)

CHIMNEY MODIFIED

ORIGINAL 1918
WINDOW SHOWN
DIFFERENT ON
DRAWINGS

FIREPLACE
BUTTRISS
REMOVED ca. 1921

DOOR BEHIND
SHOWN ON 1918
DRAWINGS NOT
BUILT



WEST END ELEVATION

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KEY



Window or Door Filled In

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ADDITIONAL DOCUMENTATION: PHOTOGRAPHS

The following information applies to all current photographs of the San Bernardino Depot.

1. Name: Atchison, Topeka, and Santa Fe Railway Passenger and Freight Depot
(San Bernardino Depot)
1170 West 3rd Street
San Bernardino, CA 92418
2. County, State: San Bernardino County, CA
3. Photographer: Milford Wayne Donaldson, FAIA
4. Dates of Photograph: January and June 2000
5. Location of Negatives: Architect Milford Wayne Donaldson, FAIA
530 Sixth Avenue
San Diego, CA 92101

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Photo 1: Aerial of north facade (track side) showing the contextual setting, facing south.

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Photo 2: Aerial of south facade (street side) showing the contextual setting, facing north.

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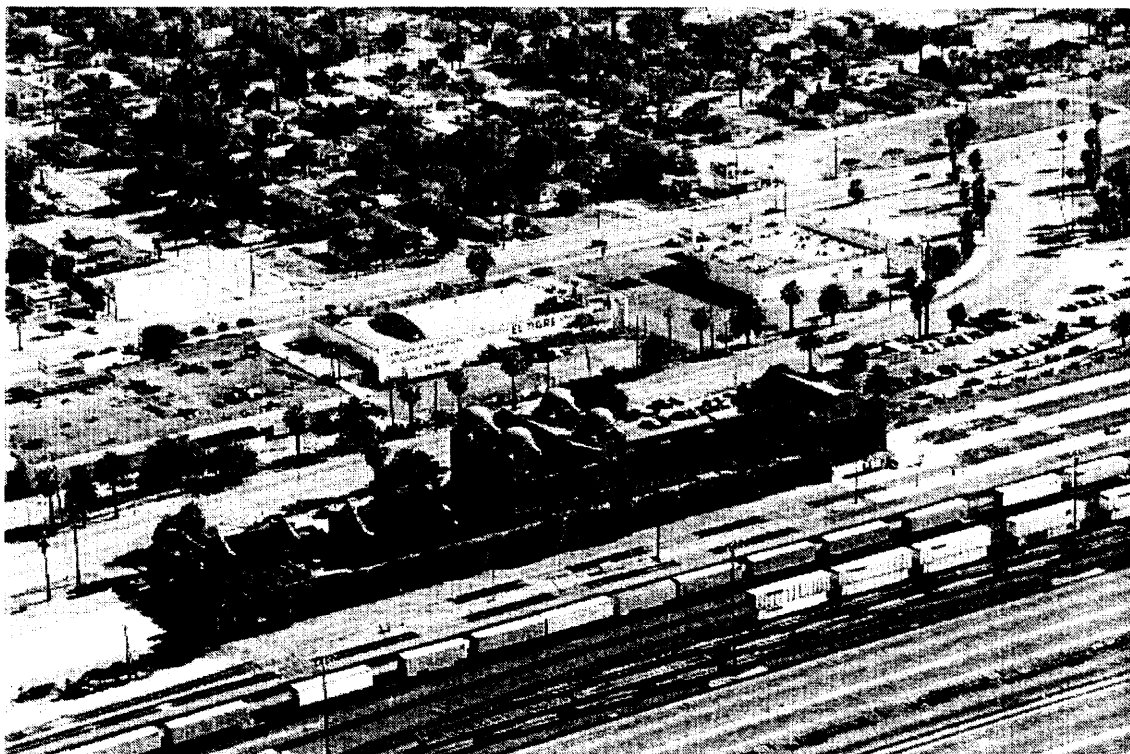


Photo 3: Aerial of northeast facade (track side) showing the contextual setting, facing southwest.

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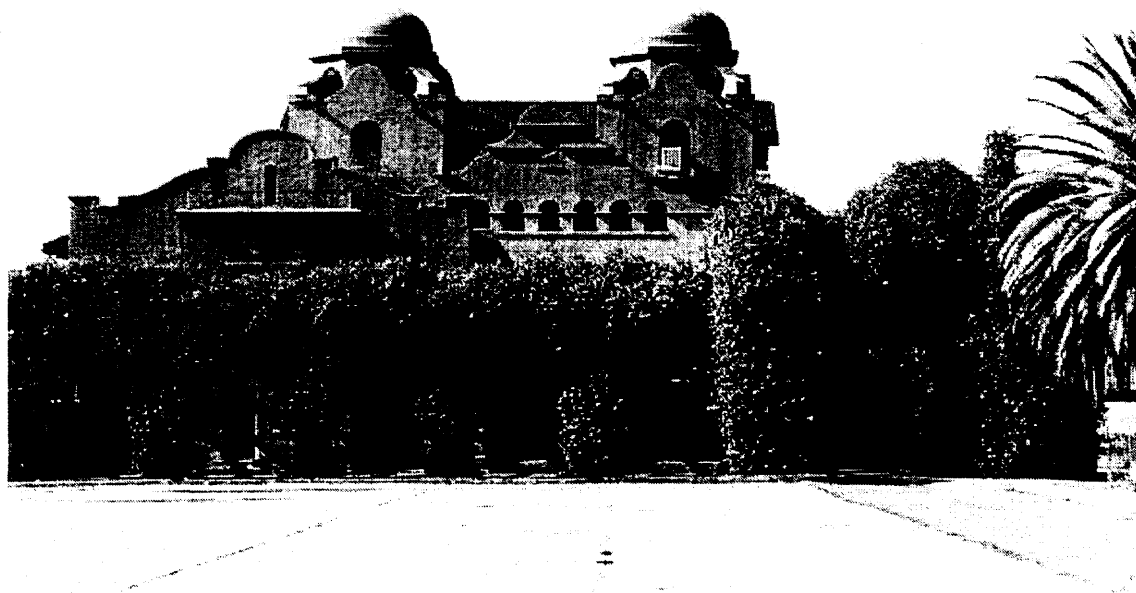


Photo 4: East facade with arcade covered by vines, facing west.

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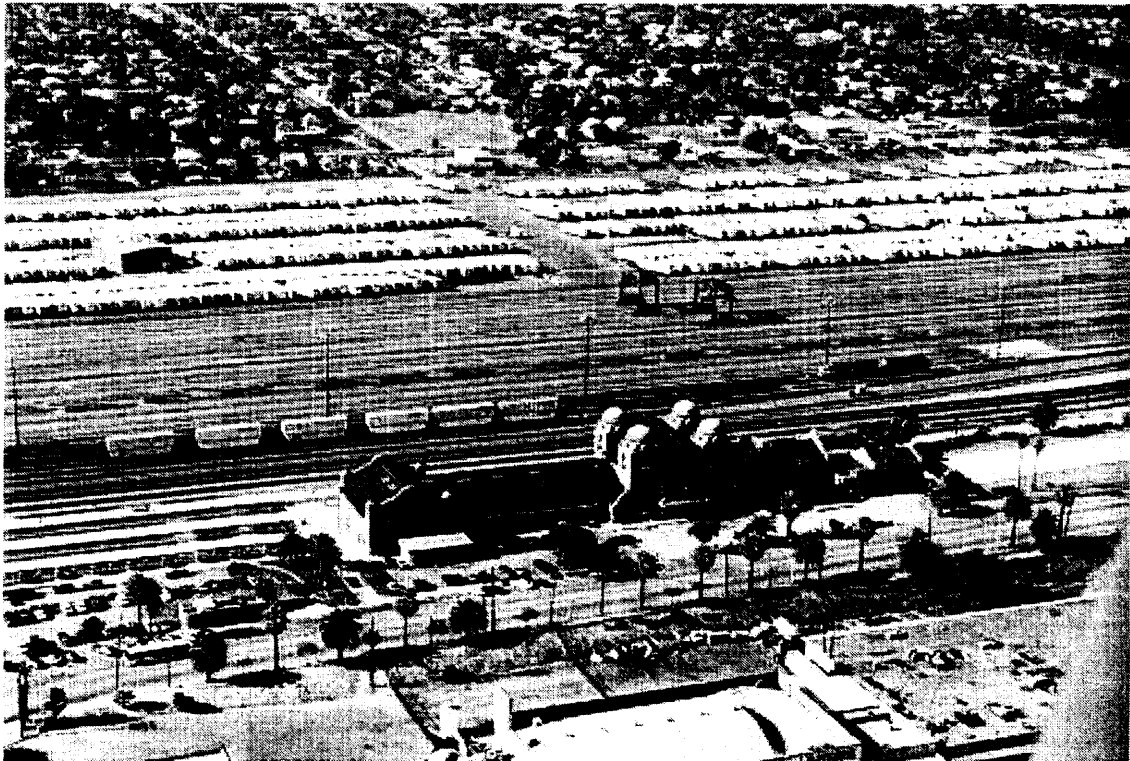


Photo 5: Aerial of southwest facade (street side) showing main entrance from 3rd Street, facing northeast.

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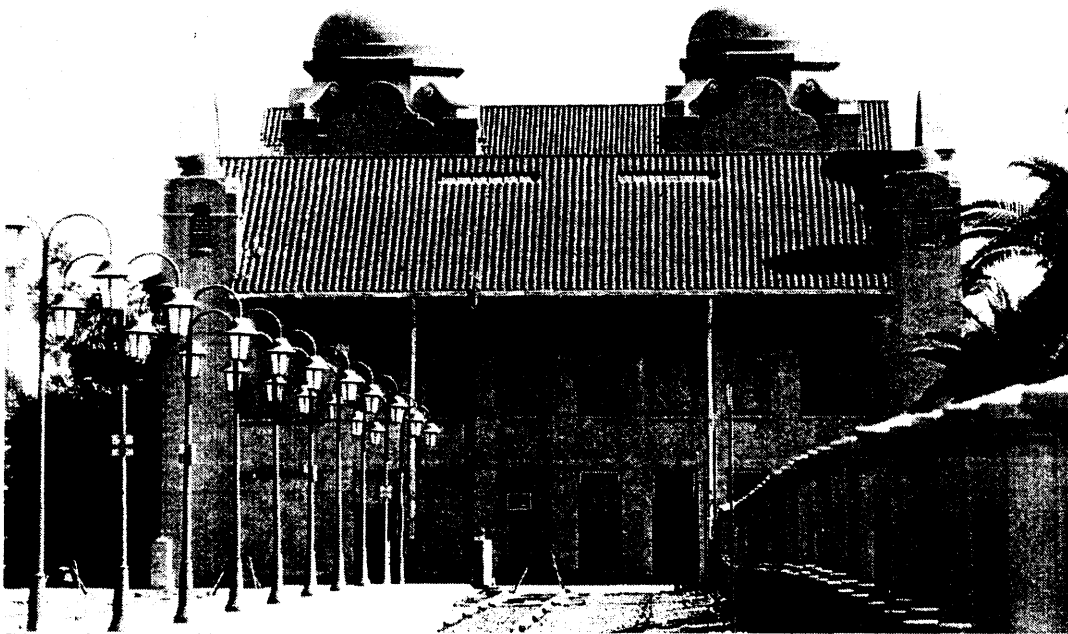


Photo 6: West facade with Metrolink tracks and platforms at foreground, facing east. Note openings infilled with concrete gunite.

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Photo 7: South facade of the main entry to the Depot, facing north.

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Photo 8: Entry doors into the Amtrak station, facing north.

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Photo 9: Entry doors into the Amtrak passenger lobby showing overhang, facing northwest.

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Photo 10: Detail of the false balcony and raking eave above Amtrak entry, facing north.

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Photo 11: View of the Depot facing northwest. Compare with Historical Photo B.

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Photo 12: View of the Depot facing southwest. Compare with Historical Photo A.

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Photo 13: View of altered chimney on south facade. Compare to Historical Photo A.

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Photo 14: South facade showing Harvey House addition, facing north.

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Photo 15: Southwest corner of the Depot facing northeast. Compare to Historical Photo C.

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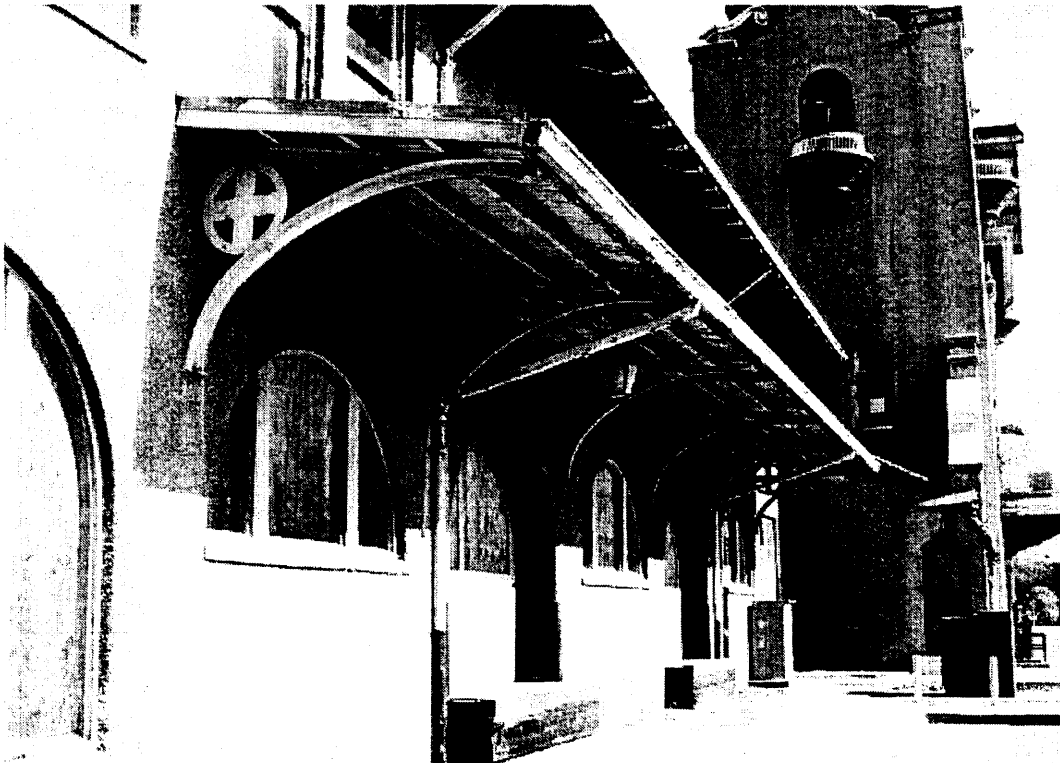


Photo 16: Detail of roof overhang above baggage doors on the south facade, facing northeast.

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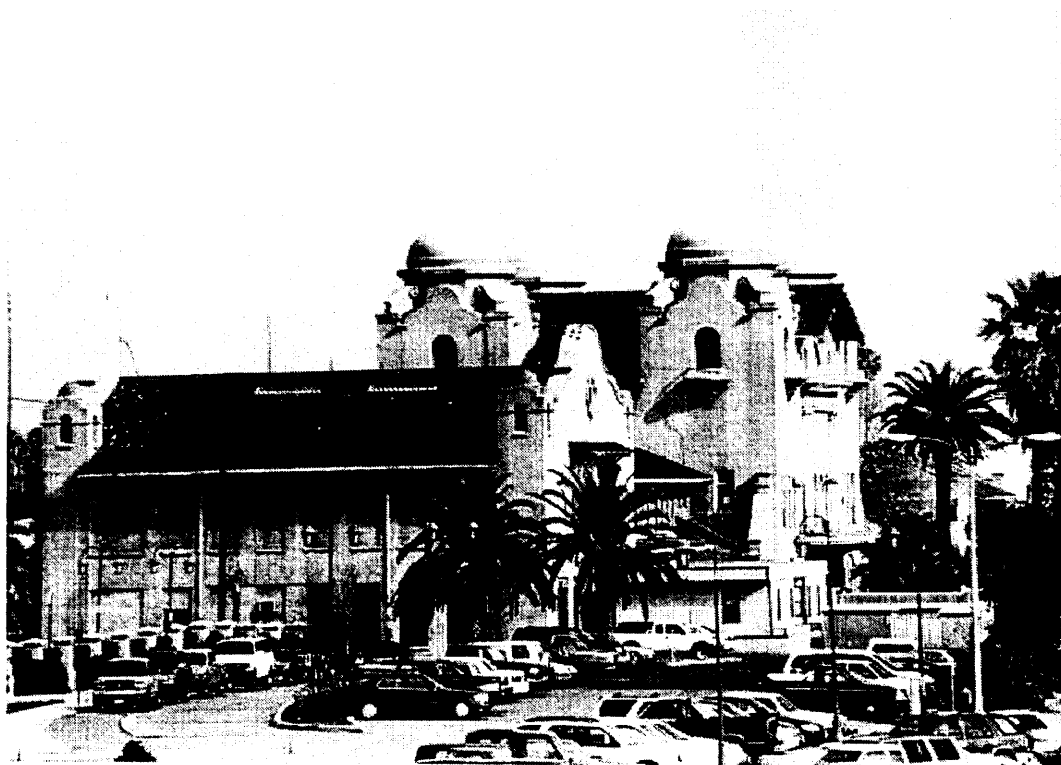


Photo 17: Southwest facade facing northeast.

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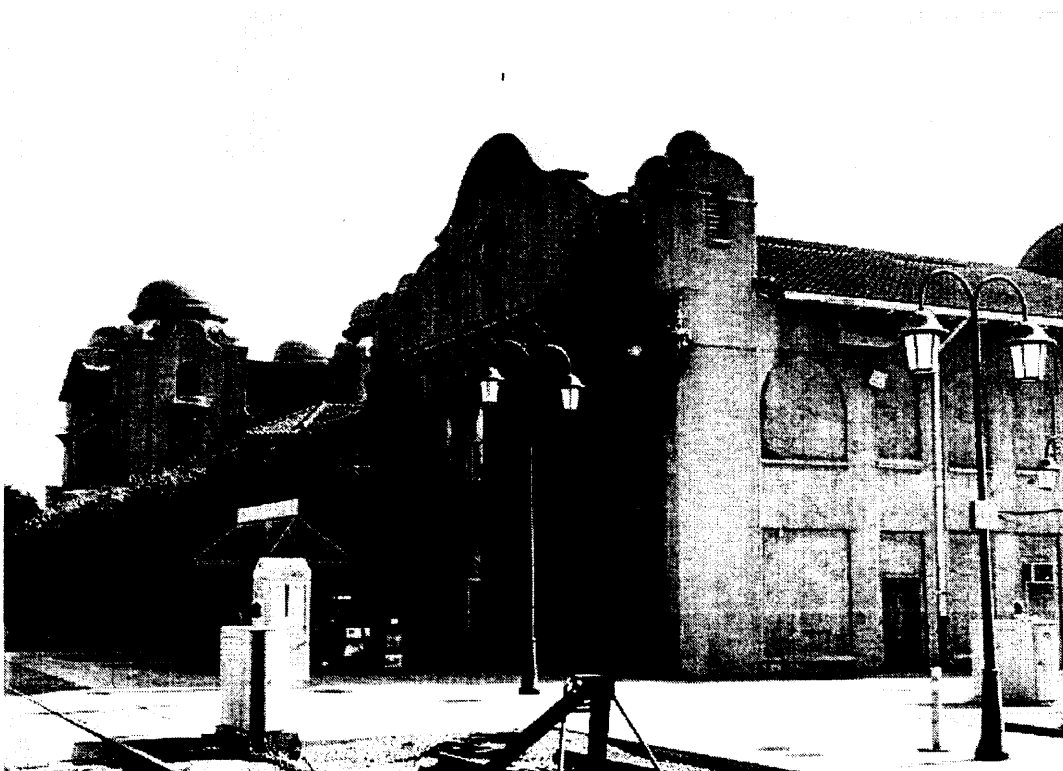


Photo 18: Northwest corner of the Depot showing ivy on walls and arcade, facing southeast.

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Photo 19: Main entrance at the north facade (track side), facing south.

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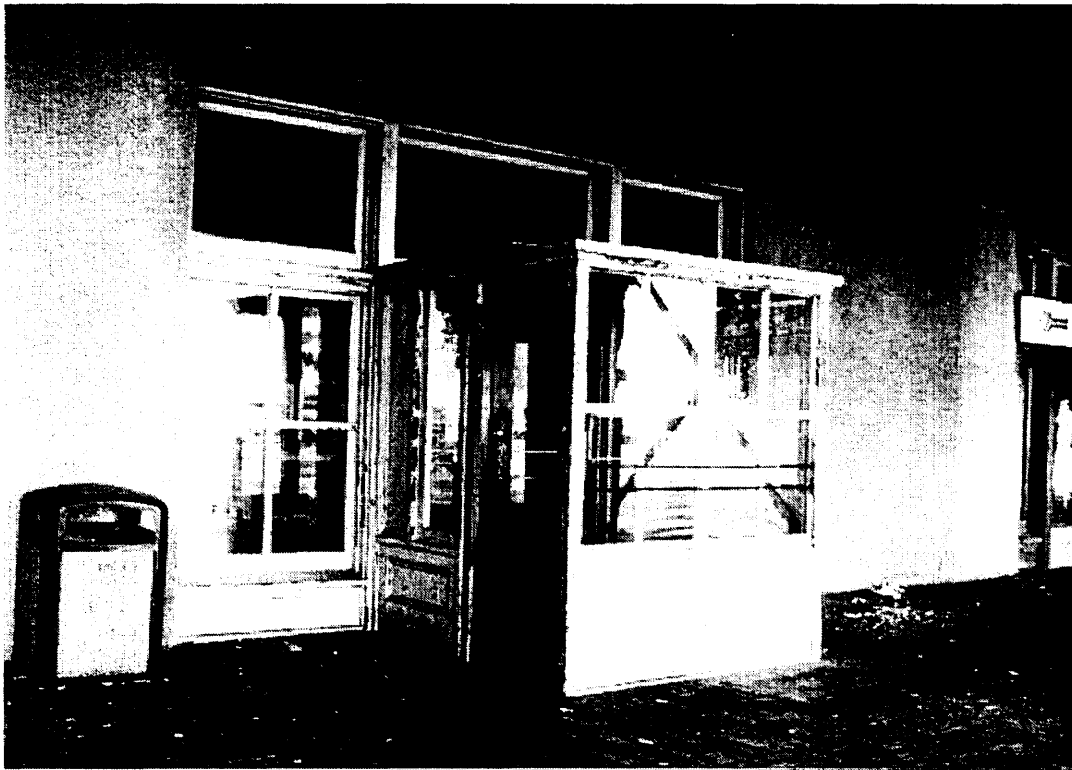


Photo 20: Wind lock vestibule at main entryway on the north facade, facing southwest.

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Photo 21: One of the three entry doors at the north facade, facing south.

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Photo 22: View through the covered arcade along the north facade, facing east. Note the boarded arched windows.

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Photo 23: View through the covered north arcade, facing east.

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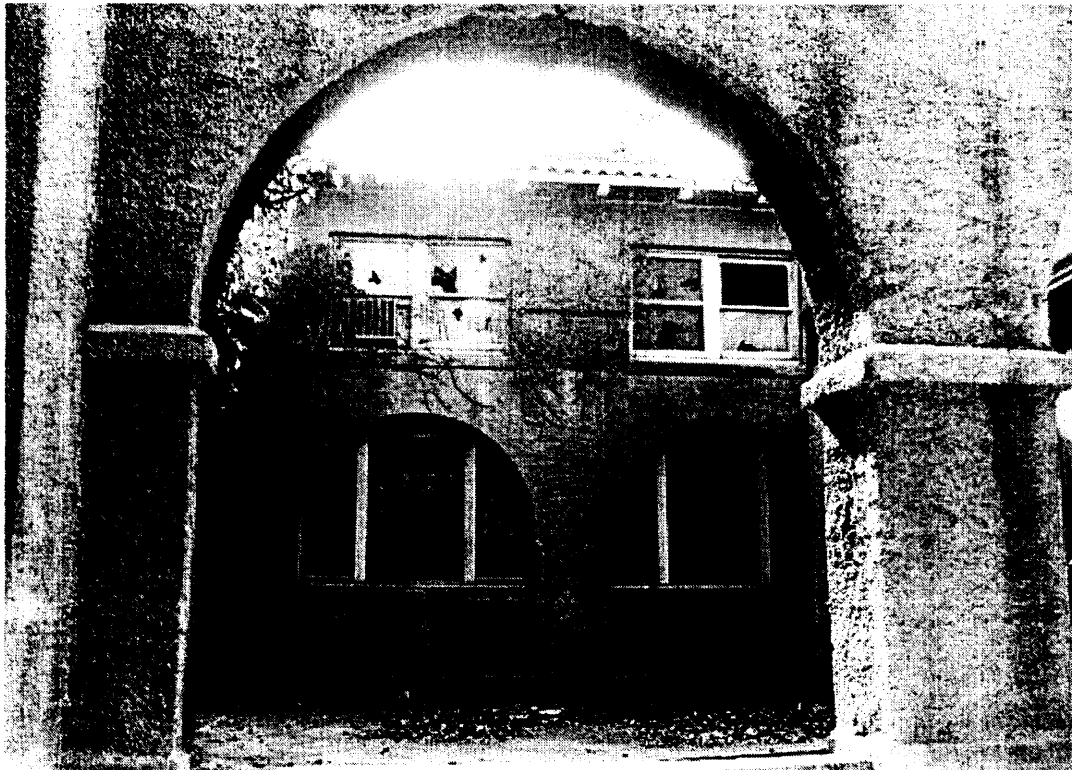


Photo 24: View of the Harvey House courtyard at the northeast corner, facing south.

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Photo 25: View of the Harvey House south facade addition at the east end of the Depot, facing east.

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Photo 26: The only remaining extant 1918 light fixture, facing south. Compare with Historic Photo D. Globes are not historic.

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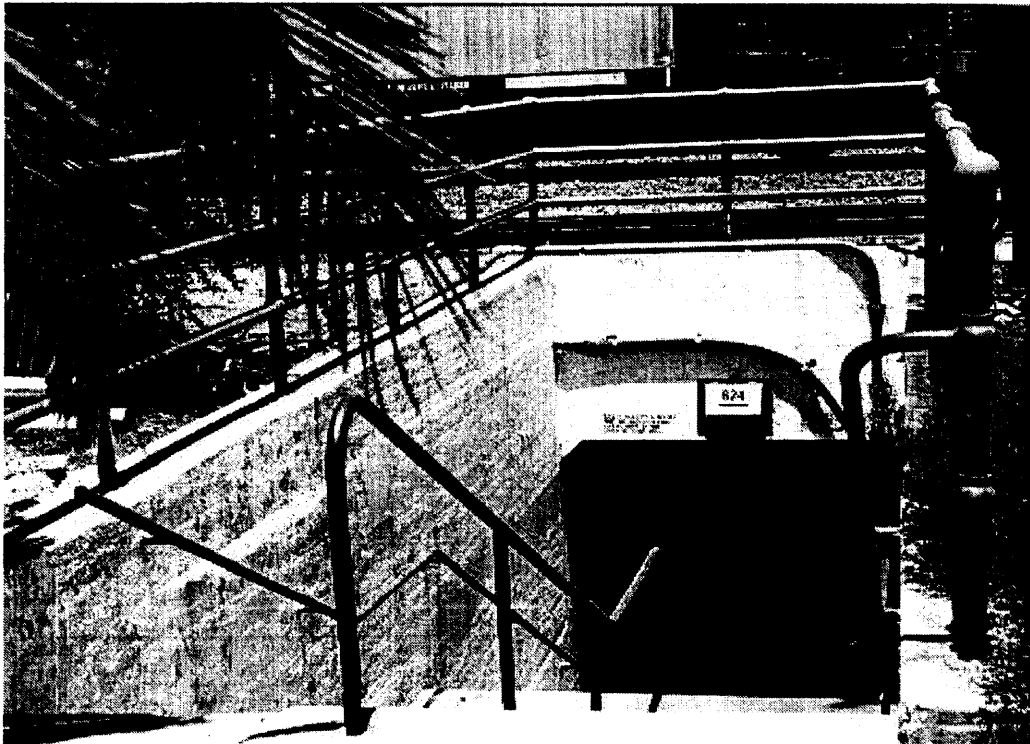


Photo 27: Extant underground tunnel entry leading under the train tracks, circa 1918, facing north.

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Photo 28: Amtrak passenger lobby main entry doors from the tracks, facing north.

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Photo 29: Amtrak passenger lobby, facing east.

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Photo 30: Amtrak passenger lobby and ticket office, facing west.

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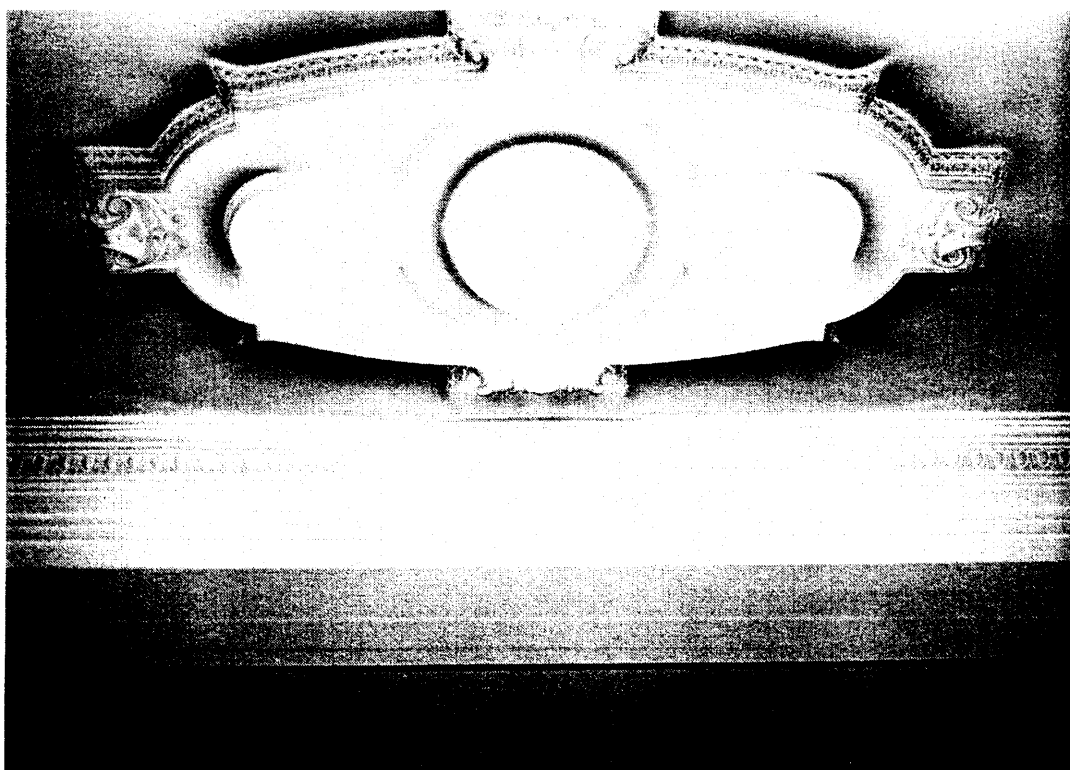


Photo 31: Historic light fixture on ceiling of Amtrak passenger lobby, circa 1918.

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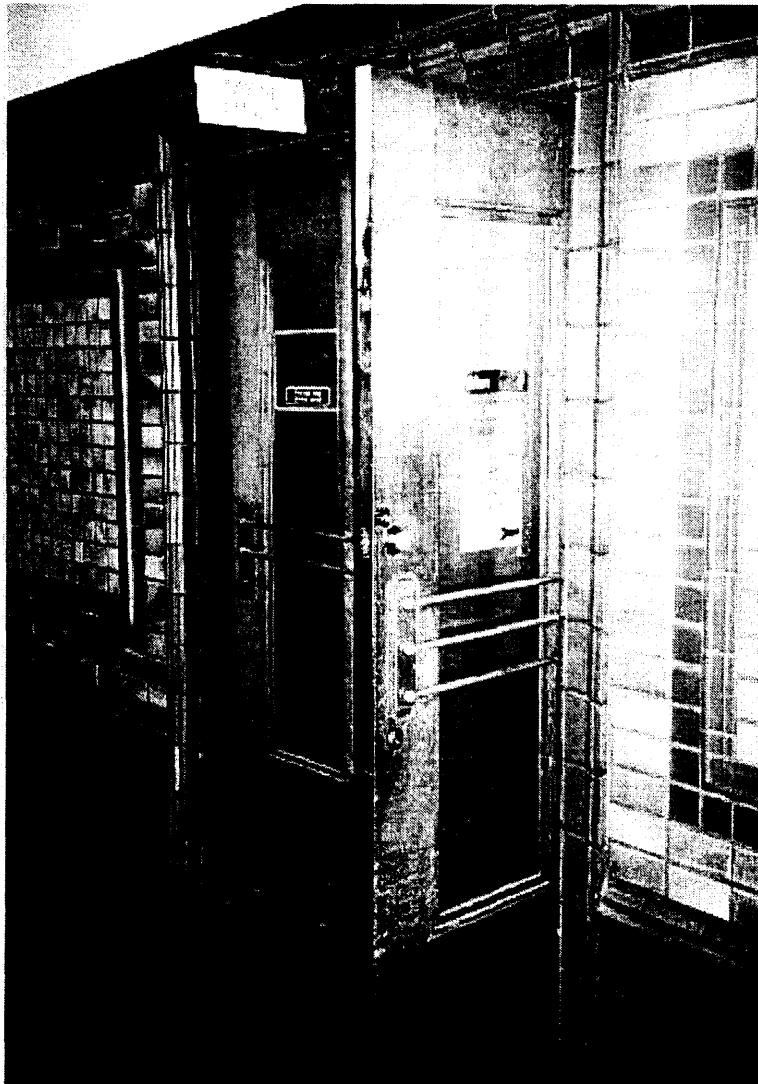


Photo 32: Entry doors to men's restroom from the passenger lobby, facing southeast.

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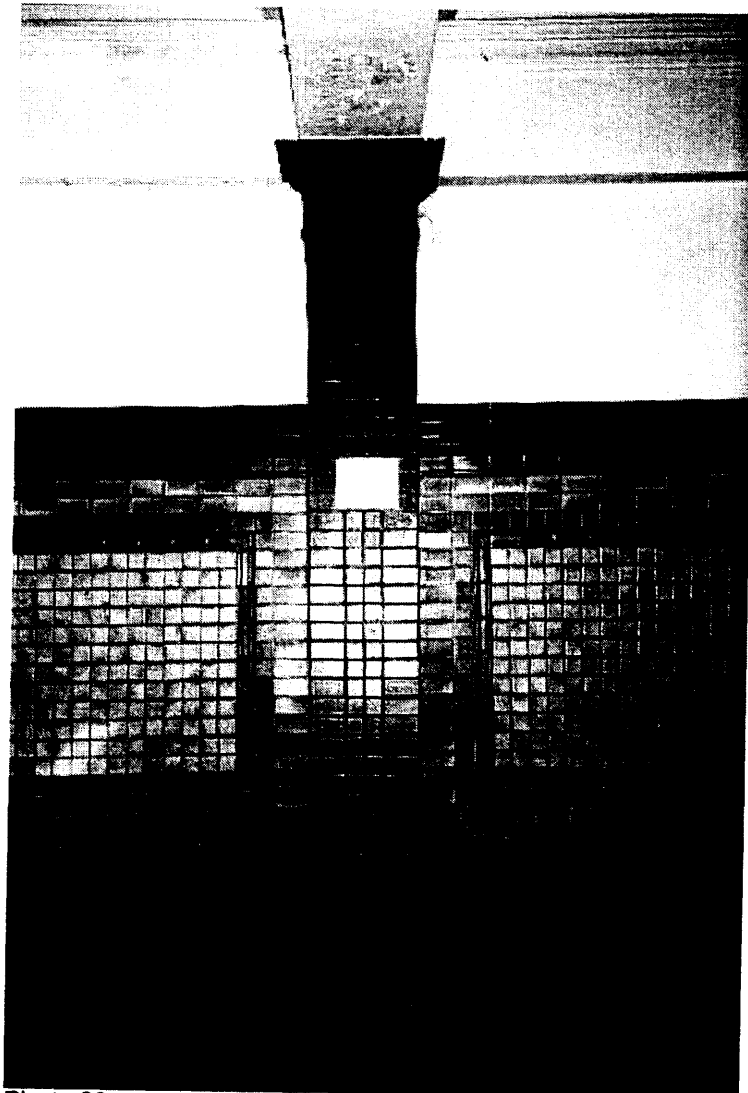


Photo 33: Ceramic tile on wall and pilaster at entry vestibule to men's restroom, facing west.

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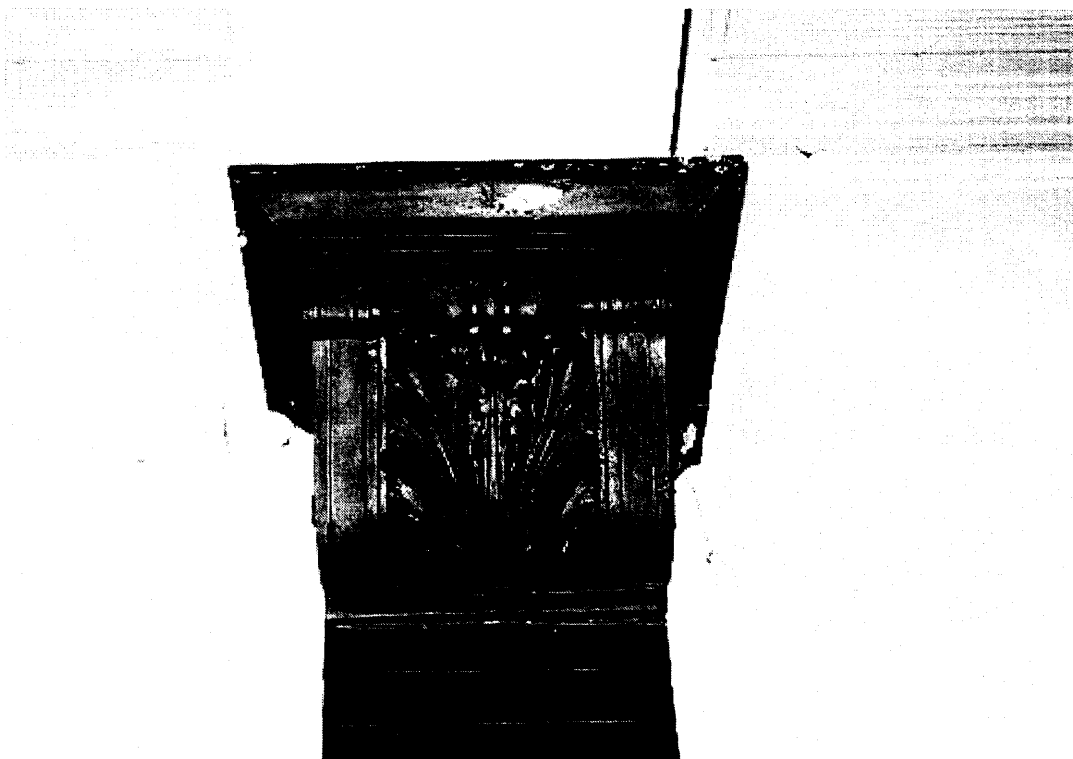


Photo 34: Ornate bracket at top of pilaster, facing west.

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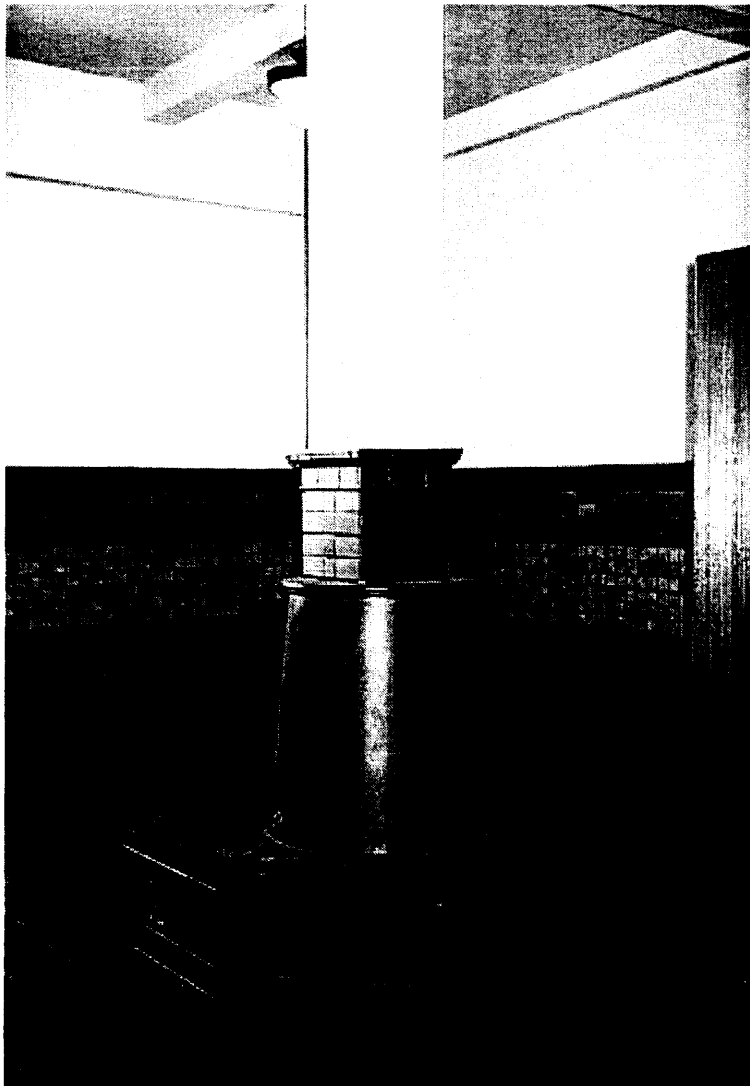


Photo 35: Wood bench surrounding column at men's restroom, facing southwest.

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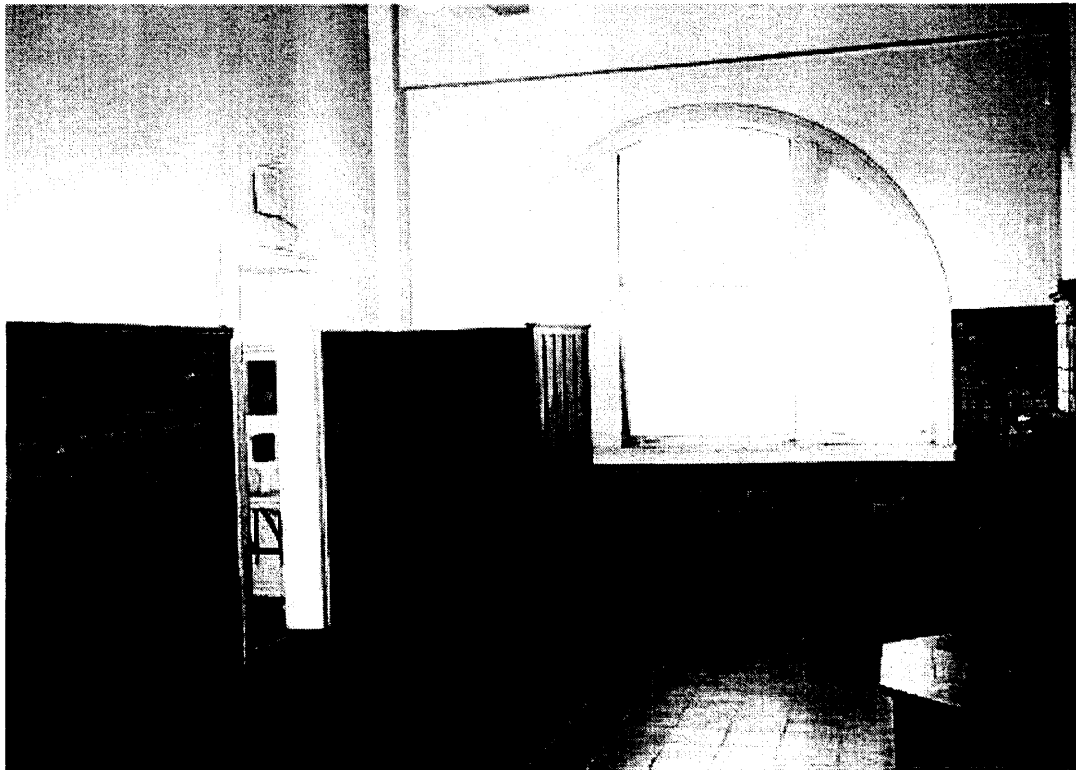


Photo 36: Arched window at men's restroom, facing south.

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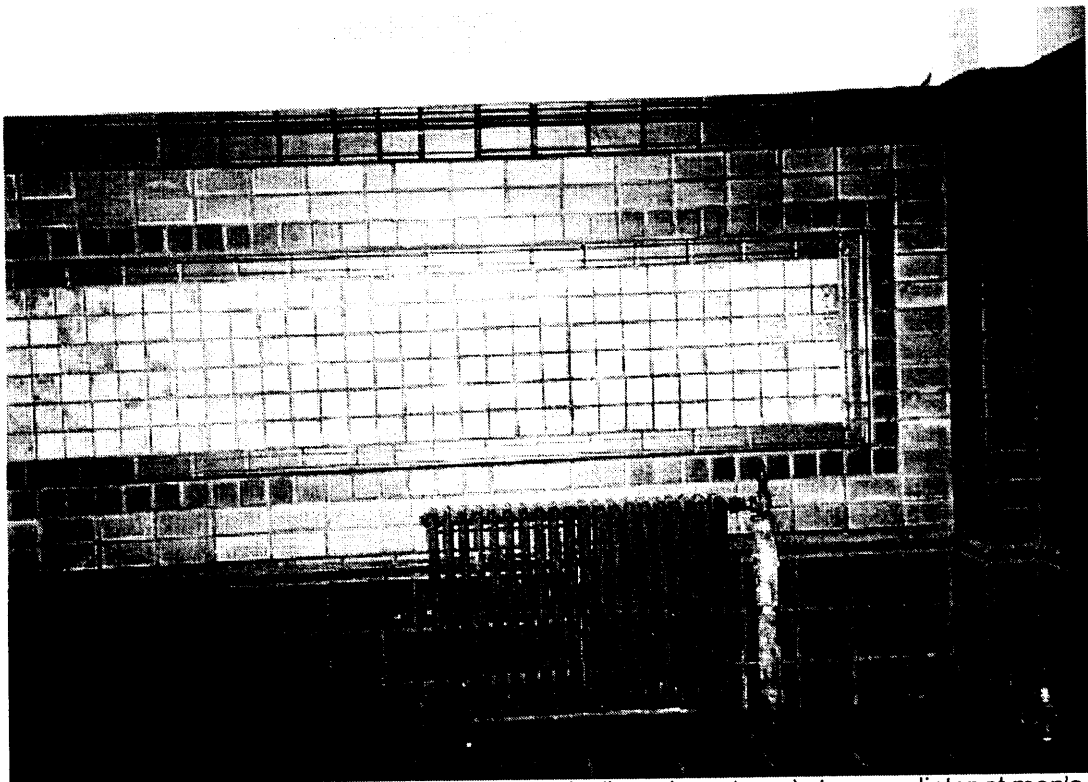


Photo 37: Extant ceramic tile floor, ceramic tile wainscot, and steam radiator at men's restroom, facing south.

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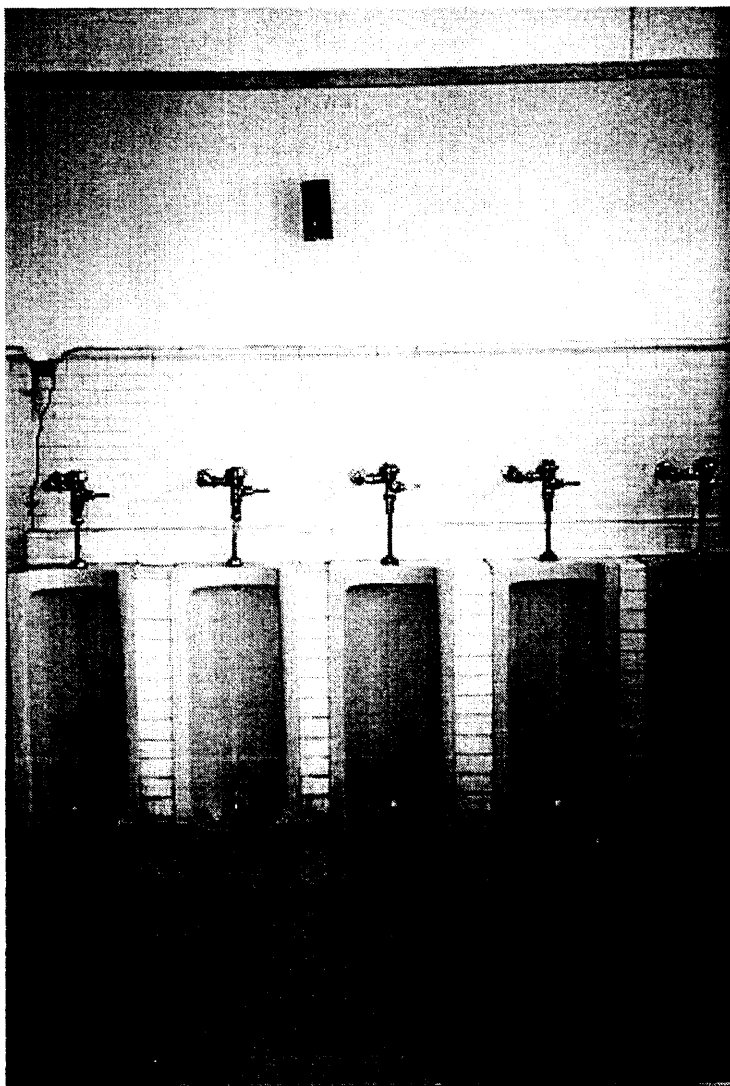


Photo 38: Traditional hexagonal ceramic tile floor and modern urinals at men's restrooms, facing east.

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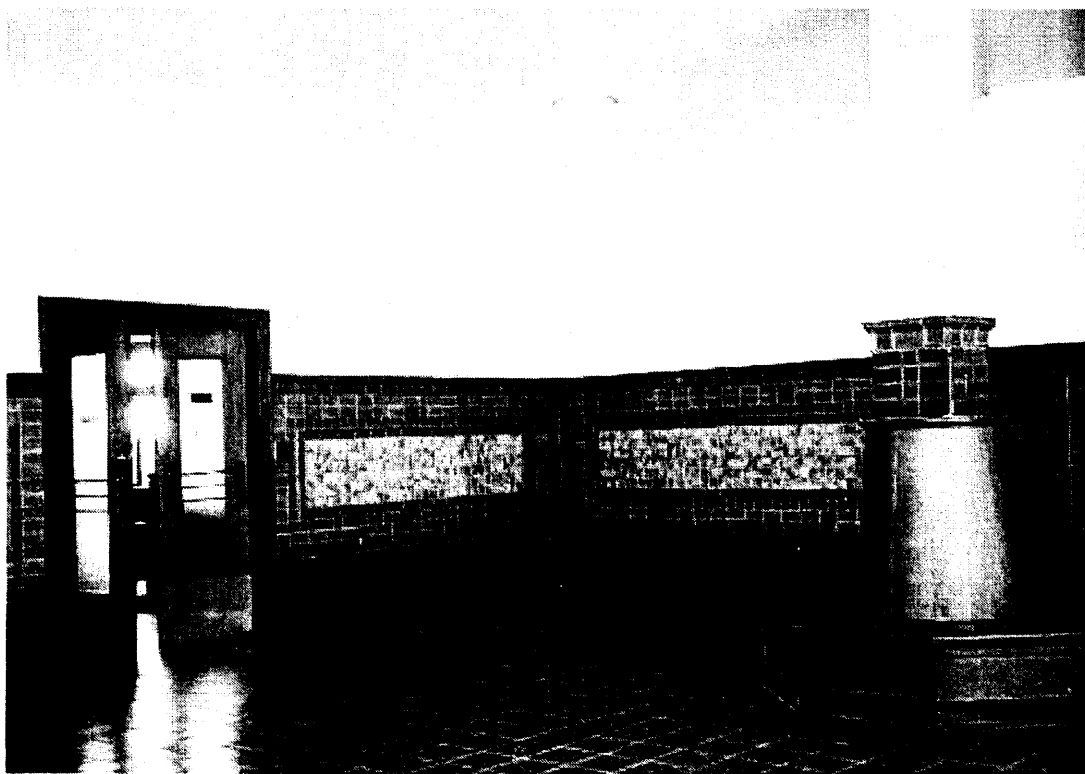


Photo 39: Entry doors and wood bench surrounding column in women's restroom, facing northeast.

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Photo 40: Amtrak ticket office with extant wood and ceramic tile counter, facing northwest.

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Photo 41: Amtrak baggage room, facing northeast.

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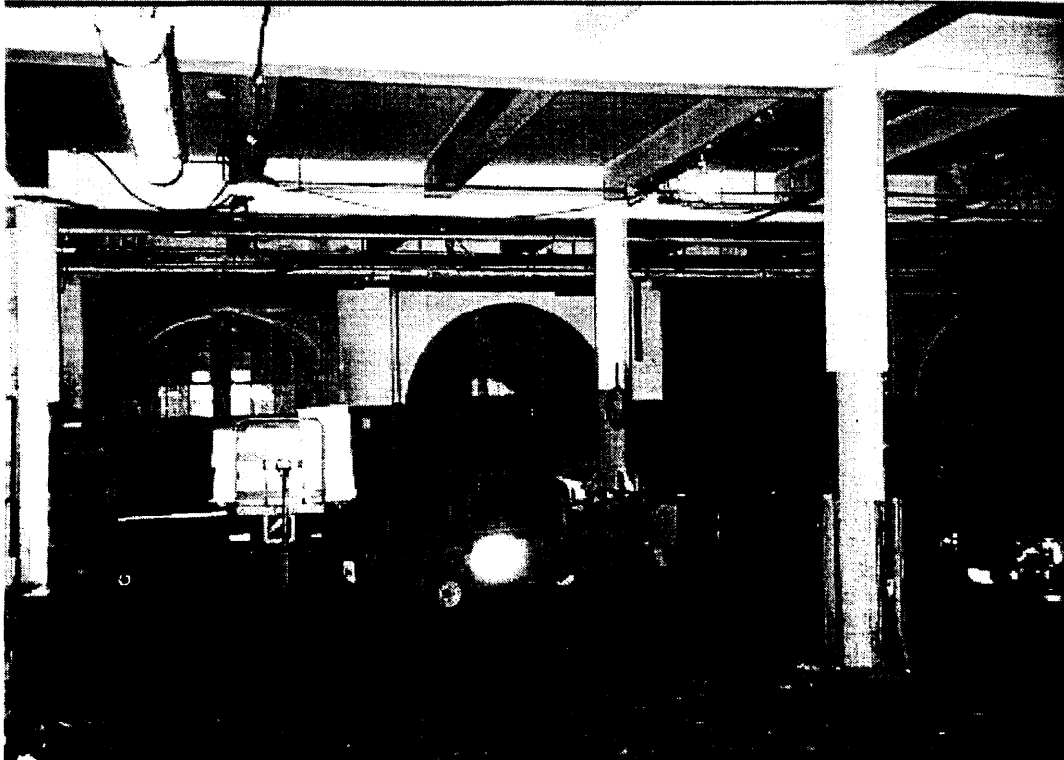


Photo 42: Amtrak baggage room, facing southeast.

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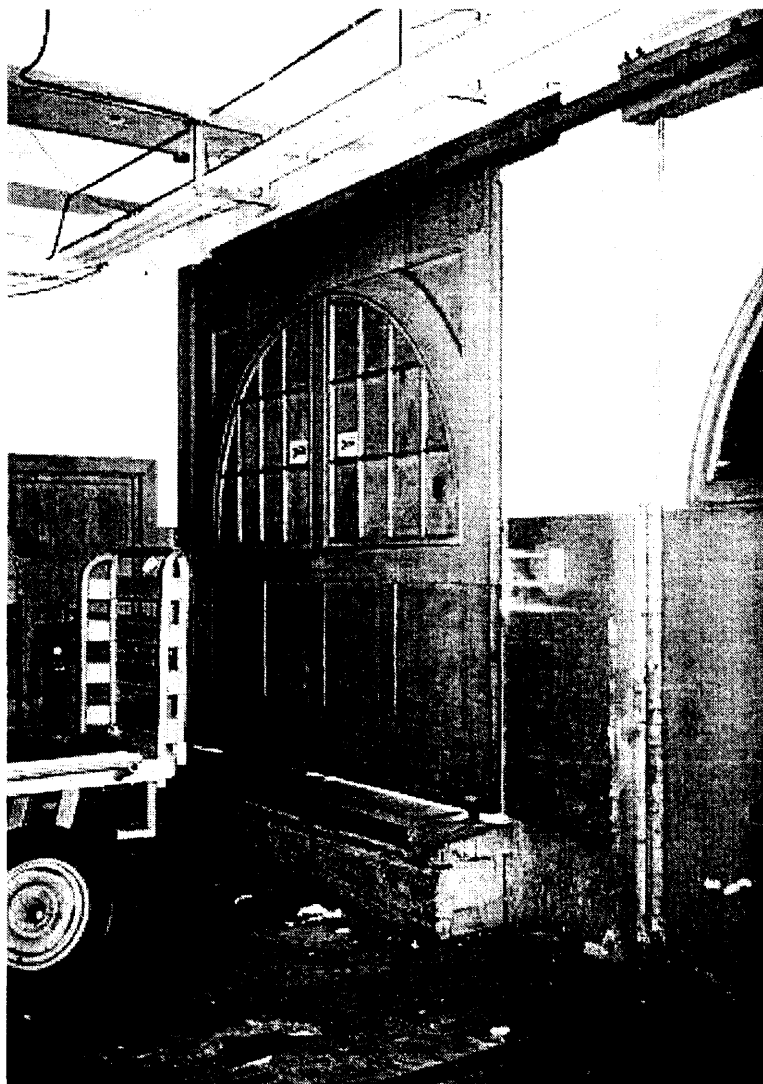


Photo 43: Sliding baggage door with arched glazing, facing southeast.

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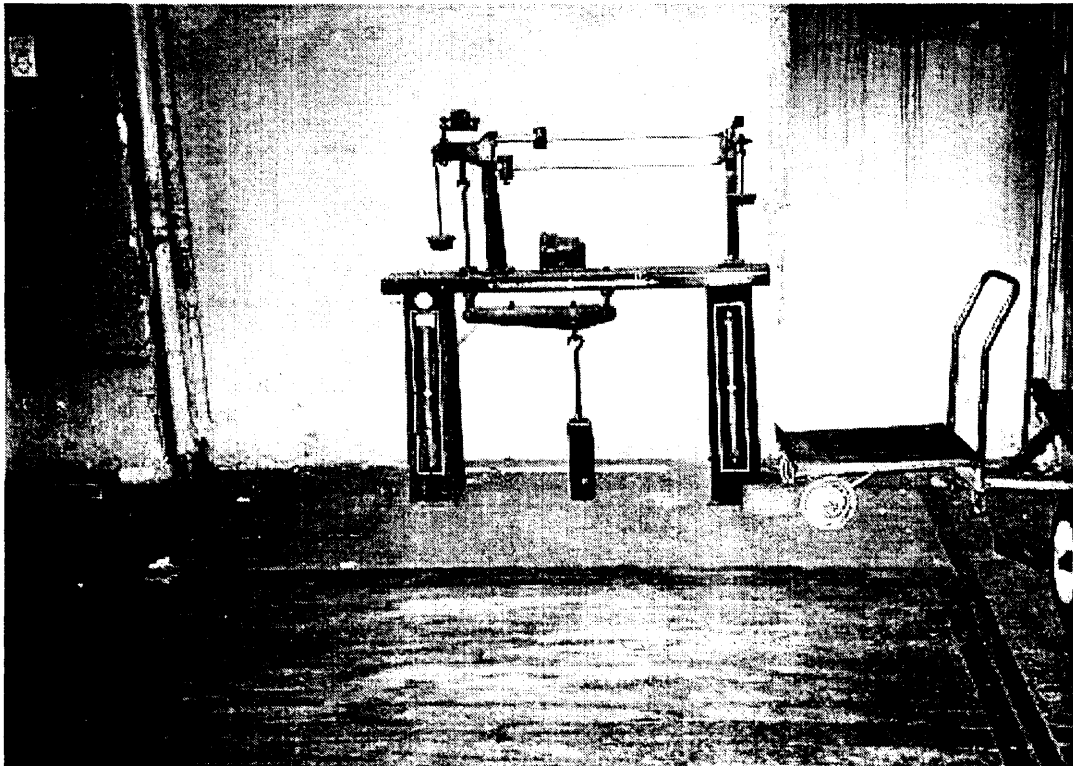


Photo 44: Extant original scale, circa 1918, in baggage room, facing south.

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Photo 45: Storage room, facing northwest.

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Photo 46: Extant original stair with metal newel post and railing at employee lobby, facing east. The original marble threads have been covered with a rubber molding.

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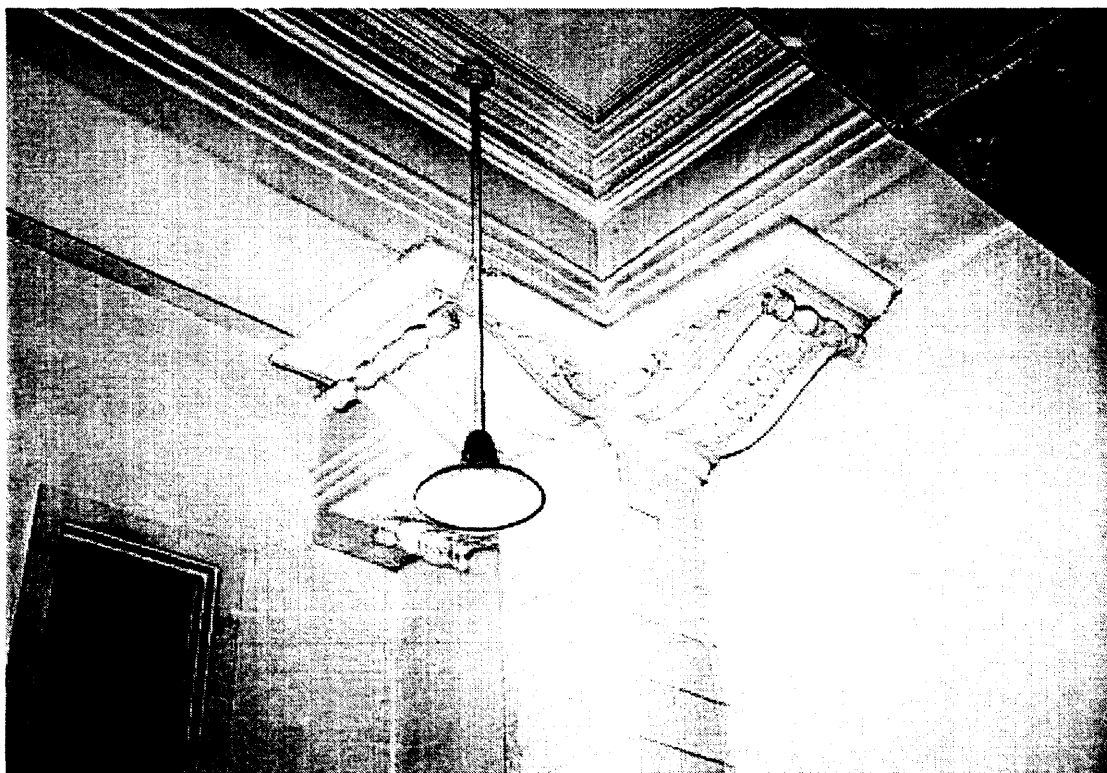


Photo 47: Pilaster brackets and ornate plaster coving at original Harvey House, facing northeast.

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Photo 48: Suspended ceiling blocking view of arched window and temporary partition in original Harvey House, facing northwest.

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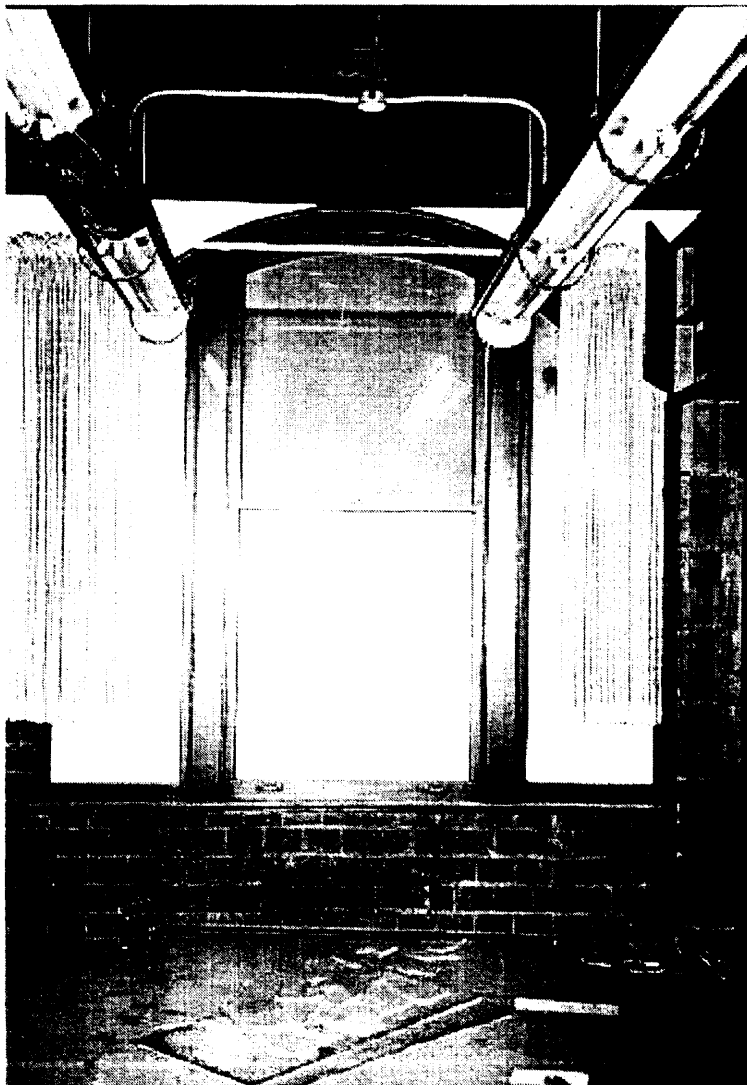


Photo 49: Portion of original Harvey House restaurant with circa 1930s light fixture and original window, facing north.

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Photo 50: Original Harvey House restaurant entry doors, facing north.

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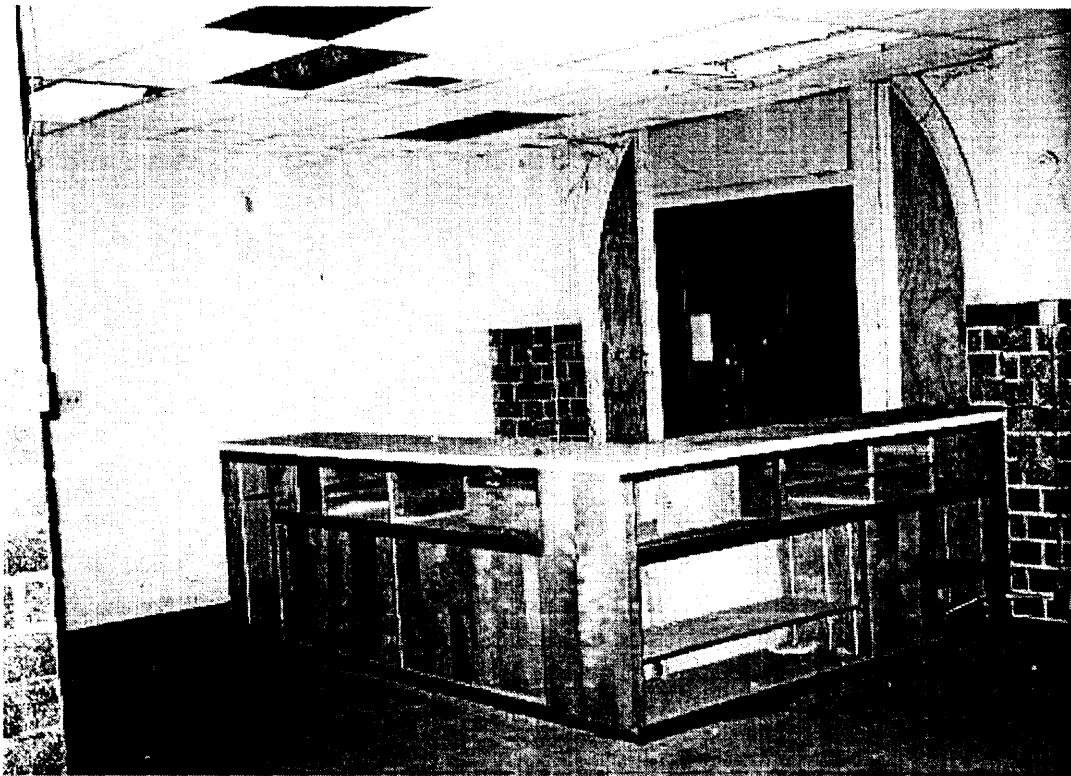


Photo 51: Original Harvey House entryway with original doors, non historic counters and suspended ceiling, facing northwest.

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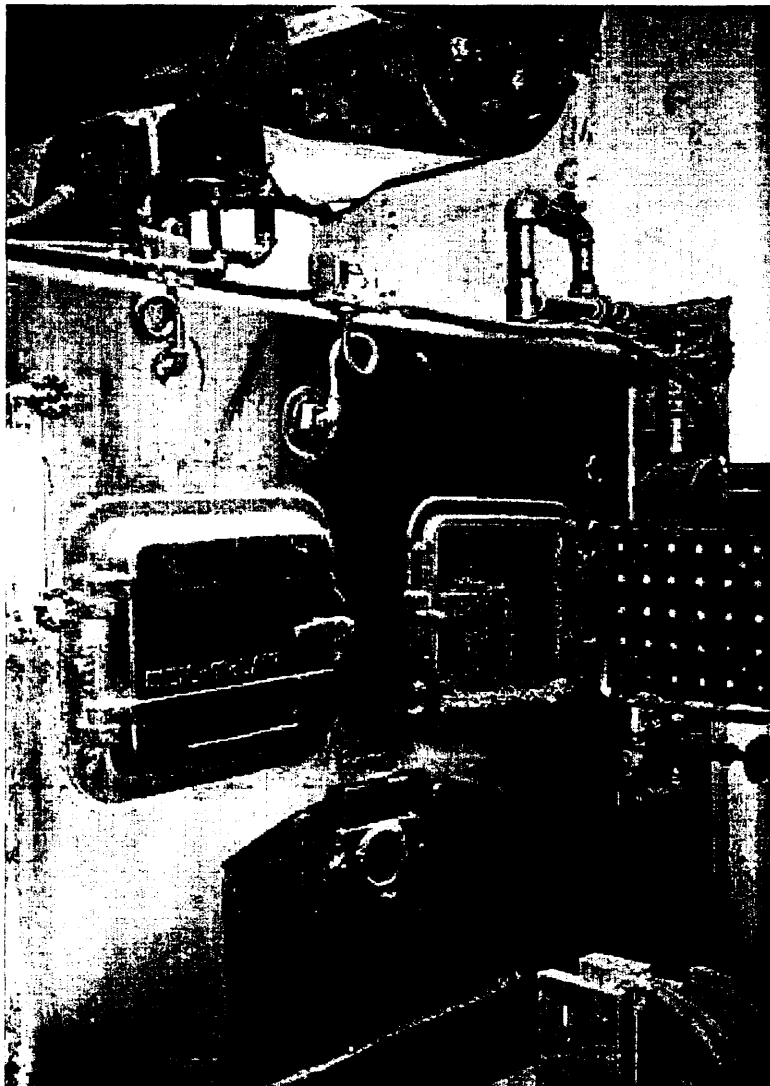


Photo 52: Extant boiler in boiler room, facing east.

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Photo 53: Water damage at plaster wall and ceiling in Harvey House corridor, facing east.

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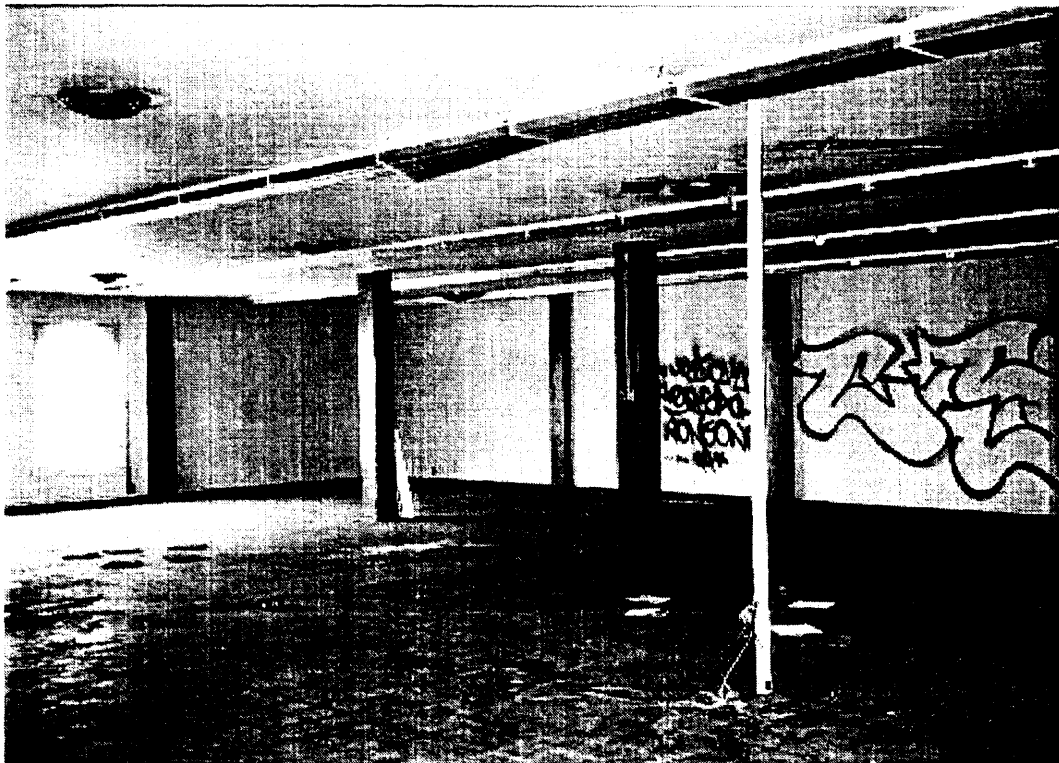


Photo 54: Open office area with non historic light fixtures and finishes, facing southwest. The west wall's original windows have been infilled.

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Photo 55: Open office area with circa 1940s metal partitions and furred down ceiling for HVAC, facing west.

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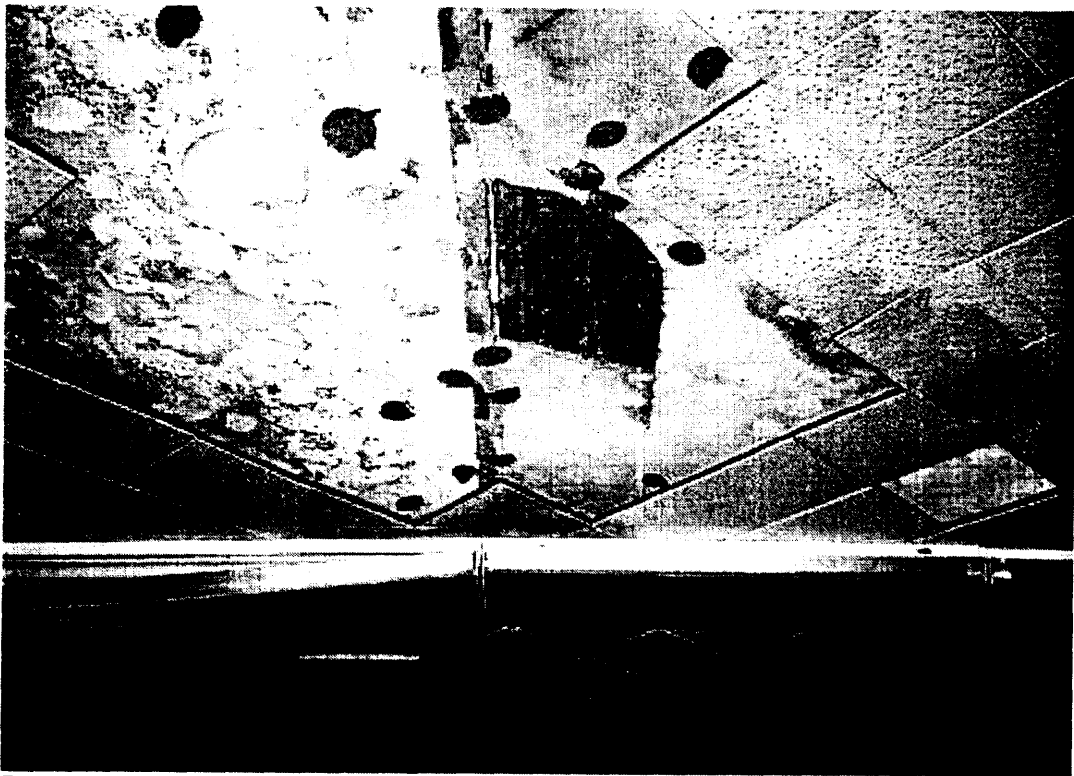


Photo 56: Open office area showing acoustic ceiling tiles glued over original plaster with metal lath exposed.

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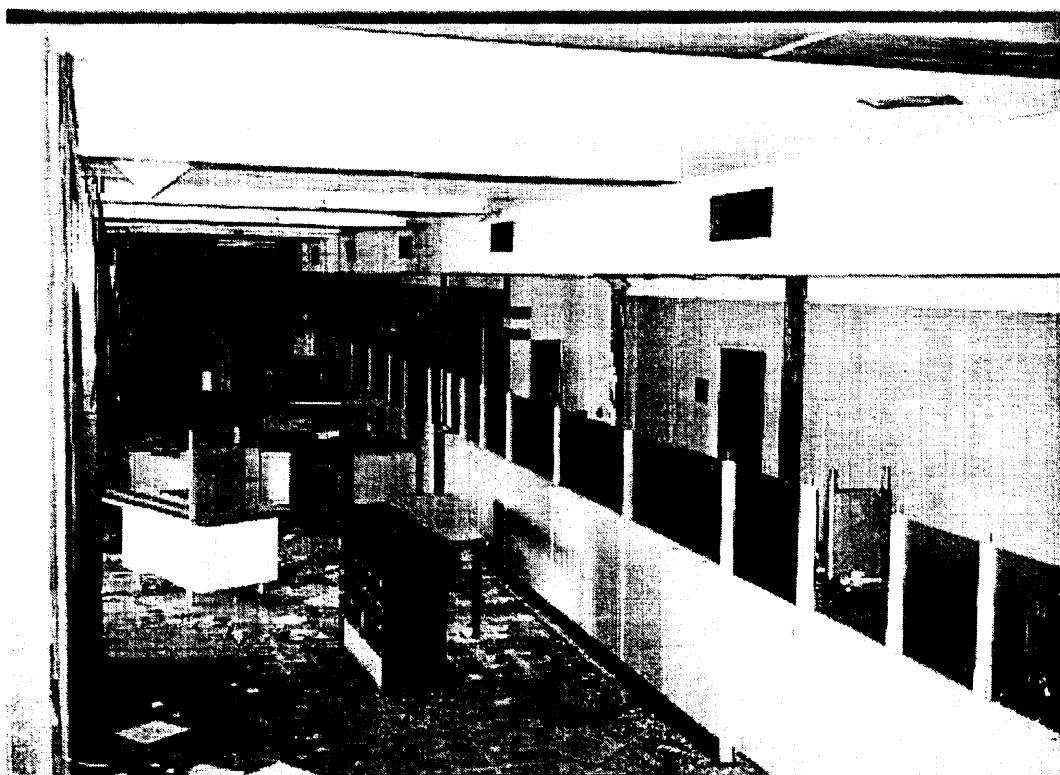


Photo 57: Open office space showing acoustic ceiling tiles, circa 1940s metal partitions, and furred down ceiling for HVAC, facing west.

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Photo 58: Extant original doors and frames showing original tinted varnish stain, and starburst pattered glass, facing west.

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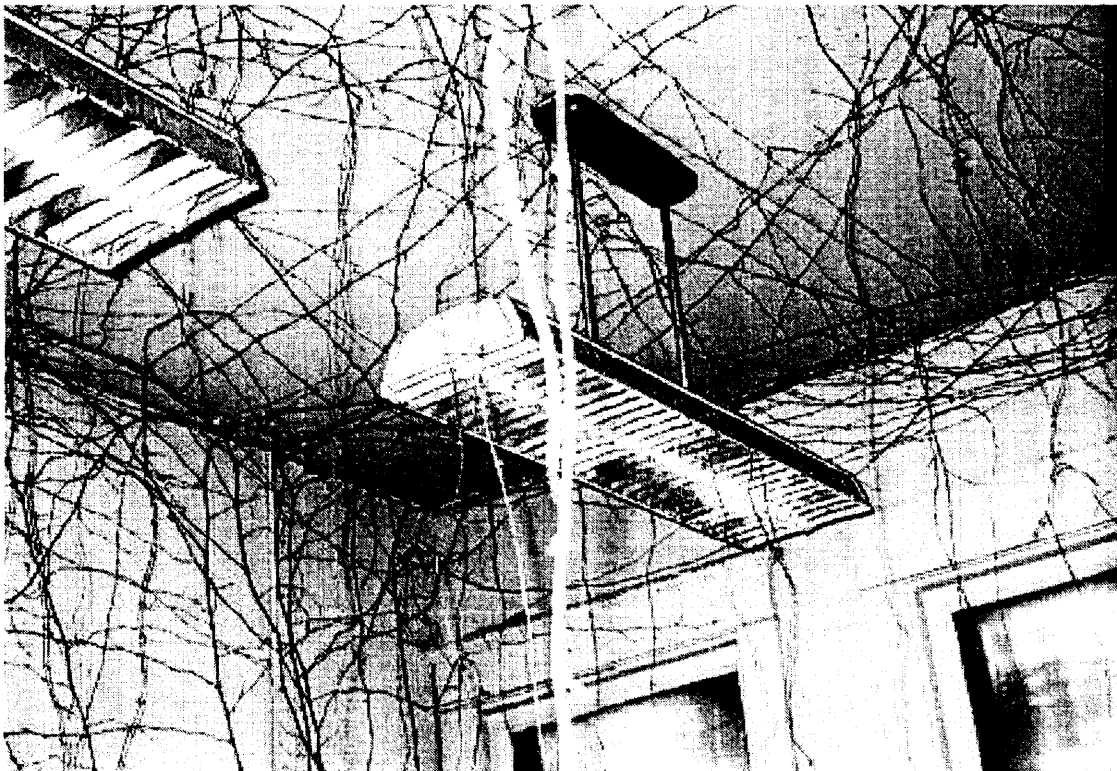


Photo 59: Extant light fixture in women's restroom with vines growing on walls and ceiling, facing east.

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Photo 60: Ceramic tile wainscot in bathrooms, facing west.

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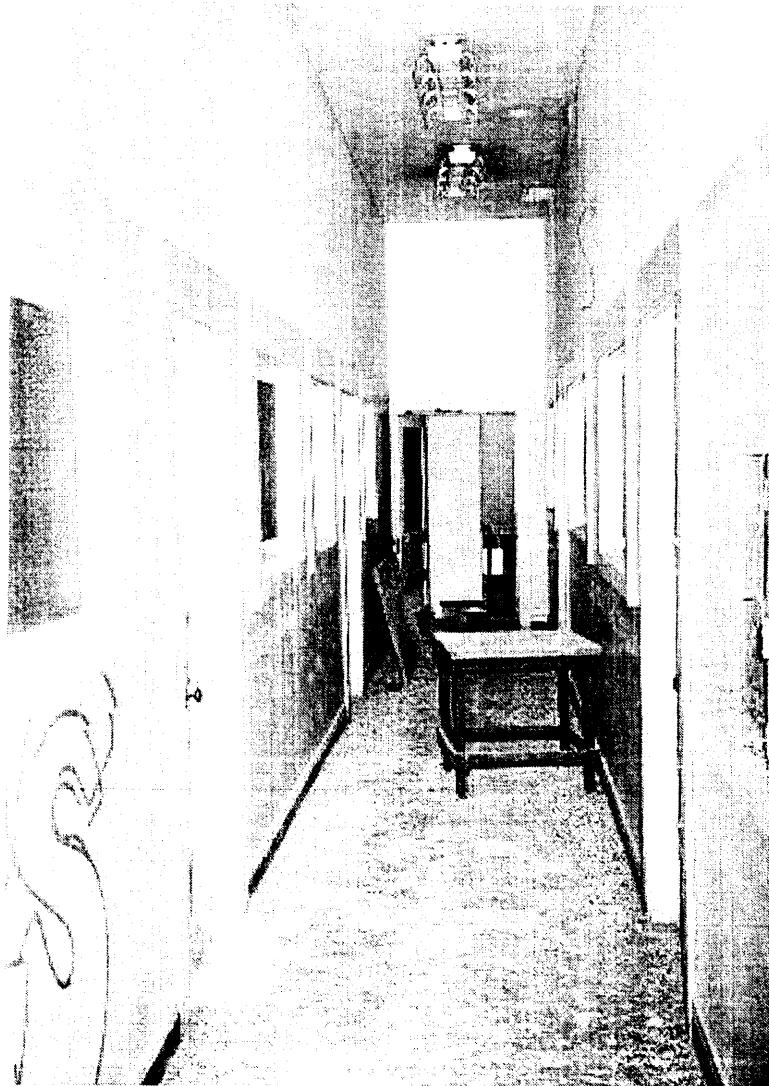


Photo 61: Office corridor showing extant doors and windows, facing west.

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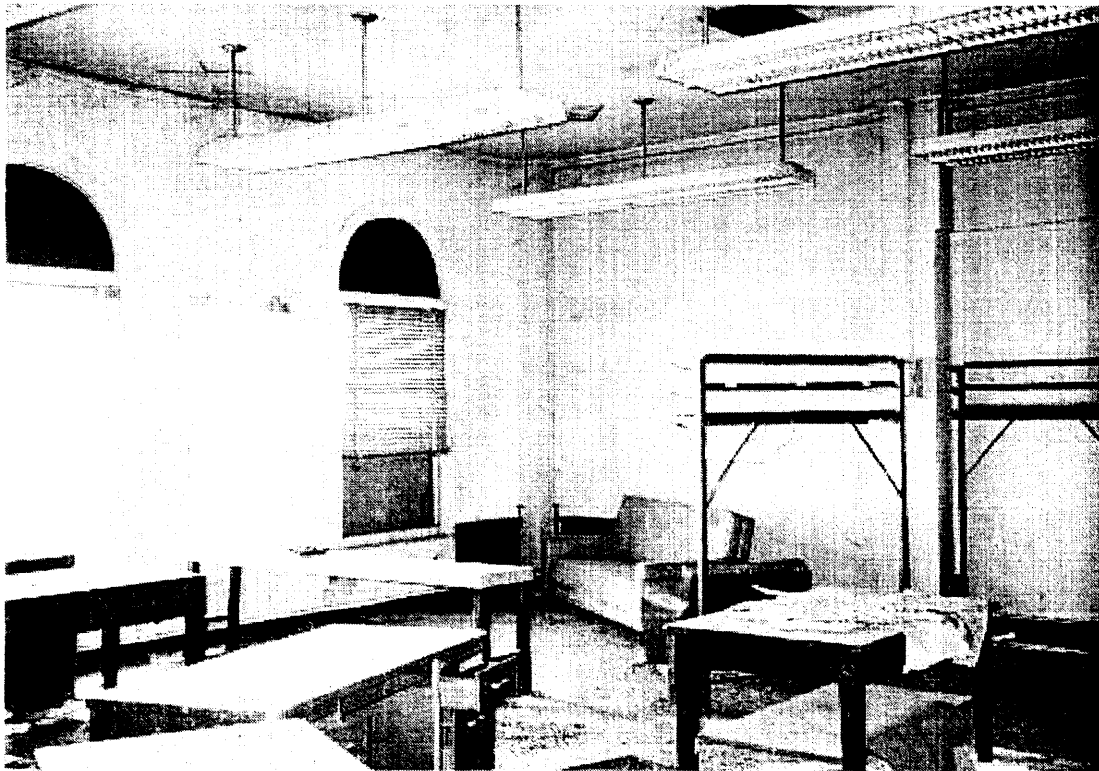


Photo 62: Office space with non-historic light fixtures, facing northeast. The east wall is the original exterior Harvey House wall.

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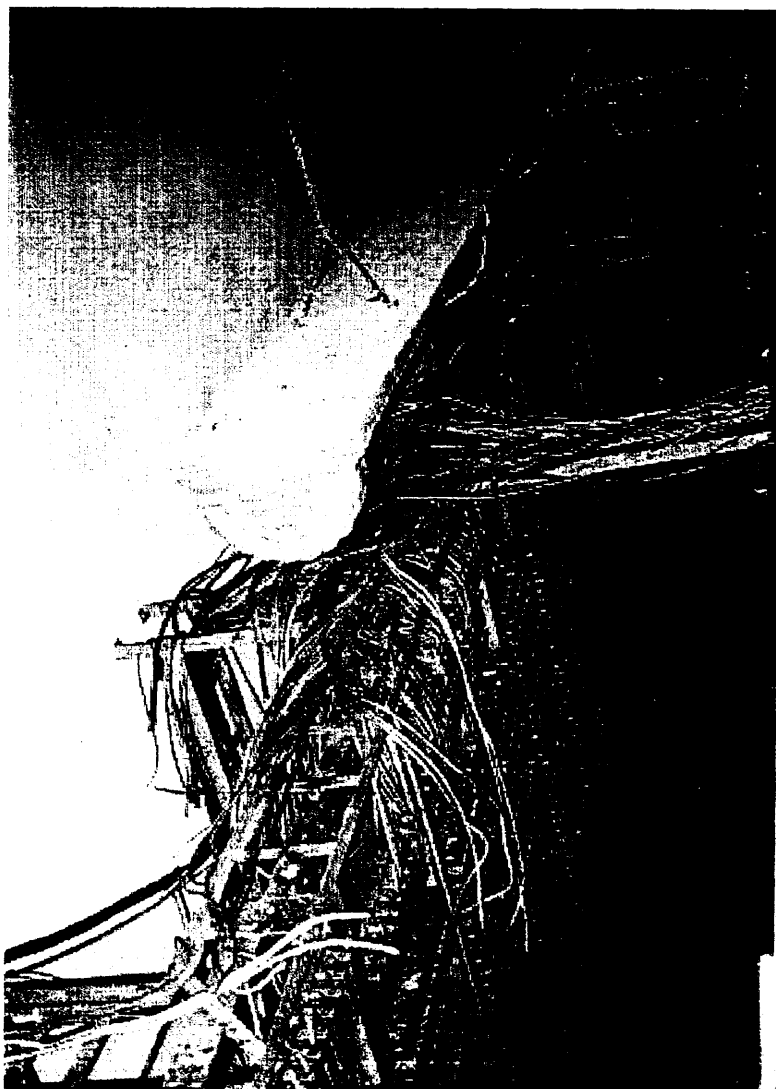


Photo 63: Extant communication wiring below historic circa 1930s light fixtures, facing west. The light fixtures are the same as those found in the original Harvey House restaurant.

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Photo 64: Water damage at corridor of the original residential spaces of the Harvey Girls, facing east.

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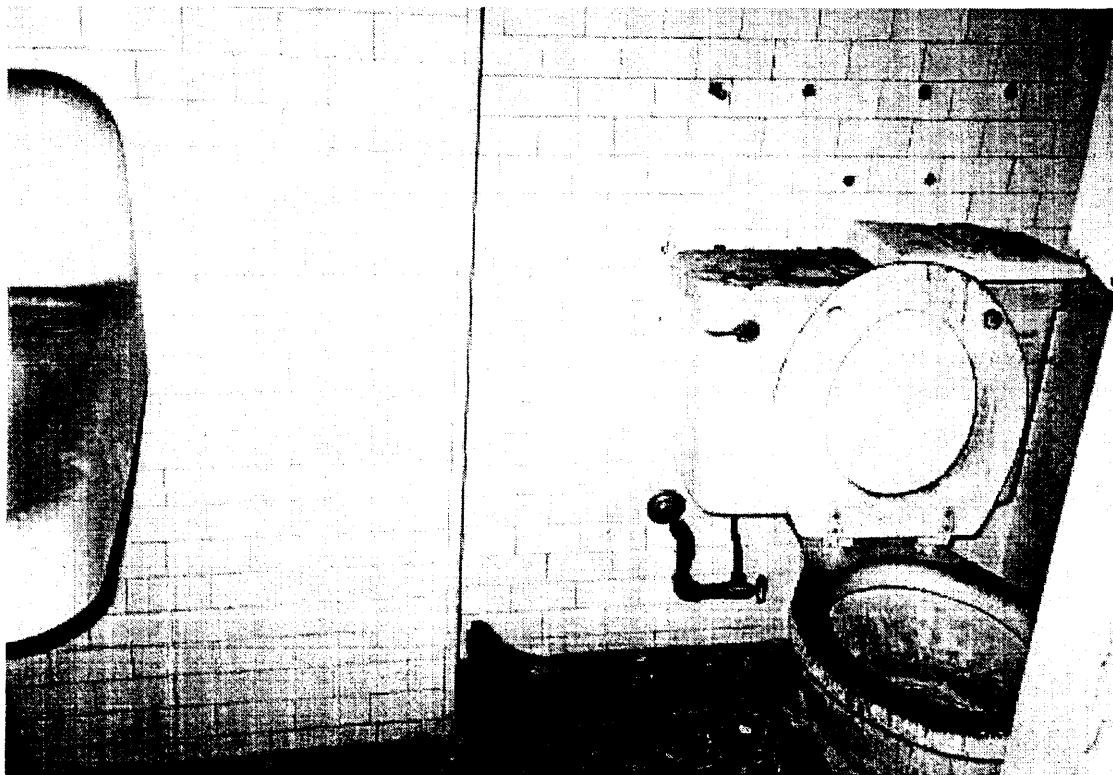


Photo 65: Ceramic tile wainscot in restrooms, facing east.

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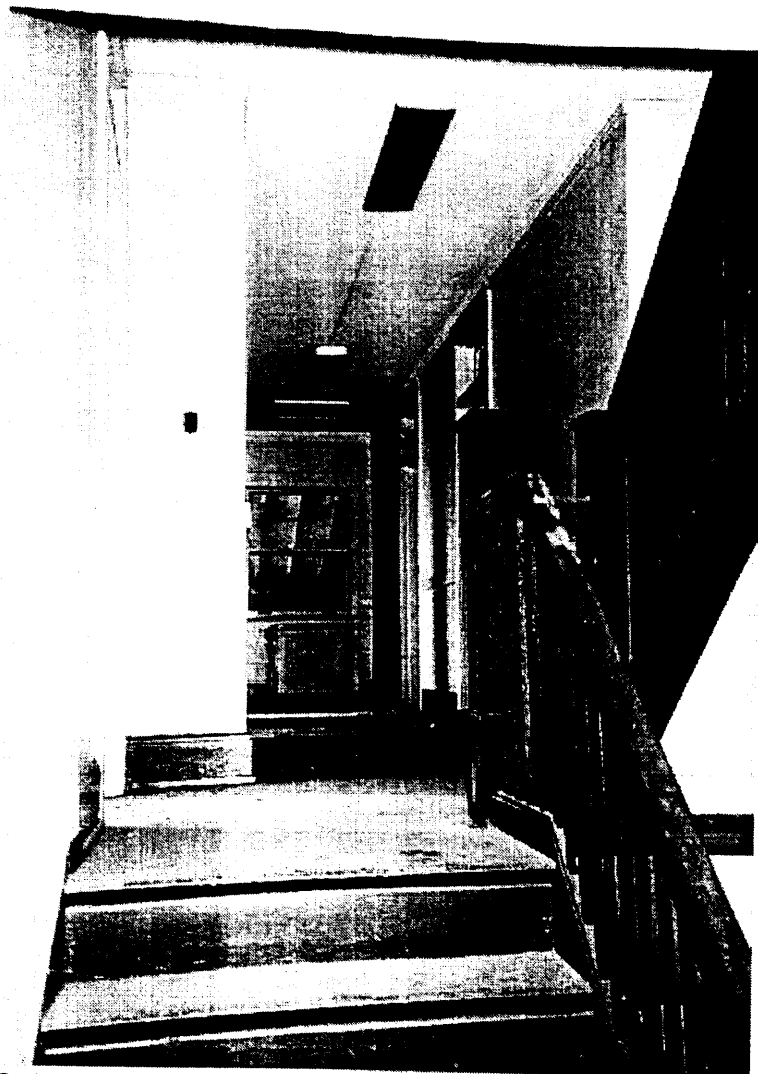


Photo 66:

Stairway to second floor offices of the Harvey House addition
showing baseboard, picture rail, and stair landing, facing west.

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Photo 67: Offices with original five panel doors and transoms of the Harvey House office addition, facing northwest.

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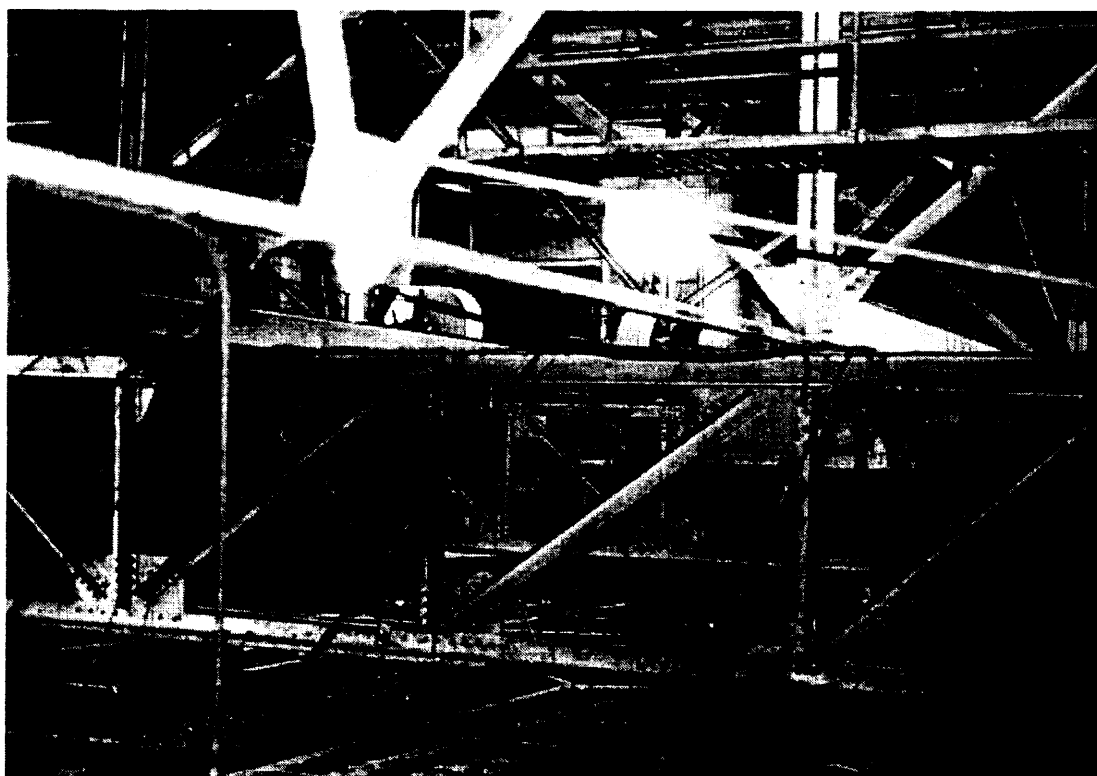


Photo 68: Catwalk above the second story offices at center bay of the depot, facing northeast.