

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 LOS ANGELES PACIFIC COMPANY IVY PARK SUBSTATION

and/or common Pacific Electric Railway Company Culver Substation

2. Location

street & number 9015 Venice ^{Blvd.} Boulevard ___ not for publication

city, town Los Angeles ___ vicinity of congressional district 23

state California code 06 county Los Angeles code 037

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
		<input type="checkbox"/> no	<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name City of Los Angeles (Attention: Board of Public Works)

street & number 200 North Spring Street

city, town Los Angeles ___ vicinity of state CA 90012

5. Location of Legal Description

courthouse, registry of deeds, etc. Los Angeles County Hall of Records

street & number 227 North Broadway

city, town Los Angeles ___ vicinity of state CA 90012

6. Representation in Existing Surveys

title Historic-Cultural Monuments of the City of Los Angeles has this property been determined eligible? yes no

date February 1, 1978 federal state county local

depository for survey records Cultural Heritage Board of the City of Los Angeles

city, town Los Angeles ___ vicinity of state CA

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 checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Ivy Park Substation is located at the former junction of two major interurban electric railway lines in the western part of the city of Los Angeles. It stands on a roughly triangular plot of land formed by the intersection of Venice and Culver Boulevards and the northeastern boundary of Media Park. The building was constructed in 1907 as a power substation to house equipment for converting electricity from high voltage alternating current to 600-volt direct current for distribution by feeder and trolley wire to electric railway cars and locomotives. It is a free-standing building, one story in height and rectangular in plan, built in the Mission Revival style which was popular in California at that time. The building is constructed of brick faced with a buff-colored stucco. The roof is a medium gable with a monitor section containing skylights which runs five-sevenths of the length of the roof; the roof terminates at the scalloped parapets, or "espadañas", of the Mission Revival at the northeast and southwest ends. The ends of the building are virtually identical; the symmetrical design centers upon a large central round-arched doorway flanked by two tall narrow windows on either side with round-arched heads. A string course begins at the spring of the arch of the central doorway, and encircles the building. A set of three arched ventilator openings containing louvers appears above the main entrance in the upper portion of the wall. Each end wall is capped by the Mission Revival parapets. The side walls are divided into seven bays separated by piers. Each bay contains a tall, round-arch headed window identical to those at the ends of the building. Lugsills project slightly at the base of each window. While the integrity of exterior design remains unaltered, the building has experienced some deterioration due to lack of maintenance and the destruction of windows by vandalism; windows are boarded at the present time. The electrical equipment was removed from the building about 1954 after the termination of electric railway passenger and freight service.

The substation is the only feature on the otherwise bare lot. A fountain, which was located immediately south of the building (probably used in connection with the transformer cooling system), no longer exists. Originally the parcel, while roughly the same shape as at present, was somewhat more extensive due to the absence of adjoining streets. At that time, the parcel was bounded by the main line rights-of-way of the Los Angeles Pacific's Palms and Del Rey divisions, which became the Pacific Electric Railway's Venice Short Line and Redondo Beach via Playa del Rey Line. In about 1931 or 1932, the eastbound roadway of Venice Boulevard was opened across the parcel in question, passing to the southeast of the substation. During 1980, however, Venice Boulevard was reconstructed and widened, occupying the former railway right-of-way which formerly separated the two roadways. The eastbound roadway now passes to the northwest of the substation and no longer separates the building from the adjacent park. This change is shown on the attached maps.

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 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 type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input checked="" type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates Circa July, 1907 **Builder/Architect**

Statement of Significance (in one paragraph)

Summary:

The Los Angeles Pacific Company Ivy Park Substation (later known as the Pacific Electric Railway Company Culver Substation) is a building that possesses integrity of location, design, materials and workmanship; that made a significant contribution to the history of transportation in the Los Angeles area, and that embodies the distinctive characteristics of Mission Revival styling applied to a utilitarian structure.

Detailed Statement of Significance and History:

The Substation is believed to be the only remaining major structure built by the Los Angeles Pacific Company, a major predecessor of the Pacific Electric Railway Company (the greatest suburban mass transit system ever to exist in California), to survive with a substantially unaltered exterior. It is one of the least-altered electric railway substation buildings to survive in Southern California. It is also believed to be one of the few Mission Revival style industrial buildings in Los Angeles County to survive with a substantially unaltered exterior.

The building is a good example of the Mission Revival architecture of the early 20th century. In addition to the Ivy Park Substation, two other Los Angeles Pacific substation buildings survive: The Bush Street Substation, at West Venice Boulevard and South Burlington Avenue, and the West Olive Substation, at West Sunset Boulevard and Ellett Place. They are both Mission Revival style structures, but unlike the Ivy Park Substation, they have been at least partially altered. The Ivy Park Substation remains as the best surviving example of its type and period.

The Ivy Park Substation was built by the Los Angeles Pacific in 1907, replacing an earlier smaller structure nearby. Its construction was one of a number of improvements made possible by the acquisition of a 51% interest in the company by Southern Pacific interests from the LAP's founders, M. H. Sherman and E. P. Clark, in early 1906. Following this, the SP invested large sums of money in upgrading the system, including converting it from narrow (42-inch) to standard (56½-inch) gauge and acquiring fifty new multiple-unit passenger cars intended for use in the never-built Vineyard Subway. Prior to this, most of the company's cars weighed some twenty to twenty-five tons. Many of the cars had only two motors, for a total of little more than a hundred horsepower, while some of the rest had four motors. The new 700-class cars weighed some thirty-seven tons and each had four more powerful motors totalling three hundred horsepower. The new Ivy Park Substation thus was essential to supply the electrical power needed for this heavier rolling stock, and continued in importance after the LAP was merged into the Pacific Electric in 1911. The Substation was reported to have contained two thirteen-hundred kilowatt motor-generator sets during the PE era.

The Ivy Park Substation served the LAP's Palms Division (known under the PE as the Venice Short Line, and abandoned in 1950), the Redondo Division (known under the PE as the Redondo Beach via Playa del Rey Line, passenger service converted to bus in 1940, freight operations continuing as far as the junction with the Venice-Inglewood Line at Alla), and the Southern Pacific Division (known under the PE as the Santa Monica Air Line). The Substation was last used to furnish current for the Santa Monica Air Line, whose one daily round trip passenger run was discontinued in 1953; at about the same time, the electric locomotives used for freight service on the line were replaced by diesel-electrics, and the Substation was retired from use as such and all electrical equipment removed.

9. Major Bibliographical References

(Swett, Ira L.) Interurbans Special 60: Lines of Pacific Electric, Southern and Western Districts Glendale, Calif.: Interurbans, 1975
 Myers, William A. and Swett, Ira L. Interurbans Special 63: Trolleys to the Surf; the Story of the Los Angeles Pacific Railway Glendale, Calif.: Interurbans, 1976 cont.

10. Geographical Data

Acreege of nominated property 1.1 **AVAILAGE NOT VERIFIED**
 Quadrangle name Beverly Hills, California **UTM NOT VERIFIED** Quadrangle scale 1:24000

UMT References

A	<u>1 1</u>	<u>3 7 1 4 6 0</u>	<u>3 7 6 5 7 4 0</u>	B			
	Zone	Easting	Northing		Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

Lot 1, Block 17, Tract 2444, County of Los Angeles. A triangular lot bounded on the north-west by the southeast edge of the eastbound roadway of Venice Boulevard, on the southeast by the northwest edge of the westbound roadway of Culver Boulevard, and on the southwest by

List all states and counties for properties overlapping state or county boundaries

 cont.

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title David G. Cameron, President OHP Staff Revision: 1/81
 organization Electric Railway Historical Association of Southern California January 20, 1981
 street & number P. O. Box 24315 telephone (213) 396-5744
 city or town Los Angeles state CA 90024

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature *K. M. Allen*

title _____ date 2/9/81

For HCRS use only

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

Bruce Van Orsigt date 3/25/81
 Keeper of the National Register

Attest: *Patrick Anderson* date 3/23/81
 Chief of Registration

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

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

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RECEIVED FEB 19 1981
DATE ENTERED MAR 25 1981

CONTINUATION SHEET

ITEM NUMBER

6

PAGE

1

REPRESENTATION IN EXISTING SURVEYS

The building is listed in A Guide to Architecture in Los Angeles and Southern California, by David Gebhard and Robert Winter, Peregrine Smith, Inc., Salt Lake City, 1977.

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
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RECEIVED	FEB 19 1981
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CONTINUATION SHEET

ITEM NUMBER

PAGE

Item 9 - Major Bibliographic References:

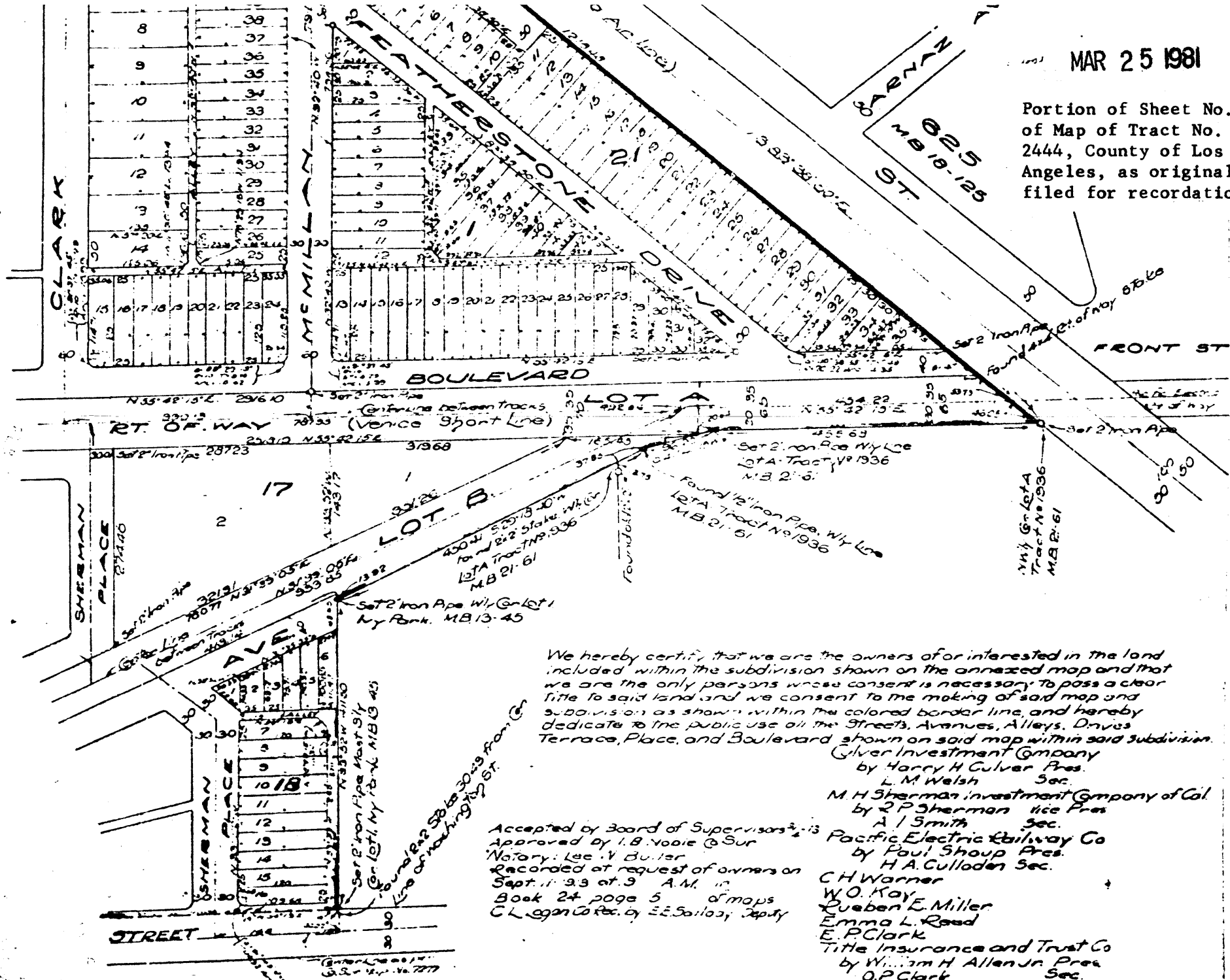
Anon. "Interurban Electric Work Around Los Angeles." Street Railway Journal, v. XXX,
No. 1: 32 (1907)

Item 10: Geographical Data

the eastern boundary of Media Park, which is the same as the northeast edge of Durango Avenue, extended.

MAR 25 1981

Portion of Sheet No. 1
of Map of Tract No.
2444, County of Los
Angeles, as originally
filed for recordation



We hereby certify, that we are the owners of or interested in the land included within the subdivision shown on the annexed map and that we are the only persons whose consent is necessary to pass a clear title to said land and we consent to the making of said map and subdivision as shown within the colored border line, and hereby dedicate to the public use all the Streets, Avenues, Alleys, Drives, Terrace, Place, and Boulevard shown on said map within said subdivision.

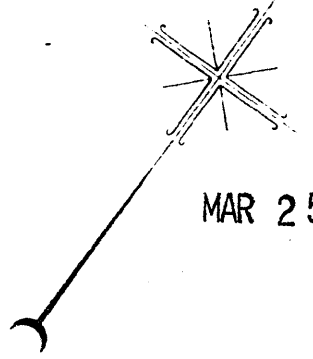
Gilver Investment Company
by Harry H. Culver Pres.
L. M. Welsh Sec.
M. H. Sherman Investment Company of Cal.
by P. P. Sherman Vice Pres.
A. J. Smith Sec.
Pacific Electric Railway Co.
by Paul Shoup Pres.
H. A. Culloden Sec.
CH Warner
W. O. Kay
Cueben E. Miller
Emma L. Reed
E. P. Clark
Title Insurance and Trust Co.
by William H. Allen Jr. Pres.
O. P. Clark Sec.

Accepted by Board of Supervisors 2-13
Approved by I. B. Noble @ Sur
Notary: Lee V. Butler
Recorded at request of owners on
Sept. 11 1933 at 9 A.M. in
Book 24 page 5 of maps
C. Logan Co. Rec. by E. E. Sallioy, Deputy

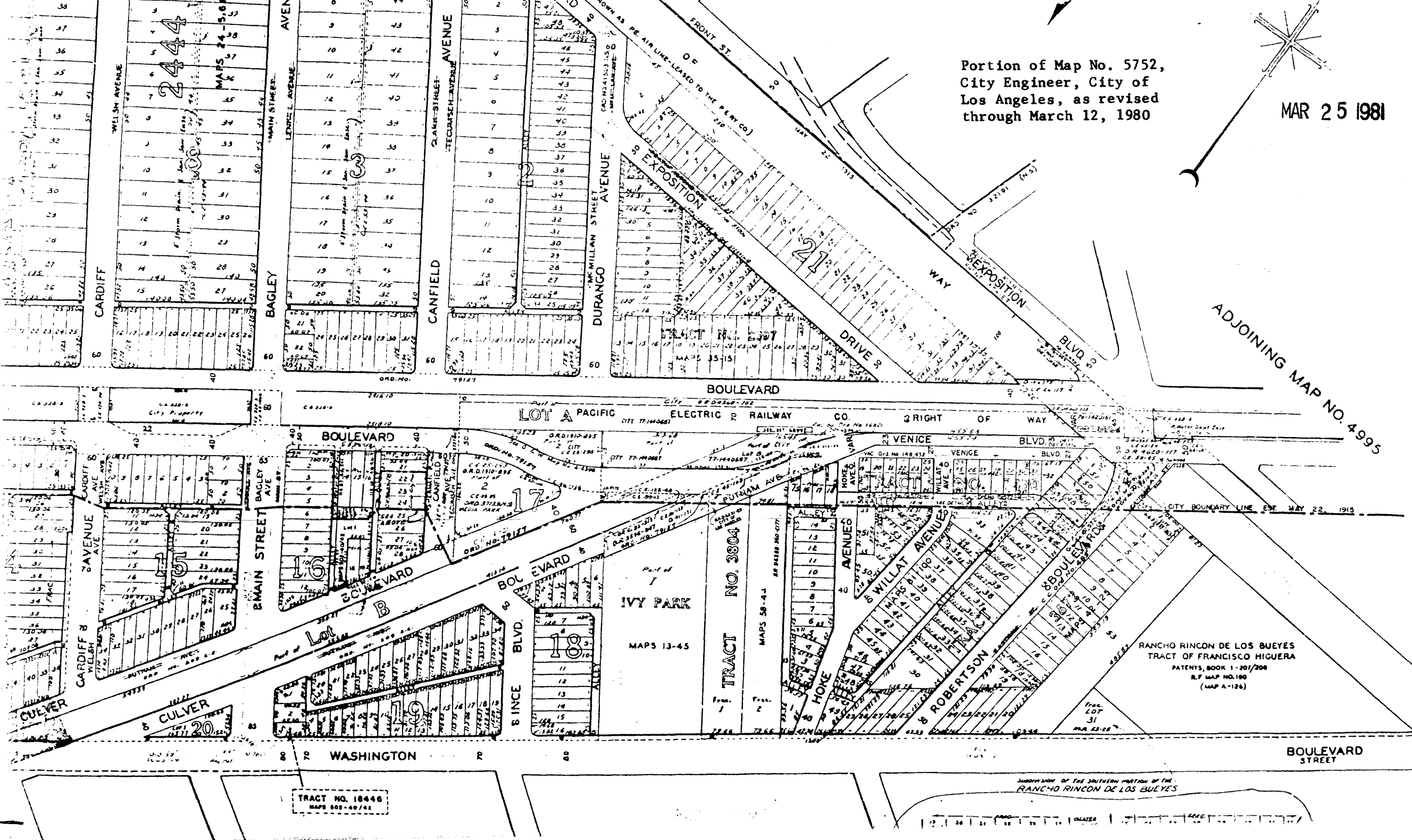
On District Map No. _____
On Tracing No. _____
On Householder's Map No. _____

Portion of Map No. 5752,
City Engineer, City of
Los Angeles, as revised
through March 12, 1980

MAR 25 1981



ADJOINING MAP NO. 4995






TRACT NO. 18448
MAPS 502-50/51

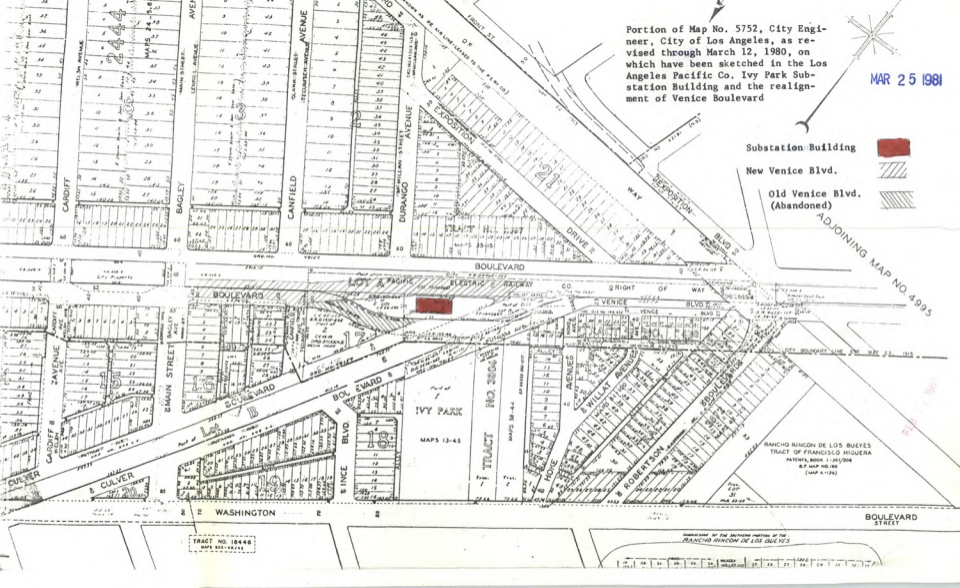
SOUTH LINE OF THE SOUTHERN PORTION OF THE
RANCHO RINCON DE LOS BUEYES

Portion of Map No. 5752, City Engineer, City of Los Angeles, as revised through March 12, 1980, on which have been sketched in the Los Angeles Pacific Co. Ivy Park Substation Building and the realignment of Venice Boulevard

MAR 25 1981



- Substation Building 
- New Venice Blvd. 
- Old Venice Blvd. (Abandoned) 



ADJOINING MAP NO. 4995

IVY PARK

MAPS 13-45

TRACT NO. 3064

MAPS 58-44

RANCHO RINCON DE LOS BUEYES
TRACT OF FRANCISCO HIGUERA
PARTIAL, BOOK 1-103/206
S.F. MAP NO. 90
(MAP A-124)

BOULEVARD STREET

BOUNDARY OF THE SECTION PARTS OF THE RANCHO RINCON DE LOS BUEYES

TRACT NO. 18448
MAPS 883-88/48

MAPS 10-11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100