

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000918 Date Listed: 7/23/91

<u>Petaluma and Santa Rosa Railway Powerhouse</u>	<u>Sonoma</u>	<u>CA</u>
Property Name	County	State

N/A
Multiple Name

 This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Autonico G. Lee
 Signature of the Keeper

7/24/91
 Date of Action

=====

Amended Items in Nomination:

Classification: The Category of Property is changed from district to building. (This correction will not be counted in an audit.)

This information was confirmed with Marilyn Lortie of the California State Historic Preservation Office.

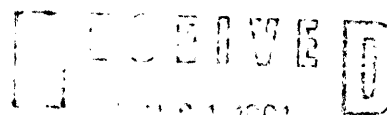
DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service



NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

NATIONAL
REGISTER

1. Name of Property

historic name: Petaluma and Santa Rosa Railway Powerhouse

other name/site number: Hogan Building, P & SR Sub-Station

2. Location

street & number: 238-258 Petaluma Avenue

not for publication: NA

city/town: Sebastopol

vicinity: NA

state: CA county: Sonoma code: 097 zip code: 95425

3. Classification

Ownership of Property: private

Category of Property: district

Number of Resources within Property:

Contributing	Noncontributing	
<u> 1 </u>	<u> 1 </u>	buildings
<u> </u>	<u> </u>	sites
<u> </u>	<u> </u>	structures
<u> </u>	<u> </u>	objects
<u> 1 </u>	<u> 1 </u>	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: NA

=====
4. State/Federal Agency Certification
=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x 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 x meets _____ does not meet the National Register Criteria. _____ See continuation sheet.

Kelley Guatieri _____ Date 6-17-91
Signature of certifying official

California Office of Historic Preservation _____
State or Federal agency and bureau

In my opinion, the property _____ meets _____ does not meet the National Register criteria. _____ See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

=====
5. National Park Service Certification
=====

I, hereby certify that this property is:

- entered in the National Register _____ *Antonieta Quee* _____ 7/23/91
See continuation sheet.
- determined eligible for the _____
National Register
- _____
See continuation sheet.
- determined not eligible for the _____
National Register
- removed from the National Register _____
- other (explain): _____

Signature of Keeper Date
of Action

=====
6. Function or Use
=====

Historic: Transportation _____ Sub: Rail-related _____

Current : Commerce/Trade _____ Sub: Professional _____

7. Description

Architectural Classification:

Late 19th and Early 20th Century American Movements

Other Description:

Materials: foundation: concrete; roof: asphalt
walls: concrete other: wood
stone

Describe present and historic physical appearance. X See continuation sheet.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties: locally

Applicable National Register Criteria: A

Criteria Considerations (Exceptions) :

Areas of Significance: Transportation

Period(s) of Significance: 1904-1941

Significant Dates : NA

Significant Person(s): NA

Cultural Affiliation: NA

Architect/Builder: Warren, C.A. Construction Company

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X See continuation sheet.

9. Major Bibliographical References

X See continuation sheet.

Previous documentation on file (NPS):

X 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 # _____

Primary Location of Additional Data:

- State historic preservation office
- Other state agency
- Federal agency
- Local government
- X University: Sonoma State University
- Other -- Specify Repository: _____

10. Geographical Data

Acreage of Property: .36 acres

UTM References:		Zone	Easting	Northing	Zone	Easting	Northing
A	<u>10</u>	<u>515550</u>	<u>4250150</u>		B	<u> </u>	<u> </u>
C	<u> </u>	<u> </u>	<u> </u>		D	<u> </u>	<u> </u>

 See continuation sheet.

Verbal Boundary Description: Sonoma County Assessor's Office Parcel No. 04-070-14, described in Sonoma County Recorder's Office, Official Records, Book 1931, Pg. 659.

Boundary Justification: This is all that remains of the historic property.

11. Form Prepared By

Name/Title: Dennis E. Harris, Ph.D. _____

Organization: Consulting Historian _____ Date: June 18, 1990 _____

Street & Number: 1879 Toyon Drive _____ Telephone: (707) 433-7464 _____

City or Town: Healdsburg _____ State: CA ZIP: 95448 _____

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The Petaluma and Santa Rosa Railway Power House is a cross gable, "L" shaped industrial building with Craftsman detailing. Each arm of the "L" measures 100 feet in length and 30 feet in width. The roof is of medium pitch; the original redwood shingle roofing has been replaced by composition asphalt shingles. The North and East gable ends are decorated with a pendant and crossbar motif in the gable peak and a centered, large wooden ventilator which breaks the redwood clapboard fascia above the roofline; the West gable end is broken by a similar ventilator (See Photos 1 & 2). The rafters are exposed and sculptured, a combination of single and paired rafters - the latter located approximately to coincide with the placement of door and window piercings in the facade. The foundation is concrete.

Below the roofline, the unreinforced concrete walls are covered with a stone fascia, volcanic Rholyte quarried from Stony Point Quarry - the same quarry which provided ballast for the P & SR track bed. The gable end of the East facade (the east end of the South leg of the "L"), which fronts Petaluma Avenue, is pierced by a South-offset six-foot high window opening with semi-circular top; a single coursing of brick outlines the semicircular top which originally was a window but is now a doorway accessed by angled wood stairs. This gable end is also pierced by a North-offset window opening with 3 by 2 double hung windows inset in a wood frame with plain lipsill and non-original wood shutters. The continuing east facade of the east leg of the "L" is broken by a centered window opening of similar treatment and by South- and North-offset doorways with rectangular skylights above two-panel wood doors, the upper panels of glass. (See Photo 1)

The North gable end is broken by East- and West-offset window openings with similar treatment. Above the roofline, in addition to the centered wood ventilator, there are East- and West-offset rectangular wood transoms. (See Photo 1)

The South facade is broken by a centered, rectangular large window opening without the otherwise characteristic semicircular top (which originally housed a wooden door for the loading dock), by East- and West-offset window openings, and window openings offset from the East and West ends of the facade, all with semi-circular tops. Current windows set in the wood frames are non-original aluminum sliders for all windows on this facade. (See Photo 2)

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The West gable end has a centered wood ventilator (the pendant and crossbar decorative detail has been removed), beneath which are North- and South-offset window openings of similar treatment. The North-offset opening appears to have been extended to covert the opening to a doorway. (Compare Photos 2 and 4.)

The interior facades, those which originally faced the six spur tracks of the P & SR to the West and the packing house at the corner of Burnett Street and Petaluma Avenue to the North are similarly treated. The North facade of the South leg of the "L" has East- and West-offset center window openings (the West-offset is an aluminum slider), and doorway openings offset from the East- and West ends. The East doorway is accessed through angled concrete steps to the basement. The West doorway is a converted window opening, accessed by non-original wooden steps and landing covered by a flat roof supported by square posts. (See Photo 3)

The West facade of the East leg is broken by centered North- and South-offset openings; the South-offset is a doorway with non-original wood door, and the North-offset is inset with the characteristic double hung window in wood frame. Offset from the North end are paired windows in an enlarged opening for what originally was the doorway to the office. (Compare Photos 3 & 4) Offset from the South end is a large opening with inset wood frame and door, the upper panel of glass. (See Photo 3)

In addition to the stone fascia and the pendant and crossbar decorative treatment of the gable ends, the most notable architectural detail is the granite cornerstone, with the inscription "Petaluma and Santa Rosa Railway Co. Stony Point Quarry." This is placed five feet above ground level at the North corner of the east facade of the east leg of the "L".

Alterations have been minor. Following the April 1906 "San Francisco" earthquake - with an epicenter Southwest of Santa Rosa, one-inch tierods were added to the south leg of the "L" to provide additional structural rigidity. The exposed ends of these rods on the north and south facades of the building are capped with "S" shaped wall plates. Although one of the local newspapers, The Analy Standard, reported "Santa Rosa Off the Commercial Map" and "Sebastopol in Ruins," there was no reported damage to the power house (21 April 1906, p. 1). There

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are, however, several repaired cracks in the fascia, presumed to be the result of the '06 quake. Other alterations include the aluminum windows and interior porch referred to above.

The South leg of the "L" originally housed the "Storage Batteries" which furnished the "Direct Current" DC power used for the electrical interurban line. The East leg housed both the "dynamo room" and a small office (Sanborn Insurance Company, Map, Sebastopol, April 1911, p. 5).

In February 1945, the P & SR sold the property to James P. Kelly and his son J. Russell Kelly. (Sonoma County, Recorder's Office, Official Records, 632/106). The father was a wholesale hop and apple broker as well as a banker with the Bank of America. They apparently used both the power house and the northerly adjacent fruit-packing building in their brokerage business, probably for storage and resale. In November 1947, the Kelleys sold both the power house and the packing building to the Golden Eagle Milling Company, a distributor of feed and grain (Ibid., 750/325). Golden Eagle constructed a wooden ramp which linked the two structures until 1962, when it was removed by the current owners (Ibid., 1931/659). Golden Eagle also raised the floor level of the Southerly wing of the power house, raising it to the height of the wooden ramp, and paved it with asphalt. The asphalt paving was added to avoid sparks and reduce the fire danger associated with grain dust.

Since its purchase in 1962, the building has served as a surveyor's office. The current owner has resurfaced the raised floor with concrete, added interior office partitions, replaced six of the wood casement windows with aluminum sliders and added the new doorways. Skylights were added to the roof of the East leg of the "L". The only other alterations made to the building are cosmetic - wooden window shutters, wrought iron lamp holders which utilize the large street light open lenses found in the building, and the interior office space, all added since 1962. One additional alteration is apparent by comparing current photos with an historical photograph copied from Analy Township and Western Sonoma County, a brochure published by the Sebastopol Times in 1905. The West gable end originally contained the pendant and crossbar motif decorative detail which appears in the North and East gable peaks. It is not known when this was removed. (See Photo 4)

A modern garage has been added to the property. This non-contributing structure is located at the North-west corner of the lot.

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The Petaluma and Santa Rosa Railway Power House is significant under National Register criterion A as the first building constructed and the only building or structure remaining from Sonoma County's participation in what urban historian Raymond A Mohl has termed "[T]he most important transit innovation of the late 19th century ... [-] the electrification of street railways." (The New City: Urban America in the Industrial Age, 1860-1920 [Arlington Heights, IL: Harlan Davidson, 1985], 34.) From its incorporation on June 20, 1903, until the last trolley lines were pulled down on May 31, 1947, the Petaluma and Santa Rosa Railway was Sonoma County's only electric interurban street railway system. The trackage, wires, and rolling stock are now gone. Only two visual reminders remain - P & SR Car 65, a passenger car constructed by San Francisco's Holman Car Company, which is in the Western Railway Museum at Rio Vista Junction (Harre W. Demoro, California's Electric Railways: an Illustrated Review [Glendale: Interurban Press, 1986], pp. 110 & 203); and the P & SR Power Station in Sebastopol. The Power Station is the only architectural reminder of this important facet of Sonoma County's transportation history; the only remaining symbol of the community's struggle to provide cheap, efficient, and modern service for both passengers and freight and simultaneously destroy the monopolistic hold of the Northwestern Pacific on both farmers and interurban commuters. It also represents the transition between the age of steam and the age of the internal combustion engine. (For a full discussion of this important phase of American transportation history, see Mohl, Chapter 2; Sam Bass Warner, Streetcar Suburbs: the Process of Growth in Boston, 1870-1900 [Cambridge: Harvard U.P., 1962]; Clay McShane, Technology and Reform: Street Railways and the Growth of Milwaukee, 1887-1900 [Madison: U. Wisconsin Press, 1974]; Joel A. Tarr, Transportation Innovation and Changing Spatial Patterns in Pittsburgh, 1850-1934 [Chicago: U. Chicago, 1978]; and Charles W. Cheape, Moving the Masses: Urban Public Transit in New York, Boston, and Philadelphia, 1880-1912 [Cambridge: Harvard U. P., 1980].)

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From its initial settlement between 1812 and 1832 and the coming of the railroad in 1870, Sonoma County was dependent upon the horse and wagon for the movement of both passengers and freight. From 1870 on, the San Francisco & North Pacific Railroad (also called the California Northwestern and later the Northwestern Pacific) monopolized rapid land transit through the interior of the county. The SF & NP, owned by the Southern Pacific and the Atchison, Topeka and Santa Fe, controlled access both north to Eureka and south to the ferry terminal at Tiburon. The only alternative was the Southern Pacific lines running east from Santa Rosa to Napa Junction, Sacramento and the Midwest. The Sonoma County Board of Supervisors would not begin construction of a modern highway system until the 1920's, when automobiles became affordable to the American middle class and both Federal and State policy, along with the pressures exerted by such special interest groups as the California State Automobile Association, encouraged their development (See Dennis E. Harris, "Historic Structure Report: Guerneville Bridge").

Rapid urbanization, following the construction of the SF & NP north to Santa Rosa, did result in the development of several horse-drawn intra-urban transit systems: the Santa Rosa Street Railway, chartered in 1877; Santa Rosa's South Side Street Railway, chartered in 1888; the town's Central Street Railway, established in 1891; and the Petaluma Street Railroad, incorporated in 1889. These urban horse-drawn trolleys accompanied the expansion of Sonoma County's two major cities outward as farmland was subdivided into new residential districts.

By 1903, the "leading citizens decided that the needs of this region including development of the fruit and poultry industries, would best be served by the construction of an electric railroad linking the principal cities and providing easy access to the rich farm lands." Incorporated on June 20th with one million dollars in capital stock, the P & SR included among its directors Petaluma grain dealer Frank P. McNear, as President; Santa Rosa banker Frank A. Brush, and Spreckels Sugar Corporation head Rudolph Spreckels (Stanley T. Borden, "Petaluma & Santa Rosa Electric R.R.," The Western Railroader, XXIII, 4 (April 1960), 3-6).

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Between the fall of 1903 and the spring of 1904, the P & SR directors bought out the major horse-drawn trolley lines - the Petaluma Street Railroad and the Santa Rosa Street Railways (which in turn controlled the Santa Rosa Street Railway, the Central Street Railway, and the Union Street Railway). The P & SR apparently planned to electrify these intra-urbans in addition to building new electric lines from Petaluma north to Santa Rosa; from Santa Rosa west and northwest to Sebastopol, Graton (or Green Valley as it was then known), and Forestville; and, later, northwest from Petaluma to Two Rock. They also purchased the paddlewheel steamer "Gold," which ran between Petaluma Landing and San Francisco. The steamboat would be used both in shipping construction materials for the new line and, once the line was completed, in shipping freight and passengers between Petaluma and San Francisco.

Land for the Sebastopol Power House of the P & SR was purchased on December 15, 1903 (SC, RO, Deeds, 207/633). Franchises were acquired from the city of Santa Rosa on May 6, 1904; from Sebastopol on June 21; and from Petaluma on August 15. Construction began on April 5th, when the first spike was driven at steamer landing in Petaluma. The P & SR built a rock crushing plant at the Stony Point Quarry to provide ballast for the track. (Borden, p. 6) By the end of April, the Sebastopol Times reported the arrival of the first rails for construction of track both north and south from Sebastopol and talk of extending the line north to Healdsburg as well as to Forestville. The contractor, C. A. Warren Construction Company, was expected to meet the June 15th deadline for completion of the route South to Petaluma (30 April 1904, p. 2).

The "first train to come up Main Street" in Sebastopol arrived Wednesday, July 27th, 1904. A construction train, its cargo "consisted chiefly of cement and crushed rock for the floor and foundation of the new power house...." By then, the P & SR was making "daily trips" between Petaluma and Sebastopol. The line from Sebastopol to Santa Rosa was "practically completed" despite injunctions from Santa Rosa property owners and the opposition of the California Northwestern, over whose tracks the P & SR would have to cross in order to reach Santa Rosa's depot and the intra-urban tracks on Fourth Street. (Sebastopol Times, 30 July 1904, p. 1)

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The Sebastopol Power House, along with a wooden passenger depot and a freight storage structure, were completed by September. "A carload of transformers arrived at Sebastopol on Monday [September 19] for the power house there. The great storage batteries which will furnish an auxiliary supply of juice in case of emergency are being placed in position. The transformers are known as 'step-down' transformers." (Press Democrat, 21 September 1904, p. 8) On Tuesday, October 25th, "the new palace car 'Santa Rosa' ... made its first trip over the main line of the new electric road, going to Sebastopol in the morning and returning in the evening." (Press Democrat [Santa Rosa], 26 October 1904, p. 8) The following month, after regular Petaluma to Santa Rosa service was inaugurated, Director Frank Brush took a large party of influential Santa Rosa, Sebastopol, and Petaluma residents to tour the line, the power house, and the Stony Point Quarry, whose stone provided not only the ballast for trackage but also construction material for the recently completed power house and the Analy Bank, then still under construction (Press Democrat 20 and 30 November 1904). In March of 1905, the P & SR and the CWN would wage "the Battle of Sebastopol Avenue" to finally resolve P & SR transit over the CWN tracks in Santa Rosa. (See Borden, pp. 11-12, & Demoro, p. 108).

Power for the "step-down" transformers of the P & SR Power House in Sebastopol was purchased from the California Gas & Electric Corporation, predecessor of Pacific Gas and Electric. In addition to the freight storage, passenger depot, and power house in Sebastopol, the P & SR also owned the steamer wharf, a freight warehouse, car shops, a passenger depot, and offices in Petaluma, as well as warehouses and depots in Santa Rosa, Graton, and Forestville. By 1905, the P & SR included 35.81 miles of track and had spent \$1.08 million on construction and equipment. (Borden, p. 13)

The company developed ambitious plans for expansion - to San Rafael, Dillon's Beach, Healdsburg, Sonoma and even Napa. However, the earthquake of 1906, the subsequent costs of repairing facilities damaged by the quake, competition from other carriers, and other business misfortunes prevented the realization of most of these plans. The Two Rock extension was completed, in 1913. (Ibid., pp. 13-14) In 1918, the company, "now in desperate financial condition," was reorganized. New

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equipment was purchased and a new spur line to West Petaluma begun in 1921, the same year the county completed construction of a "highway paralleling much of the company's lines, seriously affecting passenger revenue with the heaviest loss on the Two Rock Branch." Despite the loss of passenger traffic and increasing competition from the automobile, a "new passenger and freight depot was built at Santa Rosa in 1927." By 1931, the P & SR faced three new problems: decreased demand as the nation-wide depression deepened; new competition for its Sonoma County farmers "due to the trucking of feed from the Sacramento and San Joaquin Valleys;" and the increasing impact of local trucking on its inter-urban freight business.

By 1932, the P & SR was in desperate straits. Its passenger service was discontinued in June. The previous February, the Interstate Commerce Commission approved Northwest Pacific's application to purchase P & SR stock, and the line which had begun as competition for the NWP now became another subsidiary of the "monopoly." Freight service continued through the war years without regard for equipment or track maintenance. In 1946, with wartime controls and subsidies ended, the Golden Gate Bridge in operation, and the postwar auto and truck competition supreme, the P & SR shut down. The trolley wire was removed from the Two Rock, Sebastopol, Forestville, and Santa Rosa branches between October and December 1946. Petaluma service was discontinued in March 1947 and the last of the trolley wires taken down by the end of May. (Borden, pp. 23-31, passim)

In its first year, 1904, the P & SR put 29.92 miles of track in operation and purchased ten interurban passenger cars and five freight locomotives (Borden, pp. 6-7). The company's 1905 report provides the following commentary on expectations for service to the community :

... the railway traverses an agricultural district in the lower foothills of the Coast Range in Sonoma County and operates in a comparatively level country. The county served is rich and fertile, admirably adapted to the raising of fruits, berries, vegetables, poultry and stock, and for the manufacture of dairy products. The territory around Petaluma is principally poultry and grazing, and is known as the egg basket of the world. The territory from

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Sebastopol to Santa Rosa is orchard, vineyards, hop and grain fields. Principal cities are Petaluma, Sebastopol, Graton, Forestville, and Santa Rosa. Luther Burbank, the great horticulturist, has located his principal experimental farm near Sebastopol. (quoted in Borden, p. 13)

Despite the '06 earthquake, growth was rapid through the early 1910's. By the end of 1913, the P & SR included 37.36 miles of electric track, ninety-one cars, and four locomotives. Traffic increased from 731,433 passengers in 1911 to a peak of 760,725 in 1912. However, by 1931 traffic declined from 733,538 in 1913 to 162,742. In that year, the P & SR still had 49.78 miles of trackage, eighty-nine freight cars, nine motor cars, 5 service cars, and six locomotives. (McGraw Electric Railway Manual [NY: McGraw-hill Catalog and Directory Co., 1914], p. 18, and McGraw Electric Railway Directory for 1931 as quoted in Demoro, p. 201.)

Harre Demoro, historian of California's electric railways, notes that the "P&SR wooed passengers and freight with - for their time - clever advertising ... placed in frames specially installed on car bulkheads for promotional purposes." (Demoro, p. 108) A generation of residents from the central area of Sonoma County used the P&SR to commute from western and southern areas to classes at Sweet's Business College in Santa Rosa, where they learned the skills that would make them dominant figures in the county's business and legal professions through the 1950's. (See Dennis Harris, "National Register Nomination: James Sweet House, Santa Rosa) But the most important contribution of the P&SR is indicated by the following quotation, which appeared in the Sebastopol Times and News Centennial Edition a year after the tracks between Santa Rosa and Sebastopol were pulled up and paved over (11 October 1988, p. C11):

Back and forth, with stops at Sebastopol and Santa Rosa every hour, the P&SR was leisure and adventure for a quarter.

In 15 minutes, a loving couple from Sebastopol could arrive in Santa Rosa for the seven o'clock show, with time to spare for necking. On a Saturday afternoon, kids could look out the train windows at their neighbors walking along Main Street. As the train passed, horse pulling buggies would look up, and the self-made man sitting at the wheel of his new fangled Henry Ford "motor-car" would grin.

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In transportation, the "Age of the Dynamo" was but a brief interlude between the "Age of Steam" and the "Age of the Automobile." For Sonoma County, the Petaluma and Santa Rosa Railway Power House is the only architectural reminder of the electric trains which rose to compete with the Northwestern Pacific Railroad only to be absorbed by that railroad after Henry Ford had made realizable for middle-class Americans the possibility of owning a "horseless carriage."

The period of significance ends in 1947, when operations were curtailed. However, since significance has not been shown to be exceptional, for purposes of this nomination, the period has been ended at 1941, fifty years ago.

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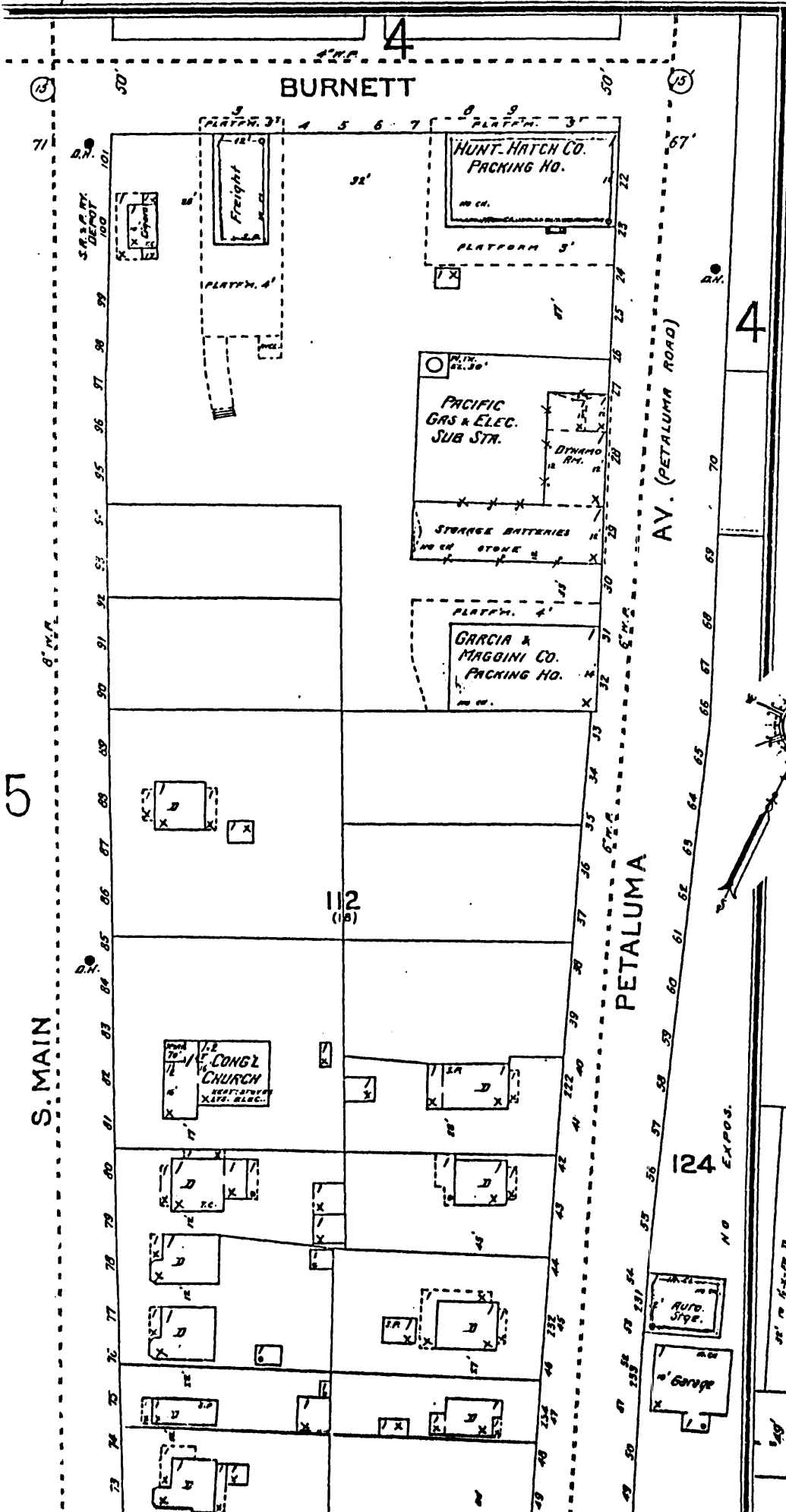
Borden, Stanley T., "Petaluma & Santa Rosa Electric Railroad,"
The Western Railroader, XXIII, 4 (April 1960), pp. 3-36.

Demoro, Harre W., California's Electric Railways: An
Illustrated Review. Glendale, CA: Interurban Press, 1986.

McGraw Electric Railway Manual. New York: McGraw-Hill, 1914.

Sonoma County Recorder's Office. Deeds & Official Records.

Newspapers: Sebastopol Times, Analy Standard, and Press
Democrat (Santa Rosa)



portion sheet
#5
Sanborn
Sebastopol
Apr 1911



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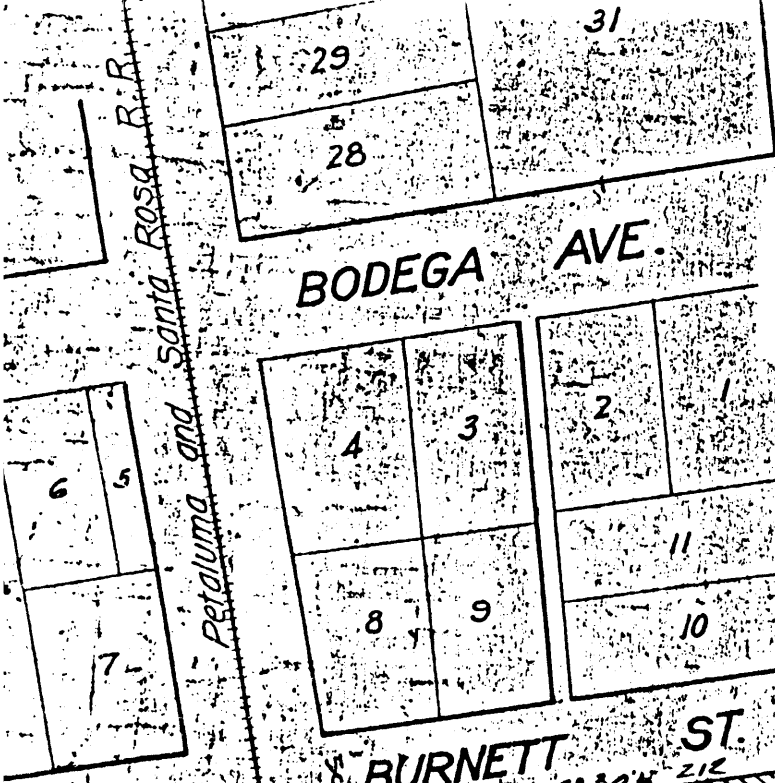
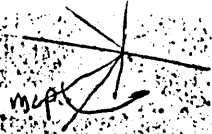
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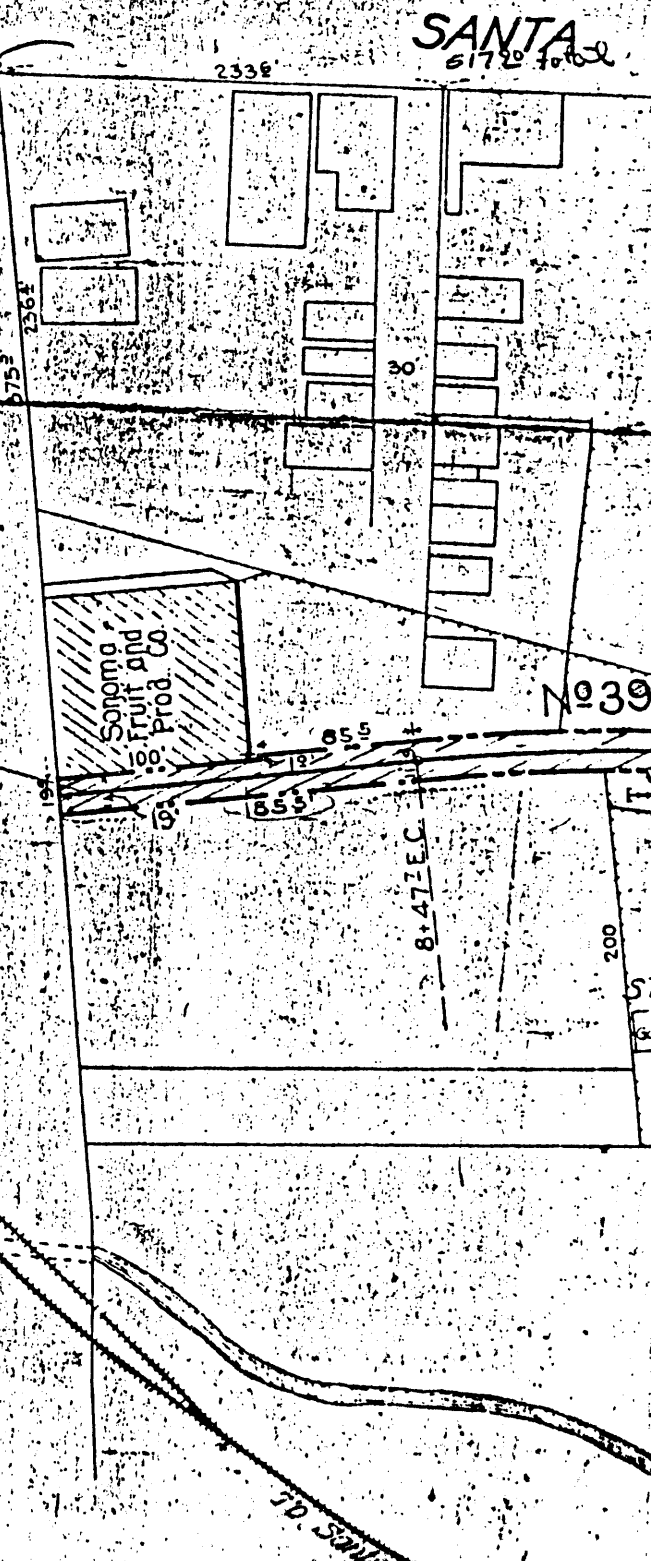
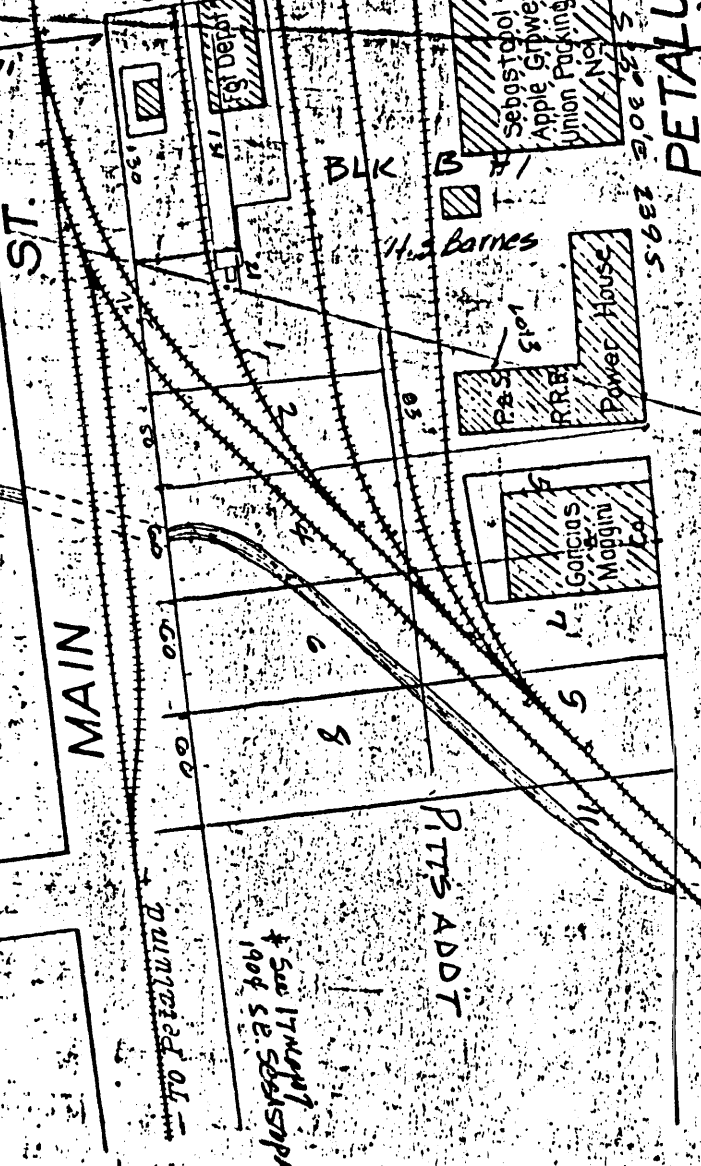
BODEGA AVE.

Right of Way and Track Map
Branch Line - Santa Rosa to Sebastopol
Northwestern Pacific Railroad Company
Scale 1 inch to 400 feet
June 30, 1916 Revised to Dec 3, 1922



TTN RAN
out two
Line
two RAN

BURNETT ST.
N60°30'42" E
55' 212'



MAIN ST.

PITTS ADDT

PETALUMA

SANTA
6172 to 602

See map
1904 SE SEBASTOPOL

TO SANTA ROSA