

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form

NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

RECEIVED

1. Name of Property

historic name Redlands Central Railway Company Car Barn  
other names/site number Pacific Electric Railway (Secondary or Auxiliary)  
Redlands Car House (or Barn)

OCT 27 1989

OHP

2. Location

street & number 746 East Citrus Avenue  
city, town Redlands  
state California code CA county San Bernardino code 071 zip code 92373

not for publication  
 vicinity

3. Classification

Ownership of Property  
 private  
 public-local  
 public-State  
 public-Federal

Category of Property  
 building(s)  
 district  
 site  
 structure  
 object

Number of Resources within Property  
Contributing Noncontributing  
1 0  
1 0 Total

MAY 29 1989

Name of related multiple property listing:

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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.  See continuation sheet.

Signature of certifying official *Kathryn Guellier* Date 11-30-90  
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.  
 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:)

*Melous Byun* 1/3/91  
Signature of the Keeper Date of Action

Entered in the  
National Register

**6. Function or Use**

Historic Functions (enter categories from instructions)  
TRANSPORTATION; rail-related

Current Functions (enter categories from instructions)  
VACANT/NOT IN USE

**7. Description**

Architectural Classification  
(enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (enter categories from instructions)

foundation CONCRETE

walls BRICK

STUCCO

roof IRON

other

Describe present and historic physical appearance.

**SUMMARY:** The Redlands Central Railway Company Car Barn is a one-story rectangular brick building, equivalent in height to a two-story building, with a peaked roof and, on the front (north) stuccoed facade, a scalloped parapet in the Mission Revival style. Built in 1907 to house the rolling stock of a local electric street railway company, it retains the original large door openings on the north (principal) facade, through which the tracks passed. Except for the loss of some of the original doors and the cutting of a later door and two small windows in the west wall, the building retains integrity of location, design, materials, workmanship, feeling and association. Its setting has changed somewhat over the years as buildings have been built and demolished around it.

The building type is "car house," also known more informally as "car barn," the term for a building in which an electric railway company stored (and, sometimes, maintained) its rolling stock. The placement of the building is detached. It is a 50-foot by 130-foot building on a 50-foot by 135-foot city lot. Vacant property under the same ownership adjoins it on the west. The overall shape of plan is rectangular; the interior is entirely open from the floor to the roof, except for four small rooms in the northwest corner. The building has one story, but is equivalent in height to a two-story building. There are no vertical divisions or bays. The walls are brick; the east and west (long) walls are divided on the interior into nine segments by eight brick pilasters, which provide structural support. The peaked roof is of corrugated iron. Openings are as follows: North wall: two large arched doorways, open on top, of which the eastern has had its lower half filled by a modern wall, and the western retains older wooden gates, which the previous owner believes are original. These doorways are off center to the east; on their west is an original arched doorway. Over the large door openings, but (unlike them) centered, is a louvered semicircular opening for ventilation. From front (north) to back (south), the west wall has four original arched windows near the north end (two in the first and two in the second segment), then two small modern windows (in the third segment), then a modern door topped with a concrete lintel (in the fourth segment),

**8. Statement of Significance**

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

nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance (enter categories from instructions)

TRANSPORTATION  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Period of Significance

1907-1926  
\_\_\_\_\_  
\_\_\_\_\_

Significant Dates

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Cultural Affiliation

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Significant Person

\_\_\_\_\_

Architect/Builder

Fisher, John H.  
\_\_\_\_\_

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

SUMMARY: The Redlands Central Railway Company Car Barn is the only remaining building in the City of Redlands which exemplifies the electric railways, which made a major contribution to the development of the city from 1899 into the 1920s. The company which built the Car Barn resulted from a struggle for control over a larger, earlier street railway company in the area, whose car house was older and lasted in use longer, but no longer exists. The building, although secondary to the older one for all but the first months of its life, represents an era bridging the interval between the period of animal-powered local transportation and that of the motor vehicle.

This car barn was once part of the Pacific Electric (PE) Railway, which operated 1164 miles of track in Southern California, significantly contributing to the growth of many Southern California cities. The Redlands Car Barn is the last known PE car barn still in existence, and we know of only one other barn south of San Francisco, that one being in Los Angeles. Thus, the building appears to have even broader regional and statewide significance.

Redlands, which was settled during the 1880s and incorporated as a city in 1888, got a mule-drawn local streetcar line in 1889, owned by the Redlands Street Railway Company (RSR). This company was acquired in 1898 by Henry Fisher and Associates, thus bringing it under the same control as the Redlands Light and Power Company. This led to the conversion of the operation to electricity in 1899, in line with the national trend in urban mass-transportation improvements. A new car house was built by RSR on Citrus Avenue near Sixth Street. Fisher also controlled the San Bernardino Valley Traction (SBVT) Company, which opened an interurban line from San Bernardino to Redlands in March of 1903. That May, RSR and SBVT merged under the latter name. From 1904 to 1906, Henry Fisher was challenged for

**9. Major Bibliographical References**

**PUBLIC DOCUMENTS:**

DEEDS (in office of San Bernardino County Recorder):

Deed Book 395, pp. 381-2 (John W. Gill to Redlands Central Ry. Co., 10 September 1907, recorded 18 September 1907)

Deed Book 402, p. 366 (Peter & Mary Monahan to John W. Gill, 30 August 1907, recorded 18 September 1907)

Book 1635 of Official Records, pp. 414-415 (Pacific Electric Ry. Co. to Otto C. & Sue G. Knudsen, 9 September 1943, recorded 4 January 1944)

Book 1716 of Official Records, p. 409 (Otto C. & Sue G. Knudsen to Vernon P. & Marion B. Hunt, 21 September 1944, recorded 9 November 1944)

See continuation sheet

**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 # \_\_\_\_\_

**Primary location of additional data:**

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

**Specify repository:**

City of Redlands

**10. Geographical Data**

Acreage of property Less than one acre

UTM References 885 265

A	1 1	4 83 16 3	3 7 68 1 57
	Zone	Easting	Northing
C			

B			
	Zone	Easting	Northing
D			

See continuation sheet

**Verbal Boundary Description**

Lots 25, 24, and the east half of Lot 23, Berkeley Tract, in the City of Redlands, fronting 125 feet on East Citrus Avenue, with a depth of 135 feet.

See continuation sheet

**Boundary Justification**

The three lots comprise the original parcel acquired by the Redlands Central for construction of its car barn. The west half of Lot 23 never had any improvement of significance to the history of the car barn.

See continuation sheet

**11. Form Prepared By**

name/title Darrell Cozen, Asst. Administrator (David G. Cameron, Consultant)

organization Commun. Devel. Dept., City/Redlands date 1988

street & number P.O. Box 3005 telephone (714) 798-7555

city or town Redlands state CA zip code 92373

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then nothing until a small arched doorway near the rear, in the eighth segment. The south (rear) wall contains three centered, arched windows on an upper level, and two arched windows, off-center to the west, on a ground-floor level. The east wall contains two arched windows, now used as doors, in the third and sixth segments from the front. A louvered clerestory surmounts the peak of the roof for about the center seven segments of the side walls. A chimney emerges from the roof next to the west wall at the interior pilaster dividing the first from the second segment. The front Mission Revival parapet, previously referred to, is the only significant decorative element.

The main interior features are four rooms in the northwest corner, whose walls do not extend above their ceilings, thus leaving open the space to the roof. The first two of these rooms match those shown on the original plans; the first is served by the door in the front wall, the first two windows in the west wall, and doors into the main interior space and into the second room; the latter is served by the second two original windows and by doors into the first room, the main interior space, and a third room. The third room, which appears modern, contains a fourth room for a toilet, served by the smaller of the modern windows, and is served by doors into the second room, into the main space. Another important interior feature is the high roof (visible in all areas) supported by a series of steel trusses.

Sanborn fire insurance maps indicate that outbuildings have been present on the vacant lot to the west, but none remain. There are no landscape elements. The building is on its original site. Alterations to the building, as noted above, consist of the walling in of the lower half of the east main doorway, the cutting of two small windows and a door in the west wall, and the addition of a third and fourth interior room. Much of the interior concrete floor appears to be original, although there may have been pits below floor level which were later filled in. Since the building was in nearly continuous use until a few years ago, decay and vandalism have not occurred to significant degree so as to impair integrity.

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control of SBVT by Abram C. Demman, Jr., who won out in the latter year, deposing Fisher's son John H. from his position as General Manager of the company. The Fishers thereupon incorporated The Redlands Central (RC) Company on April 26, 1907, for the purpose of building a local line along Citrus and Brookside Avenues, with the intention of continuing east to Crafton and west to Riverside. Construction began in May. A proposed car barn site on Brookside aroused opposition from local residents, so three lots were purchased on East Citrus near Church Street in late August of 1907. Building Permit No. 944 was taken out on September 1; J.H. Fisher was named as architect, and the plans state "Drawn by John H. Fisher." The contractor, Taylor Bros. Brick Co. was a local firm which identified itself in the City Directory as "brick manufactures and general contractors." Cost was estimated at \$7,000. "Purpose" was stated as "car barn," the same as the terminology of contemporary newspaper reports, rather than the more formal "car house" preferred in the industry. Materials were "bricks & steel." No plumbing was planned. Construction appears to have been completed later that year, the line's two cars arrived in November, and the line opened on February 4, 1908. RC's life as an independent operation came to a quick end as it was acquired in August of 1908 by Los Angeles electric-railway magnate Henry E. Huntington, who had acquired control of SBVT in May, 1907. Operations of the two companies were immediately coordinated, and the RC car barn became secondary to that of the SBVT (ex-RSR), which was larger and more centrally located in town. The 1908 Sanborn Fire Insurance Map identified the RC building as "San Bernardino Valley Traction Co. Street Car Barn." In 1910, Huntington sold control of his electric-railway properties, other than the local Los Angeles Railway, to the Southern Pacific, which merged on September 1, 1911, to turn a new corporation having the same name as one of the components, "Pacific Electric Railway." PE thus inherited two car barns in Redlands. Both seem to have continued in use for a while, since the 1914-15 Redlands City Directory includes a listing for "Pacific Electric Ry Barn Citrus av bet Church and Beacon." The 1915 Sanborn map, however, labels the building "Pac. Elec. R. R. Co's . Car Barn (not used)," while labeling the facility at 120 E. Citrus as "Car Barn Cap 6 cars." The 1915-16 and 1917 City Directories only refer to "Pacific Electric Railway Co. power house and car barn Citrus av sw cor 6th." Neither facility appears in the 1919 or 1921 Directories, but in 1923 and 1925 the street-address listings include "PE Ry car barn" at 620 E. Citrus (then the address for what is now 746 E. Citrus). From 1918 on into the 1930s, the 120 E. Citrus building was

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listed in San Bernardino County assessor's records as "Operative," i.e., used in public-utility operations and hence assessed by the State Board of Equalization. The 620 E. Citrus property consisted of three lots in the Berkeley Tract: 23, 24, and 25. The car barn was on Lot 25, which was transferred from "Operative" to "Non-operative" beginning with the 1926 assessment. The unimproved lots on the west, 23 and 24, continued as "Operative" for 1926 and 1927. Clearly, PE retired the car barn around 1926; in the 1927 City Directory appears a listing and advertisement for Vernon P. Hunt, Trucking, at 620-630 E. Citrus, with the notations "long and short distance hauling--fire-proof storage--sand--gravel-- rock." The two lots may have continued to be used by PE for bus or materials storage, but the change to "Non-operative" by 1928 would indicate that they, like the car barn, were being leased out. In 1927, PE applied to the California Railroad Commission for permission to replace its remaining local streetcar lines in Redlands with motor bus service. Following negotiations with local citizens' groups, an agreement was reached by which PE withdrew its application to convert the Smiley Heights line to bus, and the citizens withdrew their objections to the conversion of the Brookside and Citrus Avenue lines (which comprised the old Redlands Central) and the Country Club line; this was approved by the Commission on July 13, 1927. The decrease in patronage justifying these changes would have guaranteed that the ex-Redlands Central car barn was surplus to the PE's needs. The 120 E. Citrus facility continued in service until the end of the last local rail line, to Smiley Heights, and the interurban line to San Bernardino, both of which occurred on July 19, 1936. City Directories through 1941 continue to show Vernon P. Hunt's trucking business at 620 E. Citrus. PE sold the three lots to Otto and Sue Knudsen early in 1944, and they in turn sold to Vernon Hunt and his wife later that year. After the war, City Directories show the car barn occupied by Vaughn's Cabinet Shop, John W. Vaughn, proprietor. Beginning in 1958, an additional business, Redlands Quality Tile, shares the location (John H. Boone is proprietor). In 1965, Boone is shown as owner of both businesses and in 1967 he has replaced the previous names with "Consolidated Products."

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COUNTY ASSESSOR'S LOT AND MAP BOOKS (San Bernardino County Records Center):

- Book 12 (1895-99), p. 200; (1900-04) p. 107; (1905-08) pp. 114, 323; (1909-13) pp. 120, 339.
- Book 10 (1918-23), pp. 29 (first sheet), 30 (second sheet).
- Book 30 (1924-29), pp. 29 (first sheet), 30 (second sheet).
- Book 55 (1930-35), pp. 29 (first sheet), 30 (second sheet).
- Book 86 (1936-41), pp. 25 (first sheet), 26 (second sheet).
- Book 133 (21) (1942-47), pp. 25 (3) (first sheet), 26 (4) (second sheet).
- Book 21 (1949-51), pp. 3 (first sheet), 4 (sixth sheet).

BUILDING PERMITS (City of Redlands):

- No. 944, September 1, 1907
- No. 319, July 7, 1932

DECISIONS OF THE CALIFORNIA RAILROAD COMMISSION:

Decision No. 18642, In the Matter of Application of Pacific Electric Railway Company for Authority to Abandon Service and Remove Its tracks on Certain Streets in the City of Redlands, California; Application No. 10298; Decided July 13, 1927; Volume 30, California Railroad Commission Decisions, pp. 201-205.

BOOKS:

- Redlands City Directories, 1907-08, 1909-10, 1911-12, 1912-13, 1914-15, 1915-16, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1936, 1939, 1941, 1947, 1950, 1952, 1954, 1958, 1961, 1963, 1965, 1967
- Swett, Ira L., Tractions of the Orange Empire (Interurbans Special 41), Los Angeles: Interurbans, 1967
- Veysey, Laurence R., A History of the Rail Passenger Service Operated by the Pacific Electric... (Interurbans Special 21), Los Angeles: Interurbans, 1958

MAPS:

- Sanborn Fire Insurance Maps of Redlands, California: 1908 (sheets 17, 27); 1915 (sheets 19, 26); 1928, 1949, 1961 (sheets 40, 54)

NEWSPAPERS:

- Redlands Citrograph, September 7, 21, 1907; February 1, 1908

CONSTRUCTION DRAWING:

- Car Barn, Redlands Central Railway Company, May 20, 1907; Fisher, John H.



