2031

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

MAY 0 6 1991
OHP

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.

1. Name of Property

historic name SANTA FE RAILWAY PASSENGER AND FREIGHT DEPOT

other names/site number Fullerton Amtrak Station (contemporary name)

FEB 1 1990

2. Location

street & number 140 East Santa Fe Avenue ☐ not for publication

city, town Fullerton ☐ vicinity

state California code CA county Orange code 059 zip code 92632

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
☐ private	☒ building(s)	1	0 buildings
☒ public-local	☐ district		sites
☐ public-State	☐ site		structures
☐ public-Federal	☐ structure		objects
	☐ object	1	Total

Name of related multiple property listing: N/A

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.

Kathryn Gualtieri — 12/16/91

Signature of certifying official — Date

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. — Antoinette J. Lee — 2/5/92

☐ determined eligible for the National Register. ☐ See continuation sheet.

☐ determined not eligible for the National Register.

☐ removed from the National Register.

☐ other, (explain:) _____

for Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
TRANSPORTATION--Rail-related	TRANSPORTATION--Rail-related

7. Description

Architectural Classification (enter categories from instructions)

Spanish Colonial Revival

Materials (enter categories from instructions)

foundation Concrete
walls concrete
roof terra cotta
other

Describe present and historic physical appearance.

Constructed in 1930 of reinforced concrete, the impressive Santa Fe Railway and Freight Depot stretches along the north side of the Santa Fe Railroad tracks. The Spanish Colonial Revival building is asymmetrical in shape and features a varied roof line, with most sections covered in red clay tiles. The center section is two-storied and capped with a two-level side-facing gabled roof and a front-facing gabled main entrance. Significant Spanish Colonial Revival architectural elements include massive concrete brackets on each side of the main entrance, an elaborate shaped surround for the main front door, multi-paned metal-framed casement windows which alternate with square pilasters, wrought iron decorative grills on many of the windows, several cast concrete grills, an exterior stairway underscored with a parabollic arch, another parabollic arch at each entrance to the baggage passthrough, oversized keyhole transoms, a row of decorative iron brackets above the waiting room's exterior facade, a cantilevered overhang underscored with heavy cast concrete brackets, and a U-shaped arcaded outside waiting area. The south side of the two-storied section features Moderne design elements in the window trim, door surround, bulkheads, and door accents. The building retains approximately 90% of its original integrity and possesses integrity of location, setting, design, materials, workmanship, feeling and association. It is not only a fine example of Spanish Colonial Revival architecture, but is also one of the few historic railroad stations surviving in the County of Orange. The owner plans to restore the covered waiting area to its original appearance by removing the small addition on the north end. He will follow the Secretary of Interior's Standards for Rehabilitation while completing the work.

Roof:

The two-storied center section, topped with a two-level side-facing gabled roof, is flanked by the single-storied U-shaped waiting area on the west end and the single-storied flat-roofed freight terminal on the east. The main roof is clad in red clay tiles. Single-storied shed-style tile-clad wings flank the prominent front-facing gabled entrance on the north side. The roof of the outside waiting area on the west end is clad in red clay tiles, and extends downward, shed-style, toward the central courtyard. The roof of the freight terminal that occupies the east end is flat, with an unbroken parapet. Two small shed-style wings, topped with red clay tiles, extend from the south facade to the east of the main two-storied section.

South Facade:

The imposing south facade of the two-story building is the one seen by the public as they exit the train. Its Spanish Colonial Revival architecture definitely makes a "California" statement.

The two-storied center section contains the inside waiting room, ticket counter, and rest rooms on the west end, and private offices on the eastern end. The south,

☒ See continuation sheet

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)
Architecture
Transportation
Agriculture
Industry

Period of Significance
1930-41

Significant Dates
1930 (construction Date

Cultural Affiliation
N/A

Significant Person

Architect/Builder
Builder: Herbert, E.J.
Architect: Santa Fe Railroad Co. architect

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

The Santa Fe Passenger and Freight Depot, constructed in 1930, is significant to the city of Fullerton because of its associations with the Santa Fe Railroad Company system which was a significant contributing factor in the success of the citrus-dominated economy of Fullerton and its surrounding areas. In the area of industry, the Santa Fe Company was a major component in the thriving oil industry in North Fullerton and North Orange County. To a lesser degree, the Santa Fe train system helped support other agricultural crops such as sugar beets, walnuts, and vegetables. Because the auto and airplane modes of travel were not reliable, passenger trains carried a large share of travelers arriving in Fullerton from the Midwest and East. Particularly during W W 11, thousands of persons coming to North Orange County for the first time saw the unique Mediterranean character of the building, set amid semi-tropical foliage, as their introduction to the area. The Spanish Colonial architecture was used in the design of the building because this type of architecture was considered to be most reflective of southern California and its climate. The building retains much of its original architectural fabric and maintains its integrity of location, setting, design, workmanship, materials, feeling, and association. It is still in heavy use as a railroad depot and will continue to be used for that purpose after it has been rehabilitated. The period of significance has been ended at 1941, fifty years ago, because of no exceptional significance

Historic Context:

Under the themes of transportation, agriculture, and industry, the Santa Fe Depot is the only remaining railroad depot in Fullerton to retain its original location. Another railroad station was moved from its original location and turned into a restaurant, approximately nine years ago.

Most of Orange County's historic railroad stations are now gone. Until approximately twenty years ago, there were stations along the railroad tracks which passed through Orange County's major cities. San Juan Capistrano, Orange, and La Habra still have historic stations, and the Union Pacific Station in Anaheim is presently up on blocks, after being moved from its original site. The Fullerton Santa Fe Depot is the only historic train station in North Orange County to retain its full use as a station.

There are a few other large Spanish Colonial-style buildings constructed during the 1920's in Fullerton. They have other uses, however, and none possess the original integrity to a degree that the Santa Fe Depot does. During the period from 1930 until 1941, when railroad travel was the preferred method of transportation for those coming to California, the Santa Fe Depot provided travelers their first introduction to Fullerton and surrounding areas.

☒ See continuation sheet

9. Major Bibliographical References

Original plans (14 pages)

Fullerton. Historic Resources Survey 1979 City of Fullerton

Works Progress Administration Volume (Biography) 1936 Amerige Brothers Found Fullerton

Orange County Register: Fullerton Plans to Buy, Remodel Amtrak Station Dec. 28, 1988

Santa Ana Register: Fullerton: Never the City it is Now Without the Train July 10, 1984

Friis, Leo Orange County Through Four Centuries 1965 Santa Ana, CA Pioneer Press

Holcomb, E. E., Notes on history of railroad in Fullerton and Orange County, April 1952 (available in Envelope 44 in the Launer Room at the main library)

Fullerton Daily News Tribune:

May 29, 1929 May Building Continues Swift

☒ 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: _____

10. Geographical Data

Acreage of property Less than 1 acre

UTM References

	Zone	Easting	Northing
A	11	414800	3747800
B			
C			
D			

☐ See continuation sheet

Verbal Boundary Description

From the center line of Pomona Avenue and the northwest side of Santa Fe Avenue, go 148' to the northwest corner of the deliniated parcel. Proceed 57' to the south; turn west and go 301'; turn north and go 57'; turn east and go 301' to the northwest corner of the parcel.

☐ See continuation sheet

Boundary Justification

The boundaries encompass the historic resource.

☐ See continuation sheet

11. Form Prepared By

name/title Diann C. Marsh

organization NA date Jan. 15, 1991

street & number 321 E. Eighth St. telephone (714) 541-2441

city or town Santa Ana state CA zip code 92701

or, trackside, facade features entry doors in the center bay of a three-bayed wall. The three feature identical keyhole-style arched transom windows, accented with wooden grates on the exterior. Identical three-sectioned stationary plate glass windows, flank the entrance doors. The original double doors, accented with large plate glass windows, carved panels below the windows, and decorative metal push bars, are trimmed with elaborate terra cotta surrounds. Cast concrete decoration, Moderne in influence, separates the transoms from the windows and form borders below the windows. The capitals between the windows are accented with stylized emblems that resemble waves. Dark red ceramic tiles were added to the base of the walls several years ago, and will be removed as part of the rehabilitation. A row of S-shaped brackets, formed of wrought iron, runs along the top of the building. The word "Fullerton" is picked out in wrought iron letters, set a few inches away from the wall, creating an interesting shadow effect.

The eastern half of the two-story center section is dominated by a cantilevered second story with heavy cast concrete brackets along the bottom. Four identical sets of deeply-recessed four-light casement windows, separated by large square pilasters, form the fenestration along the second floor. Four matching 4-over-4 double-hung windows, accented with lugsills, occupy the first floor facade, making a pattern with the windows above and the cast concrete brackets. A round vent, also with a wrought iron grill, and a wooden door, recessed in an arched doorway, are located directly to the east of the main section. A few feet further east is a two-tiered shed-style wing, covered with a red-clay-tile-clad roof. A large plate glass window, accented with a wrought iron grill, is centered in the south face of the wing. Another small wing leads off to the east of the larger wing and contains a recessed door and 2-over-2 double-hung windows. The original rustic shutters still exist on each side of the window. The freight door, located to the east of the wing, is surrounded by a cast concrete flattened arch. The original freight doors, accented with trefoil-shaped windows, are constructed of diagonally-placed beaded boards. A cast concrete cut out grill rests to the east of the doors. A passageway, which runs from the north side to the south side of the station was used as a baggage loading and unloading area. Both entrances feature parabollic arches. Two small grilled windows and a cast concrete vent accent the remainder of the south facade. A covered loading dock extends beyond the curved wingwall and marks the end of the station. The platform is original, but the posts and roof were added at a later time.

Surprisingly, all of the windows and doors are original and there are no added aluminum windows. The doors, with the exception of the main doors to the waiting room on the south facade, are made of 9-inch-wide boards, accented with beaded edges. Peeling paint in several places on the reinforced concrete facade reveals that the original colors were a soft, light-toned terra cotta for the body and a dark blue-green for the wood trim. As part of the rehabilitation plan, the color scheme will be the same as the original.

North Facade:

The north facade, which faces the street, is dominated by a two-story-high front-facing gabled entry, accented with heavy cast concrete brackets and plain pilasters. The recessed face of the front gable is clad in the same type of beaded wood as the doors. The deeply-recessed wide single door below is accented by an elaborate shaped archway. To the west of the entry is a single-storied gable-roofed wing with double-hung windows, fronted with wrought iron grills. To the east of the entrance is another shed-style

(Continued Section 7, Page 3)

wing occupied by a double-hung window and grate and a single casement window. Both wings are topped with red-clay-tile roofs. A graceful shaped wingwall extends to the east, a few feet in front of a side-facing shed-style wing. A single double-hung window, with shutters, is centered in the north facade of the wing. The stairway to the second floor becomes an interesting shape through the use of a parabollic arch along the bottom and step-shaped cast concrete railings along the top. A pair of round recessed vents, fronted with ornamemtal wrought iron grills, decorate the wall above the stairs. The stairway ends in a small covered landing with a window-shaped opening in the front facade that matches the shape of the two sets of recessed casement windows located immediately to the west of the landing. All are separated by large square pilasters, banded at the top and bottom. A door in the north wall leads to the interior. A freight door with trefoil-shaped windows is centered in the flat-roofed section to the east of the stairway. The same parabollic arch used in the north facade of the passageway is used in the south side. Two small windows, accented by wrought iron grills, a freight door made of diagonally-placed boards, and a cast concrete grill accent the east end of the north facade. An open loading dock extends approximately ten feet in front of the north facade and wraps around the east end, where it meets a covered loading platform. The portion in front of the north facade features a wood plank floor, while the rest of the loading dock has a concrete floor.

East Facade:

An ell-shaped concrete-floored loading dock, with the short leg on the north side, extends across the entire east side. The north half is open and the south half is sheltered with a roof supported by square wooden posts. It is separated from the building by a few inches. A stucco-clad parapet, approximately three feet in width, conceals the double-gabled roof, which runs east and west. The platform and roof were modified in 1964-65. An original freight door that matches the others in the building is centered in the east facade.

West Facade:

The U-shaped single-storied exterior passenger area, which occupies the entire west end, is sheltered by a roof clad in red clay tiles. The roof slants toward the open patio in the center. It is supported by massive cast concrete columns with 28 equal sides. The open area in the center is planted with trees and bushes. A small room on the north side was added a few years ago and still contains the original columns on the inside. This room will be removed as part of the rehabilitation process, restoring the passenger area to its original appearance. The west end of the two-storied gable-roofed section can be seen above the passenger area. The gable is centered with a large Santa Fe sign which was added a few years ago. It will be removed as part of the rehabilitation.

The Leasee of the Santa Fe Passenger and Freight Depot plans to restore building according to the Secretary of Interior's Standards for Rehabilitation. Part of the building will continue in use as a passenger station. Some of the offices, which are presently not in regular use, may be used by new tenants.

Interior:

The vestibule and waiting room are the spaces in the station which are seen by the

(Continued Section 7, Page 4)

public. The vestibule, reached through the gabled portion of the front facade, features a door made of vertical boards with beaded edges and a small window at eye level. Between the vestibule and the waiting room is a heavy wooden beam, textured with a rough finish typical of Spanish Colonial Revival architecture. The elaborate system of beams, including the massive bracketed beams, medium-sized crossbeams, and smaller beams next to the ceiling create a complicated grid-like pattern. They evoke a definite Spanish Colonial feeling to the room. The large plate glass windows and three large key-hole style transom windows let lots of light into the interior. The floor is clad in the original red-brown terra cotta tiles. A Moderne-style wooden bench, with seating on both sides, extends from the north wall. Amtrak has added a ticket counter and an enclosure along the east wall.

The remainder of the building is occupied by office space and freight uses. The spaces retain most of their integrity. The office spaces on the second floor do not appear to have been used for quite some time. The single-storied freight storage section to the east of the two-storied section is still in use for that purpose.

Conclusion:

The City of Fullerton is in the process of negotiating with a private firm to rehabilitate the Santa Fe Depot. The former owner had announced plans to demolish the structure. However, the City felt that it was far too valuable building to lose, and there was a lot of public sentiment for saving the building. The City purchased the building with the idea of finding a firm that would be willing to preserve and rehabilitate the building in a historically-sensitive manner. The developer is seeking historical designation for the building and plans to use the Secretary of Interior's Standards for Rehabilitation in completing the project. He is sensitive to retaining as much of the original fabric as is feasible and plans to restore the exterior waiting area to its original appearance and remove the newer tiles from the base of the building's exterior.

Agricultural and Industrial Significance:

Citrus was the dominant industry in North Orange County from approximately 1900 to 1945. The 1930's was one of two major growth periods for the citrus industry in the county (the other was the 1910's). From a total of 61,516 acres in 1930 to a total of 75,405 acres in 1940 demonstrates a significant period of growth. During that ten-year time span, the number of trees grew from 3,321,000 to 5,435,000 and the production of finished boxes from 12,680,000 to 13,157,000. By the 1930's, Fullerton had five packing houses, two more than any other Orange County city. The citrus industry sustained North Orange County through the Great Depression of the 1930's and the area did not suffer as much as the rest of the country.

Although the citrus industry began in the county in the 1870's, it was not until C. C. Chapman of Fullerton pioneered a method of refrigerating railroad cars to keep the fruit from spoiling that a mass market was created. This occured during the late 1890's, and by the turn of the century citrus was being shipped throughout the United States via the railroads. Bill Meyers reports in Rails Through the Orange Groves, that the Santa Fe Railroad Company handled the lion's share of the crop. During the 1920's and 30's improved technology resulted in faster transcontinental train schedules and special cars were invented that were capable of carrying the perishable fruit promptly and inexpensively. Inbound freight connected to the citrus industry was a big business also. Crating materials, barrels of smudge pot oil, and ice were among the items shipped from other places. The citrus industry which was the backbone of Orange County's economy could not have grown into the dominent industry it was to become without the involvement of the Santa Fe Railroad Company.

Orange County's oil band stretched from Huntington Beach on the west, across the northern third of the county, and included Fullerton, La Habra, Yorba Linda, Brea, Placentia, and Olinda. With the increasing popularity of the automobile and the slant drilling process, which was invented in 1930, oil played an important role in Fullerton's economy during the period after that date. Fullerton established a bulk oil plant on a railroad spur in the late 1920's. As new oil discoveries were made in La Habra and North Fullerton, spurs were added along existing rail lines to accomodate the growing production.

The second floor of the Santa Fe Depot was built to accomodate the new Centralized Traffic Control system. The Control boards for this system were located in this section of the station until they were moved to San Bernadino several years later.

Passenger Trains:

In 1930 Santa Fe began running their new Electro-Motive Corporation gas-electric motor cars. They were efficient and mechanically reliable. They handled passengers as well as the U. S. Mail and express parcels. Patronage on the trains increased through the late 1930's and into the 1940's. During those years the train was the most popular and reliable way to travel from other parts of the country to Southern California. Automobiles were not reliable, got only about fifteen miles per gallon, and had to traverse dangerous sections of roadways. The Santa Fe Depot was often the traveler's first view of Fullerton and its surrounding areas. The station, with its Spanish Colonial Revival architecture and surrounding semi-tropical landscaping, must have provided quite a sight for the passenger arriving in California for the first time.

According to the Fullerton Daily News Tribune of July 1, 1930, "Modern in keeping with the aspect of the city which it serves, the new depot marks another milestone in the progress of the fastest growing city in Orange County. Its construction marks the recognition of the size to which Fullerton has attained, according to the announcement of building plans prior to construction. Celebration of the completion of the new building will share its honors with the memories of the passing structure, giving way to the course of progress and the development of a city, a barometer of civic advancement and prosperity."

Thousands attended the dedication of the new depot on Tuesday, July 2, 1930. A description of the evening, as reported in the Fullerton Daily News Tribune, starts off with "Fullerton citizens paid tribute last night to the railroad which played such an important part in its early and later development. The opening of the new depot is a monument to progress.". A large delegation of Santa Fe officials were present. C. C. Chapman, one of North Orange County's most prominent citizens, was the featured speaker. The public was impressed with the new station, which was built at the cost of $50,000.

Architecture:

The use of Spanish Colonial architecture was deliberately planned to create a "style more in keeping with the climate and terrain of Southern California". The station is representative of the 1920's and 30's when Spanish Colonial Revivals expressed the feeling of returning to our early California roots. The colonade on the west end allowed passengers to sit outside and wait for the train in the mild southern California air. For those railroad passengers who were coming to California for the first time, the Santa Fe Depot would have provided a definite sense of place and climate, as well as a departure from the type of station prevalent in the East and Midwest. From the snow and ice-covered Victorian stations of their departure to the sunny, semi-tropical, Spanish Colonial-style station in Fullerton, must have provided quite a contrast.

Asymmetrical in shape, the depot features several important design features evocative of Spanish Colonial architecture. The heavy cast brackets above the main entrance on the north side and the set of four matching brackets on the south side, the shaped recessed main entry, the trio of doors along the track side and the colonade are a few of the interesting design characteristics. The colonade with its central courtyard was a favorite place to wait for trains. The arched underside of the stairway to the second floor and the dramatic stepped stucco-clad railing added to the character of the north side. Fine detailing, in the use of Spanish-style metal grills on some of the windows, the elaborate double doors on the south side, the Moderne scroll work on the south side, and Moderne capitals between the doors, is evident thoughout the building.

There have been few changes to the building since it was built. The tile added between the doors on the south side will be removed because it is not original. The room added to the colonade will be removed, restoring the colonade to its former beauty. The building will retain its use as a passenger station and Santa Fe offices, with added uses in the parts of the buildings that have not been utilized for several years.

Bibliography continued:

Fullerton Daily News Tribune:

August 14, 1929 Ask Bids on New Santa Fe Depot; Spanish Style Architecture Will Be Used

June 19, 1930 Arrange Date For Dedication

July 1, 1930 Santa Fe Officials to Attend Depot Dedication Tomorrow

July 2, 1930 Street Dance to Terminate Night Events

Congratulatory ads from local firms fill several pages of paper
The New Santa Fe Depot Will Help Fullerton Continue its Record

July 3, 1930 Thousands Go to Dedication of New Depot

Additional sources consulted:

Donaldson, Stephen and William D. Meyers, Rails Through the Orange Groves, Vol. 2, 1990.

G.A. Raymer, Supervisor, Orange County S.E.R.A. Municipalities League Project, 1934.

NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

PHOTOGRAPHS: SANTA FE PASSENGER AND FREIGHT DEPOT

140 East Santa Fe Avenue
Fullerton, CA 92632

Photographer: Diann Marsh
321 E. Eighth Street
Santa Ana, CA 92701

Date: October 1989

Negative: D. Marsh
321 E. Eighth Street
Santa Ana, CA 92701

(Photographs are numbered in the lower right hand corner of the back)

1. Track side view of south facade. Outside waiting room is on left; main entrance to waiting room in center; office section to right of waiting room.

2. Track side view of south facade. Outside waiting room is on left; main entrance is in center; office space on right of waiting room.

3. Track side view of south facade, taken from southeast. Office section on right and to the east of the main waiting room. Main waiting room entrance is in center of three keyhole-style transom openings.

4. Closeup of Waiting Room entrance on south (track side) facade. Note Moderne trim between transoms and windows and doors, original Fullerton sign, wrought iron brackets above sign. The red tile along the bottom was added at a later time and will be removed as part of the rehabilitation.

5. Waiting room doors on the south facade. Doors, terra cotta surround, Moderne trim across the top, are all original. Tile is not and will be removed.

6. View of outside waiting room, looking west to end of station. The 28-sided columns are original. Interior courtyard at right.

7. West end of station. Section at right is original. Section on left was added in fairly recently. Fortunately, all of the columns and original construction was left intact when the room was built, and the columns can be seen inside the room. The room will be removed in order to restore the exterior waiting area to its original appearance.

8. North facade of station faces parking lot and street. Photo taken from the northwest. Main street entrance to station is under gabled portico. All architectural features are original.

9. Center section of north facade (street facade), looking to the west. All items are original except the electric meter.

10. Closeup of center section of north (streetside) facade. Stairs lead to offices above. Main waiting room entrance is in gabled portico to the right of the single-storied wing in the center.

11. Streetside facade (north facade) from west, looking to east. Wooden platform on left is original. Platform roof in background was added at a later time. The floor of the platform is concrete and was added in the late 1940's.

12. Detail of ceiling beams in waiting room. Heavy bracketed beams form the main visual support, with cross beams resting on smaller beams at ceiling level.