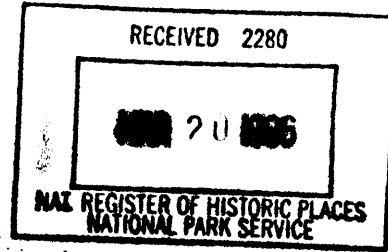


JAN 13 1996
425

NPS Form 10-900
(Rev. 10-90)

OMB No. 1024-0018



United States Department of the Interior
National Park Service
NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

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

1. Name of Property

historic name Palo Alto Southern Pacific Railroad Depot

other names/site number

2. Location

street & number 95 University Avenue not for publication N/A
city or town Palo Alto vicinity N/A
state California code CA county Santa Clara code 085
zip code 94301

3. 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. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

Signature of certifying official

Date 3/12/96

State or Federal agency and bureau

State Historic Preservation Officer

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

Signature of commenting or other official

Date

State or Federal agency and bureau

=====
4. National Park Service Certification
=====

I, hereby certify that this property is:

- entered in the National Register
- See continuation sheet.
- determined eligible for the National Register
- See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain):

Edson H. Beall

4.18.96

Entered in the
National Register

for

Signature of Keeper

Date of Action

=====
5. Classification
=====

Ownership of Property (Check as many boxes as apply)

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

Category of Property (Check only one box)

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

Number of Resources within Property

Contributing	Noncontributing
<u> 2 </u>	<input type="checkbox"/> buildings
<u> </u>	<input type="checkbox"/> sites
<u> </u>	<input type="checkbox"/> structures
<u> 2 </u>	<input type="checkbox"/> objects
<u> 4 </u>	<input type="checkbox"/> Total

Number of contributing resources previously listed in the National Register 0

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

Palo Alto Southern Pacific Railroad Depot
Santa Clara County, California

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation

Sub: Rail-related

Current Functions (Enter categories from instructions)

Cat: Transportation

Sub: Train Station

7. Description

Architectural Classification (Enter categories from instructions)

Modern Movement/Moderne

Materials (Enter categories from instructions)

foundation Concrete

roof Built-up (flat)

walls Concrete, plaster, brick, glass (block)

other

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

See Continuation Sheets.

8. Statement of Significance

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

A Property is associated with events that have made a significant contribution to the broad patterns of our history.

B Property is associated with the lives of persons significant in our past.

C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

D Property has yielded, or is likely to yield information important in prehistory or history.

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

A owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or a grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Architecture

Period of Significance 1940

Significant Dates N/A

Significant Person (Complete if Criterion B is marked above)
N/A

Cultural Affiliation N/A

Architect/Builder _____ Christie, J.H., Chief
S.P. design office

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

See attached Continuation Sheet.

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9. Major Bibliographical References

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

Previous documentation on file (NPS)

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: City of Palo Alto

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10. Geographical Data

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Acreage of Property 1.2 acres (approx.)

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>10</u>	<u>573900</u>	<u>4144200</u>	<u>3</u>	_____	_____
2	_____	_____	_____	<u>4</u>	_____	_____

See continuation sheet.

Verbal Boundary Description

See attached map.

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

See attached continuation sheet.

Palo Alto Southern Pacific Railroad Depot
Santa Clara County, California

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11. Form Prepared By *

=====
name/title James McFall, Architect; Virginia Warheit, Senior Planner

organization Historic Resources Board - City of Palo Alto date September 1995

street & number Planning Department 250 Hamilton Ave. telephone (415)327-3100;329-2441

city or town Palo Alto state CA zip code 94301

* Original application prepared by:

Paula Boghosian
John Beach

in May 1979.

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Additional Documentation

=====
Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

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

=====
Property Owner

=====
1. name Stanford University - Lands Management (contact: Leonie Batkin)

street & number 2770 Sand Hill Road telephone (415) 926-0225

city or town Menlo Park state CA zip code 94025

2. name Peninsula Corridor Joint Powers Board (contact: Thomas Davids)

street & number 1250 San Carlos Ave. telephone (415) 508-6425

city or town San Carlos state CA zip code 94070

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NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

Section 7 Page 1 Southern Pacific Railroad Depot
name of property
 Santa Clara, CA
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NARRATIVE DESCRIPTION

The historic property comprises the Southern Pacific Company Passenger station in Palo Alto, constructed in 1940 in the Streamline Moderne style of concrete with panels of clear glass and glass block, and related structures. The historic resources include the main depot building with attached baggage storage room and subterranean passage under the tracks with an entry structure on the other side of the tracks, the section of northbound and southbound railroad tracks in front of the station, a small passenger waiting shelter located on the opposite side of the tracks from the depot, and a terra cotta drinking fountain and lamp post located between the passenger waiting shelter and Alma Street. The main depot building and attached baggage room is a one story building of approximately 6300 square feet, and the historic property boundary includes an area off approximately 1.2 acres. The appearance of the property is essentially the same today as when it was constructed, except for minor changes described at the end of this section.

The Palo Alto Southern Pacific Railroad Depot is situated at the southwest end of Palo Alto's downtown business district. The area is defined on three sides by primary automobile traffic arteries: El Camino Real (California State Highway #82) to the southwest, University Avenue (Palo Alto's main street) to the southeast, and Alma Street (paralleling the railroad tracks) to the northeast. Between the project site and El Camino Real is the "Hostess House", a National Register property, designed by architect Julia Morgan and constructed in 1918.

The site is flat with the depot, train loading platform and tracks raised up on a pedestal above the adjacent finish grade. The buildings remain in their original locations.

The main station building houses a waiting room, restrooms, offices and ticketing facilities; it is an elongated rectangle in plan, with the long axis parallel to the tracks. One-story in height, it is built of reinforced concrete surfaced with plaster. The flat-roofed main block is intersected on the northeast side and portions of the northwest side by a lower, horizontal plane which provides outdoor weather protection for waiting passengers. This horizontal plane also extends at the northwest end to roof a small structure housing baggage handling and storage as well as an attached stairway leading to the subterranean passage to the other side of the railroad tracks. The passage emerges on the other side of the tracks at a double set of stairs with a covered entry structure.

Both the northeast and southwest walls of the main block are pierced by large openings which provide access doors and, through alternating panels of clear glass and glass block, light for the waiting room. The southwest side, which is the entrance for people who have arrived at the station by bus or car, is indicated by a suspended canopy. The upper corner of the northwest end of the main block is rounded in elevation, and there is a porthole opening with horizontal louvers. There are stripes in low relief in the plaster surface, which reinforce the horizontal stripe of red brick veneer along the lower portion of the exterior wall.

The interior public space of the main building consists of restrooms and a large open space devoted to a waiting room and ticket sales. The restrooms are straightforwardly utilitarian, but the waiting/ticketing room has decorative elements typical of the Moderne. There is a colored ceiling border of superimposed chevrons, and a different, but related pattern picked out in the colored ceramic tile of the floor. At the north corner of the main space this patterned border outlines the location of a lunch counter, long since removed. There are three elaborate light fixtures hanging in the main space;

they are hexagonal in plan, and are made of frosted glass and silver-finish metal. The ventilating grilles and the clock behind the ticket counter carry out the horizontal lines and technological imagery of the building.

At the southeast end of the waiting room, over the ticket counter, is a large mural painted in 1944 by John A. MacQuarrie. The mural contains figures from California history: Native Americans, priests, conquistadors, the U.S. Calvary, settlers, prospectors, cowboys, the pony express, a stage coach, a view of Stanford University, a portrait of Leland Stanford, and a streamlined locomotive of the Southern Pacific.

The brick course along the base of the main building continues into the stairway leading into the pedestrian tunnel. Arched openings provide access to the arch-roofed tunnel. A faceted Moderne style ornament is built into the interior wall over the northeast opening to the tunnel. The tunnel emerges on the northeast side of the tracks at a double stairway with a covered entry structure. The two entries to the entry structure have shaped parapets and side columns that are carefully detailed with chamfered edges, ending with a tooled radius edge near the top and bottom of the column, and the columns taper to meet the ground at a chamfered base. Extending the length of the southwest exterior wall of the entry structure is a panel in low relief with a sweeping line and curved corners. A large rectangular opening in the northeast wall has been filled in with concrete, though the architectural plans for the structure and early photographs show that this opening was designed and built as a glass block panel similar to those in the depot.

The passenger waiting shelter is a small structure located to the northeast of the station on the opposite side of the tracks. Of reinforced concrete, and with a flat roof, the design of the shelter is based upon that of the station building. It is enclosed on three sides; the fourth, open side, facing the station to the southwest is punctuated by two overscaled columns. On the ends of the building are geometric letters spelling PALO ALTO.

Landscape features in the area between the passenger waiting shelter and Alma Street include a flight of concrete steps leading down to Alma Street, a terra cotta drinking fountain with four faucets located at the foot of the steps, and a "Marbelite" imitation stone street lamp post with drop shaped light fixture. Original plant material in this area includes six large trees-- two deciduous oak trees and four Deodar cedar trees.

With the exception of maintenance/repair work and repainting, the exterior of the buildings do not appear to have been altered. The glass block panel in the northeast wall of the stair entry structure located across the tracks from the depot was replaced with a solid concrete panel in the 1950's. The interior of the station has undergone some alterations. As previously mentioned, the original lunch counter was removed at some point in time. Additionally, in 1982, the restrooms experienced minor modifications; apparently this was done to improve access to these areas. The ticket counter was also modified; a section of the counter was added at the northeast side which changed the original "L" configuration to a "T" shape-counter. The storage office area behind the ticket counter had also encountered some changes. Minor site changes, including new planting and construction of a disabled access ramp, were made at the southeast, southwest, and northwest sides of the station in 1984 in connection with improvements to a bus transfer and boarding area located behind the depot.

NATIONAL REGISTER OF HISTORIC PLACES
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STATEMENT OF SIGNIFICANCE

The Palo Alto Southern Pacific Station is an excellent example of the Streamline Moderne style which has important connections with American social history, and which is not typically found in Palo Alto. The building is an important architectural landmark for the City of Palo Alto. Except for a few small homes and commercial buildings that exhibit weak references to the style, it is the only extant example of the full expression of the Moderne style in the city. During the 1920's and 1930's, most of the significant buildings in town were designed by a single dominant and exceptionally talented local architect, Birge Clark, who worked almost exclusively in the Mission Revival or Spanish Colonial Revival style. Consequently, the other major buildings of that era, such as large commercial blocks and apartment buildings, the main Post Office, the Community Center and other civic buildings were built in the Mission Revival or Spanish Colonial Revival style.

The Southern Pacific Station is a superbly proportioned example which contains all the features of the style: glass blocks, curved corners and horizontal striping to imply speed and power, portholes, and carefully considered composition and massing. There is exquisite interior ornament and a mural representative of the public art of the period.

The Streamline Moderne was a form of popular modernism which used technological materials such as glass block, aluminum, vitrolite, etc. to project an appropriate machine age image. This image was adapted in large part from that of streamlined transportation machines, particularly as those machines were interpreted in science fiction magazines and movies of the period. Its professed optimism about the powers of technology gave the style a tremendous symbolic power during the Depression years of the 1930's. Many of the country's finest examples of the style are located in California, where it developed to perhaps its most sophisticated extent.

It is appropriate that a style derived from the streamlining process should be used, as here, to house functions related to transportation. Along the California coast from Los Angeles to San Francisco, architectural styles such as the Mission Revival and the Spanish Colonial Revival were typically used in railroad depots of this era. Thus, the Palo Alto Southern Pacific Station represents an unusual use of the Streamlined, machine image for a railroad station in this area.

The building would appear to qualify as eligible for the National Register of Historic Places due to its excellence as an example of its architectural style, Streamline Moderne, and the only extant building in Palo Alto exhibiting a full expression of this style.

NATIONAL REGISTER OF HISTORIC PLACES
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BIBLIOGRAPHICAL REFERENCES

Interview with Edgar A. Mc Dowell, former Southern Pacific employee, Dec. 10, 1978.

Palo Alto Times
Feb. 15, 1940
Aug. 22, 1940
Jan. 25, 1941
May 10, 1941

Architectural plans, Passenger Station, Southern Pacific Co., Drawing #9318 (depot and passenger waiting station), dated February, 1940. Copies of the plans are in the City of Palo Alto Real Estate Division.

Architectural plans, "Passenger Subway for Palo Alto Station", Southern Pacific Co., Drawing #15547 (tunnel and stairway entry structure), dated August, 1939. Copies of the plans are in the City of Palo Alto Real Estate Division.

Architectural plans, "Plan and Profile of Feeder Highway (Federal Aid Secondary Project) In Palo Alto, University Avenue between El Camino Real and High Street", State of California Department of Public Works Division of Highways (University Avenue underpass and four connected pedestrian ramps), dated October, 1939. Original drawings are in the City of Palo Alto Public Works Department, microfiche of the plans are in the Planning Division.

Bibliographic References regarding Streamline Moderne (materials, use in transportation buildings) include:

Patricia Bayer, *Art Deco Architecture*, New York: Harry N. Abrams, Inc. 1992.
Virginia & Lee McAletser, *A Field Guide to American Houses*, New York: Alfred A. Knopf, 1984.
Michael F. Crowe, *Deco By the Bay*, New York: Penguin Books, 1995.
Woody Vondracek, "Know Your Art Deco", Miami Herald, January 3, 1993, pg. 1G, 6G.

NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET

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BOUNDARY JUSTIFICATION

The property boundaries have been selected to encompass but not to exceed the extent of significant resources: the depot building with attached stairways, tunnel and entry structures over the stairways; the passenger waiting shelter; the immediate surroundings which include original landscape features that contribute to the historic character of the station, such as the flight of steps leading to Alma Street, a terra cotta drinking fountain, a simulated stone street lamp post, and six mature trees.

Actual boundary lines are as follows:

- Street curb lines to the northeast and southwest. These features were used to denote boundaries since they are basically intact from the date of Depot construction.

- There being no additional historic features to the northwest and southeast, the lines are drawn approximately 15 feet beyond the Baggage building (northwest side) and approximately 15 feet beyond the passenger waiting shelter and the beyond the end of the depot (southeast side). The 15 foot space was included so as to maintain the historic setting of the site.

The property boundary being proposed does not include the University Avenue underpass and its four connected pedestrian ramps located southeast of the railroad station. Because the street underpass and four pedestrian ramps were constructed at approximately the same time as the station, and because of the close proximity of the underpass and pedestrian ramps to the station, it has been difficult to determine the appropriate historic property boundaries. However, original architectural plans for the depot and for the University Avenue underpass show that the four pedestrian ramps, which are attached to the street underpass, are part of the underpass project designed by the State of California Department of Public Works, Division of Highways, while the depot and its connected stairway and tunnel system and entry structures and the passenger waiting shelter were designed by the Southern Pacific Company. Since the nomination of the depot is being made under Category C, architectural significance, the decision was made to draw the property boundary at the edge of the original Southern Pacific Company's depot project, and not to include any of the highway project, since the underpass and connected pedestrian ramps do not directly contribute to the architectural significance of the station, and they are not sufficiently meritorious to be historically significant in their own right. This appears to be consistent with Guidelines for Selecting Boundaries, which provides that boundaries may be based on features such as highways and parking lots, and edges that mark the limits of the concentration of historic features or a change in the historic character of the area.

It should be noted that neither the original architectural plans for the depot nor for the highway project shows the existing canopy that is currently attached to the southeast end of the depot, spanning approximately 20 feet and connecting to the pedestrian ramp leading to the University Avenue underpass. This canopy is also architecturally different from the station, having a curved fascia rather than the flat fascia with horizontal stripes found on the depot and passenger waiting shelter, indicating that this canopy, which is the only physical connection between the depot and the University Avenue underpass structures was likely added at a later date.

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PHOTOGRAPHS

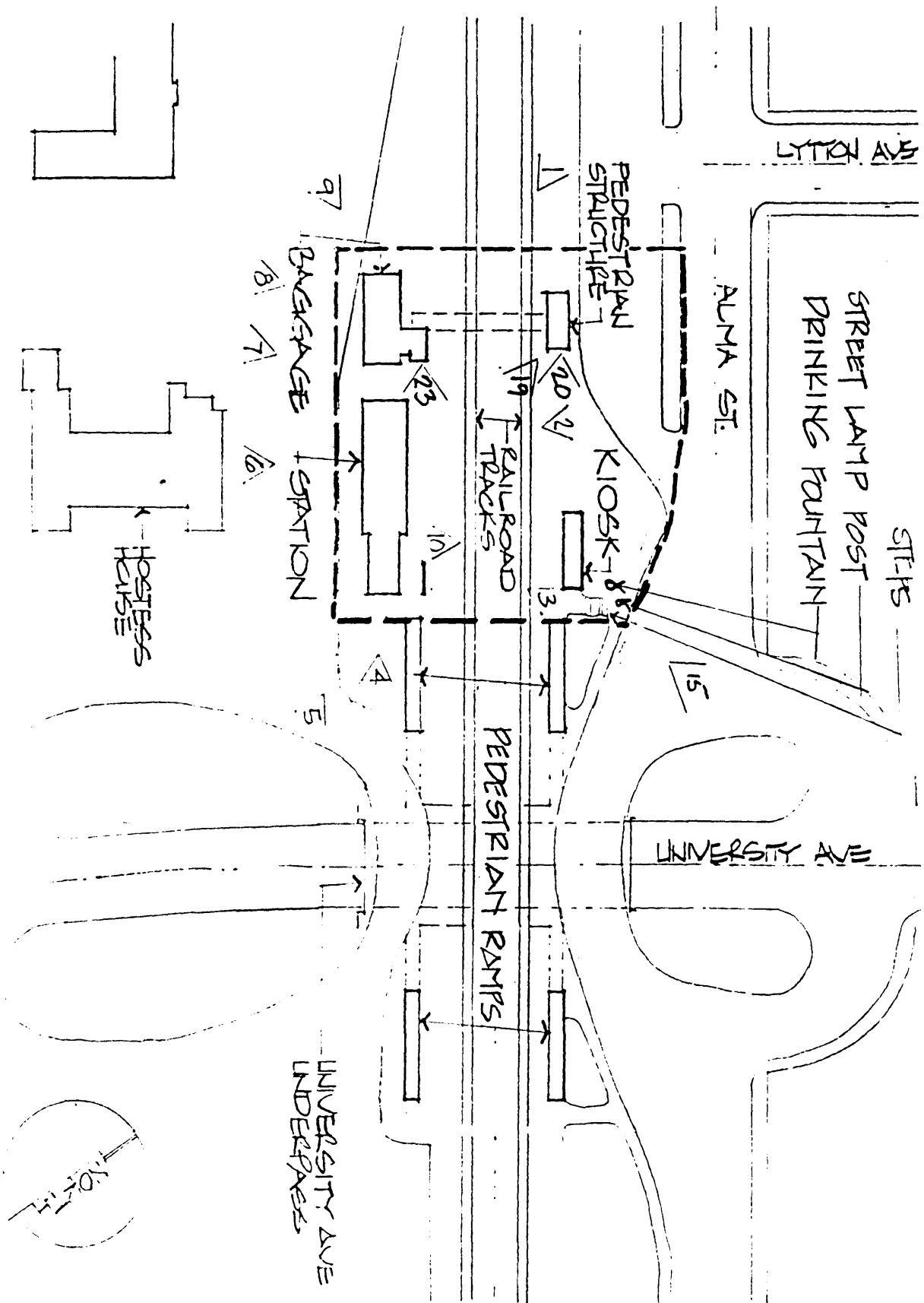
<u>Photo No.</u>	<u>Item</u>
1	Exterior - View from north.
2	Exterior - Northeast elevation.
3	Exterior - Northeast elevation - closeup.
4	Exterior - Southeast elevation.
5	Exterior - View from south.
6	Exterior - Southwest elevation - entry.
7	Exterior - Southwest elevation.
8	Exterior - Porthole detail.
9	Exterior - Northwest elevation.
10	Exterior - Passenger waiting shelter southwest elevation.
11	Interior - Waiting area.
12	Interior - Ticket counter, looking southeast.
13	Interior - Mural over ticket counter.
14	Interior - Light fixture.
15	Exterior - Steps to Alma Street, terra-cotta drinking fountain, street lamp post
16	Exterior - "Marblelite" street lamp post light fixture, detail
17	Exterior - "Marbelilte" street lamp post base, detail
18	Exterior - Terra-cotta drinking fountain, detail
19	Exterior - Stairway entry structure- southwest elevation
20	Exterior - Stairway entry structure- southeast elevation
21	Exterior - Stairway entry structure- detail
22	Interior - Stairway entry structure
23	Exterior - Stairway to pedestrian tunnel
24	Interior - Stairway to pedestrian tunnel

Photographer: James McFall, photos 1-14; Virginia Warheit, photos 15-24

Date of photographs: Photos #1-14, October 1993; Buildings are in essentially the same condition as when the photos were taken.

Photos #15-24, October, 1995

Location of negatives: City of Palo Alto, Planning department.



SOUTHERN PACIFIC RAILROAD DEPOT

PALO ALTO · SANTA CLARA COUNTY · CALIFORNIA

--- BOUNDARY OF NONMARKETED PROPERTY

1 1/4" = 100'

NOVEMBER '95

PHOTOGRAPH #