

PH 0507717

DATA SHEET

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY RECEIVED
NOV 18 1977 SEP 16 1
DATE ENTERED MAY 22 1978

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME
HISTORIC--
SOUTHERN PACIFIC RAILROAD STATION
AND/OR COMMON
SOUTHERN PACIFIC RAILROAD STATION

2 LOCATION
STREET & NUMBER
11825 Bailey Street
CITY, TOWN
Whittier
STATE
California
VICINITY OF
CONGRESSIONAL DISTRICT
33
COUNTY
Los Angeles
CODE
06
CODE
037

Removed from the National Register

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input checked="" type="checkbox"/> BUILDING(S)	<input checked="" type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input type="checkbox"/> YES: UNRESTRICTED	<input checked="" type="checkbox"/> INDUSTRIAL	<input type="checkbox"/> TRANSPORTATION
		<input checked="" type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY
NAME
SOUTHERN PACIFIC COMPANY
STREET & NUMBER
610 South Main Street
CITY, TOWN
Los Angeles
VICINITY OF
STATE
California

5 LOCATION OF LEGAL DESCRIPTION
COURTHOUSE, REGISTRY OF DEEDS, ETC.
Los Angeles County Hall of Records
STREET & NUMBER
320 West Temple Street
CITY, TOWN
Los Angeles
STATE
California

6 REPRESENTATION IN EXISTING SURVEYS
TITLE
California Historic Resources Inventory
DATE
May 1977
DEPOSITORY FOR SURVEY RECORDS
Office of Historic Preservation
CITY, TOWN
Sacramento
STATE
California

FEDERAL STATE COUNTY LOCAL

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Southern Pacific Railroad Station consists of two basic units; a two-story central section and a long one-story extension on the southern side. The central section is constructed of wood frame with a gabled roof with exposed brackets, and an almost identical porch which extends around the three exposed sides above the first story. This porch continues around the southern extension to give the building a uniform appearance. The extension, added in 1895, also has an open gable on the southern end and a raised foundation on its western side which forms a platform.

Additional features on the second story of the central section of the station include geometric designs and shingling, bargeboard on the gabled ends, a small bay on the southern side above the southern extension, and double hung sash windows on the other three sides.

The major alterations to the station since its initial construction in 1888 include the addition of the southern extension in 1895, the removal of two corbelled chimneys and the cresting on the roof of the central section, and a slight expansion of the walls on part of the western side of the southern section. The interior has been altered somewhat to accommodate its present use.

The station is presently leased to a metal shop and is located along the original Southern Pacific tracks in a light manufacturing area of Whittier.

STATION
Whittier, California
National Park Service
California State
November 1, 1977
1977-10-26

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1888

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Southern Pacific Railroad Station just off Hadley Street was one of two Southern Pacific depots built in 1888 to capitalize on passenger and freight business in the young community of Whittier. Established the previous year during the height of the "Boom of the Eighties" in Southern California, Whittier had rapidly increased in population in its first year and the Southern Pacific responded to this growth by establishing a six-mile spur track from the Norwalk area station at a purported cost of \$40,000 to the city of Whittier. A box car served as the first depot at the Hadley Street location until the present station was finished in July of 1888.

Ironically, the boom which brought the railroad to Whittier was rapidly collapsing at the time the spur track and depot were being built. Fortunately, the Southern Pacific was able to help save Whittier from virtual extinction by providing transportation for its citrus crops, the community's main economic base and chief employer. In 1895 a southern extension was added to the original Hadley Street depot to provide fruit packing space for the Whittier Fruit Exchange. Additional passenger traffic and the development of new industries kept the station bustling through the early decades of the twentieth century. However, as other modes of transportation became more sophisticated, the importance of the railroad increasingly diminished. By 1970 the station was no longer needed by the railroad and it was leased to private commercial interests.

The depot itself, a simple wooden structure with some ornamentation, is typical of the many Southern Pacific stations erected in the late 1880's. In this particular case, the first agent, J.R. Downs and his sister, and most subsequent agents and their families, resided upstairs while the lower floor was used as a passenger waiting station. The southern extension provided ample storage and packing facilities for the area's fruit industry.

Although it is no longer used in its original capacity, the Southern Pacific Railroad Station in Whittier is one of the city's most important links to its establishment and early economic development. It is also one of the very few Southern Pacific depots built before the turn of the century to survive the changing modes of transportation in Southern California, an area which owes so much of its development to the railroad.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Assessment Records of Los Angeles County, 1900-1920. Los Angeles County Archives.

Insurance Maps of Whittier, California. New York: Sanborn Map Company, 1894 & 1925.

Whittier Graphic, May 10, 1888, p. 3; July 26, 1888, p. 3. (cont.)

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY 2.91

UTM REFERENCES

A	<u>11</u>	<u>130</u> <u>410,314.03</u>	<u>3,716,014.40</u>	B			
	ZONE	EASTING	NORTHING		ZONE	EASTING	NORTHING
C				D			

VERBAL BOUNDARY DESCRIPTION

A 2.91 acre lot commencing at the southeast corner of Hadley St. and Magnolia, extending 630.95' south; then 368.45' east to the foot of Bailey St., then north in an irregular line which parallels the Southern Pacific tracks to Hadley St., then 150.45' westward to the original point.

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Tom Sitton Curatorial Assistant

ORGANIZATION

Natural History Museum of Los Angeles County

DATE

September 13, 1977

STREET & NUMBER

900 Exposition Blvd.

TELEPHONE

746-0410 x241

CITY OR TOWN

Los Angeles

STATE

California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:
 NATIONAL STATE LOCAL

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE

K. M. Allen 11-17-77

TITLE State Historic Preservation Officer

DATE

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER.

DIRECTOR, OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION
 ATTEST Walter C. Cole

DATE 5-22-78
 KEEPER OF THE NATIONAL REGISTER
 DATE 5-12-78

KEEPER OF THE NATIONAL REGISTER

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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

FOR NPS USE ONLY	
RECEIVED	NOV 18 1977
DATE ENTERED	MAY 22 1978

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

Whittier News, January 25, 1895, p. 3.

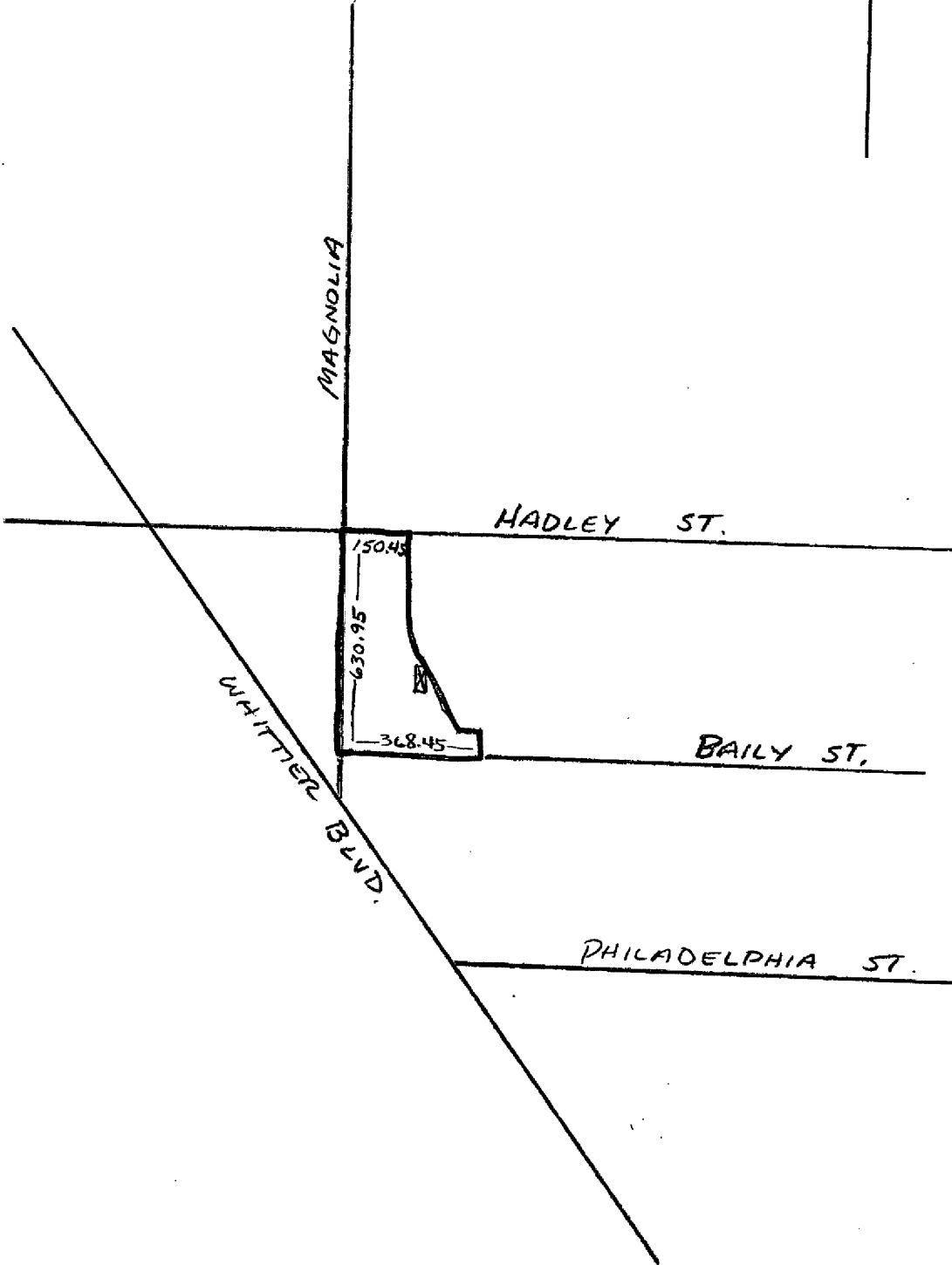
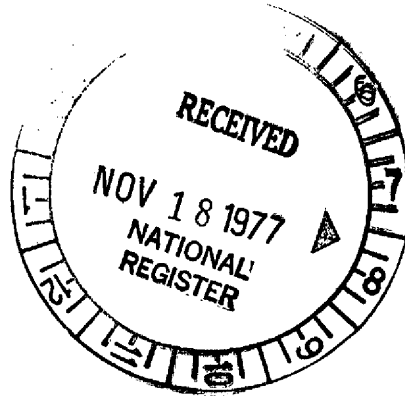
Los Angeles Times, February 10, 1888, p. 3; June 19, 1888, p. 3.

Arnold, Benjamin F., & Clark, Artilissa Dorland. History of Whittier.
Whittier: Western Printing Company, 1933.

Pearce, Phullis M., Radford, Claire G., & Rummel, Mary Ann. Founders and
Friends. Whittier: Rio Hondo College Community Services, 1977.

Southern Pacific Railroad Station

Whittier, CA



MAY 22 1978

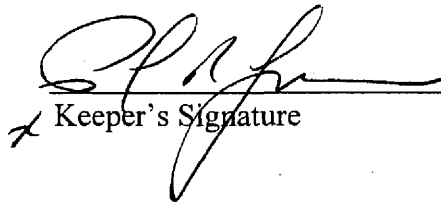
**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

**Southern Pacific Railroad Station
Whittier, Los Angeles County
CALIFORNIA
78000701**

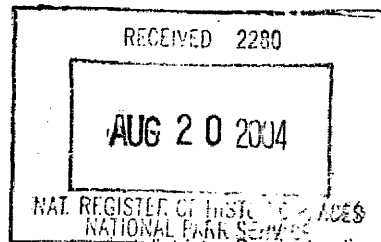
REMOVAL APPROVED


x Keeper's Signature

10/1/04
Date

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 **Southern Pacific Railroad Depot, Whittier**

other names/site number **Whittier Depot, City of Whittier Transportation Center**

2. Location

street & number **7333 Greenleaf Avenue** NA not for publication

city or town **Whittier** NA vicinity

state **California** code **CA** county **Los Angeles** code **037** zip code **90602**

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 16 AUG 2004
 Signature of certifying official/Title 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 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): _____

Signature of the Keeper *[Signature]* Date of Action 3/29/05

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
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	0	buildings
0	0	sites
0	0	structures
0	0	objects
1	0	Total

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

N/A

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/rail-related = train depot

Current Functions
(Enter categories from instructions)

GOVERNMENT/government office = transit office

TRANSPORTATION/road-related = transit bus stop, commuter shuttle stop

RECREATION AND CULTURE/museum = surface transportation museum

7. Description

Architectural Classification
(Enter categories from instructions)

LATE VICTORIAN/Stick

Materials
(Enter categories from instructions)

foundation CONCRETE

roof ASPHALT

walls WOOD/Shiplap and shingle

other Wood posts, stickwork, window frames, trim, brackets, bargeboards, cresting. Red brick chimney

Narrative Description

(Describe the historic and current condition of the property on one or more 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.)

Property is:

- 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.

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

Period of Significance

1892-1945

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Southern Pacific Railroad

9. Major Bibliographical References

(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 Whittier Transit Center

Southern Pacific Railroad Depot, Whittier
Name of Property

Los Angeles County, CA
County and State

10. Geographical Data

Acreage of Property less than one

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	<u>11</u>	<u>404160</u>	<u>3759620</u>	3	<u>---</u>	<u>-----</u>	<u>-----</u>
2	<u>---</u>	<u>-----</u>	<u>-----</u>	4	<u>---</u>	<u>-----</u>	<u>-----</u>

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

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

11. Form Prepared By

name/title Jan Ostashay, Director of Cultural Resources Management, and Peter Moruzzi, Architectural Historian

organization PCR Services Incorporated for the City of Whittier date April 9, 2004

street & number One Venture, Suite 150 telephone 949-753-7001

city or town Irvine state CA zip code 92618

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

(Complete this item at the request of the SHPO or FPO.)

name City of Whittier, c/o Susan Chow

street & number 13230 Penn Street telephone 562-945-8200

city or town Whittier state CA zip code 90602

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reduction Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1 Southern Pacific Railroad Depot, Whittier, Los Angeles County, California

7. Narrative Description

The Southern Pacific Railroad Depot, Whittier (Whittier Depot) is a one- and two-story wood-framed building constructed in 1892. The L-shaped property, now known as the Whittier Transit Center, includes the depot building and platforms (with a footprint of approximately 136 feet by 40 feet) plus the surrounding sidewalks, parking lot, and small public park that together measure 250 feet of street frontage along Greenleaf Avenue (east) by 300 feet to Comstock Street (west) at the rear of the property. Because the Whittier Depot was moved to its current site in 2000 in order to fulfill its new use as a transit center, the setting is not historically associated with the resource. The appearance of the depot following its move and restoration closely matches its historic appearance during the building's period of significance, 1892-1945.

Whittier's Southern Pacific Railroad Depot is a one- and two-story wood-framed building featuring architectural elements indicative of the Stick variant of the Late Victorian architectural style. The building is mostly rectangular in plan and is capped by a gabled roof on the depot's two-story east end with a wraparound hipped roof sandwiched between the first and second stories. The hipped roof becomes gable-on-hip at the west end of the building where it covers the freight room. Roof elements include a modest cornice, carved bargeboards, and prominent triangular brackets that support deep overhanging eaves. The first story of the building is sheathed in shiplap siding while the second story features specialty wood shingles with geometric designs. Especially noteworthy is the vertical and grid-like second-story stickwork that is a character-defining feature of the Stick style of Late Victorian architecture. There is also a small gabled bay projecting from the west end of the second story above the freight room. Second floor fenestration consists of a trio of eight-over-two double hung sash on the south elevation and as four adjacent windows on the north. There are two narrow four-over-two windows on the east façade of both floors. Ground floor double-hung sash windows on the north and south elevations are interspersed with paneled and glazed entrance doors topped with multi-light transoms. The one-story freight room was lengthened and doubled in size in 1894.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 2 Southern Pacific Railroad Depot, Whittier, Los Angeles County, California

Originally, the ground floor of the depot was divided into two main areas: a passenger waiting area, ticket booth, restrooms, and a railroad office on one end, and a large freight room on the opposite end. The second-story housed the station agent and his family. Since restoration, first floor uses include ticket sales, a museum area, staff offices, a lunch room, restrooms, and several meeting rooms. Current second floor uses include staff offices, storage rooms, and a restroom.

The Whittier Depot was moved to its current location on April 7, 2000.¹ It is currently located within a parcel bordered by Greenleaf Avenue on the east and the Comstock Avenue alley on the west. Separating the depot site from Penn Street on the north and Mar Vista street on the south are other parcels occupied by commercial and residential buildings. Historically, the original orientation of the building was with the two-story depot on the north and one-story freight room pointing south. Railroad tracks were on the east and west elevations. Today, the depot is on the east end of the parcel with the freight room on the west. The depot's parking lot is located along the north elevation and a public park is on the south side. The Whittier Depot was initially moved to a temporary site in 1990 to save the building from demolition due to the construction of a shopping mall on its original location. Because the temporary location was not an historic location, the Whittier Depot was moved to its permanent site in the Greenleaf Avenue Redevelopment Area. The Depot is now the new Whittier Transit Center where riders of public transportation can obtain tickets and scheduling information on all buses that serve Whittier. It is also the central location for boarding Whittier Transit and MTA buses, as well as Dial-a-Ride. Further, it will soon be the hub of a commuter shuttle to the Norwalk/Santa Fe Springs Metrolink Station operated by Norwalk Transit that will link Whittier to Metrolink. Finally, a Surface Transportation Museum will be installed in part of the first floor depot.

When moved to its current location, the building was separated into two sections: the two-story depot and half of the attached freight room, and the other half of the freight room. Younger Brothers Moving Company transported the two sections seven blocks

¹ *The Whittier Depot was initially moved from its original location at 11825 Bailey Street to 12202 Philadelphia Street, site of the Union Pacific Passenger Depot, in 1990 to prevent its demolition. In April, 2000, the Whittier Depot was moved to its current location at 7333 Greenleaf Avenue.*

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3 Southern Pacific Railroad Depot, Whittier, Los Angeles County, California

east and three blocks south from its temporary location to its permanent new site.² Younger Brothers specializes in house relocations.

As part of the Section 106 process under which the building's relocation and rehabilitation was supervised, an historic records search was conducted by the South Central Coastal Information Center at UCLA. A review of the record search data indicated that no recorded prehistoric or historic archaeological sites existed within the project site. The absence of exposed, original ground surface from prior development precluded conducting an archaeological survey.

At some point prior to 1989, the two corbelled chimneys and the roof cresting were removed. As part of the building's restoration, one of two missing chimneys was reconstructed on the east elevation. In addition, wood cresting was reconstructed, all windows were reglazed, two new Whittier roof signs were reconstructed, a new door on the north elevation was recreated to match the existing door on the opposite side, the wood freight landing that surrounds the freight room was reconstructed, and numerous metal industrial lights were hung beneath the canopy. All window divisions are the same following the restoration as they were historically. In order to meet current safety codes and guidelines, new metal pipe guardrails were erected around the perimeter of the freight landing platforms and a new ADA-compliant ramp was built on the west end of the freight landing platform. New glass doors and windows have replaced the original warehouse doors of the freight room.

The property serves both as a transit center and as a public park with the depot as the focal point. Centering the L-shaped property is the Whittier Depot building and associated freight landing platforms. Wide concrete sidewalks provide pedestrian access to the building on all four sides. East and north of the depot are large asphalt parking lots which, within the context of transportation, serve to provide parking for Whittier

² *The initial move in 1990 from its original location at 11825 Bailey Street was two blocks east and one block south to 12202 Philadelphia Street.*

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 4 Southern Pacific Railroad Depot, Whittier, Los Angeles County, California

commuters. A small grassy public park situated on the south side of the property provides a quiet, contemplative environment for viewing the depot in its new setting. The park is landscaped with palms, mature trees, and concrete pathways. Metal park furniture designed in a pre-World War II style is placed throughout the park and on the west side of the depot near Greenleaf Avenue. Metal pole lamps with translucent globes that dot the site are in keeping with Whittier street lighting fixtures from the depot's 1892-1945 period of significance. A tall, free-standing, four-sided clock situated east of the depot at Greenleaf Avenue evokes a turn-of-the-twentieth-century feeling. Overall, the property's use as a transit center creates an appropriate setting for the Southern Pacific Railroad Depot within the context of transportation in the City of Whittier.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1 Southern Pacific Railroad Depot, Whittier, Los Angeles County, California

8. Statement of Significance

The Whittier Depot appears to be eligible for listing in the National Register based on Criterion A: Events, Criterion C: Architecture, and for meeting Criteria Consideration B: Moved Properties, at the local level of significance.³ Under Criterion A, the building is closely associated with the City of Whittier's early economic growth and development during the time period 1892 - 1945. The growth of Whittier was primarily a product of two interdependent historical patterns: the transportation of settlers to the City and the development of the citrus industry and its related freight transportation requirements from the late nineteenth century through World War II. Additionally, the Whittier Depot is significant under Criterion C as one of only eleven remaining depot structures constructed according to the Southern Pacific Standard No. 18 plan located in California. Of the other extant buildings, only the Whittier Depot is located in the southern California region. Further, the building is an excellent example of Stick style architecture applied to railroad depot design in southern California. Finally, Criterion Consideration B is met because the Whittier Depot is significant both for its architectural value and as the building most importantly associated with railroad transportation in the City of Whittier.

Whittier's Transportation History

By the early 1880s, southern California began luring thousands of Easterners and Midwesterners with dreams of health and wealth. The Southern Pacific Railroad had completed its lines to Los Angeles in 1876, and began a publicity campaign to entice people to "the land of milk and honey." During this time agriculture became the primary industry in California, and the "citrus culture" was extolled in promotional pieces as "a mode of agriculture totally suited to refined middle class growers." The citrus farmers were the new middle class, nurturing rural civility, an appealing and romantic image for many from the East and Midwest tired of the cold winters. In 1885, the Atchison, Topeka and Santa Fe rail line reached Los Angeles, and fierce competition erupted with the Southern Pacific Railroad. The ensuing railroad rate war was a great stimulus to westward travel, bringing 130,000 settlers to California from the East and Midwest in

³ *The Whittier Depot was placed on the National Register of Historic Places in 1978. It was removed from the National Register in 1998 due to its move to a temporary location at 12202 Philadelphia Street. The building is now situated in its permanent location at 7333 Greenleaf Avenue.*

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less than three years. As a result, Los Angeles' population doubled, and new towns, like Whittier, were created in the valleys and coastal stretches of California.

In 1887, a small group of Quakers from the Midwest founded the town of Whittier with the first lots going on sale in May of that year. About 160 acres were designated for town lots with the remainder of Whittier being subdivided into five- and ten- acre parcels to accommodate small citrus groves. People immediately began to build homes and stores on their newly acquired property, and the Whittier community quickly grew. Whittier's rapid population growth in its first months prompted local businessmen to pay for a six mile spur track from Los Nietos (Norwalk) to Whittier in late 1887 at a purported cost of \$43,000.⁴ A box car that served as the first depot was soon replaced in 1888 by the construction of a single-story combination freight/passenger depot. This depot, which was destroyed by fire in 1940, was located near the intersection of Evergreen Road (now Washington Boulevard) and County Road (now Whittier Boulevard).⁵

Most of Whittier's early settlers were farmers who planted citrus and other fruit trees that were soon highly productive. Abundant fruit harvests led to the establishment of the Whittier Fruit Cannery in 1888 and the need to transport these products to distant customers via rail. Although the real estate boom of the 1880s had collapsed by 1890, strong demand for Whittier's citrus products prompted the construction of a larger, two-story passenger/freight depot serving Whittier (the subject property) by the Southern Pacific Railroad Company in 1892. Located between Hadley and Bailey Streets approximately one mile north of the site of Whittier's first depot, Southern Pacific's new Whittier Depot became the primary freight transportation point for local crops on their way to Chicago and the East Coast.

Rail service and the City grew concurrently, and by 1904, the Pacific Electric Railroad arrived in town. In 1907, a locomotive roundhouse with turntable was constructed near the Whittier Depot. By 1925, a separate Southern Pacific packing house and a larger turntable had been added to the depot complex. Until the end of World War II, passenger

⁴ William Church. *City of Whittier Depot Task Force research.*

⁵ *Ibid.* Referred to as the "Evergreen Station" on Sanborn maps, the depot was converted into a fruit packing house before being destroyed by fire circa 1940.

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traffic and the transportation of agricultural products, Whittier's main economic base and chief employer, kept the depot bustling. However, as other modes of transportation became more prevalent the importance of the railroad increasingly diminished.

The period of significance established for the depot is 1892 – 1945. 1892 is the year of construction of the current Whittier Depot and 1945 marks the end of World War II and the beginning of the postwar suburban boom. Following World War II, citrus grove removal and replacement with suburban houses began to occur with increasing frequency in the area. As the process accelerated with the postwar population explosion, which affected much of the Los Angeles basin, citrus packing houses throughout the region began to close. The combination of the local citrus industry's demise and the growing dominance of other forms of passenger transportation, particularly automobile and air travel, supplanted the previous strong demand for railroad freight and passenger service in the city. Therefore, the years between 1892 and 1945 represent the length of time when the depot was most closely associated with the agricultural development of Whittier and also the period when the city's population growth was a direct result of the Southern Pacific Railroad's access to Whittier via a branch on the main line.

Southern Pacific Standardized Depot Property Type

For Americans in the nineteenth century the railroad symbolized progress and hope. Tracks were laid and thousands of station buildings constructed to service the public's needs. Prior to the 1890s, depot design was informal, often prefabricated, and usually portable. However, at most locations the portable depot failed to meet customer needs and their expectations. In addition, the economic and civic pressures for larger, more functional and more attractive depots increasingly confronted the railroad carriers. The American railroad depot soon represented a community's gateway.

Since west of the 100th meridian rail lines frequently preceded population, railroad companies could not afford to erect expensive, architecturally distinctive, charming buildings in largely unsettled or under-settled areas. The most common method of providing inexpensive railway service to small communities was to adopt standardized plans for their depots. By the late nineteenth century standardized brand name consumer

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products were becoming common. Standardization came in diverse forms including time zones and dress patterns. Standardization similarly invaded American architecture. Decorative building elements for both interior and exterior use were easily ordered from scores of millwork factories. The railroad industry embraced standardization with great enthusiasm, which included their rolling stock (locomotives), couplers, signals, tracks, and related property types.⁶

The construction of "combination depots" proved to be the most common method of providing service to southern California communities. Such a structure sheltered passengers, freight, and train control under a single roof. Floor plans were usually simple with one end containing a waiting room while the middle area housed an office, nearly always with an attached bay window. The office provided sufficient space for the agent to do his bookkeeping work and perform services for the public. The end opposite the waiting room accommodated the freight section. Usually some type of wooden platform was attached to the freight house to permit the easy movement of bulky goods to wagons or trucks. Living quarters were usually provided to the on-site railroad agent by the construction of a second story over the waiting room/office areas. While there existed variations in this basic layout, most small towns had depot floor plans of this type, including the Whittier Depot.

While the competing Santa Fe Railroad had a variety of its own standard two-story depots with living quarters, the Southern Pacific was particularly attracted to this depot type. Committed to the economy and convenience of standard plans, the Southern Pacific drew up nearly a dozen plans for two-story wooden combination depots with living quarters. They were placed along its lines from Oregon to Texas, especially in California. The company erected large numbers of two comparable designs: the Standard No. 18 and Standard No. 22 types. The former appeared mainly between 1888 and 1892, a time of considerable line construction, and the latter from approximately 1899 to 1910. Henry E. Bender, Jr., the foremost student of Southern Pacific standard depots, has determined the primary differences between No. 18 and No. 22 type depots.⁷ The No. 18 features a gabled roof with the gable facing the tracks. The Whittier Depot is an example

⁶ Lewis Atherton, *Main Street on the Middle Border*, pp.222-229.

⁷ Henry Bender, *Standard-Design Depots*. Manuscript in possession of author.

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of this type. The No. 22 has a gabled roof with the gable facing the freight room and a two-story squared gabled bay located on one side of the depot with its gable facing the tracks. The bay extends vertically from the central office to the upstairs living room. According to Bender, "the official name of each of [the standard] designs vanished in the smoking ruins of the SP's general office building during the 1906 San Francisco Earthquake and Fire."⁸ The Southern Pacific Standard No. 18 and No. 22 plans creatively organized the second story apartment floor space with a living room (with bay window in plan No. 22), two bedrooms, kitchen, pantry, storeroom, and bath with toilet and tub. The nature of the structure also allowed for major modifications.⁹

The Whittier Depot, built according to Southern Pacific's Standard No. 18 plan, features a rectangular footprint with a two-story gabled section on one end and a long freight room on the other. Henry Bender's research indicates that of the 60 Southern Pacific Standard No. 18 depots constructed in California, only eleven are currently extant.¹⁰ Of these, the Whittier Depot is the only one to be located in southern California. Further, the building is an excellent example of the Stick variant of Late Victorian architecture as applied to a railroad depot. A character-defining feature of the style represented in the Whittier Depot is the vertical and grid-like stickwork gracing the building's second story elevations. In 1894, a southern extension was added to the depot's freight room to provide fruit packing storage space for the nearby Whittier Fruit Exchange.

The Whittier Depot served as a train depot until the early 1970s when the Southern Pacific curtailed its local depot service. In 1978, the depot was placed on the National Register of Historic Places. The structure was rented by various industrial tenants during the years following the depot's closing. It then sat vacant and neglected until 1987 when Whittier's centennial activities sparked an interest in preserving and restoring the old building. In the 1980s, the redevelopment of the site on Whittier Boulevard between Hadley Street and Sorensen Avenue, which included the property where the depot stood,

⁸ *Ibid.*

⁹ Harold A. Edmonson, ed. *Railroad Station Planbook*. pp.33-39.

¹⁰ Henry Bender, *Standard-Design Depots*. Manuscript in possession of author. The eleven extant depots are located in Armona, Benicia, Danville, Esparto, Kingsburg, Livermore, Newman, St. Helena, Walnut Creek, Whittier, and Yountville.

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left the structure facing eviction or demolition. The City of Whittier assumed title to the depot in 1989, and moved it to a temporary location on vacant Union Pacific Railroad property in 1990 (12202 Philadelphia Street). The Whittier Depot was moved to its current location (7333 Greenleaf Avenue) on April 7, 2000 and underwent a multi-year rehabilitation that followed the Secretary of the Interior's Guidelines and Standards for Rehabilitating Historic Buildings (the Standards).

Today (2004) with the rehabilitation work completed, the Whittier Depot has been adaptively reused as the Whittier Transit Center and as a hub for bus transportation. The depot building is located within a parcel bordered by Greenleaf Avenue on the east and the Comstock Avenue alley on the west. Historically, the original orientation of the building was with the depot's two-story section pointing north and the one-story freight room pointing south. Railroad tracks were parallel to the east and west elevations. Since relocation, the building has an east-west orientation with the two-story depot section pointing east and the freight room pointing west. A parking lot is located along the north elevation and a public park is on the south side. Because the rehabilitation of the Whittier Depot followed the Standards, the building's historic integrity of design, materials, and workmanship was maintained. Although the building's new location is not identical to the original location in orientation or relationship to the original Southern Pacific railroad tracks, it nonetheless conveys the feeling and association to transportation in Whittier due to its new use as the Whittier Transit Center. Planned uses include increasing the building's role as a local transportation hub, installing a Transit Museum in part of the depot, and securing a locomotive and/or passenger rail car to place on tracks adjacent to the depot to further emphasize the building's railroad heritage.

Criterion A - Criterion Consideration B

The Whittier Depot appears eligible for listing in the National Register under Criterion A - Criterion Consideration B, for its association with Whittier's transportation history and its significant role in the overall economic development of the City of Whittier. The Whittier Depot is the single surviving building located within the City of Whittier that is most closely associated with the Southern Pacific Railroad and the economic growth and

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development of the City from the depot's construction in 1892 until the end of the Second World War when economic and transportation patterns rapidly changed. The early growth of Whittier was largely a product of two interdependent historical patterns: the ability of the railroad to conveniently transport new settlers to the City, and the success of the citrus industry. The railroad's role in the citrus industry was particularly critical: it shipped the product to markets across the country rapidly, affordably, and in good condition. Therefore, the Whittier Depot is an important physical record of events that shaped the City of Whittier during the building's period of significance, 1892 - 1945.

Criterion C - Criterion Consideration B

For its architectural value, the Whittier Depot also appears to satisfy Criterion C - Criterion Consideration B. During the late nineteenth century the Southern Pacific Railroad frequently used the architectural drawings associated with its Standard No. 18 plan for depots constructed throughout California. The Whittier Depot is one of eleven remaining depot buildings constructed by the Southern Pacific Railroad according to this plan design located in California. Of the remaining buildings, only the Whittier Depot is located in the southern California region. Further, the Whittier Depot is a very good and rare example of Stick style architecture applied to railroad depot design in southern California. Though the building has been moved, it retains enough historic fabric to convey its significant architectural value. It also retains integrity of design, materials, workmanship, feeling, and association.

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"Whittier Sidetracks Demolition-Old Depot Gets New Lease On Life," *Los Angeles Times*, Nov. 10, 1985, pt. IX, p. 1, 5.

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CORRESPONDENCE

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William Church (Whittier Historical Society), written correspondence with Jan Ostashay (Architectural Historian), March 16, 2003.

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10. Geographical Data

Verbal Boundary Description

The boundary of the Southern Pacific Railroad Depot, Whittier is shown as the dashed line on the accompanying sketch map entitled "National Register Boundary."

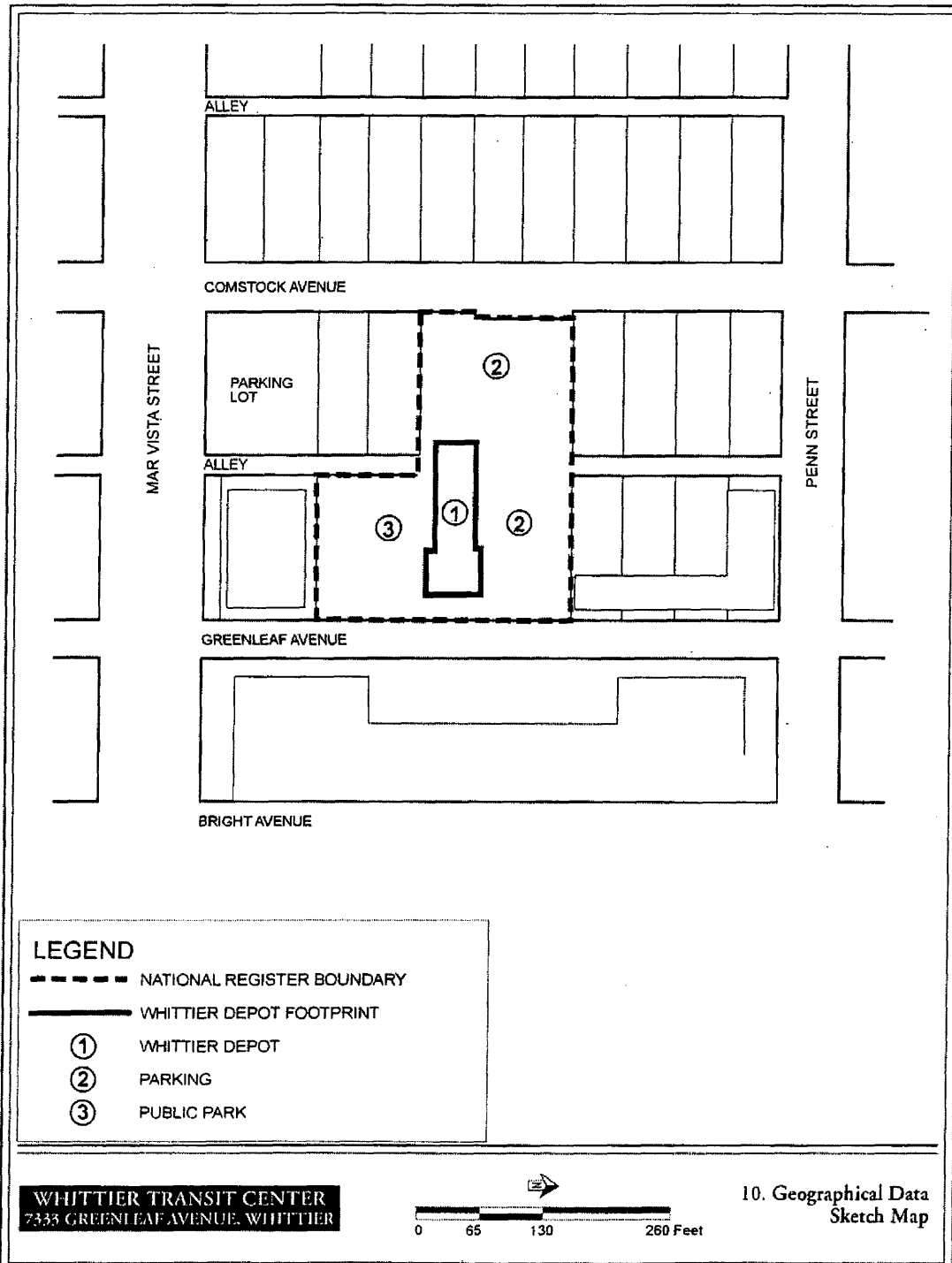
Boundary Justification

The boundary encompasses the area associated with the property's use as a transit center and includes the Whittier Depot building and associated freight landing platforms, concrete sidewalks surrounding the building, asphalt parking lots, a small public park, park furniture, lighting, and landscaping. Within the context of the City's transportation history, the Whittier Transit Center is an appropriate setting for Whittier's relocated Southern Pacific Railroad Depot. Additionally, the transit center's small public park serves as a contemplative setting for appreciating the depot building's architectural and historical attributes.

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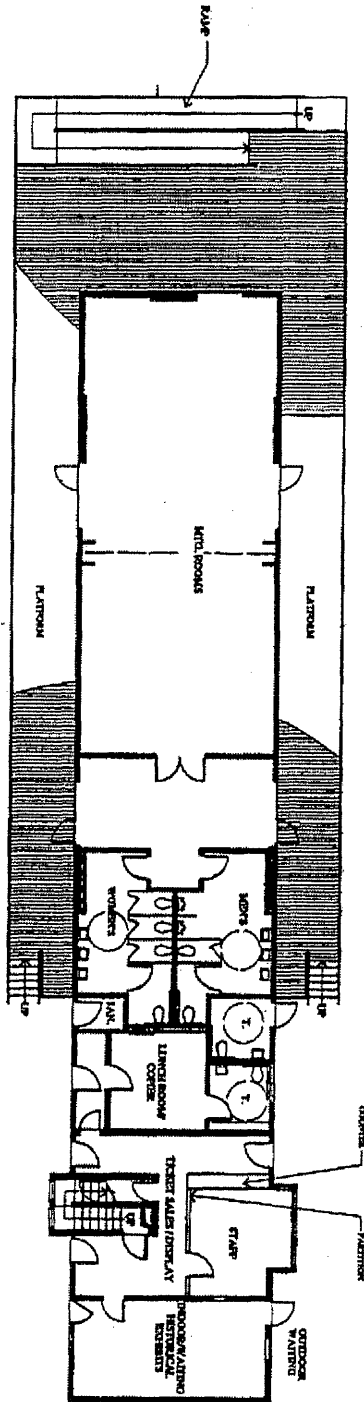


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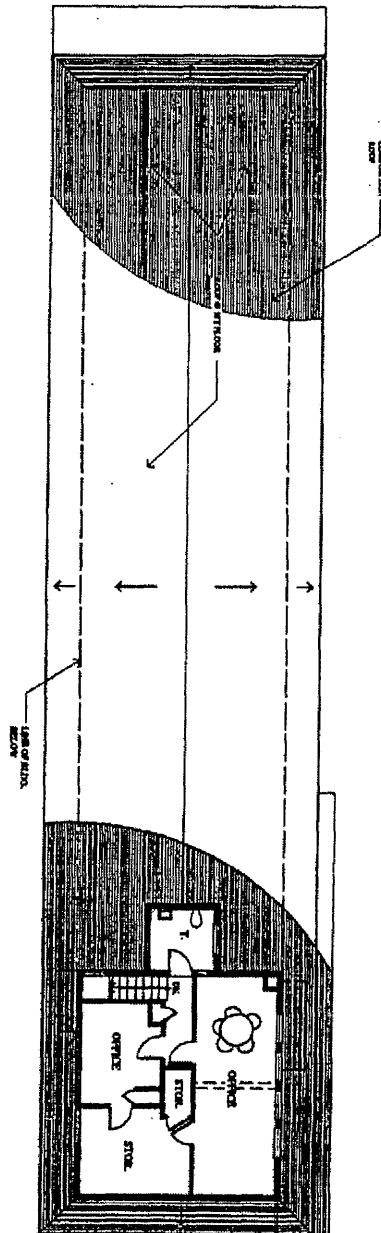
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First Floor



Second Floor

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PHOTOGRAPH LOG

The historic photograph of the Southern Pacific Railroad Depot, Whittier is on file at the Whittier Museum, Photograph Collection, 6755 Newlin Avenue, Whittier, California.

Historic Photo #1, c.1896.

Whittier Depot. West and north elevations, looking southeast.

Historic photographs of the Southern Pacific Railroad depot in Danville, California and Guadalupe, California are photographic reproductions from "Living in the Depot: The Two-Story Railroad Station," by H. Roger Grant, p.115 and p.35.

Historic Photo #2, 1940.

Danville Depot. Southern Pacific Standard No.18 plan.

Historic Photo #3, 1974.

Guadalupe Depot. Southern Pacific Standard No.22 plan.

The photographic reproduction of a scanned photograph of the Southern Pacific Railroad Depot, Whittier at its temporary location at 12202 Philadelphia Street was taken by the City of Whittier in 1990. The original is on file at the City of Whittier, 13230 Penn Street, Whittier, California.

Photo #4, 1990.

Whittier Depot at its temporary site, prior to final move to Greenleaf Avenue. West and north elevations, looking southeast.

The photographic reproduction of a scanned photograph of the Southern Pacific Railroad Depot, Whittier during its move to 7333 Greenleaf Avenue was taken by the City of Whittier, April 7, 2000. The original is on file at the City of Whittier, 13230 Penn Street, Whittier, California.

Photo #5, 2000

Whittier Depot during its final move.

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Current Photographs of the Southern Pacific Railroad Depot, Whittier were taken by Peter Moruzzi, November 2003 at the Depot's location at 7333 Greenleaf Avenue, Whittier, California. Negatives are on file at the City of Whittier, 13230 Penn Street.

Photo #6

North and east elevations, looking southwest.

Photo #7

South and east elevations, looking northwest.

Photo #8

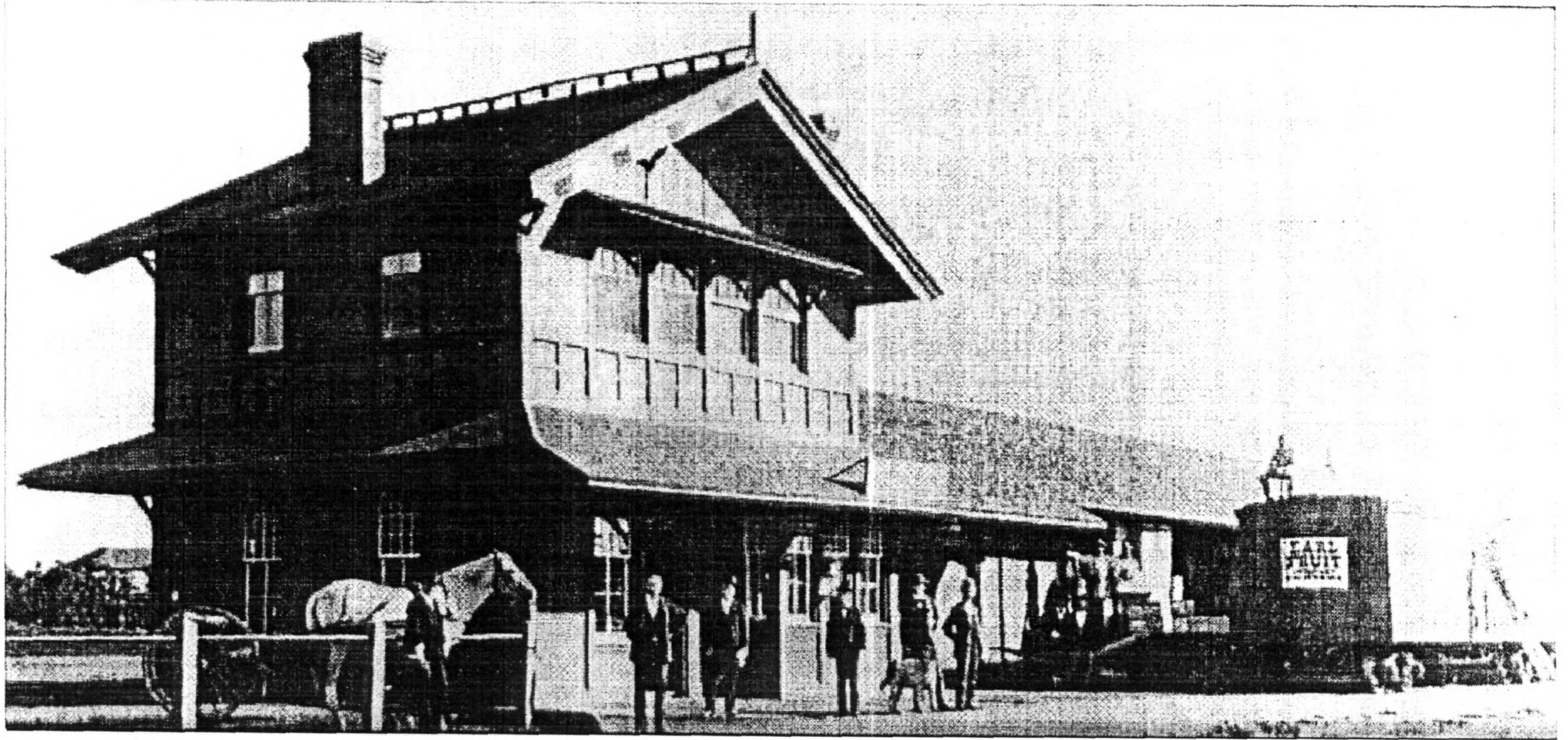
North and west elevations, looking southeast.

Photo #9

North elevation, looking south.

Photo #10

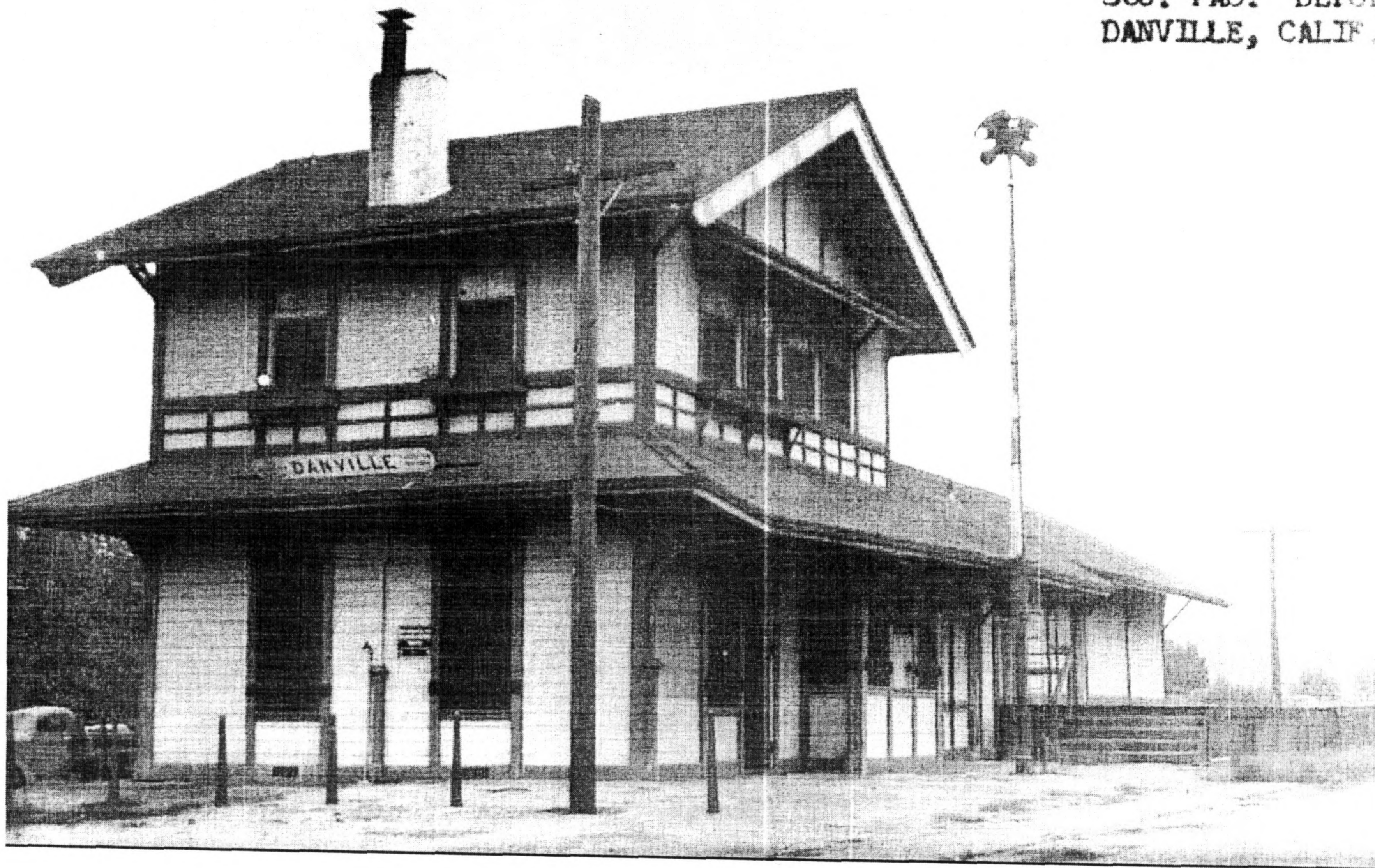
North and east elevations, looking southwest.



*Southern Pacific Railroad Depot
Whittier, Los Angeles Co., CA*

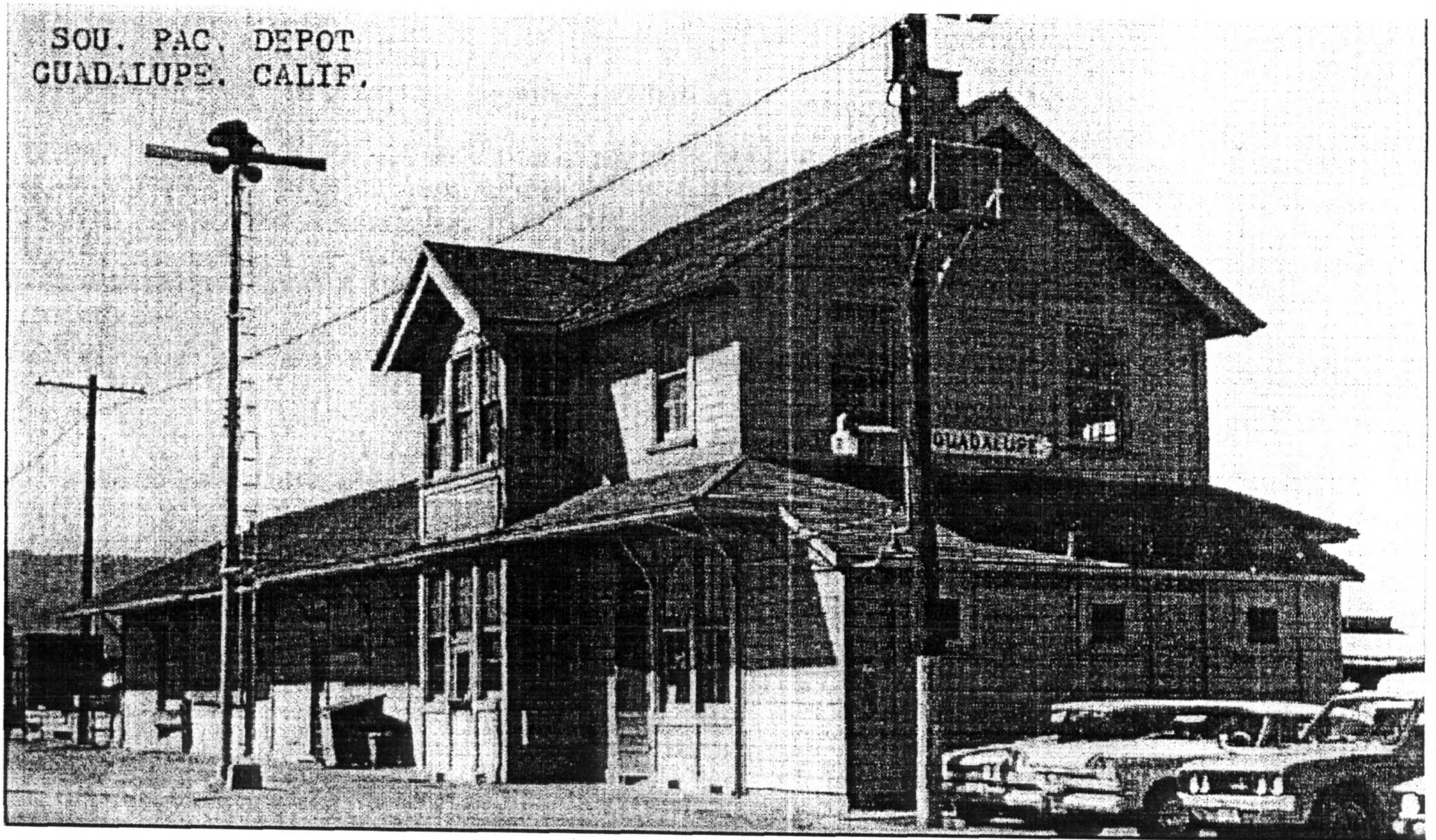
#1 c. 1896

SOU. PAC. DEPOT
DANVILLE, CALIF.



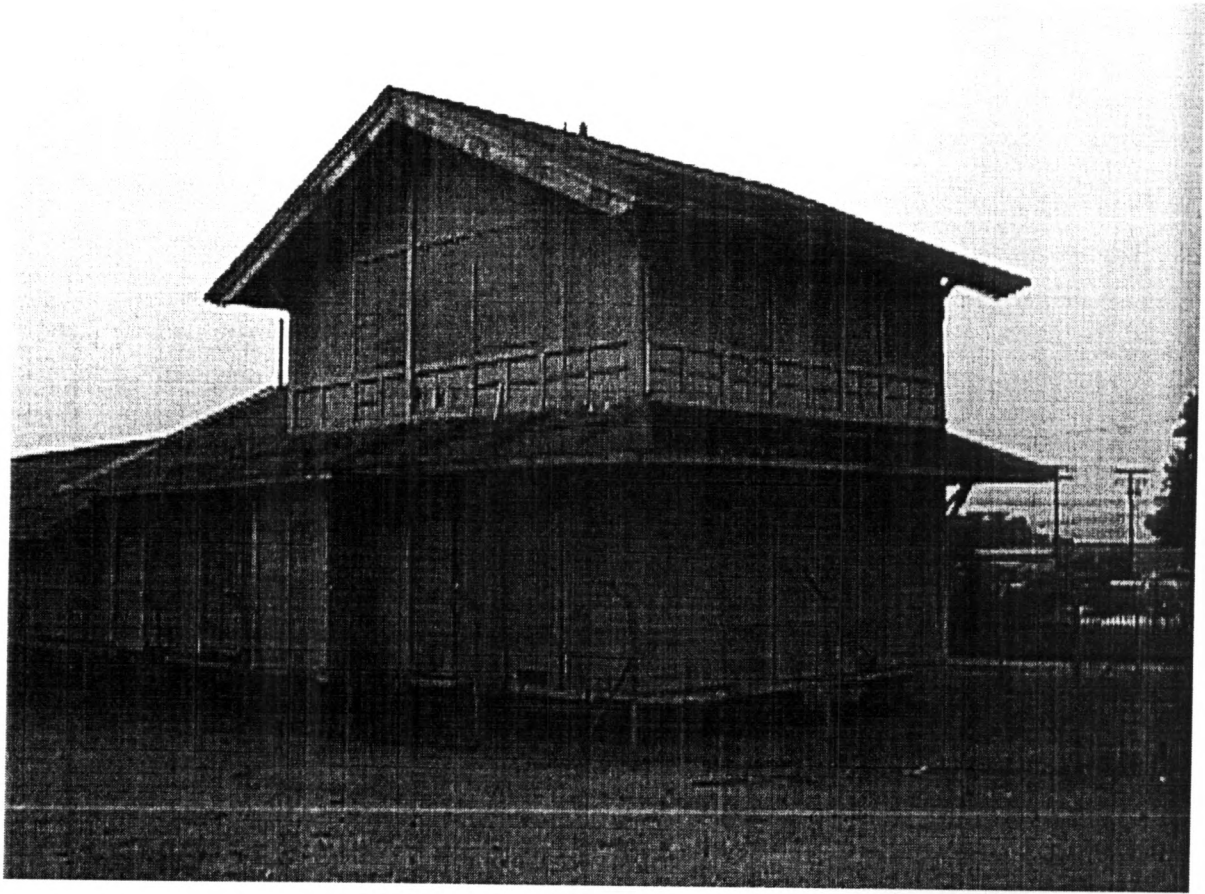
*Southern Pacific Railroad Depot
written, Los Angeles Co., CA*

#2 1940



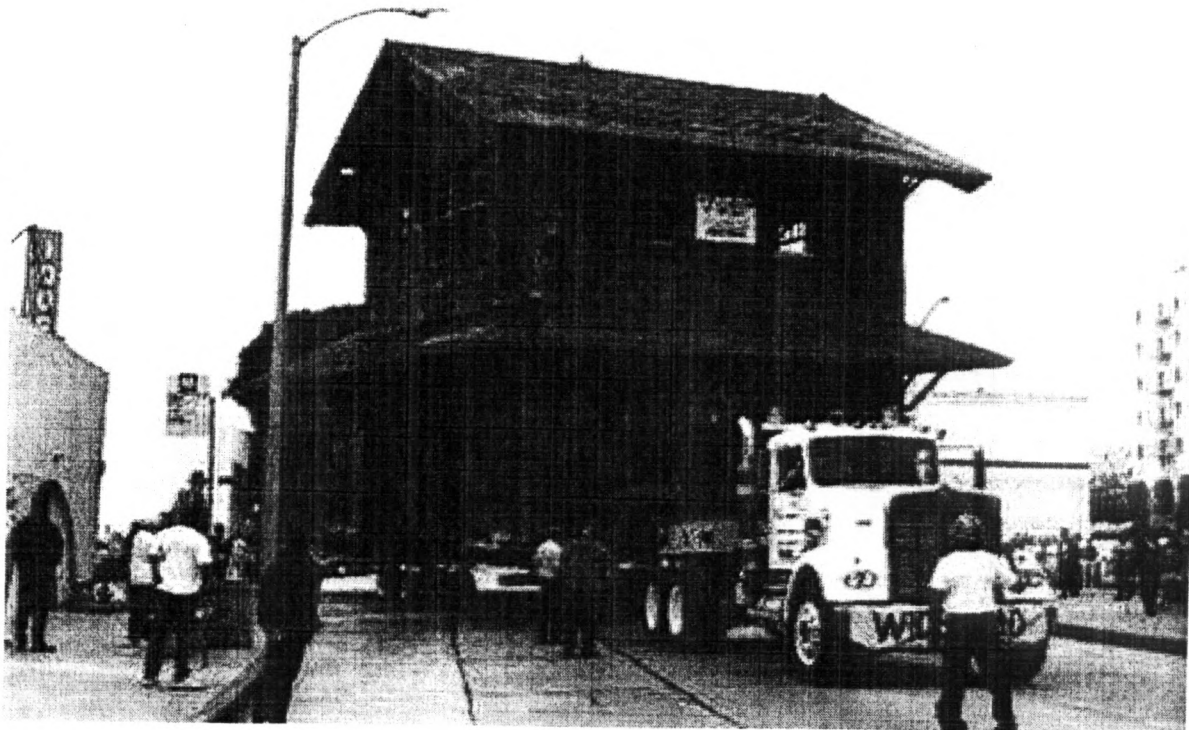
*Southern Pacific Railroad Depot
Whittier, Los Angeles Co., CA*

#3 1974



4 1990

*Southern Pacific Railroad Depot
Whittier, Los Angeles Co., CA*



5 2000