

**United States Department of the Interior
Heritage Conservation and Recreation Service**

**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 Atchison, Topeka, and Santa Fe Railroad Station

and/or common Claremont Depot

2. Location

street & number 110 West ^{1st} First Street N/A not for publication

city, town Claremont N/A vicinity of congressional district 35

state California code 06 county Los Angeles code 037

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input checked="" 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 checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input type="checkbox"/> transportation
	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: vacant

4. Owner of Property

name James B. Salter and Associates

street & number 341 West First Street

city, town Claremont N/A vicinity of state California 91711

5. Location of Legal Description

courthouse, registry of deeds, etc. Los Angeles Hall of Records

street & number 227 North Broadway, Room 5

city, town Los Angeles state California

6. Representation in Existing Surveys

title Claremont Historic Inventory has this property been determined eligible? yes no

date May 1979 federal state county local

depository for survey records Claremont Historic Resources Center

city, town Claremont state California 91711

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
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		date <u>n/a</u>

Describe the present and original (if known) physical appearance

The Atchison, Topeka, and Santa Fe Railroad passenger and freight station, commonly known as the Claremont Depot, was built in 1927. It is a classic Spanish Colonial Revival structure with stucco walls and a red tile roof at the Santa Fe right of way facing First Street within the boundaries of the City of Claremont. While not physically large and imposing, 3,500 square feet, the depot has been a focal point in the Claremont Village (downtown) for over fifty years.

The middle section of the depot is a two story, 35-foot high tower with a gabled red tile roof. There are arched portals on the north and south elevations on both the first and second stories. The second story portals also feature iron balconets. The tower facades are particularly striking because of the concrete Churrigueresque decoration surrounding the entrances and rising to form parapets above the roofline. The middle section is flanked on the east and west with one-story wings. The west wing contained the outdoor waiting area for passengers. It is an enclosed space with three Moorish arches. The east wing includes the area where tickets were purchased and baggage checked. There is a baggage storage area with a flat untiled roof. On the north side is a squared archway and two rectangular iron decorated windows. There is a platform built up to the arch which was used for freight drop-off. The back of the baggage area has three rectangular windows trimmed in wrought iron. Between the baggage area and ticket office is an open interior arcade. The arches at either end of this arcade are squared rather than rounded like the ones in the west waiting area.

Except for the baggage loading area, the north and south elevations are quite similar with tiled gable roofs and stucco walls. The central north portal is flanked by two rectangular windows on the east and one on the west. The central doorway on the south is flanked by one rectangular window on either side and two arched windows on the right surrounded by columns with cast concrete capitals. All of the windows once had wrought iron decoration. Most of this was removed when the vacant depot windows and doors were boarded. On the south, there is also a door to the ticketing area, presumably for railway personnel for access to the platform and tracks. The brick loading area for passengers and baggage was on the south side of the depot; it was removed in the late 1960s. The Santa Fe tracks are still used by the freight and Amtrak passenger trains, although Claremont has not been a stop for several years.

The interior lobby area occupies the lower portion of the two-story section and remains as it was when built in 1927. Much of the rest of the interior has been vandalized, and it is difficult to describe those areas since not interior historic photographs exist.

The railroad closed the depot in 1967, and the structure soon fell into disrepair. In 1968, after vandals set an interior fire, the railroad removed all wiring, plumbing, and heating facilities. However, the solid structural components and exterior architectural features of the depot remain intact.

In 1980, the Santa Fe right-of-way land was purchased and a development proposed which included two office buildings, a parking structure, and the retention and restoration of the depot as a restaurant.

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 checked="" 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 type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1927 **Builder/Architect** Sumner Sellit Co., Los Angeles, ATSF staff

Statement of Significance (In one paragraph)

The Atchison, Topeka, and Santa Fe Depot, built in 1927, is the third depot to be built in Claremont. The first depot was built in 1887 by the Santa Fe Railroad and the second (demolished in 1971) was a passenger depot for the "Red Cars", the Pacific Electric Railway which ran parallel to the Santa Fe just below First Street. The first Claremont depot was located on First Street just west of the present depot. The sale of Claremont lots belonging to the speculators known as The Pacific Land Improvement Company was held on the depot grounds. Land buyers came on train excursions to examine unsold Claremont lots. A great land auction of Claremont lots was held on the depot grounds on January 25, 1888. This was one of the last land auctions before the real estate boom collapsed in the spring of 1888. Claremont, as well as many of the other new towns along the Santa Fe tracks, died. Fortunately, Claremont was to be given a second chance.

After the land boom, the newly founded Pomona College took over the speculator's Claremont Hotel for its college headquarters. In the 1890s, the first citrus association started in Claremont and the city became a center for the Southern California citrus industry. The Claremont depot became an integral part of the community. This first depot, so much a part of the origins of Claremont, was demolished in 1928 to make room for the new style depot and a new era of tourism in Southern California.

The 1920s saw Claremont change from a rural community to an urbanized small town. Sidewalks were laid, streets paved, and sewers installed. Claremont also officially became involved in city planning. One of the first major products of this sense of progress and planning was the construction of the new Santa Fe Depot. The railroad, encouraged by the development of the community around the new colleges (Claremont Graduate School, 1925 and Scripps, 1926) and the growing citrus industry, built the second Claremont depot in a California style intended to symbolize the Spanish heritage of California. It was completed by November 10, 1927 to coordinate with the anniversary of Pomona College (1887) and the incorporation of the City of Claremont (1907). The new civic center was designed in the same style as the depot. In the late twenties, the COURIER (now the College Press) building, the Marston-Maybury County Library (demolished in 1974), and the commercial buildings on the east side of Harvard Avenue were completed. In the early 1930s, the chamber of commerce (now part of city hall) and the post office were completed in Spanish Colonial Revival style. The depot was the focal point and cornerstone for the second generation of commercial development of Claremont. The new depot also assumed all of the functions of the old depot and became the new transportation center for the colleges and the citrus industry.

The Claremont depot was designed by the architectural staff of the Atchison, Topeka, and Santa Fe at the height of the Spanish Colonial Revival period of architecture. In the early 20th century, several architects, among them George Washington Smith, Gordon Kaufman, and Wallace Neff, were designing in a style popularized by Bertram G.

9. Major Bibliographical References

Deumke, Glenn, The Boom of the Eighties in Southern California. Huntington Library, 1944

Brackett, Frank P., History of the Pomona Valley, California. Historic Record Company, 1920.

10. Geographical Data

Acreeage of nominated property . 19 acres

Quadrangle name Ontario, California

Quadrangle scale 1:24000

UMT References

A

1	1	4	3	3	9	5	0	3	7	7	2	6	3	0
Zone		Easting				Northing								

B

Zone		Easting				Northing								

C

Zone		Easting				Northing								

D

Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification

See Continuation Sheet

List all states and counties for properties overlapping state or county boundaries

state n/a code county n/a code

state n/a code county n/a code

11. Form Prepared By

name/title Judy Wright, Director

organization Claremont Historic Resources Center

date November 30, 1981

street & number 590 West Bonita

telephone (714) 621-0848

city or town Claremont

state California 91711

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 Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature *K. M. Miller*

title State Historic Preservation Officer

date June 2, 1982

For HCRS use only

I hereby certify that this property is included in the National Register.
Entered in the
National Register

John Nelson Bryan
Keeper of the National Register

date 7/15/82

Attest:

date

Chief of Registration

