

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 Train Depot

other names/site number Santa Barbara Railroad Station

2. Location

street & number 209 State Street NA not for publication

city or town Santa Barbara NA vicinity

state California code CA county Santa Barbara code 083 zip code 93101

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.)

Stephan D. Mikec DS/HPO 6/20/06
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): _____

Edson H. Beall Signature of the Keeper Date of Action 8.2.06

Southern Pacific Train Depot
Name of Property

Santa Barbara County, CA
County and State

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	
2		buildings
		sites
		structures
		objects
2		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

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION/ rail related

Current Functions
(Enter categories from instructions)

TRANSPORTATION/ rail related

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19TH AND EARLY 20TH CENTURY REVIVALS/
Mission/Spanish Colonial Revival

Materials
(Enter categories from instructions)

foundation concrete
roof terra cotta
walls concrete
other

Narrative Description

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

Southern Pacific Train Depot
Name of Property

Santa Barbara County, CA
County and State

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.)

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 # _____

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE
TRANSPORTATION
TOURISM

Period of Significance

1905-1949

Significant Dates

1905

Significant Person

(Complete if Criterion B is marked above)

Cultural Affiliation

N/A

Architect/Builder

Wilson, Francis W.

Primary Location of Additional Data

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

Name of repository:

Southern Pacific Train Depot
Name of Property

Santa Barbara County, CA
County and State

10. Geographical Data

Acreage of Property Approximately 4 acres

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	11	252600	3811120	3	—	—	—
2	—	—	—	4	—	—	—

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 Alexandra C. Cole, Principal

organization Preservation Planning Associates date March 29, 2006

street & number 519 Fig Avenue telephone (805) 969-4183

city or town Santa Barbara state CA zip code 93101

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 Santa Barbara Redevelopment Agency, c/o Louis Lazarine

street & number 630 Garden Street telephone (805) 564-5461

city or town Santa Barbara state CA zip code 93101

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 Reductions Project (1024-0018), Washington, DC 20503.

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7. Narrative Description

The Southern Pacific Train Depot consists of a Mission Revival railroad station, designed by Francis W. Wilson in 1905, three landscaped parks with palm trees, lawns, and lantana hedges, portions of the eastbound and westbound tracks, and a former Railway Express Agency office built in 1906. The station is associated with the adjacent Neal Hotel, which was built in 1906 to provide restaurant and lodging facilities for the train passengers, with the City landmark Moreton Bay fig tree in an adjacent park, with the 1910 Signalman's building, which served as a waiting area for men who set out the signals for the trains, and with a 1905 sandstone retaining wall which diverted Mission Creek for the construction of the Depot. The railroad station, former Railway Express building, and three parks are in excellent condition, having undergone a restoration and rehabilitation by the City of Santa Barbara in 1999. The site retains integrity of location, design, materials, workmanship, and association. Its integrity of setting has been compromised by the addition of modern parking lots and ADA required platform raising adjacent to the tracks.

Buildings

1. Railroad Station

One contributing building

The Santa Barbara railroad station is situated north of the eastbound and westbound tracks and faces Yanonali Street between State and Chapala Streets. It is a long rectangular building facing south towards the tracks. The two-story main block, containing the ticket office and main waiting room on the first floor and offices on the second floor, is flanked by a one story baggage room on the west end, with a protected arcade for the baggage carts, and a one-story secondary waiting room (originally the women's waiting room) at the east end. A flat-roof arcade extends along parts of the north, east, and south sides, opening into a large open air waiting area on the east side and a porte cochere on the north side. An open arched entrance on the north side leads from the porte cochere through a vestibule into the secondary waiting room.

The poured-in-place concrete walls are covered with an ochre sand-finish plaster, and the roofs have two-piece red terra cotta Mission tiles. The main block is side-gabled and the baggage room roof is hipped. The windows have large lower single or double lights topped with crossed muntin transom windows. The paired or single wood plank doors have single upper lights topped with crossed muntin transom windows. An exterior stucco chimney extends from the east wall and a second stucco chimney juts from the ridge of the main block. Granite steps provide access from the north and south sides. The most prominent decorative feature of this railroad station is the trackside overscale Mission Revival arch with an open trefoil with metal numbers "1905" and "Santa Barbara" within the arch. Two decorative Craftsman light fixtures flank the arch.

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7. Narrative Description (continued)

Although Mission Revival in style, the station has the earth-toned palette associated with the Craftsman style just beginning to be popular at the time of its construction. The exterior walls are a warm ochre plaster whose rich color and depth are achieved through mineral pigments within the finish plaster coat. (This is not the original finish, which was overpainted many times during the history of the station, but a recreation during the 1999 restoration, based on an extensive examination of the original finishes). The woodwork trim surrounding the doors and windows is a varnished dark reddish brown to bring out the grain of the Oregon pine (Douglas fir). The oak doors are also varnished with a slight reddish color and rubbed to a satin finish. Door handles are brass. The interior color scheme is also earth-toned. The waiting room walls consist of a reddish gray stippled marble baseboard, ochre glazed tile wainscoting topped by an oak molding, and an upper wall of warm pink plaster. The open beam ceiling is finished with the same dark reddish varnish as the exterior woodwork. One-inch hexagonal floor tiles of rust with flower patterns in ochre and cinnabar complement the ochre wall tiles. The mantels are sandstone and the hearth a warm buff concrete. Bas reliefs of Padre Junipero Serra and a vaquero, designed by George Marion Cumming of San Francisco, and made of plaster painted to resemble bronze, decorate the spaces above the mantels. The ticket office is lined with vertical tongue and groove red oak wainscoting with warm pink plaster walls and a coved ceiling above.

Furniture and fixtures are also Craftsman in style. The "shower" style chandeliers, with their groups of lights hanging from central rings, and the single or triple wall sconces in the waiting rooms incorporate tulip-shaped frosted glass globes. The waiting rooms are furnished in oak, with two original large double-sided benches and a circular bench with a high back. Two large double-sided benches also provide seating in the eastern arcade.

Alterations

The station was under the control of the Federal government during World War I, from 1917 through 1920, and during that time the train use was expanded to meet wartime needs. The ticket office was enlarged to handle the greater volume of passengers. The original ticket office window wall in the main waiting room was removed and a large U-shaped counter installed. At this time as well the need to maintain separate entrances and waiting rooms for female passengers was no longer considered a necessity, and the vestibule opening from the porte cochere into the ladies waiting room was walled in and made into a telephone area.¹ The station was given a coat of ochre paint which hid the original sand-finished mineral pigment surface. Very probably the metal letters saying "Santa Barbara" were added at this time.

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7. Narrative Description (continued)

During the earthquake of 1925, the parapet cracked and the main chimney fell down. At some time, possibly during the post-earthquake repairs, the color scheme was changed from ochre to warm pink plaster walls with bottle green trim. Later a brown dado was painted over the pink plaster. In 1949, the eastern arcade, formerly the outdoor passenger area for those waiting for the train, was enclosed to provide two offices for the Southern Pacific district traffic office and Roadmaster's office.²

In the 1950s, the interior ticket wall was again rebuilt, and the ticket office converted to use as private offices for train personnel. At some unknown time, possibly when Amtrak took over passenger service from Southern Pacific in 1971, the baggage room was divided to create sleeping quarters, bathrooms, and storage in the half adjacent to the ticket office. The baggage port on the north wall was sealed over and a regular door put in its place. In the 1980s, the Railroad Station was painted beige with a dark brown dado. During these years, Amtrak operated the station with a reduced number of employees, and it suffered from neglect and deferred maintenance.

In 1985, a private developer planned to make the restored Railroad Station the centerpiece of a large development which would have included a restaurant, 125-room hotel, coffee shop, garage, commercial shops, and a youth hostel. As part of this proposed Railway Plaza project, Preservation Planning Associates prepared a restoration plan, based on historic research, historic photographs and architectural plans, interviews with depot personnel, and on-site investigation of colors and finishes to determine what the original Railroad Station looked like.

When the Railway Plaza scheme failed, the City of Santa Barbara Redevelopment Agency bought the depot property in 1995, and in 1999 completed a restoration of the Railroad Station to a c.1920 date, using the research from the 1986 report and the services of restoration architect, Milford Wayne Donaldson, FAIA, to guide the restoration. The infill of the vestibule on the north side and the infill of the arcade on the east side were removed, the baggage door on the north side was recreated, the 1918 configuration of the ticket office was restored and the trackside concrete surface was raised for wheelchair accessibility to the train cars. The Southern Pacific electronic equipment was moved from the original station master's office, and the room was returned to office use. The baggage room was partitioned for vending machines. As a result, the Railroad Station's historic integrity has been regained after years of neglect and additions.

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7. Narrative Description (continued)

2. Railway Express Agency office (Open Air Bicycles)

One contributing building

Built in 1906, the former Railway Express Agency office is a one story rectangular building constructed of red brick with a gabled roof of pressed metal formed to look like Mission tile. An eight foot overhang extends from the eaves for seventy of its ninety foot length along the south elevation. The symmetrical west gable end fronting Chapala Street features an oculus vent in the gable, and a central paired wood door with single lights flanked by square wood-frame plate glass windows. Both the door and the windows are topped with crossed muntin transoms reminiscent of those on the Railroad Station and Signalman's building. The eight bays of the south elevation have paired or single double-hung windows in wood sash with crossed muntin transoms. A single wood door with a diamond pane transom provides access into the building, which is now a bicycle shop, and two large sliding wood doors with raised vertical panels provide access on the south elevation.

The east elevation has a central arched 1/1 double-hung window in the gable, flanked by a pair of double-hung windows with a single lower pane topped by a diamond pane transom. The north elevation has a 3/3 horizontal double-hung window, and three horizontally-oriented windows which have been infilled with plywood with molding picking up the crossed muntin motif.

Alterations

Originally constructed for the Wells Fargo Express Agency, the building was only 60 feet long and its main façade (west) featured arched windows and doorway. Sometime before 1925, the building was extended an additional 30 feet, and the windows and door on the west were altered to their current configuration. During the 1999 restoration of the depot site, the REA building was rehabilitated. The three 12-light horizontal bottom-hinged windows on the north were infilled with plywood. Windows and doors were repaired, and the original metal roof was removed for seismic strengthening of the roof and then put back in place.

Setting

The original setting surrounding the buildings of the depot included landscaped parks, two sets of wood water tanks on high scaffolding to service the steam engines, two through tracks, a siding, two spur lines connected to the siding, a 1910 Signalman's building south of the tracks, and a 1905 sandstone retaining wall diverting Mission Creek for the construction of the Depot

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7. Narrative Description (continued)

(for a comparison of the historic setting and the current setting, see the Sketch Map of 1920 and the Sketch Map of the 2005 conditions). An asphalt drive led from State Street between two of the parks, and wound past the station to Chapala Street which was open to Montecito Street on the north and Yanonali Street on the south. Parking was adjacent to the station next to the platform.

The landscaped parks, with grass lawns, were outlined with granite boulders and hedges of red and orange lantana to represent the colors of the Southern Pacific engines. Centered within the lawns were single palm trees. One irregularly-shaped park fronted the Neal Hotel and was bisected by a diagonal path connecting the station to the hotel restaurant. A second irregularly-shaped park was located below the entrance drive and extended to the train platform. A third triangular-shaped park lay south of the station and the tracks, and was bisected by a diagonal path connecting to the rear of the Potter Hotel. A fourth park, also triangular in shape, was located across Chapala Street to the northwest of the station and contained a Moreton Bay fig tree planted in 1877.

The eastbound and westbound tracks were flanked by scored concrete platforms. A siding ran in front of the station and connected with two private car spur lines. Here wealthy visitors arriving in Santa Barbara parked their private train cars while they stayed at the adjacent Potter Hotel.

Alterations

For years, the station parks were well cared for by gardeners, who had a nursery near the Goleta station to supply them with plants. However, in 1921 the Potter Hotel burned, and as a result, train travelers no longer traversed the triangular park from the station to the hotel, and there was little demand for the spur lines. By the end of World War II, the automobile was drawing travelers away from the trains, and in 1945 the depot grounds were redesigned for the first time since 1905, with parking lots replacing the two irregularly-shaped parks facing the Hotel Neal and the front entrance. At an unknown time, presumably when diesel engines replaced steam post- World War II, the water towers were removed. Passenger travel continued to decline, and with freight taking over most of the train business, the parks became neglected. By the 1980s, when Amtrak oversaw the depot, the landscaping in the south triangular park had died, and the homeless had created an encampment in the north triangular park.

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7. Narrative Description (continued)

During the 1999 restoration of the railroad station, the original entrance to the site was diverted slightly further south through Yanonali Street. Parking was expanded on site to the west of the station. However, renewed attention was also directed towards the station's historic setting. Portions of the two irregularly-shaped parks north and east of the station which had been torn up for parking in 1945 were recreated, replicating the historic landscape scheme of granite boulders, lawn, lantana hedges, mature palm trees, and in front of the Neal Hotel, pepper trees which historically had been there. In the two triangular parks which had remained, the existing granite boulders were reset, lawns and lantana hedges were replanted, and missing palm trees were replaced. The Signalman's building was repaired and mothballed; all door and window openings were covered with protective plywood covers, painted to look like the existing windows and doors.

At some time the siding track was abandoned. In the 1999 restoration, the eastbound and west bound track platforms were raised 8" per California Department of Transportation requirements. One of the spur lines, and much of the length of the remaining spur line, was covered over by the new parking area. However, the outline of their tracks has been etched into the concrete parking lot surface to indicate their location, and a commemorative marker notes their function during the early days of train travel. The original concrete walls of the existing spur line have been covered with decomposed granite fill, leaving the top curbs exposed.

8. Narrative Statement of Significance

The Railroad Station, built in 1905 by architect Francis W. Wilson, was designed in the Mission Revival Style, a style adopted between 1890-1915 for a host of public and residential buildings throughout California. The station, with its outbuildings, is significant under National Register criterion A in the area of transportation at the local level for its association as an important stop on the Southern Pacific route and its contribution to tourism and industry in Santa Barbara. Although the associated Southern Pacific roundhouse, freight depot, and ice-making plant along Cabrillo Boulevard are now gone, the depot with its railroad station, Signalman's building, REA building, spur line, and landscaped parks, provides a sense of the time and place when the railroad was a vital industry in Santa Barbara. It is also significant under National Register criterion C at the local level as one of the few Mission Revival-era buildings remaining in Santa Barbara.

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8. Narrative Statement of Significance (continued)

Context: Southern Pacific Railroad

The Southern Pacific train station is significant for its association with the Southern Pacific Railroad which greatly contributed to the development of tourism and the expansion of the citrus and lumber industries in Santa Barbara in the early 20th century. Restored in 1999, the station physically reflects its period of significance, from 1905, its date of construction, to 1949, the date when its original open-air passenger arcade was infilled for offices, marking a period of decline in passenger service. Because it is still surrounded by ancillary buildings and landscaping associated with its heyday, such as the Neal Hotel, the REA building, the parks, spur line, and Signalman's building, as well as other off-site warehouses serviced by the train, the station retains its associative value. The spur line is reminiscent of the wealthy tourists who stayed at the Potter Hotel. The Mission Revival station and parks reflect the desire of Southern Pacific to make the initial contact between tourist and town, in this case Santa Barbara, one redolent of romance and history. The warehouses are a visual reminder of the impact of the railroad on the citrus and lumber industries in Santa Barbara.

Santa Barbara tourism in the 1870s was a nascent industry, with visitors arriving at Stearns Wharf via steamers or by stage coach, where they could enjoy several bath houses along the waterfront East Beach Promenade. A boost to tourism came in 1872, when journalist Charles Nordhoff, writing for the *New York Tribune*, visited Santa Barbara and then wrote *California – A Book for Travelers and Settlers*, which introduced Easterners and Midwesterners to the benefits of the Santa Barbara climate. Other promotional articles followed suit, describing the "quiet restfulness of the wave-caressed sands" and the ocean breezes "laden with the vital elements that inspire one to exertion". Healthy visitors swam at the bath houses, took picnic lunches at Bradley's race track, or went horseback riding along the beach. Invalids came to the "sanitarium of the Pacific" to partake of the medicinal sulphur springs on Burton Mound. Consumptives wrapped in blankets, traveled out in the winter sun in horse-drawn carriages.³

The arrival of the Southern Pacific coast line train into Santa Barbara from Los Angeles in 1887 was greeted with excitement by the City. Yet it was not until the connecting link to San Francisco was finished in 1901 that tourism really expanded into the downtown area, with the 600-room Mission Revival Potter Hotel, built in 1903 on the waterfront, the first to deliberately cater to the new visitors arriving by train. In turn the Southern Pacific Railroad catered to these Potter Hotel guests in 1904 by realigning tracks to be adjacent to the hotel, changing from their original convoluted route along City streets to cut across the lower west side from Rancheria Street to Gutierrez Street. In 1905, Southern Pacific added a Mission Revival train station a block behind the Potter Hotel and connected the two via a flower-lined path which led diagonally through a landscaped park from the station into the Potter Hotel's back yard.

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8. Narrative Statement of Significance. Context (continued)

The presence of the 1905 station gave rise in turn to new buildings associated with the influx of tourists, notably the 1906 Mission Revival Neal Hotel adjacent to the station, with a restaurant designed particularly to cater to travelers' needs, and the 1906 Wells Fargo Express building near the station on Chapala Street. In 1914, a warehouse was built at 25 East Mason Street, for the Santa Barbara Transfer Company, which handled the 400 trunks per day which arrived at the Southern Pacific station. This company hired freight agents to ride the train as far afield as San Luis Obispo and Saugus to help the Santa Barbara-bound passengers transfer their baggage.⁴

Between 1906 and 1925 a number of other hotels were built in the area around the depot, including the Californian Hotel, the State Street Hotel, the Boulevard Hotel, the Schooner Inn, the Faulding Hotel, and the Virginia Hotel, to handle travelers arriving by train. The arrival of tourists in the downtown area near the main shopping street, State Street, gave rise to further businesses catering to their interests, such as curio shops, a Japanese Tea Room, and skating rink. Pershing Park, down Cabrillo Boulevard from the depot, became the scene of bullfights and horse shows.⁵

The station continued to be important to tourists until the post-war era, when passenger traffic on the Southern Pacific declined, in part because of the decline in service, but also because more people preferred to fly or drive to their destinations.⁶ At this time the company stopped putting money into passenger service, preferring to spend money on their more lucrative freight business. A reflection of this preference for freight over passengers came in 1949, when the open passenger waiting arcade at the east end of the building was infilled for freight offices. This date marks the end of the significance of the depot as a hub of tourism.

Southern Pacific continued to run the passenger service until 1971, when Amtrak took over. During the 1970s and 1980s, Amtrak operated the station with a reduced number of employees, who were required to not only sell tickets and haul baggage, but also to clean the station from the nightly trash from the homeless who had set up camp by the Moreton Bay Fig tree. In 1977 Southern Pacific deeded the park with the Moreton Bay Fig tree to the City of Santa Barbara, which made the then-100-year-old tree a landmark. Since 1995, the City of Santa Barbara Redevelopment Agency has owned the Railroad Station, and has restored it to serve an increasing number of passengers.

The Southern Pacific Railroad, with its depot, was instrumental as well in the expansion of the citrus and lumber industries in Santa Barbara, which had previously relied on steamships to carry their goods from Stearns Wharf at the foot of State Street. A fledgling citrus industry had been initiated in the 1880s by Harley Johnston at his San Ysidro Ranch in the Montecito foothills, with his "Santa Barbara Fancy Lemons" rated highly by market reports. In 1891, he

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8. Narrative Statement of Significance. Context (continued)

opened a retail store in town on lower State Street, where he sold citrus fruit and nursery stock, loading his produce onto Stearns Wharf for shipment to San Francisco.⁷ Often much of the fruit would rot before delivery.

With the completion of the train connection to San Francisco and the construction of the depot, as well as a nearby ice plant, connected to the main line by a spur line, the citrus industry expanded greatly. Johnson immediately constructed a huge packing plant along the main rail lines near the depot for a lemon growers' cooperative. Local oranges and lemons were brought from the San Ysidro Ranch and from Sherman Stow's ranch in Goleta to this packing plant, where they were sorted and iced. Rail spurs delivered train cars from the main line to the plant, where the iced fruit was loaded and shipped all over the country.⁸

The train was also vital for shipping vegetables and other food staples from Santa Barbara. Another warehouse, at 122 Helena Avenue, was constructed in 1920 across the tracks from the Santa Barbara Transfer Company, and used as the warehouse for the Sperry Flour Company, and later the warehouse for Western States Grocery. These warehouses, built with irregular footprints to conform to the outlines presented by the triangular lots created by the realigned tracks, were serviced by spur lines off the main track.⁹

The arrival of the Southern Pacific Railroad benefited the local lumber industry as well. In the 1870s and 1880s, a number of lumber and planing mills, including the Boyd Lumber and Mill Yard, Acme Planing Mill, and the George W. Humphrey and Company's Planing Mill, had been established on the lower East side of Santa Barbara close to Stearns Wharf. There, redwood from northern California was off-loaded from steamers and taken by wagon to the various lumber yards. Once the train tracks were realigned, and the train connected to San Francisco, spur lines were built to these various lumber companies, and the lumber could be loaded onto freight cars and shipped more efficiently by railroad rather than steamer.¹⁰

Context: Mission Revival Architecture

The Santa Barbara Southern Pacific train station is significant as well at the local level for being one of the few Mission Revival style buildings constructed in Santa Barbara, a city better known for its Spanish Colonial Revival image, developed after the 1925 earthquake as part of the city's desire to recreate itself as a romantic Hispanic town. The limited number of Mission Revival style buildings built in Santa Barbara between 1894 and 1911 were residences, hotels, and the train station, building types which readily lent themselves to the Mission Revival style.

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8. Narrative Statement of Significance. Context (continued)

The Mission Revival style itself, dating to c.1890-1915, was the first regional architectural style to be exported from California to the rest of the nation. In the late 1880s, when this style was just being developed, the California Missions were in disrepair, and as such were fascinating to travelers, who saw them as romantic and picturesque "piles" which conjured up the long-gone lives of the Spanish padres and early settlers.¹¹ An important advocate of the restoration of the Missions and the need to develop the Mission image as a regional style was newspaper reporter Charles Fletcher Lummis, who founded the Landmark Club in Los Angeles, in 1894 to preserve the Missions. His ally in this effort was George Wharton James, a travel writer who penned books and articles on the Missions and popularized the Mission Revival style. They felt not only that the Missions should be rebuilt as visual reminders of the Hispanic origins of California, but also that the Mission image should be developed as a new distinctively regional style which could be used to attract tourists and settlers to the state.¹²

Although popular throughout California, the Mission Revival style never caught on in Santa Barbara. The earliest (1894-98) examples of this style built in Santa Barbara were the row of five houses on Garden Street in a residential neighborhood near the Santa Barbara Mission. (Ironically, the Santa Barbara Mission, within view of these houses, was not designed in the "Mission" style used by followers of the Mission Revival, but was neoclassical, based on a Roman temple). Commissioned by the San Francisco banker, William H. Crocker, as vacation homes, and designed by the San Francisco architect A. Page Brown, who had designed the California building for the Columbian Exposition in Chicago in 1893, these five houses were a singular and unusual instance of the Mission Revival style in Santa Barbara.¹³ In 1905 architect J. W. Bagley designed a Mission Revival house for the Huning family at 1732 Santa Barbara Street. These residences remain.

The handful of other Mission Revival style buildings in Santa Barbara were related to tourism. They included the Potter Hotel (1901), designed by John Austin, the Southern Pacific Train Station (1905), designed by Francis W. Wilson, the Neal Hotel (1906), designed by J. W. Bagley, and the Arlington Hotel (1911), designed by Arthur B. Benton, who also designed the Mission Inn in Riverside.

The Southern Pacific train station, attributed to the Southern Pacific's Architectural Bureau, was actually designed by Francis W. Wilson, a noted Santa Barbara architect. Born in 1870 in Massachusetts, Francis W. Wilson moved to California in 1887 with his parents, settling in San Francisco. There he became an apprentice in the architectural firm of Pissis and Moore. In 1895, after some years in Europe traveling and sketching, he moved to Santa Barbara, where he practiced architecture for twenty five years. While most of his commissions in Santa Barbara were for residences, he also designed a number of commercial buildings. These included the Alexander block in downtown Santa Barbara, where he kept his office, the Santa Barbara Club,

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8. Narrative Statement of Significance. Context (continued)

the Santa Barbara Country Club, the Central Bank, the post office, and the public library. Most of his designs were in the popular Spanish Renaissance or Classical style, and his railroad station is the only building he designed in Santa Barbara in the Mission Revival style. He later became the architect for the Santa Fe railroad, for whom he designed a number of railroad stations and hotels throughout Arizona and California.¹⁴

The Santa Barbara station, one of at least eight other Mission Revival train stations constructed by the Southern Pacific Railroad between 1894 and 1914, reflected the railroad's desire to take the style and use it in their stations as an attraction to tourists. Since the 1890s, with the founding of its *Sunset* magazine, and the issuance of myriad pamphlets and postcards, it had striven to popularize California Missions, and promoted rail travel as the way to visit these picturesque romantic ruins. It saw Mission Revival as the perfect style for its railroad stations, which were the first glimpses travelers saw upon arrival at their California destinations.¹⁵

By 1915, the Mission Revival style was the most frequently encountered image for California railroad stations. The vernacular style of the Missions lent itself admirably to the design of railroad stations. Its series of architectural elements, such as large plain whitewashed wall surfaces, red tile roofs, arched openings and loggias, low-pitched gable roofs of red tile with projecting eaves, curved pedimented gables, bell towers, and round or quatrefoil windows, when grafted onto a plain commercial building, could immediately evoke a direct association with the romantic Missions. Practically, the style, with its arcaded loggias and widely-overhanging eaves, offered protection for passengers as they traveled to and from the station and the trains. A great advantage was that the style was strictly exterior, leaving the architects to design the interiors to their own taste, which very often included Craftsman details, such as those in the Santa Barbara station.¹⁶

The Mission Revival tourist hotels in Santa Barbara, The Potter, Arlington, and Neal, were a complement to the train station, extending travelers' experience of the romance of the Missions from the point of arrival in Santa Barbara through their stay in the town. However, these buildings remained for only a few decades before being destroyed by natural disasters. The Potter Hotel burned in 1921, the Arlington Hotel was destroyed in the 1925 earthquake, and the Neal Hotel was damaged in the 1925 earthquake and remodeled in the Spanish Colonial Revival style. As a result, the Southern Pacific train station is the sole remaining commercial building in the Mission Revival style in Santa Barbara.

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Endnotes

¹ Preservation Planning Associates. Southern Pacific Passenger Depot. Restoration Report. 1986.

² John Signor, personal communication, September 2005; Preservation Planning Associates, 1994, p.14; Santa Barbara Morning Press files).

³ Bookspan, 1982, pp. 164-6.

⁴ San Buenaventura Research Associates. "25 E. Mason Street, Santa Barbara – Section 106 Report." 2000.

⁵ Cole, 1999, p.11.

⁶ Signor, personal communication, September 2005.

⁷ Myrick, David. Montecito and Santa Barbara. Glendale: Trans-Anglo Books, Vol. I, From Farms to Estates, 1987, p. 98.

⁸ Cole, 1999, p.15.

⁹ Preservation Planning Associates. "Phase 1 Cultural Resources Study, Historic Resources, 122 Helena Street, Santa Barbara, California." 2000, p.1.

¹⁰ Cole, 1999, p. 14.

¹¹ Weitze, Karen J. California's Mission Revival. Los Angeles: Hennessey and Ingalls, 1984, p.132.

¹² Gebhard, David. "Architectural Imagery. The Mission and California." Harvard Architectural Review (Spring 1980), pp.138-39; Weitze, 1984, p. 15.

¹³ Weitze, 1984, p.64.

¹⁴ Cleek, Patricia Gardner. "Francis W. Wilson, Architect." Noticias XXXI, No. 3 (Fall 1985), pp.41-50.

¹⁵ Signor, 1994, pp. 22, 54; Weitze, 1984, p. 86.

¹⁶ Gebhard, 1980, pp. 137-141.

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10. Geographical Data (continued)

Verbal Boundary Description

From the point at the northwest corner of the Railway Express building, running east along the north side of said building and the Depot parking lot, thence south along the west side of the Neal Hotel to the northwest corner of Park 2, thence east along the north side of said park to State Street, thence south along the property line to the north edge of the railroad tracks, thence west along said railroad tracks, running south over said railroad tracks at the northeast corner of Park 1, thence west along the south edge of said park to the northeast corner of the intersection of Chapala and Yanonali Streets, thence running north along Chapala Street to the starting point at the Railway Express building.

Boundary Justification

The boundary includes the Depot, Railway Express building, and three landscaped parks that have historically been part of the Southern Pacific Train Depot. It also includes modern parking lots which are not historic. All the enclosed property belongs to the City of Santa Barbara Redevelopment Agency.

Photographs

All photographs were taken by William B. Dewey in October of 2005. The negatives are in the files of Preservation Planning Associates, 519 Fig Avenue, Santa Barbara, California, 93101.

Photographic information:

1. View of the Railroad Station (1) and the westbound and eastbound tracks, showing arcade, looking northwest.
2. View of the Railroad Station (1) showing the porte cochere at left and the baggage arcade at right, looking southeast.
3. View of the Railroad Station (1) from the tracks, showing Mission Revival arch, looking north.
4. View of the former Railway Express Agency office (2), looking northeast.

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Photographs (continued)

5. View of the Signalman's building, looking northwest.
6. View of the landscaped park 1 showing lawn, lantana hedges, granite boulders, and palm trees, looking northeast towards Railroad Station (1).
7. View of the landscaped park 2 showing lawn, lantana hedges, granite boulders, and palm trees, looking north towards Neal Hotel.
8. View of the landscaped park 2 from State Street, looking west towards Railroad Station.
9. View of the landscaped park 3 showing lawn, lantana hedges, granite boulders, and palm trees, looking southeast towards the porte cochere of the Railroad Station.
10. View of the adjacent landscaped park showing lawn, granite boulders, and Moreton Bay fig tree, a City of Santa Barbara Landmark planted in 1877, looking northeast.
11. View of the private car spur line, looking east towards the former Railway Express Agency office building.
12. View of the eastern sandstone retaining wall and Mission Creek, looking east towards the Railroad Station (1).

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Sketch Map and Key to Photographs

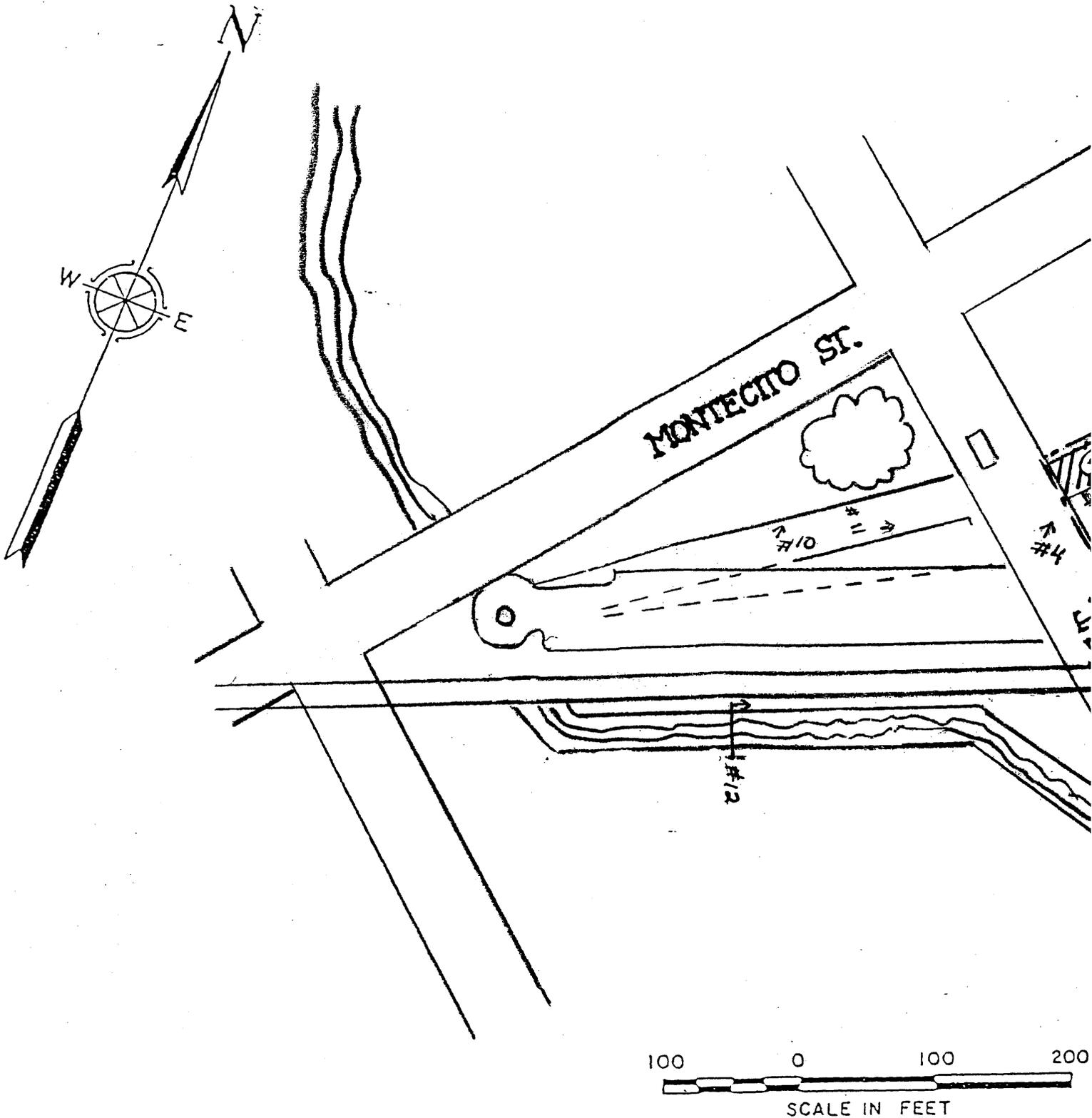
List of Contributing Buildings, Sites, Structures

1. Railroad Station
2. Railway Express Agency office

Southern Pacific Trail

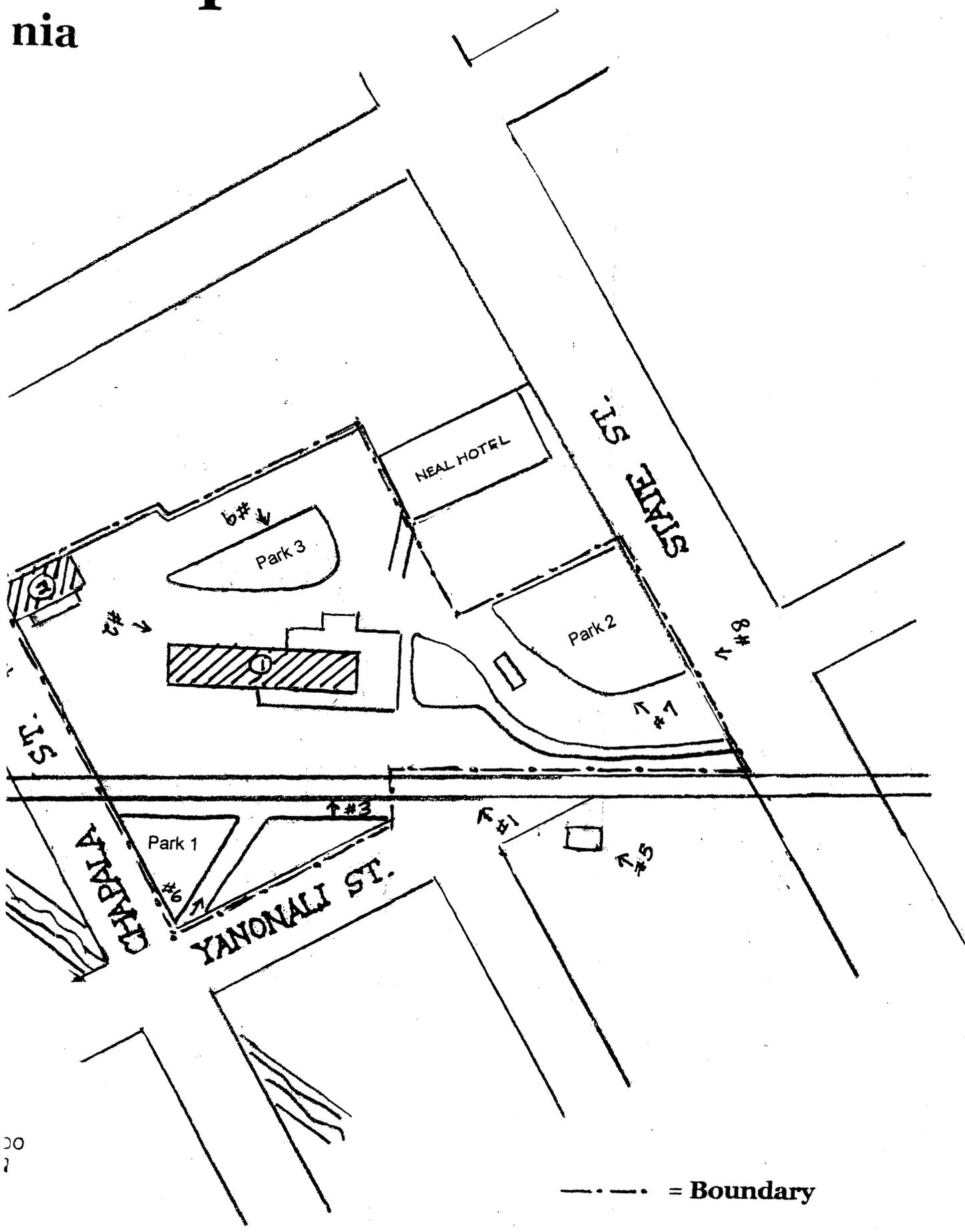
Santa Barbara County, California

Sketch Map and Key to Photographs



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--- = Boundary