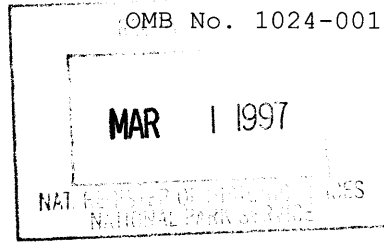


United States Department of the Interior
National Park Service



**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

=====

1. Name of Property

=====

historic name: Glendale Southern Pacific Railroad Depot

other names/site number: Southern Pacific Station, Glendale

=====

2. Location

=====

street & number Gardena Avenue at W. Cerritos Ave. not for publication
city or town: Glendale vicinity _____
state California code CA county Los Angeles code 037
zip code 91204

=====

3. State/Federal Agency Certification

=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination _____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets _____ does not meet the National Register Criteria. I recommend that this property be considered significant _____ nationally _____ statewide X locally. (_____ See continuation sheet for additional comments.)

Daniel Abeyta March 19, 1997
Signature of certifying official Date

California Office of Historic Preservation
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

USDI/NPS NRHP Registration Form

Glendale Railroad Depot

Los Angeles County, CA

=====
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): _____

Patrick Andrews 5/2/97

Signature of Keeper Date
 of Action

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

Ownership of Property (Check as many boxes as apply)

private

public-local

public-State

public-Federal

Category of Property (Check only one box)

building(s)

district

site

structure

object

Number of Resources within Property

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing:

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: rail-related

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

Current Functions (Enter categories from instructions)

Cat Transportation Sub: rail-related

_____	_____
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

Mission/Spanish Colonial Revival

Materials (Enter categories from instructions)

foundation concrete

roof terra cotta, asphalt

walls stucco

other cast stone, wood, iron

Narrative Description (See continuation sheets.)

USDI/NPS NRHP Registration Form

Glendale Railroad Depot
Los Angeles County, CA

=====
8. Statement of Significance
=====

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

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

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

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

Transportation
Architecture

Period of Significance 1924-1947

Significant Dates 1924

Significant Person N/A

Cultural Affiliation N/A

Architect/Builder MacDonald, Kenneth, Jr.

Couchot, Maurice

Narrative Statement of Significance (X See continuation sheets.)

=====

9. Major Bibliographical References

=====

Bibliography. (X See 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: _____

=====

10. Geographical Data

=====

Acreage of Property 1.51

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

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>11</u>	<u>383995</u>	<u>3776380</u>	3	_____	_____
2	_____	_____	_____	4	_____	_____

_____ See continuation sheet.

Verbal Boundary Description (X See continuation sheet.)

Boundary Justification (X See continuation sheet.)

USDI/NPS NRHP Registration Form

Glendale Railroad Depot
Los Angeles County, CA

=====
11. Form Prepared By
=====

name/title Leslie Heumann
organization _____ date 6/21/96
street & number 600 N. Sierra Bonita Ave. telephone (213) 651-0399
city or town Los Angeles state CA zip code 90036
=====

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 Glendale
street & number 613 East Broadway telephone (818)548-4000
city or town Glendale state CA zip code 91206
=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate proper ties 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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Description

Located along the western edge of Glendale in the southern, mixed-use section of town, the historic Glendale Railroad Depot is a one story, rectangular building designed in the Spanish Colonial Revival style. Stucco, textured to suggest adobe construction, sheathes the exteriors of the reinforced concrete walls. The east elevation, which terminates Cerritos Avenue, and the west elevation, which faces the tracks, are given equal architectural emphasis and display similar treatments. Asymmetrical in massing, the plan consists of interior and exterior "rooms" arranged end-to-end, paralleling the tracks. The spatial divisions are reflected on the exterior by variations in roof height, form, and material and by the employment of different architectural elements. The focus of the composition is the taller, central block containing the waiting room whose flat roof is bisected by a Baroque-influenced cast stone portal. Other notable features include an outdoor waiting room to the south whose flat roof is supported by cedar logs and stenciled beams sitting on concrete columns; the arcaded fenestration and side-gabled, clay tile roof of the station office on the north; and wrought iron grilles and balconets employed throughout the building. The 1924 design of the Glendale Railroad Depot is substantially intact, with an extension of the outdoor waiting room and construction of a small, district office on the south representing changes made in 1943 and circa 1953.

The principal facades consist of seven sections, each detailed individually. Offset to the south, the central three bay waiting room, with its ornate portals in the central bays, establishes the character of the design. Spiraled, engaged columns on pedestals flank the deeply recessed, decoratively paneled, double wood doors. Above the doors, transoms with flattened arch heads are protected by wrought iron grillework. Elaborate volutes and an embellished shield motif enhance the cornice over the doors. In the upper section of the portals, raised pilasters frame a central, arched opening containing a bell. An iron balconet is set on a corbeled projection in front of the opening. The portals culminate in arches composed of convex and concave curved sections which in turn are topped by finials. Additional finials ornament the flat parapet. All of the surfaces of the portals feature curvilinear and geometric patterns in shallow relief. In the bays to the north and south of the portals, pairs of tall, twelve-light casements are deeply set within arches whose scalloped heads echo the shape of the bell arch. Wrought iron railings shield the openings. Centered above the windows, small, arrow-like cartouches are the sole decoration of the stucco surface.

Reflecting their less public functions, the remaining sections of the east and west facade are less elaborate. In the gable-roofed office immediately to the north, three equal sized, round-headed, openings contain two casement windows and a door. Wrought iron grilles adorn the arched lunettes above the flat-headed and multi-paned windows. The wooden doors are accented by vertical serpentine battens. Slightly raised piers divide the walls of the baggage and freight room to the north of the office into seven bays. Two of the bays contain slit-like openings protected by iron grilles. On the east, two doors, one for freight and the other for foot traffic, are located in the bays south of the windows. Other than a second freight door which occupies the north elevation, the exterior of the flat-roofed baggage room is unbroken and unadorned. To the south of the waiting room, a single bay wing, cubic in proportions, is pierced by a single six-light window on each elevation. Iron grilles with curvilinear patterning are affixed to the openings. The outdoor waiting room, with its columns and beams, is attached to the south of this wing. Originally three bays long, this pergola was extended three bays in 1943 when the original portion was enclosed as a lunchroom. A 1979 restoration returned the lunchroom to its original, open character. The southernmost wing of the building was erected between 1952 and 1954 and is stuccoed and flat-roofed. It contains a pair of six-light casements on the east and west and a covered overhang supported on a pair of columns at the south end of the building.

The interior spaces are linked by interconnecting doors and function as, from north to south: baggage room, office, waiting room, toilets and vestibule, outdoor waiting room, and storage (the former district office). Like the exterior, the highlight of the interior is the waiting room. Its higher ceiling height creates an impressive scale. Exposed concrete beams, originally decorated with stencils, accent the ceiling. Walls are finished in a textured plaster above a ceramic tile baseboard. Portions of the original scored concrete floor are visible;

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Description (continued)

most is covered by terra cotta pavers. At the north end of the room, a non-original ticket counter occupies the place of the original one. Similar finishes were used in the office and the toilet vestibule. The baggage room is strictly utilitarian, with concrete ceiling, walls, and elevated floor. It still contains an original Fairbanks scale. Toilets are partly original, with tiled wainscots and marble partitions. The district office has been converted to an unfinished storage space. Throughout the building, much of the original wrought iron hardware has been retained.

Punctuating the paved space between the depot and the tracks to the west, poles are alternately topped by signs reading "Glendale" or by iron and glass lanterns. Narrow planting beds border the central part of the depot; plant materials are not original. Ticket vending kiosks and canopies north of the depot proper are recent, non-historic additions. On the city side of the depot, the original, decomposed granite has been replaced with pavement. The setting of the depot has also evolved, from primarily residential to mostly commercial, with open parking areas to the northeast and southeast, although the relationship of the depot to the surrounding streets remains unchanged.

The depot underwent three principal alterations, none of which is considered to have damaged the historic integrity of the building. In 1943, the outdoor waiting room was enlarged and partially enclosed, as referenced above, and the ticket counter was moved. Around 1953, the district office was built. A 1979 restoration removed the 1943 ticket counter, re-sited it in the original location, and replaced it with a non-original design. The lunchroom was converted back to an open space at the same time. Other changes are either minor or reversible in nature and include modifications of the toilet facilities, installation of period lighting and seating, covering of the original concrete flooring, and the introduction of signage for Amtrak.

Operating continuously since its construction in 1924, the Glendale Railroad Depot, has been maintained in reasonably good condition, experiencing some deterioration of exterior finishes. The 1994 Northridge earthquake resulted in some cracking which will be repaired during an upcoming restoration. The proposed work will adhere to the Secretary of the Interior's Standards and Guidelines for historic buildings, and will also include the conversion of the district office to facilities for the disabled and various site improvements.

Statement of Significance

The Glendale Railroad Depot, built in 1924 by the Southern Pacific Railroad, is a product of the period during which Glendale was known as "the fastest growing city in America." Glendale's growth, popularity, and prosperity was, to a great degree, dependent on its transportation network, of which the depot was a centerpiece. The choice of the Spanish Colonial Revival style for the station's architecture was consistent with other stations built during the first decades of the twentieth century in California. Both the reality and the myth of California's history and lifestyle were symbolized by the Spanish style, and the design for Glendale by the former San Francisco architectural firm of MacDonald and Couchot was an elegant example of the trend. The only railroad station in Glendale, the Depot satisfies both Criterion A for its role in Glendale's history and Criterion C for its architectural quality.

Glendale's origins date to the rancho period in California history, when Rancho San Rafael was granted to the Verdugo family in 1784. Through the vicissitudes of the nineteenth century, the Glendale portion of the rancho remained agricultural, until the boom of the 1880s resulted in the founding of two towns: Glendale in the northern half of the valley and Tropic in the south. After the boom collapsed, improvement in the valley slowed to a crawl, only to be stimulated during the first decade of the twentieth century by the extension of the interurban railway system from Los Angeles to Glendale. Glendale incorporated in 1906, Tropic in 1911, and the two merged in 1917, setting the stage for the phenomenal growth of the 1920s.

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Statement of Significance (continued)

By all accounts, the 1920's were a remarkable time in Los Angeles County. Historian W. W. Robinson counted fourteen hundred new tracts in the county in two years alone. Early in the decade, it became apparent to both the city fathers and the Southern Pacific railroad, who had established a stop on an adjacent site in Tropic in the late 19th century, that a new station was needed in Glendale. Construction was begun in 1923, and the station opened on March 27, 1924 with great fanfare. A representative of the railroad described the company's position: "When the officials of the road [Southern Pacific] saw the rapid growth of Glendale, and realized that Glendale was the logical point to place a station to relieve passenger congestion through Los Angeles, we got busy. The growth of your city had demanded a new station. . . We look to Glendale and the towns this station will serve as the great industrial center of the future."

In the first half of his prediction, the spokesman was proved correct: Glendale was successful as a passenger depot for Glendale and neighboring communities such as Burbank, Eagle Rock, Hollywood, and Pasadena. The station never met the expectation for freight activity associated with a major industrial center. This was because the expansion Glendale experienced during the 1920s was largely residential, with commercial construction in support of the residential development. The station, however, was credited with attracting new business and travelers to the city as well as with bringing prospective new residents.

The Glendale depot was designed by architect Kenneth MacDonald Jr. and engineer Maurice Couchot. MacDonald, the son and nephew of architects, was educated in both architecture and engineering. He arrived in San Francisco in 1906 to participate in the rebuilding after the earthquake and fire. There he joined the firm of architect George Applegarth and the two worked on numerous notable projects, including the A. B. Spreckels mansion and the Clift Hotel (both 1913). Couchot, a Frenchman, went to San Francisco about the same time; his credits include the engineering for Bernard Maybeck's Palace of Fine Arts (1915). MacDonald and Couchot began working together in northern California in the early 1920s, moving to Los Angeles to design the 1922-23 Arcade Building downtown.

With the commission for a Southern Pacific station in Glendale, the team created what has been described by some critics as "stage set Spanish." Indeed, image was a large part of the booster mentality that characterized railroad station design. The MacDonald and Couchot design looks back to the urbane, Churrigueresque precedents established by Bertram Goodhue and Carleton Winslow in their seminal schemes for the 1915 Panama Pacific exposition in San Diego, rather than to the decidedly more homely Mission Revival favored by the railroads during the 1905 to 1915 era. Despite the updated styling, the depot's appearance reflects the deliberate calculation inherent in this Southern Pacific observation in 1900 that: "These monuments of the past [the missions] are so conveniently located near the railroads that to pass them by were in the tourist inexcusable. . . The Franciscan friars journeying northward from San Diego a century and a quarter ago made their trail almost as the way now is of the Southern Pacific." The architectural highlights of the Glendale station are the twin portals which face the trains on one side and the city on the other. The bell towers which culminate these portals recall the Mission Revival while the rococo detailing and liberal use of wrought iron presage the popularity of such features during the last half of the 1920s.

From its construction, the depot has been much prized by Glendale residents. Newspaper articles at the time of the opening reported the assertion that the newly completed station was "the most beautiful station on the Southern Pacific lines." Although the peak years for train travel were over by the mid 1950s, and the daily traffic had dwindled from eight to two trains, the station continued to operate and today is being recast as the centerpiece of a new, multi-modal transportation center. In 1977, the Glendale Historic Preservation Element identified the depot as one of the eleven most significant historic resources in the city, and in 1989 the city purchased the property to ensure its preservation. Substantially intact to its period of significance, the Glendale Railroad Depot is evocative of an earlier optimistic era in Glendale's history.

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Books:
Perry, E. Caswell and Berger, Shirley Catherine, *Glendale: A Pictorial History*. Norfolk: Donning Company, 1983.
Robinson, W. W., *Glendale: A Calendar of Events in the Making of a City*. Los Angeles: Title Guarantee and Trust Company, 1942.

Periodicals:
"Glendale Station to be Opened," *Los Angeles Times*, March 25, 1924, pt. II, p. 12.
"Milestone in Glendale's March of Progress," *Los Angeles Times*, April 6, 1924.
"Opening of S. P. Depot Set for Thursday," *Glendale Daily Press*, March 24, 1924, pt. I.
"Passenger Trains on SP will Stop at Glendale Depot," *Glendale Evening News*, March 25, 1924.
"Soon to Start Work on Depot," *Glendale Evening News*, August 13, 1923.
"Southern Pacific a Vital factor in Glendale's Growth," *Masonic Digest*, February 1928.
"To Open Next Thursday," *Los Angeles Times*, March 23, 1924, pt. V, p. 5.

Verbal Boundary Description

The proposed boundary of the nominated property is shown as the dotted line on the accompanying map entitled "Glendale Transportation Center Existing Conditions Site Plan, 11 March 1994.

Boundary Justification

The proposed boundaries incorporate the historic resource itself--the depot and related signage--and the immediately adjacent trackage and spaces. Historic Sanborn Maps (1925 and 1950) indicate that there were no other improvements in the vicinity, other than residential buildings facing Gardena Avenue, all or most of which have been removed. Parking lots with no historic features now occupy the open spaces to the north and south.

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Photograph Labels

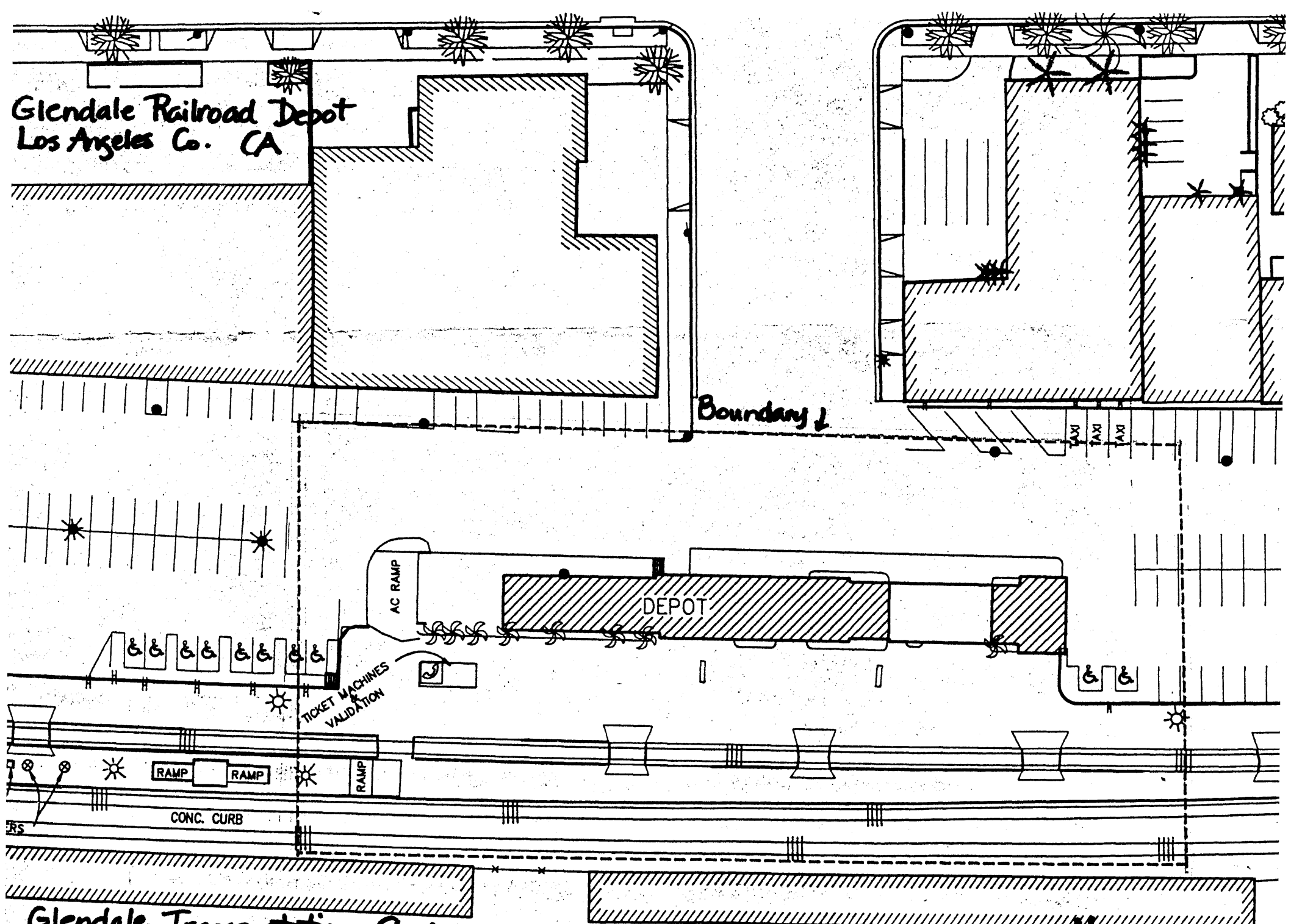
Name of Property: Glendale Railroad Depot
County and State: Los Angeles County, CA
Name of Photographer: Bill Doggett
Date of Photographs: August 4, 1995
Location of Original Negatives: Leslie Heumann

The above information applies to all photographs. Photograph numbers are keyed to sketch map.

1. Looking west at the central section of the east elevation.
2. Looking northwest at the south and east elevations.
3. Looking northeast at the west elevation.
4. Looking southeast at the west elevation and the ticket kiosk.
5. Looking southwest at the north and east elevations.
6. Looking west at the east portal.
7. Looking west at the transom grille in the east portal.
8. Looking northwest at the sconce to the north of the east portal.
9. Looking northwest at the central office archway to the north of the east elevation.
10. Looking southwest at the baggage room door on the east elevation.
11. Looking southeast at the central section of the west elevation, showing sign posts.
12. Looking east at the waiting room window to the south of the west portal.
13. Looking northwest in the waiting room.
14. Looking southwest in the waiting room.
15. Looking northwest in the outdoor waiting room.

Glendale Railroad Depot
Los Angeles Co. CA

Boundary ↓



Glendale Transportation Center
Existing Conditions Site Plan
11 March 1994

Scale 1" = 50'

