

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

For NPS use only

**National Register of Historic Places  
Inventory—Nomination Form**

received **SEP 21 1983**  
date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections

**1. Name**

historic Fullerton Union Pacific Depot

and/or common Union Pacific Depot

**2. Location**

(Former location: 105 W. Truslow Ave.)  
street & number 100 E. Santa Fe Avenue N/A not for publication

city, town Fullerton N/A vicinity of 39

state California code 06 county Orange code 059

**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 type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input checked="" type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input 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 Eureka and EEL River Railway Company, Inc.

street & number c/o The Capistrano Depot, Verdugo @ the Tracks

city, town San Juan Capistrano N/A vicinity of state California 92675

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Orange County Recorders Office

street & number 630 N. Broadway

city, town Santa Ana state California

**6. Representation in Existing Surveys**

title Fullerton Register of Landmarks 1978  
California Resources Inventory has this property been determined eligible?  yes  no  
1976

date Local - Fullerton City Hall, 303 W. Commonwealth  federal  state  county  local

depository for survey records State - State Office of Historic Preservation, P. O. Box 2390

city, town Sacramento, CA 95811 state

## 7. Description

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input checked="" type="checkbox"/> moved	date <u>July 21, 1980</u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

### Describe the present and original (if known) physical appearance

The Fullerton Union Pacific Railroad Depot is a free standing, one story, wood frame structure built in 1923. It is an excellent example of the Mission Revival Style, typical of Union Pacific Depots from this era. The contract between the two slightly offset 100' x 30' rectangular segments clearly defines the separation of passenger and freight functions. It has been moved approximately 200 yards from its original site; although it still maintains a relationship to the railroad tracks, it has been turned 90° on its new site. It is being renovated for restaurant use in accordance with the Secretary of the Interior's Standards for Rehabilitation.

By far the more decorative, the passenger section has a mission tile gable roof with Mission Style parapeted gable ends. An eight sided tile roofed drum is centered in this segment topped by a cupola. A transverse gable roof intersects the drum and is terminated at the main entry by an unusual stepped parapet.

A four bay arched arcade with mission tile shed roof occurs on both sides of the main entry and returns along the end elevation. The unusual stepped parapet at the main entry is a distinct deviation from the typical Union Pacific Depot design.

The Freight House is a much simpler design with a flat-pitched tar and gravel gable roof supported by exposed wood trusses. It is screened from view by a parapet with a sloping tile roof along all three elevations. An exterior 44" high wood plank loading platform skirted both longitudinal faces of this section, matching the height of interior raised wood floor; the platform was removed during the recent relocation of the depot.

Predominant materials include white stucco, wood sash double hung windows, raised panel wood doors, and a hand hewn plank ceiling at the arcade.

Three openings at the far end of the freight house have been filled in, enclosing the original covered platform area. The building is currently unoccupied, deteriorating from termite and dry rot damage and is covered with graffiti.

On July 21, 1980, this structure was cut in half and moved approximately 200 yards to its new home in Fullerton Transportation Plaza. As a result of a City sponsored nationwide competition, a private developer has purchased the Depot and plans to convert it into a major restaurant. His goal is to follow the Secretary of the Interior's Standards for Rehabilitation and to apply for Federal Tax Certification under the Tax Reform Act of 1976.

The original site was approximately 200 yards to the southwest. The building had an east-west orientation parallel to the railroad tracks with the main entrance arch facing the north, or track side. An attempt was made to maintain some relationship with the railroad tracks at the new site, although the building was turned 90° and is now perpendicular, rather than parallel, to the tracks. The former Truslow Avenue elevation now faces Harbor Boulevard as it emerges from an underpass. The trackside elevation now faces the parking lot for the proposed transportation center.

# 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** 1923 **Builder/Architect** Union Pacific Railroad

**Statement of Significance (in one paragraph)**

The Fullerton Union Pacific Depot is historically significant because of the major role it played in the development of the City of Fullerton and has architectural significance as an outstanding example of Mission Revival architecture.

The last of the three railroads to be built through the community, its completion made Fullerton the regional rail center of northern Orange County. In addition to being typical of the Union Pacific Depots from the early 20's, the structure is architecturally significant because it is one of the few remaining important examples of the Mission Revival Style in the area. Spared from demolition by its inclusion in the Fullerton Transportation Center, the building was recently moved to its new site in close proximity to the Santa Fe and Pacific Electric Depots. Through these preservation efforts, the Fullerton Union Pacific Depot will remain a highly visible and identifiable artifact from an important era in the history of Fullerton.

In the mid 1890's the Santa Fe Railroad sent George Fullerton to Southern California to purchase land for a new rail line between Los Angeles and San Diego. Two important factors influenced the route he chose for the proposed railroad. First was his concern about flooding in some of the low lying areas of Orange County. Second, was the sales effort of the Amerige Brothers, developers of the township of "La Habra" as Fullerton was then known, to bring his railroad through their community. In 1887, a wood frame Santa Fe Depot was completed which established Fullerton as the Rail Center for Orange County's growing livestock industry. With the advent of modern irrigation techniques, more and more land was being converted to growing citrus crops. This means more people were needed to work the groves. By the late teens and early 20's, Fullerton was experiencing its first major population boom. In 1918, the Pacific Electric Railroad built its Mission Revival Depot in Fullerton, further establishing its importance as a regional rail center.

Attracted to North Orange County by this tremendous growth in population and agriculture, the Union Pacific Railroad's first attempts to build a railroad from Los Angeles to Salt Lake failed primarily because of resistance from the Santa Fe. After World War I, the power and influence of the Santa Fe was greatly diminished and the Union Pacific eventually won out. In 1923 the Union Pacific built its Mission Revival Depot. Not to be outdone, the Santa Fe demolished its old frame structure in 1930 and built the still active Spanish Colonial Depot.

## 9. Major Bibliographical References

The Fullerton News Tribune  
Original Depot Plans  
The Courier Press, Placentia, CA 1972  
"Ostrich Eggs for Breakfast" Dora May Sim

The Orange County Magazine  
Feb. 1954, Vol 1, #5  
John Cronan; 325 Broadway, S.A.  
The Orange County Review

## 10. Geographical Data

May 1923, #10 Vol. 1

Acreeage of nominated property .75 acres  
Quadrangle name Anaheim

Quadrangle scale 1:24000

### UTM References

A 

1	1	4	1	4	6	4	0	3	7	4	7	8	3	0
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Zone			Easting				Northing							

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**Verbal boundary description and justification** Boundaries have been drawn to encompass the historic resource on its new lot. Property is located at the northeast corner of Harbor Boulevard with its intersection with the Santa Fe Railway right of way. Boundaries are shown on attached site plan.

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

state N/A code county N/A code

state code county code

## 11. Form Prepared By

name/title John C. Loomis, Partner

organization Thirtieth Street Architects

date March 1982

street & number 425 Thirtieth Street

telephone (714) 673-2643

city or town Newport Beach

state CA 92663

## 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

*R. Miller*

title State Historic Preservation Officer

date 5/16/83

### For NPS use only

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

*Louisa Mc Clelland*  
for Keeper of the National Register

date 10-12-83

Attest:

*G*

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

FOR HCRS USE ONLY  
RECEIVED  
DATE ENTERED

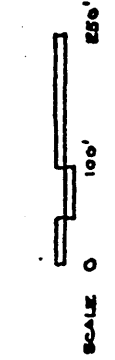
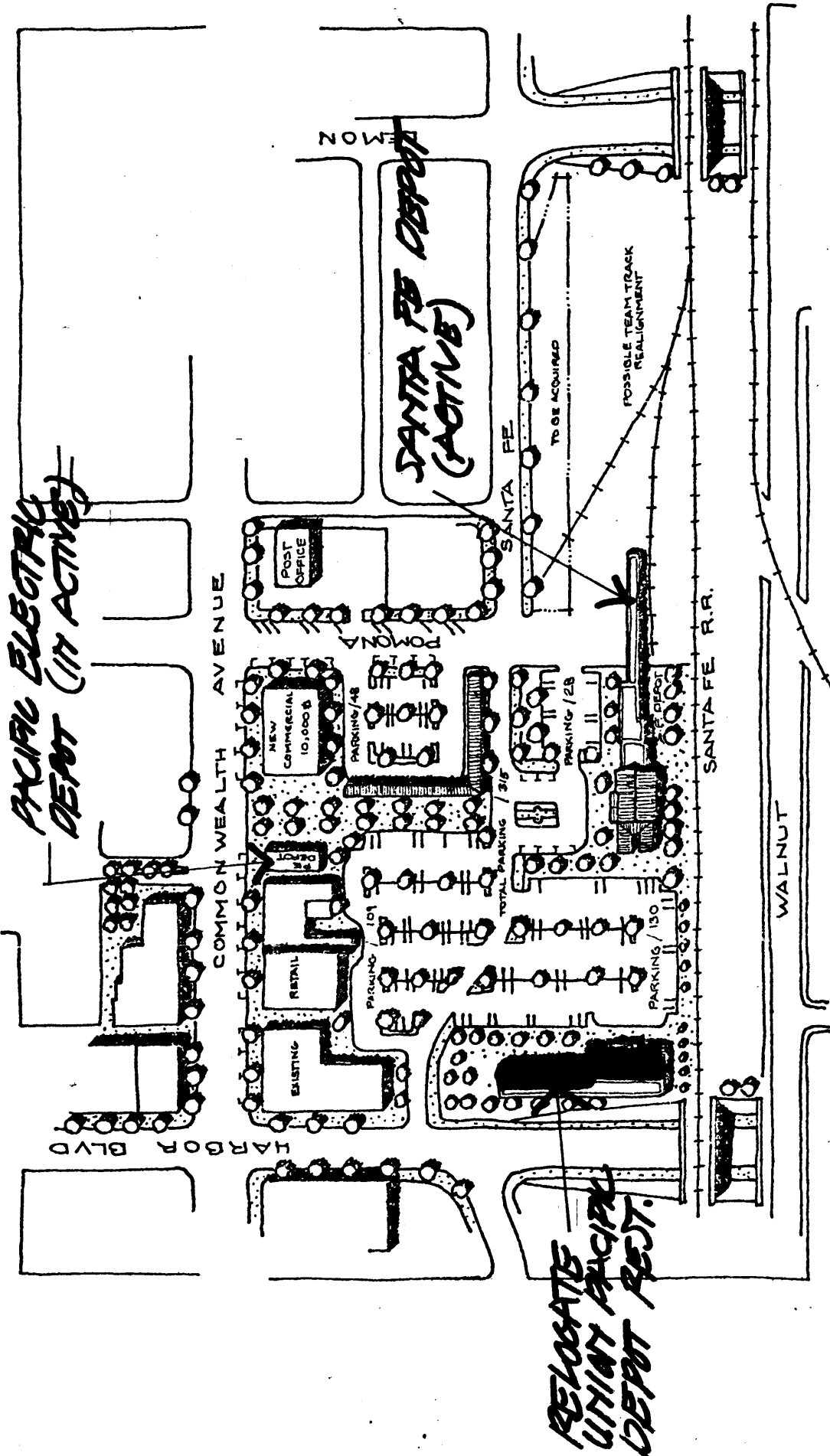
CONTINUATION SHEET Significance ITEM NUMBER 8 PAGE 1

All three railroads sustained the depression and played major roles in two later "boom" periods. In the late 1930's oil was discovered in the area resulting in a rush of population and services. Then, after World War II, and because of Fullerton prominence in Southern California several major industries established huge plants there. This triggered the greatest population boom in Fullerton's history and helped to establish its current broad economic base. All three depots remained active until the late 60's. In 1975, the Union Pacific finally closed down its depot planning to demolish the structure to add more tracks.

Recognizing the need to preserve the depots and rejuvenate a decayed area of its downtown, the City of Fullerton established the Fullerton Transportation Center. This involves the recycling of all three depots into a multi-mode transportation complex including related services.

As a result of a national competition, a developer was selected to convert the Union Pacific Depot into a major restaurant. The structure has been successfully moved to its new location without damage just north of the Santa Fe Railroad tracks adjacent to Harbor Blvd. (See drawing). In this way the Union Pacific Depot helps define the west boundary of the Transportation Center while maintaining its own integrity without competing with the other two depots. The overall result is a coherent visual identity with the past and the preservation of an important part of Fullerton's heritage for future generations to come.

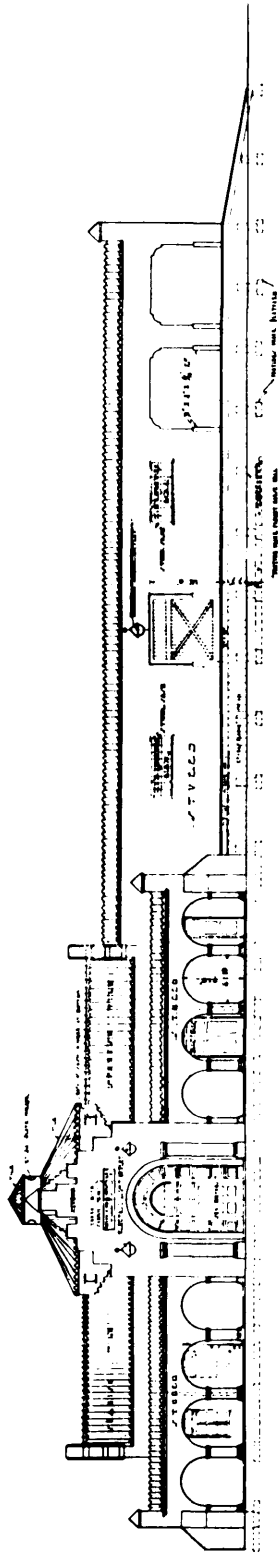
The depot is one of the finest examples of its type and period in the state. The Mission Revival railroad station was an important element of the promotional imagery of California during the first several decades of the 20th Century. Of the few such buildings which remain in California today, the Fullerton Depot remains among the very best examples. In addition it is one of only five significant Mission Revival structures in the community recognized by the Fullerton Historical Building Survey. The other notable examples are the Half House, Hetebrink House, Masonic Temple and Christian Science Church.



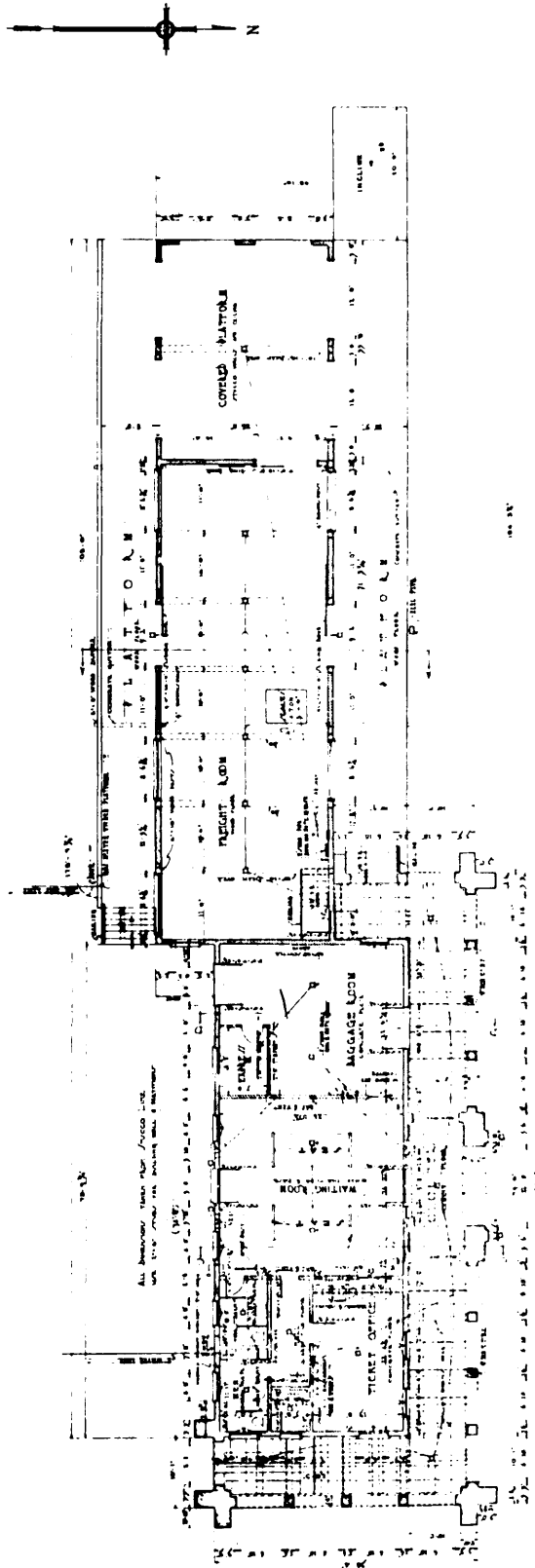
**Fullerton Transportation Center  
ultimate development plan**

**adopted 9-20-77**

Fullerton Union Pacific Depot  
100 E. Santa Fe Avenue  
Fullerton, Orange County, CA



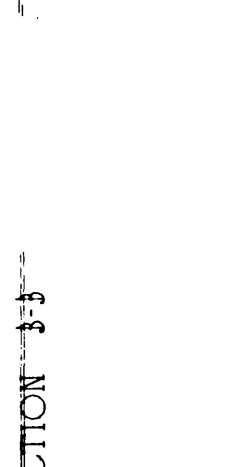
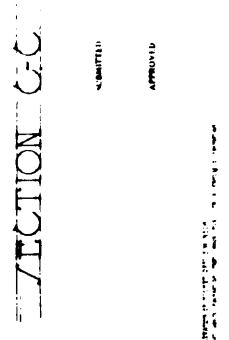
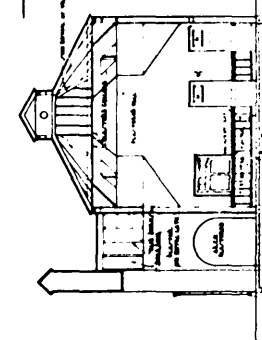
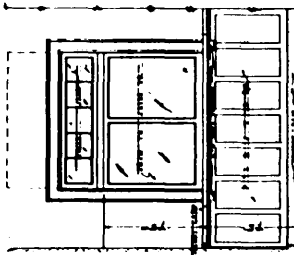
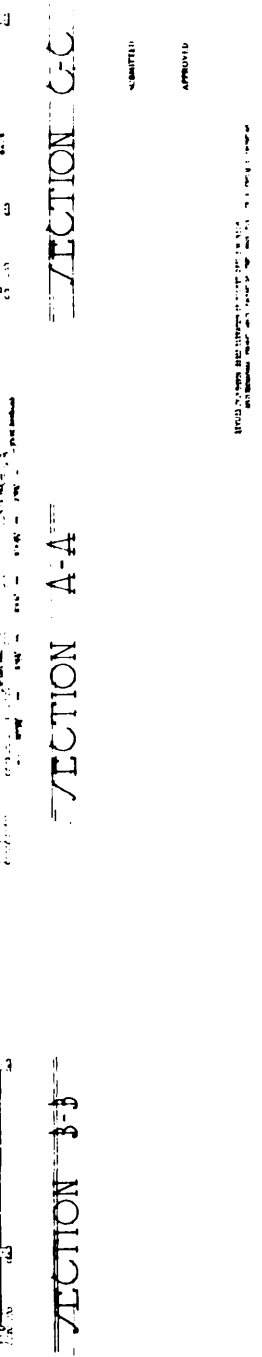
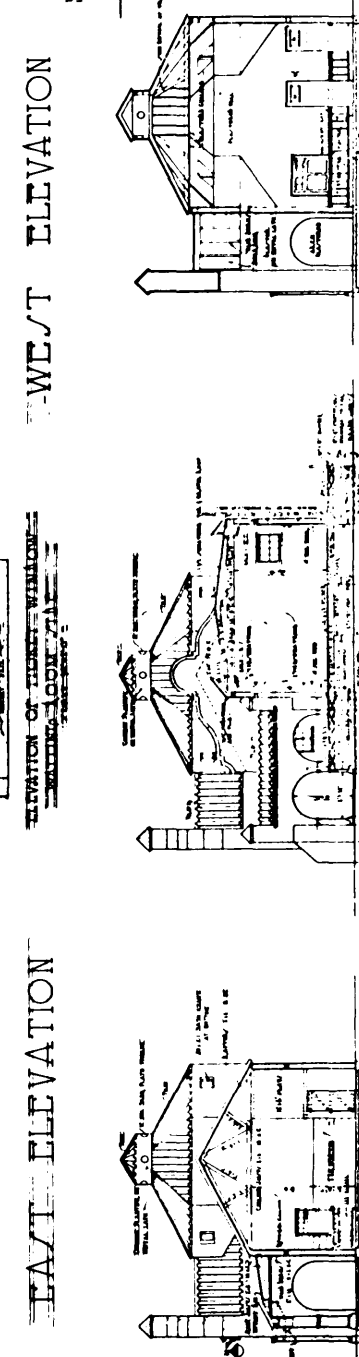
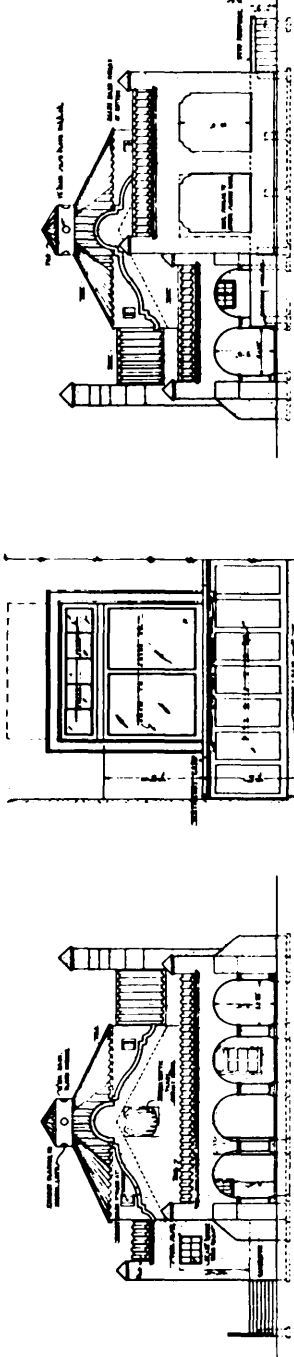
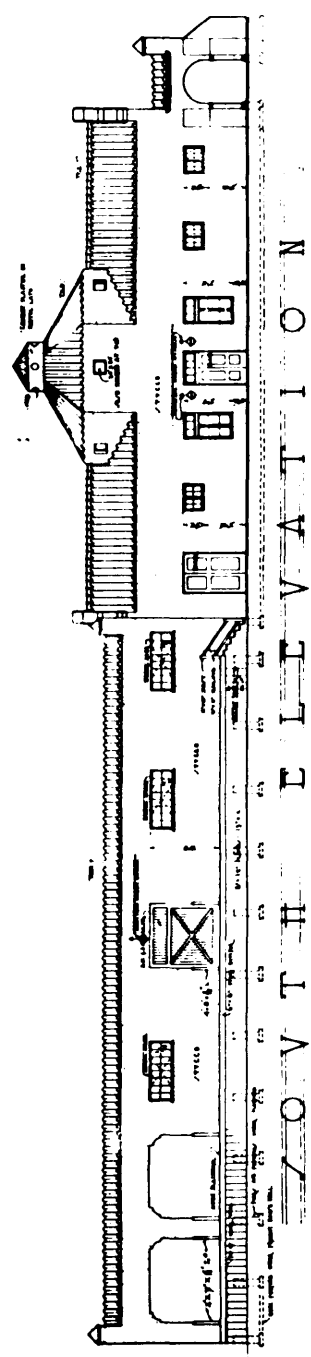
T R A C K S I D E E L E V A T I O N



FLOOR PLAN TRACK SIDE  
SCALE ONE INCH = SIX FEET

UNION PACIFIC SYSTEM  
STATION BUILDING  
DESIGNED BY ARCHITECT  
FREDERICK S. CLAY AND ASSOCIATES

UNION PACIFIC SYSTEM  
STATION BUILDING  
DESIGNED BY ARCHITECT  
FREDERICK S. CLAY AND ASSOCIATES  
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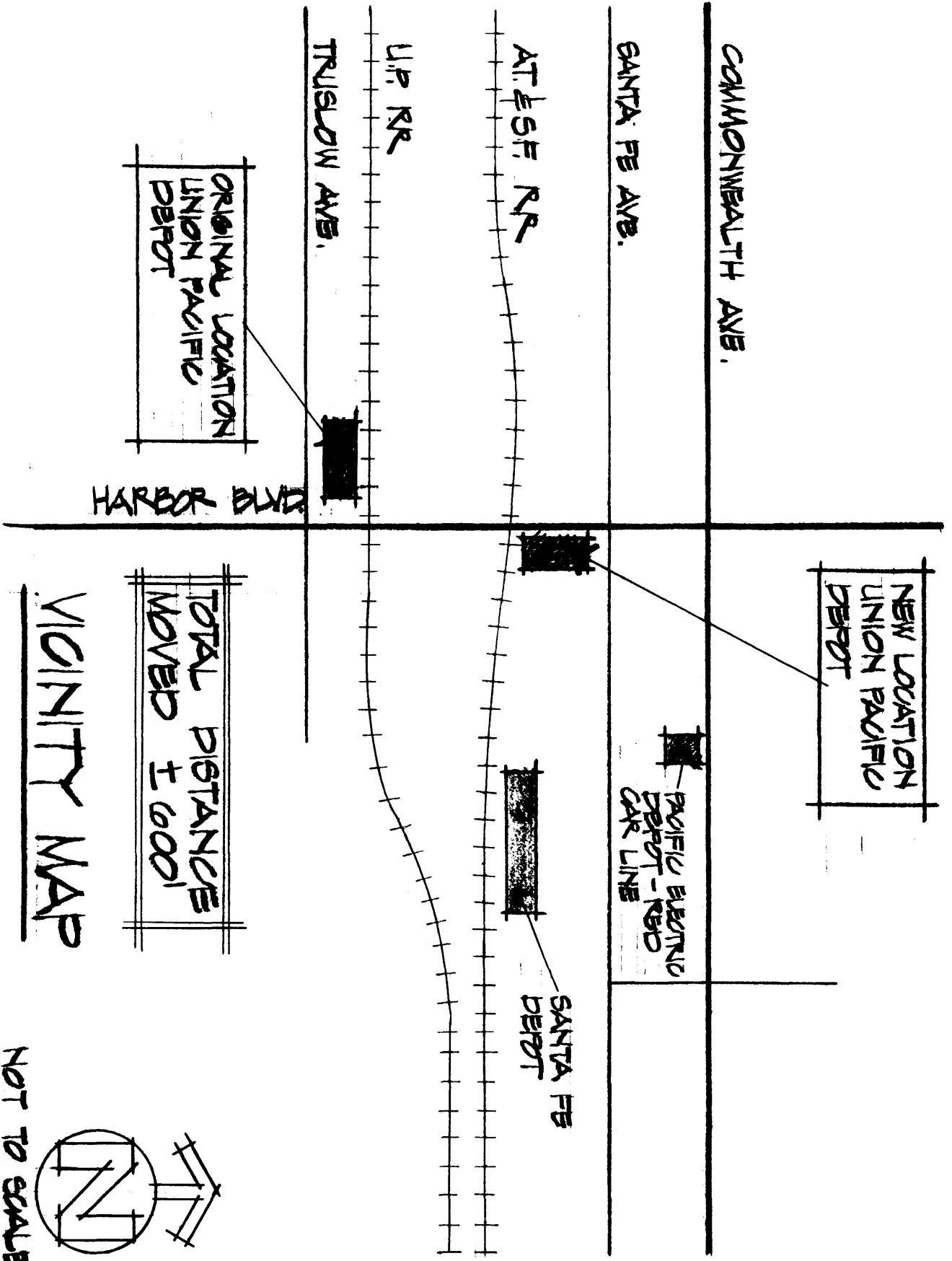
ARCHITECT  
 UNION PACIFIC SYSTEM  
 GENERAL ENGINEERING  
 1400 CALIFORNIA  
 ELEVATION SECTION

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 CHECKED BY  
 APPROVED BY

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Fullerton Union Pacific Depot  
100 E. Santa Fe Avenue  
Fullerton, Orange County, CA



ORIGINAL LOCATION  
UNION PACIFIC  
DEPOT

NEW LOCATION  
UNION PACIFIC  
DEPOT

PACIFIC ELECTRIC  
DEPOT - RED  
CAR LINE

SANTA FE  
DEPOT

HARBOR BLVD

COMMONWEALTH AVE.

SANTA FE AVE.

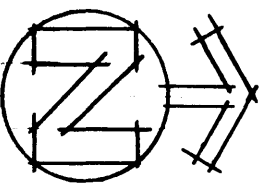
AT. & S.F. RR

U.P. RR

TRUISTON AVE.

TOTAL DISTANCE  
MOVED ± 600'

VICINITY MAP



NOT TO SCALE

1724 CENTER  
12 66

12 66

Fullerton Union Pacific Depot  
100 E. Santa Fe Avenue  
Fullerton, Orange County, CA  
BOUNDARY MAP



12 66  
1" = 40'

