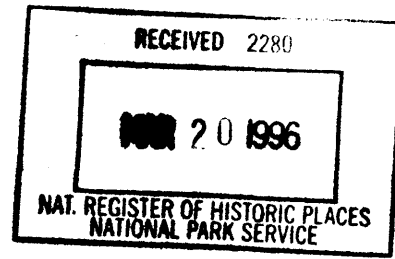


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United States Department of the Interior
National Park Service



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 Station and General Office, California Southern Railroad, National City

other names/site number California Southern Railroad Station, National City

National City Santa Fe Depot

2. Location

street & number 900 (922) West 23rd Street N/A not for publication

city or town National City NA vicinity

state California code CA county San Diego code 073 zip code 91950

3. State/Federal Agency Certification

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

[Signature]
Signature of certifying official/Title
State Historic Preservation Officer
State or Federal agency and bureau

3/12/96
Date

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

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register
- other (explain): _____

[Signature]
Signature of the Keeper
Elson H. Beall
Entered in the National Register
Date of Action 4-13-96

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1	1	buildings
0	0	sites
0	2	structures
0	0	objects
1	3	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)

Vacant

7. Description

Architectural Classification
(Enter categories from instructions)

ITALIANATE

Materials
(Enter categories from instructions)

foundation CONCRETE

roof ASPHALT

walls WOOD, STUCCO

other BRICK:Chimneys

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

- 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

1882 - 1889

Significant Dates

1882

1889

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Contractor: Stratton, W.A.
S.F.R.R.

Narrative Statement of Significance

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

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #_____
- recorded by Historic American Engineering Record #_____

Primary location of additional data:

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

10. Geographical Data

Acreage of Property 1.3 ACRES

UTM References

(Place additional UTM references on a continuation sheet)

1	1 1	4 8 9 6 2 0	3 6 1 3 4 2 0
	Zone	Easting	Northing
2			

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 Bruce Coons/Dolores Mellon/Historians

organization Architect Milford Wayne Donaldson, FAIA, Inc. date 27 October 1995

street & number 530 Sixth Avenue telephone (619) 239-7888

city or town San Diego state CA zip code 92101

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 Community Development Commission for the City of National City

street & number 140 E. 12th Street, Suite B telephone (619) 336-4250

city or town National City state CA zip code 91950-3312

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.

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 7 Page 1 Station and General Office, California Southern Railroad
National City, San Diego County, California

7. NARRATIVE DESCRIPTION

The Station and General Office, California Southern Railroad (Station) located at 900 W. 23rd Street in National City is a two-story wood building, measuring sixty-four feet by thirty-six feet. Rectangular in shape, the Italianate style building was constructed in 1882 to serve as a combination passenger station, freight depot, and headquarters of the Santa Fe Railroad on the West Coast. Although the building has undergone some alterations over the years, it remains fairly well-maintained. Typical of the Italianate style is the Station's low-pitched flat topped hip roof with widely overhanging eaves and decorative brackets; tall, narrow windows; double doors and a molded string course. (See Photo #1) The Station's original wood foundation and exterior wood platforms have been removed. As originally sited, the Station's west facade opened to the platform area which provided access and egress to trains located on the adjacent railroad tracks. A center for the shipment of freight, over time the area surrounding the Station would be covered by a criss-cross of tracks, repair shops, car construction shops, round-houses and creosoting works for the preparation of railroad ties used in constructing the western portion of the Santa Fe route. (For a map of the rail yards, c. 1885, see page 7:16) All that remains of the vast Santa Fe operations in National City is the Station, and the remnants of a set of tracks which run parallel to the building's west facade. The remainder of the 1.3 acres which comprise the proposed National Register property is now covered by asphalt paving, and includes three non-contributing resources. The property is bounded by the tracks of the Atchison, Topeka and Santa Fe Railroad on the west, 24th Street on the south, Harrison Avenue to the east and an adjacent property along the north. Although marred by recent additions, the building manages to retain its historic integrity through the maintenance of original exterior and interior elements. The Station's historical feeling and association remains, as the building is sited in its original location, adjacent to the Santa Fe rail line. (Compare Historic Photo #1-4 and current photos #5-7) Recent alterations included a c. 1950s box car along the west facade, a small, single-story building along the north facade with a false water tower on its roof, and a second vintage box car. The single-story building, and vintage box cars are non-contributing resources.

There are very few changes to the Station externally for the recommended period of significance 1882-1889. The greatest impact to the Station's original fabric was the addition of the two small windows on the east side (c. 1930's), the wood platform and floors were removed and replaced with concrete (date unknown), and two door openings and one window opening were modified (1970's). Several changes occurred within the interior of the building.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Station and General Office, California Southern Railroad
National City, San Diego County, California

Exterior:

The Station's west facade abuts the railroad tracks. (See Photo #7) As originally constructed, the northern-most door on the west facade led to the passenger's waiting room. The original door had four panels. The original glass transom has been replaced by wood. (See Photo #9) Moving south along the first floor's west facade, two tall, narrow windows, double-hung and eight-paned, separate the passengers' entrance from a double door, which has now been filled in with brick and glass, to allow the addition of a box car along the west side. The 1950s vintage box car is single-story in height and constructed of metal. It is one of three non-contributing structures included in this nomination. (See Photos #6 and 27) The 8'x 9' wooden freight door located at the southwest corner has also been infilled to accommodate this addition. In its place is an opening which leads to the freight car that served as the restrooms when the building was a restaurant in the 1970's. (See Photo #10) All other windows and doors are finished with wood surrounds. Not all of the wood surrounds are original to the 1882 construction of the Station. Four windows have been modified to have replacement surrounds (date unknown). Rosettes add decoration to the shaped pediments above all windows and doors. (See Photos #11 and 12) The second story's west facade is a series of double-hung eight-paned windows also incorporating the same wood surrounds and shaped pediments with rosettes. A window has been removed on the second story to allow a door to be added as a fire exit in the 1970's. (See Photo #7)

The building's south facade has two original smaller double-hung six-pane windows on the first floor. The second story windows remain unchanged since 1882. An outside fire exit steel stairway was added at the south side of the building in the 1970's when the Station became a restaurant, and leads to a new doorway to the second story. The sign located on the south exterior is not original. (See Photo #8)

The east facade has also sustained some alterations. In the 1990's, the Station was modified for offices. During this time, the sliding wood freight door was removed. Subsequently the door was nailed on the outside of the old opening. (See Photos #5 & #13) Period photographs date the present entry door and two small windows at the north east corner to pre-1940's. Another small window was added to the south of the freight door in the 1990's. The remaining windows have experienced some alteration to their pediments and decorative rosettes. The new wood paneling along the first floor's east facade is not original and was added in the 1990's. (See Photo #14) The second story fenestration appears unchanged.

The building's north facade has been altered. A small, single story building covers the first floor's two original doors. (See Photos #6 & 15) The doors have been removed, but the doorway openings remain. Some doorway openings have been infilled. (See Photos #16 & 17) The second floor windows remain unchanged. The single-story building is a modified square

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

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Station and General Office, California Southern Railroad
National City, San Diego County, California

shape, and covered in shiplap siding. Single-door openings are located along the addition's east and west facades. An opening along the north facade leads to the property's second vintage box car. Stairs lead from the box car to the flat roof of the addition. Atop the building is a false water tower, constructed of wood with a conical shaped roof. The false water tower was constructed in the 1970's on the addition's rooftop. The false water tower was added to provide an enclosure for the electrical panels of the restaurant. The small building, box cars and false water tower are non-contributing resources.

A molded string course runs along the Station's exterior between floor levels. The boxed cornice with widely overhanging eaves supported by decorative brackets, typical of Italianate architecture, remains. (See Photo #11) The building's original wood shingle roof fabric has been replaced by asphalt shingles. The roof is a flat topped hipped roof common in Italianate design. A spark arrestor was added to the south chimney in the late 1880's. The spark arrestor present on the north chimney appeared after 1956. (See Photo #7) New plumbing and electrical service were added in the 1970's. Fire sprinkler pipes are located on the exterior of the north, west and south walls.

Interior:

A large portion of original fabric remains in the interior. The original stairway is intact under the 1970's paneling. (See Photo #18) The baggage, waiting and freight rooms have been altered to accommodate office space, as has the ticket office, all located on the first floor. (See Photo #19) The railroad's original safe remains and is in excellent condition. (See Photo #20) The brick walls of the safe are original and built in 1882. (See Photo #21) The second floor, which once housed the station master and his family in nine rooms, has been altered greatly with new room partitions, the enclosure of original doorways, and the painting over, or covering with wood of most of the glass transoms. (See Photos #23 & 24) An original coal burning fireplace remains upstairs. (See Photo #22) When the depot was converted to a restaurant, a dumb-waiter was added to transport food from the first floor kitchen in the northeast portion of the building. (See Photo #25)

All original wainscoting has been removed, and the plaster which once covered the brick walls has been removed, exposing the original brick construction on the ground floor. (See Photos #20 & 21) A suspended T-bar acoustical ceiling now covers the original wood lath and plaster ceiling, carpeting covers the fir floors and some doors have been removed. Wood paneling and artificial brick veneer was added to some interior walls and stairways in the 1970's. (See Photos #18 & 26)

Other alterations in the 1970's for the restaurant include the addition of plumbing and air conditioning and the removal of interior countertops. The original paint is still extant beneath

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Station and General Office, California Southern Railroad
National City, San Diego County, California

more recent paint-overs. Although a more detailed study is recommended, it appears that the interior wood risers were first covered with a clear varnish and then a white chalk paint, possibly a primer, then a light brown/beige paint, a pinkish-red paint, a lighter brown paint and finally the application of a chocolate brown paint. The stairway banisters were first varnished and then covered in a very dark green paint which is found elsewhere in the interior. The banisters were later covered in white paint, then follows the color paint pattern found on the risers.

The original doors are four panel with redwood panels and sugar pine stiles. The original finish was varnish. The original wainscoting was alternating redwood and Douglas fir beaded tongue and groove with a varnish finish.

(8-86)

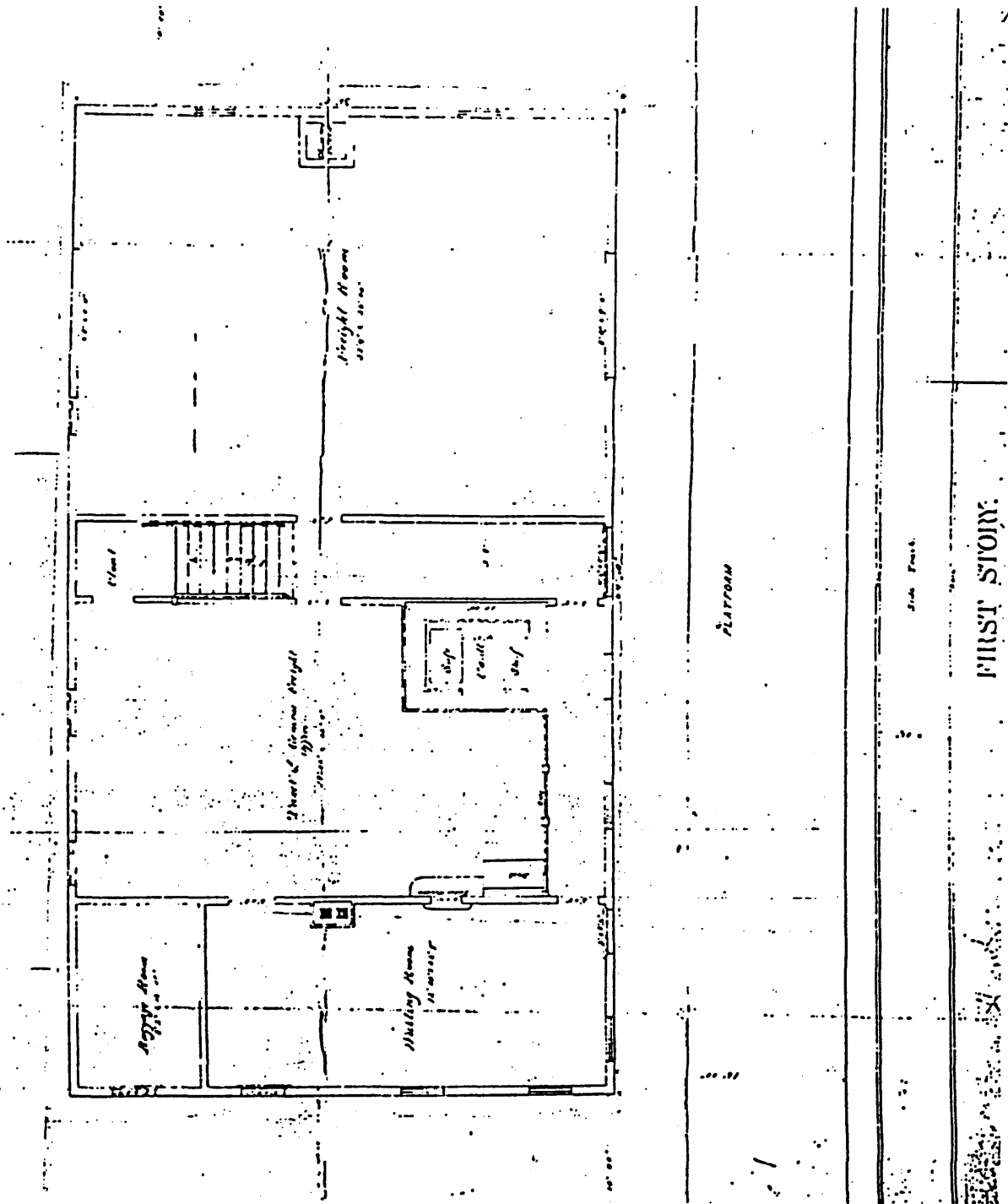
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National Park Service

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Station and General Office, California Southern Railroad
National City, San Diego County, California



Proposed First Story Plan (Original 1882)
Drafted by the Santa Fe Railroad

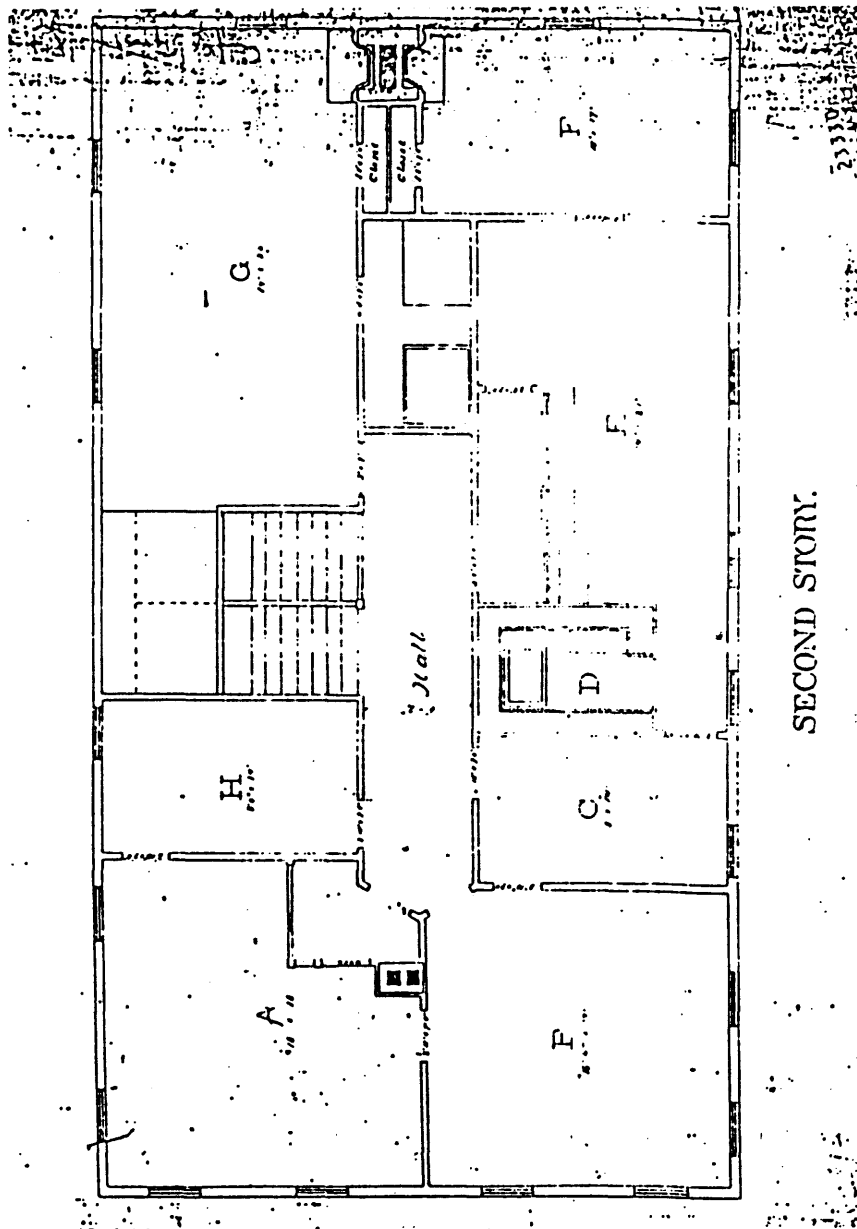
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Station and General Office, California Southern Railroad
National City, San Diego County, California



SECOND STORY.

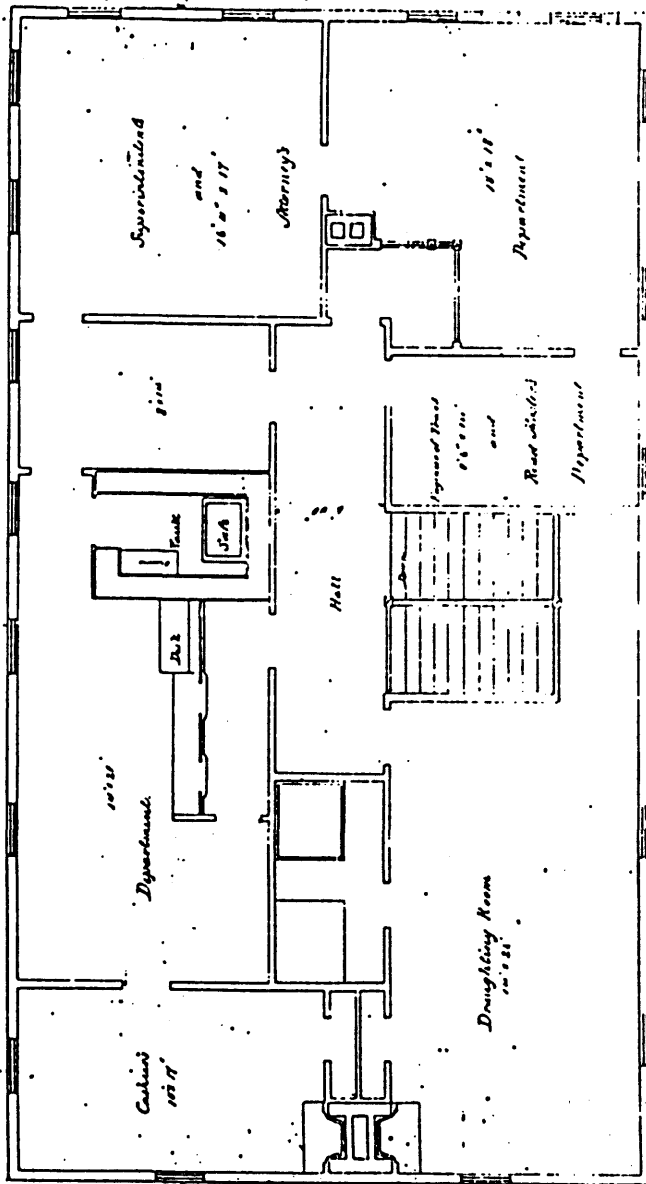
Proposed Second Story Plan (Original 1882)
Drafted by the Santa Fe Railroad
(This plan was built)

(8-86)

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Section 7 Page 9 Station and General Office, California Southern Railroad
National City, San Diego County, California



SECOND STORY

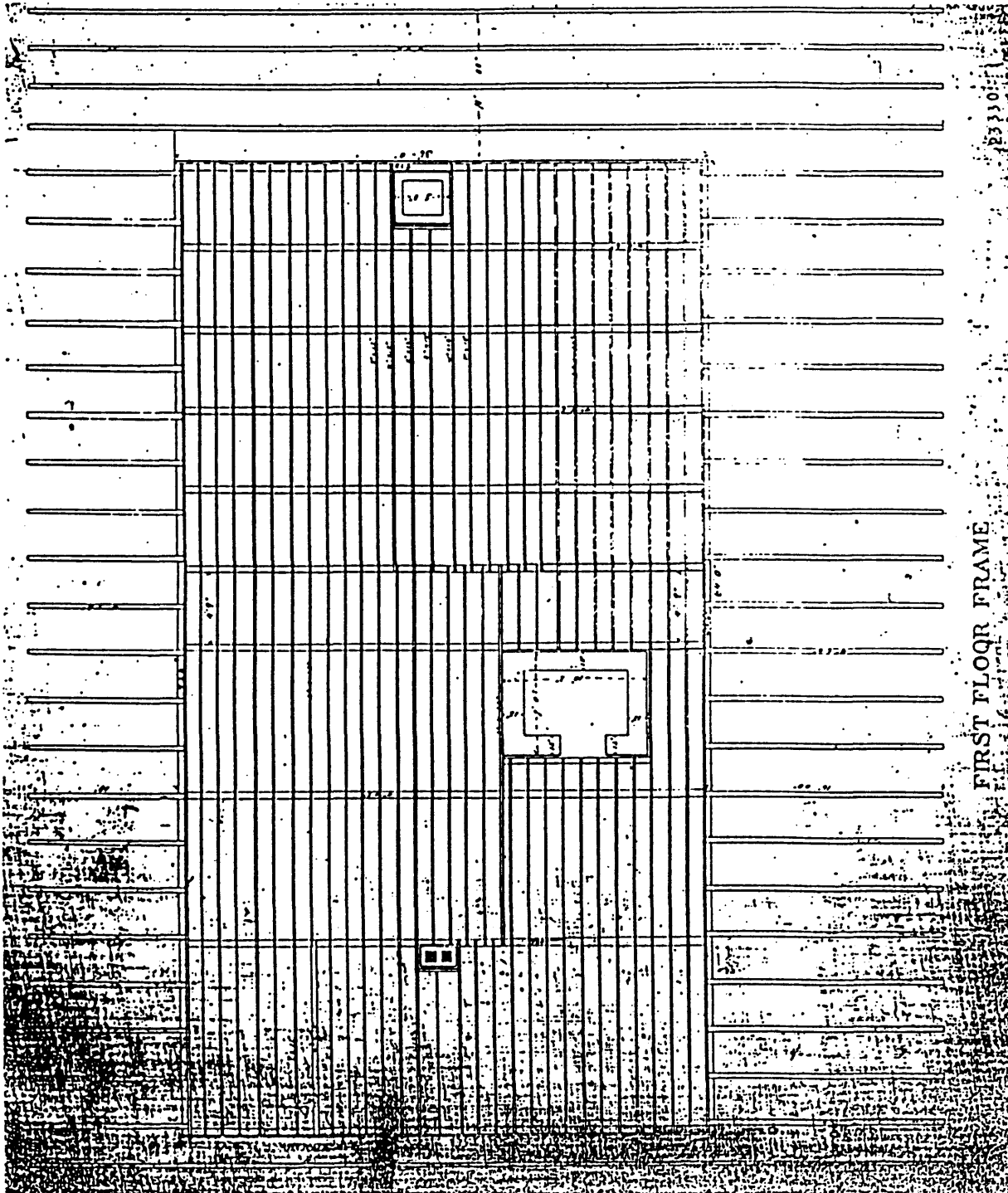
PROPOSED PLAN
 STATION & GENERAL OFFICE
 CALIFORNIA SOUTHERN RAILROAD
 NATIONAL CITY
 Scale 1/4" = 1'-0" 11/17/1882

Proposed Second Story Plan (Original 1882)
 Drafted by the Santa Fe Railroad
 (This plan was not built)

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Section 7 Page 10 Station and General Office, California Southern Railroad
National City, San Diego County, California

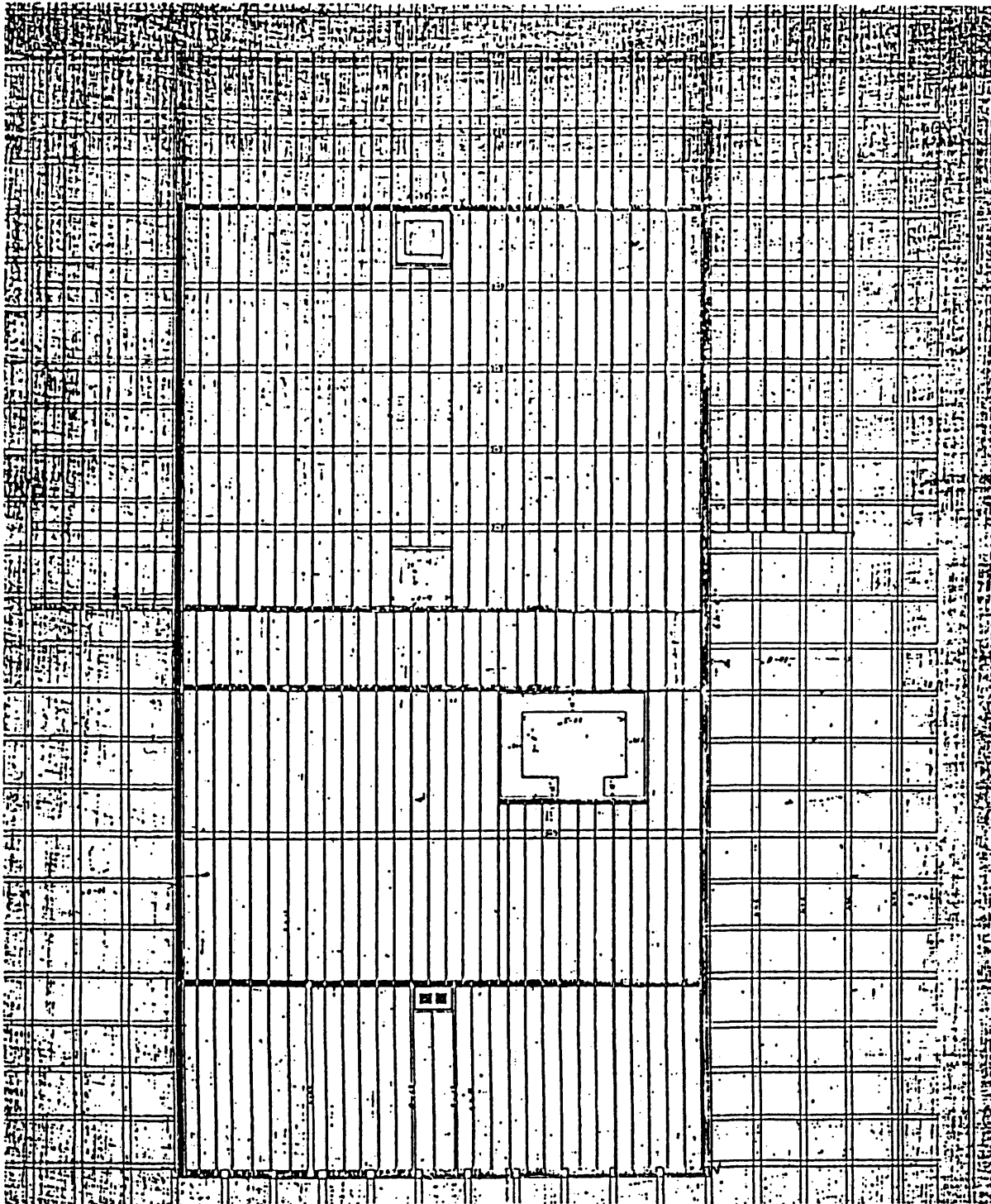


Proposed First Floor Framing Plan (Original 1882)
Drafted by the Santa Fe Railroad

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Section 7 Page 11 Station and General Office, California Southern Railroad
National City, San Diego County, California

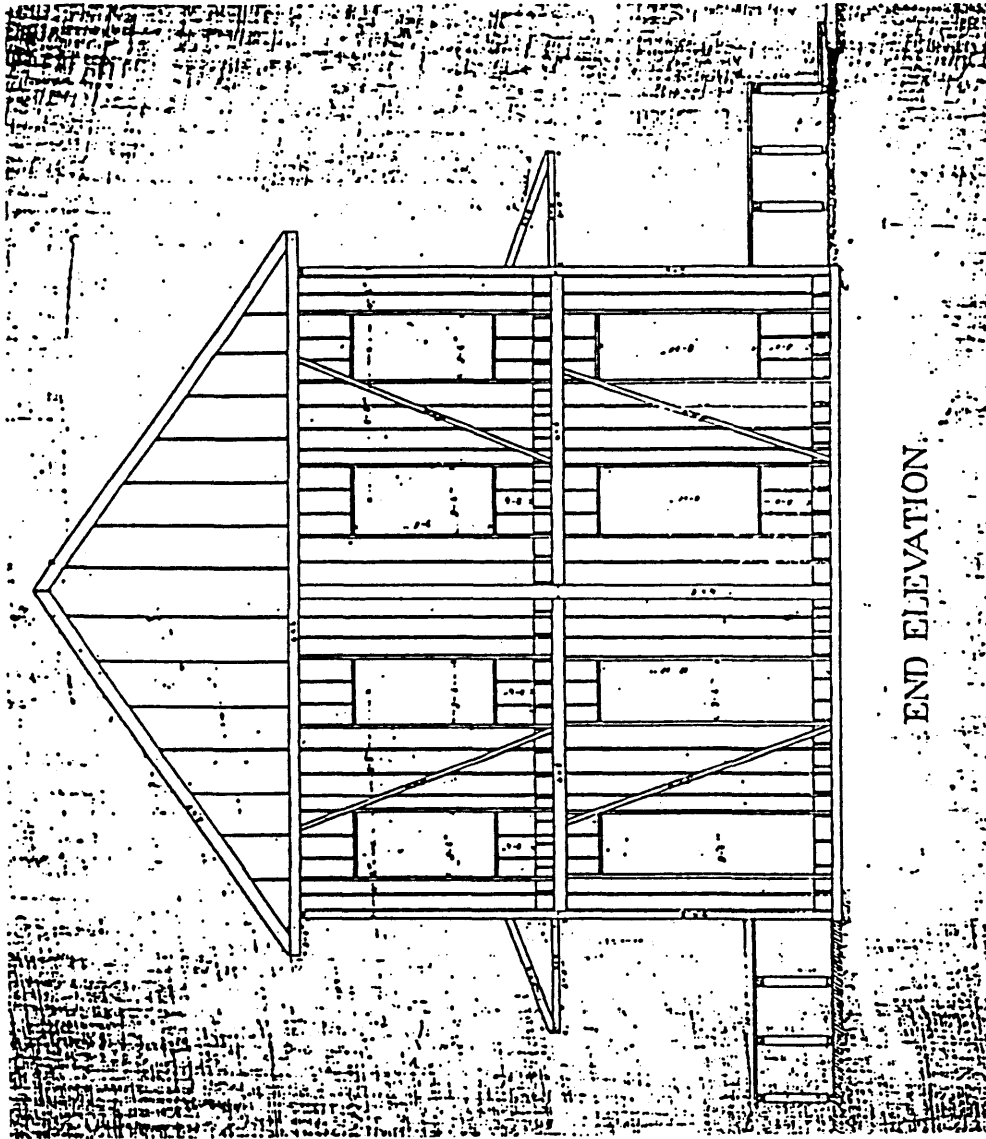


Proposed First Floor Framing Plan (Original 1882)
Drafted by the Santa Fe Railroad
(This plan shows a more extensive platform framing plan)

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National City, San Diego County, California



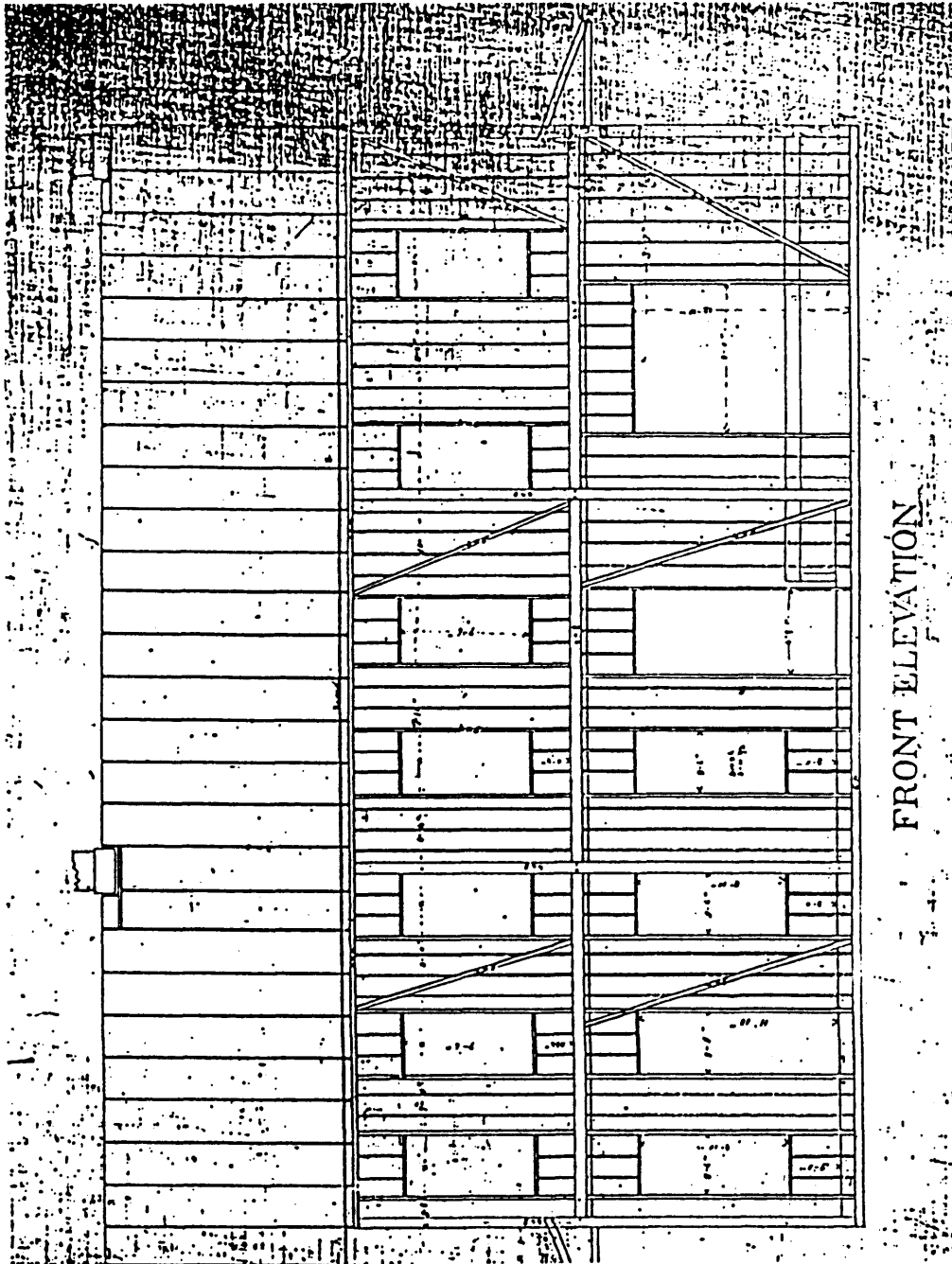
Proposed End (North) Elevation Framing (Original 1882)
Drafted by the Santa Fe Railroad

(8-86)

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National City, San Diego County, California



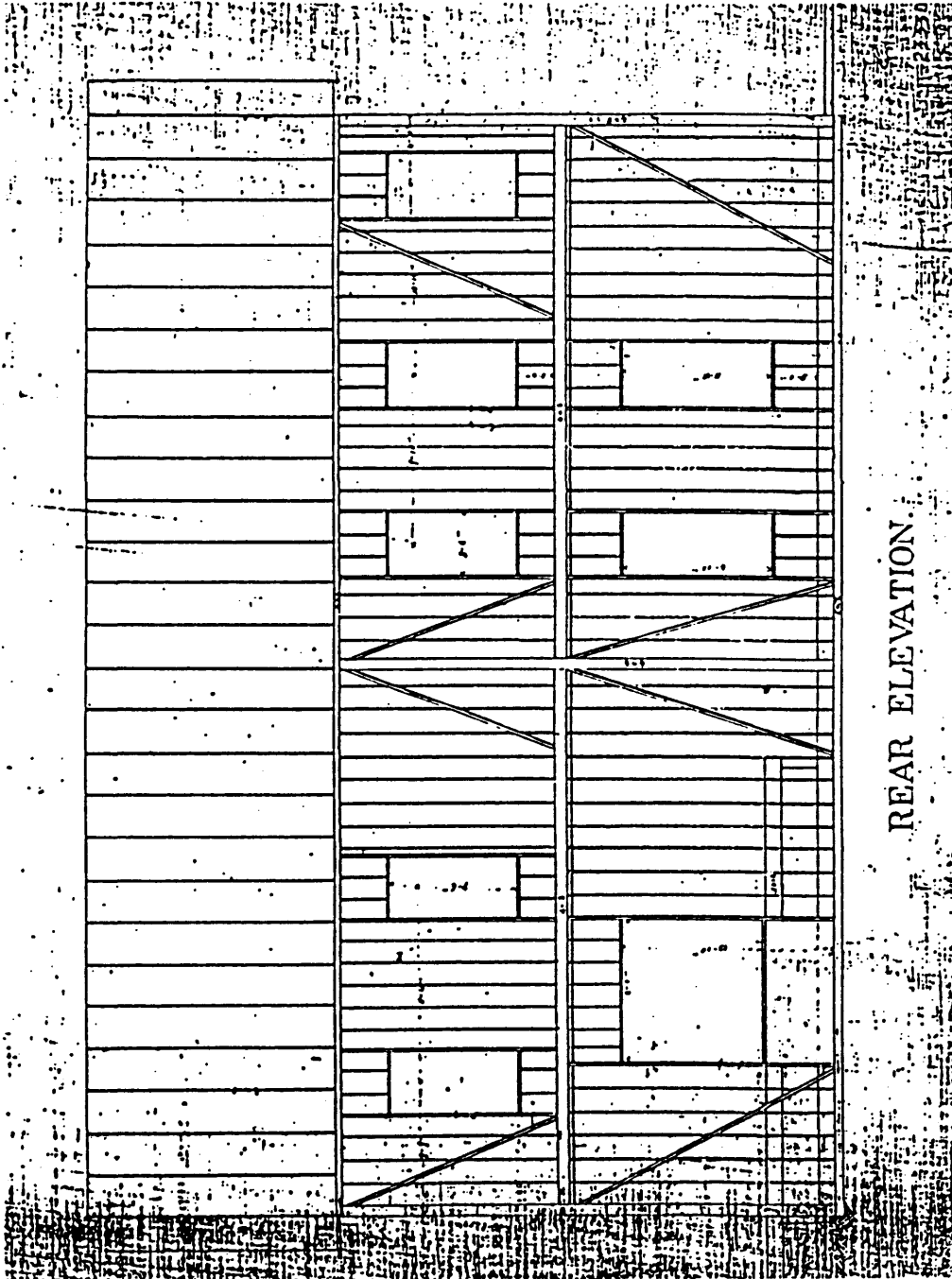
FRONT ELEVATION

Proposed Front (West) Elevation Framing (Original 1882)
Drafted by the Santa Fe Railroad

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National City, San Diego County, California

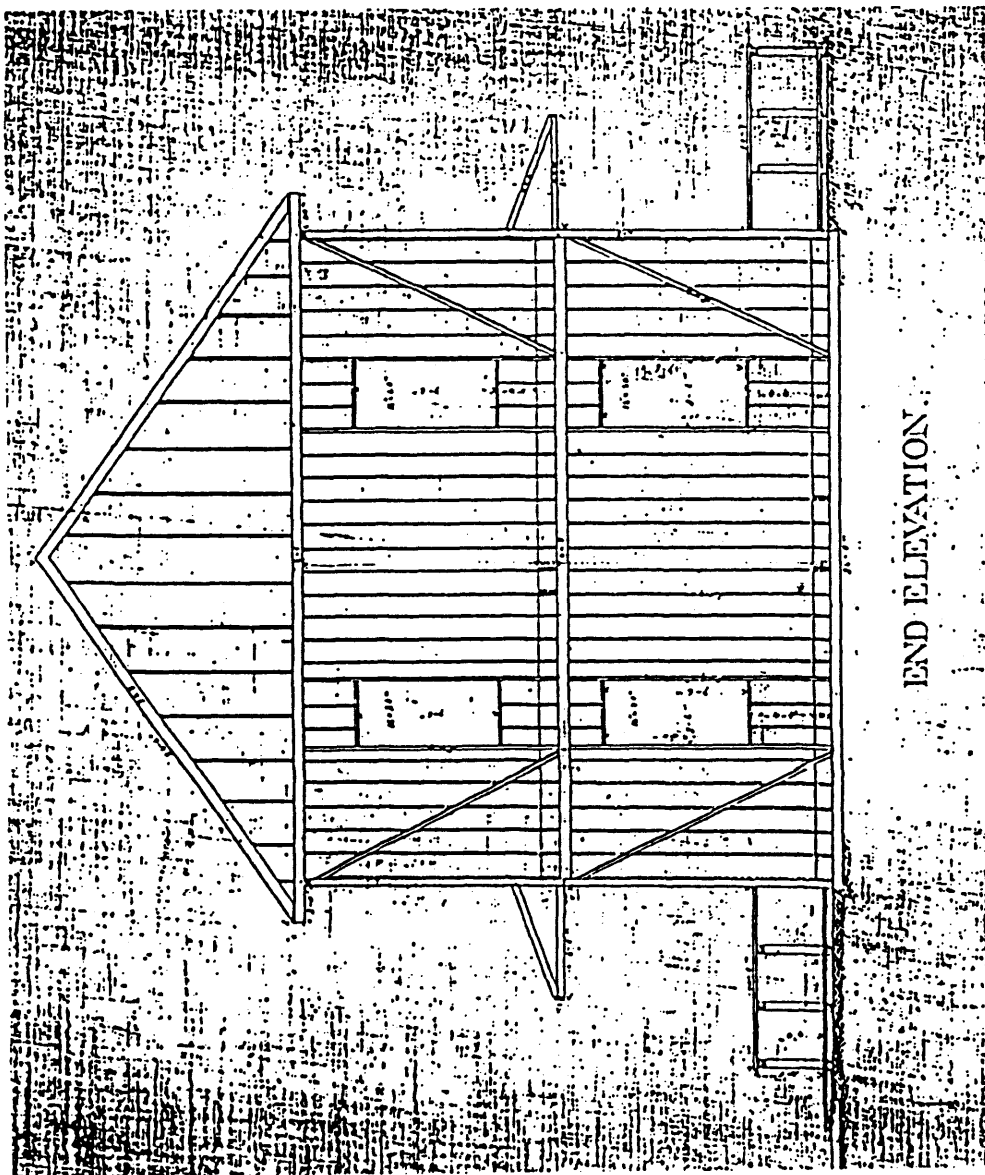


Proposed Rear (East) Elevation Framing (Original 1882)
Drafted by the Santa Fe Railroad

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Section 7 Page 15 Station and General Office, California Southern Railroad
National City, San Diego County, California



Proposed End (South) Elevation Framing (Original 1882)
Drafted by the Santa Fe Railroad

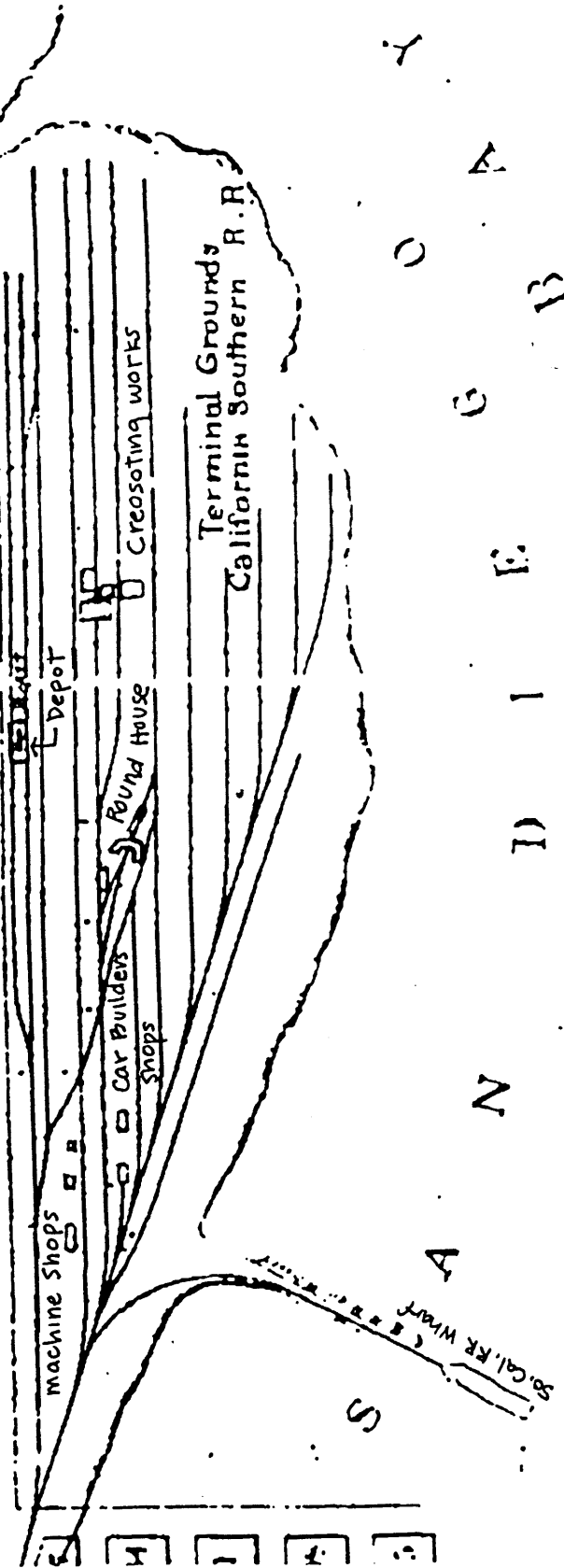
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National City, San Diego County, California

15	14	115	112	111	110	109	108	107	106	105	104	103	102	101	100	99	98	97
16	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160
17	176	177	178	175	174	173	172	171	170	169	168	167	166	165	164	163	162	161
18	207	206	208	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224
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San Diego Historical Society, Ticolor Collection

Circa 1885

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 1 Station and General Office, California Southern Railroad
National City, San Diego County, California

8. STATEMENT OF SIGNIFICANCE

The Station and General Office, California Southern Railroad (Station) located at 900 W. 23rd Street in National City is a combination passenger station, freight depot, and general office building significant under Criterion A: Event. Built in 1882, the Station was constructed by the Santa Fe Railroad to serve as headquarters for the Santa Fe's West Coast operations to facilitate the shipment of passengers, goods, and materials from the East Coast to the West Coast and beyond. Construction of the western portion of the Santa Fe's transcontinental line was coordinated by the railroad's superintendent and other officers--all with offices within the building. With San Diego's natural harbor, second only to San Francisco in California at the time, the Santa Fe envisioned National City's Station as the hub of its West Coast transportation operations. The competition created by the completion of the West Coast's newest railroad sparked a price war, which encouraged emigration from the east to southern California in the mid-1880s. According to Ward McAfee, in California's Railroad Era: 1850-1911, "inexpensive tickets spelled increased immigration, which in turn encouraged a real estate boom in southern California and general prosperity in the state at large." The Station is also significant under Criterion C: Architecture, as a good example of the Italianate style of architecture, and the last surviving example of the style applied to a commercial structure in the south San Diego Bay Region.

CRITERION A: EVENT

Constructed as the headquarters of the Santa Fe's transcontinental line on the West Coast, the Station housed the railroad's general offices. The selling of tickets, receiving of goods and baggage, and a freight room were located on the first floor, while on the second floor were the offices of the superintendent, treasurer and other officers of the Santa Fe's West Coast operations. As the railroad was still under construction following the completion of the National City Station, officials located on the building's second floor supervised completion of Santa Fe's transcontinental line through the ordering and receipt of construction materials, the assignment of workers to complete the line, and the production of railroad essentials such as ties and cars. By June of 1883, the company's shops, now in full operation on the grounds, were producing new railroad cars for the line. Work in the company shops was also supervised from the Station building.

Santa Fe's first through transcontinental train to depart from California left the National City Station, its origination point, for the East Coast on November 14, 1885. The first transcontinental through train from the East Coast arrived at the National City Station, its destination on the Pacific Coast, on November 16, 1885. Construction of the transcontinental line was due in large part to the efforts of the Santa Fe's superintendent and others who worked tirelessly to insure completion of the line from their posts at the National City Depot.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 2 Station and General Office, California Southern Railroad
National City, San Diego County, California

The arrival of this train signaled the end of the Central Pacific/Southern Pacific's "Big Four" (Stanford, Huntington, Crocker, and Hopkins) political and transportation monopoly of the American West, one of the most powerful monopolies the United States has ever seen. This arrival also triggered a rate war between the Santa Fe and Southern Pacific Railroads as the two giants tried to put each other out of business. This rate war, in earnest by February, 1886, was directly responsible for the greatest land boom in Southern California history. The "Boom of the Eighties" occurred between 1885 and 1889. The first citrus shipment from San Diego County to the eastern states was shipped from the National City Station in 1885. The Santa Fe continued to concentrate its efforts on developing its lands on the National Ranch and portions of National City. The Santa Fe expected to build a city to rival San Francisco. This was not to be however, as the rate wars which the Santa Fe had initiated took their toll on its delicate financial situation. By 1889 the Santa Fe workshops and general offices were moved from National City to San Bernardino and Los Angeles.

The National City Station is the last original terminus station building in existence, associated with the original West Coast terminus facilities of any of the five transcontinental railroads: the Central Pacific/Union Pacific; Southern Pacific; Santa Fe; Northern Pacific and the Great Northern.

BACKGROUND:

On June 15, 1868, Frank A. Kimball, a builder and contractor from New Hampshire met with Francois Pioche, the owner of Rancho de la Nacion. Kimball had moved west in 1861, first settling in San Francisco where he and his brothers enjoyed immense success in business. However, due to ill health, Frank had to seek warmer climates, and in 1868 he traveled to San Diego. While in San Diego, Kimball had the opportunity to view Rancho de la Nacion fronting on San Diego Bay. It was Kimball's belief that the rancho, with its miles of coastline and favorable climate, would be an ideal location for a new city.

The rancho, an original Spanish land grant, had changed hands several times prior to Francois Pioche's ownership. Kimball purchased the land which included 23,623 acres and six miles of waterfront from Pioche for \$30,000, and renamed his acquisition, "The National Ranch".

Located immediately below the City of San Diego on the San Diego Bay, National City was laid out on the National Ranch in 1868 by the Kimball brothers. The city grew slowly at first with a small boom in the 1870's spurred by the announcement that the Texas and Pacific Railroad was to locate its terminus there. Some grading was started before this early effort was crushed by the Central/Southern Pacific's "Big Four" and a national depression.

Like many far-sighted businessmen during this era, Kimball recognized that his hopes for the

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 8 Page 3 Station and General Office, California Southern Railroad
National City, San Diego County, California

creation of a permanent settlement in National City depended upon his ability to procure a railroad link for his fledgling city. As early as 1869, Kimball corresponded with railroad officials in an attempt to interest them in his plan. After several unsuccessful singular attempts, Kimball joined with city fathers in San Diego to work toward that common goal for the San Diego Bay area. In 1879 it was decided that Kimball would represent the committee's interests with railroad officials, and to this end he traveled east in June of 1879. Kimball ascertained that his best hope for success lay with the Atchison, Topeka and the Santa Fe Railroad Company which was determined to run rails from the East Coast to the Pacific Ocean, but had not yet committed to a specific area for their West Coast terminus. Kimball had been corresponding with Tom Nickerson, president of the Santa Fe, since March of 1879. It would take another full year of negotiations, however, until the Santa Fe organization would agree to a separate railroad. The California Southern Railroad was chartered on October 12, 1880 by the stock holders of the Santa Fe Railroad. The board of directors of the California Southern Railroad was identical to the board of directors of the Santa Fe Railroad with the exception of Frank Kimball, who sat only on the California Southern Railroad's board of directors.

The Santa Fe was attracted to the San Diego area and National City in particular for many reasons, chief among them was that San Diego Bay was one of the finest natural harbors in the world, and second only in California to San Francisco. In National City, the Santa Fe would control the only other deep water port in California at the time, the only connection to this port and the only competing all-weather transcontinental railroad to the Southern Pacific route in the United States terminating at a port on the Pacific Ocean. The West Coast terminus was to be located in National City in an arrangement worked out with the Kimball brothers who owned the 26,632 acre National Ranch fronting on San Diego bay. The agreement called for the Kimball brothers to give the Santa Fe \$10,000.00 in cash, 10,000 acres of land, and half of the unsold lots in National City. The land that was given to the Santa Fe included three miles of bayfront. This bayfront land was crucial to the Santa Fe in their competition with the Southern Pacific as they wanted to have the closest port on the West Coast to service the east as well as a shipping point to the orient for the terminus of their transcontinental railroad. The National City Station represents the culmination of years of efforts to bring a transcontinental route to southern California, on the part of officials from both National City and the Santa Fe Railroad. It was the intent of the railroad to headquarter West Coast operations in the station at National City.

The terminus facility (Station) was the focus of the Santa Fe's efforts to break up the Southern Pacific's strangle-hold monopoly of the transportation of goods and people in the State of California. The Southern Pacific's directors Governor Leland Stanford, Collins P. Huntington, Charles Crocker and Mark Hopkins, known collectively as "The Big Four", had publicly stated their intention to never allow a competing railroad into California. Through manipulation and political maneuvering the Southern Pacific was very successful in their efforts for many years.

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The Santa Fe decided the best course of action was to have the materials, including locomotives for the railroad, delivered by sea to the terminus grounds surrounding the Station, and to construct the railroad north and east from National City to meet up with the Atlantic and Pacific Railroad (controlled by the Santa Fe) then building across Arizona. A large wharf was constructed by the Santa Fe at the National City terminal and grading was begun on December 20, 1880. The first rail was laid at National City in June of 1881. In July of that year, the San Diego Union reported that the California Southern Railroad had spent approximately \$2,500,000 towards the building of the railroad with the bulk of the funds spent in the San Diego Bay region, "giving work to anyone who wants to work, increasing the value of real estate, building wharfs, etc."

The first locomotive was unloaded at the National City wharf on July 13, 1881. The Southern Pacific was vigorous in their efforts to stop the work on the Santa Fe railroad. They refused to allow the California Southern to cross their tracks at Colton, California. A crossing frog was constructed at the terminal grounds to be installed at Colton. The Southern Pacific obtained a court order to stop the installation of this crossing frog and sent a deputy to National City to confiscate it. When he retired to a hotel room for the night, the California Southern loaded the crossing frog onto a flat bed and transported the crossing to Colton. The Southern Pacific kept three engines continuously moving over the location to prevent use of the crossing. The Santa Fe prevailed in court and the first link was completed in California of the Santa Fe Route the Pacific. By October of 1882, the California Southern Station at National City was completed. Service to Colton from National City began in August 1882.

The Southern Pacific continued to do everything within its considerable power to block the Santa Fe's efforts to reach the Colorado River. Crews of laborers, dispatched from the offices of the National City Station worked furiously to complete the Santa Fe line. Through dogged efforts and some deft business moves the Santa Fe was able to overcome the Southern Pacific and the first through transcontinental train left the National City Station on November 14, 1885. The first train from the east arrived on November 16, 1885.

The excitement generated by the guarantee of the only cross-country route from San Diego Bay to the east cannot be overstated. As one San Diego historian wrote, "the event was the most potent influence in the creation of "the great (economic) boom" and the largest single factor in making the city what it is today."

The "Boom of the Eighties" as the land rush was termed which ensued with the completion of the railroad and the resulting rate war as the two competing railroads tried to put each other out of business (at one point the fare dropped to \$1.00 from St. Louis, Missouri to California) changed forever the face of southern California. Many of the southern California cities we know today can trace their origins directly to this boom period.

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William E. Smyth in his authoritative 1907 History of San Diego wrote, "Like all western cities of consequence, San Diego has experienced a series of booms and boomlets, interspersed by periods of depressions and decline; but when 'The Great Boom' is spoken of it is the phenomenal and sensational boom of 1886-88 which is referred to. This was epochal and serves to divide the past from the present, just as the Civil War does with the people of the South. As Southerners refer to events which happened 'before the war', or 'after the war', so San Diegans speak of this 'before the boom' and 'after the boom'.

San Diego's population county-wide was less than 5,000 in 1885. At the height of the boom, this population reached 35,000. Some accounts place total population in the region as high as 50,000. Most of the Victorian buildings in San Diego County were built during this period, the majority with the construction date of 1887. "Before the boom", Fifth Avenue in San Diego presented an appearance of a typical frontier western town with one and two story buildings mainly of frame construction with false fronts and board sidewalks. "After the boom", this appearance was forever changed to an urban streetscape lined with turreted brick, stone and mortar multistoried buildings reflective of a large permanent city. Many of these buildings still exist today and form the nucleus of San Diego's successful Gaslamp Quarter, a historic district on the National Register of Historic Places.

This railroad connection, orchestrated from railroad headquarters at the National City Station, ended the San Diego area's isolation and provided a direct link for shipment of goods to and from the east. The resulting lowered transportation costs of these goods enabled San Diego County to be more competitive in the market place.

The Santa Fe formed San Diego Land and Town Company to market and develop their lands on the National Ranch and in portions of National City which included over 10,000 acres on the bay of San Diego. They envisioned a city on their land to rival San Francisco as the dominant port on the Pacific Coast. They promoted the "Santa Fe Route to the Pacific" to the rest of the country and their land as the place to settle with statements like, "The most favored spot on earth", "The choicest land in California" and "No spot in California can nearly approach it". To further their goals they constructed the largest dam of its type in the world, the Sweetwater Dam, and a complete water delivery system that is still a very important system in Southern California. The dam was completed in 1888. The Santa Fe built large mansions that still stand for their executives sent out from Boston to run their land company. They built the houses known as Brick Row in National City for other officials of the Santa Fe and their land company. Brick Row is listed on the National Register of Historic Places. The Land and Town Company also constructed a local railroad named the National City and Otay Railroad to show property and to provide an early commuter link to the cities on San Diego Bay. A new city was founded by the Land and Town Company called Chula Vista on the land of the National Ranch, a city with a population of 138,000 today. The Santa Fe laid out many large estate "orchard

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ranches" and promoted the area as the ideal place to grow citrus. The Santa Fe constructed the International Hotel, a fine large hotel facing the station where prospective residents could stay after departing the trains at the National City Station. All these improvements demonstrated the importance that the Santa Fe had placed on their West Coast terminus and their hopes for the future.

The terminus grounds at the "end of the line" including the Station, continued to be the focus of Santa Fe operations until 1889. The grounds included repair shops, car construction shops, and creosoting works for ties for the western portion of the Santa Fe Route. The grounds also included engine houses, and the Santa Fe wharf for overseas shipping. All of these other structures were later removed. The Station building remained headquarters for West Coast operations until 1889. The only original and what was always the most evocative building associated with this exciting period is the National City Station.

Although the life of the California Southern Railroad was a short one, it nevertheless had a major impact both locally and nationally during the years of 1882 through 1889, and the Station building was the impetus from which all efforts sprang. Not only did the railroad forever alter the course of rail travel in the United States by successfully breaking the Southern Pacific's strangle-hold on intercontinental freight and rail travel, but it also insured the success of the fledgling cities of Southern California.

It is difficult to compare the California Southern Railroad Station with other stations of the era, as the National City Station is the last remaining original station built on the West Coast by the five transcontinental railroads. This Station is the only original station still in existence. All of the other original terminal stations have been demolished. As the last surviving West Coast transcontinental terminus station in the United States, the National City Station deserves particular consideration as the last to survive, in its original site. The building's location and current condition still manage to convey its significance in railroad history. No longer a main line passenger terminal this Santa Fe station served as a passenger station until 1930 and as a center for freight operations until the 1960's. In the late 1970's the structure was renovated into a restaurant. In the early 1990's, the building was utilized as office space. It is currently vacant.

CRITERION C: ARCHITECTURE

The Station is a good example of the Italianate style of architecture, and last surviving example of this style applied to a commercial structure in the south San Diego Bay region.

Standing just east of the main line, the Station and General Office, California Southern Railroad (Station) located at 900 West 23rd Street in National City, built 1882, is a two-story wood

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frame structure. The building exhibits a flat topped hipped roof with widely overhanging eaves and decorative brackets. Tall, narrow windows with pedimented crowns, double doors and a molded string course are all typical features of the style. Alterations in the 1970's included the removal of the original 8'x 9' siding wood freight doors, covering the first floor wood siding with plywood sheeting, and the addition of a new building to the north facade. The Station maintains a high degree of architectural integrity in terms of location, design, materials and workmanship. The contract for the structure was awarded to W.A. Stratton for \$3,800.00 in 1882. The original vault's substantial brick walls extend up through the second floor. The vault door still has its original paint with the words California Southern Railroad at the top and a decorative scheme in gold and a woodlands scene painted in the form of a panel. The building boasted redwood and fir wainscot on the interior's first and second floors. On the first floor were located the passenger waiting room, baggage and freight rooms, and ticket office. The second floor originally served as the Santa Fe's general offices and later served as a nine room residence for the Santa Fe station master and his family.

Italianate was the chosen style of the Kimball brothers for all their houses both existing and now gone. This preference exerted an influence on the developing city and was adopted for many homes and commercial structures constructed by others. The style was popular in National City long after it had passed from favor in other parts of the United States.

Two of the most significant Italianate buildings in addition to the Station in National City are houses built by the Kimball brothers as their residences. The best example of Italianate architecture in National City is the George Kimball House located at 1515 "L" Avenue. Built in 1887, the two story residence has a large center hall plan with a full basement totaling 5,000 square feet. The exterior exhibits the square box form, with a flat topped hipped roof, double brackets under the eaves, dental molding, tall narrow two over two windows, heavy window cornice moldings and quoins all typical of the style. An unusual feature of this building is the wrap-around veranda and balcony with extensive gingerbread more typical of the Queen Ann style then popular. The architect called the building "a good fashioned heavy country Southern residence". This residence is listed on the National City local register of historical places.

The Frank Kimball residence at 921 "A" Avenue was built in 1868. Though moved and altered with a craftsman era porch added, this residence remains extremely important as the first residence constructed in National City and the oldest existing residence in the south bay area of San Diego County. The home is also the one most closely associated with Frank Kimball, the driving force behind the founding and development of National City and the one man more than any other responsible for bringing the transcontinental railroad to the area. This large simplified Italianate residence was Frank's residence and the setting for all his successes and failures for over 30 years. The Kimballs also built the large Floyd home at 1941 Highland Avenue in National City. These residences are also listed on the National City local register of

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historic places.

In addition, there are eight Italianate residences still extant in National City. Most of these homes were constructed in the late 1880's during the Boom Period. The eight additional Italianate-designed residences are as follows:

<u>National City Address</u>	<u>Historic Name if Known</u>
539 E. 20th Street	Charles Kimball House
907 D Avenue	Boyd Vurguson House
437 G Avenue	Parsons House
811 C Avenue	
2529 D Rear Avenue	
684 E. 30th Street	
926 E. 7th Street	
934 E. 9th Street	

Additional Information

The following excerpts from Ward McAfee's California Railroad Era 1850-1911, Chapter 13, "San Diego and the Santa Fe" supports the historic context and provides more detail to the events surrounding the Station and the reasons for its construction.

Despite its success in the extra session of 1884, the Southern Pacific was simultaneously besieged with foreboding events outside the legislative halls. Rival transcontinental lines were invading its geographic area of control. Sadly for the Southern Pacific's directors, political control would be virtually worthless if the rumored profit-eroding rate war occurred. As long as they possessed the only southern transcontinental railroad, they were capable of winning a rate war with any or all competitors situated on more difficult northern routes. Consequently, the Southern Pacific's profits depended upon blocking the completion of a rival southern transcontinental line. To fail to do so would invite disaster.

Throughout the 1870's, San Diego had worked for the completion of a rival southern road, but with the failure of Tom Scott they had sought an accommodation with the hated Southern Pacific. Frank and Warren Kimball, developers owning much of the land immediately south of San Diego, had written Charles Crocker early in 1879 to encourage a Southern Pacific connection for the San Diego area. Crocker replied that

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if the "hoodlum constitution" of 1878 were ratified by the electorate in May, he and his associates would "not want to built any more railroads in California". Nevertheless, the constitution of 1878 were ratified, three-fourths of San Diego supporting the verdict. "They are as rabid down there as they can be," Crocker wrote to Huntington. The Southern Pacific would not come to San Diego. Undeterred, the Kimball brothers then contacted other railroad magnates, Commodore Vanderbilt and Jay Gould among them. Gould was unusually frank. "I don't build railroads, I buy them," he wrote the Kimballs. Finally, in the fall of 1879, the Kimballs succeeded in persuading the Atchison, Topeka and Santa Fe Railroad to terminate in San Diego, in exchange for a modest financial subsidy and a generous grant of land. For its part, the Santa Fe agreed to build along a direct route from San Diego to Yuma.

Hearing of San Diego's good fortune, a San Bernardino citizens' committee made strenuous efforts to alter the Santa Fe's route into California. The San Diego to Yuma survey would leave San Bernardino far off the main line, whereas a more northerly route from Needles through the Cajon Pass and on to San Diego would pass through their town. Despite San Diego's efforts to defeat the San Bernardino idea, the railroad company found it irresistible, for the new route would serve a larger population and result in greater profits. Concurrently with these events, the Santa Fe acquired half interest in the Atlantic and Pacific, a railroad company with a large federal land grant dating back to 1866. The Atlantic and Pacific, as the Pacific link of the Santa Fe, would enter California at Needles near the 35th parallel. These agreements nullified the pact between the Santa Fe and San Diego.

After all their thwarted attempts, San Diegans were willing to settle for almost any guarantee of a rail connection which would make their town a transcontinental terminus. So a new arrangement between San Diego and the Santa Fe was consummated. A corporation called the California Southern would build northward from San Diego toward San Bernardino, with the intention of meeting the Atlantic and Pacific. Chartered in October 1880, the California Southern commenced construction the following June among the cheers of San Diegans. But not all southern Californians celebrated the event. Angelinos were noticeably glum, fearing that completion of this second transcontinental line might enable San Diego to bypass Los Angeles as the chief city of southern California. In fact, they even went so far as to encourage Congress to strip the Atlantic and Pacific of part of its old land grant, a move which almost succeeded four years later.

Meanwhile, the directors of the Southern Pacific were engaged in secret maneuvers to maintain their hegemony. By strategic purchases of stock in early 1882, Huntington and his temporary ally Jay Gould acquired control of the St. Louis and San Francisco

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Railroad, which like the Santa Fe held half interest in the westward building Atlantic and Pacific. By this coup, Huntington forced the Atlantic and Pacific to stop at Needles. There, the Santa Fe reluctantly agreed, the Atlantic and Pacific would connect with a Southern Pacific branch from Mojave. By August 1883 the connection was made, and Santa Fe cars entered California over track controlled by the Southern Pacific. This arrangement was most unsatisfactory for the Santa Fe, because the Southern Pacific channeled the trade of California over its own line via Yuma by means of discriminatory practices on its track west of Needles. With the prospects of the Santa Fe dimming, the railroad outlook was "gloomy for San Bernardino, and black --dead black-- for San Diego". "We'll buy the Santa Fe yet for the cost of its rails," exulted a Southern Pacific agent in Colton. Ultimate victory appeared always to belong to the California monopoly.

By the fall of 1884, the Santa Fe gained an unobstructed entrance into southern California, forcing the Southern Pacific to sell its track from Needles to Mojave by threatening to inaugurate ruinous transcontinental competition to Guaymas over its Sonora Railway line in Mexico. Huntington was beaten. With the California Southern at San Bernardino and the Santa Fe controlling track 50 miles to the north, construction began in Cajon Pass to bridge the gap. A year later the work completed; by November 1885, the Santa Fe had a rival southern transcontinental line, terminating in National City. The long-awaited event was celebrated in San Diego region with "many speeches marked with flights of imagination concerning the tremendous benefits which were to accrue to the city". San Bernardino likewise rejoiced with fireworks, speeches, brass band, and a barbecue. San Bernardino's newspapers commemorated the affair as "this important event, the most important in our history". "San Bernardino...will no longer be ignored as heretofore, but will take her proper place as the second city of southern California," concluded one editorial.

The cheering had scarcely stopped, when the long-expected transcontinental rate war erupted. The completion of other transcontinental lines --- the Northern Pacific to Portland in 1883 and an extension of the Union Pacific to the same city in the following year -- had caused some earlier uneasiness in rates and periodic stabilizing agreements. However, all such arrangements were shattered by the completion of the second southern transcontinental road. As a prerequisite to any new agreements, the Santa Fe demanded 50 percent of the business of southern California and 27 percent of northern California's trade. The Southern Pacific refused to meet these conditions, and the rate slashing began. Late in 1885, before the rate war fully commenced, a ticket between Kansas City and Los Angeles sold for \$70. Early the following year, rates began dropping rapidly. By March 6, as one story goes, the charge was one dollar. This anecdote has served to dramatize the real cutthroat quality of this competition

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among giants. Low transcontinental rates continued throughout 1886, not merely to National City and Los Angeles but to San Francisco and other Pacific coast communities as well.

Few Californians could complain of railroad tyranny during this period. Inexpensive tickets spelled increased immigration, which in turn encouraged a real estate boom in southern California and general prosperity in the state at large. Even reformers muffled their criticism. Stephen Mallory White, who had joined the anti-railroad movement of the early eighties and who would later win fame for his attacks on the Southern Pacific in the 1890's, mirrored the changing public mood. During the latter half of the 1880's, White worked as a Southern Pacific attorney at a time when he was also a member of the California state senate. By 1887, many Californians, especially those in the southern part of the State, could agree with a statement made by John C. Stubbs, General Traffic Manager of the Southern Pacific: "The interests of the railroad companies and the communities they serve are identical".

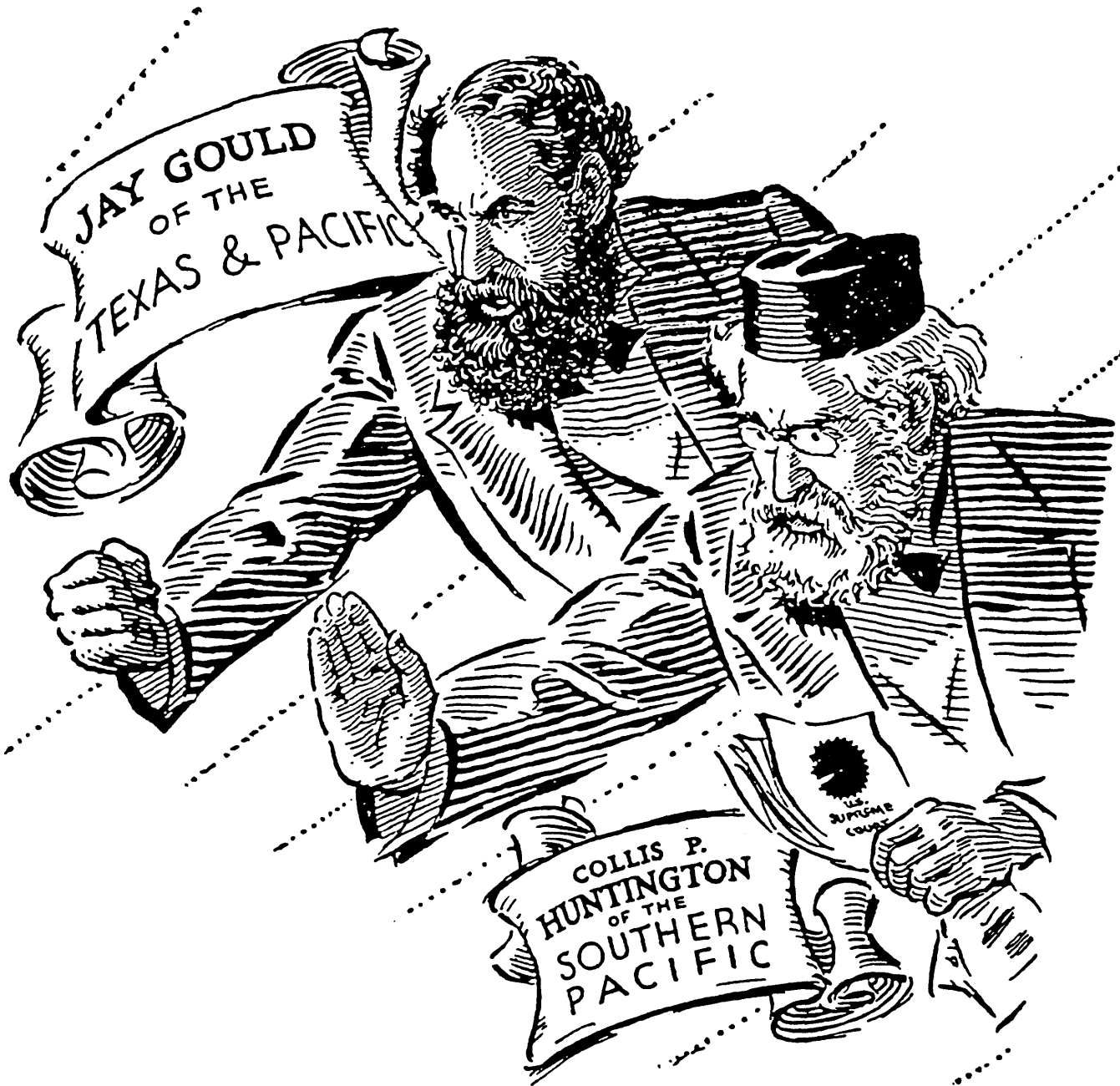
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Gould and Huntington joined forces to stall briefly the expansion of the Atlantic & Pacific. They were outsmarted by the Santa Fe Railway. — DONALD DUKE COLLECTION

(8-86)

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California Southern Railroad Company.
California Central Railway Company.

JOINT TIME CARD

No. 1.

W.B.GARNER
501 ARROWHEAD AVE.
SAN BERNARDINO CALIF

TO TAKE EFFECT SUNDAY, OCTOBER 16TH, 1887, AT 12:01 A. M.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.

THE COMPANIES RESERVE THE RIGHT TO VARY THE SAME AS CIRCUMSTANCES MAY REQUIRE.

PREVIOUS TIME CARDS ARE VOID.

**Read Rules and Regulations Carefully. Important Changes have been made.
Time in this Schedule is Pacific Standard Time of the New System.**

Courtesy of W. H. Garner

This is the cover of the original time table at the height of Boom Period in 1887.

Source: Richard V. Dodge and R.P. Middlebrook, "The California Southern Railroad: A Rail Drama of the Southwest"

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SAN DIEGO DIVISION.

CALIFORNIA SOUTHERN R. R. CO.

SOUTH BOUND.

STATIONS.	Miles from San Bernardino.	Capacity of Freight Car.	4.	6.	8.	10.	12.	14.	16.	18.	20.	22.	24.	
			Santa Ana Expt. Passng.	Flight Expt. Passng.	Passng.	Passng.	Passng.	Passng.	Santa Ana Expt. Passng.	Passng.	Through Freight.	Way Freight.	Freight.	Santa Ana Freight.
Leave.	Miles.		First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	First Class.	Second Class.	Second Class.	Second Class.	Second Class.
			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday.
N SAN BERNARDINO.	81.0		10:50 am	9:00 pm	8:00 am	10:20 am	11:10 am	1:10 pm	6:35 pm	6:50 pm	4:30 am	6:40 am		7:00 am
T COLTON.	84.5		11:00	9:15	8:10	10:30	11:20	1:20	6:45	7:00	4:45	7:15		7:15 7:45
T East Riverside.	88.1		11:08	9:30	8:20 am	10:40 am	11:30 am	1:30 pm	6:55 pm	7:10 pm	5:00	7:30		8:00 am
T BOX SPRINGS.	95.2		11:35	10:10							8:42	8:08		
T PERRIS.	106.2		11:52	11:00							8:52	9:00		
T ELSINORE.	118.2		12:33 pm	11:58							7:12	10:		
T WILDOMAR.	122.6		12:39	12:18 am							7:26	10:18		
T MURRIETA.	127.2		12:47 1:07	12:40 1:05							7:42 7:57	10:40 10:55		
T TEMECULA.	133.0		1:18	1:35							8:17	11:20	8:40 pm	
T RANCHITA.	140.5		1:43	2:06							8:46	11:48	9:08	
T FALLBROOK.	144.5		1:58	2:25							9:02	12:05 pm 12:20	9:25	
T DE LUZ.	151.0		2:23	2:55							9:42	12:55	9:55	
T YSIDORA.	159.5		2:43	3:30							10:18	1:35	7:30	
T OCEANSIDE.	164.2		2:54	3:50 4:50							10:40	2:10	7:50	
T CARLSBAD.	167.3		2:59	4:56							10:52	2:26	8:02	
T STEWART'S.	169.7		3:04	5:00							11:01	2:40	8:12	
T ENCINITAS.	176.3		3:18	5:15							11:30	3:15	8:40	
T DEL MAR.	182.9		3:34	5:35							11:59	3:50	9:20	
T CORDERO.	185.5		3:40	5:45							12:12 pm	4:05	9:45	
T SELWYN.	192.5		4:01	6:07							12:52	4:50	10:24	
T OLD TOWN.	202.2		4:20	6:30							1:30	5:30	11:05	
T SAN DIEGO.	205.7		4:35	6:45							1:45	5:45	11:20	
T 22D STREET.	207.5		4:45	6:55							2:00	6:00	11:30	
N NATIONAL CITY.	211.2		4:55 pm	7:10 am							2:20 pm	6:15 pm	11:45 pm	
Arrive.			Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily Except Sunday.	Daily Except Sunday.	Daily Except Sunday.

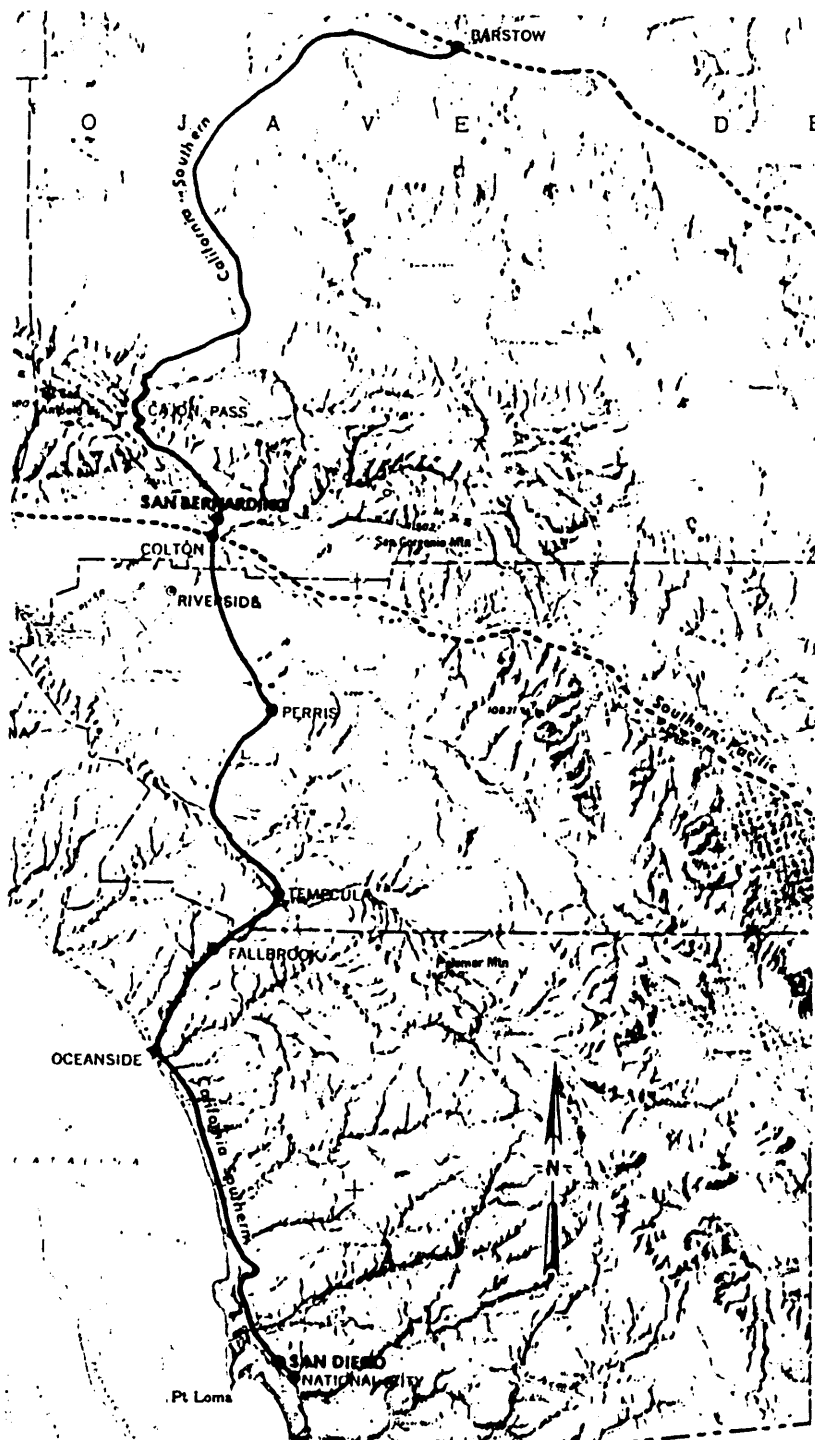
ALL trains must approach South Switch of y at San Bernardino under complete control.

This document facsimile is the original time table of 1887 showing the National City Station in bold black letters as the terminus of the California Southern Railroad.
Source: Richard V. Dodge and R.P. Middlebrook, "The California Southern Railroad: A Rail Drama of the Southwest"

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The Route of the California Southern — 1885

Source: Ward McAfee, California's Railroad Era.

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10. VERBAL BOUNDARY

The boundary of the Station and General Office of the California Southern Railroad at National City is outlined on the accompanying USGS map. The boundary is defined by Parcel 2 of the Assessor's Parcel Map #7651, in the City of National City, County of San Diego, State of California.

BOUNDARY JUSTIFICATION

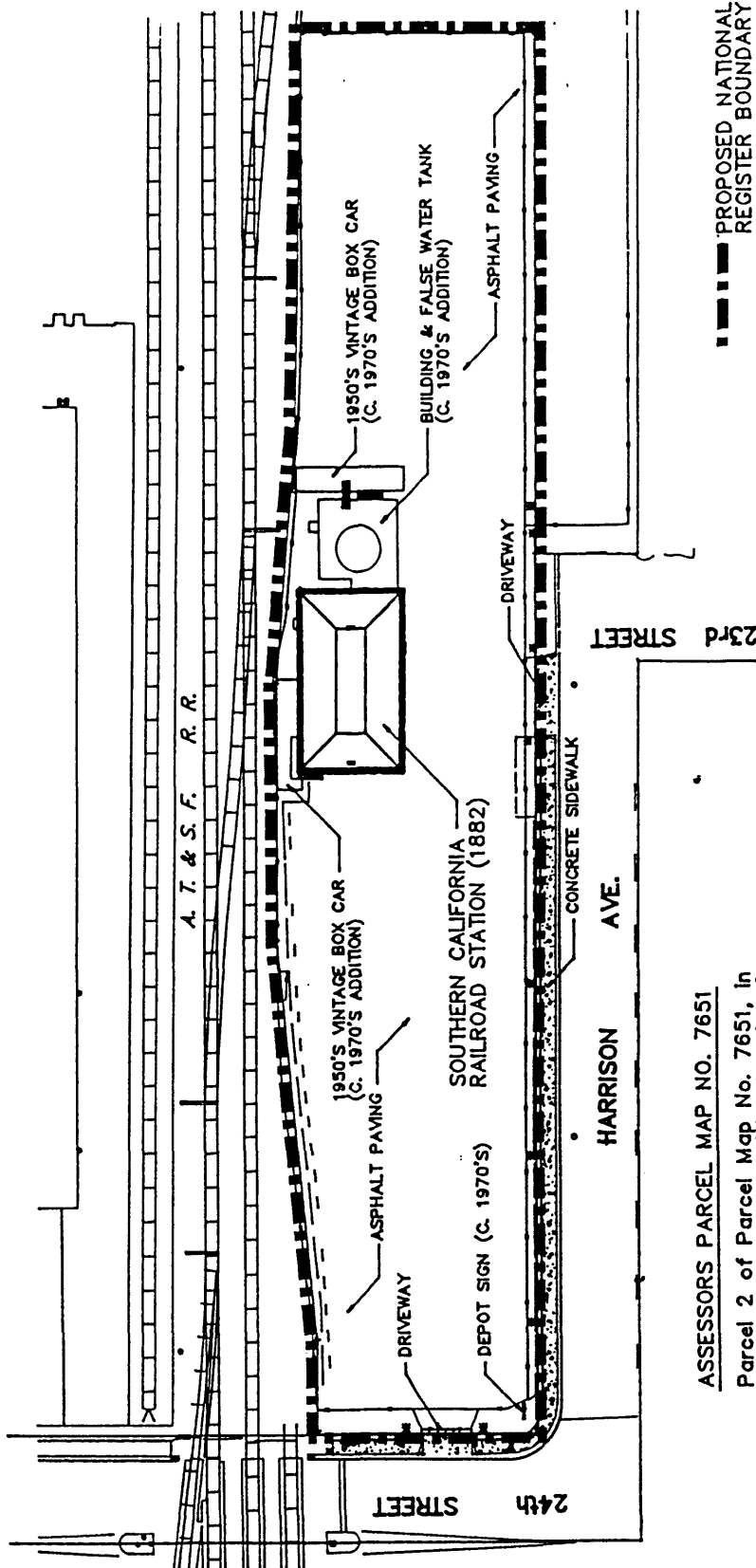
The boundary includes the single parcel of land encompassing the Station and its immediate surroundings. The City of National City owns only the property contained within the boundary and is solely responsible for the nomination of the Station. To expand the boundary would also require the consent of the various property owners for nomination to the National Register. The original terminal grounds were much larger but were not included because subsequent development has drastically altered these grounds. In addition, further research including archaeological investigations would need to be performed to justify the historic integrity of the outlying areas. The proposed boundary maintains historic integrity of an undeveloped parcel with the exception of the 1970's additions of a kitchen and box cars for the operation of the restaurant.

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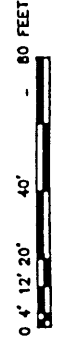
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STATION AND GENERAL OFFICE, SOUTHERN CALIFORNIA RAILROAD, NATIONAL CITY



--- PROPOSED NATIONAL REGISTER BOUNDARY

ASSESSORS PARCEL MAP NO. 7651
Parcel 2 of Parcel Map No. 7651, in
the City of National City, County of
San Diego, State of California.



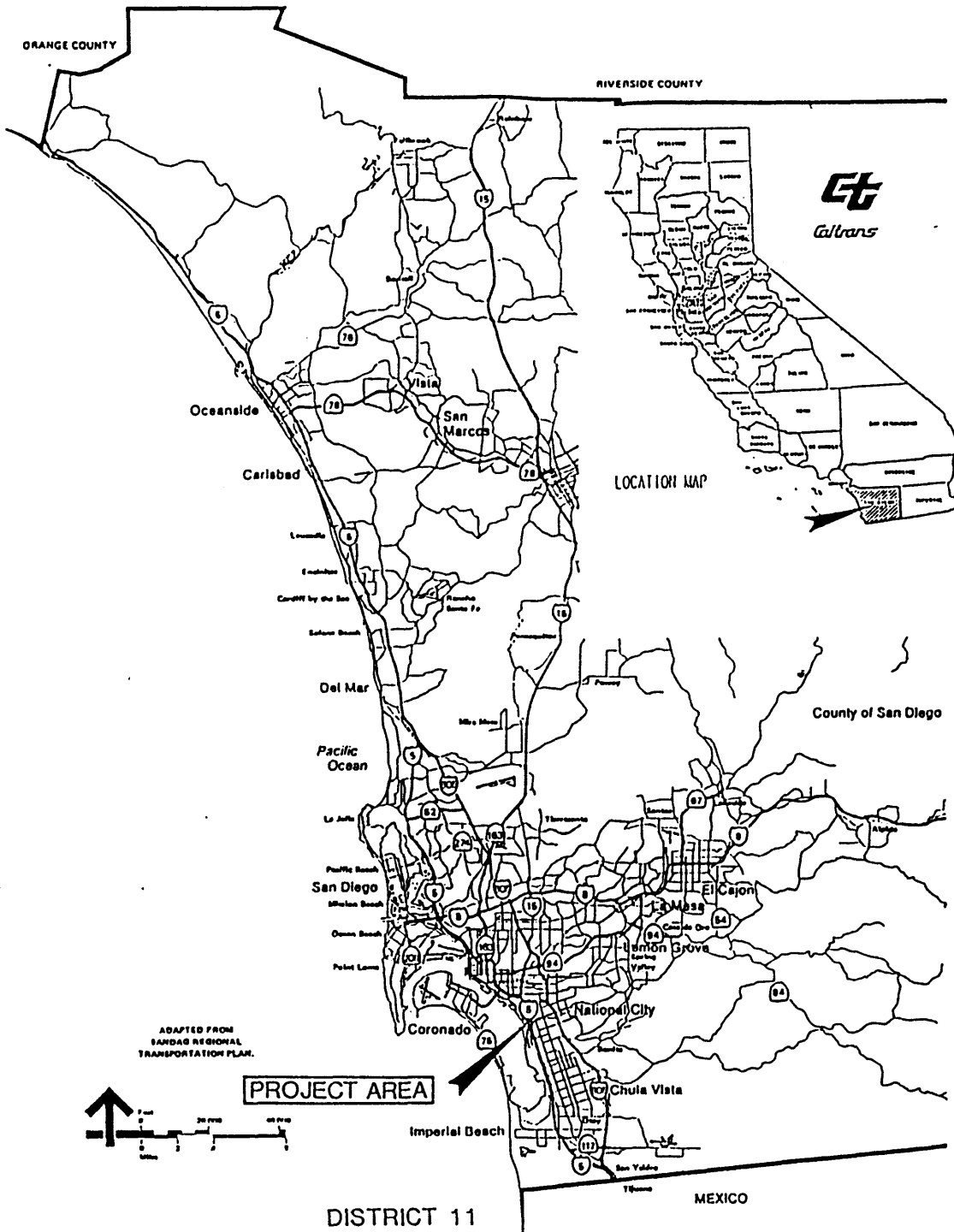
SITE PLAN

900 W. 23RD STREET, NATIONAL CITY

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PROJECT VICINITY MAP

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PHOTOGRAPH LOG

HISTORIC PHOTOGRAPHS of the Station and General Office, California Railroad at National City, 900 West 23rd Street, National City, California. Originals are on file at the San Diego Historical Society, Photograph Collection, Casa de Balboa, Balboa Park, San Diego, California.

Historic Photo #1, c.1887-1895.
West and south facades of station, facing northeast.

Historic Photo #2, c.1885.
West and north facades of station, facing southeast.

Historic Photo #3, c.1956.
West and south facades of station, facing northeast.

Historic Photo #4, 1949.
Aerial photo of station. Note relationship to freight lines.

CURRENT PHOTOGRAPHS of the California Southern/Santa Fe Railroad Terminus Depot were taken by Dolores Mellon, April 6, 1994 at the Depot's location of 900 West 23rd Street, National City, California. Negatives are on file at 530 Sixth Avenue, San Diego, California 92101.

Photo #5
Depot's east facade facing southwest. Also serves as the main entrance.

Photo #6
North and west facades facing southeast.

Photo #7
South and west facades facing northeast. Note exterior stairway, and freight car additions.

Photo #8
South facade facing north.

Photo #9
West facade facing east, door alteration detail.

Photo #10
Interior view of freight car addition, facing west.

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Photo #11

East facade second story fenestration and roofline detail.

Photo #12

South facade, first floor fenestration detail.

Photo #13

East and south facades facing northwest.

Photo #14

East facade, first floor window and siding alteration detail.

Photo #15

North and east facades facing southwest. Water tower and one-story addition detail.

Photo #16

Interior photo of building's original north facade, including baggage room entrance, now enclosed.

Photo #17

Interior photo of building's original north facade, including original passenger entrance doorway.

Photo #18

Interior photo of the original stairway. Note the addition of wood paneling. This photograph is by Edward Gohlich, taken December 1, 1995. The negative is on file at Edward Gohlich Photography, 10101 Country View Road, La Mesa, CA 91941.

Photo #19

Interior photo of northwest room, formerly the passenger waiting room. Note wood covering the original glass transoms.

Photo #20

Railroad safe, located on the first floor.

Photo #21

Railroad safe, brick floor and interior.

Photo #22

Second floor, south side of the structure. Note original fireplace.

Photo #23

Northeast second floor interior, facing west. Note doorway now enclosed.

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Photo #24

Second floor, station-master's residence. Note glass transom covered by wood.

Photo #25

Second floor, northeast corner. Note the addition of restaurant dumb-waiter.

Photo #26

Second floor interior, facing southwest.

Photo #27

South and west facades showing box cars. This photograph is by Edward Gohlich, taken December 1, 1995. The negative is on file at Edward Gohlich Photography, 10101 Country View Road, La Mesa, CA 91941.