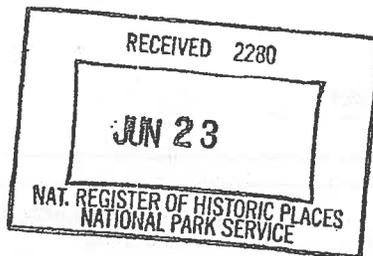


United States Department of the Interior  
National Park Service

National Register of Historic Places  
Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Southern Pacific Train Depot

other names/site number Santa Barbara Railroad Station

2. Location

street & number 209 State Street

NA  not for publication

city or town Santa Barbara

NA  vicinity

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

3. State/Federal Agency Certification

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

Steph D. Micelello DS/HPO 6/20/06  
Signature of certifying official/Title Date

California Office of Historic Preservation  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting or other official Date

\_\_\_\_\_  
State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

entered in the National Register  
 See continuation sheet.

determined eligible for the  
National Register  
 See continuation sheet.

determined not eligible for the  
National Register

removed from the National  
Register

other (explain): \_\_\_\_\_

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

Southern Pacific Train Depot  
Name of Property

Santa Barbara County, CA  
County and State

**8. Statement of Significance**

**Applicable National Register Criteria**

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

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

**Criteria Considerations**

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

Property is:

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

**Narrative Statement of Significance**

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

**9. Major Bibliographical References**

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

**Previous documentation on file (NPS):**

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

**Areas of Significance**

(Enter categories from instructions)

ARCHITECTURE

TRANSPORTATION

TOURISM

**Period of Significance**

1905-1949

**Significant Dates**

1905

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

N/A

**Architect/Builder**

Wilson, Francis W.

**Primary Location of Additional Data**

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

Name of repository:

United States Department of the Interior  
National Park Service

National Register of Historic Places  
Continuation Sheet

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**7. Narrative Description**

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

**Buildings**

**1. Railroad Station**

One contributing building

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

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

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**7. Narrative Description (continued)**

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

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

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

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

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**7. Narrative Description (continued)**

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

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

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

**Alterations**

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

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8. Narrative Statement of Significance (continued)

Context: Southern Pacific Railroad

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

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

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

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**8. Narrative Statement of Significance. Context (continued)**

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

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

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

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

**Context: Mission Revival Architecture**

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

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**8. Narrative Statement of Significance. Context (continued)**

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

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

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

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

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9. Major Bibliographic References

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**10. Geographical Data (continued)**

**Verbal Boundary Description**

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

**Boundary Justification**

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

**Photographs**

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

Photographic information:

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

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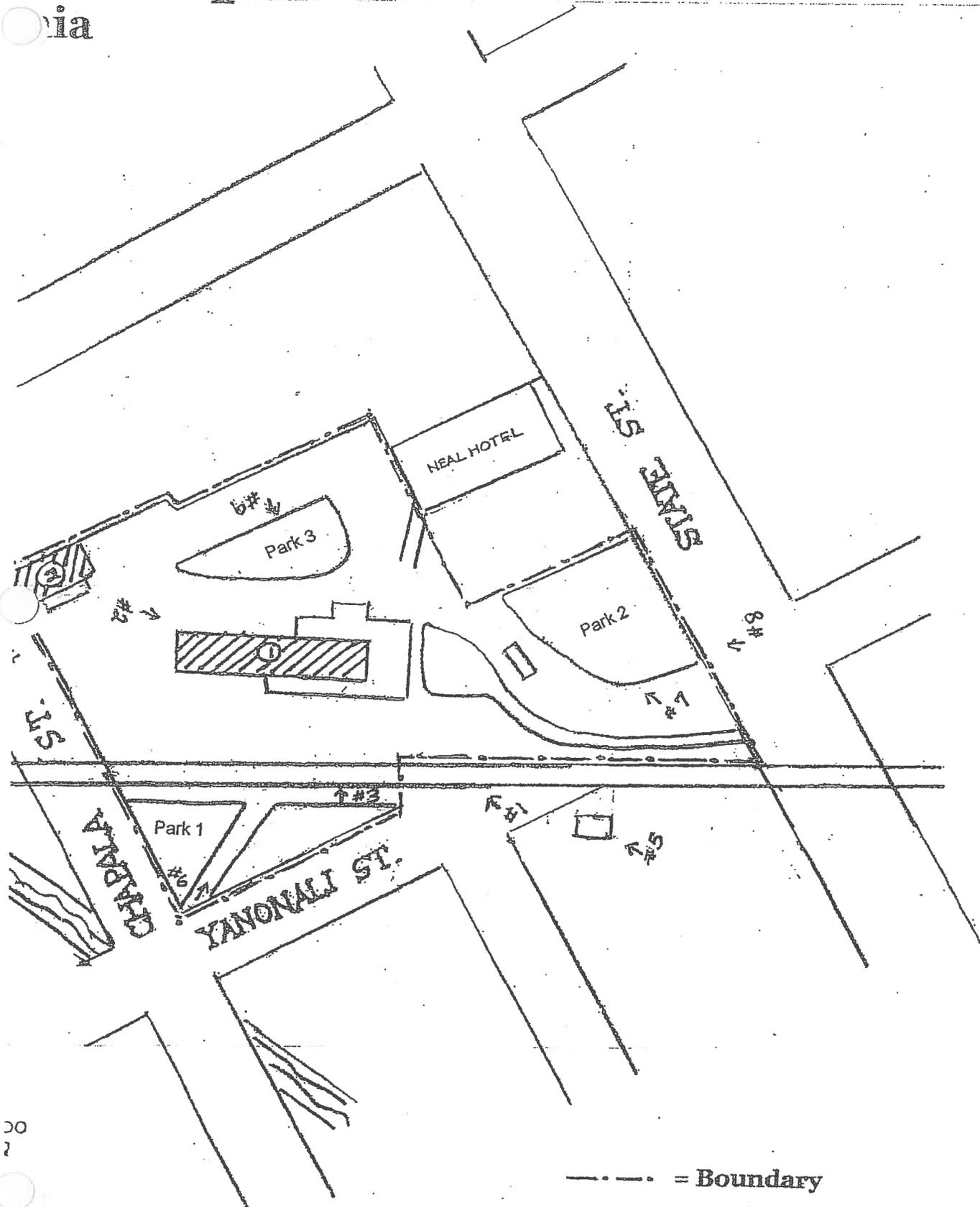
### Sketch Map and Key to Photographs

### List of Contributing Buildings, Sites, Structures

1. Railroad Station
2. Railway Express Agency office

# Lin Depot

ia



--- = Boundary

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