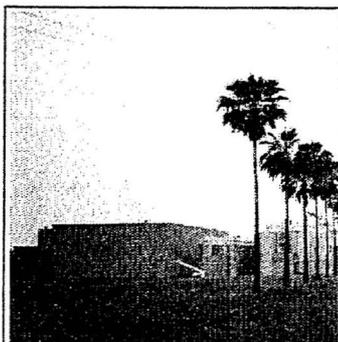
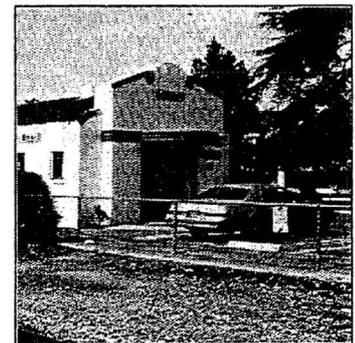
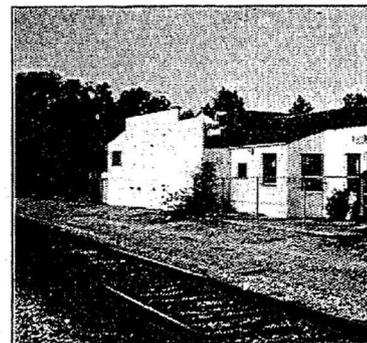
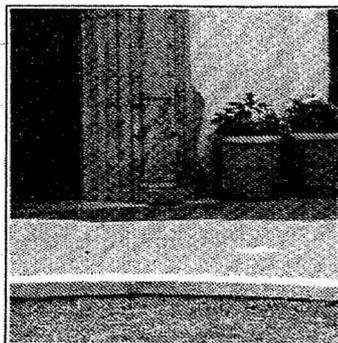
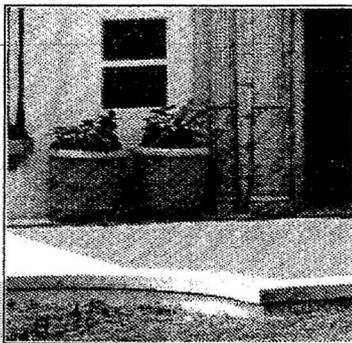
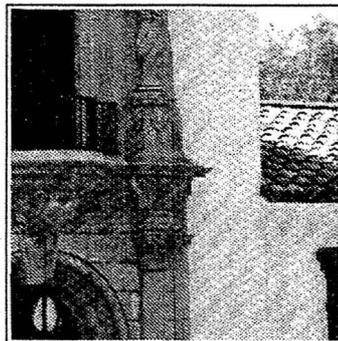
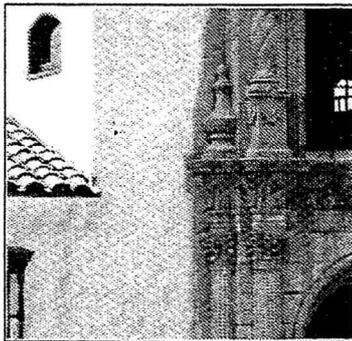


**NORTHERN SAN GABRIEL -
SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR**

DRAFT ENVIRONMENTAL IMPACT REPORT
SCH #93021062

CULTURAL AND HISTORICAL
RESOURCES SURVEY REPORT

SEPTEMBER 1993

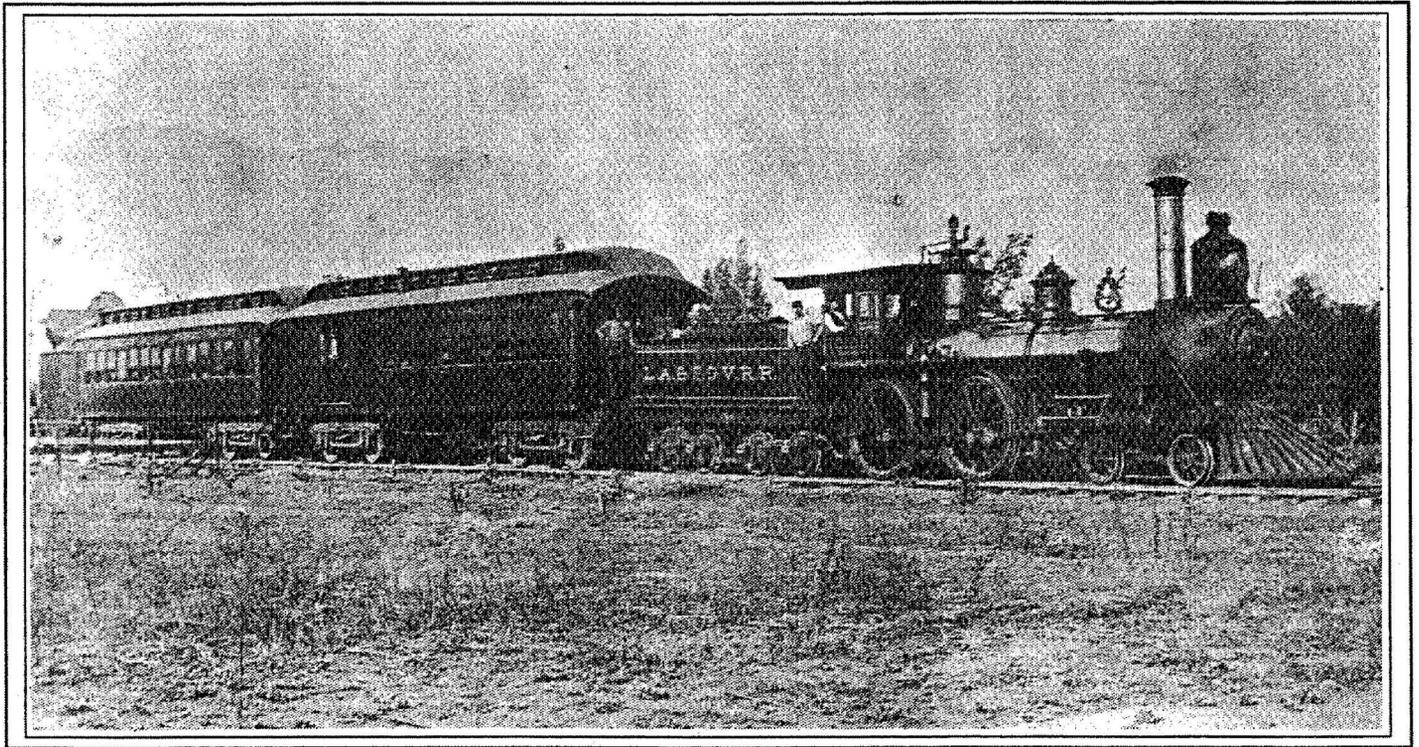


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NORTH SAN GABRIEL - SAN BERNARDINO VALLEY
RAIL TRANSIT CORRIDOR



CULTURAL AND HISTORICAL
RESOURCES SURVEY REPORT

August 1993

Prepared by Gruen Associates

for Los Angeles County

Metropolitan Transportation Authority

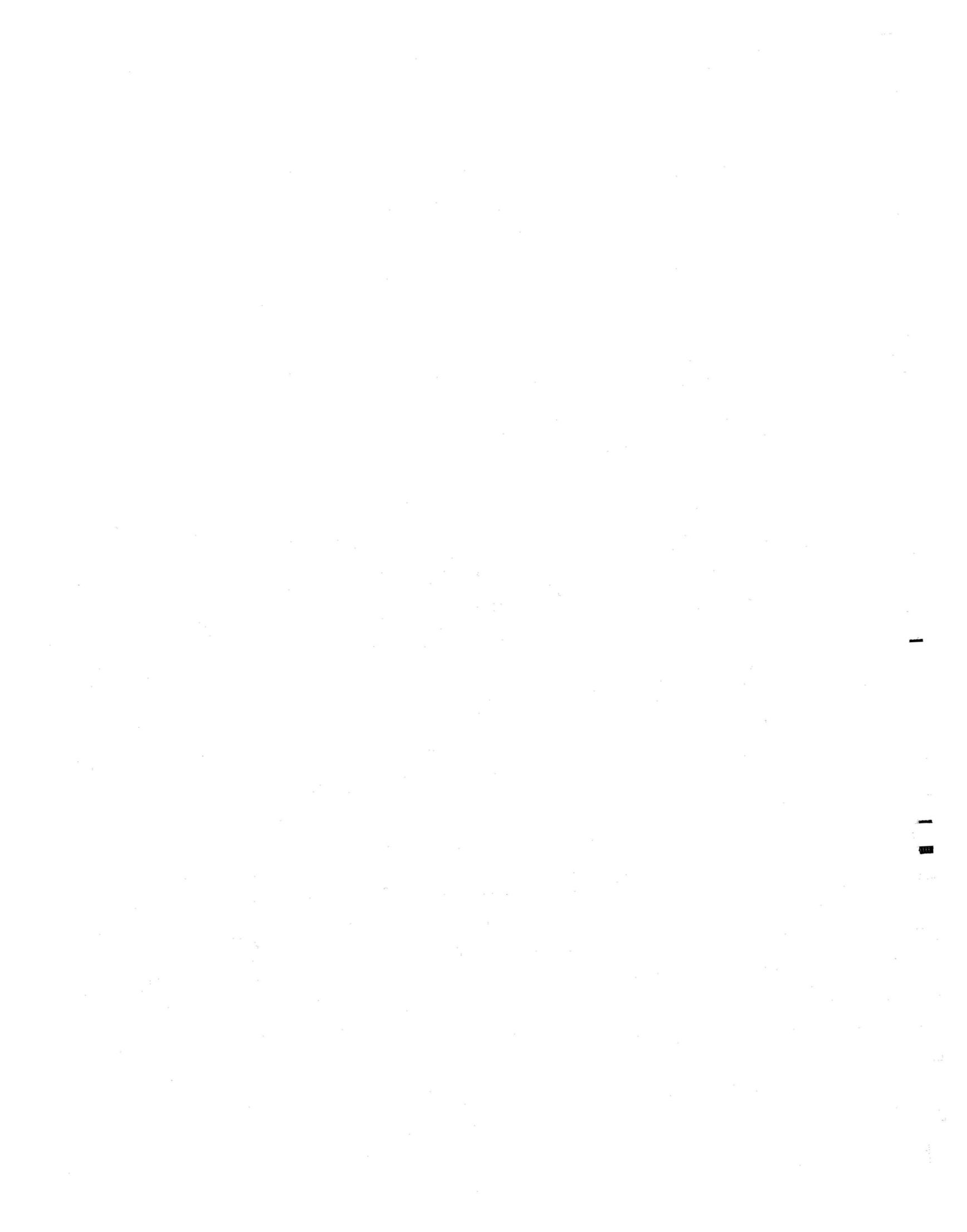


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On the cover: This c. 1885 locomotive ran on the Los Angeles & San Gabriel Valley Railroad between Los Angeles and Monrovia before the Atchison Topeka & Santa Fe bought the route in 1887. Photo courtesy of the Arcadia Public Library.

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1.0 INTRODUCTION

The *Cultural and Historical Resources Survey Report* identifies structures that are of historical or architectural significance to the nation, region and/or local communities in the North San Gabriel Valley. The Survey Report discusses structures that individual cities have recognized as valuable to their communities, and also inventories the architectural character and historic significance of a select group of buildings that stand directly within the North San Gabriel-San Bernardino Valley Rail Transit Corridor. Over 25 buildings, districts and elements in close proximity to the ATSF right-of-way demonstrate cultural value and reflect historic periods from the ranchos through to the Second World War. Among these resources are four historic Santa Fe railroad depots located within proposed station sites and an Art Deco/Moderne bridge over which the proposed rail project will pass. These resources would be directly affected by the proposed project.

2.0 PROJECT DESCRIPTION AND LOCATION

The North San Gabriel-San Bernardino Valley (NSG-SBV) Rail Transit Corridor, combining Light Rail (LRT) and Commuter Rail technologies, will follow the historic alignment of the Atchison Topeka and Santa Fe (ATSF) Pasadena Subdivision from Montclair to eastern Pasadena. The route will pass through Pasadena, Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair, making stops in all of these cities with the exception of La Verne. Each of the stops will provide a station incorporating a platform, and transit, drop-off and parking facilities. The station sites lie directly adjacent to the alignment and, in a number of cases, are the historic locations at which Santa Fe Company trains originally stopped.

3.0 METHODOLOGY

This report pursued two approaches in compiling data regarding cultural and historic resources located along the ATSF right-of-way. The process included the collection of information about resources presently recognized by local communities or designated by the State or Federal government, and a more detailed documentation of structures that the proposed project would directly impact.

Existing information concerning previously identified resources was collected from local communities. This information included local surveys of historic sites and buildings (Azusa, Arcadia), State Historic Resources Inventory forms completed for State-regulated surveys (San Dimas, La Verne, Claremont), National Register nominations (Claremont), State Registered Historic Landmarks (Pomona), brochures (Claremont, Azusa) and interviews with city staff, local historians, and representatives of preservation and historical organizations. To determine the geographic relationship between the identified resources and the proposed project route and to survey those areas for which information was not available, a follow-up reconnaissance of the ATSF right-of-way was also completed.

The second research component consisted of a survey and documentation of resources located within proposed station sites or directly on the ATSF alignment. An inspection of the project site was made by walking and driving the ATSF right-of-way, adjacent streets, and station site areas. Evaluation of potential resources focused on the station site areas and the LRT section of the project. Under this focused approach, the survey evaluated seven structures, four of which were determined worthy of local or national designation and documented on State Historic Resources Inventory forms. The Claremont Depot, already listed on the National Register of Historic Places, is also located within a station site.

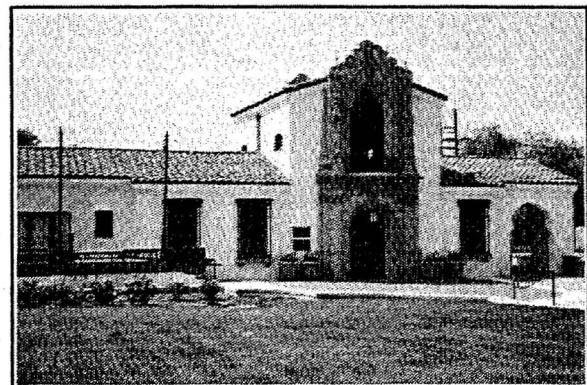
Research regarding the four significant, previously undocumented structures and their historic context was conducted at the Los Angeles Public Library History Room, local libraries (Pomona, Azusa and Monrovia), the California State University at Northridge Map Library, local building and safety departments (Pomona, Azusa, Monrovia), and historical societies. The Atchison Topeka and Santa Fe Railroad Company provided original plans and materials and the Kansas State Historical Society which maintains a collection of materials from the Santa Fe Company was also utilized. The attached bibliography provides a complete list of sources utilized for this research.

4.0 HISTORY OF THE NORTH SAN GABRIEL VALLEY

Occupation by Native Americans, domination by Missions, settlement by rancheros, and the foundation and growth of towns mark the early development of the North San Gabriel Valley. The first three periods define the historic context for the development of the towns located along the ATSF right-of-way, but rarely find expression in existing built resources. The fourth period continues to be reflected in the buildings and development patterns of many towns, while Post-War growth is still in development and reflected in more contemporary building.

For 2,000 to 3,000 years, Shoshone Indians, originating from the Western Mountain region of the continent, occupied the San Gabriel Valley. The Shoshones, more commonly known as Gabrielinos, after the Mission that came to dominate them, lived in a number of sparsely populated villages of about 100 people located near water sources and the resources upon which the natives survived. They were a subsistence community that gathered acorns, herbs, and other plants and hunted small game for food, and lived in shelters constructed of local plant materials and mud.

The Claremont Depot reflects the romantic features of an 18th century mission.



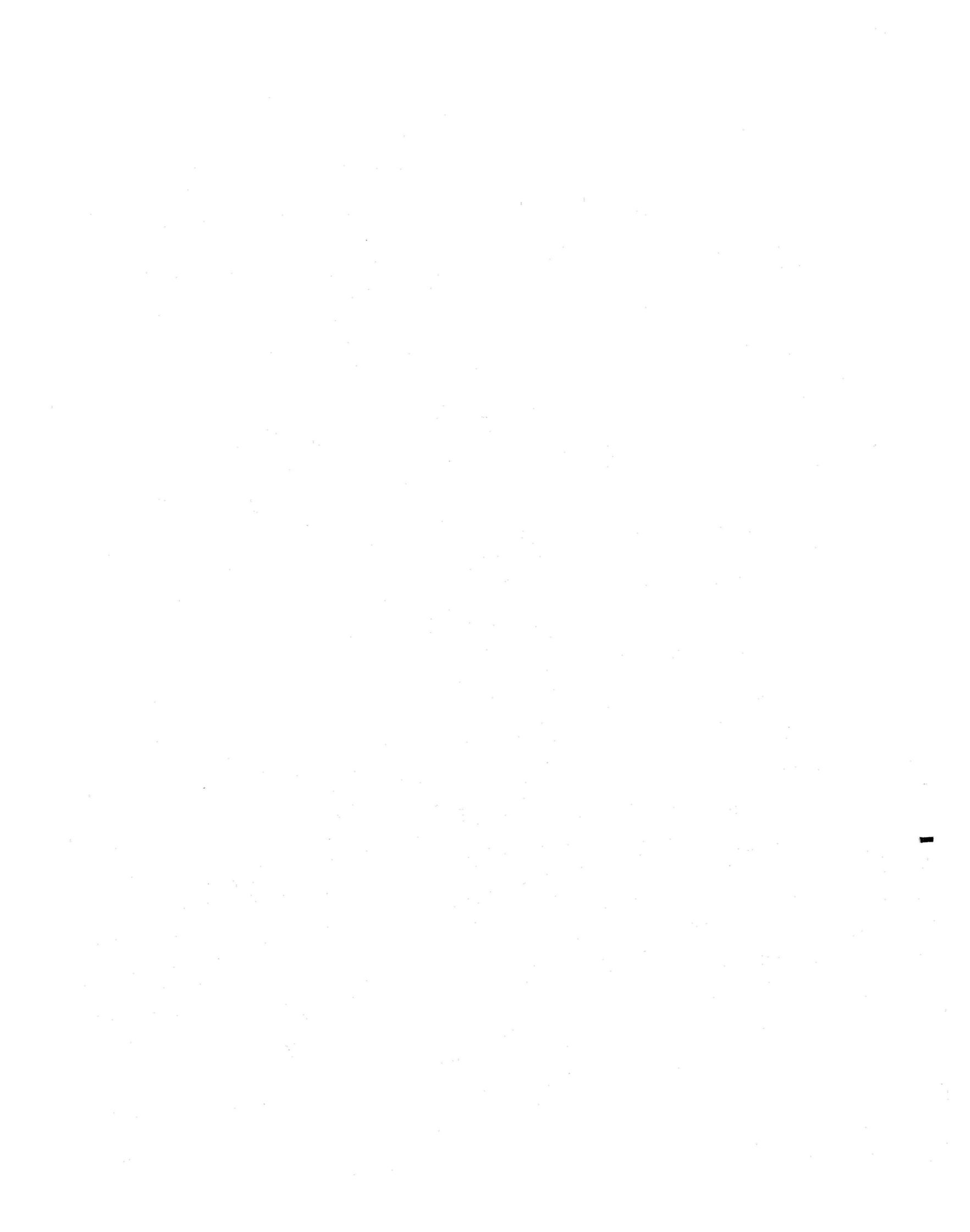
The Gabrielinos' loosely organized, subsistence lifestyle was dramatically changed in the late eighteenth century with the establishment of the San Gabriel Mission. In order to firmly define its control of Alta California, Spain began to establish missions, pueblos and presidios along the coast of California. Father Junipero Serra founded the San Gabriel Mission in 1771 at a location on the San Gabriel River on the west side of the Whittier Narrows. The Missions sought to civilize the natives of the area by instructing them in the beliefs of the Catholic Church and the social and civil practices of Europe and Spain. The Fathers taught the natives to cultivate the land with grapes, wheat, corn and barley as well as fruit orchards, and instructed them in the skills of carpentry and black smithing. The grazing of sheep, goat and cattle also occupied the Mission wards. The bounty of products grown at the San Gabriel Mission led the Fathers to trade the excess and resulted in the Mission becoming known as one of the wealthiest in the system.

The control and prosperity of the Missions, however, abruptly ended after Mexico gained independence from Spain in 1822. In 1833, the Mexican Congress adopted a decree to secularize the Missions and distribute one-half of the land under their control to the native neophytes who had enriched them. Ultimately, however, the government distributed the land for no fee in large parcels to anyone who sought ownership. In return, the government required that those receiving land possess Mexican citizenship, occupy the land, stock it with cattle, build a house and plant trees. The ranchos that came to dominate the landscape consisted of large tracts of land adequate for grazing cattle in the dry Southern California climate; crops of wheat, barley, corn, grapes and fruit also continued to be grown.

In the North San Gabriel Valley, three ranchos covered most of the land. Hugo Reid owned the Rancho Santa Anita, located in the west; Andres Duarte and Henry Dalton split the Rancho Azusa, originally granted to Luis Arenas; and Ricardo Vejar and Ignacio Palomares shared ownership of the Rancho San Jose in the east. Despite the conquest of the California Territory by the Americans in 1848, the rancho form of land ownership persisted for some time. Eventually, the size of the ranchos diminished as fathers subdivided their estates for children or sold off portions for profit. Many also sold or lost land as a result of the American government demanding proof of ownership for the ranchos that the Mexican government had loosely defined and surveyed.

The greatest change to the region, which is reflected in various towns today, occurred in the late 1880s, when investors began to subdivide tracts of land for the foundation of towns. The greatest impetus for the creation and survival of these towns was the construction of the railroad. The Southern Pacific, the first rail line to serve the region, entered Los Angeles in 1876. The Southern Pacific maintained exclusive control of rail and other transit modes in California, demanding excessive rates and concessions from the businesses that relied on its services.

In 1887, the Atchison Topeka and Santa Fe Railroad Company (Santa Fe Company) broke the Southern Pacific's monopoly on railroad service by completing a route to Los Angeles. The completion of this line immediately initiated the infamous rate wars between the Santa Fe and



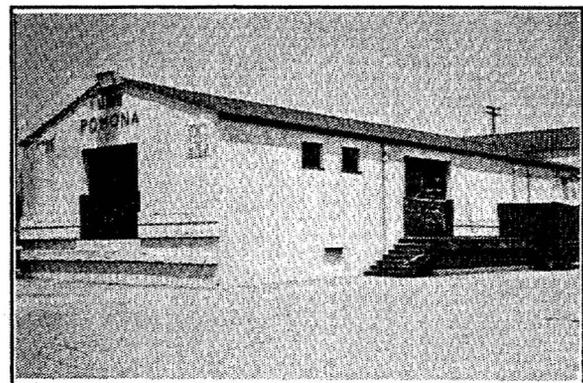
Southern Pacific railroad companies, which culminated in March 1887 when rates for travel between Kansas City and Los Angeles dropped to one dollar on the Southern Pacific. These low fares made travel to the "Promised Land" of California accessible to the middle-class, opening up an opportunity for Mid-Westerners to share in the health and bounty of Southern California. A mad migration to the region ensued, accompanied by a reckless rush to purchase land.

In the North San Gabriel Valley, railroad construction entered the region from both the east and west, meeting at Mud Springs (San Dimas) in 1887. In 1885, the Los Angeles & San Gabriel Valley Railroad Company (LA & SGV RR Co.) had begun construction of a rail line from Los Angeles to the Valley via Pasadena. When the Santa Fe Company recognized the advantages of providing rail service through the Valley, it purchased the LA & SBV RR route, which then terminated at the San Gabriel River, and began construction of a connecting line from San Bernardino west, under the management of the San Bernardino & Los Angeles Railway Company. In May 1887 the Santa Fe Company completed the closure of the 35-mile gap between the River and San Bernardino and initiated its service through to Los Angeles.

The land boom that infected the region manifested itself in the San Gabriel Valley through the founding of numerous boom towns - some that survived and some that quickly faded. Between 1886 and 1888, wealthy individuals with "vision" subdivided large tracts of land and sold the lots at auction in the newly established towns of Arcadia, Monrovia, Duarte, Azusa, Claremont and others. Despite the plethora of interested buyers, picnics and music from brass bands accompanied the auctions to draw visitors to the event. To evoke a sense of stability and create familiar surroundings for potential buyers, town-founders constructed hotels, commercial buildings, and sometimes even homes, often in Eastern architectural designs. By the Spring of 1888, however, it became evident that interest in buying land had dwindled and banks were tightening the availability of credit. By the Fall, the land boom had gone bust and the newly created towns either died, looked for creative ways of survival, or trundled along at a much more sluggish rate of growth.

The history of this era of development in the North San Gabriel Valley continues to be reflected in both the built resources and the geographic form of many towns. Railroad depots, small-scale downtowns focused along neat street grids, and Victorian and Craftsman homes surrounding the downtown area all illustrate the early growth of San Gabriel Valley cities.

The Santa Fe Company advertised the Pomona Depot as "Streamlined Spanish style".



In addition to bringing hundreds of people to the Los Angeles region to visit or settle, the railroads also provided transport for agricultural harvests. Farmers came to realize that the warm climate of the foothills, the ready availability of water from mountain streams, and fertile soil provided ideal conditions for growing oranges. As more and more acres of land came under citrus cultivation, the railroad became essential for moving oranges and lemons to markets across the country.

Initially, buyers, and not producers, maintained responsibility for the packing, shipping and marketing of the oranges. This process, in addition to being chaotic, proved to be financially inadequate to the farmers. In response, local growers began to form cooperatives and exchanges that graded oranges by quality, picked, packed, shipped and marketed the products themselves. This system proved much more advantageous to the growers and profits began to rise. The growth of the citrus industry and the cooperative form of distribution is reflected in the packing houses that continue to neighbor the route of the ATSF right-of-way in many towns. Ice houses, essential for refrigerating the citrus products before shipping on the railroad, are also a remnant of that history that remain in some communities.

Citrus production remained the focus of North San Gabriel Valley development right up until the Second World War. Following the War, federal programs supporting home-ownership, housing construction and freeway development led to the extensive transformation of the Valley from a landscape of orchards to one of homes. The highly residential character of these communities continues, while being supplemented by more recent commercial growth.

5.0 HISTORIC RESOURCES

This section briefly summarizes the early history of towns in which built resources continue to manifest the region's early development, and describes the significant structures that neighbor the ATSF right-of-way. No narratives are included for the cities of Pasadena, Duarte, Irwindale, Glendora, or Montclair because no historic resources in these communities remain in close proximity to the ATSF right-of-way.

5.1 Arcadia

History. The City of Arcadia fell within the borders of the vast Rancho Santa Anita initially owned by Scotsman Hugo Reid. Reid, a businessman and later an author, acquired the Rancho from the Mexican government in 1837, after marrying a Gabrielino woman and gaining Mexican citizenship. He constructed a home and began to cultivate the land, as was his duty, but by 1847 had to sell the land to Henry Dalton because of debts. Reid later became well known for the series of essays he wrote for the *Los Angeles Star* documenting the culture of the Gabrielino Indians.

The vast majority of the Rancho passed out of Henry Dalton's hands and through a number of other individuals before Elias Jackson "Lucky" Baldwin purchased the land in 1875. Baldwin

was an entrepreneur who had made vast amounts of money investing in mining ventures. He invested heavily in his land, ranching, farming and raising world-class race horses. Eventually, financial problems began to emerge for Lucky too, and he began to sell off portions of the vast 8,000-acre Rancho. In February 1886 he deeded 2,000 acres to his partner Hiram Unruh, who subdivided the site to found the town of Arcadia in April 1887.

Arcadia didn't demonstrate the same promise as other new towns in 1887. Not until 1903, when the Pacific Electric Railway arrived and Lucky Baldwin incorporated the town did it begin to grow commercially. The opening of the Santa Anita Racetrack in 1907, and accompanying saloons and gaming rooms, provided much of the spark for the City's early growth.

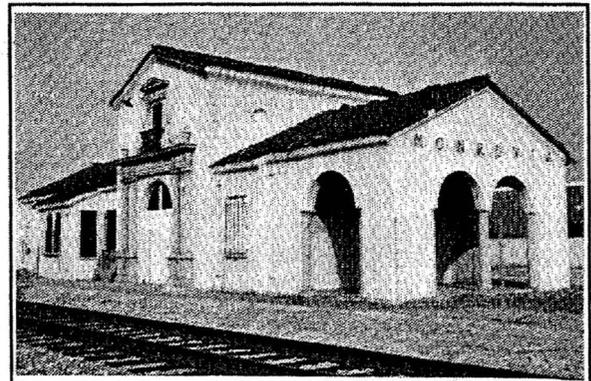
Resources. The only documentation of historic resources compiled by the City of Arcadia consists of a listing of historic sites located within its downtown. Most of these sites have been replaced by recent construction and no longer feature their original buildings. The historic resources survey conducted for this report assessed the significance of two structures in Arcadia. The analysis concluded that of these, only the railroad bridge spanning Colorado Boulevard, described below, exhibits significant historical value.

- ◆ Colorado Boulevard Bridge
Bridge No. 124.5, Pasadena Subdivision
Colorado Boulevard, west of Santa Anita Avenue; constructed in 1933.
The Colorado Boulevard Bridge, constructed in 1933, reflects Art Deco/Moderne features and is a unique application of the style to a functional structure. The bridge was the first to be located at the site and reflects the growing need to separate train and auto traffic due to increasing urban growth. The attached DPR Historic Resources Inventory form details the history and architectural character of the depot.

5.2 Monrovia

History. The area now incorporated as the City of Monrovia originally covered part of both the Rancho Santa Anita and the Rancho Azusa de Duarte. In 1886, William N. Monroe and three other prominent Los Angeles capitalists consolidated the individual land holdings that they had acquired from the Ranchos and subdivided a 60-acre tract of land for the foundation of a new town. On May 17, 1886, the investors held their first auction of land, selling 50' x 160'

The Monrovia Depot was described as a "Civic Dream" at its opening in January 1926.



lots for \$100 dollars and corner lots for \$150. By the time the land boom fizzled in 1888, the corner lots would grow in value to as much as \$10,000.

Monroe and his investors readily sought to establish a solid community. They sold the Monrovia lots at prices slightly below those of surrounding towns, and required that the lots be developed within six months with an improvement worth at least \$2,000. They also provided water free of charge, an attractive incentive to settle in the town. Shortly after the first land sale, Monrovia boasted a hotel and several businesses, and by 1888, it also had two street railways and its own bank. This rapid and real investment in Monrovia buffered it from the impacts of the land bust of 1888. Although investment rapidly dwindled, the policies of Monroe allowed the town to persist and grow at a leisurely pace.

Resources. The survey conducted for this report assessed the historic significance of three buildings located in the vicinity of the Monrovia station site, located at Myrtle Avenue and Duarte Road. The survey concluded that only the Monrovia Santa Fe Depot possesses a historically significant character worthy of local recognition. No other historically recognized structures stand adjacent to the proposed project route in Monrovia.

◆ **Monrovia Santa Fe Depot**

1709 Myrtle Avenue, near Duarte Road; constructed in 1926.

The Monrovia depot is an attractive Spanish Colonial Revival structure incorporating a series of archways and an elaborate, Classically detailed portal. The structure and its design reflect the integral and important role that the railroad played in the founding and early growth of Monrovia and the evolution of the Santa Fe railroad in the region. The attached DPR Historic Resources Inventory form details the history and architectural character of the depot.

5.3 Azusa

History. Prior to its founding, the City of Azusa formed a part of the Rancho de Azusa de Henry Duarte. Henry Duarte purchased the Rancho in 1844 from Luis Arenas, and expanded his holdings in 1847 by buying the Rancho Santa Anita from Hugo Reid. The history of Dalton's holdings illustrates the chaotic and frustrating events that befell many land owners during the transition from Mexican to American governance. In 1848, the American government gained control of California territory with the signing of the Treaty of Guadalupe Hidalgo. In 1851, it passed a bill establishing a Board of Land Commissioners to investigate the validity of all Spanish and Mexican land grants in California. The Rancho owners, whose holdings had been loosely surveyed and liberally granted, found this process time consuming and costly, and the decisions rarely secure. The cost of this process forced Henry Dalton to sell Rancho Santa Anita in 1854, and eventually pushed him into foreclosure on the Rancho Azusa property.

In 1884, Jonathan Sayre Slauson purchased Dalton's holdings; two years later he sold the Rancho, with the exception of about 550 acres, to the Azusa Land and Water Company in which

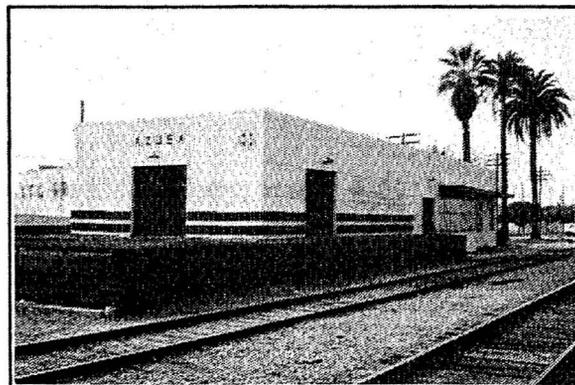
he was a partner. The Land Company subdivided the area and held its first land auction in April 1887, one month before the opening of the Santa Fe line between Los Angeles and San Bernardino. Similar to other towns, the construction of a hotel, commercial buildings and livery shortly followed the subdivision and sale of lots in the town, and helped to generate the atmosphere of a securely established community. Though interest in the area slowed with the land bust of 1888, the City incorporated in 1898 and grew with the expansion of the citrus industry.

Resources. Due to its location in the historic center of Azusa, the ATSF right-of-way and Azusa station site neighbor several sites of historic value to Azusa. These include sites identified in a survey conducted by the Cultural and Historical Landmark Commission in 1985, structures that the City moved to the Azusa City Park to protect, and buildings identified through an examination of the route and follow-up research. Each of these significant structures is described below.

- ◆ **Azusa Santa Fe Depot**
Santa Fe Avenue, between Azusa and Alameda Avenues; constructed in 1946.
The Azusa station embodies the modest features of the Streamline Moderne in its design, exhibited in its rounded corners and repeated horizontal banding. Though built relatively recently, the building is actually a remodel of the original depot that was constructed on the site in 1887. The depot is associated with one of the most significant factors in the early growth of Azusa - the railroad- and also illustrates the evolution of depots and the Santa Fe Company in the region. The attached DPR Historic Resources Inventory form details the history and architectural character of the depot.

- ◆ **Old Fire House**
124 East Santa Fe Avenue, between Azusa and Alameda Avenues; constructed in c. 1899.
The Azusa historical sites survey states that the original wood structure on this site served as the local stage depot, and was destroyed by fire in 1915. The existing bi-level brick building replaced it in that year. Sanborn maps, however, indicate that the brick structure dates from as early as 1899. The building functioned as Azusa's second fire house between 1925 and 1944. The building's original character has suffered severe

The Azusa Depot is a remodel of the original 1887 station, completed in 1946.



alteration and is in poor structural condition. The City of Azusa has condemned the building due to seismic safety concerns.

◆ **Palm Drive**

North of Foothill Boulevard; planted in c. 1908.

Palm Drive is a grand alley of California Fan Palms (*Washingtonia filifera*) that leads to the historic Manresa Retreat and Rancho del Alisal. The site was planted in 1908 and presently consists of 226 trees. Jonathan Sayre Slauson, a prominent land holder and founder of the City of Azusa, subdivided the surrounding tract of land between his two daughters. In 1908, one daughter, Mrs. J.S. Vosburg, built a large Craftsman style ranch home and named her holding Rancho del Alisal. The home now serves as offices for the Monrovia Nursery Company. The other daughter, Louise Slauson Macneil, built on the Rancho Los Cacomites, to the east. Today, the two story Norman-style chateau that she constructed in 1934 houses the Jesuit Manresa Retreat. According to a local historian, the two daughters intensely disliked one another and refused to talk to each other. To solidify their antagonism, they divided Palm Drive into two driveways, one leading to each home, and refused to allow visitors to travel from one house to the other without using the appropriate driveway.

◆ **Azusa Foot-Hill Citrus Association Packing House (Cole Warehouse)**

836 N. Soldano Avenue, near Ninth Street; constructed in c. 1901.

The packing house is the last remaining reflection of Azusa's significant history in the citrus industry. At the turn of the century, as many as four packing houses lined the ATSF right-of-way and shipped oranges and lemons from Azusa. James Slauson, the son of Jonathan S. Slauson, owned the Azusa Foot-Hill Citrus Company, which had orchards laid out to the east and south of the Azusa civic center, on the land J.S. Slauson preserved for Henry Dalton. The building substantially maintains its original integrity. It is a large wood-frame building consisting of four long gable-roofed bays.

◆ **Durrell House and Penn Barnes House**

Azusa City Park, south of ATSF right-of-way; constructed in 1923 and c. 1885.

These two homes provide prime examples of residential development in Azusa from two different periods. The Durrell House, which now houses the Azusa Historical Society, is a two-story Craftsman-style residence constructed by M.T. Durrell who served as mayor of the City. The Barnes House, a small Queen Anne cottage, is one of the oldest buildings in the City, pre-dating construction of the railroad.

5.4 San Dimas

History. San Dimas has a richer pre-history than most of the other cities located on the ATSF right-of-way because of its natural features. Known throughout most of the nineteenth century as Mud Springs, its wet marshy landscape provided water to native communities and later to local ranchers. The access to water also prompted the establishment of an Overland Stage stop

at Mud Springs that Dennis Clancy, an early settler to the region, managed. In 1854, when Clancy settled at Mud Springs, the territory formed part of the Rancho San Jose. This land passed through the hands of many individuals, including Luis Arenas, Henry Dalton, and Jonathan S. Slauson. Eventually, Slauson sold a large portion of his holdings, a tract stretching from La Verne to the edge of Azusa, to the San Jose Ranch Company that had organized in 1887 with the advent of the railroad. The Company subdivided its tract and established the town of San Dimas in that year. Though it suffered a slow down in growth following the land bust of 1888, by the turn of the century the citrus industry, especially investment in lemons, was furnishing San Dimas with a healthy economy.

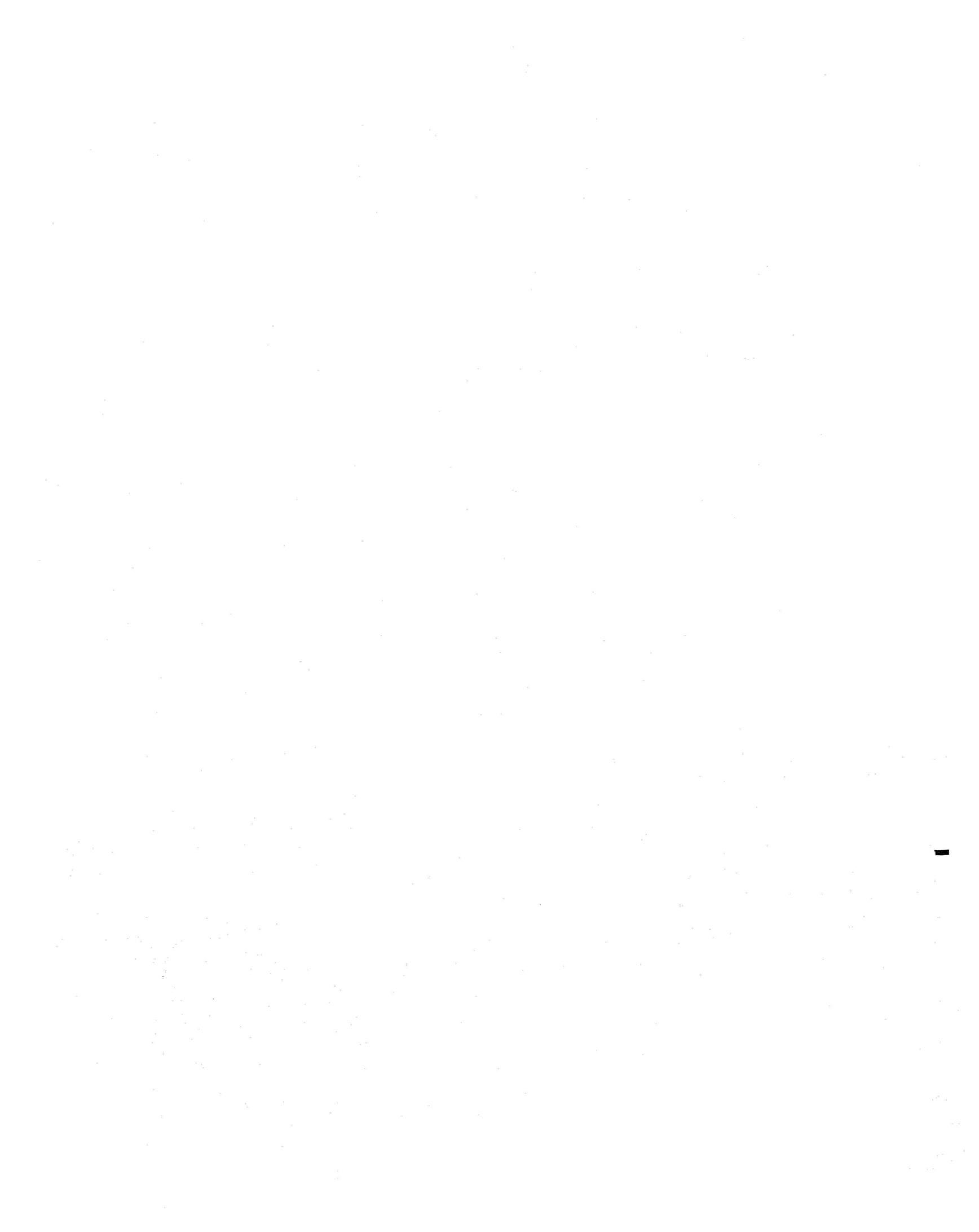
Resources. In 1991, the City of San Dimas completed a historic resources survey for which State DPR Historic Resources Inventory forms were completed. This survey identified four historic sites, containing a variety of structures, located near the ATSF right-of-way. One of these sites, the San Dimas Lumber Company, has been significantly altered due to demolition and no longer retains its historic value. The UCLA Institute of archaeology Archaeological Information Center also identified a pre-historic and historic archeological site within the borders of San Dimas.

- ◆ **Santa Fe Railroad Depot and Drinking Fountain**
210 West Bonita Avenue, near San Dimas Avenue; constructed in 1934 and 1913.
The current Santa Fe Railroad Depot stands on the location of the first depot, constructed by the Santa Fe Company in 1887. In 1933, the first depot burned and was replaced with the existing Spanish Colonial Revival/Art Deco station. The Santa Fe railroad and depot spurred the establishment of San Dimas and played a pivotal role in the early development of the City, serving as the debarkation point for numerous early settlers. By 1913, guests and new residents arriving to the City at the depot were greeted by the Mission Revival style drinking fountain. The drinking fountain was a central element in the park that the City established surrounding the depot as early as 1911.

- ◆ **San Dimas Lemon Association Packing House (Machinery Equipment Company, Inc.)**
115 North Cataract Avenue, near First Street; constructed between 1908 - 1909.
The existing packing house is only a portion of the original facilities of the San Dimas Lemon Growers Association, described at the turn-of-the-century as the largest lemon packing house in the world. The building is significant as the only remaining structure

The San Dimas Depot exhibits an odd double character in its Spanish features and Art Deco entry.





connected to the once flourishing citrus industry in San Dimas. It is a large wood frame structure with a gable roof and broad eaves supported by knee brackets. Another building on this site, constructed in 1911, originally functioned as a "sweat room" and establishes a more comprehensive picture of the lemon packing process.

◆ **San Dimas Downtown**

West Bonita Avenue, between Cataract and San Dimas Avenues;
constructed between 1900 - 1920.

Five buildings located in the historic commercial center of San Dimas demonstrate the character of the city's early economic development. These include the Johnstone Block and Walterscheid Building constructed in 1911 and 1919, respectively. William Johnstone built both of the structures, designing the Johnstone Block as the largest and most substantial commercial building in downtown San Dimas. The first San Dimas library building stands in these blocks. Built in 1917, it retained its use as a library until 1971 and possesses considerable integrity. The San Dimas Garage, dating from 1912, maintains its original Mission Revival design as well as its original function as a garage. The San Dimas Feed and Fuel Store (San Dimas Feed and Tack) also retains its original function. Constructed in 1904 as a hay and implement store, it illustrates the agricultural history of the community.

◆ **Mud Springs, Archeological Site CA-LAN-75**

Arrow Highway and San Dimas Canyon Road vicinity.

Artifacts recovered from this site include "grinding slabs, hand mullers, pestles, cog stones, stone discs, flakes, cores knives, projectile points, scrapers, drills, borers, graters, historic glass, ceramics, metals, coins and knives," reflecting its early use and occupation by native cultures. This site also experienced historic occupation during the nineteenth century, presumably serving as a stage coach station stop as well as a local water source.

5.5 La Verne

History. The City of La Verne was originally located in the lands of the Rancho San Jose owned by Ignacio Palomares. Few people had settled in the area in 1887 when Isaac W. Lord purchased 100 acres from Colonel George Heath who had bought it from the Palomares family. Lord also purchased an additional 200 acres in association with the Pacific Land Development Company, a companion enterprise of the Santa Fe Company. In May 1887, Lord sold \$200,000 worth of lots at auction, initiating the formation of a new town named Lordsburg. Shortly, the town had a depot, post office, commercial buildings, and a grand hotel under construction. By the fall of 1888, however, the boom in land investment burst and Lord departed from the town.

In 1889, the Santa Fe Company moved George McDonough, a marketing agent, to the Southern California area. McDonough had successfully established a town named McPherson in Kansas which was settled by German Methodist Brethren. When Matthew M. Eshelman, a Brethren

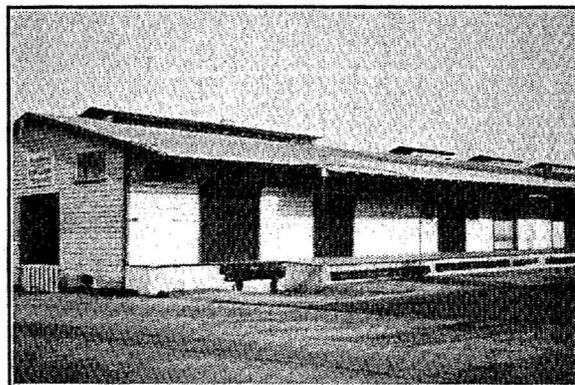
who had participated in the founding of a Methodist college in McPherson came to the Valley, McDonough approached him with an idea. He proposed that Eshelman purchase the newly completed, but unused hotel for the foundation of a new Brethren college, for just 20% of the cost of its construction. Though initially hesitant, Eshelman agreed to the purchase, and opened the school in 1891. Supported by the college and the lucrative citrus industry, Lordsburg continued to grow, changing its name to La Verne in 1917.

Resources. The City of La Verne has identified a number of buildings located in proximity to the ATSF right-of-way that reflect the City's early development. These buildings were identified either as part of a citywide historic resources survey conducted in 1987 or in conjunction with the development of the Lordsburg Specific Plan, prepared by the City of La Verne in 1992. These buildings are local cultural resources that reflect important elements of La Verne's heritage.

The City of La Verne designated the entire Lordsburg Specific Plan area, extending four to six blocks north of the ATSF right-of-way between Wheeler Avenue and Fulton Road, as an historic district. This district forms the portion of the original tract subdivided by Isaac W. Lord that became the center of the community of Lordsburg. The Specific Plan area contains a range of buildings constructed between 1888 and 1960 that contribute to the historic fabric of the community. These include University, civic, religious and commercial buildings.

- Citrus buildings manifest the historic presence of the citrus industry in La Verne - a key component of its growth and development from the early 20th Century until the years following World War II. The Lordsburg Specific Plan recognizes these resources as Heritage Citrus Industry Buildings.
- ◆ Orange House Refrigerated Fruit Storage Building No. 2
2247-75 First Street near F Street; constructed prior to 1920.
This is the only surviving citrus industry building that represents the early vernacular agricultural style of wood frame buildings. The style is embodied in the building's gable roof, recessed loading platforms and metal covered roof and siding.

Citrus cooperatives constructed packing houses, like that of the Azusa Foot-Hill Citrus Association, to control shipping and marketing of the fruit.



- ◆ La Verne Orange Growers Association Packing House #2 (Farwest Distribution Center)
2230 First Street near E Street; constructed in 1920.
This building, and the following two (Lemon House and La Verne Cooperative), illustrate the character of later (post-1920s) industrially designed packing houses. They incorporate modern construction methods and building materials and minimize architectural detailing in their designs. Their characteristic features include poured concrete walls, flat roofs, steel windows and large open interior spaces for packing and shipping.
- ◆ Lemon House, Lemon Growers Association Packing House
2016 D Street near First Street; constructed in 1931 and 1935.
- ◆ La Verne Cooperative Association Packing House (Paper-Pak Products, Inc.)
1941 White Street near First Street; constructed in 1925.
- ◆ Office of the La Verne Fruit Exchange, Orange and Lemon Growers Association
First and D Streets; constructed in 1928.
This building is typical of the citrus exchange office buildings in Southern California which exhibit the plaster walls, open arches and red tile roofs of the "California Style." The building has experienced modifications, including the replacement of the tile roof with composition roof shingles and the enclosure of the open arcade.
- The residential buildings located near the ATSF right-of-way are simple vernacular cottages that reflect the early growth of La Verne. These houses commonly feature gabled roofs, clapboard or board and batten siding, and double-hung windows. The City of La Verne identified these buildings in its 1987 Historic Resources Survey.
 - ◆ 1860 First Avenue, between A and B Streets
vernacular house; constructed in 1912.
 - ◆ 1848 First Avenue, between A and B Streets
vernacular house; constructed in 1910.
 - ◆ 1816 First Avenue, between A and B Streets
vernacular house; constructed in 1926.
 - ◆ 1810 First Avenue, between A and B Streets
vernacular house; constructed in 1928.

5.6 Pomona

History. The Pomona stop along the Santa Fe line did not flourish like other communities that were established when the route was constructed. In 1837, the Rancho San Jose, granted to

Ignacio Palomares and Ricardo Vejar, covered the entire Pomona Valley. By 1876, the Rancho had been partitioned and the Southern Pacific cut through the Valley to Los Angeles. The Los Angeles Immigration and Land Cooperative Association, having acquired land and water rights from Francisco Palomares, Cyrus Burdick and PC Tonner, subdivided 2,500 acres adjacent to the Southern Pacific route and founded the town of Pomona. Though its early growth was slow, by the time the Santa Fe arrived in 1887, Pomona was a firmly established community.

In 1887, A.R. Meserve recognized the real estate advantages of a railroad and subdivided one hundred twenty-five acres adjacent to the incoming Santa Fe line. To improve the likelihood of the town's success, Meserve donated ten acres for the construction of a station. Meserve named the town Palomares and the Santa Fe followed suit with the same name for the station. Unable to compete with its neighbors, however, Palomares failed to develop. Instead, the few families that located nearby began to cultivate the area in citrus fruits, walnuts, olives and other produce.

A 1920 history of Pomona characterized the area surrounding the station as "essentially a citrus growing district. Its chief buildings are the packing houses of the Indian Hill Citrus Association. A number of comfortable residences have been built among the orange groves. Its chief distinction is in the great Richards Orange Orchard, for a long time the largest orange grove in the world." Similarly, in 1950, historian Roy L. Driscoll stated that "almost all of this tract, with the exception of a small portion south of the Santa Fe Station is now in orange groves."

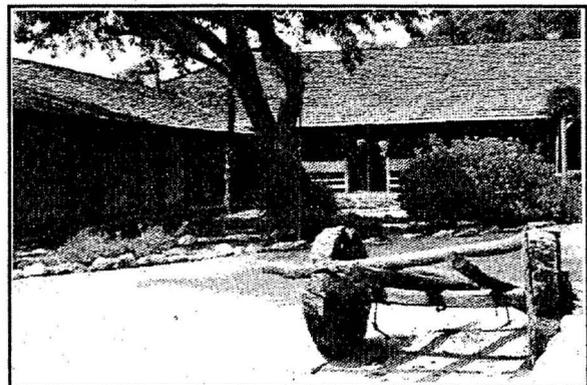
Resources. The stretch of the NSG-SBV Rail Transit Corridor that will travel through Pomona possesses two resources of significant historic value - the Palomares Adobe, listed in the National Register of Historic Places and designated California Historical Landmark #372, and the Pomona Santa Fe Railroad Depot, located within the NSG-SBV Rail Transit Corridor station site for Pomona and evaluated as a part of this study. A State DPR Historic Resources Inventory form detailing its history and architectural character was completed for the Depot as a part of this Report.

◆ **Palomares Adobe**

491 E. Arrow Highway, near Orange Grove Avenue; constructed in 1854.

The Palomares adobe was the home of Ignacio Palomares, co-owner from 1837 of the 22,000-acre Rancho San Jose. Palomares was one of the earliest European settlers in the

The Palomares Adobe harkens back to the early 19th century and an era of wide open spaces.



Valley, a former soldier of the Spanish-Mexican War who received his land grant by petition of the Mexican Government. The abode and grounds were restored between 1939 and 1940.

◆ Pomona Santa Fe Depot

2701 N. Garey Avenue, south of Bonita Avenue; constructed in 1941.

The Pomona depot, designed in a "Streamline Spanish Style", stands on the site of the original Santa Fe depot constructed in 1887. This building, one of the later station designs on the ATSF Pasadena Subdivision, reflects the evolution of depots and the Santa Fe railroad in the region.

5.7 Claremont

History. The City of Claremont was originally located within the borders of the Rancho San Jose. In 1887, as construction of the San Bernardino & Los Angeles railroad progressed west, the Pacific Land and Improvement Company purchased 365 acres of land from the Pomona Land and Water Company. Labeled Claremont by its employees, the Company subdivided the land purchase and constructed some homes, an office and a hotel to promote a sense of permanence to prospective buyers. The first auction of land took place in April 1887 and generated numerous purchases, but by 1888 interest in the land waned and the Company began to worry.

In an effort to stem its losses, the Pacific Land and Improvement Company devised an idea to relieve itself of its investment. The Congregationalist community had recently founded a college in Piedmont, located to the east. But this group, similar to the Land Company, was concerned about the viability of its town and their investment. In 1888, the Land Company offered to transfer the Hotel Claremont and 260 surrounding lots to the school, named Pomona College, in exchange for 50% of the profits from the sale of the lots. The College accepted, moved to Claremont in December 1889, and initiated the collective growth of the town, church and college.

As throughout the Valley, citrus production came to provide the town with its economic base at the turn of the century. Peter J. Dreher, who planted the first orange trees in Claremont in 1888, also founded the first citrus growers cooperative. Claremont historians indicate that the Claremont Fruit Growers Association became the model upon which other citrus associations developed in the Valley.

Resources. The City of Claremont recognizes several cultural resources located adjacent to the ATSF right-of-way, most of which were documented by the Claremont Historic Resources Center. These resources reflect the City's early commercial development, and its relationship to the College, citrus industry and railroad.

Located to the north of the ATSF right-of-way is the "Village" where Claremont's commercial activities and town center began to develop shortly after its founding. Today the area contains

tens of civic, commercial and residential buildings that combine to form a cohesive downtown reflective of the City's establishment and development. The Claremont Colleges, descendent from Pomona College, are also located north of the tracks, and contain a variety of historically and architecturally worthy structures.

- ◆ **Corona-College Heights Lemon Packing House**
520 West First Street between Cornell and Oberlin Avenues; constructed in c. 1916. The packing house is a long, rectangular warehouse built to wash, sort, pack and store lemons and is characterized by three rows of saw-tooth roofing with skylights. In 1920 it was one of four packing houses located in Claremont and is the only one left standing. This structure is the last visible link to Claremont's pioneering history in the citrus industry.

- ◆ **Union Ice Company site**
128 Oberlin Avenue near First Street; constructed in c. 1908. The Union Ice Company site consists of four ice houses and a small office building. The original Ice House was built c. 1908 and consists of a building for making and storing ice and one for holding pre-cooled citrus fruits. These buildings were modified in 1954, and additional buildings constructed between 1936 and 1952. The office building was moved to the site in 1945.

The Union Ice Company was a national company that serviced railroad cars across the country. The Ice House, like the packing house, reflects Claremont's rich association with the citrus industry. It also illustrates the process by which fruit was shipped and the intimate relationship between the industry and the railroad.

- ◆ **Claremont Depot**
100 First Street; constructed in 1927. The Claremont Depot is a beautifully ornamented Spanish Colonial Revival structure with elaborate Churrigueresque detailing, designed by William H. Mohr. This building replaced the original Santa Fe Company depot that had been constructed on the site in 1887. The building is an elegant reflection of the founding of Claremont and the continued growth and prosperity of the town during the 1920s.

Packing houses, like the Corona-College Heights Lemon Packing House, contained vast open spaces for sorting large quantities of fruit.



6.0 ANALYSIS AND RECOMMENDATION

The NSG-SBV Rail Transit Corridor project consists of two technological components - light rail and commuter rail. Due to the frequency of trips, the former requires two sets of tracks, an inbound and an outbound pair. This configuration will necessitate the removal of existing tracks and the installation of two new sets of tracks, and, in some cases, the removal and replacement of bridges. The commuter rail travels on one set of tracks, and would not require the installation of additional rails. Possible project impacts to historic resources, therefore, are most likely to occur along the LRT component of the project. Development of station facilities will also require construction as well as the removal of existing buildings and facilities at designated locations. Impacts to historic resources are possible at these locations as well.

The ATSF right-of-way through which the LRT segment of the project would travel is fairly wide, and buildings are set back quite far from the existing tracks. The broad right-of-way will allow for the installation of an additional pair of tracks without any impacts to historic buildings located adjacent to the alignment.

The Colorado Boulevard Bridge located in Arcadia, directly on the LRT segment of the project, would not be removed or significantly altered as a result of the project. Construction of a new, second bridge, to the southwest of the existing bridge, however, would impair visual access to this resource. The existing bridge would remain in place to accommodate inbound LRT tracks, while a new structure would serve the outbound tracks. The bridge would be exposed to the risk of damage during construction activities and should be protected. Despite construction of an adjacent structure, the historic character of the Colorado Boulevard would be sufficiently maintained to entitle it to local recognition.

Four proposed station sites encompass historically significant structures. These include the four Santa Fe Company depots at Monrovia, Azusa, Pomona and Claremont. The Claremont Depot, which is already serving passengers of the Metrolink, would not be affected by the project since construction of station facilities and restoration of the depot are complete.

Station site plans for Monrovia, Azusa, and Pomona indicate that each of the depots would be preserved and incorporated into the stations. Construction of the stations would provide an opportunity to restore and re-use the buildings, resulting in benefits for these resources. Both the Cities of Pomona and Monrovia, which own their respective depots, expect to retain and restore these structures. The MTA owns the Azusa Depot and should work with the City of Azusa to develop plans to preserve it. The buildings would be exposed to the risk of damage during construction of station facilities, and steps should be taken to minimize that possibility.

In addition to the four depots specifically located within designated station sites, a number of historic buildings surround the station areas. These buildings would not be directly impacted by the project.

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APPENDIX A

State DPR Historic Resources Inventory Forms

State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic name None
- * 2. Common or current name Bridge No. 124.5, Pasadena Subdivision
- * 3. Number & street ATSF right-of-way Cross-corridor Colorado Blvd
 City Arcadia Vicinity only _____ Zip 91007 County Los Angeles
4. UTM zone 11 A 404840/3778560 B _____ C _____ D _____
5. Quad map No. 1101 Parcel No. _____ Other _____

Ser. No. _____
 National Register status 5S3
 Local designation _____

DESCRIPTION

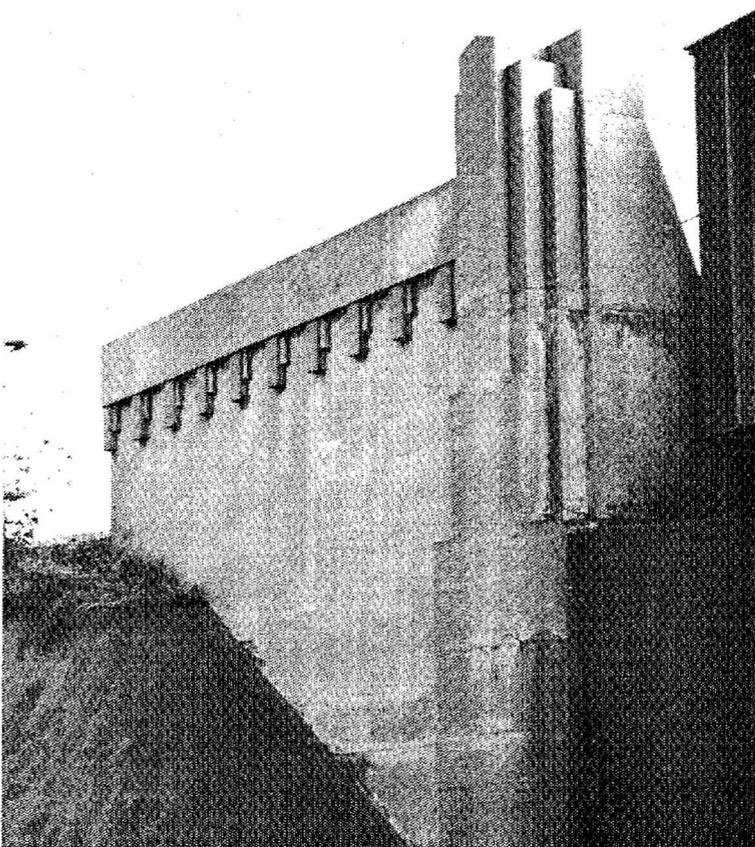
6. Property category Structure If district, number of documented resources _____
- * 7. Briefly describe the present physical appearance of the property, including condition, boundaries, related features, surroundings, and (if appropriate) architectural style.

Bridge Number 124.5 of the Pasadena Subdivision passes over Colorado Boulevard at a canted angle, traveling northwest to southeast. The bridge, and the railroad right-of-way, demarcate a single-family residential area to the west from a commercial environment to the east.

Two major components compose this plate girder bridge - the steel span and the decorative, poured-concrete abutments. The steel span, designed by the Atchison Topeka and Santa Fe Railway Company Engineering Department, consists of riveted steel girders and a steel-reinforced concrete deck.

The abutments that support the steel span on either side of the bridge incorporate Art Deco/Moderne detailing that reflect the period of the bridge's construction.

(Continued)



8. Planning agency
County Planning Department

9. Owner & address
Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017

10. Type of ownership County

11. Present use Bridge

12. Zoning None

13. Threats None

96, Sacramento, CA 94296-0001

106 (36 CFR 800). All items must be completed for historical resources

7. (continued)

The four abutments, located at each corner of the bridge, all incorporate the same design. Directly adjacent to the steel span is a vertical pier with a low-angle cross-gable top. Small, square, vertical elements that step back and down from the cross extensions of the pier create a repeated vertical pattern common to the Art Deco style. A two foot concrete band extends along the top of the abutment forming a railing. Extending down from the railing is a series of decorative elements similar to large dentils or upside-down crenelation that also step up and back to create the pattern of vertical repetition.

The bridge side of the abutments is void of detailing and protrudes out towards the ground, similar to a buttress. The concrete still retains markings from its wood molds, despite the following directions on the original plans: "Immediately after striping forms, all exposed surfaces shall be rubbed free of all form marks and stoned to a smooth surface such as is specified for handrail." The bridge is in good condition. Some cracking and water stains have occurred.

Battered, concrete retaining walls bordering Colorado Boulevard were also constructed when the bridge was installed. Following the change in grade that occurs approaching the bridge, these walls increase in height as one travels toward it.

19. (continued)

In 1926, a proposal was made to extend Colorado Boulevard, then referred to as Orange Avenue, west from its terminus at Santa Anita Avenue. This proposal was not realized, but in July 1930, the County of Los Angeles drew up plans proposing a grade separation of Orange Avenue and the ATSF Railroad. Construction drawings, dated August 8, 1932, were developed by the County of Los Angeles Road Department for the abutments of the bridge. The ATSF Railway Company engineered the actual steel span.

Though the need for the grade separation arose in the explosive 1920s, the bridge's construction in the 1930s is likely connected with the proliferation of public works projects that occurred during the depression. The construction of the bridge in 1933 links it with an era of frequent government-sponsored construction projects.

20. Sources

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State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic name Monrovia Santa Fe Depot
- * 2. Common or current name same
- * 3. Number & street 1709 Myrtle Avenue Cross-corridor _____
 City Monrovia Vicinity only _____ Zip 91016 County Los Angeles
4. UTM zone 11 A 407710/3777140 B _____ C _____ D _____
5. Quad map No. 1101 Parcel No. _____ Other _____

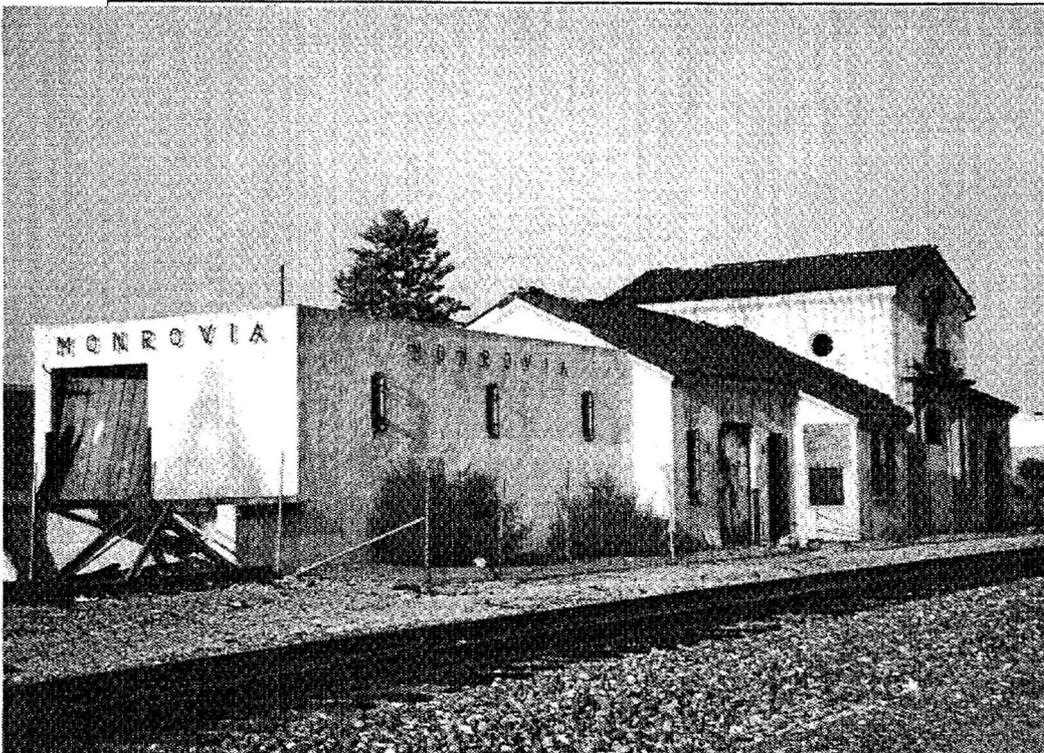
Ser. No. _____
 National Register status 5S2
 Local designation _____

DESCRIPTION

6. Property category Building If district, number of documented resources _____
- * 7. Briefly describe the present physical appearance of the property, including condition, boundaries, related features, surroundings, and (if appropriate) architectural style.

The Monrovia Santa Fe Depot is a one-story, cross-gable, horizontal structure with a two-story central section. Historically, the two-story portion functioned as the entrance to the ticket office and indoor waiting area; the east and west wings served as the outdoor waiting area and freight/baggage rooms, respectively. The two-story lobby is the most elaborate portion of the building and is well articulated on both its northern and southern (trackside) facades. The structure stands just to the north of a set of railroad tracks which run northwest-southeast through the Depot's large, irregularly shaped lot. The surrounding area is developed with commercial and industrial uses.

The building exhibits Spanish Colonial Revival features throughout its design. A red clay tile roof covers the stucco structure and a series of arched doorways and windows punctuate the facade. The northern entrance to the station is centered in the two-story section and covered by a shed roof of red clay tile.
 (Continued)



8. Planning agency
City of Monrovia Planning Department
9. Owner & address
Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017
10. Type of ownership Municipal
11. Present use Vacant
12. Zoning Planned Development
13. Threats None

A 94296-0001

All items must be completed for historical resources

7. (continued)

The shed roof shelters a small arcade composed of semi-circular archways, supported by simple doric columns. An arched doorway opens into the building beneath the arcade and is flanked by two tall rectangular windows. These openings, like those throughout the building, contain no window glass and are boarded. A large oval window surrounded by a molded trim is centered in the second story portion of the building over the doorway. Two similar, but smaller, round windows open on the east and west walls of the central section, flanking either side of the one-story cross gable.

The southern, trackside facade features the most elaborate decorative elements on the building. Classically detailed features consisting of paired ionic columns supporting an entablature, and a second story window capped by a triangular pediment surround the arched doorway on the south facade. A wrought iron balconette covers the lower portion of the second-story window.

The one-story eastern wing of the structure is a partially enclosed, outdoor waiting area. A side-gable, red clay tile roof covers the space. Round archways open into it at the center of each wall, leaving the corners of the building closed. Simple doric columns tucked into the wall support the arches.

The western one-story wing is similarly side-gabled, and capped with a red clay tile roof. A tall rectangular window and an arched window, the former with a wrought iron balconette, and a segmental arch baggage entrance flanked by two small narrow windows with iron grates characterize the north facade. The south facade of this wing contains the ticket booth. The ticket booth is formed by a short extension of the roof and contains a pair of narrow, arched windows connected with a continuous concrete sill.

A one-story, flat roof, rectangular area extends west of the main depot building. The simpleness of this area reveals its original function as the storage room for freight and baggage. A long wooden freight dock abutting this section also illustrates its original purpose. Individual wrought iron letters spelling the station name "Monrovia" adorn the trackside and western facade of the storage area. A similar sign characterizes the eastern facade of the Depot, over the outdoor waiting area.

The building is in poor condition and is surrounded by a (broken) chain link fence to prevent entry. No original windows remain and most openings are boarded. The roof tile is loose and crumbling from the building. Though most exterior ornament appears to be in place, elements such as wrought iron grills and balconettes have been removed from the building.

19. (continued)

Though located more than two miles from the center of Monrovia, the depot was the embarkation point for hundreds of people who arrived in the town in the 1880s. The population of the town grew by three times, to 1,500 people, between 1887 and 1888. The railroad nurtured the sale of land by transporting buyers to the town from around the country. By May 1887, the Myrtle Avenue Railroad, a mule-drawn street car line, directly linked the depot to the downtown, demonstrating the importance of the site to the community. When land sales went bust in 1888, the depot continued to serve as a focal point for the city, delivering mail and providing transport to Los Angeles.

In addition to serving passengers, the Monrovia depot also supported economic activity in the community. Before the establishment of packing houses, citrus fruit was commonly shipped from local depots. An 1890 article in the *Monrovia Messenger* indicates that dried fruit, in particular peaches and nectarines, also were shipped directly from the station. The railroad and depot fostered these economic activities by providing transport for products to markets across the country.

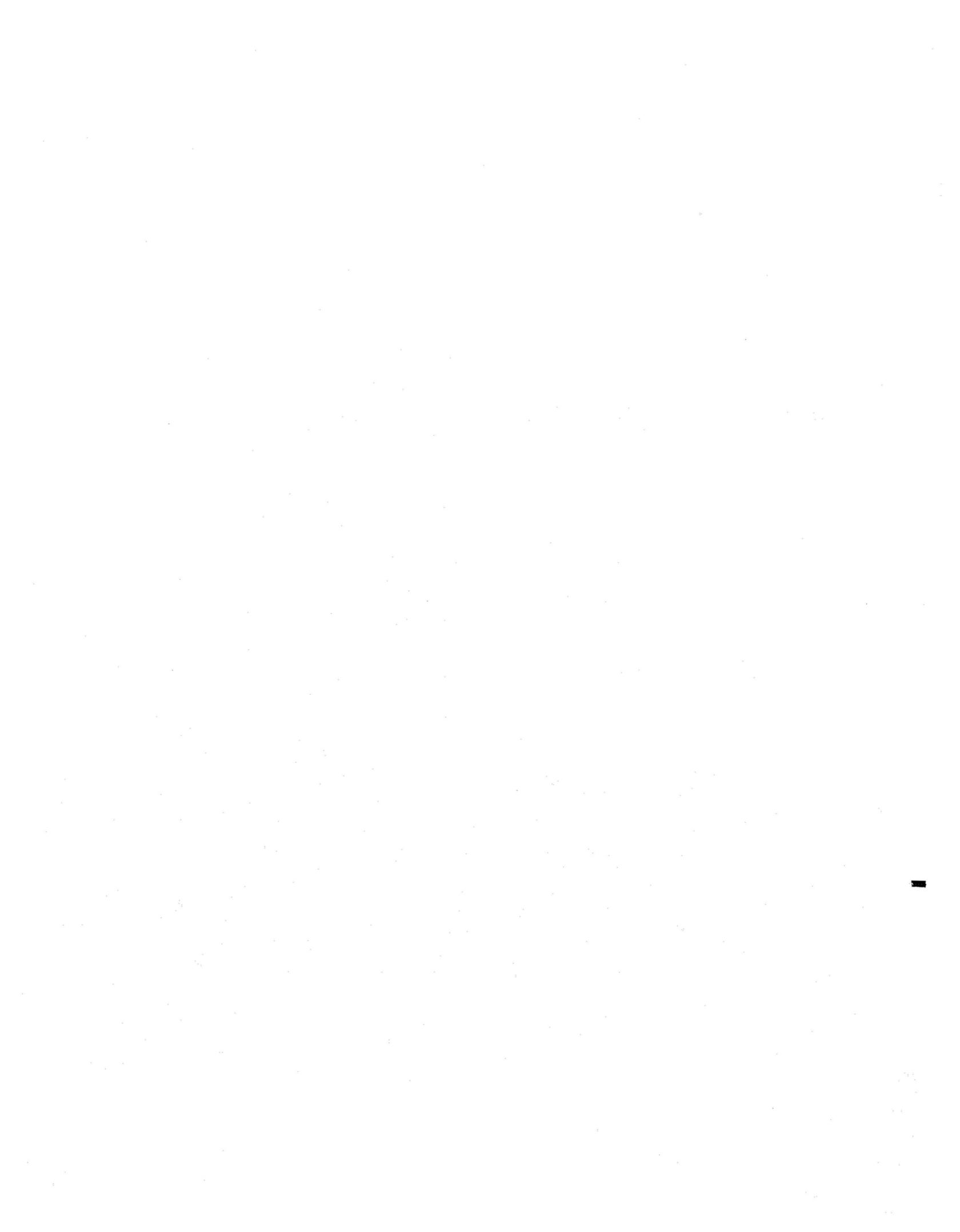
By 1924, when the Southern California region was experiencing another great expansion, the Monrovia community became dissatisfied with its out-dated station. In that year, the Monrovia Chamber of Commerce launched an effort to construct a station that "would reflect more of the modern status of the city." The Santa Fe Company readily cooperated to demonstrate their commitment to the community and its customers, and by August 1925 began construction of a new depot just to the west of the existing one. The third depot, a concrete and stucco structure constructed at a cost of \$30,000, opened with great fanfare on January 15, 1926. Plans called for the planting of grass and shrubbery over the depot grounds.

The third, extant depot is a good example of the Spanish Colonial Revival style, incorporating a series of arched entryways, circular windows and Classical detailing surrounding the trackside portal. William A. Mohr, a Santa Fe Company staff architect, created the building's design and Sumner-Sollett of Los Angeles constructed the building. Mohr was also responsible for the exquisite design of the Claremont and San Bernadino depots, which reflect Spanish Colonial and Mission Revival features.

Rail service to the Monrovia station ended in May 1972 when Amtrak assumed control of national passenger rail service. The Metropolitan Transportation Authority now owns the structure, and plans to incorporate it into the NSG-SBV Rail Transit station planned for the site.

20. Sources

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State of California - The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 OFFICE OF HISTORIC PRESERVATION

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic name Azusa Santa Fe Depot
- *2. Common or current name Same
- *3. Number & street Santa Fe Avenue Cross-corridor Azusa Avenue
 City Azusa Vicinity only _____ Zip 91702 County Los Angeles
4. UTM zone 11 A 416460/3777360 B _____ C _____ D _____
5. Quad map No. 1092 Parcel No. _____ Other _____

Ser. No. _____
 National Register status 5S2
 Local designation _____

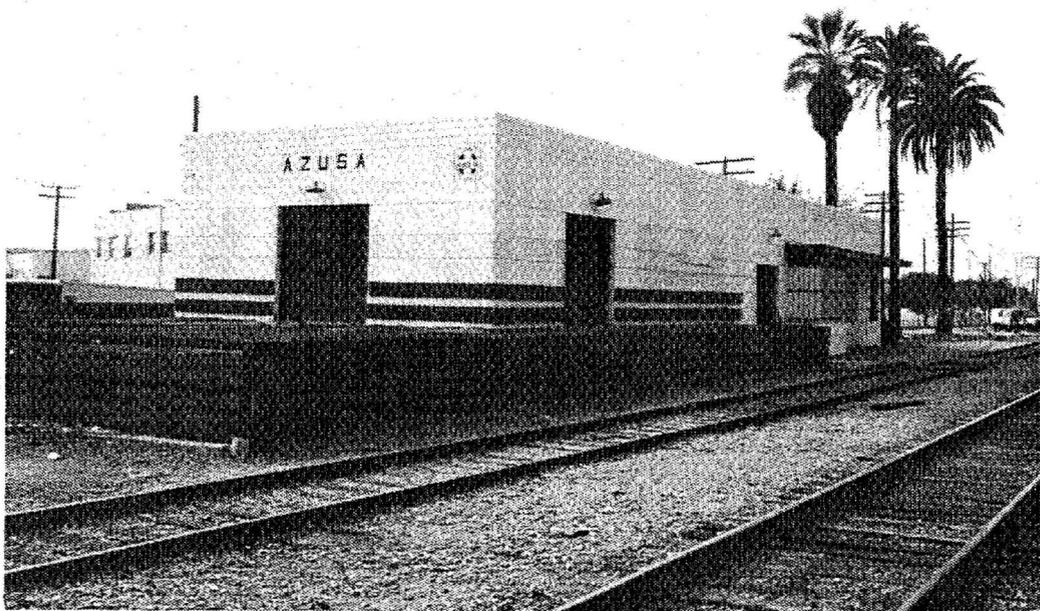
DESCRIPTION

6. Property category Building If district, number of documented resources _____
- *7. Briefly describe the present physical appearance of the property, including condition, boundaries, related features, surroundings, and (if appropriate) architectural style.

The Azusa Santa Fe Depot is a simple, Streamline Moderne stucco structure with a one-story, rectangular form and flat roof. Its most distinguishing features are the horizontal bands and rounded corners that endow it with the look of speed and efficiency that is typical of Streamline designs. A garden area, landscaped with a Ficus, California Fan Palm, and two Canary Island Date Palms, borders the Depot to the west. This area, which has provided a landscaped open space setting for the Depot since the 1890s, and the Depot are located within a narrow band of land that formed part of the ATSF right-of-way. The building stands in the historic downtown area of the City, adjacent to the City Hall and small commercial businesses.

The Azusa depot is a single rectangular form with the baggage handling area on the east end, marked by a raised wooden loading dock, and the passenger section on the west end, demarcated by the ticket office and a canopy-covered waiting area.

(Continued)



8. Planning agency City of Azusa Planning Dept.
9. Owner & address Metropolitan Transportation Authority
818 West Seventh Street
Los Angeles, CA 90017
10. Type of ownership County
11. Present use Vacant
12. Zoning Restricted Commercial
13. Threats None

94296-0001

* Complete these items for historic preservation compliance projects under Section 106 (36 CFR 800). All items must be completed for historical resources survey information.

7. (continued)

Just below the roof line, a series of incised grooves create four horizontal bands that extend around the entire building. A similar pattern, but with wider bands encircles the middle of the building. A cantilevered canopy extends out from the building along half of its length, forming a narrow outdoor waiting area. The horizontal line established by the canopy is maintained around the building with an additional incised groove that matches the top edge of the freight entrances. The ticket office extends out from the building, and fits within the width of the canopy. Widely spaced narrow bars cover the ticket windows which are boarded. Similar bars cover the two rectangular windows located to the west. The windows fit flush into the space defined by the wide horizontal bands. A door topped by a transom window stands between the ticket window and western windows. A similar door, now filled in, also stood between the two windows.

The freight section of the depot incorporates two double-width doorways with wood doors. The top of the doors are marked by a row of six narrow windows (boarded). One doorway is located on the dock, while the other neighbors the ticket office to the east. A long rectangular window (boarded) is located between the two doors.

The loading dock, clad around the edge with a series of horizontal boards, extends east beyond the edge of the building, and swings around to the east facing facade. A similar freight door is centered on this side, and the words "Azusa" are painted above it in the red brown tone that highlights the trim and doors throughout the building. The Santa Fe logo is painted in the upper corner of the facade. Two rows of wood boards located at the bottom of the wall and painted in the same highlight color originally served to protect baggage from damage, but also reinforce the horizontal form and pattern of the building.

The southern, streetside facade incorporates the same features as the north facade in the freight section, with the exception of the loading dock. A passenger entrance is located at the far western end of the building, set back within the wall. Two square windows covered with narrow iron bars flank each side of the entrance. The west facade, similar to the east, features the painted "Azusa" station name and Santa Fe logo; two rectangular windows fit within the horizontal bands defined by the incised grooves.

19. (continued)

In 1888, the Santa Fe constructed a Victorian, wood frame combination (freight and passenger) depot in the center of the town to serve the throngs arriving to the young community. The real estate and tourist activity fostered by the railroad spurred the construction of the Hotel Azusa and other commercial structures, giving new comers the impression that Azusa was a stable, thriving town. When real estate activity virtually stopped in late 1888, the depot continued to serve as a focal point for the city, delivering mail and providing transport to passengers and crops.

In addition to serving passengers, the Azusa depot also supported economic activity in the community. Before the establishment of packing houses, citrus growers commonly shipped oranges and lemons from local depots. The railroad and depot fostered these economic activities by providing transport for products to markets across the country.

The original Azusa depot, constructed in 1888, covered a 27' by 127' area, including a covered outdoor waiting area. In 1907, the Santa Fe enclosed this space and in 1915 it constructed an addition to the

freight end of the building. The depot continued in this form until 1946 when the Santa Fe stripped it down to its frame and remodeled the depot to a Streamline Moderne style.

Replacement of stations was common along the Los Angeles-San Bernadino route in the 1920s when local communities pressured the Santa Fe to build more modern, fire-resistant stations. The Azusa station, however, did not secure a new look until after the Second World War. War-time earnings and highly active rail patronage in the thriving Los Angeles region encouraged the Santa Fe Company to upgrade the Azusa station. The Streamline Moderne style of the building reflects a distinctive and later time period than commonly associated with rail depots and demonstrates the Santa Fe Company's ongoing presence and importance in the community and region.

After 1981 the structure housed the Regional Yard Office until ATSF operations ceased in February 1984. Special agents used the depot as an office until 1989. The building has been empty since that time. The City plans to incorporate the depot into the NSG-SBV Rail Transit station planned for the site.

20. Sources

50 Years of Progress: Azusa Herald and Pomotropic. Azusa, CA: Azusa Herald, 1937.

Gustafson, Lee and Serpico, Lee. *Coast Line Depots: Los Angeles Division.* Palmdale, CA: Omni Publications, 1992.

Williams, Jack. City of Azusa, 6 July 1993.

Sanborn Maps, 1888, 1892, 1897, 1899, 1906.

**State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
OFFICE OF HISTORIC PRESERVATION**

HISTORIC RESOURCES INVENTORY

IDENTIFICATION AND LOCATION

1. Historic name Pomona Santa Fe Depot
- * 2. Common or current name Same
- * 3. Number & street 2701 North Garey Avenue Cross-corridor _____
 City Pomona Vicinity only _____ Zip 91767 County Los Angeles
4. UTM zone 11 A 430950/3772600 B _____ C _____ D _____
5. Quad map No. 1083 Parcel No. _____ Other _____

Ser. No. _____
 National Register status 5S3
 Local designation _____

DESCRIPTION

6. Property category Building If district, number of documented resources _____
- * 7. Briefly describe the present physical appearance of the property, including condition, boundaries, related features, surroundings, and (if appropriate) architectural style.

The Pomona Santa Fe Depot is a simple structure that was praised for its efficiency rather than its architecture at the time of its construction in 1941. It demonstrates the same long, horizontal form common to other Santa Fe stations. A central portion rises slightly higher than the rest of the one-story building, creating a cross-gable form. This section originally housed the ticket office and waiting area, but a modern 1966 addition now provides those services.

The Depot is designed in a basic Spanish Colonial style, exhibited largely by its stucco exterior and red tile roof. The trackside (north facade) of the original building features the ticket office, and square, double-width freight entrances in the western wing that originally served as the baggage handling area.
 (Continued)



8. Planning agency City of Pomona
Planning Department
9. Owner & address City of Pomona
505 South Garey Avenue
Pomona, CA 91769
10. Type of ownership Municipal
11. Present use Amtrak Station
12. Zoning Light Manufacturing
13. Threats None

94296-0001

* Complete these items for historic preservation compliance projects under Section 106 (36 CFR 800). All items must be completed for historical resources survey information.

7. (continued)

A wood doorway for train personnel opens to the west of the ticket office, and is painted in the same red-brown color that accentuates window trim and doors throughout the structure. Similarly, the south facade features wide, painted freight entrances with paneled wood doors. A row of five double-hung sash windows stretches across the central front-gable section of the building on this side.

The design of the 1966 addition clearly distinguishes it from the original building, but is well integrated with it. This wing extends out to the east and maintains the roof line of the original structure. It is covered with a similar red tile. The eaves of the eastern gable extend out from the building considerably, forming a covered entryway and outdoor waiting area. Four round hanging lights illuminate this space. While the south facade of the addition is simply a blank stucco wall, the northern side incorporates an expanse of windows above a brick veneer, reflecting more modern building technology.

Individual letters spelling out "Pomona" are located in the gables of the western facade and the central section on the north facade. "Santa Fe" is similarly spelled out in the gable on the south side. Also two blue and white tile signs featuring the Santa Fe logo of a cross within a circle adorn the south and west facades.

The building is located within the midst of a long, narrow asphalt parking lot. The railroad tracks are located to the north of the structure. This station is in very good condition, and still serves as a depot for Amtrak passengers.

19. (continued)

The original name of the depot, Palomares, acknowledged the nearby fledgling town that E.A. Meserve recorded in April 1887 as well as Meserve's donation of ten acres for the construction of the station. Palomares never successfully competed with its more established neighbor to the south, and, similar to other towns that sprang up along the ATSF route, failed to develop. By 1915, the name of the station was changed to North Pomona, erasing any memory of Palomares. A second name change, to Pomona, occurred in 1925.

Despite the lack of growth in Palomares, the arrival of the Santa Fe line in 1887 created a strong impetus for growth within Pomona. The competition created by the Santa Fe prompted the Southern Pacific to drop rates and improve service. The rate wars and resulting land boom greatly expanded the size of Pomona similar to other San Gabriel Valley communities. The importance of the Santa Fe to the development of Pomona is reflected by the depot.

Though not highly populated, families residing near the ATSF alignment cultivated the land in orchards of oranges, walnuts, olives, and grapes and fields of grains. Though packing houses supervised the shipment of most of these goods, some were shipped from the nearby depot which supported the economic growth of the community. The railroad and depot fostered these economic activities by providing transport for products to markets across the country.

The Santa Fe Company replaced the original Pomona depot in 1940, anticipating the increased rail transit demand that would occur in the region with the initiation of the Second World War. The second depot, which stands on the site today, is a simple Spanish Colonial Revival building. Reflecting a new focus on efficiency rather than appearance, the new depot incorporated the most up-to-date features and

materials. The Santa Fe described the depot as Streamline Spanish style, and a contemporary newspaper article discussed its efficient features such as the water pipes, ceiling tiles, flooring, and heater and modern materials like Celotex and Duralite. The subdued features of the building reflect a distinctive and later time period than commonly associated with rail depots and demonstrates the Santa Fe Company's ongoing presence and importance in the community and region. The 1966 addition, which is distinctive yet reflective of the 1941 structure, further reflects the evolution of the Santa Fe Company in the community. This was the last upgrading of passenger facilities by the Santa Fe within the Los Angeles Division, prior to the advent of Amtrak.

The depot continues to function as an Amtrak passenger station, and will become part of the NSG-SBV Rail Transit station planned for the site.

20. Sources

Driscoll, Roy L. *Pomona Valley Community Book*. Pomona, CA: A.H. Cawston, 1950.

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Gustafson, Lee and Serpico, Lee. *Coast Line Depots: Los Angeles Division*. Palmdale, CA: Omni Publications, 1992.

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"Rounds Out 54 Years of Service," *The Pomona Progress Bulletin*, 13 January 1941, Sec. 2, p. 2.

Pomona Special Collections Library.

