OMB No. 1024-0018
(Expires 1-31-2009)

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: Pacific Electric Etiwanda Depot

Other names/site number:

2. Location

Street & Number: 7092 Etiwanda Avenue — Not for Publication: N/A

City or Town: Rancho Cucamonga — Vicinity: N/A

State: California — Code: CA — County: San Bernardino — Code: 071

Zip Code: 91739

3. State/Federal Agency Certification

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

Signature of certifying official — Date

State or Federal Agency or Tribal government

In my opinion, the property ___meets ___does not meet the National Register criteria. (___See continuation sheet for additional comments.)

Signature of commenting official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is: — Signature of Keeper — Date of Action

___ 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): ____

5. Classification

Ownership of Property (Check as many boxes as apply)		Category of Property (Check only one box)		Number of Resources within Property Contributing	Noncontributing	
___	private	X	building(s)	1	___	building(s)
X	public-local	___	district	___	___	sites
___	public-state	___	site	3	___	structures
___	public-federal	___	structure	2	___	objects
		___	object	6	___	total

Number of contributing resources previously listed in the National Register 0

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: rail-related/*train depot*

Current Functions (Enter categories from instructions)

Cat: RECREATION AND CULTURE Sub: Museum/*work in progress*

7. Description

Architectural Classification (Enter categories from instructions)

LATE 19th AND 20th CENTURY REVIVALS/*Mission Revival*

Materials (Enter categories from instructions)

foundation CONCRETE
roof ASPHALT
walls CONCRETE
walls
other WINDOWS AND DOORS/*clear glass, wood*
PUBLIC FLOORS/*integrally colored concrete*
PENT/*terra cotta*

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

Please see Section 7 Continuation Sheets.

8. Statement of Significance

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

- X 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.
- X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ___ D Property has yielded, or is likely to yield information important in prehistory or history.

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

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

Areas of Significance (Enter categories from instructions)
Transportation
Architecture, Engineering

Significant Person (Complete if Criterion B is marked above)
N/A

Period of Significance
1914-1951

Cultural Affiliation
N/A

Significant Dates

Architect/Builder
Gill, Irving John

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)
Please see Section 8 Continuation Sheets.

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)
Please see Section 9 Continuation Sheets.

Previous documentation on file (NPS)

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

Primary Location of Additional Data

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

Name of repository: Electric Railway Historical Association of Southern California, Long Beach, CA

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet—Additional Documentation

10. Geographical Data

Acreage of Property 4

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

	Zone	Easting	Northing		Zone	Easting	Northing
1		451760E	3776128N	3			
2				4			

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Etiwanda Avenue on the west, former railroad right-of-way on the south, active grape vineyard on the east, residential subdivision on the north.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

Lots 18 and 51 comprise the historic limits of the Pacific Electric Etiwanda Depot reservation.

11. Form Prepared By

Name/Title	John Heller, Principal				
Organization	John Heller, Architect			Date	07/15/2009
Street & Number	5065 Collis Avenue			Telephone	323-982-9553
City or Town	South Pasadena	State	CA	Zip Code	91030

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.

Photographs

Representative photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name	Linda Daniels, Redevelopment Agency Director				
Organization	City of Rancho Cucamonga			Telephone	909-477-2700
Street & Number	10500 Civic Center Drive				
City or Town	Rancho Cucamonga	State	CA	Zip Code	91730

Narrative Description

Summary Paragraph

The Pacific Electric Etiwanda Depot occupies an approximately four-acre site immediately adjacent to and north of the former Pacific Electric Railroad right-of-way as it crosses Etiwanda Avenue in the city of Rancho Cucamonga. The building is an interpretation of a standard Pacific Electric rural train station executed by master architect Irving Gill. *(see Figure 14, page 45)*

The Mission Revival style single-story passenger and freight station covers a rectangular footprint of 123'x26'. Construction is of tilt-up concrete construction, plastered with the same concrete to disguise molding traces and left unpainted. An espadaña parapet dominates the main (south) façade, ten engaged columns line the façades; the five columns on the south façade each carry a pyramidal cap. Roman arches dominate the south, north and west facades. A pent of red terra cotta tiles covers a bay window, stylized "PE" diamond tiles are inset into the walls. An outdoor passenger waiting portico spans the west end of the building, a similarly covered outdoor loading dock spans the east end. Windows and doors are wood and typical of the period. The building is noteworthy for its clean lines and extreme lack of ornament. The building is in excellent condition, there are no alterations. Original multi lite wooden windows and doors are still in evidence. The original pent tiles clearly visible in historic photos have been removed as have the decorative "PE" logo tiles.

The interior is also retains a very high degree of integrity. Original wall surfaces (concrete) remain with but a single coat of paint since the building was erected. Plaster ceilings are high and original electric lights remain. The station agent ticket window and built-in wooden ticket counter remain, as do the washroom toilet partitions and stair rail. The public rooms feature the original gridded red tinted concrete slab floors. The freight room floors are also polished concrete; un-tinted.

From west to east the rooms are as follows: 1) Passenger Portico, 2) Passenger Waiting Room, 3) Women's Toilet, 4) Men's Toilet, 5) Station Agent's Office, 6) Baggage Room, 7) Freight Room and 8) Freight Dock.

The site is level and rectangular. The primary façade faces the former railroad right-of-way; the Depot is situated near the southwestern corner of the four acre reservation. A freight spur remains that once connected the main line to the rail siding and loading dock at the north of the building. Also remaining are three creosoted wooden poles that supported the electric trolley overhead wire and a Fairbanks-Morse motor truck scale used to determine shipping costs by the railroad. The remainder of the site is dirt and has been scraped clean several times in recent years. Two period palm trees sit between the building and the street.

Overall integrity level is very high. The building remains unmodified and occupies its original site; materials are unchanged and the overall feeling of the site remains as it always was.

Physical Description

Exterior

The Pacific Electric Etiwanda Depot is a single story building featuring Architect Gill's signature Roman semicircular arches and clean unadorned planar walls. As viewed from the south a series of engaged columns capped with pyramidal capitals visually divide the façades into sections that correspond to the spaces inside of the building.

Irving Gill was a pioneer in the development of tilt-up concrete building construction; the Depot's simple rectangular mass lent itself well to this experimental and rapid construction technique. In 1912 Gill purchased from the United States government equipment which had been used to construct barracks by a new method called tilt-slab. He used it successfully on the Banning house in Los Angeles, then on the La Jolla Women's Club, then many others. The system was amazing to watch, with entire walls complete with doors and window frames in place, raised upright by means of a single little donkey engine. Unfortunately, although the system was successful, the business venture failed, reputedly because the equipment was not used often enough to warrant its expense and upkeep.[1]

The building's only ornamentation are cast "PE" logo tiles set high into the walls. An espadaña parapet symbolizing a California Mission tops the southern façade; a cast bell hung inside the arch when the building was new. Local legend holds that the bell was rung in time of community emergency.[2]

A pent over the station agent's bay window was covered with hand fired red clay terra cotta roofing tiles to further the Mission inspired allusion. Simple yet elegant wooden doors and windows typical of those manufactured in the Pacific Electric's own huge shops complex are set neatly into the various arched openings. The skin of the building encloses a large outdoor passenger waiting porch on the west end of the building and a similar outdoor freight "porch" balances the building at the east end.

South (Primary) Elevation *(description reads from left to right: see: Figure* ***2*** *page 35)*

The south elevation faces the railroad right-of-way. At the western end there are two arched openings leading to the waiting portico. The span of the western arch is partially filled in to accommodate a built-in wooden waiting bench inside the portico. The second arch is open to allow access to the portico. In the spandrel a cast diamond shaped logo bearing the letters "PE" with a lightning bolt between is inset flush into the wall. Above is a pair of large rectangular attic vents and above those is a rectangular panel with the word "ETIWANDA" in cast metal set into the concrete wall. The parapet features a slight overhanging lip which is continuous around the building, broken at each southern pilaster with its pyramidal column cap.

[1] McCoy, Esther, Irving Gill, 1870-1936 (Los Angeles, Ca., Los Angeles County Museum in collaboration with the Art Center in La Jolla, 1958).
[2] Etiwanda Historical Society, Rancho Cucamonga, CA

A set of double doors leads into an indoor passenger waiting room. The passenger waiting room doors are divided into a lower panel with a window above divided into three horizontal lites. An arched hopper window above is divided into eight lites. A large sheet metal leader head and downspout is mounted directly to the wall next to the arched entryway. The square downspout empties into a section of round drain pipe extending several feet from the ground.

A bay window is prominent on this façade; it allowed the station agent to look up and down the track from inside his office and is a common feature found on many train stations of this company. The bay window consists of three large double hung wooden windows.

A red terra cotta tile pent protects the entries to the indoor station areas and the bay window. This roof is supported on heavy timber brackets attached to two of the engaged columns. An espadaña is fashioned into the otherwise rectangular parapet wall above. A cast bell once hung in the archway.

A set of two-paneled double doors leads to the passenger baggage room; these doors are solid and steel angle has been set into the cast concrete wall openings to protect the entryway from inevitable collisions with baggage dollies and steamer trunks.

A series of three arches with filled-in spans each with small square wooden awning windows marks the location of the secure freight room. These windows are divided into four lites. In the spandrel a cast diamond shaped logo bearing the letters “PE” with a lightning bolt between is inset flush into the wall. A large sheet metal leader head and downspout is mounted directly to the engaged column separating the arched elevation from the next rectangular section. The square downspout empties into a section of round drain pipe extending several feet from the ground.

An outdoor freight room features very large rectangular openings arranged to allow direct loading of cargo into railroad freight cars. The exposed corners of the pilasters as well as the freight room openings have steel angles cast into them for protection from freight handling. These openings are set at a higher floor elevation than the passenger portion of the building so as to make the freight room floor level with that of a freight car.

West (Side) Elevation *(see: Figure* **3** *page 36)*

This elevation is very narrow and faces the street. The passenger portico occupies the entire west end of the building. There are two arched openings to the waiting portico. The span of each arch is partially filled in to accommodate a built-in wooden waiting bench inside the portico. In the spandrel a cast diamond shaped logo bearing the letters “PE” with a lightning bolt between is inset flush into the wall. Above is a pair of large rectangular attic vents and above the parapet features a slight overhanging lip which is continuous around the building, broken at the southern pilaster. The northern engaged column has no capital.

East (Side) Elevation *(see: Figure* **4** *page 36)*

This elevation is very narrow and faces the rear of the property. The outdoor freight room occupies the entire east end of the building. A single large rectangular opening is arranged at the high interior floor level to allow motor trucks to back up to the building for level loading and unloading. The parapet features a slight overhanging lip which is continuous around the building, broken at the southern pilaster. The northern engaged column has no capital. The engaged columns and rectangular opening have steel angles set into the exposed corners to protect them from freight impacts. A section of steel rail (track) is turned on its side and cast into the lower portion of this elevation to act as a bumper for protection from backing motor trucks.

North (Rear) Elevation *(description reads from left to right: see: Figure* **5** *page 36)*

The north façade echoes the south as most of the building's interior spaces run the full width of the building. At the east end is a concrete loading dock and baggage ramp leading to two large rectangular openings into the outdoor freight room. The face of the dock and ramp are edged with steel angle near the floor level to protect the concrete from impact damage. The floor elevation of this room is level with a typical railroad freight car. The exposed corners of the pilasters as well as the freight room openings have steel angles cast into them for protection from freight handling.

The indoor freight room is defined by three slightly inset roman arches with filled spans. The two outermost arches are set with small square wooden awing windows divided into four lites. The center arch contains a pair of rolling freight doors which although rectangular in construction, are artfully constructed so as to appear arched to match the wall opening. This opening into the freight room is protected by steel angles cast into the exposed corners of the archway. This doorway is also at the building's higher floor level.

A single heavy rolling baggage door leads from ground level into the passenger baggage room. Above this rectangular opening is a rectangular hopper window divided into four lites. An attic vent is centered high on the wall directly above the doorway.

Two identical high wooden double hung windows each divided into four lites mark the location of the men's and women's toilet rooms.

A very large rectangular double hung window divided into sixteen lites is located to bring north light into the passenger waiting room.

There are two arched openings leading to the waiting portico. The span of the eastern arch is open to allow access to the portico. The span of the western arch is partially filled in to accommodate a built-in wooden waiting bench inside the portico. Above is a large rectangular attic vent. In the spandrel a cast diamond shaped logo bearing the letters "PE" with a lightning bolt between is inset flush into the wall.

All of the engaged columns on this façade are without column capitals other than the slight parapet overhang evident around most of the building.

Interior *(description reads from left to right: see: Figure 1 page 35)*

The interiors are similar throughout; the monolithic tilt-up concrete walls are visible to the interior. The public spaces are lightly plastered with a cement plaster in the same manner as the exteriors; in the freight areas the original board-form impressions remain visible. The railroad painted the interiors of most of its stations during WWII with a black wainscot and battleship gray above. This paint scheme remains on the walls and is the only coat of paint ever applied. (The toilet rooms being an exception.) Architect Gill was known for his simple plaster unadorned interiors and red tinted concrete slab floors; his work is evident throughout the Depot. *(see: Appendix B page28)*

The building has been vacant since the last tenant, a lumber yard, left in 2002. In 2004 the City of Rancho Cucamonga hired Architect John Heller, an acknowledged expert in Pacific Electric station architecture, to oversee documentation and restoration of the building. An initial set of partial demolition plans was prepared to guide hazardous remediation contractor, Brickley Environmental Inc., in the removal of several tons of material added to the building since the end of the period of significance; primarily dropped acoustic ceilings, fluorescent light fixtures and lumber and drywall interior partitions.

Passenger Portico *(see: Figure* 19 *page 50)*

The portico measures 23’-3”x20’-7”. This space occupies the entire west end of the building. The room has four walls and a roof but is always open to the elements through large arches on the west, north and south elevations. The east elevation features a large double hung wooden window with single large lites, one per sash. This wall also has a double paneled door with fixed glass vision windows divided into three horizontal lites on each door. Above the double door is a single large transom window hinged at the bottom (hopper), this window is divided into four vertical lites. On the wall to the south of the door an outline remains in the wall paint of the 1200v DC wooden telephone box that once hung in that location. On the low walls of the south, west and north can clearly be seen the outline of the large wrap around wooden waiting bench that once occupied the entire length of those three walls. The ceiling is the same simple smooth plaster as the walls. A false wooden beam made up of three boards divides the ceiling into two halves; west and east. At the exact center of the “beam” are the metal remains of an original electric light fixture of the “schoolhouse” type. There is no light switch in the room. The floor is concrete divided into a large square grid. The slab is on grade, the concrete is integrally tinted red.

Passenger Waiting Room

The Passenger Waiting Room measures 23’-11½”x12’-1½”. The west wall is the obverse of the Waiting Portico’s east wall and shares the same doorway and window. To the north of the doorway the outline of another wooden built-in waiting bench remains as an absence of paint. The height of the bench

exactly matches the wrap around bench that was built into the Portico. This bench wrapped onto the north wall of the room until it butted into the east wall. At this abutment can clearly be seen and measured the exact profile of the bench. A large double hung window divided into sixteen lites occupies much of the wall above the waiting bench; the window is centered to the elevation.

A wooden picture mold runs the width of the east and north elevations except where it is interrupted by the window frames. A simple wooden base mold runs the width of all walls except where interrupted by the waiting benches or doorways.

The south wall of the room contains a paneled wooden double door leading out to the trains. These doors each have a single lower panel and three horizontal vision lites above. Above the double door a single large arched wooden window is divided into eight lites. The window is hinged at the bottom to swing into the room (hopper type). An original chain is arranged to prevent the window from opening more than a few inches.

The east wall of the room has two wooden five panel doors. One door leads to the women's toilet room and still bears the word "WOMENS" hand painted on the door. The other door leads into the station agent's office. A small single hung wooden window connects this room with the station agent's office; this window served as an indoor ticket window.

Interrupting the picture molding in a location approximately half way between the two doors is a 6" diameter hole in the wall. This is one of two flues that lead to a common chimney on the roof. The flues and chimney are cast concrete. The gridded red tinted floor slab continues through the connecting doorway from the Portico. As in the Portico, the grid stops where there was the built-in wooden waiting bench. He ceiling is continuous throughout the room, there are two equally spaced electric light fixtures. There is no light switch in the room.

Women's Toilet Room

The Women's Toilet Room measures 6'-1"x8'-7½". The walls are of the same cast concrete as all of the other walls in the building but the room has been painted several times with white gloss paint. A wooden picture mold wraps the four walls of the room, interrupted only by the wall-hung toilet partition. The toilet partition is original and is made of an undetermined material. The hardware is nickel plated and the majority of the swinging partition door is of fluted obscured glass.

The original plumbing fixtures are gone, but their locations can easily be determined by the piping that remains exposed in the concrete wall. There was a floor mounted toilet in the toilet compartment and a wall hung sink with a mirror above in the other portion of the room.

A high mounted double hung window divided into four lites illuminates and ventilates the room. A single ceiling mounted light fixture is also evident in the exact center of the ceiling; it is controlled by a pushbutton light switch set flush into the wall near the door.

Station Agent's Office

The Station Agent's Office measures 21'-0"x12'-11½", but is a bit irregular owing to the large bay window at the south end of the room. The west wall is the obverse of the east wall of the Passenger Waiting Room connected by the wooden five paneled door. Immediately below and level with the ticket window is a built-in ticket counter arranged with three cabinets below, each enclosed with swinging doors. There is an open area for the Agent's knees so as to man the ticket window from a sitting position and there is a wooden cash drawer built into the underside of the counter exactly lined up with the ticket window. On the wall between the ticket counter and door the outline is clearly visible of another section of counter that once created a "hallway" between the Agent's area and the public's route to the Men's Toilet Room. There is also evidence of this counter on the east wall of the room and in the concrete floor where the grid stops at the location that would have been the walk-through path. The south end of the room is dominated by the large three sided bay into which a man can easily walk and have a view up or down the tracks. The ceiling in the bay is slightly lower than in the rest of the room. The north wall has a five paneled solid wooden door leading to the Men's Toilet room. As with the other walls, there is a simple rectangular wooden base molding and a high picture molding. The other 6" flue hole is high up on this wall. Typically these train stations had a cast iron pot bellied stove for heat and to keep coffee warm.

The east wall has another solid wood five panel door, this one is much wider that then others. This doorway leads to the next room to the east, the Passenger Baggage Room. The Office is lit by two electric ceiling fixtures, one in the exact center of the rectangular high ceiling of the room, and a second centered along a false beam that separates the bay's lower ceiling from the ceiling in the rest of the room. A double pushbutton light switch is located near the door to the Passenger Waiting Room. One switch controls the lights in the passenger waiting areas and the other controls the two lights in the Office.

Men's Toilet Room

The Men's Toilet Room measures 6'-2"x8'-7½". The walls are of the same cast concrete as all of the other walls in the building but the room has been painted several times with white gloss paint. A wooden picture mold wraps the four walls of the room, interrupted only by the wall-hung toilet partition. The toilet partition is original and is made of an undetermined material. The hardware is nickel plated and the majority of the swinging partition door is of fluted obscured glass.

The original plumbing fixtures are gone, but their locations can easily be determined by the piping that remains exposed in the concrete wall. There was a floor mounted toilet in the toilet compartment and a wall hung sink with a mirror above and a wall mounted urinal in the other portion of the room. On either side of the urinal are dark gray marble privacy partitions mounted to the wall. A high mounted double hung window divided into four lites illuminates and ventilates the room. A single ceiling mounted light fixture is also evident in the exact center of the ceiling; it is controlled by a pushbutton light switch set flush into the wall near the door. The ceiling has a wooden access hatch that can be pushed up for service access to the attic space.

Passenger Baggage Room

The Passenger Baggage Room measures 11'-11"x23'-11". This room spans the entire width of the building with doors leading out to the tracks of the mainline on the south as well as to the tracks of the freight spur on the north. The west wall contains the wide five panel door that connects it with the Agent's Office. A single push button flush mounted light switch by the door controls two overhead electric lights. At the north end of the room is a single large solid wood rolling baggage door running on a heavy overhead wall mounted pipe track. Missing but evident in the paint and holes in the wall was a heavy wooden grill arranged to create a barrier that kept heavy stacked luggage from fouling the operation of the rolling door. Above the door is a large rectangular wooden hopper window divided into four lites. An original chain prevents the window from falling open beyond a few inches. The south wall has a large solid wood double door leading out to the mainline. Above this doorway is a large arch topped hopper window divided into eight lites. A cast concrete stairway of five risers leads from the Depot's main level to a landing. The concrete is the same red tinted material used throughout the western half of the building. A pipe rail handrail painted with black lacquer is set into the steps. The same stairway is cast into the eastern wall of the room. In this elevation it can be seen that there is another step up from the landing to reach the floor level of the eastern half of the Depot. A wooden five panel door closes off the top of the stairs. This room has no base or picture moldings.

Freight Room

The Freight Room measures 30'-7"x23'-6". The room spans the width of the building from north to south. The floor slab is on dirt fill and is a natural gray. The floor is gridded to prevent cracking, but the grid is large not ornamental as found in the public sections of the Depot. This room has no ceiling other than the structural underside of the roof which is visible above two exposed heavy wooden trusses. There are no columns or partition walls in this room. The walls have not received a coat of troweled concrete plaster as in the rooms of the passenger section of the building. It can be plainly seen how the tilt-up walls were formed in molds made up from lengths of board, (board formed) and various sections of the walls were laid up with vertical or horizontal boards as the fabricators had materials on hand.

Electric lighting comes from three wall mounted fixtures of a type commonly seen in buildings of the period to illuminate the front exterior wall of a building face. These fixtures are mounted on goosenecks and feature a steel shade enameled green on the outside and white on the inside. They are mounted along the center line of the room, one to each truss and one to the eastern wall. The western wall contains the wooden five paneled door that connects to the top of the staircase in the Baggage Room. The entire wall was molded from vertically placed boards. The wall thickness thins at a height approximately 8' above the finished floor and the slope of "flat" roof can be observed. The north wall has a large single roman arched opening in the center which leads out onto the loading dock adjacent to the north freight spur. A pair of very heavy wooden rolling doors on a common overhead wall mounted pipe track covers the arched opening. On either side of the door is a single wooden awning window divided into four lites. Evident from holes in the wall and markings on the floor, there were heavy wooden grills arranged on the wall so as to prevent cargo from shifting against the doors and preventing them from operating. The south wall contains three very small wooden awning windows

divided into four lites each. These windows are equally spaced and are slightly smaller than those on the north side. There is no exterior sun protection for these windows and they let in a lot of strong south sunlight.

The inside of a leader head is visible in the uppermost eastern corner. The eastern side of the room has a large rectangular center opening which can be secured with another pair of heavy wooden rolling baggage doors mounted on an overhead wall mounted pipe rail track. On either side of the opening are heavy wooden grills arranged to the wall and floor to protect the doors from shifting freight. These surviving grills are identical to the grills missing from the other freight door in this room and the Baggage Room rolling door. Next to the door on the north a double light switch control the lights in the Freight Room and the lights in the Freight Dock. All of the electrical lines in this portion of the building are surface mounted and in steel conduit. It is not clear as to whether or not this wiring dates to the original construction date of the building.

Freight Dock

The Freight Dock measures 28’-5”x23’-5”. The Dock has four walls and a solid roof but it cannot be closed or secured. The floor is plain gray concrete; the wooden roof structure is exposed to view. Two heavy timber trusses span from north to south. The room is very similar to the Freight Room. On the west side a single large opening in the center leads to the Freight Room. On the south two large rectangular openings lead out to a high drop and are designed so as to be level with a railway freight car spotted on an adjacent siding. There is no provision for gates or chains to keep an individual from falling off.

On the north are two large rectangular openings that lead out to the top of the freight ramp. At the east a single large rectangular opening also leads to a very high drop and was designed so that motor trucks could back up for loading and unloading. On the exterior of the building a section of steel railway track turned on its side protrudes from the wall to form a truck bumper.

Roof ***(see:***
Figure 20 *page 51)*

The roof is a single flat plane pitched slightly to slope to the south. Two large openings cast into the south wall channel water down into two large steel downspouts. On the roof can be observed the concrete chimney that serves the heating appliances in the Station Agent’s Office and the Passenger Waiting Room. It can also be observed that the engaged columns along the south parapet were cast so as to be full depth above the parapet line. This column thickening is purely decorative and is quite subtle when observed from the ground. At the roof elevation the concrete is spalling in these decorative extensions. It is the only place on the entire building that there is any damage due to time.

The roofing is asphalt sheeting with a white mineral coating. There is also a pent that was sheathed in red terra cotta two-piece tile. The original tile has been removed and lost, however color photos survive

from the period when the tile was still in place. The shed roof structure and sheathing remains and measures approximately 40’x6’.

Alterations

After the period of significance, fully reversible alterations were made to the building. The Pacific Electric Railway was fully absorbed by parent company, the Southern Pacific Railroad in 1965 and the depot was surplused in the early 1970s. A succession of small lumber yards used the building as office space through 2002. These later occupants built wood stud and drywall walls within the shell of the concrete building; dropped ceilings with fluorescent lighting were supported by the new walls. As a result, the original walls, ceilings and windows survived unscathed hidden behind the new walls. A building restoration begun in 2007 removed all later materials from the depot. Thus it was possible to fully assess the condition of the building and to document it for the Historic American Buildings Survey, (HABS).

Structures

Trolley Wire Support Poles

A distinguishing feature of the Pacific Electric Railway was its electric operation. Throughout the 1200 route miles of track over which the company operated, there was high voltage electric overhead to power the trains. Three original wooden creosote line poles (similar to telephone poles) remain at intervals of approximately 100’ along the freight spur. These poles are an important contextual feature of the Depot. It is planned to once again mount simulated overhead trolley wire from these poles following period practice, using period hardware, to better interpret for visitors the unique character of an electrically powered railroad.

Objects

Rail Freight Siding

A section of original Pacific Electric track remains to the east and north of the Depot. Track construction is similar to other class one American railroads except that being an electrically powered railroad; the track formed one-half of the power circuit. At each point where two rails are joined end-to-end, a heavy braided steel cable is welded to one side of each rail to provide electrical continuity. The track consists of steel rails spiked to creosoted wooden ties. A pair of original manufactured steel wheel stops is mounted to the western end of the rails to prevent freight cars from rolling off the end of the track. The track is in excellent original condition and the welded rail bonds will be pointed out as a part of the interpretation effort. A period refrigerator car is being sought to help visitors interpret the function of the rail spur at the Depot.

Truck Scale

A Fairbanks-Morse truck scale is set into the ground approximately 58’ north of the Depot. The scale was used to weigh produce trucks as they arrived and departed from the depot. The difference in weight was the weight of the cargo and thus determined the freight charge for shipping. The scale is of a type manufactured and in use during the period of significance.

The scale consists of a pit roughly the size of a motor truck of the period. A “roadway” of heavy timber forms the top of the scale. Adjacent to the pit is the balance mechanism which consists of weights and a balance bar very similar in operation to an old fashioned doctors’ scale. The scale appears to be complete and in working order

Significance

Summary

The building is eligible for inclusion in the National Register of Historic Places under Criteria A and C.

The Pacific Electric Etiwanda Depot, located at 7092 Etiwanda Avenue, Mile Post (43.98), is the heart of the Etiwanda Historical District. The Depot is the only commercial structure in an agrarian community and was the result of the local farmers' efforts to bring a Pacific Electric Railway line through their community to facilitate the shipment of produce and connect them with Los Angeles, San Bernardino and the rest of the Continental United States. The modern city of Rancho Cucamonga was formed in 1977 by combining the hitherto unincorporated communities of Etiwanda, Cucamonga and Alta Loma.

Under Criterion A, as a freight and passenger depot on the world's largest interurban electric railway and the centroid of Etiwanda community development, the Pacific Electric Etiwanda Depot has a strong association with the unique real estate settlement patterns of Southern California. The period of significance extends from 1914 when electric interurban service opened on the line from Los Angeles to San Bernardino past the new Etiwanda Depot, through 1951 when the electric overhead was taken down and the line was turned over to diesel freight locomotives.

Under Criterion C, the Pacific Electric Etiwanda Depot is a Mission Revival example of the work of master architect Irving J. Gill, renowned for his unique style of Architecture and pioneering use of concrete and concrete tilt-up building construction. The character-defining architectural features of the Pacific Electric Etiwanda Depot remain intact and the building retains a high degree of all aspects of integrity inside and out.

Criteria A

History and Development of the Community of Etiwanda[3]

The Kucamongan people were part of the Gabrielino culture, and anthropologists believe that, at their peak, about 1200 A.D., the Gabrielinos existed as one of the largest concentrations of indigenous peoples on the North American continent.

Eager to expand its empire, Spain set out to explore North America in the eighteenth century. In 1769, Captain Gaspar de Portola led a group of soldiers and Franciscan monks, supervised by Father Junipera Serra, to Baja California in a colonization effort. The Mission System established by Serra supported a loosely-constructed social system of ranchos, primarily cattle producing, ordered by a feudal and kinship way of life.

[3] Excerpted from the History of the City of Rancho Cucamonga from the City's official website: http://www.ci.rancho-cucamonga.ca.us/history.htm accessed July 3, 2009

The Nineteenth century brought with it profound change and expansion. By 1833, the amount of control held by Spain diminished, and as Mexico won its independence from the Crown, all land in Southern and Baja California was opened up for granting from the new governor of Mexico. A dedicated soldier, smuggler and politician, Tubercio Tapia was granted 13,000 acres of land around the area called Cucamonga by Governor Juan Bautista Alvarado on March 3, 1839. Using Indian labor, Tapia constructed a well-fortified adobe home on Red Hill and raised great herds of cattle. Tapia began a successful winery, portions of which stand today.

American forces invaded California in 1846, annexed the territory in 1848, and made it a state in 1850. Unlike the northern portion of the state during that era, Southern California, and specifically Los Angeles, was described as a "random collection of adobes rimmed by sandy wastes, wild mustard, and willow trees." [4]

The Rancho period came to a close and changing land ownership and debates over water rights determined the American settlement of this region. When combined with transportation, the availability of water shaped the nature of development. The wagon trail over Cajon Pass to the Mission San Gabriel in 1826, the Butterfield Stagecoach line in 1858, the Union Pacific Railroad in 1887, and the Pacific Electric Railway Line in 1914 all brought supplies men, women, hopes and dreams to this area.

Rancho Cucamonga's eastern community of Etiwanda has the distinction of being the first town planned by George and William Chaffey who purchased the land in 1881 from Joseph Garcia a retired Portuguese sea captain. The innovations in city planning, subdividing, promotion, beautification, and most significantly irrigation for which the Chaffeys would become famous, were first tested in the Etiwanda colony. George Chaffey, an experienced engineer, created a mutual water company and pipe system of irrigation that became the standard for water system management in Southern California. Not set on just bringing water to the arid chaparral, Chaffey also harnessed hydro-electric power and on December 4, 1882, the first electric light glowed from Etiwanda; four months earlier the first long distance call in Southern California was completed between San Bernardino and Etiwanda. By 1914, the community boasted of paved streets, rock curbs, streetlights and a high speed electric interurban railway.

In 1951 Pacific Electric's parent company, the Southern Pacific Railroad, tore down the electric overhead of the San Bernardino line relegating Etiwanda to diesel powered locomotives. Thus ended a significant chapter in Southern California history.

[4] Inventing the Dream by Kevin Starr

History and Development of the Pacific Electric Railway's San Bernardino line[5]

The Pacific Electric Etiwanda Depot, located at 7092 Etiwanda Avenue, was built to serve the Pacific Electric's new interurban line connecting Los Angeles with San Bernardino during 1913-14.

Introduction: *(for sketch map see: Figure* **6** *page 37)*

The San Bernardino Line was Pacific Electric's longest line and the line on which the system's highest average speeds were consistently maintained. It was further unique in that it was the company's only 1200-volt line. The San Bernardino Line, with its several branches, did more than any other line to give PE the distinction of being classified as an interurban operator.

History:

1906 saw the start of construction of the line which ultimately connected Los Angeles with San Bernardino, Redlands and Riverside. The first cars to Covina ran in 1907, and in 1910 the line was extended to San Dimas. Construction of the Pomona-Claremont-Upland segment followed (built by the Ontario & San Antonio Heights Railway which PE absorbed in 1912); this line opened for service on December 1, 1910. The Great Merger[6] (November, 1910) brought the Pacific Electric under the control of the Southern Pacific Railroad and with it vast new sources of capital.

With Southern Pacific in control, work was taken up in closing the 24-mile gap between Upland and San Bernardino. As early as June 30, 1911 the Los Angeles Times was reporting that D.M. Moss and Thomas Donnelly, prominent ranchers of Etiwanda and members of the Chamber of Commerce Trolley Committee, had met with Paul Shoup, vice-president and general manager of the Pacific Electric. Etiwanda will contribute a free right-of-way through the colony for the proposed electric line connection between Ontario and San Bernardino. Mr. Shoup explained that the PE would first connect San Bernardino with Riverside during which time the right of way through Etiwanda could be secured; that connection would be built soon after.[7] Just over a year passed before the rights of way was truly secured.

Reported the Times in July 1912, "This was a busy day in Pacific Electric affairs in this county. During the forenoon many checks were passed out to property owners in the Cucamonga-Etiwanda section, and between here *(San Bernardino)* and Riverside in payment for the proposed extension of the big electric trolley system, which is rapidly building into this valley and Riverside from Los Angeles. Citizens' committees have been active in the section to be crossed by the trolley extension, securing private rights of way, and where property owners have refused to co-operate suits are being brought to

[5] Excerpted from the website of the Electric Railway Historical Association of Southern California: http://www.erha.org/pensb.htm accessed July 3, 2009
[6] "The Great Merger", in 1910 the Southern Pacific Railway bought and consolidated seven regional electric streetcar and interurban systems in Southern California to form the Pacific Electric Railway.
[7] TWO MILLIONS TO BE EXPENDEDED-Paul Shoup Cheers Hearts of Gate Cityites, LA TIMES Jun 30, 1911

condemn the required strip across their property. Comparatively few such suits will be necessary, it is stated, as there is a general inclination to boost the proposed extension of the Pacific Electric system. From present indications dirt will be flying along the right of way between Ontario and this city within the next two weeks. It is anticipated that before the end of the year all the proposed extensions through this valley will have been completed and the cars in operation between this city and Los Angeles"[8] The coming of the Pacific Electric line was spurring development along the right of way in anticipation of the new service "Work has been begun on the clearing of 1700 acres of fine land just east of Etiwanda, recently purchased from the Wittram estate of San Francisco by the Fontana Company. This will be put into grain the coming year and later cut up into small tracts and planted to fruit."[9]

In a New Year's Day rundown of area communities there was much mention of the coming of the Pacific Electric connection, to wit: "ETIWANDA: For superior table grapes and raisins Etiwanda has scored high within the year. Vineyardists have reaped splendid returns from their vines. The olive crop has also brought a good figure. Etiwanda now has an olive mill which has been doing a large business, even bringing in olives from distant points for oil purposes. The citrus crop has returned a good profit and many new families have moved to Etiwanda, land in this section being in demand. The land owners have joined heartily in bringing the Pacific Electric to Etiwanda, many attractive homes have been built during the year, and large tracts newly set out to trees and vines."[10]

On February 1, 1913, the sum of $1,424,000 was appropriated to build the extension. Work actually began on June 7, 1913, when the contractors (Grant Bros.) started grading east and west from Upland. Immediately the PE ran into difficulty as they found track crews of the Santa Fe railway building freight spurs across the intended PE right of way; there being case law that the first railroad to reach a crossing would forever hold the right of way and the other railway having to stop to cross or build an expensive grade separation at the crossing point.[11]

Late in 1913 construction was nearly complete from Upland as far as Etiwanda.
Reported the Times:

> "NEW SERVICE TO ETIWANDA.
> PACIFIC ELECTRIC SCHEDULE CHANGED NEW YEAR'S
>
> Opening of the Line Will Signalize the Completion of Half of the San Bernardino Extension—Total Work Will Cost Approximately a Million and a Half Dollars.
>
> Plans are being made by the Pacific Electric to inaugurate service to Etiwanda on its San Bernardino extension about Christmas. It is now practically certain that the engineering department will be ready to turn over the line from Upland Junction to Etiwanda about

[8] RIGHT OF WAY PURCHASED, LA Times Jul 31, 1912
[9] MANY ACRES TO ORANGES, LA Times Dec 14, 1912
[10] San Bernardino County's Bumper Crops, LA Times Jan 1, 1913
[11] CORPORATIONS PLAYING TAG, LA Times Jun 13, 1913

December 10. Allowing tor the usual inspection by the bonding interests, the line according to Pacific Electric officials, should be in service two weeks following the completion of construction work.
The opening or the line to Etiwanda will signalize the completion of just half the San Bernardino extension and the expenditure of just half the $1.424.000 appropriated tor the building of the San Bernardino line. The opening of the electric way to San Bernardino is uncertain, as the Pacific Electric is having much trouble in getting sufficient crushed rock tor ballasting purposes."[12]

A few days later PE Chief Engineer G.C. Pillsbury made an inspection trip of the construction progress. According to a Times account the line was progressing well and freight would soon be shipping over the line from Etiwanda and Alta Loma to Los Angeles.[13]

The rails had reached east from Upland and by December had reached Etiwanda. It was announced that hourly service would begin on December 15 between Ontario and Alta Loma but that Etiwanda would have to wait a bit longer before car service could begin. Track laying to Etiwanda had been completed and no explanation was given for the wait. It was also announced that cars from Los Angeles would meet the Alta Loma cars in Ontario at the junction at Ninth Street and Euclid Avenue.[14]

First Streetcars in Etiwanda

Two electric suburban streetcars cars (170 Class) officially began passenger service on January 25, 1914 following three days of unofficial rides over the new line. Freight service had already begun some time earlier.[15]

To complete the line the PE now put two construction gangs to work on the line between San Bernardino and Fontana. Just west of San Bernardino the PE agreed to dig a cut so as to run their line beneath an existing Santa Fe route. This portion of the line is averaging some $120,000 per mile and includes a new concrete bridge over Lytle Creek.[16]

The line was formally opened for service on July 11, 1914, with a great parade in San Bernardino which brought out the sizable throng of 20,000 persons. At the time the San Bernardino area had a population of but 17,000, Riverside 20,000 and Redlands 15,000. In reaching San Bernardino, PE interurbans had immediate access to points reached by the affiliated San Bernardino Valley Traction Company---including Highland, Colton, Patton and Redlands.

[12] Industrial Progress: NEW SERVICE TO ETIWANDA, LA Times Nov 29, 1913
[13] SAN BERNARDINO, LA Times Dec 5, 1913
[14] HOURLY SERVICE, LA Times Dec 6, 1913
[15] ARE HAULING PASSENGERS, The Pacific Electric Starts Service at Upland, LA Times Jan 23, 1914
[16] RUSHING RAILWAY, LA Times Jan 25, 1914

First Interurban Cars in San Bernardino *(see: Figure 10 & Figure 11, pages 41 & 42)*

The first car arrived from Los Angeles in San Bernardino at 10:15 am bearing Los Angeles Mayor H.H. Rose, PE President Paul Shoup and other dignitaries. A ceremonial last spike made of silver was donated by the community of Alta Loma. It was driven with silver hammers donated by Etiwanda and Rialto into an orangewood tie, a gift of Fontana. A pageant followed featuring every type of transportation from Indian runners up through the latest in electric streetcars.[17]

From a vantage point some 100 years later it is difficult to understand just how monumental this connection between San Bernardino and Los Angeles truly was and how even beyond the usual boosterism the citizens at the time realized what a change to their lives this connection would become.

“The completion of the electric line next Saturday is only another step in the development that goes on month after month and year after year. And the year is not far distant when electric lines will connect all of the towns and cities of Southern California; all of the territory—much of which is now hidden away in isolation-will be opened up and cultivated and will add to the general prosperity of the State.

It requires no skill at prophecy to foresee what we may almost call the immediate results of this new service between Los Angeles and the prosperous San Bernardino sixty miles away. The intermediate territory becomes suburban to the two cities. Not only will the owners of the big tracts and big citrus groves be benefited, but it will promote the little tracts and the suburban homes and eventually cause the entire district to become thickly and prosperously settled.

Southern California is big; it is rich; it offers better opportunities, and perhaps more opportunities, in view of the progress that has been made, than it ever did. And the pageant of celebration at San Bernardino tomorrow, in which so many towns and cities will take an enthusiastic part, marks a milestone in the steady march of prosperous development in this State”[18] [19] [20] [21] [22]

Abandonment of the San Bernardino line

June 9, 1940 passenger service on the Los Angeles to San Bernardino Line was cut to four round trips daily. On November 1, 1941, rail passenger service beyond Baldwin Park was discontinued, except for rush hour service through to Covina. The last car left San Bernardino for Los Angeles at 6:45 pm, the last car from Los Angeles pulled into San Bernardino at 9:30 pm. On March 28, 1947, passenger service to Covina was abandoned and all trains tied up at Baldwin Park. On October 15, 1950, all rail passenger service between Los Angeles and Baldwin Park was abandoned; the last outbound train leaving Los Angeles at 12:15 am.

[17] SILVER SPIKE IS SHARPENED-Ready to Bind Last Rail in Electric Track, LA Times Jul 11, 1914
[18] SAN BERNARDINO AND ALD OF US, LA Times Jul 10, 1914
[19] A GREAT ELECTRIC LINE, LA Times Jul 12, 1914
[20] CITIES OF ORANGE BELT LINKED ELECTRICALLY, LA Times Jul 12, 1914
[21] SAN BERNARDINO LOOMS BIG ON INTERURBAN MAP, LA Times Jul 12, 1914
[22] RED CARS MAKE SUBURBS OF RICH COMMUNITIES, LA Times Jul 12, 1914

Special passenger trains rolled through Etiwanda to San Bernardino at various times up into 1950. During World War II numerous troop trains made the complete trip, as were post-war trains to the Los Angeles County Fair at Pomona. So great was the Fair traffic that the PE needed to run four-car passenger trains, with as many as eight such trains running on Saturdays and Sundays.

Operation[23]

As of 1927, a typical year, trains from Los Angeles to San Bernardino-Riverside operated on two-hour headway with modifications to meet requirements of travel. All San Bernardino and Riverside trains passed through Etiwanda. Practically all trains consisted of two cars, one of which cut off at Rialto and operated to Riverside while the other continued on to San Bernardino.

Two of the San Bernardino trains, were operated as strictly limited trains. These were No. 34, "The Angel City Limited", inbound to Los Angeles (leaving San Bernardino at 7:45 AM), and No. 77, "The Citrus Belt Limited", outbound which left Los Angeles at 4:35 PM. These made the Los Angeles-San Bernardino run in 1 hour 45 minutes by eliminating all except principal stops between La Verne and San Bernardino. Other limiteds made the through run in 1 hour and 55 minutes.

There were 22 regular runs with 11 trailer runs operating the following number of trains:			
	Out	In	Total
LA-San Bernardino	10	10	20
LA-Pomona	08	17	15
LA-Covina	14	12	26
LA-El Monte	01	04	05
LA-Upland	01	01	02
Total	34	34	68

Table 1 – Number of Runs per day

Tourism - *ORANGE EMPIRE TROLLEY TRIP:* *(see Figure* **7***, page 38)*

On November 28, 1914, PE offered a $50 prize for a name and a suitable symbol for a new all-day trolley excursion trip from Los Angeles to Redlands. Thus was born the famous "Orange Empire Trolley Trip", destined to become PE's outstanding excursion, service beginning January 3rd 1915. The Orange Empire train left 6th & Main, Los Angeles, at 9:00 am, arrived at Rialto at 10:36 am and at Riverside at 11:00 am. The city block-square Mission Inn was visited and luncheon served, following which the Orange Empire excursion left for San Bernardino at 1:30 pm; passing through the Gateway City, the excursion train continued to Redlands and Smiley Heights. At 3:15 pm the special left for Los Angeles, arriving there at 5:36 pm after 150 miles ($4.00) of wonderful sightseeing.

Hundreds of thousands of tourists from all over the world passed through the orange groves of Etiwanda.

[23] Data assembled from annual fillings with the Railroad Commission of the State of California (now CPUC)

At first the Orange Empire was a daily trip, but as the automobile cut into the passenger pool it became clear that a twice-per-week schedule would be sufficient. Accordingly, the Orange Empire cars left Los Angeles only on Wednesdays and Sundays after the mid-1920s, and finally this service was abandoned. The last Orange Empire excursion ran September 1, 1929.

Freight Operation: *Critical to the economy of Southern California*

PE began hauling freight on the San Bernardino Line even before its official opening and this business down through the years became one of PE's most lucrative sources of income. Indeed the San Bernardino was one of PE's "big three" freight lines: Los Angeles Harbor, San Bernardino and El Segundo in that order.

The principal freight hauled on the San Bernardino Line was citrus, followed by cement, oil, gravel, and manufactured products.

As of 1928, all perishable freight originating east of San Dimas went to San Bernardino, while perishable freight originating west of San Dimas went to Los Angeles. Inasmuch as the San Bernardino Line was directly competing with the Santa Fe for most of its freight business, especially citrus products, it is of interest to point out a unique handicap it suffered: existing packing houses were already Santa Fe patrons, and to reach them, PE had to lay its rails so as not to interfere with AT&SF spurs. In some instances this resulted in PE spur tracks at far ends of packing houses or in other undesirable locations--Santa Fe continued to get most of the business. To combat this, PE brought about the construction of new packing houses at more advantageous locations: Alta Loma, Upland, Etiwanda and elsewhere.

Some of PE's fastest freight movements combined its two heaviest lines, the Harbor and the San Bernardino Lines. When citrus crops were threatened by freezing weather, oil-fired orchard heaters were brought into play, burning night and day as long as they were needed. A constant supply of fuel oil was essential and PE gave heater oil trains priority over all other freight, speeding them from the Harbor to Redlands area in but five hours. In the great freeze of 1937, PE ran 135 special oil trains from refineries at El Segundo, Los Angeles Harbor and Watson to Los Angeles, with 65 specials out of Los Angeles alone; which were given rights over all else. It took 2,000 carloads of oil to make one filling of heaters.

The l.G. Barnes Circus for many years had its winter quarters just east of El Monte. A record freight movement occurred on March 28, 1929, when two electric motors hauled a 29-car circus train into Los Angeles.

Railway Post Office (RPO) service:

The nation's last electric interurban Railway Post Office (RPO) service was operated by PE on its San Bernardino Line. This RPO service was inaugurated comparatively late, being started on

September 2, 1947. It left Los Angeles at 12:45 pm and San Bernardino at 4:40 pm, taking three hours for the trip and passing through Etiwanda at about the halfway point. It did not operate on Sundays or holidays. America's last RPO on an electric railroad was removed from service on May 6, 1950.

Dieselization:

The San Bernardino Line was the first of PE's major lines to be fully given over to the diesel locomotive. On October 1, 1951, all operations between Los Angeles and San Bernardino were dieselized and the trolley wire was removed shortly thereafter.

A light diesel locomotive inspection and repair shop was installed at the San Bernardino Car House---and the San Bernardino freight station, auto dock and warehouse on the block at the rear of the San Bernardino passenger station were relocated to allow the development of a large parking lot. The passenger station remained in service for busses.

A major job was the conversion of all crossing signals from trolley activated-DC to low voltage track circuit operation. It took six weeks after dieselization before this conversion was completed, and in the interim diesels either were equipped with trolley poles or dragged a dead electric locomotive---enough current being maintained in the trolley wire to activate the signals. On November 30, 1951, all substations and electrical energizing facilities on the San Bernardino Line were taken out of service. The San Bernardino Line had completed its transition from a high-speed interurban operation to a low-speed diesel freight drag.

Facilities:

Stations between Los Angeles and San Dimas were of the usual wooden type typical of PE standards of the pre-1911 era. Between Upland and San Bernardino a more substantial type of building was used. Etiwanda, Alta Loma and Rialto had concrete stations costing about $7,000 each. Fontana had a huge concrete structure built in co-operation with a local real estate company. At San Bernardino the PE took over the former Southern Pacific Station on 3rd between E and F Streets, adding a second story to accommodate PE offices. East of Upland, right-of-way was secured of ample width for a double-track line, and culverts, bridges, cuts, etc., were built to accommodate another track if needed.

Conclusion: *Streetcar Suburbanization*

Without the establishment of the San Bernardino line and the Depot at Etiwanda, the Etiwanda Colony would have languished until the establishment of good roads and modern trucking, a delay of some thirty additional years. Southern California developed coincident with the development and perfection of electric railway technology; no American city before or after follows the organized yet linear sprawl patterns of settlement evidenced in the Los Angeles region. A pattern replaced by auto oriented development after WWII.

Criteria C

Architects/Builders

Irving J. Gill - Architect[24] *(see Figure 12, page 43)*

Architect Irving Gill designed a number of structures for the Pacific Electric Railway Company between 1913 and 1915 including the Etiwanda Depot, located at 7092 Etiwanda Avenue.

Irving John Gill has been widely regarded as San Diego's most prominent and innovative architect. He was born April 26, 1870, in Tully, New York. The son of a farmer, he had no formal education. He began studying architecture in the Syracuse, New York, office of Ellis G. Hall, then in Chicago under Joseph L. Silsbee. In 1891 Gill worked alongside Frank Lloyd Wright at the firm Adler and Sullivan in Chicago.

After arriving in San Diego in 1893, Gill experimented with many styles. The Arts and Crafts philosophy was just beginning to take hold in San Diego when Gill arrived, but significant Craftsman influences did not appear in his work until about 1905. The Green Dragon in La Jolla (1894), whose cottages Gill designed, drew the finest musicians from around the country to entertain both colony residents and Hotel Del Coronado visitors.

In 1894, he began working on houses with Joseph Falkenham, a member of the city's Board of Public Works, many in the Queen Anne style. Falkenham left in 1895, leaving Gill to make a name for himself. He succeeded in doing so, lining up a string of prominent San Diegans as his clients and hinting at his future work in the David K. Horton house's solid lines and clean geometry in National City in 1895. In December 1896, Gill began working with William S. Hebbard.

Beginning in 1899 and during the next ten years, Gill built experimental cottages on property in the Hillcrest and Sherman Heights areas of San Diego, testing ways to make low-cost housing more efficient and comfortable.

In 1901, Gill was appointed to California's first State Architectural Board, and in 1903, he was asked to serve on the Hotel Commission to plan the U.S. Grant Hotel in downtown San Diego.

Gill started using the Arts and Crafts elements that would predominate in his later buildings during the Hebbard partnership. Such stripped-down elements included large slabs of unwaxed redwood rather than strips joined together, molding with sanded edges, buildings with no moldings at all, balustrades of square or rectangular sticking, and magnesite counters and sinks in bathrooms and kitchens. These simplifications in architecture reflected Gill's desire to save labor for both construction workers and housekeepers.

[24] Adapted from: The Journal of San Diego History A Significant Sentence Upon the Earth: Irving J. Gill, Progressive Architect Fall 1997, Volume 43, Number 4, Winter 1998, Volume 44, Number 1, Sarah J. Schaffer

Gill designed an Arts and Crafts home in 1904-1905 for George W. Marston and several other houses on Marston's block. He had extensive contact with Marston through the early planning of the 1915 Panama California Exposition in Balboa Park. The first building for the fair and the only one for which the architectural drawings bear Gill's name as associate architect, is the Administration Building completed in 1912. Fair Architect Bertram Goodhue had Carleton Winslow add decorative detail to the entrance. Gill left the Exposition project in 1912.

Gustav Stickley's Craftsman magazine regularly featured articles about Gill and his buildings during the decade of the 1910s.

By 1908, Irving J. Gill was a well-established San Diego architect. Gill's fountain in Horton Plaza, built in 1909, remains there today. But his mature style, marked by spare designs and ingenious technical details, was just beginning, and his most important commissions were to come. In 1909 and 1910, he designed some of his most ingenious structures: Bentham and Scripps Halls at The Bishop's School in La Jolla, and the First Church of Christ Scientist at Second and Laurel Streets in San Diego.

One of Gill's most prominent clients was Ellen Browning Scripps, a self-made newspaper millionaire born in England and raised in the Illinois prairies. She moved to San Diego in 1891 and to La Jolla in 1897. Gill designed many projects which Scripps sponsored, including the La Jolla Recreation Center and the La Jolla Woman's Club, which together with The Bishop's School and her own house formed a "Scripps enclave."

Anna and Albert Valentien, formerly decorators for Rookwood Pottery in Cincinnati, ran a San Diego pottery company from 1911 to 1913, whose plant was designed by Gill in 1910.

The Bishop's School in La Jolla, designed by Irving Gill in 1910, epitomized the idea of campus as village. Gill used long arcades and open grassy areas that allowed indoor and outdoor spaces to interact with each other. The first two structures built of concrete in 1910 were Scripps Hall, a dormitory, and Bentham Hall, which held classrooms and a small chapel. A third building, Gilman Hall, included in the original plans, was not built until 1916.

Gill discussed his ideal of simplicity in his 1916 essay, "The New Architecture of the West." For him, "the source of all architectural strength" emerged from the straight line, the arch, the cube, and the circle in combination.

Gill's "social architecture," as McCoy termed it, included the F.B. Lewis Court ("Bella Vista Terrace") in Sierra Madre (1910), barracks for the Riverside Cement Company's Mexican laborers and their families[25], the model industrial city of Torrance (1912-13), the Echo Park Court in Los Angeles (1912),

[25] BIG ADDITION TO EQUIPMENT. The Riverside Cement Plant hosted a chartered Santa Fe train to bring 350 Architects for a tour of the plant and a fete afterwards at the Mission Inn. The worker housing commission may have followed from this visit and in turn cement plant management had a good working relationship with the Pacific Electric, selling them their Crescent City Railway to become part of the PE system. LA Times May 16, 1910

and cottages for the Rancho Barona Indian Reservation (1932-33) in Lakeside, east of San Diego, whose construction he supervised himself while living on the site and whose inhabitants he invited to La Jolla to see his other work and examine interior fabrics. In the late 1920s, Gill also tried to interest officials in Ensenada, Baja California, in group housing for Mexican families, and just before he died he was involved with plans for housing the unemployed in Santa Barbara.

One of the turning points in Gill's career came when the Landmarks Club of California hired him and Hebbard in 1900 to stabilize the ruins of the Mission San Diego de Alcala. Mission influences appeared in the duo's work. Gill was impressed with their straightforward simplicity, the economy in the use of materials, and their frank declarations that buildings should be made for use.[26]

It is in his worker's housing that Gill most obviously emerges as a preeminent reformer; as McCoy wrote, Gill "was the first West Coast architect to give attention to company towns, barracks for laborers, housing for unemployed, and that vast segment of the population who had to be content with hand-me-downs."[27]

> Two workers' enclaves in two years showcased Gill's talents and concern for the poor. The less cohesive of the two was a city called Torrance, southwest of Los Angeles. In 1911, Jared S. Torrance bought a tract of land south of Los Angeles from the Dominguez family and formed the Dominguez Land Corporation to create a model industrial town for the workers of the Pacific Electric Railway, Union Tool, and Llewellyn Iron Works.[28] The heads of the companies hoped that the anti-union battle for the open shop in Los Angeles would be helped by creating such a town, where workers could go home for lunch with their families.[29] Gill won the competition for the position of chief architect and moved his office to Los Angeles in 1912. Soon thereafter a display ad by the Dominguez Land Corporation lists Irving Gill, Architect as an officer of the company.[30] He planned hotels, office and industrial buildings, homes for workers, a two-room schoolhouse, a railroad bridge and the Torrance PE Depot, many of which are still standing today.[31] *(see*

Figure **16** *page 47)*

However, Gill's workers' houses were greeted with trepidation by both the carpenters, who were angered by the elimination of detailing that skilled craftsmen were usually paid to do, and potential

---

[26] Bruce Kamerling, *Irving J. Gill, Architect* (San Diego Historical Society, 1993)
[27] Esther McCoy, *Five California Architects* (New York: Praeger Publishers, 1960), 75
[28] Kamerling, *Gill*, 88; McCoy, *California*, 86
[29] Robert Phelps, "The Search for a Modern Industrial City: Urban Planning, the Open Shop, and the Founding of Torrance, California," *Pacific Historical Review* 64 (November 1995): 503
[30] Dominguez Land Corporation, LA Times Nov 7, 1912
[31] Kamerling, *Gill*, 88, 92; McCoy, *California*, 86. It seems somewhat strange, given his Progressive leanings, that Gill would accept a project intended to quell unionist tendencies among workers. Perhaps he was motivated by the thought of enabling workers -- unionized or not -- to live comfortably, or maybe he was able to detach one set of feelings from another for the Torrance commission.

home buyers, many of whom walked through the stripped-down houses "wide eyed and mute."[32] Gill's small, efficient model homes in Torrance caused one Sunset magazine article to call him "a secessionist, a heretic, a dissenter who rears and snorts when he sees a venerable, hoary standard of the profession come down the street."[33] Only ten were eventually built, and the entire town flopped along with their failure; workers were disturbed by their limited independence as homeowners, and the city did not recover until the 1920s, when it had dispensed with its image as a model industrial town.[34]

It was during 1913 while operating his offices out of Los Angles that Irving Gill was hired directly by the Pacific Electric. Gill had designed the Torrance Depot and railroad grade separation *(bridge)* in downtown Torrance along with a number of other commercial buildings across from the Depot. This work was executed for the PE's benefit but was not paid for by the railroad. At the same time, the PE's own Engineering Department designed and built dozens of new red brick trolley shops buildings spread over a 100 acre site just a few blocks from downtown Torrance. Soon the PE had contracted directly with Gill to adapt the standard PE/SP wooden suburban train depot plan to his innovative tilt-up concrete method of construction. The San Bernardino line was being engineered at this time and the application of Gill's version of the PE standard Depot appeared simultaneously at Alta Loma, Etiwanda and Rialto. *(see: Appendix A page 27)*

The Alta Loma and Rialto Depots were mirror images of each other, while Etiwanda shared their floor plan, it was the only one executed in the Mission Revival style. Alta Loma was demolished by the City of Rancho Cucamonga in the 1980s and the Rialto Depot has been a succession of different businesses; each doing remodeling to the point that today the building, although still standing, has very little integrity.

Along the San Bernardino line, lying between the communities of Etiwanda and Rialto, the community of Fontana commissioned with Gill directly to design a unique Depot more closely resembling Gill's Torrance Depot, as well as a new Freight House and an elementary school. This depot too has been demolished.

Also built at about the same time were the PE Depots at Corona and Upland, both of which bore enough resemblance to other of Gill's work during the period as to likely be his work as well; both are now demolished and cannot be studied.

Pacific Electric depot buildings subsequent to this period were designed and built by the Engineering Department and were of conventional wooden construction.

Gill died at age 66 on October 7, 1936, in Carlsbad, California.

---

[32] Robert Phelps, "The Search for a Modern Industrial City: Urban Planning, the Open Shop, and the Founding of Torrance, California," *Pacific Historical Review* 64 (November 1995): 529
[33] Walter Willard, "Moving the Factory Back to the Land," Sunset, March, 1913: 303.
[34] Phelps, "Search for a Modern Industrial City," 527-8

Conclusion:

The Pacific Electric Depot is a Mission Revival example of the work of master architect Irving J. Gill at the height of his career. Gill is renowned for his clean unadorned style of Architecture and pioneering use of concrete tilt-up building construction. The Pacific Electric Etiwanda Depot exhibits many of Gill's signature elements while skillfully adapting to work within a large corporate structure with its own architectural standards. The character defining architectural features of the Pacific Electric Etiwanda Depot remain intact and the building retains a high degree of integrity inside and out.

Finding of Significance

Eligibility under Criterion A

The Pacific Electric Etiwanda Depot symbolizes the unique settlement pattern of Southern California. Coming of age at the same time as the technology of the electric streetcar and Interurban was perfected allowed the region to settle in a new low density low-rise pattern of organized sprawl. The Depot has a strong association with commerce, travel and communication; it provided the colony of Etiwanda a center, a place where the U.S. Mail arrived, a point of departure for residents going off to see the world, enter university or do business with the Southern California region now at its doorstep.

Under Criterion A, as an Electric Interurban train Depot from 1914 to 1951, the Pacific Electric Etiwanda Depot has a strong association with the interpretation and administration of the unique settlement pattern of the greater Los Angeles region. This building along with its open site, freight siding, electric overhead system and adjacent railroad right of way conveys a time and place.

Eligibility under Criterion C

Constructed in 1914, the Pacific Electric Depot is an excellent example of the work of a Master Architect practicing at the acknowledged height of his craft. The building exhibits Gill's signature massing, use of materials, lack of ornament, technical sophistication and construction techniques that all contribute to his well deserved world-wide reputation. The building is an accomplished example of Gill's unique Mission Revival style of architecture.

Under Criterion C the Pacific Electric Etiwanda Depot exhibits an extremely high degree of integrity, no major features have been lost or remodeled, and character defining features remain intact. While a number of Gill's buildings survive, quite a few have been demolished, even in recent times after his work has become widely recognized.

Integrity

The National Register traditionally recognizes a property's integrity through seven aspects or qualities: location, design, setting, materials, workmanship, feeling, and association.

Location
The Pacific Electric Etiwanda Depot has never been moved and retains its historic location.
Design
The Pacific Electric Etiwanda Depot retains its original design elements.
Setting
The Pacific Electric Etiwanda Depot setting has retained integrity. All of the depot reservation's four acres remain open and the building's relationship to neighboring buildings, the railroad right-of-way and the street are intact.
Materials
The Pacific Electric Etiwanda Depot materials are intact. The building was constructed of concrete and the material has proved especially durable and resistant to damage and decay.
Workmanship
The Pacific Electric Etiwanda Depot retains clear evidence of its original workmanship. Original cast-in-place walls still show original molding features. There is ample evidence in the unadorned interiors of how the building was assembled and clear evidence of state-of-the-art construction techniques for concrete buildings in 1914.
Feeling
The Pacific Electric Etiwanda Depot retains its sense of feeling. Walking through the building, so unchanged from its years as a working electric interurban depot, one can easily imagine the comings and goings of passengers and freight, and the rumble of trains rolling past. Also intact is the feeling of being inside of an Irving Gill building with its attention to natural light and ventilation, lack of ornament and subtle use of permanent color.
Association
The Pacific Electric Etiwanda Depot retains its association with the electric interurban railway it was built for. Purpose built, one can easily discern the passenger waiting areas, outdoor in response to California's climate and indoors as well as the Agent's office and baggage and freight rooms. Each with its own textures and character.

The association with the work of a master architect survives as well. The building looks as it did when it was newly erected and evokes the work of Irving Gill as only another Gill building can. There have been very few architects whose signature style is such that their buildings are readily recognizable as belonging to their catalog of work; Gill is one of them.

Conclusion

The Pacific Electric Etiwanda Depot, located at 7092 Etiwanda Avenue is eligible for inclusion in the National Register of Historic Places under both Criteria A and C. This finding recognizes the Depot's unique role in the settlement patterns of the Etiwanda Colony and its contribution to the settlement patterns of the Southern California region during the region's period of unparalleled growth and development. Further the Etiwanda Depot represents the work of Master Architect Irving J. Gill at the very height of his craft. Gill's experiment in the use of architectural concrete and tilt-up construction results in a Depot based upon a very well worked out railroad company floor plan, re-rendered into a design whose artistry the Depot exhibits.

Appendix A

List of Irving Gill Buildings and Structures for the Pacific Electric Railway

Pacific Electric Railway Bridge	Torrance, CA	1912	(for Dominguez Land Co.)	
Pacific Electric Railway Depot	Torrance, CA	1912	(for Dominguez Land Co.)	
Pacific Electric Railway Depot	Alta Loma, CA	1913		demolished
Pacific Electric Railway Depot	Etiwanda, CA	1913		
Pacific Electric Railway Depot	Fontana, CA	1913	(for Fontana Development Co.)	
Pacific Electric Railway Depot	Rialto, CA	1913		
Pacific Electric Railway Depot	Upland, CA	1913	(attributed to Gill)	demolished
Pacific Electric Railway Depot	Corona, CA	1913	(attributed to Gill)	demolished

Appendix B
The Etiwanda Depot features an integrally colored concrete floor with a red tint.

New Ideas About Concrete Floors

by Irving J. Gill
As printed in Sunset Magazine for December, 1915

Why do most people hate concrete floors? Partly because we are all slaves to habit, partly because concrete floors are not what they really ought to be.

Twenty years ago I built for myself a concrete floor. I expected it to be cold, I expected it to be damp, I expected it to be all the uncomfortable things people said it would be. I found it warm and dry and all the comfortable things people had not said it would be. Best of all, I knew it would never harbor the vermin of sorts that infest old wooden flooring, mice that scamper at night, or the accidental cat.

The charges against the concrete floor are precisely those made years ago against the cement sidewalk. We had come from dirt paths where feet find comfort in the happy medium between dust and mud, and the board sidewalk with its awkward surprises of heel-trapping cracks, loose nails and oaken boards, to the smooth, hard, level cement. At first the rut-lovers wailed. But who would now go back to uneven board walks or the pleasant uncertain earth paths? In foreign lands where the cement walk is unknown, who does not pray long and loud for its revelation to all the world?

Perhaps the earth floor is the ideal thing, but we have passed that stage, and in the evolution of house-building the wood floor is finding a rival. Wood floors above ground without a basement are unhealthful. There is always a musty odor from the poisonous fungus growing on the wood and on the ground. The ground underneath an old house is poisoned to such an extent that plants will not grow in it. The soil from under a cement sidewalk is very fertile.

Most concrete floors have not yet been developed beyond the sidewalk stage. If half the thought and time and money had been expended on perfecting the concrete floor that has been spent on developing wood from the rough board sidewalk to fine parquetry flooring, everybody would want the concrete.

To overcome the popular prejudice against concrete floors is the business of the architect. There are certain definite conditions to be observed in the laying of concrete floors. They are fundamental and in their strict observance lies the answer to the charge of the physical discomfort of concrete. After practical objections are overcome, attention may be given to esthetic considerations.

Concrete floors are usually laid free from the ground, with a dead air space underneath. In most of my houses the concrete floors are laid directly on the ground, doing away with air circulation under the floor and giving a more equable temperature. They are raised at least twenty-one inches above the surrounding ground, and particular attention paid to the preparation of the earth bed. After the foundation is laid the ground is puddled and tamped, puddled and tamped until very firm. Over the surface is spread from four to six inches of sand or sandy loam. Then the concrete is put on. If one part of the floor is below grade, the ground under it is carefully drained, after which the layer of sand prevents moisture from coming through.

The main body of rough concrete should he reinforced to one third of one per cent to prevent cracking, and scored to give a key to the top coat and prevent its loosening from the bottom. The finish coat should be reinforced with number eighteen gauge half-inch mesh galvanized wire to prevent cracking.

From four to six weeks should be allowed for cement floors to dry. During this time there is a continuous process of absorption and radiation of heat until a mean temperature has been reached after which the temperature of the floor is more equable than that of wood.

To cover a cement floor with wood is about as logical as to cover cement sidewalks with boards. Everybody who has lived on cement floors laid according to the given specifications has been wholly converted to them and would never again be bothered with the care and trials of wood floors. It is not, of course, expected that concrete floors should be left bare. They should be partly covered with rugs, the same as a polished wood floor. Incidental, when properly laid, waxed and polished, cement floors are ideal for dancing.

When troweled and finished almost to a gloss, cement floors do not mar or scratch. They should not be scored or marked off into squares or designs. The natural crazing of the top coat is far more pleasing. I have found no cement floor paint that produces a good effect. The hard monotonous flat colors are unpleasing, the paint soon wears off and shows the cement. Instead of using paint I mix color with the cement, usually tones of red and yellow, red and brown or yellow and own slightly mottled. Tempered by the gray of the cement these colors produce neutral tones that are a splendid background for rugs and furniture. When quite dry, the cement should be cleaned with a weak solution of ammonia and water, given two coats of Chinese nut oil to bring out the color, then finished with a filler and waxed like hardwood. Well done, the treatment gives an effect of old Spanish leather.

It is quite as impossible to tell how to lay and finish a cement floor to bring out all its potential beauty as it is to give exact rules for the painting of a picture. Specifications and instructions carry one just so far, but beyond that point each builder must study out the problem for himself. It takes the knack or the inspiration or the gift---whatever its name---that differentiates craftsmanship from mere mechanical perfection that raises the artist above the artisan, to make a cement floor the thing of beauty it can and should be.

Before it has set, cement is a wonderfully plastic material, more wonderful than clay. It can be colored, modeled, shaded, surfaced, and then of itself hardens into an everlasting expression of the workman.

The protest against ordinary cement floors is the unconscious demand for the thing well done. At heart we are never satisfied with any work that is not done right, and cement floors will not come into their own until architect and workman study them as an art.

The cement floors in the home of Homer Laughlin in Los Angeles, forecast the possibilities of the future. Sprawling there, his soul in his work, with great sweeps of his trowel an artist wrought in that plastic, responsive material, blending the colors marvelously in the oad central spaces, coaxing them to a rare harmony of tone and exquisite finish, and around the outer edges he carved in low relief the lines of acanthus and other simple conventionalized leaf forms. In the entrance hall, with big free strokes he lined the feather-like fronds of a palm, using his color with consummate skill and an artist's feeling. The appeal of this most modern manifestation of ceramic art is far more subtle than that of the mosaics which were the acme of floor-making among the Greeks and Romans, and it has the singular advantage of being within reach of beauty lovers of moderate means.

Concrete floors are cheaper than wood for the first story, they are enduring, they require a minimum of care, they are comfortable and healthful when laid right, and they can be more beautiful than any other floor.

Major Bibliographic References

American Architect, The., THE PACIFIC ELECTRIC BUILDING AND THE JONATHAN CLUB ROOF GARDEN LOS ANGELES CAL, 159, November 11, 1908.

Board of Railroad Commissioners of the State of California, California Public Utilities Commission, Annual report of the Board of Railroad Commission of the State of California

City of Rancho Cucamonga, excerpted from the History of the from the City's official website: http://www.ci.rancho-cucamonga.ca.us/history.htm, *accessed July 3, 2009*

Clucas, Don L., Light Over the Mountain, A History of the Cucamonga Area. 1974.

Electric Railway Historical Association of Southern California, San Bernardino line, excerpted from the website: http://www.erha.org/pensb.htm, *accessed July 3, 2009*

Engineers and Architects Association of Southern California. Southwest Contractor and Manufacturer. Los Angeles:, Vol. 13 No. 25, October 24, 1914

Gill, Irving J., New Ideas About Concrete Floors, Sunset Magazine. December, 1915

Gill, Irving J. "Means for Reinforcing Walls," United States Patent Office, 1,202,090 Specifications of Letters Patent Patented October 31, 1916, Application filed October 2, 1913. Serial No. 793,066

Kamerling, Bruce, Irving J. Gill, Architect. San Diego Historical Society, 1993: 88

Los Angeles Times, The.
BIG ADDITION TO EQUIPMENT, ... May 16, 1910
TWO MILLIONS TO BE EXPENDEDED-Paul Shoup Cheers Hearts of Gate Cityites, ... June 30, 1911
RIGHT OF WAY PURCHASED, ... July 31, 1912
Dominguez Land Corporation, ... November 7, 1912
MANY ACRES TO ORANGES, ... December 14, 1912
San Bernardino County's Bumper Crops, ... January 1, 1913
CORPORATIONS PLAYING TAG, ... June 13, 1913
Story of the Day's Events Below Tehachepi's Top, ... June 20, 1913
Industrial Progress: NEW SERVICE TO ETIWANDA, ... November 29, 1913
SAN BERNARDINO, ... December 5, 1913
HOURLY SERVICE, ... December 6, 1913
ARE HAULING PASSENGERS, The Pacific Electric Starts Service at Upland, ... January 23, 1914
RUSHING RAILWAY, ... January 25, 1914
SILVER SPIKE IS SHARPENED-Ready to Bind Last Rail in Electric Track, ... July 11, 1914
SAN BERNARDINO AND ALD OF US, ... July 10, 1914
A GREAT ELECTRIC LINE, ... July 12, 1914
CITIES OF ORANGE BELT LINKED ELECTRICALLY, ... July 12, 1914
SAN BERNARDINO LOOMS BIG ON INTERURBAN MAP, ... July 12, 1914
RED CARS MAKE SUBURBS OF RICH COMMUNITIES, ... July 12, 1914

McCoy, Esther. Five California Architects. New York: Praeger Publishers, 1960), 75, 86

National Register Bulletin 15 How to Apply the National Register Criteria for Evaluation. U.S. Department of the Interior National Park Service, Cultural Resources 1990, revised 1991, 1995, 1997

McClelland, Linda F. National Register Bulletin 16a How to Complete the National Register Registration. U.S. Department of the Interior National Park Service, Cultural Resources 1977, revised 1986, 1991, 1997

O'Donnell, Eleanor. National Register Bulletin 39 Researching a Historic Property. U.S. Department of the Interior National Park Service, Cultural Resources 1991, revised 1998

Phelps, Robert. "The Search for a Modern Industrial City: Urban Planning, the Open Shop, and the Founding of Torrance, California," Pacific Historical Review 64 November 1995: 503

Schaffer, Sarah J., "A Significant Sentence Upon the Earth: Irving J. Gill, Progressive Architect," The Journal of San Diego History. Fall 1997, Vol. 43, Number 4, & Winter 1998, Vol. 44, Number 1

Starr, Kevin. Inventing the Dream, California through the Progressive Era. December 1986

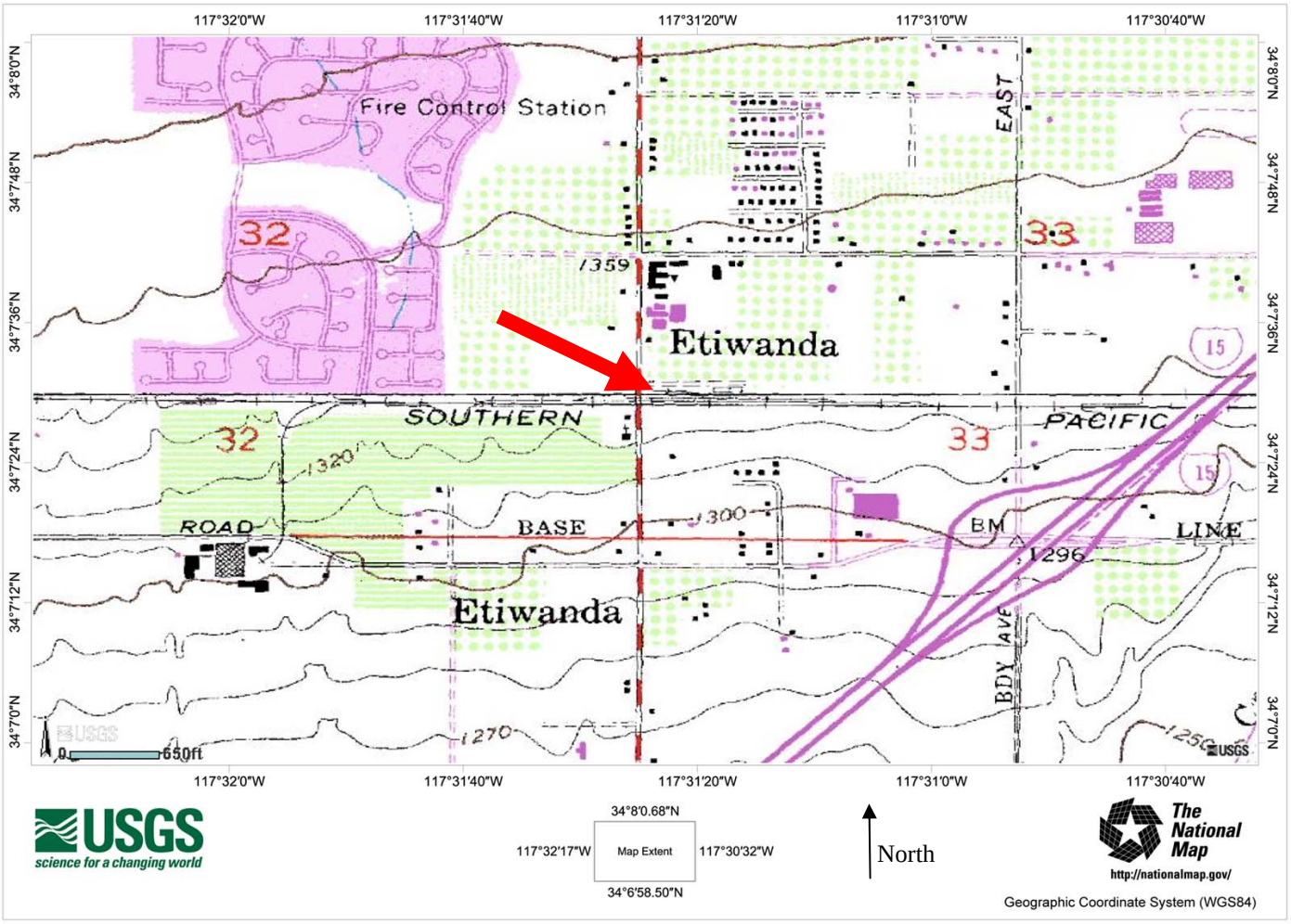
Willard, Walter, "Moving the Factory Back to the Land," Sunset Magazine, March, 1913: 303

Union League Club of Los Angeles, 1914, Twenty-fifth Anniversary, Published by Harry T. Watson Press of Bireley & Elson Printing Co., Inc. Los Angeles: 96, Kling Bros. photos

USGS Map

Image from USGS National Map Viewer, http://nmviewogc.cr.usgs.gov/viewer.htm

Pacific Electric Etiwanda Depot is located near the center of the image, where Etiwanda Avenue crosses the Southern Pacific (Pacific Electric) Railroad. (arrow)

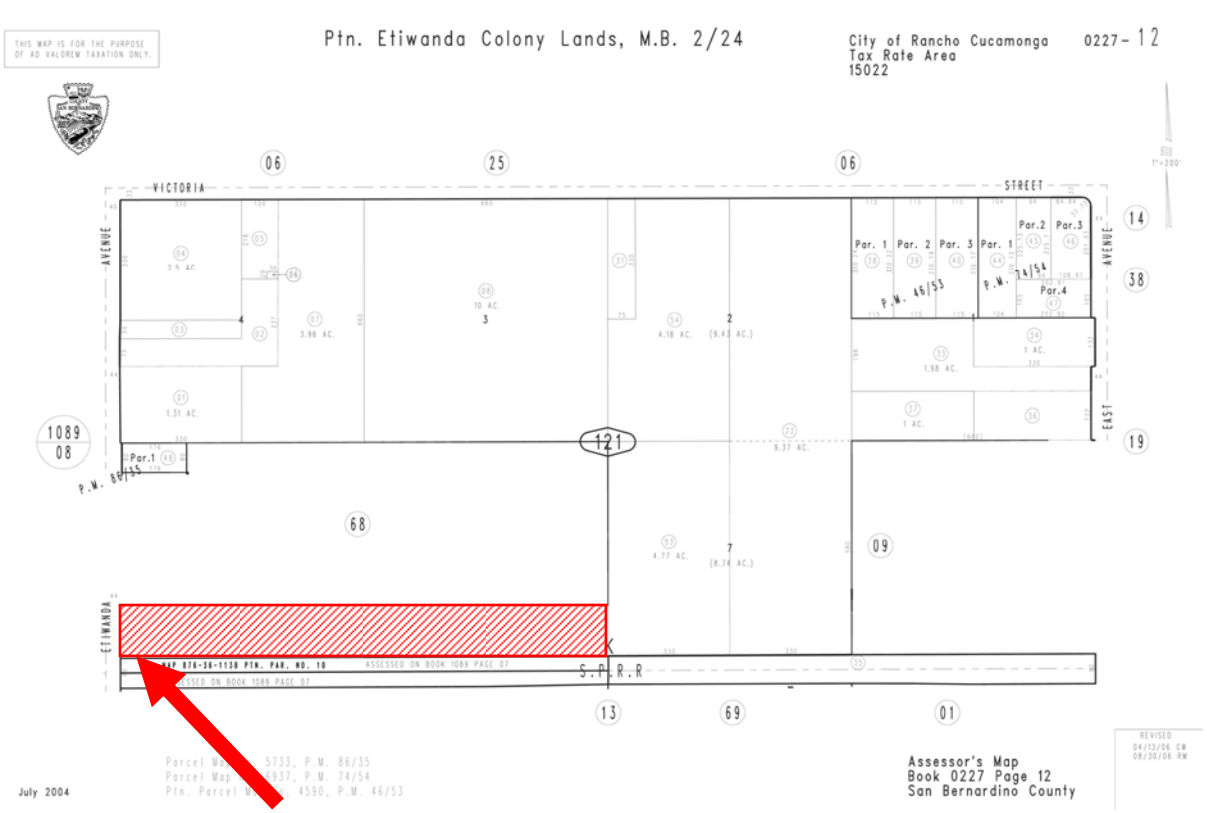


United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Assessor's Parcel Map

Image from the San Bernardino County Assessor's Office
Pacific Electric Etiwanda Depot is located on Lot 18 at the southwest corner. (near to intersection of Etiwanda Avenue and the railroad right-of-way. S.P.R.R)



United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

List of Figures

Floor Plan & South Elevation

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Recording Architect: John Heller
Date of drawing: 2008
Description of view: Depot Floor plan and South Elevation
Scale: Not-to-Scale

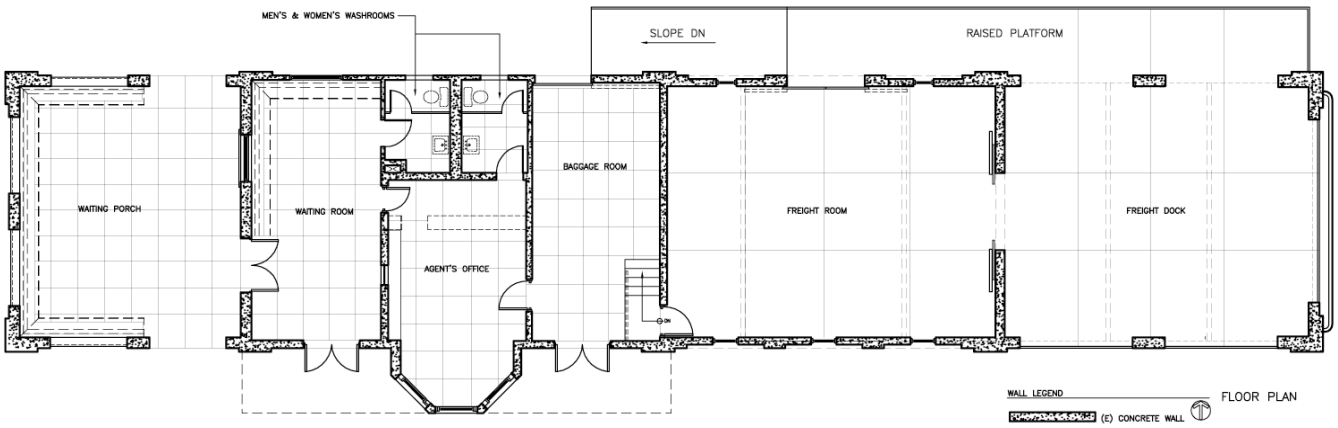


Figure 1 Floor plan

Figure 2 South elevation

West, East & North Elevations

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Recording Architect: John Heller
Date of drawing: 2008
Description of view: Depot West, East & North Elevations
Scale: Not-to-Scale

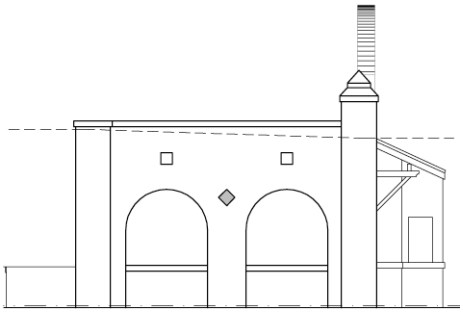


Figure 3 West elevation

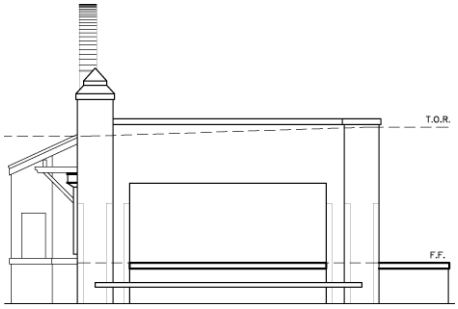


Figure 4 East elevation

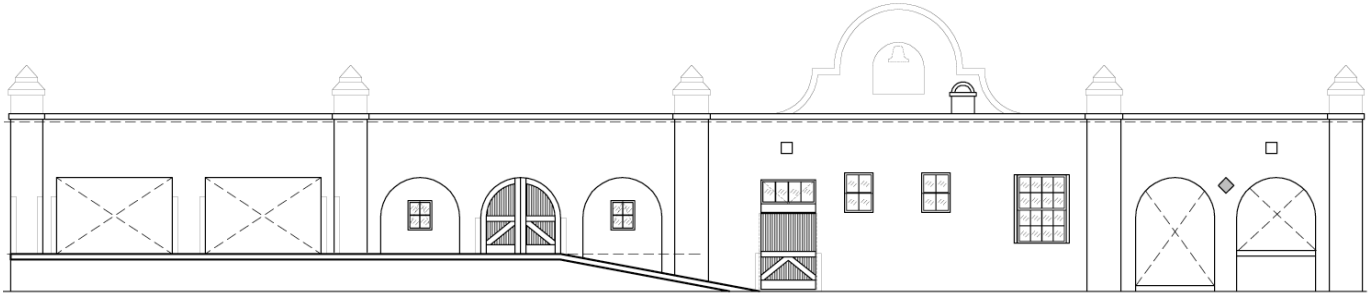


Figure 5 North elevation

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Interurban Sketch Map

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Cartographer: Raymond Younghans
Date of drawing: 1958
*Description of vie*w: Map of the San Bernardino line from Valley Junction (Los Angeles) to San Bernardino
Scale: Not-to-Scale

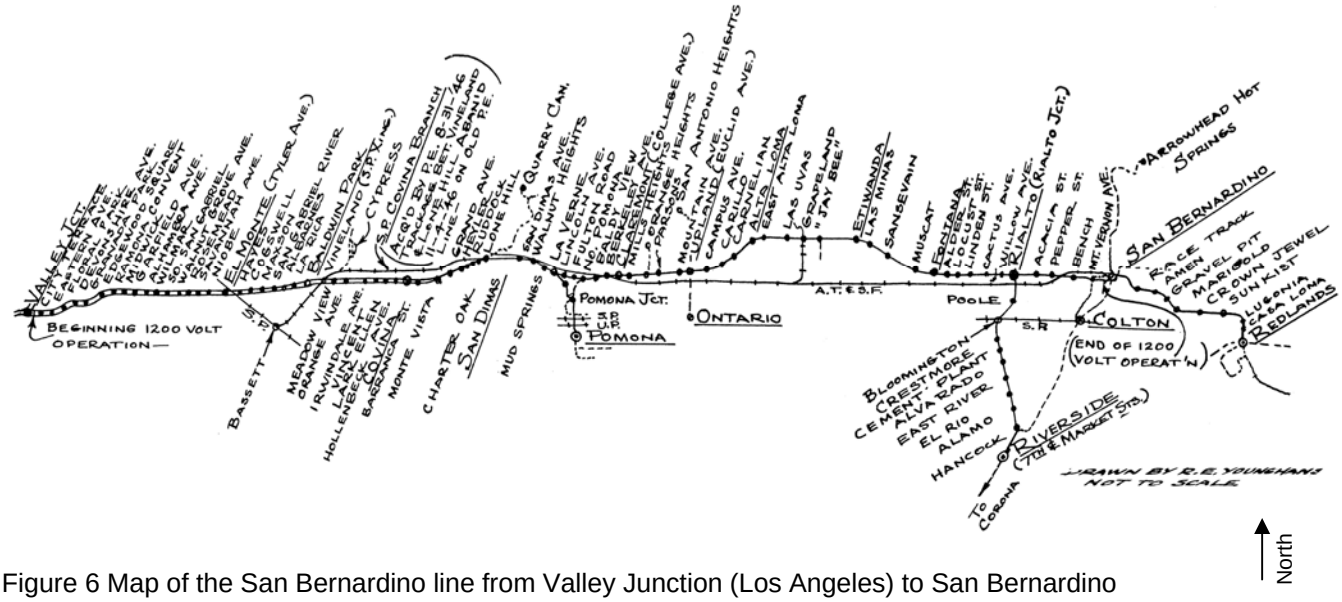


Figure 6 Map of the San Bernardino line from Valley Junction (Los Angeles) to San Bernardino

Souvenir Tourist Pin

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: John Heller
Date of photograph: 2009
*Description of vie*w: Photograph of souvenir tourist pin given to patrons on the Orange Empire Trolley Trip.
Photo number: N/A

Figure 7 Souvenir Pin Orange Empire Trolley Excursion

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Not known
Date of photograph: 1914
Negative : N/A
Description of view: Perspective of the west and south elevations, view: northeast from the tracks.
Photo number: N/A

Figure 8 Perspective of the west and south elevations of the Depot soon after construction.

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Los Angeles Times
Date of photograph: July 12, 1914 (date published)
Negative : N/A
Description of view: Perspective view east along tracks at Etiwanda Avenue crossing. Depot is out of frame immediately to the left of picture. The photo accompanied a story on the poor condition of roads in the area and identified the occupants of the auto as Pacific Electric engineers inspecting the new line.
Photo number: N/A

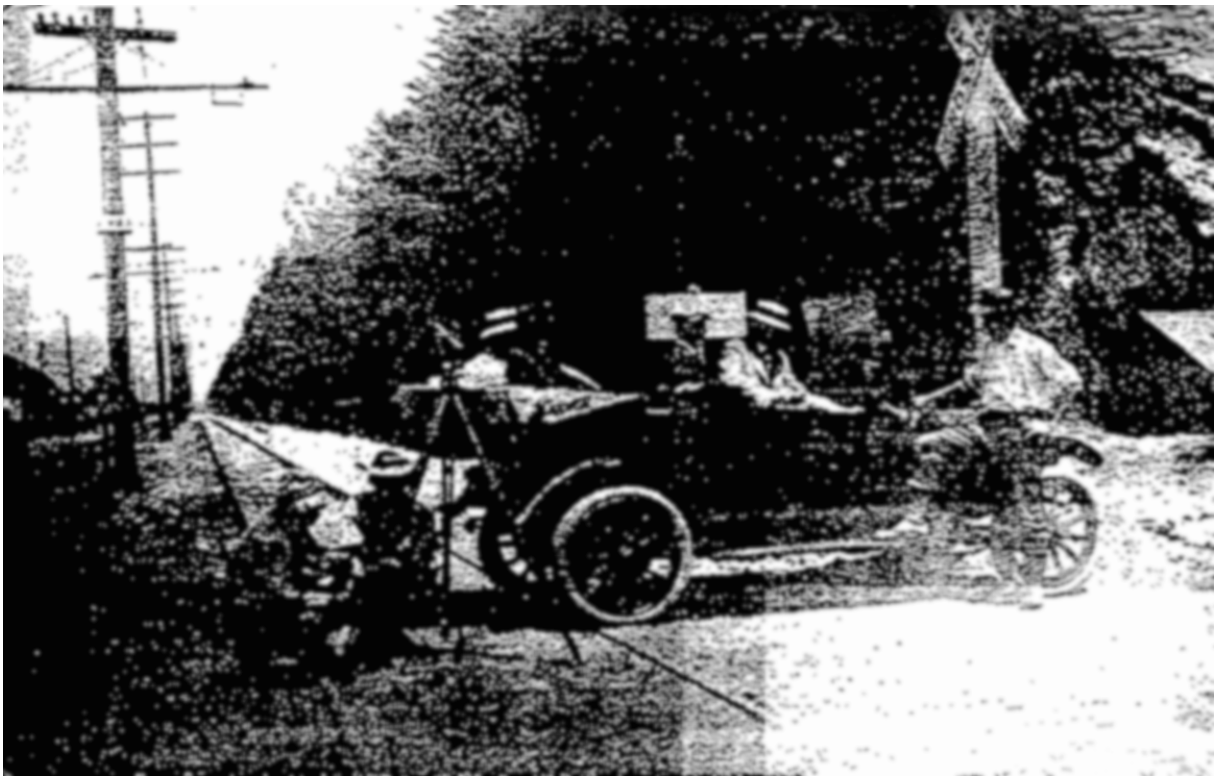


Figure 9 Perspective view east along tracks at Etiwanda Avenue crossing.

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Los Angeles Times
Date of photograph: July 12, 1914 (date published)
Negative : N/A
Description of view: First car over new line, photo taken upon arrival at San Bernardino.
Photo number: N/A

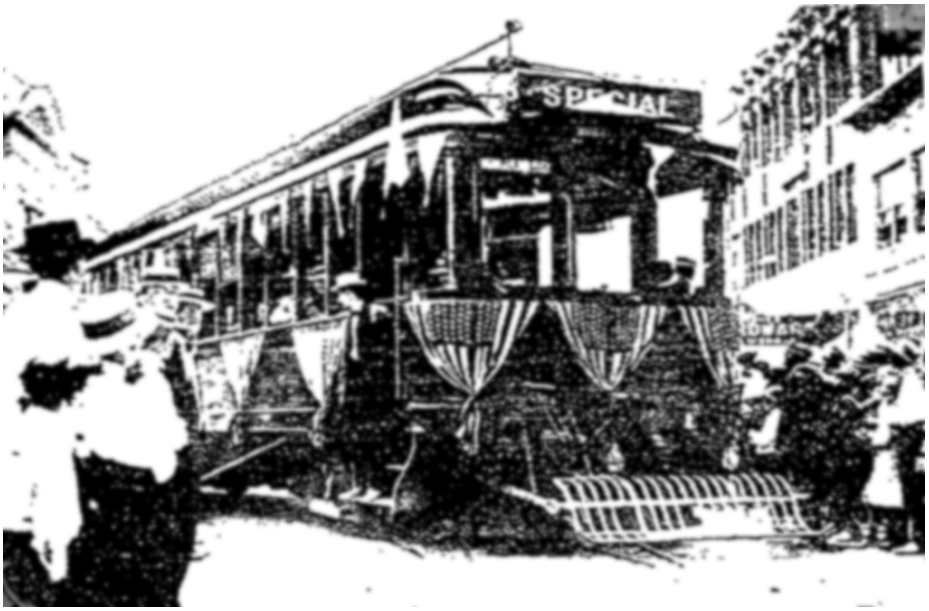


Figure 10 First Car over the New Line - LA Times Jul 12, 1914

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Los Angeles Times
Date of photograph: July 12, 1914 (date published)
Negative : N/A
Description of view: Los Angeles Mayor Rose wields the hammer; San Bernardino Acting Mayor Davidson holds the spike.
Photo number: N/A

Figure 11 Los Angeles Mayor Rose wields the hammer; San Bernardino Acting Mayor Davidson holds the spike.

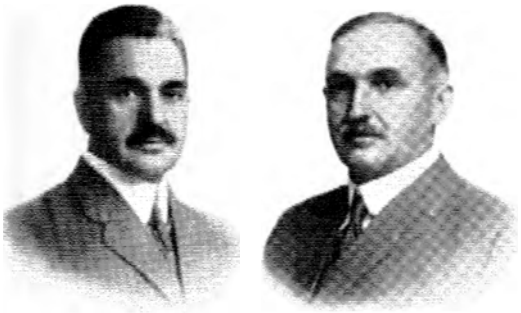
Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: unknown
Date of photograph: c. 1913
Negative : N/A
Description of view: Contemporary Portrait of the Architect, Irving J. Gill
Photo number: N/A

Figure 12 Contemporary Portrait of the Architect, Irving J. Gill

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: unknown
Date of photograph: 1912 (date published)
Negative : N/A
Description of view: Portraits of brothers George S. & Spencer J. Kling, the General Contractors for the Depot.
Photo number: N/A



KLING GEO S. The Kling Co General Contractors 421 23 Union League Bldg
Residence: 852 Waterloo Street, Los Angeles (Echo Park District)
KLING SPENCER J. The Kling Co General Contractors 421 23 Union League Bldg
Residence: 1932 Wilton Place, Hollywood

Figure 13 Portraits of brothers George S. & Spencer J. Kling, the General Contractors for the Depot.

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Not known
Date of photograph: 1943 (during WWII); all passenger trains at this time were war-time specials
Negative : N/A
Description of view: Perspective of the south elevation, view: northeast from the tracks.
Photo number: N/A

Figure 14 Etiwanda in 1943 (during WWII), all passenger trains at this time were war-time specials

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Not known
Date of photograph: 1943 (during WWII); all passenger trains at this time were war-time specials
Negative : N/A
Description of view: Perspective of the south elevation, view: northeast from the tracks.
Photo number: N/A

Figure 15 Modernized (1939) "San Berdoo" 1200 on an Electric Railway Historical Association of Southern California (ERHA of SC) chartered fantrip, typical equipment on the line in the final years.

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: John Heller
Date of photograph: 2005
Negative : N/A
Description of view: Perspective of the west elevation, view: northeast across roadway and tracks, another set of PE tracks crosses over the top.
Photo number: N/A

Figure 16 Pacific Electric Railroad Bridge, erected 1913, Irving Gill Architect, Torrance, CA.

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: John Heller
Date of photograph: 10-30-2007
Negative : N/A
Description of view: Detail of “PE” lightning bolt terra cotta wall tile. Photo taken at Pacific Electric **Rialto** Depot; all five of Etiwanda’s tiles have been removed by vandals and will need to be replicated.
Photo number: N/A

Figure 17 Detail of “PE” lightning bolt terra cotta wall tile at sister Rialto Depot.

Drawing

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Draughtsman: John Heller
Date: 1995
Negative: N/A
Description of view: Detail of “PE” lightning bolt terra cotta wall tile.
Photo number: N/A

Figure 18 “PE” lightning bolt terra cotta wall tile.

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: unknown
Date of photograph: c. 1970
Negative : N/A
Description of view: ***Photo of Pacific Electric Rialto Depot, NOT Etiwanda****.* Perspective of the Passenger Portico looking south towards right-of-way showing built-in passenger waiting benches.
Photo number: N/A

Figure 19 Perspective of the Passenger Portico at sister Rialto Depot

Historic Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: John Heller
Date of photograph: 01-07-2007
Negative : N/A
Description of view: View of decorative arch and typical pilaster caps from roof.
Photo number: N/A

Figure 20 View of decorative arch and typical pilaster caps from roof.

List of Record Photographs

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the west and south elevations, view: northeast from the tracks.
Photo Number: 0001 CA_San_Bernardino_PE_Etiwanda_Depot_0001

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the north elevation, view: southwest from the truck scale.
Photo Number: 0002 CA_San_Bernardino_PE_Etiwanda_Depot_0002

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Elevation of Station Agent's Bay window, trackside.
Photo Number: 0003 CA_San_Bernardino_PE_Etiwanda_Depot_0003

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Passenger Portico looking east to Passenger Waiting Room.
Photo Number: 0004 CA_San_Bernardino_PE_Etiwanda_Depot_0004

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Passenger Portico looking south towards right-of-way.
Photo Number: 0005 CA_San_Bernardino_PE_Etiwanda_Depot_0005

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Passenger Waiting Room looking south towards right-of-way. Passenger Portico through double doorway on right, ticket window in wall to left.
Photo Number: 0006 CA_San_Bernardino_PE_Etiwanda_Depot_0006

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Station Agent's Office looking north away from right-of-way. Built-in ticket counter at left beneath ticket window. Men's toilet room through doorway at rear, (north) end of room.
Photo Number: 0007 CA_San_Bernardino_PE_Etiwanda_Depot_0007

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Passenger Baggage Room looking south towards right-of-way. Cast-in-place concrete stairs lead up to Freight room level.
Photo Number: 0008 CA_San_Bernardino_PE_Etiwanda_Depot_0008

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Freight Room looking southeast towards right-of-way; Freight Dock visible through double doorway.
Photo Number: 0009 CA_San_Bernardino_PE_Etiwanda_Depot_0009

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Elevation of the double doors between the Freight Room and the Freight Dock showing doors and wooden door guards.
Photo Number: 0010 CA_San_Bernardino_PE_Etiwanda_Depot_0010

United States Department of the Interior
National Park Service

National Register of Historic Places—Additional Documentation Continuation Sheet

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Freight Dock looking east; view showing openings on three faces of the building.
Photo Number: 00011 CA_San_Bernardino_PE_Etiwanda_Depot_0011

Photograph

Pacific Electric Etiwanda Depot
Rancho Cucamonga, California
Photographer: Paul Guglielmo
Date of photograph: 2008
Negative : Planning Dept. Rancho Cucamonga City Hall, 10500 Civic Center Dr
Description of view: Perspective of the Freight Dock looking northwest to show the relationship of the double doors to the Freight Room, the north openings and the ceiling structure and timber truss work.
Photo Number: 0012 CA_San_Bernardino_PE_Etiwanda_Depot_0012