

274

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Registration Form

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NATIONAL  
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

## 1. Name of Property

historic name Southern Pacific Depot  
other names/site number N/A

## 2. Location

street & number 65 Cahill Street N/A not for publication  
city, town San Jose N/A vicinity  
state California code CA county Santa Clara code 085 zip code 95110

## 3. Classification

## Ownership of Property

☐ private  
☒ public-local  
☒ public-State  
☐ public-Federal

## Category of Property

☐ building(s)  
☒ district  
☐ site  
☐ structure  
☐ object

## Number of Resources within Property

Contributing	Noncontributing
<u>4</u>	<u>      </u> buildings
<u>      </u>	<u>      </u> sites
<u>6</u>	<u>      </u> structures
<u>      </u>	<u>      </u> objects
<u>10</u>	<u>      </u> Total

Name of related multiple property listing:  
N/A

Number of contributing resources previously  
listed in the National Register N/A

## 4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, 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. ☐ See continuation sheet.

Signature of certifying official

California Office of Historic Preservation

State or Federal agency and bureau

Date

March 1, 1993

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

## 5. National Park Service Certification

I, hereby, certify that this property is:

☒ entered in the National Register.  
☐ See continuation sheet.  
☐ determined eligible for the National  
Register. ☐ See continuation sheet.  
☐ determined not eligible for the  
National Register.

☐ removed from the National Register.☐ other, (explain:)Entered in the  
National RegisterDelores Byers4/1/93

Signature of the Keeper

Date of Action

## 6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION: Rail Related

Current Functions (enter categories from instructions)

TRANSPORTATION: Rail Related

## 7. Description

Architectural Classification

(enter categories from instructions)

Italian Renaissance Revival

Materials (enter categories from instructions)

foundation CONCRETE

walls BRICK

roof TERRA COTTA

other METAL: Steel Sash Windows

METAL: Iron Gate

Describe present and historic physical appearance.

The Southern Pacific Depot on Cahill Street in San Jose is a multi-level combination (passenger and freight) railroad depot constructed in the Italian Renaissance Revival style. Built in 1935, it consists of a three-story central section flanked by two-story wings. The building, a compilation of rectangular sections, is 390 feet long and varies in width from 40 feet to 78 feet. The central section, which contains the passenger waiting room, measures 40 by 80 feet and 33 feet in height. The high center pavilion housing the waiting room is constructed of steel columns and trusses. The side wings are framed with wood. The roofs of the three main sections are hipped with medium boxed eaves and covered with terra cotta tile in varied shades of red and "sunset." The south and rear wings are flat roofed and only trimmed with terra cotta tile. The exterior walls are clad with tapestry brick of varied colors and arranged in an English bonding pattern. The foundation walls are concrete. The depot is located in an industrial area dominated by warehouses and related commercial businesses. The depot faces east onto Cahill Street, which is lined with trees. Several vernacular sheds, a water tower, butterfly passenger sheds and the nearby Alameda Underpass are all contributing structures within the railroad station, which serves as the setting for the depot. The property is in fair condition and has been altered very little since its construction.

The main facade of the depot possesses three tall arches that frame the main entry and windows. The multi-light fixed windows are steel sash and wood framed. They are set in recessed fields which create vertical brick surrounds to compliment the symmetry. Flanking the central arch, a pair of pilasters, inset with capital terra cotta appliques, repeats the image. Surmounting the brick fields surrounding the arches, a white terra cotta imbrication with two rows of zigzags supports a metal cornice in a reference to the classical entablature. A cantilevered galvanized steel and concrete marquee shelters the main entry. Once on the marquee, galvanized steel facing repeating



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## National Register of Historic Places Continuation Sheet

Section number 7 Page 1

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### Description (continued)

the pilaster theme with capped colonettes has been removed. The marquee and the windows show the most pronounced deterioration on the facade.

The recessed brick fields and terra cotta appliques of the main structure are repeated on the facades of the side wings. The windows there, however, are rectangular and include casement sections. Connected by a concourse distinguished by large basket arches which lead to the tracks, a southern one and one half story annex was constructed as the baggage office, telegraph and telephone office and equipment room. Befitting its purpose, the annex possesses wooden garage doors and loading docks.

The decorative features of the facade are also repeated on the rear of the central building, with its reversed role as entrance to the building and San Jose beyond for passengers arriving by train. Extending from the rear of the building a single story glass and metal structure encloses the concourse to the pedestrian subway to the metal butterfly sheds (described in contemporary writings as umbrella sheds) that sheltered waiting passengers.

The interior of the waiting room has terrazzo floors with stone inlay. The walls are scored in a ashlar pattern (Caen stone plaster) above a marble wainscot. The coffered ceiling possesses a large ridge beam flanked by two purlins on either side which support beveled rafters decorated with corbels. The beams are grained and stenciled with a floral pattern. At the north and south ends of the waiting room blind arches lead to the attached wings. A moderne clock is located above the blind arch on the south end of the room. Above the north arch there is a mural by San Francisco artist John MacQuarrie. The mural depicts the colonization of the Santa Clara Valley, with a view of modern San Jose, the Lick Observatory, and a train in the background clouds. Plaster grilles with ornamental motifs flank the clock and mural. The original marble ticket counter at the north end of the room includes rippled glass, maple ticket files, and lights supported on tubular brass arches.

There are several structures within the boundaries of the rail-

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National Park ServiceNational Register of Historic Places  
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## Description (continued)

road station which are contributing resources. An iron gate with square classical posts and curvilinear details is located on the north side of the depot. Butterfly passenger sheds between tracks 2 and 3 and tracks 4 and 5 were erected by the Soule Steel Company to the west of the depot, connected by a subterranean passage. Located to the south of the depot is a vernacular wood-framed shed, commonly referred to as the car cleaners' shack. It is gable-roofed and clad with board and batten siding, and possesses a series of doorways in the facade for the men's and women's locker rooms within the building. The water tank situated to the west across the tracks is also a contributing structure. About 600 feet to the north there is presently located a small rectangular wood-clad compressor house from which the machinery has been removed. The four passenger tracks, separate track for handling mail, baggage, and express in carload lots, and freight tracks, which handle traffic around the terminal yard without interfering with passenger trains, are relatively intact features of the station, though there has been some minor realignment over time and the rails and ties have been replaced.

The Santa Clara Underpass (referred to as the San Jose Underpass, Bridge No 37-45, 04-SC1-82, at P.M. 8.40 in the CALTRANS Bridge Inventory) is located about 500 feet to the north of the depot. Also a contributing structure, it is comprised of 43 simple span rolled steel beams on a reinforced concrete pier with windows, and double-walled abutments with pedestrian passages. Its two spans total 82 feet in length, and carry three tracks of the Southern Pacific Depot's north yard throat over Route 82, crossing the roadway at right angles (no skew). The bridge has solid parapet railings, with a large enameled Southern Pacific herald placed above the center pier. Railing ends posts are surmounted by Beaux-Arts luminaires cast by the Joshua Hendy Iron Works at Sunnyvale.

At the north end of the underpass there is located a small wood-framed herder's shack (which shelters the railman responsible for switching tracks at the end of the yard). The walls are clad with board and batten siding and the gabled roof is covered with shingles. The door is sheltered by a corrugated metal awning.

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## National Register of Historic Places Continuation Sheet

Section number 7 Page 3

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### Description (continued)

The structure was lengthened by four and a half feet at an unknown date, probably in the 1930s or 1940s. The Santa Clara Underpass has spalled concrete.

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Continuation Sheet**

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Explanation of Resource Count:

Contributing Buildings: Depot  
Car cleaner's shack  
Herder's shack  
Compressor House

Contributing Structures: Wall and Fence System  
Water tower  
Underpass  
2 Butterfly sheds  
Tracks

## 8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☒ statewide ☐ locally

Applicable National Register Criteria ☐ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1932-1935

Significant Dates

1935

Cultural Affiliation

Significant Person

Architect/Builder

Christie, John H.

Morrison, E.C.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Southern Pacific Depot built in 1935 on Cahill Street in San Jose is an example of the Italian Renaissance Revival style with eclectic elements indicative of a changing aesthetic. Contextually it relates to the influence of that style on architecture in California, and to the statewide context, Arts in California. The depot meets National Register Criterion C in the area of Architecture as a late example of the Italian Renaissance Revival style in commercial architecture in the state.

### Historical background and significance

The construction of the Southern Pacific depot in 1935 at 65 Cahill Street in San Jose, Santa Clara County, was the culmination of a 30-year effort to relocate 4.5 miles of the South Pacific Coast line of the Southern Pacific Railroad away from the heavy traffic of the downtown area around the Market Street Depot to the west side of the city, an industrial neighborhood area in the nineteenth century and the formerly the location of rail facilities belonging to other railroads. The Southern Pacific Depot relocation was heralded as the first major railroading change in San Jose in nearly three quarters of a century.

The new \$100,000 building, part of a \$3,250,000 project, replaced the Market Street station which had been built in 1872. The Southern Pacific depot on Cahill Street was designed by Southern Pacific architect, John H. Christie, who had worked on the Southern Pacific remodeling of the Fresno, California depot in 1915 and later, in 1939, worked on the Los Angeles Union Passenger

☒ See continuation sheet



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Section number 8 Page 1

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Significance (continued)

Terminal. The depot on Cahill Street in San Jose was constructed by the C.N. Swenson Construction Company. The grade separations for the station were heralded as models of safe design. The Cahill Street station replaced the Market Street station in San Jose as the terminus of the San Francisco Peninsula rail service, which has operated since the 1860s. Today the neighborhood is semi-industrial, as it has been for nearly a hundred years. The liveliest operation remains that at the depot.

Contemporary literature of the 1930s described the Southern Pacific Depot in San Jose as designed in the Italian Renaissance Revival style, though in retrospect it can be interpreted as an eclectic design combining the historicist elements with contemporary Streamline Moderne features. The revival idiom prescribed the monumental character which is established by the massing of the main structure with the two wings. This is enhanced by the texture of the masonry. However, the application of the cantilevered marquee, for example, injected a contemporary element, emphasizing the passage of crowds and suggesting the grand movie houses of the period. The waiting room mural, painted by John MacQuarrie, the artist responsible for murals in the Southern Pacific depot at Sacramento and the statue commemorating the Donner Party in Truckee, California, was an interior detail that suited the historicist motif but was common to Moderne design as well.

The Southern Pacific Depot in San Jose has the distinction of being one of only four transportation facilities in the Italian Renaissance Revival style in California. It is the only one in that style in the Southern Pacific San Francisco-San Jose Peninsula Service and the largest surviving depot on that line. The well-proportioned and gracefully-detailed building was the last depot constructed in the grand-scale in northern California and, serves to represent the architectural and corporate ambitions of its time. It is one of six large-scale passenger terminals in California that are still extant. It is furthermore unusually large and elaborate to have been built in the late

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Section number 8 Page 2

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Significance (continued)

1930s. The Los Angeles Union Passenger Terminal is the only other large depot that was built in the 1930's. The other large-scale stations in the state, located in Stockton, Sacramento, Oakland, and San Diego date from the 1910's and 1920's.

The Southern Pacific Depot in San Jose retains a high level of integrity. It is essentially unaltered since its construction and has continued to serve its original purpose. It has undergone few changes in the years since its construction, save for the removal of the galvanized steel facing of the cantilevered marquee and some cosmetic deterioration due to the passage of time. Yet it continues to function for new generations of travelers and it still dominates the site with stately grandeur.

The contributing structures at the Cahill station were built or installed to complement the new rail facility. The Santa Clara Underpass was constructed in 1933. The ornamental iron railing and, most probably, the water tower were built at the same time as the depot. The history of the car cleaner's shack, the herder's shack and the compressor house is more obscure. They were most likely moved onto the in the mid-1930s, though the car cleaners' shack may have been moved to its present location at a later date.

Though these utilitarian buildings have undergone some modifications and deterioration over the years, they retain enough integrity to represent vernacular railroad structures once common within the Southern Pacific Company system. Such buildings were repeatedly relocated and their dates of construction are a mystery even in Southern Pacific Company property records. The three sheds at the Southern Pacific Depot on Cahill Street were most likely constructed between 1900 and 1920 in accordance with Southern Pacific Lines common standard plans specifications. Because such buildings were constantly recycled, they are fast disappearing, particularly, as their function is eliminated. They survive to represent the physical operation of the Southern Pacific Cahill Street yard of which the Depot was the centerpiece.

## 9. Major Bibliographical References

See continuation sheet

### 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 # \_\_\_\_\_

☐ See continuation sheet

### Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: \_\_\_\_\_

## 10. Geographical Data

Acreage of property approximately 12.5 acres

### UTM References

A 

1,0	5 9,7 2,4,5	4,1 3,2 0,8,0
Zone	Easting	Northing

C 

1,0	5 9,7 2,8,3	4,1 3,2 0,2,5
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B 

1,0	5 9,7 2,8,0	4,1 3,2 0,8,3
Zone	Easting	Northing

D 

1,0	5 9,7 3,5,8	4,1 3,2 0,3,0
-----	-------------	---------------

☒ See continuation sheet

### Verbal Boundary Description

The boundary of the nominated property is delineated by the polygon whose vertices are marked by the following UTM reference points: A 10 597245 4132080, B 10 597280 4132083, C 10 597283 4132025, D 10 597358 4132030, E 10 597362 4131741, F 10 597363 4131741, G 10 597364 4131715, H 10 597250 4131710, I 10 597230 4131940, J 10 597250 4132020.

☐ See continuation sheet

### Boundary Justification

Approximately 12.5 acres surrounding the Southern Pacific Depot at the Cahill Street Station in San Jose have been a historical part of the station, maintain integrity and convey the property's setting. These include the depot, the water tower, the Santa Clara Underpass, the tracks at the station, the butterfly passenger sheds, the car cleaners' shack, the herder's shack, and the compressor house.

☒ See continuation sheet

## 11. Form Prepared By

name/title Elizabeth A. McKee, Historian

organization CALTRANS

street & number P.O. Box 23660

city or town Oakland

date December 1, 1992

telephone (510) 286-5611

state California zip code 94623-0660

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## Bibliography

- Arbuckle, Clyde. History of San Jose. San Jose, CA: Smith & McKay Printing Company, 1986.
- Bradley, Bill. The Last of the Great Stations: 40 years of the Los Angeles Union Passenger Terminal, Interurban Publications, 1979.
- Holmes, Norman W. Prune Country Railroading: Steel Trails to San Jose. Huntington Beach, CA: Shade Tree Books, 1985.
- MacGregor, Bruce A. A Centennial: South Pacific Coast. Boulder, CO: Pruett Publishing Company, 1982.
- Miller, Steve. "The Peninsula Commute Story," October 8, 1987.
- Polks San Francisco City Directory, 1933.
- Sacramento Bee. The Sacramento Guide Book. 1937.
- San Francisco Examiner. Obituaries. November 29, 1944. Page 3.
- Southern Pacific Bulletin "New Line: #3,250,000 Project Eliminates Many San Jose Grade Crossings; City Celebrates with the S.P.," January 1936, pp.5-7,14.
- Southern Pacific Company. "Passenger Station San Jose, Elevations." May 15, 1935.
- Stindt, Fred A. "Penninsula [sic] Service: A Story of Southern Pacific Commuter Trains," The Western Railroader, Vol. 20 No. 9, July 1957, pp.5-40.
- Urban/Rural Conservation of San Jose. "Regional Transit Terminal Project." Santa Clara Transportation Agency. October 1980.

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## UTM References

E	Zone	Easting	Northings	F	Zone	Easting	Northings
	10	597362	4131741		10	597363	4131741
G	10	597364	4131731	H	10	597250	4131710
I	10	597230	4131940	J	10	597250	4132020

## Boundary Justification

The National Register nomination of the Southern Pacific Depot in San Jose is confined to the transportation features within the station area and excludes those beyond the station historically owned by the Southern Pacific Transportation Company because they are not contributors to the depot. The northern boundary of the National Register nomination crosses the north end of the San Jose Underpass going eastward from UTM points A to B, including the switchman's shanty at the north end of the Underpass. From UTM points B to C the boundary extends southward to encompass the eastern side of the Underpass before turning easterly from UTM points C to D. The eastern boundary follows the perimeter of Santa Clara Assessor's parcel 261 35 24 from UTM points D to E, E to F and F to G and includes the depot and the car cleaners' shack. The southern boundary of the nominated property extends westerly from UTM points G to H from the car cleaners' shack across the tracks to the water tower. The western boundary of the property follows the tracks north from UTM points H to I and northeast from UTM points I to J. The boundary then proceeds north along the San Jose Underpass from UTM points J to A.



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Section number \_\_\_\_\_ Page 1

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Photographs

1. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
photographer unknown  
ca. 1940  
San Jose Historical Museum  
Facade and north side elevation of central section of depot,  
looking southwest
2. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
East facade looking west
3. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
South side elevation of freight wing and central section of  
depot, and east facade of freight wing of depot, looking  
northwest
4. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
North side elevation of central section of depot, looking  
south
5. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
South side elevation of central section of depot, looking  
north

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Continuation Sheet

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Photographs (cont.)

6. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
August 1990  
California Department of Transportation, Sacramento, CA  
Interior of depot waiting room, in the depot's central  
section, looking southeast
7. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
August 1990  
California Department of Transportation, Sacramento, CA  
Depot waiting room ticket counter and mural on north wall, in  
the depot's central section
8. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
August 1990  
California Department of Transportation, Sacramento, CA  
Subway ramp to platform, at the rear of the central section  
of the depot, looking south
9. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
Butterfly sheds, platform, tracks, and rear elevation,  
looking north
10. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
Passenger platform, subway, and rear elevation of depot,  
looking northeast

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National Park Service

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Continuation Sheet**

Section number \_\_\_\_\_ Page 3

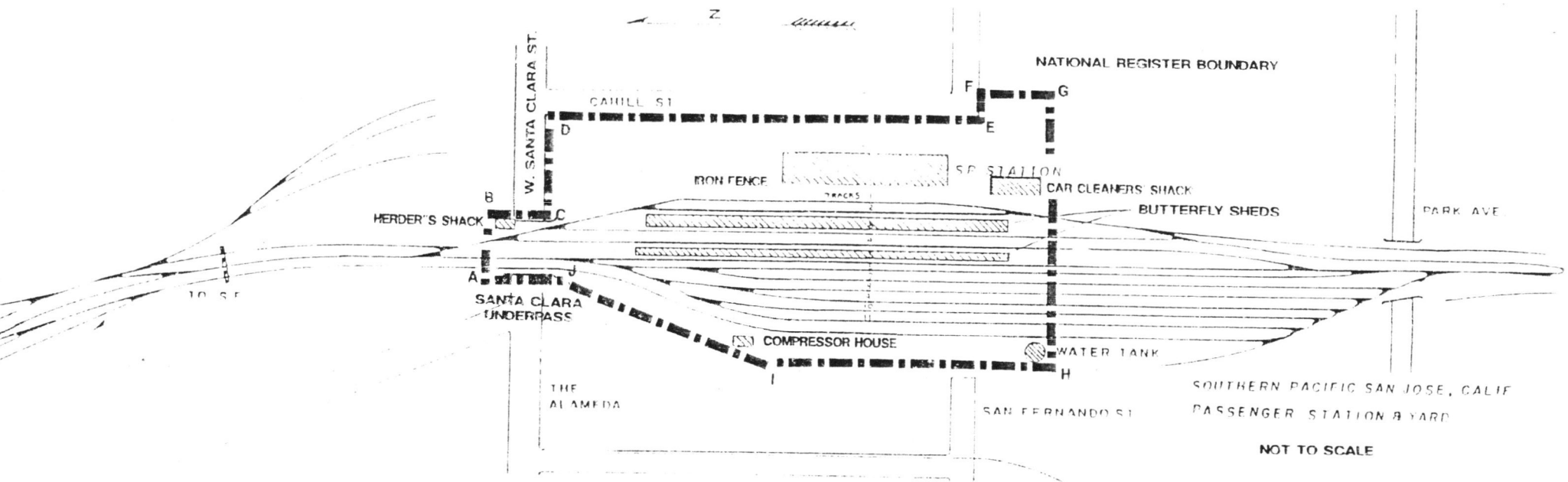
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**Photographs (cont.)**

11. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
West facade and south side elevation of car cleaners' shack
12. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
Iron gate on north side of depot, looking southeast
13. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
Santa Clara Street Underpass, looking northeast
14. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
West elevation and facade of herder's shack, looking  
northeast
15. Southern Pacific Depot, 65 Cahill Street, San Jose  
Santa Clara County, CA  
Don Tateishi  
April 1989  
California Department of Transportation, Sacramento, CA  
West elevation of depot, north elevation of butterfly sheds,  
station tracks, water tank and compressor house, looking  
south

# SOUTHERN PACIFIC DEPOT

SAN JOSE, CALIFORNIA



UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Southern Pacific Depot  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: CALIFORNIA, Santa Clara

DATE RECEIVED: 3/04/93 DATE OF PENDING LIST: 3/16/93  
DATE OF 16TH DAY: 4/01/93 DATE OF 45TH DAY: 4/18/93  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 93000274

NOMINATOR: STATE

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 4/1/93 DATE **Entered in the  
National Register**

ABSTRACT/SUMMARY COMMENTS:

*Continuation Sheets not labeled*

RECOM./CRITERIA \_\_\_\_\_  
REVIEWER \_\_\_\_\_  
DISCIPLINE \_\_\_\_\_  
DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N



---

CLASSIFICATION

\_\_\_count      \_\_\_resource type

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STATE/FEDERAL AGENCY CERTIFICATION

---

FUNCTION

\_\_\_historic      \_\_\_current

---

DESCRIPTION

\_\_\_architectural classification

\_\_\_materials

\_\_\_descriptive text

---

SIGNIFICANCE

Period      Areas of Significance--Check and justify below

Specific dates      Builder/Architect

Statement of Significance (in one paragraph)

\_\_\_summary paragraph

\_\_\_completeness

\_\_\_clarity of statement

\_\_\_applicable criteria

\_\_\_justification of areas checked

\_\_\_relating significance to the resource

\_\_\_context

\_\_\_relationship of integrity to significance

\_\_\_justification of exception

\_\_\_other

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BIBLIOGRAPHY

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GEOGRAPHICAL DATA

\_\_\_acreage      \_\_\_verbal boundary description

\_\_\_UTMs      \_\_\_boundary justification

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ACCOMPANYING DOCUMENTATION/PRESENTATION

\_\_\_sketch maps    \_\_\_USGS maps    \_\_\_photographs    \_\_\_presentation

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OTHER COMMENTS

Questions concerning this nomination may be directed to

\_\_\_\_\_ Phone \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_\_

















Amtrak

Amtrak  
Tickets/Tours  
Sold  
Here

BOOKING

DIST



ON TRACK N°1 →

TO TRAINS →

**Cutty Sark**  
The only  
one of  
its kind.







USE SUBWAY  
TO STATION

TRACK 2









VERTICAL CLEARANCE 14 FT 9 IN

82 SOUTH  
RIGHT LANE

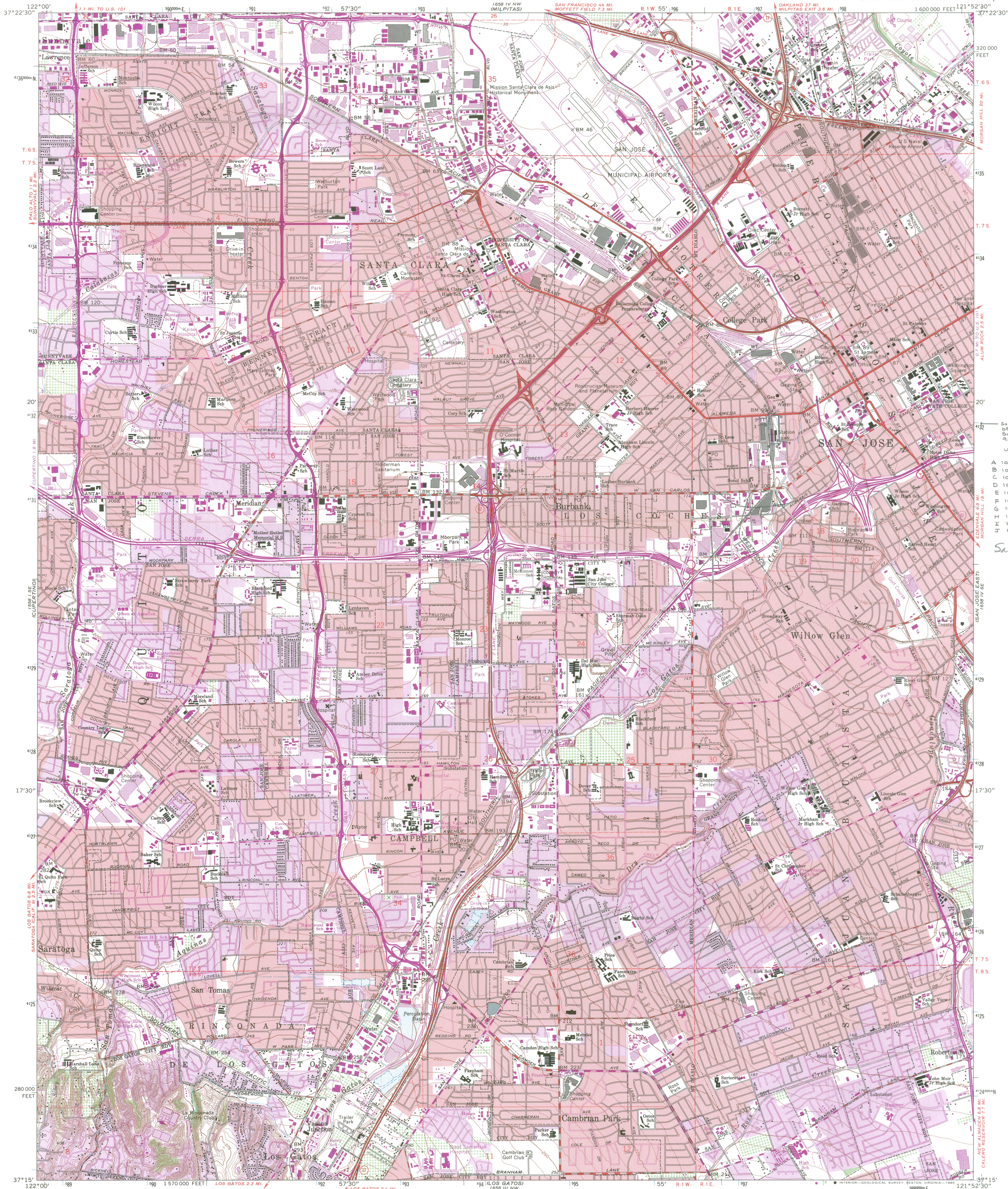






UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

SAN JOSE WEST QUADRANGLE  
CALIFORNIA—SANTA CLARA CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
SW/4 SAN JOSE 15' QUADRANGLE



Maped, edited, and published by the Geological Survey  
with cooperation by the California Department of Water Resources  
Control by USGS, NOS/NOAA, and USCE

Topography from aerial photographs by photogrammetric methods  
and by planetable surveys 1953 Aerial photographs taken 1948  
Revised from aerial photographs and by planetable surveys 1961  
Aerial photographs taken 1960.

Polyconic projection. 10,000-foot grid based on California coordinate  
system, zone 3. 1000-meter Universal Transverse Mercator grid ticks,  
zone 10, shown in blue. 1927 North American Datum. To place on the  
predicted North American Datum 1983 move the projection lines  
13 meters north and 94 meters east as shown by dashed corner ticks  
Red tint indicates areas in which only landmark buildings are shown  
Dashed land lines indicate approximate locations  
The north two-thirds of this map lies within a subsidence area

Revisions shown in purple and woodland compiled from  
aerial photographs taken 1979 and other source data  
This information not field checked. Map edited 1980  
Purple tint indicates extension of urban areas

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS  
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092  
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

ROAD CLASSIFICATION

Heavy-duty ——— Light-duty ———  
Medium-duty ——— Unimproved dirt ———  
Interstate Route U.S. Route State Route

SAN JOSE WEST, CALIF.

SW/4 SAN JOSE 15' QUADRANGLE  
N3715—W12152.5/7.5

1961  
PHOTOREVISED 1980  
DMA 1658 IV SW-SERIES V895

Southern Pacific Depot





## CITY OF SAN JOSE, CALIFORNIA

DEPARTMENT OF CITY PLANNING  
801 NORTH FIRST STREET  
SAN JOSE, CA 95110-1795

RECEIVED

JAN 22 1993

GARY J. SCHOENNAUER  
DIRECTOR OF PLANNING

January 14, 1993

Steade R. Craigo  
Office of Historic Preservation  
Department of Parks and Recreation  
P.O. Box 942896  
Sacramento CA 94296-0001

Dear Mr. Craigo:

RE: SAN JOSE SOUTHERN PACIFIC DEPOT

The Historic Landmarks Commission reviewed the National Register of Historic Places nomination application at its January 6, 1993 meeting. At the meeting the Commission expressed its support in favor of the nomination. They felt that National Register status would provide a level of recognition and further protection to this important resource.

Should you have any questions regarding this matter, please feel free to contact me at (408) 277-4576.

Sincerely,

Nancy Hemmen  
Historic Preservation Officer

cahill/10

OFFICE OF HISTORIC PRESERVATION

DEPARTMENT OF PARKS AND RECREATION

P.O. BOX 942896

SACRAMENTO 94296-0001

(916) 653-6624

FAX: (916) 653-9824

RECEIVED



MAR 04 1993

NATIONAL  
REGISTER

March 1, 1993

Mr. Jerry Rogers  
Keeper of the National Register  
National Park Service  
P.O. Box 37127  
Washington, D.C. 20013-7127

Dear Mr. Rogers:

Re: Nomination to the National Register of Historic Places  
SOUTHERN PACIFIC DEPOT

We are submitting the above-stated property for nomination to the National Register of Historic Places. The property is located in city of San Jose, Santa Clara County, California.

Sincerely,

A handwritten signature in cursive script that reads 'Steade R. Craig'.

Steade R. Craig, Deputy  
State Historic Preservation Officer