

Appendix D: Draft Historic Resources Finding of Effect

SOUTH TERMINAL PHASE II PROJECT

FINDING OF EFFECT
(No Adverse Effect)

Submitted to

FEDERAL TRANSIT ADMINISTRATION
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Acronyms

ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
CRHR	California Register of Historical Resources
Caltrans	California Department of Transportation
FTA	Federal Transit Administration
JPB	Peninsula Corridor Joint Powers Board
km	kilometers
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
SHPO	State Historic Preservation Officer

Executive Summary

This report applies the criteria of effect pursuant to 36 CFR Part 800.5 to historic properties for the Caltrain South Terminal Phase II Project proposed by the Peninsula Corridor Joint Powers Board (JPB) and located in the City of San José, Santa Clara County, California. This report was completed to assist the Federal Transit Administration, Region IX (FTA) and JPB in fulfilling their responsibilities as required by the National Historic Preservation Act (NHPA) of 1966 (as amended) (16 U.S.C., Section 470 (f) and its implementing regulations (36 CFR Part 800). This report also includes impacts analysis for the purposes of compliance with the California Environmental Quality Act (CEQA) as it pertains to historical resources, see Section 4.

The South Terminal Phase II Project (project) consists of the construction of a fourth mainline track from the JPB Centralized Equipment Maintenance and Operation Facility (CEMOF) to Diridon Station, as well as construction of a small section of track to install a crossover north of the CEMOF. Also included in the project is construction of new signal controls and associated switches to maintain operational flexibility and minimize delays. The project will require minor right-of-way acquisition from the City of San Jose property occupied by the San Jose SAP Center parking lot, a PG&E corporation yard, and buildings at 60 Stockton Avenue and 106-120 Stockton Avenue. All changes as a part of the South Terminal Phase II project will be consistent with the Secretary of the Interior's standards for rehabilitation and reuse. All are completely reversible.

The only historic property located within the Area of Potential Effect (APE) for this project is the Southern Pacific Depot Historic District (Diridon Station) on Cahill Street.¹ The historic property includes several buildings and structures, as well as the Santa Clara Underpass and railroad tracks, which are within the APE. Southern Pacific originally owned and operated a station, and although this site has served as a railway station since the 19th century, the current station buildings were constructed between 1932 and 1935. Amtrak took over long distance passenger train service in 1971 and was succeeded by Caltrain, which is the current operator of the commuter service. See Section 2 for a summary of the history and significance of Diridon Station.

This document applies the Criteria of Effect and Adverse Effect (36 CFR 800.5 et. seq.) to the historic resources potentially affected by the Caltrain South Terminal Phase II Project, and finds that the proposed project will result in no adverse effect to the Southern Pacific Depot

¹ The station has been referred to variously as Cahill Station, Diridon Station, San Jose Diridon Station, and the Southern Pacific Station on Cahill Street.

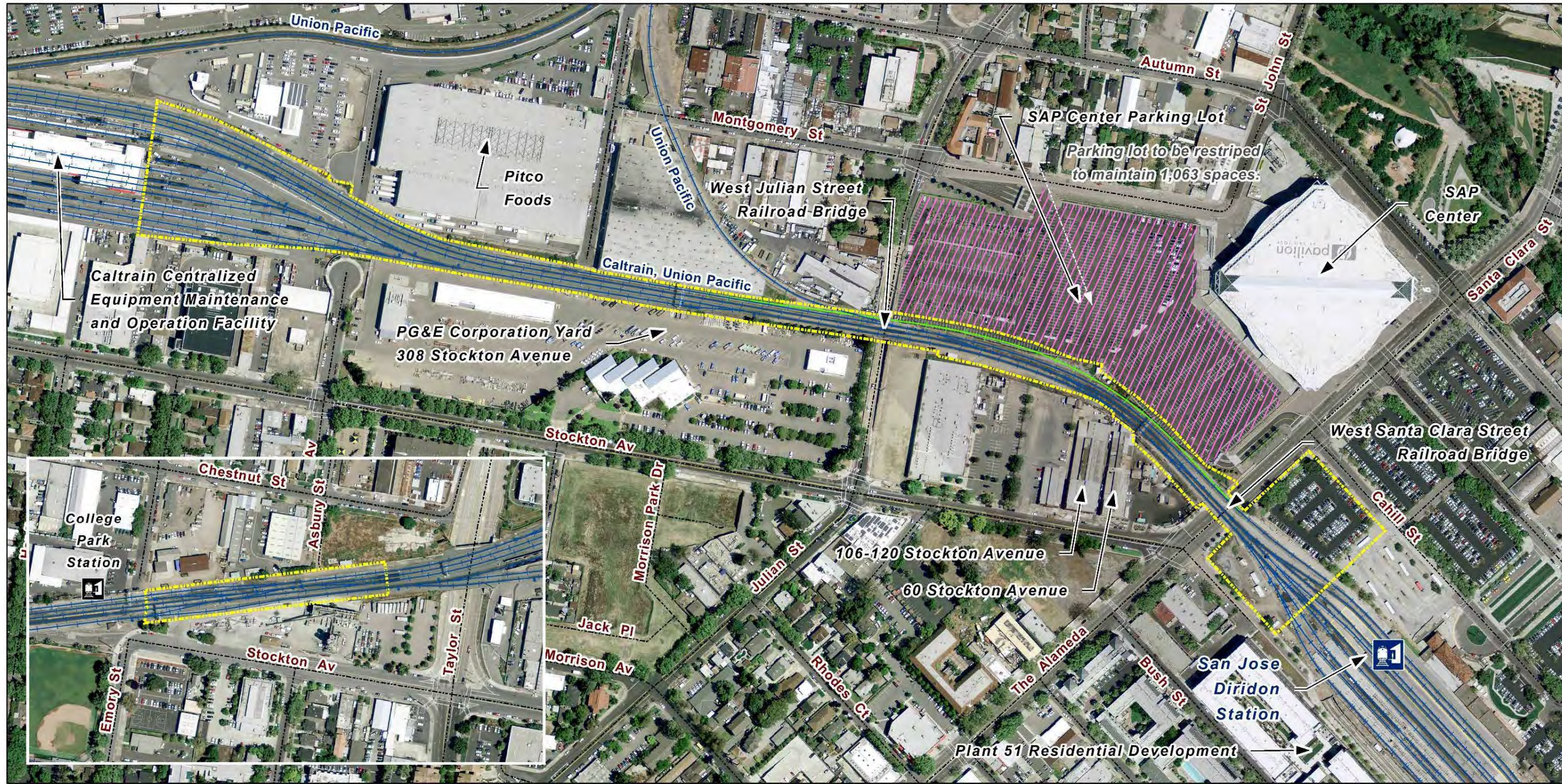
Historic District because it will not diminish the historic function or character-defining features of the property.

1. Project Description

The Peninsula Corridor Joint Powers Board, operator of the Caltrain commuter rail system, proposes the South Terminal Phase II Project (the proposed project) in the City of San Jose, Santa Clara County, California. The proposed project consists of construction of a fourth mainline track and new signal controls between the south end of Caltrain's Centralized Equipment Maintenance and Operation Facility (CEMOF) and the north end of Diridon Station in San Jose. The additional track would be approximately 2,100 feet in length from CEMOF (MP 46.9) to the north end of Diridon Station (MP 47.3), just north of West Santa Clara Street. The proposed project also includes some modifications to the existing track systems, where they need to be realigned to accommodate the fourth track within the right of way (ROW) to the extent practicable and associated signal control work. In addition, the project includes construction of a small segment of track in order to install a cross over north of CEMOF. The design features of the project include a total of 11 cross-overs/turnouts/slip-switches. New overhead signal bridges will be constructed in six locations in conjunction with the track and signal upgrades. Two bridges are located within the project limits: West Julian Street at mile post (MP) 47.15; and West Santa Clara Street at MP 47.35. No modifications to the bridge structures would be required to accommodate the fourth track. The project limits and key project elements are presented in **Figure 1**.

The proposed project would require minor ROW acquisitions of approximately 20,000 square feet, with approximately 2,000 square feet on the north side of the existing tracks west of Julian Street, 3,000 square feet on the south side of the existing tracks west of Julian Street, and the remaining 15,000 square feet along the eastern edge of the project limits.² The majority, or about 13,000 square feet of acquisitions would occur on the City of San Jose property occupied by the San Jose SAP Center parking lot (APN: 259-28-041, -44). Approximately 84 parking spaces are found within the ROW acquisition area and would be mitigated in coordination with the City of San Jose, potentially by restriping the SAP Center parking lot to avoid net loss in parking. The remaining acquisitions would consist of narrow strips of land totaling about 3,000 square feet from a PG&E corporation lot west of Julian Street at 308 Stockton Avenue (APN: 259-27-027), 2,000 square feet from two adjacent UPRR parcels west of Julian Street (APN: 259-27-020, -022), and 2,000 square feet from lots at 60 Stockton Avenue (APN: 259-28-002) and 106-120 Stockton Avenue (APN: 259-28-003). These strip acquisitions do not include removal or alteration of any buildings or structures.

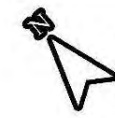
² Right-of-way and parking space impacts are based on the Caltrain ROW and OCS files from CALMOD received on February 26, 2016.



	Station		Streets
	Existing Track		Project Limits
	New 4th Track		SAP Parking Lot

Sources: USGS, Caltrans, City of San Jose, County of Santa Clara, ESRI

Coordinate System: State Plane California III FIPS 0403 Feet
Datum: NAD 1983



Project Limits

South Terminal Phase II
San Jose, California



Figure 1: Project Limits.

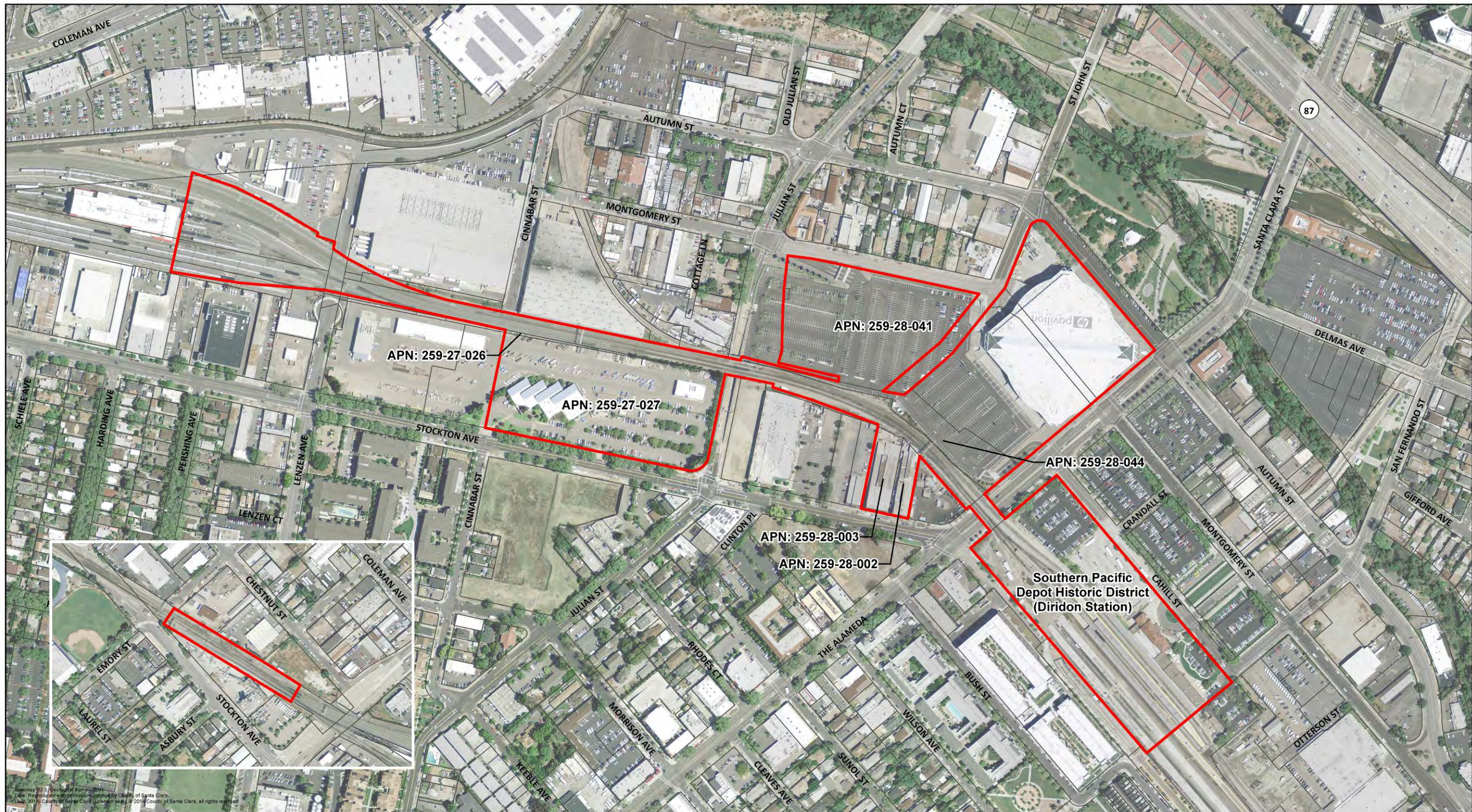
2. Affected Environment

2.1 Identification Efforts

JRP Historical Consulting, LLC (JRP) identified the appropriate built environment Area of Potential Effect (APE) (**Figure 2**), and historic properties within the APE for the proposed project. The APE includes the railroad right-of-way and legal parcels intersected by the footprint of the project. One historic property has been identified within that APE: the Southern Pacific Depot Historic District (Diridon Station), which includes the San Jose (W. Santa Clara Street) Underpass.

The area surrounding the project is a mix of light industrial, residential, and civic development along the former Southern Pacific Railroad line. Many of the light industrial and residential areas have undergone redevelopment resulting in built environment of mixed uses in buildings of various ages and materials. Seven previously evaluated built environment resources are located within the APE (**Table 1**). These include the buildings at 60 Stockton Avenue and 106-120 Stockton Avenue; a PG&E corporate yard (645 Lenzen Avenue); the Julian Street Underpass (P-43-0928); the Calpak San Jose Plants/Mid-Town Industrial Historic District (P-43-1300); and the Southern Pacific Depot (P-43-2272) and San Jose Underpass (P-43-2653). The Julian Street Underpass, 60 Stockton Avenue, 106-120 Stockton Avenue, and the PG&E property at 645 Lenzen Avenue are not historic resources/properties based upon previous evaluation.³ The Southern Pacific Depot and its components constitute the only NRHP-eligible property, defined either as a discrete historic district, or as a component of the formerly eligible Calpak San Jose Plants/Mid-Town Industrial District, a larger property that has lost historic integrity.

³ JRP Historical Consulting, LLC, "BART Silicon Valley Phase II Santa Clara Extension Project: Supplemental Built Environment Survey Report," 2014; "DPR-523 Form Julian Street Underpass MP 47.15 (P-43-0928)," *Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy (MP0.0 to 77.4)*, prepared by Theresa Rogers and Chris Mc Morris, JRP Consulting Services, 2000. While the Julian Street Underpass is similar in appearance to the San Jose Underpass, its location on a smaller feeder road and the fact that it lacks visual linkage with the Southern Pacific Depot district resulted in its "not eligible" status.



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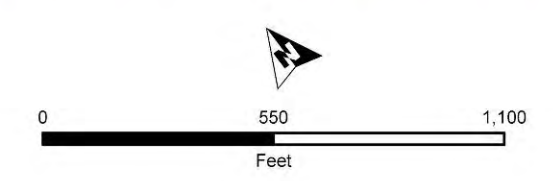
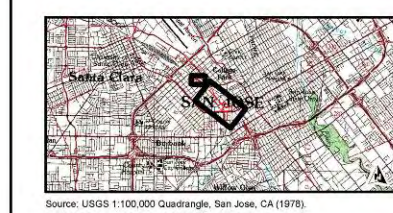


Figure 2. Built Environment Area of Potential Effect

- Area of Potential Effect
- Parcel

Figure 2. Area of Potential Effects

Table 2. Previously evaluated properties within the APE

Primary Number	Property Name	Year Built	California Historic Resources Code	Notes
n/a	PG&E garage within corporation yard at 645 Lenzen Avenue.	1954c.	6Z	Evaluated 2014 for BART Silicon Valley Phase II Santa Clara Extension Project; environmental document in preparation, not yet submitted to Information Center. PG&E offices on the parcel are less than 50 years old and not exceptionally significant.
n/a	106-120 Stockton Avenue	1917	6Z	Evaluated 2014 for BART Silicon Valley Phase II Santa Clara Extension Project; environmental document in preparation, not yet submitted to Information Center.
n/a	60 Stockton Avenue	1920c.	6Z	Evaluated 2014 for BART Silicon Valley Phase II Santa Clara Extension Project; environmental document in preparation, not yet submitted to Information Center.
P-43-0928	Julian Street Underpass (Caltrans Bridge 37C-207)	1934	6	Not eligible for listing in the NRHP or CRHR
P-43-1300	Calpak San Jose Plants/ Mid-Town Industrial District		3D	Evaluators disagreed upon identification of district; most properties within district now demolished or altered. Only component within the APE is Southern Pacific Depot (see below).
P-43-2272	Southern Pacific Depot (Diridon Station) Historic District	1935	1S	Listed on the NRHP in 1993 (#00000366), includes underpass.
P-43-2653	San Jose Underpass (Caltrans Bridge 37-05) at W. Santa Clara Street and The Alameda	1932	1S	Contributing element of the Southern Pacific Depot Historic District.

The Calpak San Jose Plants/Mid-Town Industrial Historic District appeared eligible when it was evaluated in 1998; however, subsequent redevelopment and construction in the area has greatly diminished the number of potentially contributing elements. The Mid-Town Industrial portion of the district was first identified in 1997 by Laffey and Duval as NRHP-eligible, with a proposed area bounded by Sunol and Wilson to the west, The Alameda to the north, Cahill to the east, and a line south of the buildings facing San Fernando Street to the south. Subsequent studies did not agree with this conclusion. The area was again evaluated and identified as a three-site, Calpak San Jose Plants discontinuous district in

1998. Two of these sites are located within the area covered by the Information Center search for this project, but are largely outside the built environment APE: the previously identified Mid-Town Industrial district, and a former Calpak plant north of Auzerais Avenue between Sunol Street and Los Gatos Creek.⁴ The third site is located over a mile to the north east near 7th Street and Empire Street.⁵ The Mid-Town Industrial district overlaps the southwestern edge of the APE. Of the nine contributors originally identified for this potential district, only three remain: the Calpak District Manager's Office at 734 The Alameda, Plant #51 (redeveloped as condominiums), and the Southern Pacific Depot (Diridon Station) Historic District. Of the three contributors to the district, only the Southern Pacific Depot Historic District is located within the APE.

The Southern Pacific Depot Historic District (Diridon Station) is listed in the NRHP and is also component of the previously identified Calpak San Jose Plants/ Mid-Town Industrial Historic District. The Southern Pacific Depot nomination includes several vernacular sheds, a water tower, butterfly passenger shelters, and the nearby San Jose Underpass that carries W. Santa Clara Street under the railroad tracks. The water tower has been removed, but otherwise the depot property components remain largely intact, except for the tracks. Previous evaluation of the rail lines themselves indicates that the tracks have been altered, removed, and replaced over time and now lack integrity and are not eligible for listing in the NRHP or CRHR as contributing elements. The only contributor that could be potentially affected by this project is the W. Santa Clara Street Underpass.

2.2 Description and Discussion of Significance

Architectural Historian Elizabeth A. McKee of Caltrans nominated the Southern Pacific Depot on Cahill Street in San Jose to the National Register of Historic Places in April 1992. Her evaluation stated that the station complex was eligible under Criterion C, for its architectural values, with a period of significance of 1932-1935 based on the dates of construction. The historic district included four buildings, and six structures. The buildings include the depot, car cleaner's shack, herder's shack, and compressor house. The structures included the water tower, Santa Clara Underpass, the tracks at the station, two butterfly passenger sheds, and surrounding wall and fence system. Since time of the nomination the water tower, compressor house, and herder's shack have been removed, and the tracks extensively modified.

⁴ The other site considered by the earlier district evaluation is well to the south of the project area, outside the APE on Auzerais Avenue, and has been redeveloped leaving only portions of the original plant walls and the water tower. This site was reevaluated after its redevelopment. The remnant walls were found to lack historical significance, but the water tower remains a local Structure of Merit.

⁵ This site has also been redeveloped.

The Italian Renaissance Revival depot building, with brick walls and terra cotta roof, was designed by John C. Christie and built by E.C. Morrison, and replaced a much older station on Market Street in San Jose. Ms. McKee described the depot as follows:

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 nearly 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.⁶

Passenger platforms west of the depot are sheltered under butterfly sheds. The simple shelters with inverted gable, V-shaped roofs were manufactured by the Soule Steel Company. The car cleaner's shack to the south of the depot is a vernacular wood framed shed with gable roof. This simple building is clad in board-and-batten siding and includes numerous doors along the façade for the interior rooms. The public areas of the depot are separated from operational areas by an iron fence, a key feature of which is the gate with Classical posts and curvilinear ironwork at the north side of the depot. Contributing tracks once included the four passenger tracks serving the original platforms, a freight track, and tracks sufficient to direct traffic without impacting passenger service. The existence of tracks along the west side of the depot and along the platforms is still a character-defining feature of the depot district because they link the depot to its historic use; however, the design and materials of the tracks were modified both before and after the NRHP nomination and the individual tracks do not retain integrity to the period of significance (1932-1935) and are not contributing elements of the property. The water tower, compressor house, and herder's shack have been removed and are no longer contributing elements of the district.

⁶ National Register Nomination form for San Jose Southern Pacific Railroad Station, San Jose. Prepared by Elizabeth A. McKee, April 1992.

The W. Santa Clara Street Underpass (also known as the San Jose Underpass, Caltrans Bridge No 37-45) is located at the northern end of the historic depot district. The underpass is a steel girder bridge 82 feet long with a central concrete pier. The abutments accommodate pedestrian passages adjacent to, but separated from the roadway by a wall pierced with windows. The bridge carries the railroad over W. Santa Clara Street, which is depressed below the rail lines carried on the bridge. The upper railings of the bridge are solid and include an enameled Southern Pacific emblem above the central pier. The railing is further adorned with Beaux-Arts lamp posts at the end posts cast by Sunnyvale's Joshua Hendy Iron Works. A copy of the nomination form is attached to this report in **Appendix A**. The Cahill Depot (station building) was also designated as a landmark, by the City of San Jose on January 24, 1995.⁷

Since the time of this nomination the setting of the depot district has been affected to a degree by the construction of the San Jose SAP Center directly across The Alameda to the north, and redevelopment and construction projects in the general neighborhood, including removal of part of the industrial complex to the west and rehabilitation of the remaining Calpak Plant #51 building into condominiums. These changes in setting do not appear to have diminished the overall historic integrity of the district.

⁷ City of San Jose Landmarks are properties of special historical, architectural, cultural, aesthetic, or engineering interest or value of a historic nature (City of San Jose).

2.3 Significant Features of Southern Pacific Depot Historic District (Diridon Station)

As noted above, the following features were specified as significant in the NRHP nomination and in the historic preservation covenant for the Depot historic district.

Exterior: All historic features located on the parcels being transferred by Caltrans to the Peninsula Corridor Joint Powers Board including:

- ❑ Station building:
 - brick masonry and mortar;
 - roof;
 - windows and doors and their frames, sashes, and glass;
 - terra cotta cornice and decorative elements;
- ❑ wrought iron fencing;
- ❑ subway and ramps from station to platforms;
- ❑ entrance marquis;
- ❑ flag pole, paint color of gate, grille, and fence;
- ❑ historic trees
- ❑ butterfly passenger sheds

Also included in the nomination were the car cleaner's shed, the W. Santa Clara Street Underpass, herders shed and tracks. Only approximately 60% of the entire station yard (essentially the northern end) was included (see the district boundaries depicted in the nomination form, included in Appendix A).

The covenant focused upon the depot and immediately adjoining features, but drawing corollaries between the materials mentioned and the structure of the Santa Clara underpass provides an understanding of the character defining features of the underpass. Characteristic materials are the reinforced concrete and the steel girders which form the structural elements. The defining design elements are the concrete formed openings, windows, and voids for the automotive and pedestrian lanes. The concrete decorative items such as the railing, luminaries, and Southern Pacific emblem upon the bridge complete the character defining features of the underpass.

Of the listed resources, only the track alignment will be directly affected by project activities. All other extant features, including the station building, are located outside the area of direct impact, but have been included in the APE to account for potential indirect effects.

3. Finding of No Adverse Effect

This Finding of No Adverse Effect applies the criteria of adverse effect (36 CFR 800.5) and follows the guidelines for documentation in 36 CFR 800.11. The finding assesses effects of the project for the Southern Pacific Depot Historic District, which is an historic property listed in the NRHP.

3.1 Defining Effects

The definition of effect is that contained within 36 CFR Part 800: “*Effect* means alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the National Register.” An adverse effect occurs “when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property’s location, design, setting, materials, workmanship, feeling, or association.” (36 CFR 800.5(a)) An effect is noted in this document only when it poses the potential to alter the characteristics of the historic property that qualify it for inclusion in the NRHP.

The language of 36 CFR Part 800.5 also states:

(1) *Criteria of adverse effect.* ... Consideration shall be given to all qualifying characteristics of a historic property, including those that may have been identified subsequent to the original evaluation of the property's eligibility for the National Register. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative.

(2) *Examples of adverse effects.* Adverse effects on historic properties include, but are not limited to:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;

- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Of these, only “(ii) alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines,” applies to this project.

3.2 Analysis of Effects

The Southern Pacific Depot Historic District is composed of six extant related resources, including the main terminal building, the butterfly passenger sheds, car cleaners shed, the Santa Clara Underpass (grade separation), fencing and walls, and passenger platforms. The station complex is an active facility, serving Amtrak, Caltrain, and Union Pacific Railroad freight trains. The proposed track addition is located north of the station potentially affecting the existing (non-historic) tracks.

Section 1.1 describes the proposed project, which involves the construction of a fourth track entering the station district and consequent realignment of tracks at the northern end of the historic district to accommodate the new tracks and necessary switches. A signal bridge will be constructed across the tracks just north of the station, outside the district boundaries, but visible from the station. While the track alterations begin on the W. Santa Clara Street Underpass, the realignment on the deck will not affect the underpass itself. Additional realignments will accommodate switches necessary to retain operational patterns. All realignments occur north of the station passenger platforms. The track alterations and signal bridge will not affect the structure, design, or decorative character defining features of the underpass.

The tracks were noted as a character-defining feature of the Southern Pacific Depot Historic District in its nomination without further description. The tracks had already been subject to “minor realignment” prior to the nomination, and comparison of aerial photography indicates that the area north of the station and crossing the W. Santa Clara Street Underpass were among the areas subject to previous track realignment. The realignments proposed by the current project will not alter the use of the rail yard area, which will continue to be used both by freight and passenger trains. The proposed project will only involve the northern quarter of the tracks and maintain the historic functions of passenger transport for the

depot, and freight tracks which bypass the station. The replacement of track will not affect the materials and workmanship as the materials have already been replaced. The existing tracks will retain their general layout west of the station and association with the station and passenger and freight service. The tracks will also retain the feeling of an active rail line with multiple parallel tracks separating and merging before and after the station. Realigned track will be replaced in kind, which is consistent with the Secretary of the Interior's "Standards for Rehabilitation." Overall, the historic character of the property will be retained.

The alignment and materials of existing tracks within the Southern Pacific Depot Historic District will be directly impacted. The existing tracks are no longer contributing elements of the district, but their general function (multiple lines serving the passenger platforms) is a character-defining feature of the property because they link the components of the Southern Pacific Depot Historic District to their continuing historic use. The specific locations and materials of the tracks were altered before and after the listing of the district in the NRHP, and have continued to be altered during subsequent projects at the station. Therefore the addition of a rail line will not diminish the tracks as character-defining features of the district because both the new and existing tracks will continue to serve the function of this transportation facility. The addition of the fourth track is also consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties*, specifically "Rehabilitation." The project, therefore, will not have a direct or indirect adverse effect on the tracks as a character-defining feature of the Southern Pacific Depot Historic District.

Construction of a signal bridge just north of the historic district will introduce an element visible from the district. This element will not interfere with the relationships of any of the district contributors, or introduce new visual, atmospheric, or audible elements to the district. The construction of the signal bridge will not have any direct effects upon any of the district's contributors or character defining features. Although the signal bridge will be a new structure in the district setting, the Southern Pacific Depot Historic District was built and exists in an area of mixed industrial and residential use along a historic rail transportation corridor. The proposed signal bridge is rail transportation infrastructure that is in keeping with the historic setting and historic function of the district and will not diminish the district's integrity. Consequently, the construction of the signal bridge will not have a direct or indirect adverse effect upon the Southern Pacific Depot Historic District.

Table 2: Summary of Effects on Southern Pacific Depot Historic District

Aspects of Historic Integrity	Project Effects
Location	Not Adverse
Design	Not Adverse
Setting	Not Adverse
Materials	Not Adverse
Workmanship	Not Adverse
Feeling	Not Adverse
Association	Not Adverse

3.3 Cumulative Effects

The Southern Pacific Depot Historic District has been subject to multiple previous findings of effect analyses. The first was dated April 1992 and covered the transfer of Caltrain stations from Caltrans to JPB operation. It included a preservation covenant for the station, which listed the following as “significant features” for the “Southern Pacific Depot on Cahill Street in San Jose:”

Exterior: All historic features located on the parcels being transferred by Caltrans to the Peninsula Corridor Joint Powers Board including brick masonry and mortar; roof; windows and doors and their frames, sashes, and glass; terra cotta cornice and decorative elements; wrought iron fencing; subway and ramps from station to platforms; entrance marquis; flag pole, paint color of gate, grille, and fence; historic trees.

While several contributing elements- including the butterfly passenger sheds, car cleaners shed, grade separation, and herders shed - were not mentioned specifically, it is reasonable to include them as part of “all historic [exterior] features located on the parcels ...”⁸

Projects that have not had adverse effects on the historic district include modifications to comply with the Americans with Disabilities Act (ADA), and improvements to signage and passenger services. The second effects analysis was prepared in February 1996 and addressed minor actions to modify the station to comply with the ADA. A third report addressed the adverse effects of construction of the Vasona Light Rail line station to the west of the station building, which, as a part of its construction, required moving the station’s water tower (a contributing element of the National Register property) and connecting the light rail station to the historic station by joining a new tunnel with the

⁸ Preservation Covenant, San Jose Station (Cahill). Appendix 2, “Description of Significant Features.”

existing platform tunnel from the station. In 2001, another finding of effect addressed the proposed construction of poles and catenaries that extend through the butterfly passenger sheds on the Caltrain platforms, concluding that the project had no adverse effect. In 2002, additional changes to the station required under the ADA were evaluated as having no adverse effect. A finding of no adverse effect prepared in 2006 addressed the transformation of former freight areas into offices and additional required changes to other public and non-public interior spaces pursuant to the ADA. And the following year, another finding of no adverse effect was prepared for the construction of two new passenger platforms west of the existing platforms.

Adverse effects have occurred due to the removal of small contributing buildings and structures. This began with the removal of the water tower in 2000 as part of the construction of the Vasona Light Rail Station along the west side of the historic district. The herder's shack and compressor house were subsequently been removed to facilitate operations.

Because the proposed project will not have an adverse effect, and is consistent with the Secretary of the Interior's *Standards for Treatment of Historic Properties*, none of the alterations will cause direct or indirect adverse effects. The proposed project will not make substantial irreversible changes to the contributing elements of the historic property. The proposed addition of a fourth track will not diminish or impair the existing non-historic tracks and will allow the tracks serving the station to remain a generally character-defining feature of the depot district. No other alteration to contributing elements or character-defining features is contemplated. The proposed project, when considered with the effects of previous projects, would not result in a cumulative adverse effect.

4. Impacts Analysis

The California Environmental Quality Act (CEQA) requires that California public agencies identify the significant environmental impacts of their actions and either avoid those impacts, or mitigate those impacts. This impacts analysis was prepared to assist state and local agencies, as well as the general public, to understand the potentially significant impacts that may be caused by the project, and if such impacts are identified, how those impacts may be avoided and/or minimized. The impacts findings for the Southern Pacific Depot Historic District follow this description of “substantial adverse change” and the guidelines for determining significant impacts to historical resources for the purposes of CEQA.

The California Code of Regulations, beginning with 15064.5(b), defines significant impacts for historical resources as follows:

- (1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- (2) The significance of an historical resource is materially impaired when a project:
 - (A) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
 - (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
 - (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.
- (3) Generally, a project that follows the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating,

Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995), Weeks and Grimmer, shall be considered as mitigated to a level of less than a significant impact on the historical resource.

(4) A lead agency shall identify potentially feasible measures to mitigate significant adverse changes in the significance of an historical resource. The lead agency shall ensure that any adopted measures to mitigate or avoid significant adverse changes are fully enforceable through permit conditions, agreements, or other measures.

This impacts analysis concludes that there is no substantial adverse change anticipated for the Southern Pacific Depot Historic District. This district includes six extant contributors as described in Section 2.2 above. These contributors are the depot, W. Santa Clara Street Underpass, two butterfly sheds, walls and fences, passenger platforms, and the car cleaner's shack. The Santa Clara Underpass is the only contributor potentially impacted by project activities. While the general function of the existing tracks are character-defining features of the district, the individual rail lines have been altered over time and are no longer contributing elements. The proposed South Terminal Phase II project will not entail any changes or alterations to the Santa Clara Underpass, and will not cause adverse changes to the tracks as character-defining features. The construction of the signal bridge north of the district will not directly impact any of the contributors to the district or introduce new incompatible features to the district.

The South Terminal Phase II project involves the construction of a fourth mainline from the JPB CEMOF south to Diridon Station within the Southern Pacific Depot Historic District. The construction of this line will involve the realignment of existing tracks from the Santa Clara Underpass to the northern edge of the passenger platforms to accommodate the incoming track and necessary switches that insure continued flexibility in the operations. This flexibility in operations, which historically allowed mail, baggage, express, and freight traffic to be managed through the station without disrupting passenger traffic, along with the ability to link the other components of the district to their historic use is a general, character-defining feature of the district. Continued use of the existing tracks and the additional line is consistent with historic passenger and freight operations and maintains the ability of the district to convey its historic significance. Consequently, there is no "substantial adverse change" to the historic property and no significant impact from the South Terminal Phase II project.

Construction of the signal bridge north of the district does not materially alter any contributor or characteristic that accounts for its inclusion in the California Register of Historical Resources. The signal bridge will be located outside the district and supports the continued use of the district for rail related activities.

List of Preparers

This Finding of (no adverse) Effect was prepared under the direction of Meta Bunse, partner, JRP Historical Consulting, LLC. Ms. Bunse has more than 25 years of experience as a historian and architectural historian in Cultural Resources Management following her Masters of Arts degree in public history from California State University, Sacramento. Her experience includes numerous historical resource surveys and compliance documents for Section 106 of NHPA and CEQA.

Cheryl Brookshear, Architectural Historian, JRPR Historical Consulting, LLC, with more than 9 years of experience working in Cultural Resources Management prepared the text of this report. Ms. Brookshear has a Master of Science degree in historic preservation from the University of Pennsylvania and qualifies as a historian/architectural historian under United States Secretary of Interior's Professional Standards (as defined in 36 CFR Part 61).

Appendix A:

National Register of Historic Places Nomination Form for the Southern Pacific Depot at Cahill Street, San Jose, California (Diridon Station)

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Final

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P-43-002272

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 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	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>4</u>	<u> </u> buildings
<input checked="" type="checkbox"/> public-State	<input type="checkbox"/> site	<u> </u>	<u> </u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>6</u>	<u> </u> structures
	<input type="checkbox"/> object	<u>10</u>	<u> </u> objects
			<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

Stacy N. Craygo March 1, 1993
Signature of certifying official Date
California Office of Historic Preservation
State or Federal agency and bureau

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

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:)

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

8. Statement of Significance

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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

9. Major Bibliographical Referen

P-43-002272

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 | 59,712,4,5 | 4,113,210,8,0
 Zone Easting Northing

C 1,0 | 59,712,8,3 | 4,113,210,2,5

B 1,0 | 59,712,8,0 | 4,113,210,8,3
 Zone Easting Northing

D 1,0 | 59,713,5,8 | 4,113,210,3,0

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 date December 1, 1992
 street & number P.O. Box 23660 telephone (510) 286-5611
 city or town Oakland state California zip code 94623-0660

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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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Section number 7 Page 2

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 Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 3

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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Section number 7 Page 4

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

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National Register of Historic Places Continuation Sheet

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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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National Park Service

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Section number 8 Page 2

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.

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National Park Service

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Section number 9 Page 1

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Continuation Sheet

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UTM References

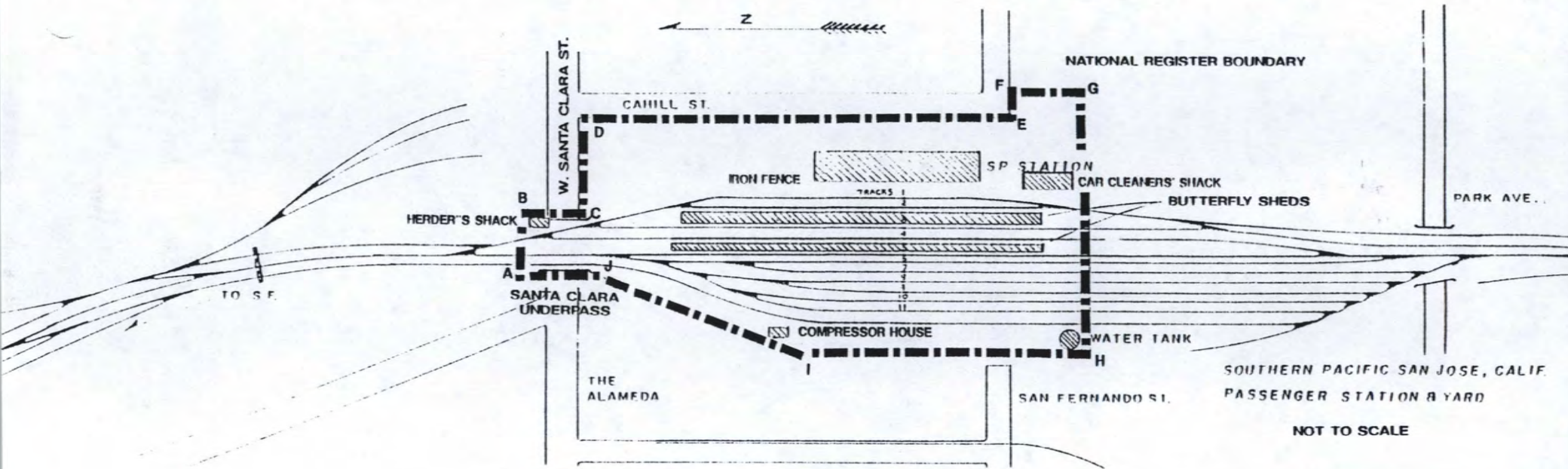
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G	10	597364	4131731	H	10	597250	4131710
I	10	597230	4131940	J	10	597250	4132020

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.

SOUTHERN PACIFIC DEPOT

SAN JOSE, CALIFORNIA



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Section number _____ Page 1

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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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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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



P-43-002272

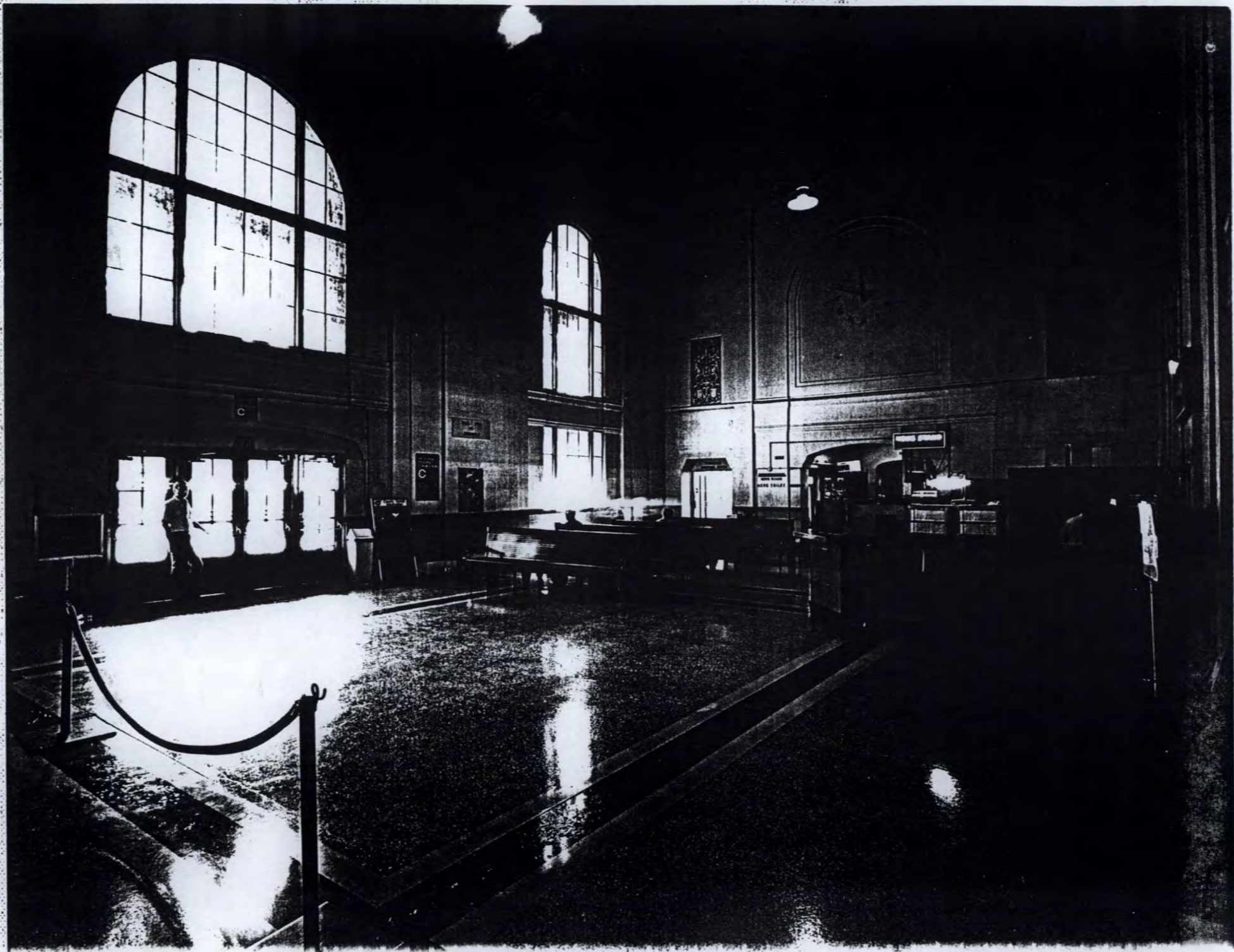


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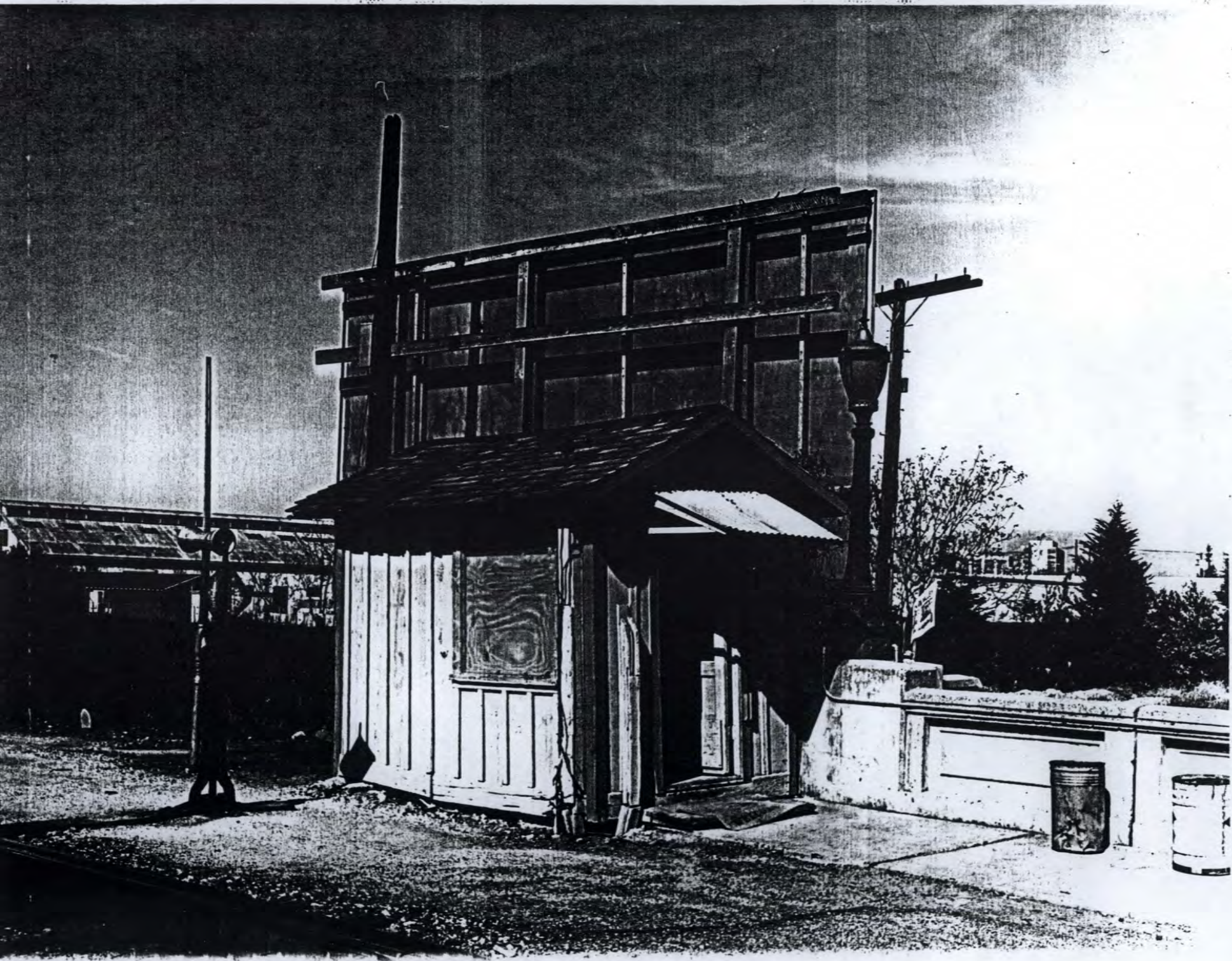




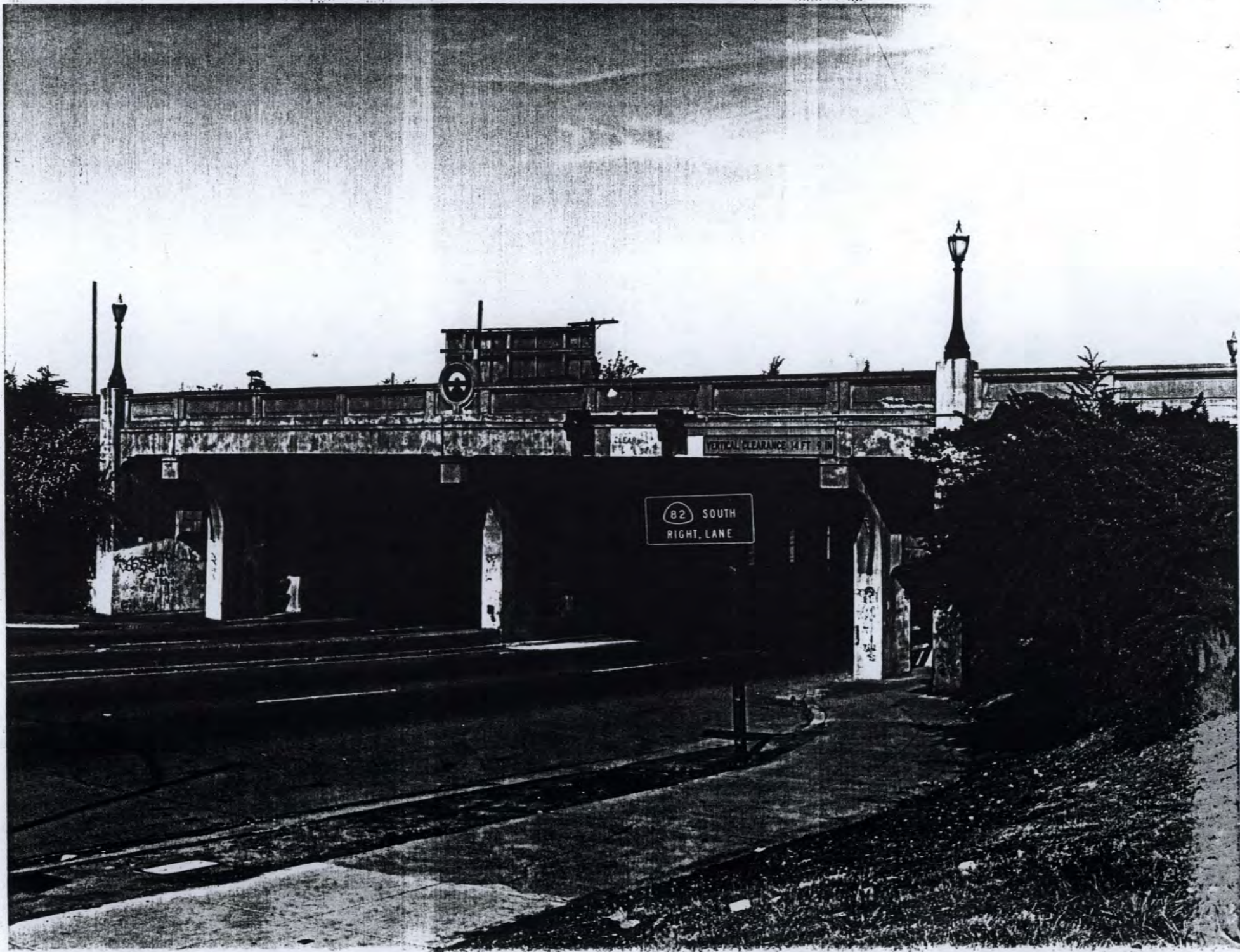
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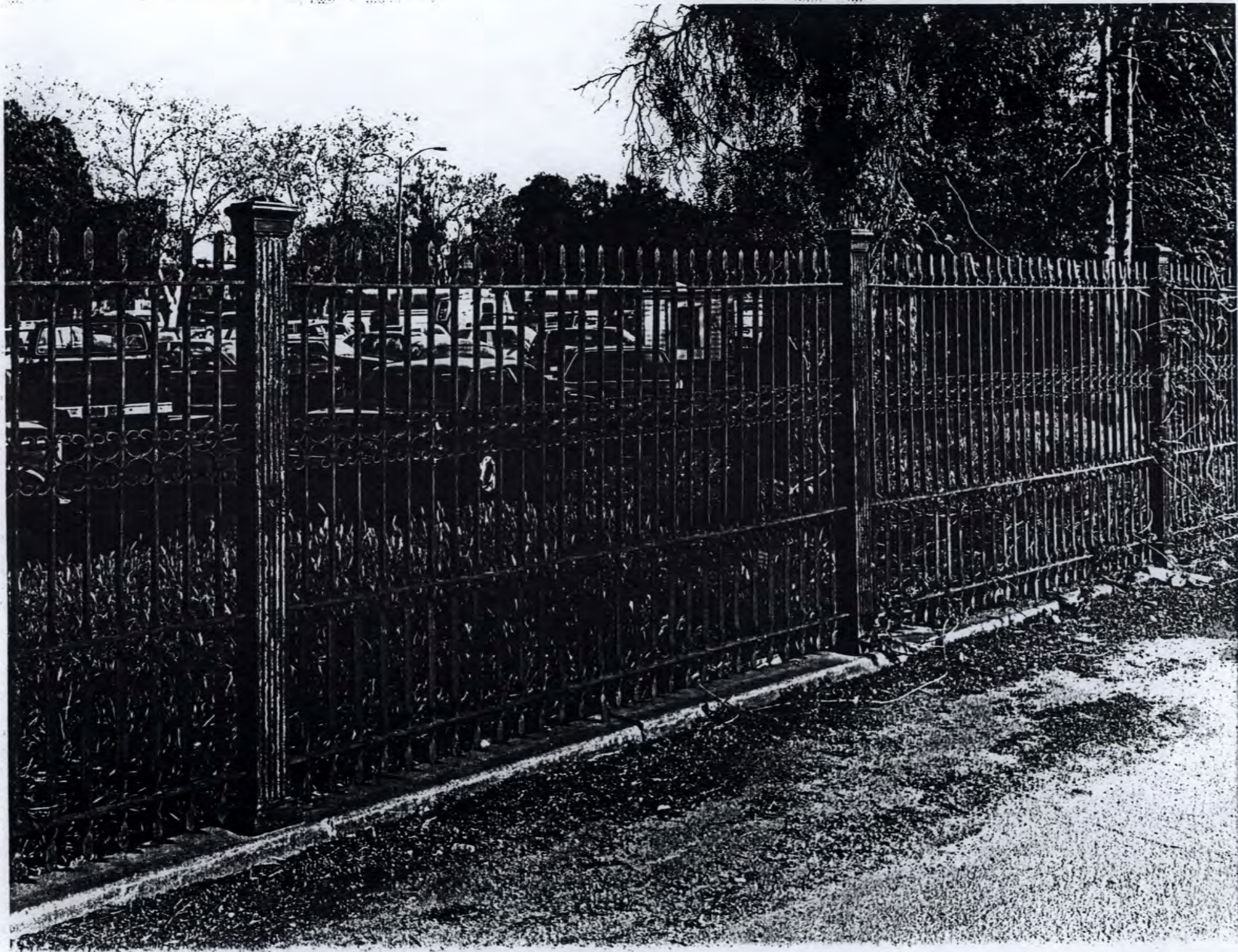




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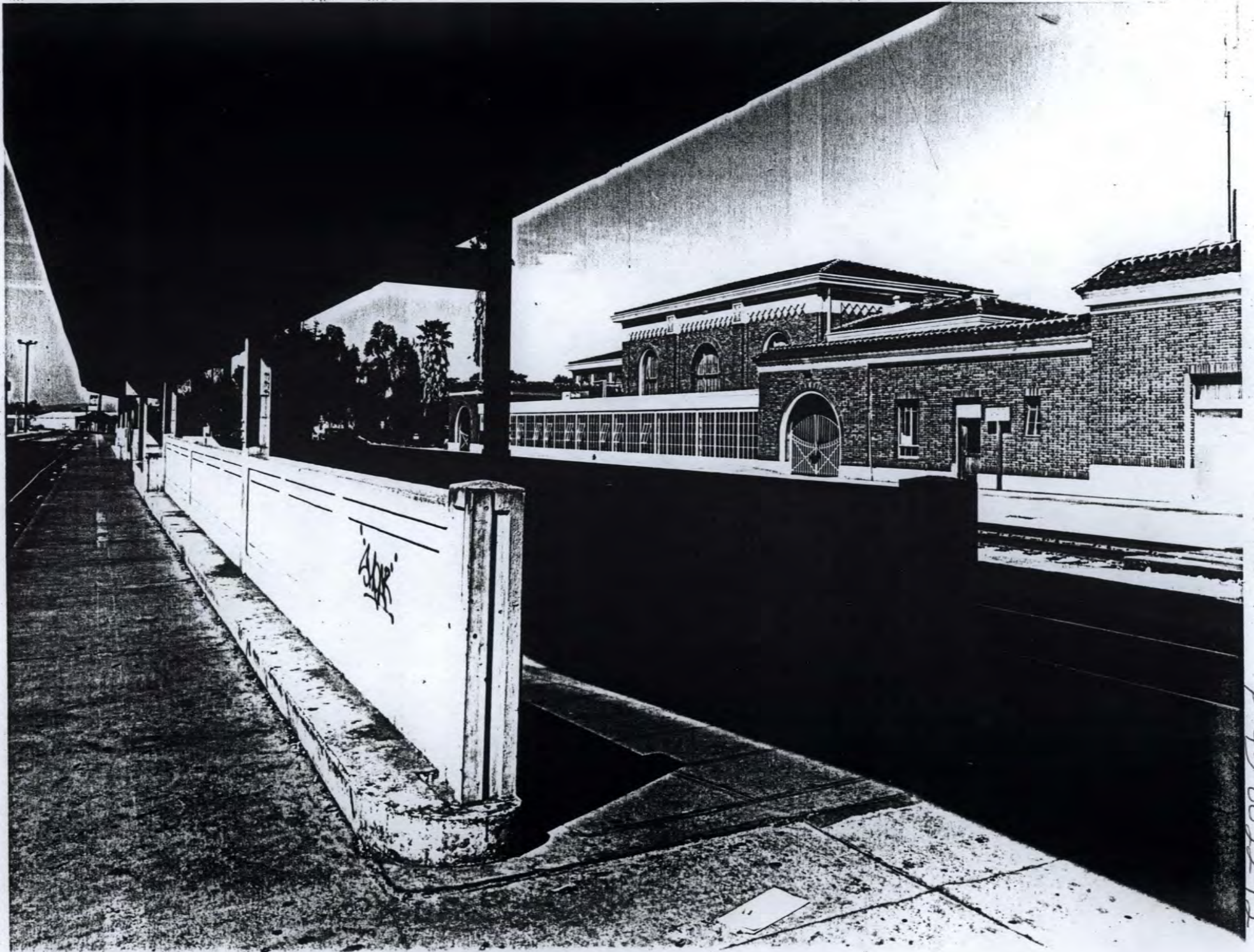
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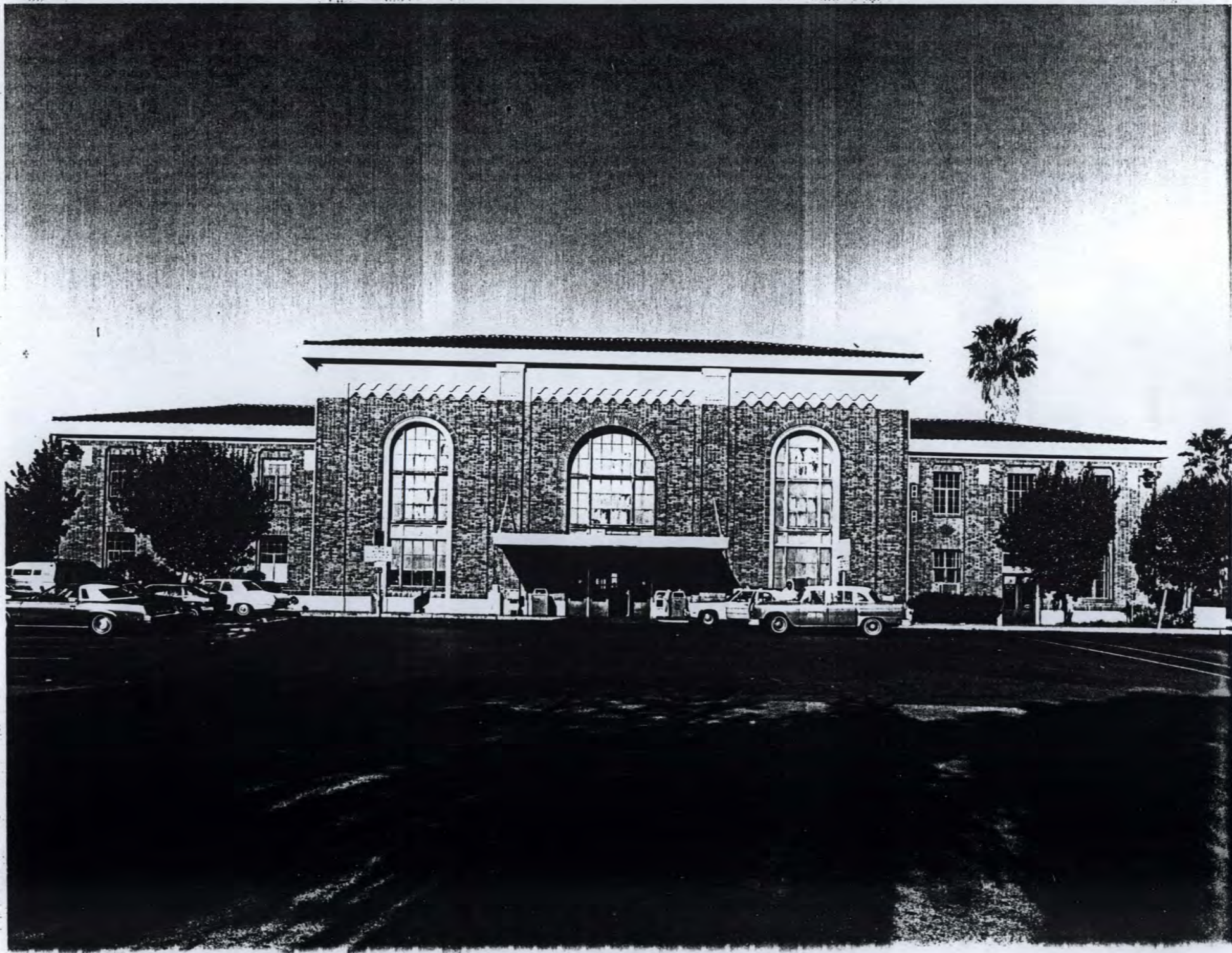
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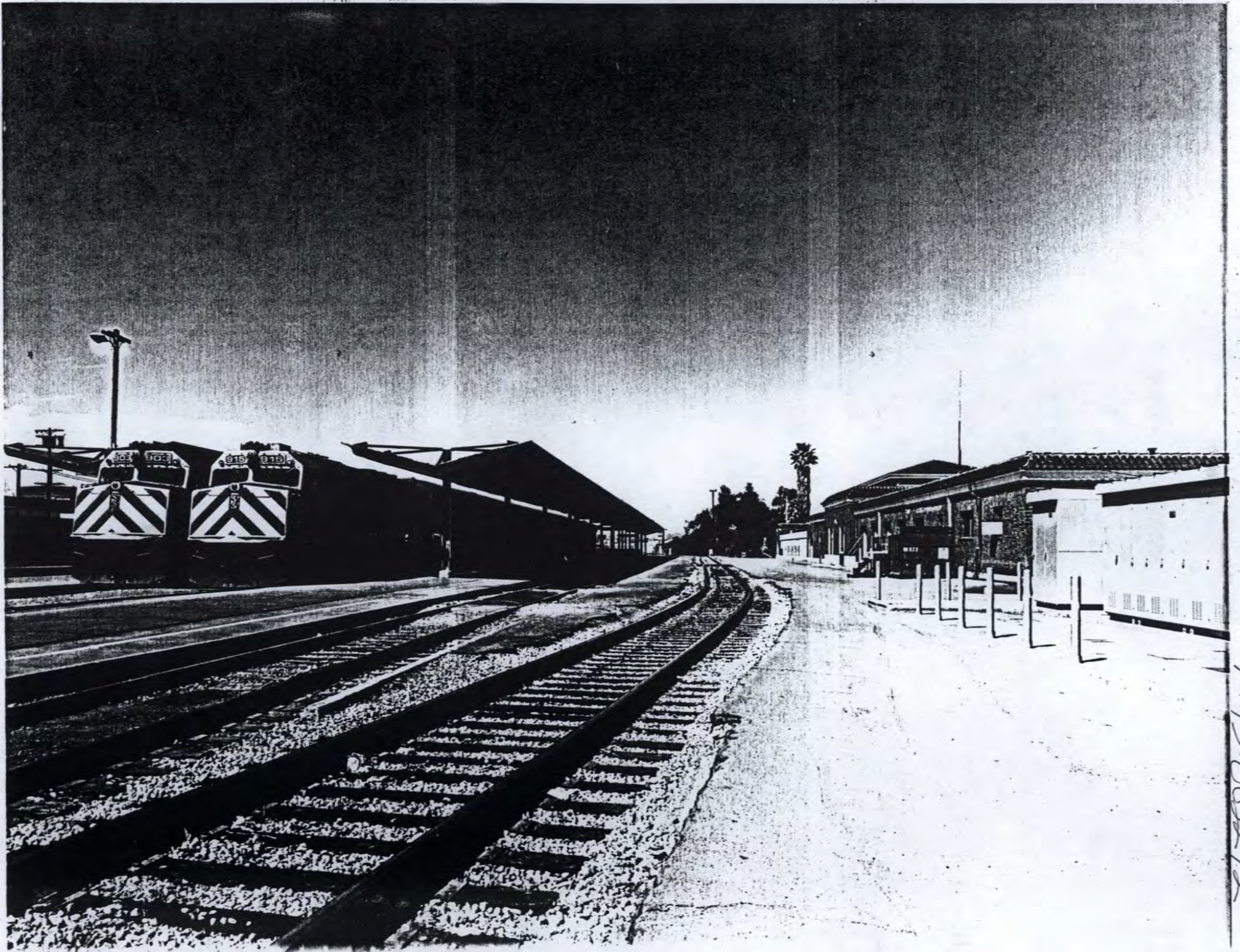
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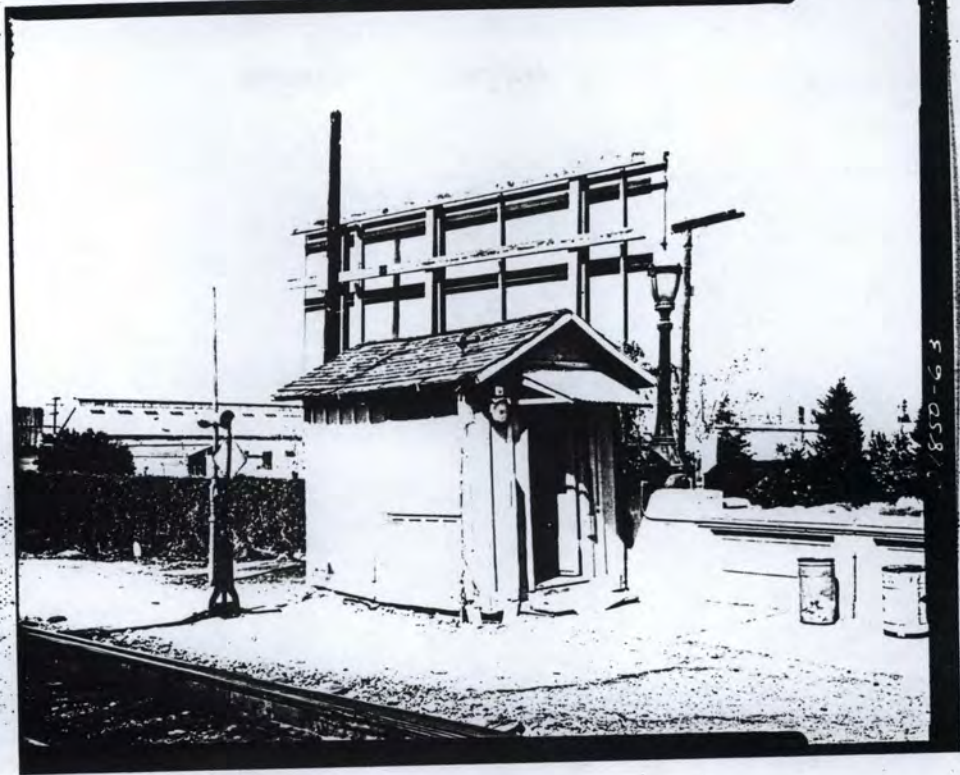


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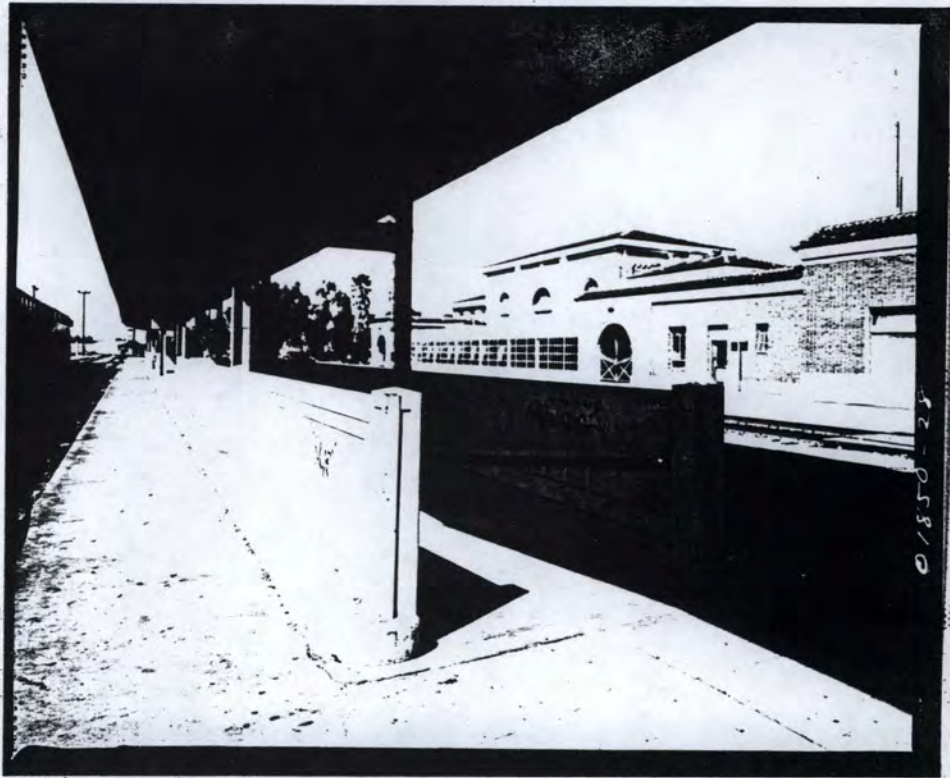
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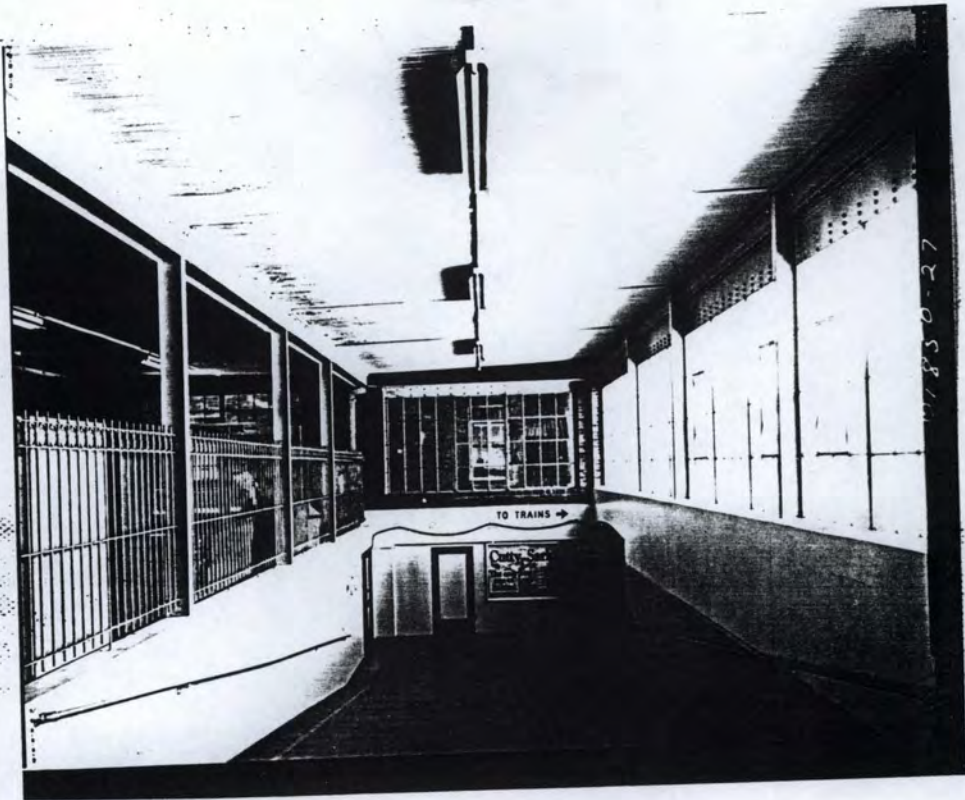




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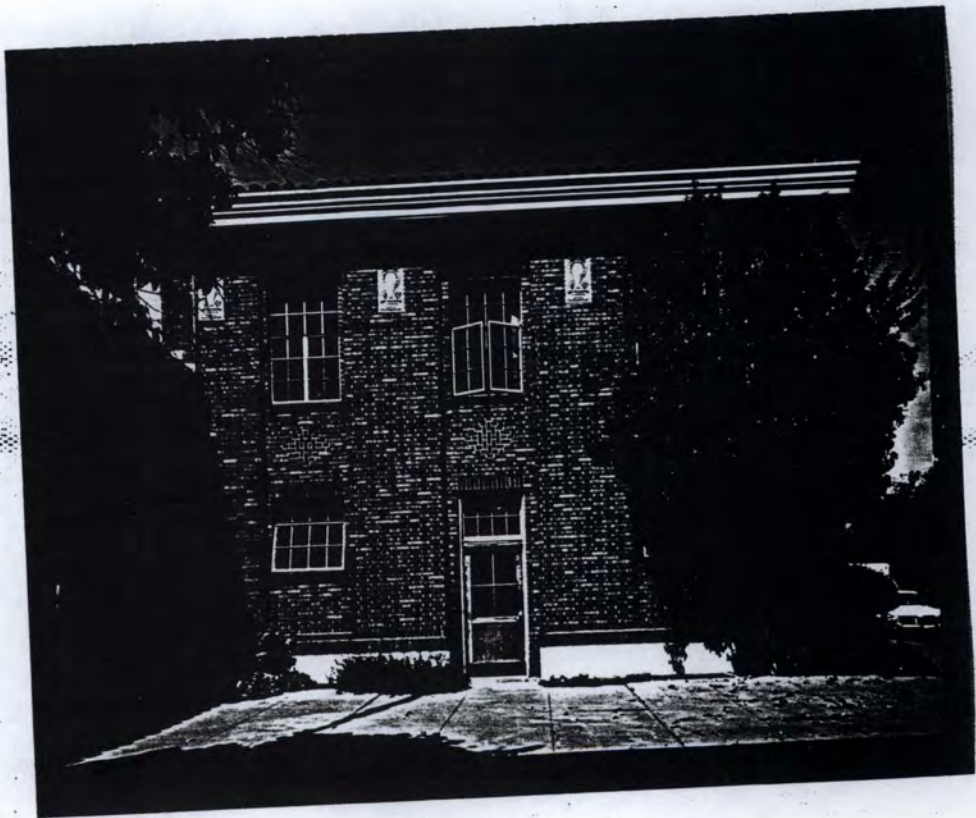


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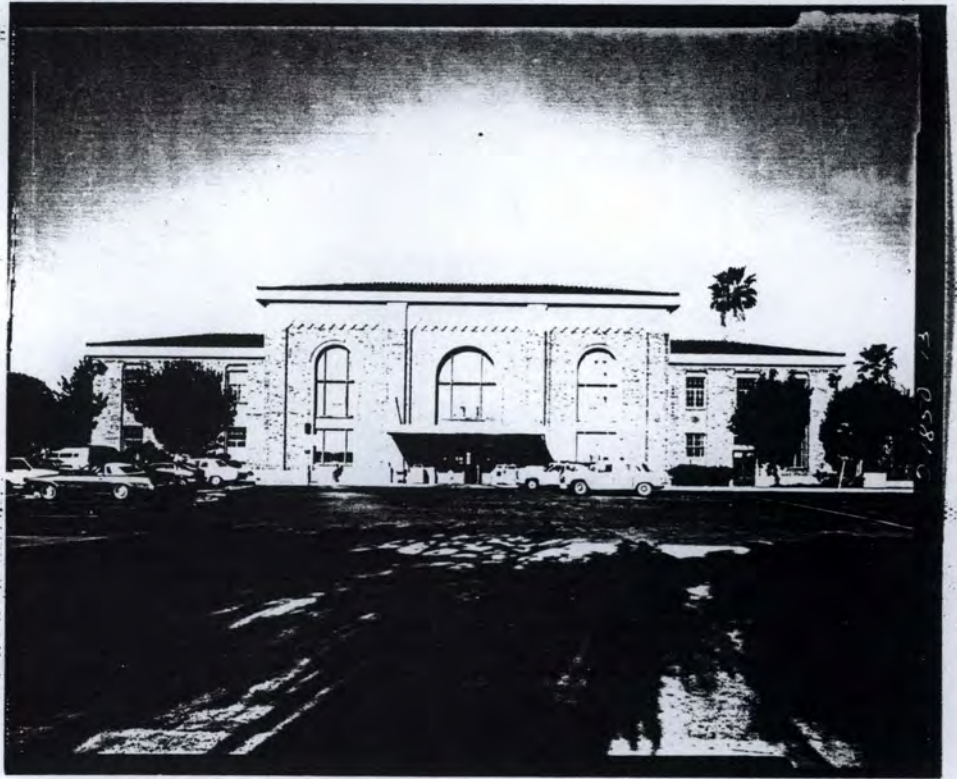


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1. Southern Pacific Depot, 65 Cahill Street, San Jose
2. Santa Clara County, CA
3. photographer unknown
4. ca. 1940
5. San Jose Historical Museum
6. East facade and north side elevation, looking southwest.
7. #1

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