

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Ontario and San Antonio Heights Waiting Station

other names/site number _____

DRAFT

2. Location

street & number 1251 West 24th Street

not for publication

city or town Upland

vicinity

state California code CA county San Bernardino code 071 zip code 91784

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ **national** ___ **statewide** ___ **local**

Signature of certifying official

Date

Title

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper

Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property
(Check only **one** box)

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1		Total

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

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)

Transportation: Rail Related: Streetcar Depot

Current Functions
(Enter categories from instructions)

Recreation & Culture: Outdoor Recreation: Park

7. Description

Architectural Classification
(Enter categories from instructions)

Late Victorian: Romanesque Revival

Materials
(Enter categories from instructions)

foundation: Concrete

walls: River Rock, Mortar

Concrete

roof: Tar Paper

other: Concrete (Parapet)

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Ontario and San Antonio Heights Railroad Waiting Station is a one-story Romanesque Revival streetcar passenger station located in San Antonio Park, in the San Antonio Heights neighborhood of Upland, California. The building is constructed of stone, including roughly cut stone blocks and a mixture of smooth and irregular stones of multicolored granite, secured with concrete mortar. The building is approximately 20x20 feet, with battered buttresses at each corner. The walls are topped with a stone parapet with stone pedestals at each corner and two smaller pedestals in a raised section in the middle of each wall. Entrances on north and south walls feature round arches with prominent keystones. A larger entrance on the eastern wall has a baskethandle arch, also with prominent keystone, and a smaller, rectangular entrance on the west wall has a segmental arch. A stone balustrade, not original but matching the main building in materials and style, projects from the north wall, enclosing an area of approximately 20 by 20 feet, topped by a flat concrete parapet. The building interior is coated in smooth concrete. A single light fixture of brass and glass, installed in 2009, is located inside the building in the center of the ceiling. The flat roof is tarpaper.

Narrative Description

The property exhibits elements of Romanesque architecture, including the arched entrances and monumental stone walls, but the use of irregular river rock (a common local building material) and battered piers on the building corners suggests some influence of Craftsman style. The building was constructed as an interurban waiting station, small shelters intended to provide shade and rain protection for passengers awaiting the next streetcar or interurban train. The property retains a high degree of integrity due to the durability of the stone and concrete material. The building is architecturally simple, befitting its role as a shelter and waiting area adjacent to a community park. The balustrade is an exterior addition to the perimeter of the building, apparently added during the 2009 rehabilitation of the building.

Irregular river rocks like those used for the waiting station were a very common construction material in the early community of San Antonio Heights and Upland. In 1895, a hydroelectric powerhouse called the "Stone Castle" was constructed to generate electricity for the streetcar line and for commercial sale to the community. The powerhouse was constructed of river rock in a simplified Romanesque style and located north of Mountain Avenue and east of Park Street approximately 1000 feet from the waiting station, and the waiting station's design appears similar to the powerhouse. The "Stone Castle" powerhouse has since been demolished. Other contemporary photographs of the community demonstrate frequent use of river rock as an architectural element or a primary construction material.

The Ontario and San Antonio Heights Waiting Station was constructed in 1907, in conjunction with an extension of the San Ontario and San Antonio Heights Railroad to San Antonio Park, a recreation and leisure park built by William G. Kerchoff, owner of the Ontario Electric Company and its associated streetcar line. The property was constructed as a transfer point between the Euclid Avenue streetcar line and transportation up San Antonio Canyon to Mount Baldy, intended to service a future resort on Mount Baldy that was never constructed. The waiting station was instead used as the terminal for the Euclid Avenue streetcar line, and automobiles dispatched from Mount Baldy carried visitors back and forth from the station to San Antonio Canyon.

Integrity

The property retains integrity of location, design, setting, materials and workmanship. The new balustrade adjacent to the property does not damage the materials of the waiting station, and uses similar materials in its construction. Integrity of feeling and association are limited because the property is no longer a functioning streetcar depot, and the park surrounding the depot has been altered, but the property's basic setting at the eastern edge of San Antonio Park is unaltered, and the surrounding neighborhood is still primarily a residential suburb, the original purpose of the San Antonio Park development.

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

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

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1907-1924

Significant Dates

1907-Construction

1912- Railroad sold to Pacific Electric

1924-End of trolley service to San Antonio Heights

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Period of Significance (justification)

Property constructed in 1907, utilized as waiting station until end of streetcar service in 1924

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Ontario and San Antonio Heights Waiting Station is eligible for the National Register under Criterion A at the local level of significance for its association with electric railroading and the suburban development of Upland, California, via its role as a passenger waiting station at the northern terminus of the Ontario Electric Company's streetcar line, located in the San Antonio Heights recreational park. The period of significance is 1907-1924, the period from construction until the end of streetcar service.

Narrative Statement of Significance (provide at least **one** paragraph for each area of significance)

Criterion A: Transportation--Electric Railroad Development of Upland, California

The station was constructed in 1907 by company owner William G. Kerckhoff. The property was built as the new terminus of the extended Ontario and San Antonio Heights Railroad, first completed in 1887 and electrified in 1895. This extension was constructed from the Power House to nearby San Antonio Park, a distance of approximately 1000 feet. The first day of operation for this extension was July 4, 1907. This building replaced an earlier wooden waiting station adjacent to the 1895 "Stone Castle" powerhouse, the previous terminus of the San Antonio Park streetcar line. The building was utilized as a streetcar station until the discontinuation of streetcar service in 1924.

The Ontario and San Antonio Heights Railroad was a passenger streetcar line intended to carry passengers 8.5 miles up Euclid Avenue from the Southern Pacific and Atchison, Topeka & Santa Fe railroad stations that connected the community of Upland to the rest of southern California, to the new suburban settlement of San Antonio Heights and recreation area at Mount Baldy. The nominated property served as a distinct visual terminus at the entrance to San Antonio Park.

Recreational parks were often included in 19th century "City Beautiful" era suburban subdivisions, as a public amenity to attract residents, and streetcar lines often terminated at these parks to provide a pleasant and bucolic setting for a visitor or commuter's arrival in the neighborhood.

During the period of significance, the commuter railroad expanded into an interurban route providing service to the nearby communities of Claremont and Pomona. This interurban connection drove more traffic to San Antonio Park by providing direct electric rail connection to these other Southern California communities, in addition to connection with passenger stations of the Southern Pacific and Atchison Topeka & Santa Fe steam railroads. In 1912 the railroad became part of the Pacific Electric network, and in 1915-16 the tracks to San Antonio Heights was relaid with heavier rail (60 pounds per yard, replacing earlier 30-35 pound rail) in order to accommodate larger, heavier steel city cars that replaced the smaller wooden cars previously used on the line. The property owner's plans for a large-scale resort at the project site were never realized, other than as a staging area for automobile-based tours of Mount Baldy, but San Antonio Heights Park is still in use as a neighborhood park in 2012.

The station's use of a commonly available material (river rock utilized in many regional buildings of the era) and simple, functional design (intended to resemble the nearby powerhouse) have made it a sturdy and enduring part of the neighborhood. By 1924, the end of the period of significance, the Ontario and San Antonio Heights Railroad had been acquired by the interurban Pacific Electric, and was taken out of service due to declining revenue as automobiles became more common in the community of Upland. The end of streetcar service thus marks the end of the period of significance.

There are no remains of the "Stone Castle" powerhouse or the O&SAHRR streetcar tracks, poles or any stations other than the San Antonio Heights waiting station, making the subject property the best surviving property directly associated with the city of Upland's period as a streetcar suburb.

Developmental history/additional historic context information (if appropriate)

The Ontario & San Antonio Heights Railway Company began operating with mule cars in 1887, a mule hauling the little single-truck car from State St.(Ontario) due north to San Antonio Heights, about ten miles north and 1200 feet higher; on the return trip the motive power climbed aboard a tiny trailer and coasted down with the car. When O&SA electrified the line in 1895, the mules became the property of a nearby rancher; the story goes that the temperamental animals pulled the plough fine uphill, but refused to work downhill.

A thirty-acre recreational park was built by the company of San Antonio Heights, with a powerhouse nearby. Heavy crowds were transported along Euclid Ave. in the early days, for the line connected Ontario with Upland, provided connections between the SP Station at Ontario and the Santa Fe Station at Upland, and cared for the throngs bound for pleasure-

seeking at the Park. Euclid Ave. was famous for its divided highway; in the wide center strip was a double line of huge pepper trees, and between the rows of trees, set a grass-covered private way, went the single track of this line.

Owned after electrification by Ontario Electric Company, the line became the property of the Pacific Light & Power Corporation in a merger in 1903. Mr. William G. Kerckhoff, at that time president of PL&P, energetically pushed the expansion of the O&SA by building its branch to San Bernardino. However, the O&SA was purchased by Southern Pacific Railroad (owner of the Pacific Electric interurban railroad) on 13 April 1912 and this line, plus the line from Upland to Pomona, passed into Pacific Electric's hands.

Route: From Ontario Chamber of Commerce at Emporia St., north on Euclid Avenue, passing the Central School at G St., the Chaffey Union High School at 4th St., making a crossing of the Santa Fe main line at A St., to PE Station, Upland; from here the line continued due north on Euclid Ave. to 24th St.(La Cima), where it turned west on private way to San Antonio Heights.

History: Acquired by PE in 1912. In 1914 established as Ontario-San Antonio Heights Line (branch to Pomona separated and became Pomona-Claremont Line at this time). Line cut back to La Cima on 4 July 1924; on November 1, 1924, cut back to Upland. On October 6, 1928, the Ontario-Upland Line was abandoned.

Operation: The main function of this line after 1914 was to provide a shuttle service between Ontario and the main line at Upland. This round-about way to get to the L.A. area suffered heavily when motor bus operation began on a direct highway route. In the abandonment hearing in 1928, PE produced records which tended to show that this line was hopelessly incapable of earning even operating expenses. Passenger traffic fluctuated widely.

As of 1 February 1924, PE public timetables had separate listings for the Upland- San Antonio Heights Line and Upland-Ontario Line. Approximately one hour service was given from Upland to the Park from 5:46 AM to 10:48 PM. Upland to Ontario service was approximately twenty minutes during rush periods, one hour at off peak periods. 34 round trips daily were carded, of which 16 made connections with main line trains.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Black, Esther Boulton, *Stories of Old Upland*. Revised edition, reprint of Parts 1-4 with new Part 5. Ontario: Inland Offset Printing Company, 1979.

Blumenson, John. *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945*. Nashville, W.W. Norton & Company, 1977.

Lucas, Donald Anderson, Marilyn and Cooper Regional History Museum. *Upland, California: Images of America*. Chicago, Arcadia Publishing, 2009

Swett, Ira L., "The Ontario & San Antonio Heights Railroad Company/Pacific Electric in Ontario & Claremont," *Interurbans Special 48*, Volume 26, Number 2, Summer 1969.

Upland Yesterday, Pomona, Pomona First Federal Savings and Loan Association, 1975.

"Man who took over for Chaffey in Ontario hardly remembered today." *The Sun*, 08 June 2008, English ed. Print

"Ontario & San Antonio Heights Line," *Lines of the Pacific Electric*, <http://www.erha.org/peeosah.htm>

Previous documentation on file (NPS):

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

Primary location of additional data:

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

Name of repository: **Cooper Regional History Museum**

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>11</u> Zone	<u>430891</u> Easting	<u>3779998</u> Northing	3	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing
2	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing	4	<u> </u> Zone	<u> </u> Easting	<u> </u> Northing

Verbal Boundary Description (describe the boundaries of the property)

The parcel number for the Waiting Station is 02001350140000. Located at the northeast end of San Antonio Park, the waiting station faces north towards Mount Baldy and San Antonio Heights, and sits east of the 2000 block of Mountain Avenue.

Boundary Justification (explain why the boundaries were selected)

The boundaries chosen reflect the property's parcel number.

11. Form Prepared By

name/title Ashley L. Griffith, Senior Recreation Specialist (Contact: Roberta Knighten)
organization City of Upland Recreation & Community Service date September 1, 2010
street & number 651 West 15th Street telephone (909)931-4287
city or town Upland state CA zip code 91786
e-mail agriffith@ci.upland.ca.us / cc: rknighten@ci.upland.ca.us

Additional Documentation

Submit the following items with the completed form:

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

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Ontario and San Antonio Heights Waiting Station

City or Vicinity: Upland

County: San Bernardino

State: California

Photographer: Ashley L. Griffith

Date Photographed: August 2010

Description of Photograph(s) and number:

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0001.tif

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0002.tif

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0003.tif

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0004.tif

Property Owner:

(complete this item at the request of the SHPO or FPO)

name City of Upland, attn.: Roberta Knighten

street & number 651 W. 15th Street

telephone (909) 931-4280

city or town Upland

state CA

zip code 91761

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.