

HISTORIC DISTRICT PLAN

# Sacramento Shops

*City of Sacramento | May 2023*





Architectural  
Resources Group

**PREPARED FOR:**

*City of Sacramento  
Community Development Department  
300 Richards Boulevard, Third Floor  
Sacramento, California 95811  
[www.cityofsacramento.org](http://www.cityofsacramento.org)*

**PREPARED BY:**

*Architectural Resources Group, Inc.  
Pier 9, The Embarcadero, Suite 107  
San Francisco, California 94111  
[www.argcreate.com](http://www.argcreate.com)*

# Table of Contents

1. Physical Description and Boundaries .....	5	5. Standards and Criteria .....	37
Existing Condition Photographs .....	6	1. Design Guidelines for Rehabilitation .....	37
2. Historic Context .....	9	2. Design Guidelines for Additions to Historic Buildings .....	42
3. Period of Significance .....	17	3. Design Guidelines for New Buildings .....	44
4. Character-Defining Features .....	19	4. Site Features and Landscaping .....	46
District-Wide Character-Defining Features .....	21	Appendices .....	47
Boiler Shop .....	22	A. Methodology .....	49
Transfer Table Pits .....	23	B. Common Architectural Styles .....	51
Turntable .....	24	C. Endnotes .....	53
Erecting Shop .....	25		
Car Machine Shop .....	27		
Planing Mill .....	29		
Blacksmith Shop .....	31		
Privy .....	32		
Car Shop No. 3 .....	33		
Paint Shop .....	35		

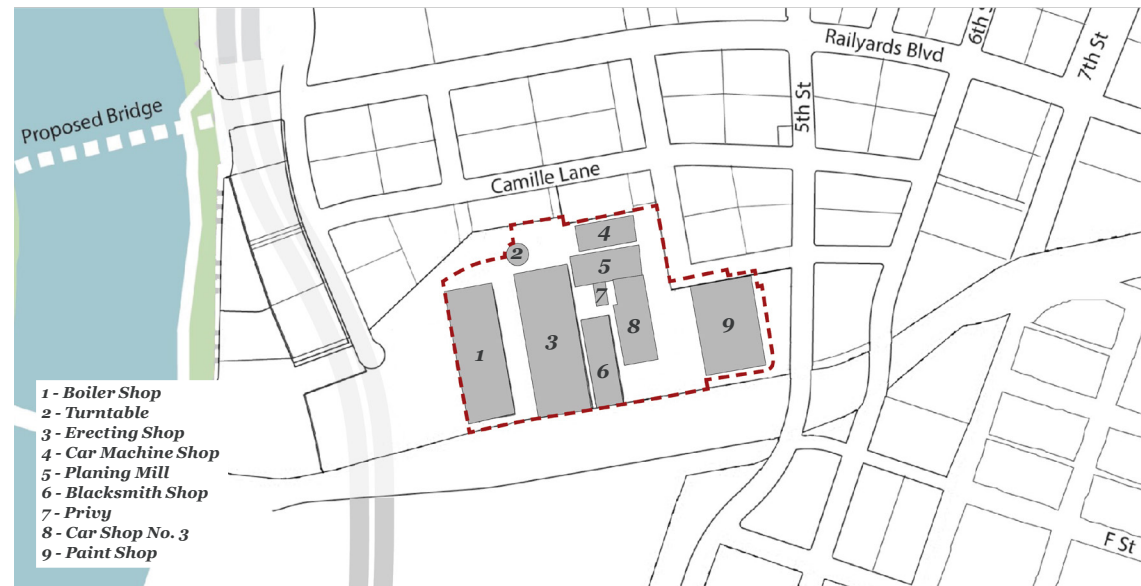
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## Section One

# Physical Description and Boundaries

The Sacramento Shops Historic District comprises approximately 14 acres located north of downtown Sacramento, California. The district sits immediately north of the rail lines and Sacramento Valley Station and is otherwise surrounded by acres of vacant land and recently platted rights-of-way to the west, north, and east. The district includes a tight cluster of eight nineteenth-century industrial buildings and one object (a turntable) that together constitute the core of what was once a much larger railroad shops complex. With the exception of a privy, the contributing buildings are large in scale, reflecting their historic association with the construction, repair, and maintenance of railroad locomotives, freight cars, and passenger cars. Six of the eight buildings are masonry structures built in the American round-arched style, which was a popular choice for industrial, commercial and religious architecture in the late nineteenth century. The district's contributing buildings have generally undergone only minor exterior alterations since the period of significance and as a result the Sacramento Shops Historic District retains sufficient integrity to convey its historic significance.



Sacramento Shops Historic District boundary, outlined in red

### Code information:

On December 11, 2007, the City council adopted Ordinance 2007-103, which added the Central Shops Historic District ("District") within the Railyards project area to the Sacramento Register.

On November 10, 2016, the City Council adopted Ordinance 2016-0047, which amended the boundaries of the District and removed the Water Tower, designating that structure a landmark.

*Physical Description and Boundaries*  
*Existing Condition Photographs*



*Alleyway between Blacksmith Shop (l) and Car Shop No. 3 (r), view north-northwest (ARG 2020).*



*Planing Mill (l), Erecting Shop (c), Firing Line (front r) and Boiler Shop (rear r), view southeast (ARG 2020).*

*Physical Description and Boundaries*  
*Existing Condition Photographs*



*Planing Mill (l) and Erecting Shop (r), view south-southeast (ARG 2020).*



*Paint Shop, view southwest (ARG 2020).*

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Section Two

# Historic Context

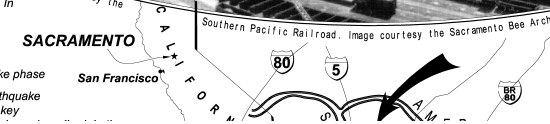
The Sacramento Shops Historic District reflects the history and development of the railroad in the American West, from the construction of the transcontinental railroad through the early post-World War II period. The Central Pacific Railroad broke ground on the complex in 1867, two years prior to the completion of the transcontinental railroad. By 1869, the Shops were described as “the largest iron-working and wood-working establishments in operation west of St. Louis, or even Chicago.”<sup>1</sup> The complex expanded the number and range of its facilities in the decades that followed, earning a reputation for self-sufficiency, productivity, and innovation in rolling stock design. The following historical context describes the development and activities of the Sacramento Shops from the late nineteenth through the

## SOUTHERN PACIFIC COMPANY SACRAMENTO SHOPS



the Whittier Narrows were the first phase of the retro-fit. The unique new shear key assembly resists forces parallel and perpendicular to the skewed roadbed. In the second phase the variable triangular bents proved advantageous as the new shear walls provided resistance in multiple directions. In addition to the shear key, engineers designed restrainers that also allow the bridge to move in earthquake. Piers were strengthened by adding open spaces, enlarging footings and repairs after the Whittier Narrows earthquake phase were the first phase. Repairs after the Whittier Narrows earthquake phase of the retro-fit. The unique new shear key

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Sacramento Shops in 1959 (Historic American Engineering Record, Joshua A. May, 2001).

## *Historic Context*

early twentieth centuries, with a particular focus on the construction, alteration, and evolving use of the extant Boiler Shop, Erecting/Machine Shop, Blacksmith Shop, Car Machine Shop, Planing Mill, Car Shop No. 3, Privy, Paint Shop, and Turntable.

### **THE CENTRAL PACIFIC RAILROAD AND EARLY DEVELOPMENT OF THE SACRAMENTO SHOPS: 1861-1885**

The Sacramento Shops were established by the Central Pacific Railroad, which incorporated in 1861 and constructed the western portion of the transcontinental railroad between 1863 and 1869. The Central Pacific initially purchased locomotives from suppliers in the eastern United States and contracted locally in Sacramento for assembly and repair, circumventing the need to construct its own intensive shop facilities. However, the railroad quickly recognized the need for expanded facilities, and selected a site comprising approximately twenty acres of former slough along the city's riverfront.<sup>2</sup> Several buildings were constructed during the first phase of development, which began in 1867. Initial efforts were based on plans by a team of Central Pacific employees, including John Woolaver, a draftsman, and Joseph R. Wilkinson, an engineer who would later become the Central Pacific Railroad's Resident Engineer in Sacramento.<sup>3</sup>

The first building completed was the "colossal" two-story Planing Mill, which included two wings off of its southern elevation: the larger, eastern wing was used for painting and would later be enlarged to serve as Car Shop No. 3. The smaller, western wing was the Power House (no longer extant), containing a stationary steam engine and shaft system used to power woodworking and machining equipment.<sup>4</sup> Following the Planing Mill, the Roundhouse, Turntable, Erecting/Machine Shop,

and Blacksmith Shop were completed in quick succession. The Erecting/Machine Shop and the Blacksmith Shop were situated to the south of the Planing Mill, and the semi-circular Roundhouse (no longer extant) was located at the northern end of the early complex. When complete, the Roundhouse contained twenty-nine stalls, twenty-eight of which were equipped to accommodate locomotives and one of which was devoted to office use. A manually-operated iron Turntable was installed immediately south of the Roundhouse and was able to direct locomotives directly into any of its stalls. The core of the present-day Sacramento Shops Historic District, then including the Planing Mill, Erecting/Machine Shop, Blacksmith Shop, Roundhouse, and Turntable, was complete by 1869.<sup>5</sup>

### **THE SOUTHERN PACIFIC COMPANY IN THE LATE NINETEENTH CENTURY: 1885-1900**

The founders of the Central Pacific Railroad pushed to expand their transportation holdings in the American West through the end of the nineteenth century, absorbing numerous smaller lines and extending their own trackage throughout California and across the United States. Faced with a complicated management structure, rising expenditures, and declining revenues in the early 1880s, the railroad created a holding company to streamline management and provide a more efficient mechanism for distributing traffic, investment capital, expenses, and profits. The holding company, the Southern Pacific Company, was incorporated in 1884. In early 1885, the Central Pacific Railroad and all of its affiliated lines were leased to the holding company, and all were essentially subsumed under the Southern Pacific Company's name and corporate identity.

## *Historic Context*

Over the next fifteen years, the Southern Pacific Company focused on modernizing and integrating its many disparate holdings. The Sacramento Shops, now bearing the name of the Southern Pacific Company, underwent a period of expansion that increased the material capacity and the range of repair work possible on-site. The Car Machine Shop, which was completed in 1888, was the largest of the new buildings constructed during this period. Also in 1888, the original Boiler Shop (no longer extant) was moved to the western edge of the complex and replaced by a larger building (the present-day, extant Boiler Shop), and the Erecting/Machine Shop was expanded by an addition to its southern elevation. A 40-foot, steam-powered Locomotive Transfer Table was constructed between the two buildings. In 1890, the Pattern Shop annex was constructed off the southern elevation of Car Shop No. 3, and the Paint Shop was expanded by an addition to its southern elevation. In 1895 or 1896, the 56-foot Turntable installed in 1869 was replaced with a 70-foot apparatus that could accommodate new, longer rolling stock. Following a major fire on November 7, 1898, the Planing Mill and the Car Machine Shop were rebuilt on their original foundations. A year later, a second-story bridge was constructed between the Car Machine Shop and the Planing Mill.<sup>6</sup>

### **THE HARRIMAN ERA AND THE EARLY TWENTIETH CENTURY: 1900-1917**

Following the death of Southern Pacific Company president Collis P. Huntington in 1900, nearly fifty percent of the company's stock was purchased by railroad magnate Edward H. Harriman, who already controlled the Union Pacific and

Illinois Central Railroads. By 1901, Harriman had been elected president of the Southern Pacific, and the "Harriman Lines" included approximately 18,000 miles of rail line throughout North America. The massive, sudden increase in rolling stock, coupled with a trend toward larger and heavier locomotives, placed greater demand on the Shops' repair facilities and prompted a brief period of concentrated expansion that was primarily focused on the alteration and enlargement of existing buildings. Harriman's period of ownership over the Southern Pacific also saw the implementation of a set of "common standards" developed at the Shops in Sacramento and intended to streamline equipment and operations across the Harriman Lines.<sup>7</sup>

Despite the magnitude of these changes, the Southern Pacific Railroad did not choose to significantly redesign the Shops complex; instead, existing buildings were altered and expanded to accommodate new practices and larger rolling stock, and new facilities were added when no existing building or structure was suited to meet a particular need. In 1904 and 1905, an addition was constructed along the western elevation of the existing Erecting/Machine Shop, effectively doubling the building's footprint, and the Boiler Shop was widened with a lateral addition across the eastern elevation. In the next year, two additional bays were added to the Paint Shop. The Locomotive Transfer Table between the Erecting/Machine Shop and the Boiler Shop was replaced by an innovative new "pitless" version with a ground-level cap. Additionally, Car Shop No. 3 was largely rebuilt following a major fire in late November 1916.<sup>8</sup>

### **WORLD WAR I AND THE U.S. RAILROAD ADMINISTRATION: 1917-1920**

The outbreak of World War I in Europe triggered a surge in demand for American-made goods. After the United States entered the war in 1917, employment at the Shops climbed to 2,200 people (including, for the first time, women), and the complex's output increased substantially. Activity increased when the federal government took possession of all American railroads on December 28, 1917, via the U.S. Railroad Administration (USRA). The complex experienced relatively little change during World War I and the immediate postwar years. Materials were rationed and funds were concentrated on the most immediate needs of the war effort, with the result that improvements were made only where absolutely necessary to meet production requirements. Although the Shops recommenced in-house locomotive construction in 1917, car repairing and manufacturing facilities were the primary focus of war-era expansions and upgrades. Car Shop No. 3, which had been partially destroyed by fire in 1916 and rebuilt in early 1917, was renovated in the same year. The five northern bays, which had survived the 1916 fire, were replaced with a two-story building in the style of the 1917 rebuild. World War I ended in November 1918 and railroads were returned to private control on March 1, 1920, following the Transportation Act of 1920.<sup>9</sup>

### **RECORD YEARS AND CONTINUED EXPANSION: 1920-1929**

Following the dissolution of the USRA in 1920, ownership and operation of the Southern Pacific Company returned to the private sector. The United States' flush postwar economy carried the company through the end of the decade; by 1928, the

complex encompassed more than two hundred individual buildings and structures and had grown to cover approximately 200 acres. In line with earlier trends of reuse, adaptation, and expansion, many existing buildings were altered in order to accommodate the increasingly large volume of rolling stock produced, repaired, and serviced in the Sacramento shops complex. In 1927, the southern half of the Blacksmith Shop was renovated with the addition of reinforced concrete walls and broad sections of glazing designed to maximize interior lighting and ventilation.<sup>10</sup>

The boom years also saw a variety of new construction, including a new iron foundry, steel foundry, rolling mill, sawmill (1923), and oxy-acetylene gas plant (1923), none of which remain extant. Some of this construction addressed the Shops' internal distribution of consumable and recoverable materials such as sheet metal, paints, oils, switches and track bolts, lumber, and bar iron. By the end of the decade, eleven individual "shops" or supply centers, each with their own foreman and subordinate stockmen, were located within the complex. A general store building was constructed at the northern end of the site in 1920. A car materials store was constructed immediately north of the general store in 1928, followed by a paint and oil store in 1929. To the south of the Shops complex, a new passenger depot was constructed between H and I Streets in 1926.<sup>11</sup>

### **THE GREAT DEPRESSION AND SUBSEQUENT RECOVERY: 1929-1941**

The stock market crash in October 1929 precipitated a difficult period for the Southern Pacific Company, whose fortunes mirrored those of other American businesses during the Great Depression. Total revenues in 1930 were the lowest



## Historic Context

the company had experienced in a decade, and they continued to plummet through the first part of the 1930s. More than half of Southern Pacific employees were let go between 1929 and 1933, and those who remained received only a fraction of their pre-Depression salaries. As a result of the dramatic decline in employee numbers, many railroad operations had to be temporarily discontinued; the Shops in Sacramento were one of only four Southern Pacific shop complexes that were still operating full five-day shifts by early 1934. Before business rebounded in the early 1940s, the Southern Pacific was forced to reduce train service, abandon hundreds of miles of trackage, and embrace a variety of new machinery and programs intended to cut costs, increase efficiency, and attract customers. The Shops complex experienced relatively little change to its physical fabric during the 1930s due to the economic strain of the Great Depression.<sup>12</sup>



Paint Shop, view northwest (Historic American Engineering Record, Jet Lowe, 2001).

## WORLD WAR II AND WARTIME PRODUCTION DEMANDS: 1941-1945

Activity at the Shops complex increased in the lead-up to the United States' entry into World War II; by February 1941, the Southern Pacific's corporate magazine reported that the facilities were operating six days a week, preparing for anticipated wartime demand. Following the attack on Pearl Harbor in December 1941 and the country's subsequent entry into the war, demand pushed the Shops to run their machines for 10 to 12 hours a day, seven days a week. The existing workforce, depleted by the draft and competition with other wartime industries, was augmented by returning retirees, teenagers, women, and Mexican nationals. At the height of the war, employment peaked around 7,000 people.<sup>13</sup>



Paint Shop, view west (Historic American Engineering Record, Jet Lowe, 2001).

## *Historic Context*

Demand for transportation services and products provided by the Shops spiked during the war, but building material and labor shortages precluded any comprehensive improvement programs during the early 1940s. As a result, the basic layout and fabric of complex changed relatively little during this period. In 1942, Southern Pacific replaced the Shops' 70-foot turntable, installed in 1895 or 1896, with a secondhand 100-foot turntable removed from another facility. The Roundhouse was subsequently enlarged in 1943, and both Transfer Tables were rebuilt to accommodate larger locomotives and cars before the end of 1945. Around the same time, the deteriorated brick walls of the Privy were covered in stucco.<sup>14</sup>

### **THE POSTWAR ERA AND THE TRANSITION TO DIESEL: 1945-1960**

For the Southern Pacific Company and the Shops in Sacramento, the postwar era was marked by the gradual, but total, transition from steam locomotives to diesel locomotives. It was in 1947 that the Southern Pacific first committed to a systematic process of dieselization, analyzing the most efficient approach to the process and creating a timeline for replacement of its steam locomotives. The company began to operate its first road freight diesel locomotives (SP 6100 through SP 6119) in the same year, demonstrating its commitment to this major transition.

During the late 1940s and 1950s, the Shops complex continued to service steam locomotives while simultaneously reorienting its workflow, converting its facilities, and training its workforce to repair and rebuild an ever-growing number of diesel locomotives. The complex was significantly altered as a result of this shift in technologies. Four bays in the Erecting/Machine Shop had been allocated to diesel maintenance by 1952, and this number increased to seven (plus an eighth for a

diesel engine transfer track) by 1953. Car Shop No. 3 was converted for repairing air brakes, governors, and injectors in the mid- to late-1940s and 1950s, and passenger car repair and refurbishment subsequently moved to the Paint Shop. A new painting annex was constructed off this building's western elevation (it was removed circa 1995). In 1960, with the transition to diesel locomotives effectively complete, the Southern Pacific hired a team of consultants to make recommendations for the reorganization and renovation of the company's shop facilities. This development marks the conclusion of the transitional phase and the realization of the Southern Pacific's dieselization efforts.<sup>15</sup>

### **DIESELIZATION AND CORPORATE CONSOLIDATION: 1960-PRESENT**

By 1960, dieselization of the Southern Pacific's locomotive fleet was complete, and the Shops in Sacramento ceased virtually all work related to steam locomotive repair and maintenance. This development resulted in extensive alteration to the Shops complex, which had been designed in the steam era and had struggled to accommodate both steam and diesel repair activities during the late 1940s and 1950s. With the aid of outside consultants and inspiration from General Motors' Electro-Motive Diesel plant in LaGrange, Illinois, the Shops reworked their maintenance facilities to optimize diesel locomotive operations.<sup>16</sup> Major changes to the facilities included the demolition of the Roundhouse, which was made obsolete by dieselization, in 1959 and construction of a new Engine Parts Cleaning Building in its place; the conversion of the Planing Mill's first floor to a Roller Bearing Shop, the Boiler Shop to a Truck Shop, and the Blacksmith Shop to a Locomotive Machine Shop; and the erection of the Firing Line.<sup>17</sup>

## *Historic Context*

The contemporary era was also marked by the consolidation and reorganization of many American railroads. The Southern Pacific Railroad had formally merged with its longtime holding company, the Southern Pacific Company, in 1955, and in 1959, the Central Pacific Railroad did the same. In 1988, the Southern Pacific Company was acquired by Rio Grande Industries, the holding company for Denver & Rio Grande Western Railroad, and a year later, the two functionally combined as the Southern Pacific Lines. The Southern Pacific Lines were purchased by Union Pacific in 1996, functionally combining the Southern Pacific, Denver & Rio Grande Western, and other subsidiaries under the Union Pacific name. The Southern Pacific was formally merged into Union Pacific in 1998, and, in 1999, the Union Pacific permanently closed the former Sacramento Shops.<sup>18</sup>

In the 1990s and early 2000s, many of the smaller buildings and structures that comprised the Shops complex were razed, and the landscape was contoured with new drainage swales and berms. In 2012, the rail lines and heavy-rail passenger platforms associated with Amtrak were relocated approximately 1,000 feet north of their historic location, resulting in further modifications to land formerly associated with the Sacramento Shops. Of the original Shop facilities, only the Boiler Shop, Erecting/Machine Shop, Blacksmith Shop, Car Machine Shop, Planing Mill, Car Shop No. 3, Privy, Paint Shop, Turntable, Firing Line, and a water tower remain extant as of this writing (the Locomotive Transfer Table was reconstructed by the California State Railroad Museum in 2003).<sup>19</sup>

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## Section Three

# Period of Significance

The period of significance extends from 1867 to 1947. Initial construction of the nine resources (Car Machine Shop, Planing Mill, Privy, Car Shop No. 3, Blacksmith Shop, Paint Shop, Erecting Shop, Boiler Shop, and Turntable) occurred between 1867 and 1888, during which time the core buildings, structures, and objects that form the Sacramento Shops complex were completed. The complex continued to expand through the early twentieth century, reaching maximum build-out (approximately 200 acres) by the late 1920s.

Throughout the period of significance, the spatial layout of the Sacramento Shops complex was organized according to the specific type of rolling stock served. New buildings were added as necessary to support shop operations, and existing buildings were occasionally expanded or remodeled to accommodate increased workloads as well as new technologies.

The spatial arrangement of the complex remained fairly consistent until 1947, by which time the Southern Pacific had initiated a concerted effort to replace its fleet of steam locomotives with diesel locomotives. The transition from steam locomotives to diesel technology in the early postwar period was marked by substantial changes in the operation and physical fabric of the Sacramento Shops and is therefore an appropriate end date to the period of significance.

### *Property Types (from Period of Significance)*

- Industrial

### *Architectural Styles (from Period of Significance)*

- American Round-Arched
- Industrial Modern
- Industrial Utilitarian



*Erecting Shop and Transfer Table, view south-southeast (ARG 2020).*

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## Section Four

# Character-Defining Features

The Sacramento Shops Historic District is visually characterized by a tightly-organized cluster of large, industrial buildings. The majority of these buildings are constructed of brick in the American round-arched style, although industrial modern and utilitarian forms that employ reinforced concrete, wood framing, and corrugated iron cladding are also represented. The buildings are situated close together without formal intervening sidewalks or roadways. Historically, railroad tracks connected many of these resources. Vestiges of this circulation system may be observed in the Turntable, which is located at the northern boundary of the district and played a significant role in directing steam locomotives to various locations around the complex.

Within the boundaries of the Sacramento Railyard, most open areas represent a loss of historic fabric and should not be considered character-defining features. For example, the large space separating the Paint Shop and Car Shop No. 3 was formerly a transfer table, used for moving cars between bays in the two buildings. The open space surrounding individual shop buildings is generally unimproved and without formal landscaping. The area between and around the buildings was initially planted with nearly three thousand eucalyptus trees—to provide shade to workers, to beautify the property, and in the belief that they produced a natural insecticide that would ward off mosquitoes—but these were removed in the in the early twentieth century due to concerns about the trees' flammability, sensitivity to frost, and deep roots that might disturb the foundations of the complex's numerous masonry buildings. Since that time,

the property has been largely devoid of cultivated vegetation. A limited amount of landscaping remained in the form of a few small, employee-maintained gardens and a closely-clipped grass lawn on the Transfer Table runway between Car Shop No. 3 and the Paint Shop.



*Alleyway between Planing Mill (l) and Erecting Shop (r), view south-southeast (ARG 2020).*



## *Character-Defining Features*

The following buildings and objects (with original construction dates) are located within the Sacramento Shops Historic District:

- Car Machine Shop (1888)
- Planing Mill (1869)
- Privy (1878)
- Car Shop No. 3 (1872)
- Blacksmith Shop (1869)
- Paint Shop (1873)
- Erecting Shop (1869)
- Boiler Shop (1888)
- Turntable (1868)
- Transfer Table (2003) \*non-contributing\*



*Car Machine Shop, view southeast (ARG 2020).*



## Character-Defining Features

### DISTRICT-WIDE CHARACTER-DEFINING FEATURES

- dense urban-industrial character
- large, rectangular building footprints
- shared architectural features, including brick walls; large wall openings; series of arched, multi-light windows; gabled roofs with exposed trusses and roof monitors
- site layout of buildings in close proximity without formal intervening roadways or sidewalks
- utilitarian setting without formal landscaping



*Paint Shop, view southwest (ARG 2020).*



*Pedestrian bridge connecting the Car Machine Shop (l) and Planing Mill (r), view east-northeast (ARG 2020).*

*Character-Defining Features*  
*Boiler Shop*

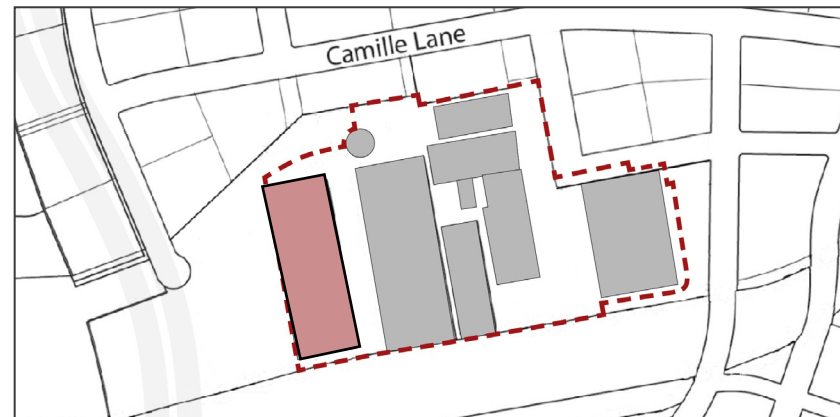
**BOILER SHOP**

The Boiler Shop (1888) is a utilitarian industrial building that is rectangular in plan and clad with corrugated metal siding and corrugated roofing panels. The single-story wood framed structure consists of a central gabled bay extending the length of the building from north to south and flanked by lower shed bays. A gabled monitor roof sits atop the central bay. The exterior walls are clad in corrugated metal siding and translucent corrugated panels, punctuated by openings including metal roll-up doors and a variety of windows.

The interior of the Boiler Shop is a single large, open space with a concrete floor, a heavy timber and wrought iron truss system, and exposed wood frame construction. Segments of track extend inward from openings in the east wall, and two overhead cranes are mounted on rails that run the length of the center bay.

*Exterior Character-Defining Features*

- corrugated metal siding
- gable roof
- shed roof extensions on east and west elevations
- window openings
- signage



*Key Plan*



*West facade of Boiler Shop, view northeast (ARG 2020).*

*Character-Defining Features*  
*Transfer Table Pits*

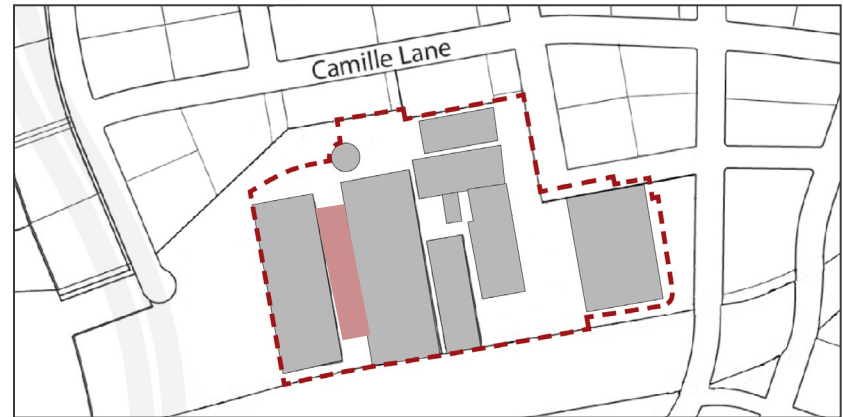
**TRANSFER TABLE PITS**

The present-day Locomotive Transfer Table (reconstructed in 2003) consists of a movable transfer table and a stationary runway located midway between the Boiler Shop and the Erecting Shop. The transfer table itself is a narrow, movable metal platform flanked by a short metal railing. One set of rail tracks extends the length of the platform, allowing the transfer table to accommodate and move a locomotive. A rectangular cab with metal-clad walls and a convex, metal-clad roof is situated near the eastern end of the platform. A steel lattice tower atop the western end of the cab's roof links the transfer table to an electrical line suspended over the runway. The transfer table sits on eight pairs of wheels that align with eight steel tracks set into the floor of the concrete runway. The runway tracks lay perpendicular to the transfer table and allow it to slide up and down the length of the runway.

The platform and cab were completely rebuilt by the California State Railroad Museum in 2003 with new materials.

*Character-Defining Features*

- rectangular concrete bed slightly recessed below ground
- footprint measuring 70 feet wide and 544 feet long
- location between the Boiler Shop and Erecting Shop
- four sets of parallel slots and rails



*Key Plan*



*Locomotive Transfer Table, view south-southeast (ARG 2020).*

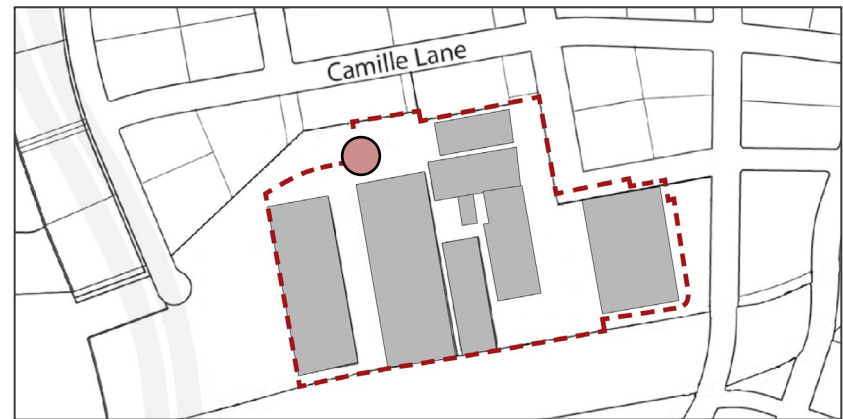
*Character-Defining Features*  
*Turntable*

**TURNTABLE**

The Turntable (1868) comprises a circular pit with a central pivot point on which a narrow steel span may be rotated. The concrete-lined pit measures approximately 100 feet in diameter and features a curved, vertical retaining wall around its perimeter. The deck of the steel span, which extends the diameter of the pit, contains a single set of tracks flanked by metal railings; a small plywood cab is located at one end. An open, pointed arch constructed of steel latticework straddles the center of the span directly over the pivot point below, and connects the apparatus to several overhead electrical lines. Two short stretches of track extend from the edge of the pit in a westerly direction; these have been truncated at approximately 230 feet out.

*Character-Defining Features*

- circular shape
- concrete pit
- tracks
- steel framework
- table metal cab



*Key Plan*



*Turntable, view southeast (ARG 2020).*



*Character-Defining Features*  
*Erecting Shop*

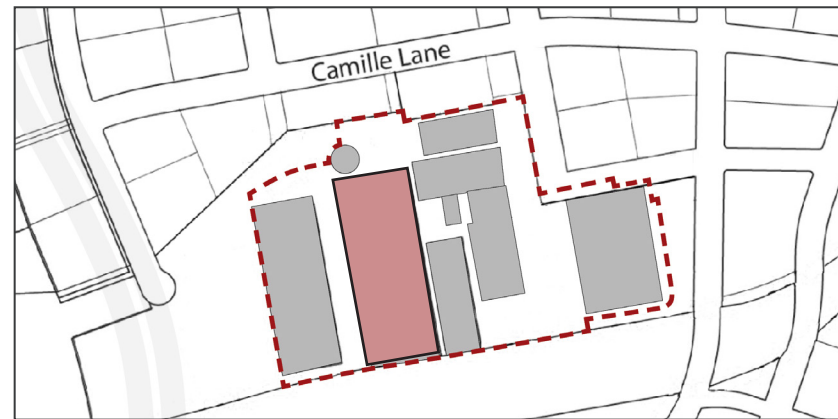
**ERECTING SHOP**

The Erecting Shop is a single-story building constructed in the American round-arched style. It is composed of two distinct structures that share a common wall, and is the largest building within the District. The older, eastern half (1869) is of masonry construction and has a metal-clad gambrel roof with a wide gabled roof monitor. The newer, western half (1905) is of steel frame construction with brick infill and has a metal-clad gabled roof with a gabled roof monitor. Fenestration includes arched, multi-light wood windows and arched, corbelled door openings.

The interior of the Erecting Shop has a concrete floor and features exposed brick walls with no interior walls or lateral load resisting frames. The interiors of each portion of the structure are distinguished, and differentiated, by the exposed roof trusses. The eastern half features wood and wrought iron trusses that rest on a center truss stop atop cast iron columns; the western half has a riveted, steel Fink truss atop steel columns. Rail segments extend into the building interior.

*Exterior Character-Defining Features*

- brick walls
- steel framing
- metal gable roof over the Engine Rebuild Shop and Component Rebuild Shop
- metal deck roof of the Erecting Bays
- parallel roof systems
- gambrel roof at north end
- gabled clerestory with multilight windows



*Key Plan*



*South facade of Erecting Shop, view north (ARG 2020).*

*Character-Defining Features  
Erecting Shop*



*Erecting Shop interior (ARG 2020).*



*Detail of cast iron post in Erecting Shop (ARG 2020).*

- exterior articulated bays with arched multilight windows and brick pilasters
- brick moldings
- shallow stepped cornice
- double-hung windows with cast iron sills
- large rectangular windows and articulated bays at east end
- gambrel roof at north end
- gabled clerestory with multilight windows
- exterior articulated bays with arched multilight windows and brick pilasters
- brick moldings
- shallow stepped cornice
- double-hung windows with cast iron sills

*Character-Defining Features*  
*Car Machine Shop*

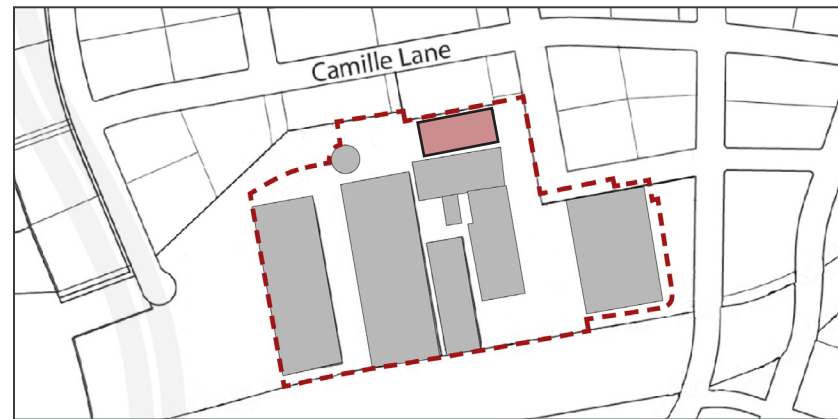
**CAR MACHINE SHOP**

The Car Machine Shop (1888) is a three-story, unreinforced masonry building in the American round-arched style. The 9-bay by 3-bay rectangular building has a corrugated-clad gable roof with metal roof decking and a gabled roof monitor. The Car Machine Shop is immediately north of the Planing Mill and is quite similar to it stylistically.

The Car Machine Shop’s walls consist of load-bearing brick pilasters set atop a concrete foundation. Fenestration includes arched corbelled wood windows with divided lights and brick sills in all facades; wood hinged doors and metal roll-up doors at the first story bays of the east and west facades; and three wood hinged doors on the north and south facades. The first story of the building’s interior is a single, open space with exposed brick walls and multiple sections of trackage in the concrete floor. The second story is divided into several rooms by wood-framed partition walls.

*Exterior Character-Defining Features*

- free-standing building with four principal elevations
- gabled roof form with gabled clerestory running length of the ridge line
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings
- corbelled brick arches over door and window openings
- brick sills
- wood-framed, multilight, sash windows, with fixed upper sash, operable lower sash, on first story



*Key Plan*



*Car Machine Shop, view southeast (ARG 2020).*



*Character-Defining Features  
Car Machine Shop*

- wood-framed, multilight, sash windows, operable on second story
- wood door, hardware and strap hinges (south elevation)
- corrugated metal roof
- roof vents, conical caps
- tracks
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks attached ladder
- gabled wood bridge connection to Planing Mill
- signage



*Pedestrian bridge connecting the Planing Mill (l) and Car Machine Shop (r), view west-southwest (ARG 2020).*



## *Character-Defining Features*

### *Planing Mill*

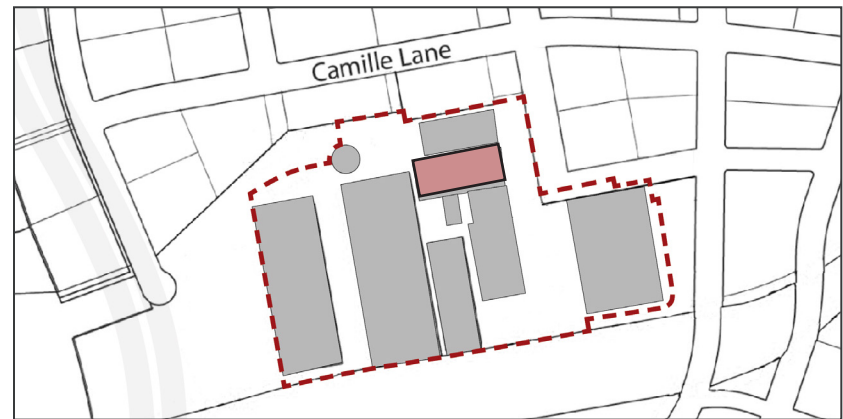
#### PLANING MILL

The Planing Mill (1869) is a three-story unreinforced masonry building in the American round-arched style. It is located immediately south of the Car Machine Shop and is quite similar to it stylistically. The building is rectangular in plan with a concrete foundation, brick walls, and a corrugated-clad gable roof with metal roof decking. Fenestration includes arched corbelled wood windows with divided lights; wood hinged doors in the east facade; and a metal sliding door in the west facade.

The first story of the building's interior is a single, open space with exposed brick walls, wood trusses with steel tension rods, and a concrete floor. The second story has wood flooring and is divided into multiple rooms by wood-framed partition walls. An enclosed wood pedestrian bridge with steel bracing connects the second story of the Planing Mill to the Car Machine Shop.

#### *Exterior Character-Defining Features*

- free-standing building
- gabled roof form with gabled clerestory running length of the ridge line
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings
- corbelled brick arches over door and window openings
- brick sills
- wood-framed, multilight, sash windows, with fixed upper sash, operable lower sash, on first story
- wood-framed, multilight, sash windows, operable on second story



*Key Plan*



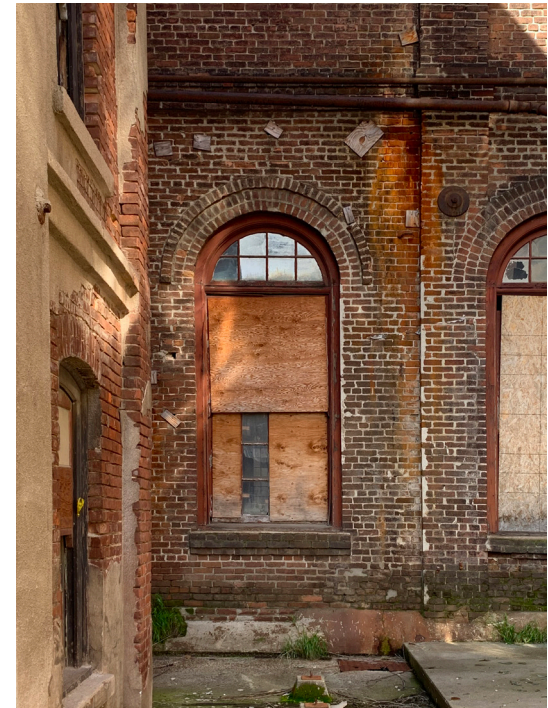
*Planing Mill, showing former location of Power House, view northeast (ARG 2020).*

*Character-Defining Features*  
*Planing Mill*

- corrugated metal roof
- roof vents, conical
- tracks
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- attached ladder
- gabled wood bridge connection to Car Machine Shop



*Planing Mill door, view north-northwest (ARG 2020).*



*Planing Mill window, view north-northwest (ARG 2020).*

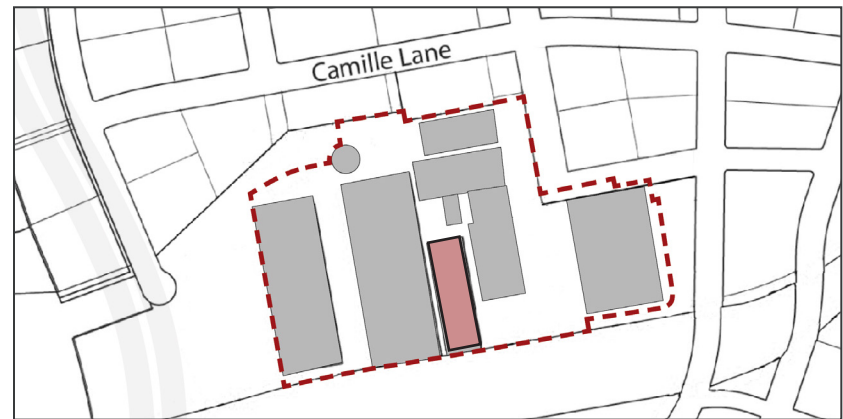
*Character-Defining Features*  
*Blacksmith Shop*

**BLACKSMITH SHOP**

The Blacksmith Shop (1869) is a single-story, rectangular footprint structure that is representative of the Industrial Modern style. It is located between the Erecting Shop and Car Shop No. 3, to the south of the Planing Mill. The northern half of the building features a gabled roof and gabled roof monitor with flat roof portions to the north and east, and the roof of the southern half of the building is one large gable with a gabled roof monitor. Exterior walls consist of cast-in-place concrete walls with articulated piers and formwork markings. Fenestration on all four elevations consists of multi-light industrial steel sash with operable horizontal pivots and concrete sills.

*Exterior Character-Defining Features*

- concrete walls with articulated piers, formwork markings
- steel industrial sash windows, multilight, with horizontal pivot, operable
- concrete sills
- gabled roof with gabled clerestory
- corrugated metal siding in gable end
- roof vents, conical
- original door, wood, hardware and strap hinges
- roof vents
- attached ladder
- remnant signage
- original door, wood, hardware and strap hinges
- roof vents
- attached ladder



*Key Plan*



*East facade of Blacksmith Shop, view southwest (ARG 2020).*



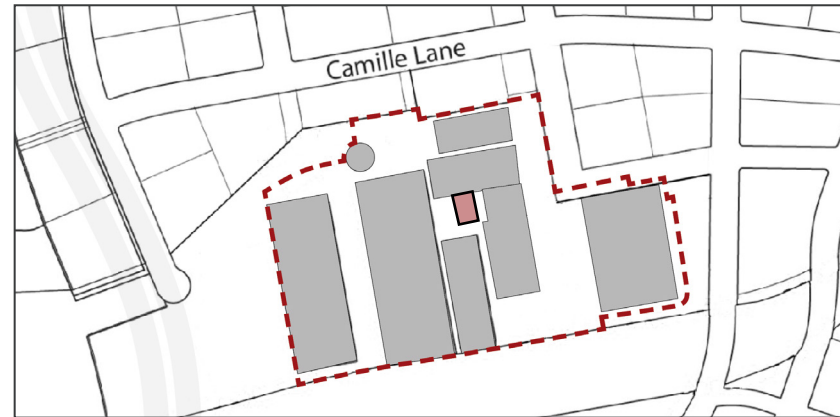
## Character-Defining Features Privy

### PRIVY

The Privy (1878) is a three-story, unreinforced masonry building in the American round-arched style. It is located to the southwest of the intersection between the Planing Mill and Car Shop No. 3, and it is connected to the Planing Mill by an uncovered wood pedestrian bridge. The building is rectangular in plan and features brick walls clad in stucco, a corbelled brick cornice, and a gable roof. Fenestration includes arched, wood, double-hung windows with divided lights and projecting sills and arched doorways on the north and south facades. In the interior of the building, each of the Privy's three stories is divided into two north-south rooms. Along the common partition walls, each room includes nine toilet stalls with a single sink at the southern end.

#### Exterior Character-Defining Features

- free-standing building with four symmetrical elevations
- gabled roof form
- boxed metal eaves
- masonry wall structure, common bond brick, with articulated brick piers
- stucco finish
- corbelled brickwork at cornice
- (repeating) arched door and window openings
- recessed door and window openings
- projecting sills
- wood-framed, multilite, operable sash windows
- connection to Planing Mill, wood-framed decking
- louvered vents in gable ends
- cast iron tie ends, bolts



Key Plan



West and south facades of Privy, view east-northeast (ARG 2020).

*Character-Defining Features*  
*Car Shop No. 3*

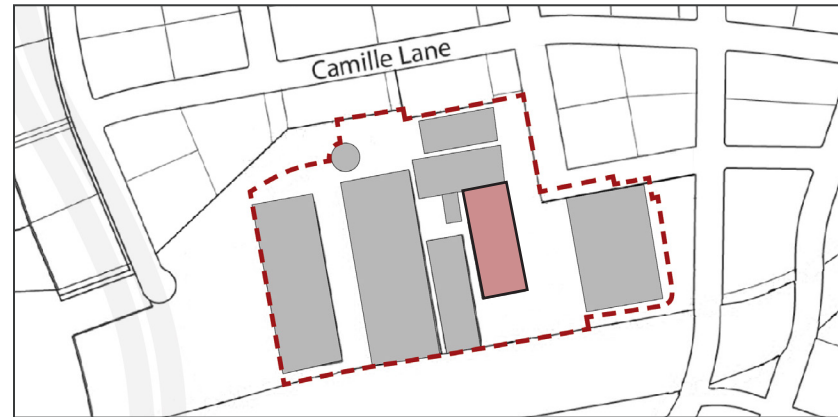
**CAR SHOP NO. 3**

Car Shop No. 3 (1872) is a two-story unreinforced masonry building in the American round-arched style. The building is roughly rectangular in plan and abuts the south wall of the Planing Mill. It features brick walls and a double, divided-light roof monitor with low-pitched gabled roof and parapet. Fenestration includes arched door and window openings filled with multilight wood windows and wood hinged doors, as well as two suspended, gravity-operated steel fire doors on the south facade.

Brick firewalls divide the interior of the building into three segments. The northernmost segment has been divided into two stories, while the southern two segments are single, double-height spaces.

*Exterior Character-Defining Features*

- double clerestory with low-pitched gabled roof and parapet
- lower level masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings
- tower, hipped (pyramidal) roof, with corrugated sheet metal siding
- wood “keystones” with painted numbers at each bay
- corbelled brick arches over door openings
- brick sills (west elevation)
- narrow lancet windows
- protective cast iron plates over sills



*Key Plan*



*East facade of Car Shop No. 3, view west-southwest (ARG 2020).*

*Character-Defining Features  
Car Shop No. 3*



*South facade of Car Shop No. 3, view north (ARG 2020).*



*West facade of Car Shop No. 3, view southeast (ARG 2020).*

- wood-framed, multilight, sash windows, two-over-two double-hung
- wood-framed, multilight, clerestory windows
- wood sash windows, multilight (west elevation)
- wood doors, large, squared openings, with diagonal framing
- construction and inset doors (west elevation)
- concrete lintels (west elevation)
- corrugated metal roof and wall sheathing at elevator tower
- roof vents, conical caps
- exterior metal wall sheathing at second floor
- projecting fire walls, brick
- freestanding, gabled south wall, brick, with ghosted features and infilled arched door and window openings
- suspended, gravity-operated steel fire doors (south elevation)
- attached ladder
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks

## Character-Defining Features

### Paint Shop

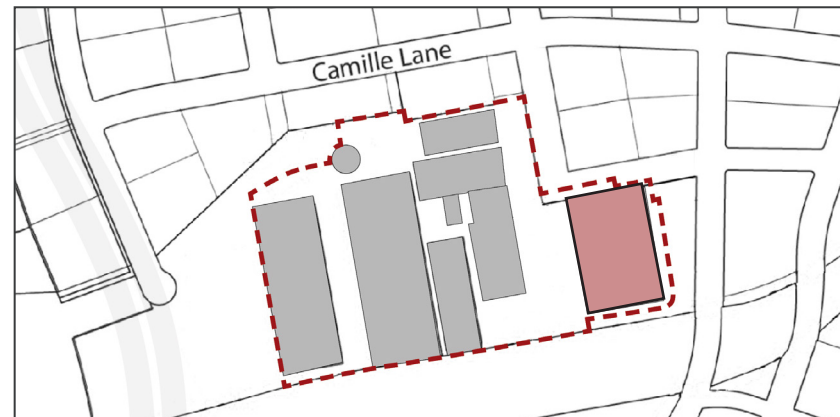
#### PAINT SHOP

The Paint Shop (1873) is an unreinforced masonry building in the American round-arched style and is the easternmost of the Sacramento Shop buildings. The rectangular footprint building has a concrete foundation, brick walls, and a complex roof geometry combining gabled, hipped and flat portions. Fenestration includes arched, multilight windows with brick sills, industrial sash windows, and large arched door opening between brick pilasters, many of which have been retrofitted with metal roll-up doors, non-historic windows, and non-historic personnel doors.

The building interior has exposed brick walls, a concrete floor, and open roof trusses. The northeastern corner of the building comprises a two-story structure that has been internally divided into several office spaces. Most of the interior is devoted to three open spaces, corresponding to the southern portion of the building, the western portion of the building, and the two gables south of the two-story office portion.

#### Exterior Character-Defining Features

- free-standing building with four principal elevations
- masonry wall structure, common bond brick, with articulated brick piers
- (repeating) arched door and window openings
- arched original door with hardware and strap hinge (west elevation, southernmost bay)
- corbelled brick arches over door and window openings
- “keystones” with painted numbers at each bay



Key Plan



Paint Shop, view west-southwest (ARG 2020).

*Character-Defining Features*  
*Paint Shop*

- brick sills
- roof, multi-planed, gabled, hipped and flat
- wood-framed, multilight, sash windows
- vent grilles
- cast iron tie ends, anchors and anchor plates, and bolts
- remnant cast iron hardware, pintles (upright pivot hinge), other hinges and hooks
- tracks



## Section Five

# Standards and Criteria

### 1. DESIGN GUIDELINES FOR REHABILITATION

#### FOUNDATIONS

- 1.1 Preserve existing stepped brick footings.
  - 1.1.1 Maintain exposed stepped brick footings. Avoid regrading that would obscure existing exposed stepped brick footings.
  - 1.1.2 Repoint and repair masonry units as required to maintain the size, color, texture, bonding pattern, and shape of the stepped brick footing. Where individual units are deteriorated beyond repair, provide new bricks that match existing masonry units in type, color, texture, size, shape, bonding pattern, mortar joints, and compressive strength.
  - 1.1.3 Prior to any ground disturbance (grading or excavation), review and follow the approved Archaeological Testing Plan.

#### EXTERIOR WALLS

##### *Masonry*

- 1.2 As a character-defining feature of the Sacramento Shops Historic District, brick masonry walls should be preserved and rehabilitated

where required, including repointing, repair of individual masonry units, reconstruction of missing details, patching, and cleaning.

- 1.2.1 Repointing: Match repointing mortar to the existing mortar in strength, composition, and color. A mortar analysis shall be performed to provide a basis for matching the original mortar.
- 1.2.2 Brick Repair: Repair holes in bricks with patching mix. Patching mix to match existing masonry units in color and texture. Do not apply patch materials over existing masonry joints.
- 1.2.3 Replacement: Replace missing or heavily spalled bricks in order to maintain the stability of the walls. Where replacement bricks are necessary, match existing masonry units in type, color, texture, size, shape, bonding pattern, and compressive strength.
  - Note: In some locations, previous brick repair and replacement was executed inappropriately. Remove brick and mortar in these areas.
- 1.2.4 Cleaning: Clean bricks of biological growth and overpaint.
- 1.2.5 Reconstruction: Where areas of original brick details are missing (stepped brick at gable ends and door/window surrounds, corbels, etc), reconstruct to match adjacent profiles
- 1.2.6 Abandoned anchors shall be removed or treated with a rust-inhibiting coating to prevent them from corroding and expanding.

## *Standards and Criteria*

- 1.2.7 Where structural reinforcement of the exterior masonry walls is required, locate reinforcement at the wall's interior to preserve the historic building's exterior appearance.

### *Stucco*

- 1.3 Historic stucco on the Privy's exterior shall be preserved in-place. Do not cover brick that has been exposed from spalled/deteriorated stucco.
  - 1.3.1 Repair wide cracks by routing or cutting out the damaged area and patch with a stucco mix. New stucco mix must match historic stucco in color, composition and finish texture.
  - 1.3.2 Remove soiling using the gentlest means possible, beginning with testing of low-pressure water-only methods, followed by pH neutral detergents. If any areas are unable to be cleaned without altering the original color or texture of the historic material, leave soiling to remain.

### *Concrete*

- 1.4 Preserve historic exterior concrete walls and articulation in place and rehabilitate where required as follows:
  - 1.4.1 Repair areas of damaged, cracked, or spalling concrete with a restoration-grade concrete repair mix matching the original material in permeability, color, texture, and tooling.
  - 1.4.2 Remove soiling using the gentlest means possible, beginning with testing of low-pressure water-only methods, followed by pH neutral detergents. If any areas are unable to be cleaned without altering the original color or texture of the historic material, leave soiling to remain.

### *Corrugated Metal*

- 1.5 As a character-defining feature of numerous buildings in the Sacramento Shops Historic District, preserve corrugated metal roofing and siding and rehabilitate where required.
  - 1.5.1 Retain corrugated metal roofing and siding where not deteriorated beyond repair.
  - 1.5.2 Repair small punctures and pinholes or severely rusted areas with patches to prevent leaking.
  - 1.5.3 Where over 20% of the roof/siding area is deteriorated, replacement in-kind is permissible. Replacement corrugated metal sheets must match the existing in size, color, and finish.

## **OPENINGS, DOORS, AND WINDOWS**

- 1.6 Treatment of historic large openings must be based on historic documentary or physical evidence. Where large openings were infilled with solid doors or left open, new fenestration shall have minimal framing emphasizing the opening as a void in the wall.
  - 1.6.1 Where large openings are repetitive across one or more facades of an existing historic building, infilled fenestration shall be consistent across all openings to emphasize the original rhythmic design.
  - 1.6.2 Preserve historic doors and windows within original large openings.

## *Standards and Criteria*

- 1.7 Where historic openings have been altered, infilled or are no longer extant, restoration based on physical or historic documentary evidence is acceptable but not required. Any new interventions in existing openings must not be identical to or in extreme contrast with the rest of the building in scale, design, materials, color and texture.
- 1.8 Wood-framed, multilite sash windows are character-defining features throughout the historic buildings within the district. Preserve these windows in place and provide repairs as physical conditions warrant.
  - 1.8.1 Carry out all repairs to match an existing historic window in size, configuration, operation, materials, profiles, details, and finish.
  - 1.8.2 When replacing damaged or missing glass panes, match new or salvaged glass to existing historic glass in type, color, texture, and dimensions. Loose, cracked, or missing glazing putty shall be replaced.
  - 1.8.3 In-kind replacement of extensively deteriorated or missing window components may be necessary, but replacement of the window in its entirety should be avoided. If replacement of the entire window is necessary, the new replacement window shall match the visual characteristics of the historic window based on physical and/or historic documentary evidence.
- 1.9 Steel sash windows are character-defining features and shall be preserved in place or repaired according to the following criteria:
  - 1.9.1 Carry out all repairs to match an existing historic window in size, configuration, operation, materials, profiles, details, and finish.
  - 1.9.2 When replacing damaged or missing glass panes, match new or salvaged glass to existing historic glass in type, color, texture, and dimensions. Loose, cracked, or missing glazing putty shall be replaced.
  - 1.9.3 When renewing paint coatings on steel components, all corrosion shall be removed and the metal shall be coated with a rust-inhibiting primer before applying a finish coating.
  - 1.9.4 In-kind replacement of extensively deteriorated or missing window components may be necessary, but replacement of the window in its entirety is to be avoided. If replacement of the entire window is necessary, the new replacement window shall match the visual characteristics of the historic window based on physical and/or historic documentary evidence.
- 1.10 Preserve and repair extant historic doors, including door hardware.

## **ROOFS**

- 1.11 Roof monitors are a character-defining feature of the Sacramento Shops Historic District. Preserve existing roof monitors in their entirety, maintaining clerestory windows.
- 1.12 Preserve existing skylights in place. If new program uses are incompatible with natural light, retain existing skylights so they are visible from primary views and infill as required on the interior.
- 1.13 Preserve and repair existing corrugated metal roof panels. Where deteriorated beyond repair, replace existing corrugated metal roof panels with new panels

## *Standards and Criteria*

to match existing in size, color, details, and finish.

- 1.14 Preserve existing character-defining roof appurtenances (vents, chimneys, etc.).
  - 1.14.1 Consider existing roof appurtenances for reuse with new HVAC systems.
  - 1.14.2 Locate new roof appurtenances out of public view.
- 1.15 Consider on-site solar technology only after implementing all appropriate treatments to improve the energy efficiency of the building and after analyzing whether it can be used successfully and will benefit the building without compromising its historic character or the character of the site or the surrounding historic district.
  - 1.15.1 A solar device shall be installed in a location on the site or on a non-historic building or addition where it will have minimal impact. The device shall be installed on the building only after other locations have been investigated and determined infeasible.
  - 1.15.2 Install a low-profile solar device so that it is not visible from the public right of way. Prioritize installing on a flat roof or a secondary slope of a roof, out of view from the public right of way. The devices shall be set back to take advantage of a parapet or other roof feature to screen solar panels from view.
  - 1.15.3 Solar devices are to be installed in a manner that does not damage the historic roofing material or negatively impact the building's historic character. Installation of a device shall be reversible. Use solar

panels and mounting systems that are neither identical in color nor in extreme contrast with the historic roof. Mechanical equipment associated with the photovoltaic system shall be installed out of view from the public right of way.

- 1.15.4 Solar roof panels are to be installed horizontally, flat, or parallel to the roof, to reduce visibility.
- 1.16 Locate new roof-mounted equipment out of public view
- 1.17 To ensure overall roof form and thickness is preserved, maintain the historic building eave thickness and detailing when repairing or altering an existing historic roof.
  - 1.17.1 Where roof assemblies are required to be thicker than existing due to insulation requirements, the dimensional change where visible at the eaves and gable ends shall be minimal.

## **ARCHITECTURAL FEATURES AND DETAILS**

- 1.18 Preserve and repair character-defining features. Where character-defining features are deteriorated beyond repair, replace them in kind to match the existing in size, shape, materials, finish, color, and texture.
- 1.19 Refer to the list for each individual contributing building and the entire Sacramento Shops Historic District previously in this document.

## **SIGNAGE AND LIGHTING**

## *Standards and Criteria*

- 1.20 Preserve and restore historic signage and lighting whenever possible.
  - 1.20.1 Historic signage on all visible facades of the building shall be maintained and preserved, when not damaged beyond repair, including painted wall signs and “ghost” signs that may be located on secondary side or rear facades.
  - 1.20.2 Repair, rather than replace damaged historic lighting or signage. Where necessary, replace only parts of historic light fixtures and signage that are deteriorated beyond repair.
- 1.21 Design new signage or lighting to preserve, complement, or enhance the architectural composition and features of the building and the overall character of the historic district.
  - 1.21.1 New signage or lighting shall be designed as an integral part of the building facade and composition.
  - 1.21.2 Signage and lighting shall be placed to enhance, and where possible, fit within existing architectural features. Designs that block or obscure character-defining features are to be avoided.
  - 1.21.3 Signage and lighting shall be designed to be in proportion and scale with the building in order to avoid dominating the building's appearance.
  - 1.21.4 Sign materials shall preserve or complement the style and character of the building and historic district.
  - 1.21.5 Sign colors shall complement the colors of the building.
- 1.22 When installing new signage or lighting, avoid damaging any character-defining feature during installation.
  - 1.22.1 Carefully route wiring conduit to avoid damage to architectural details and to be concealed from view as much as possible. Place wiring between the brick courses and recesses to reduce its visibility.
- 1.23 Design signage and lighting that is pedestrian-oriented and at a human scale.
  - 1.23.1 Signs shall be legible when viewed from the sidewalk.
  - 1.23.2 The placement of signage shall follow historic patterns of sign placement in the historic district.
- 1.24 Design illumination levels to achieve a complimentary balance between the architecture of the building, character of the historic district, and the design of the sign itself.
  - 1.24.1 The use of shielded and focused light sources that direct light toward a sign or onto the ground is recommended.
  - 1.24.2 High intensity light sources that overpower the building or street edge are discouraged.
- 1.25 Consider the effect of new exterior lights on the historic environment.
  - 1.25.1 Select fully shielded exterior light fixtures that emit no light upward and are dark sky compliant.
  - 1.25.2 When installing Light Emitting Diode (LED) light fixtures and bulbs, select “warm-white” or filtered LEDs to minimize blue light emission.



**2. DESIGN GUIDELINES FOR ADDITIONS TO HISTORIC BUILDINGS**

**PLACEMENT**

- 2.1 Do not obfuscate the historic building form by locating the addition flush with an existing façade.
- 2.2 The historic building’s footprint and overall form must be readily distinguishable from any new addition.

**ORIENTATION**

- 2.3 Locate new additions parallel or perpendicular to historic buildings to maintain the district’s overall axes.
- 2.4 Exterior walls or elements that are curved or angled are not recommended.

**PARKING**

- 2.5 No substantial parking areas are anticipated within the district boundary.
- 2.6 Locate loading zones or parking spaces away from the pedestrian zone.

**SCALE AND MASSING**

- 2.7 An addition to an existing historic building shall be subordinate to the historic building.

- 2.7.1 Consider using a hyphen to connect an addition to provide a distinction between the new construction and historic building.

- 2.8 The building addition shall be comprised of simple, rectangular forms characteristic of the Sacramento Shops Historic District.
- 2.9 The height of an addition must not exceed the height of the existing historic building.
- 2.10 Rooftop additions, which add height and habitable space to the existing building’s roof and alter the profile of character-defining roofs, are not permitted.

**ROOF FORM**

- 2.11 The roof form of the addition must not be in contrast with the roof lines of the existing historic properties.
  - 2.11.1 Consider using shared architectural roof features, including gable roof construction or long roof monitors.
  - 2.11.2 Consider using the same roof pitch as the existing historic building.
- 2.12 The roof of the addition must not overwhelm or compete with the existing historic building’s roof.

## *Standards and Criteria*

### **FAÇADE COMPOSITION**

- 2.13 The addition shall be designed so that its facades have similar proportions, fenestration patterns, and level of articulation as the historic building without emulating a historic style.
- 2.13.1 Consider using bays and/or openings of similar scale and proportion to those present in historic buildings within the district.
  - 2.13.2 Consider incorporating window and door datum lines from the existing historic building.
- 2.14 Employ basic articulation methods in the design of the addition's facades, including building walls offsets, changes in material, horizontal and vertical details, and other simple architectural design elements utilized in the historic building.
- 2.14.1 Applied ornamentation shall be minimal.
- 2.15 The new design, architectural features, and details shall be modest so as not to detract from the historic building.
- 2.16 Avoid copying the style of the historic building exactly or using conjectural features that may create a false sense of historic value or change the style of the building.

### **EXTERIOR MATERIALS**

- 2.17 Use exterior materials that are neither identical to nor in extreme contrast to the materials present in the historic district. Materials not found in the district may be considered.

### **3. DESIGN GUIDELINES FOR NEW BUILDINGS**

#### **BUILDING PLACEMENT**

- 3.1 New buildings are to be located to maintain the dense urban-industrial character of the district.
- 3.2 Where new construction is adjacent to historic construction, establish 30'-0" minimum wide pedestrian alleys.

#### **ORIENTATION**

- 3.3 New buildings are to be located on axis with historic buildings in the district.

#### **PEDESTRIAN ACCESS**

- 3.4 Provide pedestrian access to public rights-of-way without altering character-defining features of historic buildings within the district. Pedestrian alleys are acceptable rights-of-way.

#### **PARKING**

- 3.5 No substantial parking areas are anticipated within the district boundary.
- 3.6 Loading zones and parking spaces are to be located away from the pedestrian zone.

## *Standards and Criteria*

### **SCALE AND MASSING**

- 3.7 New construction's scale and massing shall be compatible with the scale and massing of existing buildings in the district and comprised of simple, rectangular forms consistent with the historic district.
- 3.8 New construction within the historic district must be less than 24'-0" in height.

### **ROOF FORM**

- 3.9 The roof form of new construction shall be neither identical to nor in extreme contrast with the roof lines of adjacent historic properties.
  - 3.9.1 Consider using shared architectural roof features, including gable roof construction or long roof monitors.
  - 3.9.2 Additional industrial roof construction types may be considered.

### **FAÇADE COMPOSITION**

- 3.10 Design the building so that its facades, particularly its primary façade, retain similar proportions, fenestration patterns, and level of articulation as other existing buildings in the district.
  - 3.10.1 Consider using bays and/or openings of similar scale and proportion to those present in historic buildings within the district without emulating a historic style.

- 3.10.2 Consider incorporating window and door datum lines from adjacent historic buildings.

- 3.11 Though a new building should reflect the utilitarian aesthetic of adjacent industrial properties, employ basic articulation methods, including building walls offsets, changes in material, horizontal and vertical details, and other simple architectural design elements.

- 3.11.1 Applied ornamentation should be minimal.

### **ENTRANCE(S)**

- 3.12 A new building's entrance shall be understated and utilitarian in appearance, in line with the typically modest entrances of adjacent historic industrial buildings.
- 3.13 An entrance may be articulated through simple architectural details, such as a canopy.

### **EXTERIOR MATERIALS**

- 3.14 Use exterior materials that are neither identical nor in extreme contrast to the materials present in the historic district. Materials not found in the district may be considered.

## *Standards and Criteria*

### **4. SITE FEATURES AND LANDSCAPING**

- 4.1 Landscaping shall be minimal and informal to avoid being in extreme contrast with the utilitarian setting.
- 4.2 While new trees are desired for sunshading, do not locate new trees to conceal historic facades or immediately adjacent to historic buildings. Placement shall reflect the industrial nature of the buildings and connection areas and plazas between the buildings.
- 4.3 Streets, alleys, and sidewalks shall be in compliance with the Sacramento Railyard Design Guidelines.
- 4.4 Refer to the Sacramento Railyard Design Guidelines for guidelines regarding buildings constructed near public plazas, courts, etc.
- 4.5 Provide adequate site lighting according to the following criteria:
  - 4.5.1 Lighting shall provide enough light for nighttime activities and highlight historic features of the district.
  - 4.5.2 Prioritize the use of existing power/light poles where possible.
  - 4.5.3 Differentiate new site lighting from the historic district's new features and characteristics.
  - 4.5.4 New lighting shall not create a false sense of history.

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## *Appendix A*

# Methodology

### *Consultation*

Preparation of the Historic District Plan is a requirement for each City Historic District per the Sacramento City Code. The plan is based on the findings in Ordinance No. 2016-0047 Repealing Ordinance 2007-103 and listing the Sacramento Shops Historic District as a Historic District on the Sacramento Register of Historic & Cultural Resources, adopted by the Sacramento City Council November 10, 2016. ARG prepared the Historic District Plan with review by the City of Sacramento staff and the City's Preservation Commission.

### *Research*

For preparation of this plan, Architectural Resources Group (ARG) performed the following tasks for research, documentation, and analysis:

- Reviewed previous evaluations, studies, and ordinances and correspondence by the City of Sacramento.
- Reviewed federal and state technical bulletins, ordinances, and other materials related to the evaluation and preparation of design guidelines.
- Developed a historic context statement based on research and findings from the National Register Nomination (also prepared by ARG).

### *Field Methods*

Preservation Planners and Historians Matthew Davis and Caitlyn Ewers visited the site in February 2020. The buildings and site were documented and photographed. Subsequent visits to the site were made in June 2020, April 2022, and November 2022 by Alice Valania and Naomi Miroglio.

### *Project Team*

The Historic District Plan was prepared by Caitlyn Ewers, Grace Davis and Alice Valania with assistance from Noah Lohmueller and Mayank Patel under the supervision of Principal Naomi Miroglio, all of whom meet the Secretary of the Interior's Professional Qualifications Standards in Historic Architecture and Architectural History.

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## Appendix B

# Common Architectural Styles

### AMERICAN ROUND-ARCHED STYLE

*Time Period: 1840s - 1880s*

- American interpretation of the German *Rundbogenstil* (literally "round arched style), an early nineteenth-century architectural style
- Structural masonry, especially brick (often polychrome)
- Series of pilasters and horizontal bands forming repetitive grid patterns
- Elaborate brick corbelling
- Modelled door and window surrounds
- Round-arched or segmentally-arched window and door openings

### INDUSTRIAL MODERN

*Time Period: 1900s - 1960s*

- Emphasis on volume and regularity in massing
- Lack of applied ornamentation
- Reinforced concrete walls
- Continuous bands of multi-light windows



*Car Machine Shop, view west-northwest (ARG 2020).*



*Blacksmith Shop, view south-southwest (ARG 2020).*



*Appendix B*  
*Common Architectural Styles*

## INDUSTRIAL UTILITARIAN

*Time Period: 1800s - Present*

- Materials and design that prioritize economy and functionality
- Lack of applied ornamentation
- Framed construction
- Corrugated sheet metal cladding



*Boiler Shop, view southeast (ARG 2020).*

## Appendix C

# Endnotes

<sup>1</sup> “The Pacific Railroad Terminal Shops at Sacramento,” *Mining and Scientific Press* 19, no. 5 (July 31, 1869): 72.

<sup>2</sup> Historic Environment Consultants, “Central Pacific/Southern Pacific Railroad Railyards: Historic Property Inventory and Evaluation Report” prepared for the Union Pacific Railroad Company, March 1998, 5.

<sup>3</sup> “City Intelligence: Railroad Works,” *Sacramento Daily Union*, August 9, 1867; “Local Matters,” *Pacific Bee* (Sacramento, CA), June 29, 1878.

<sup>4</sup> “The Pacific Railroad Terminal Shops at Sacramento,” *Mining and Scientific Press* 19, no. 5 (July 31, 1869): 72.

<sup>5</sup> “City Intelligence: Railroad Works,” *Sacramento Daily Union*, August 9, 1867; Robert A. Pecotich, *Southern Pacific’s Sacramento Shops . . . Incubator of Innovation* (Berkeley, California: Signature Press), 23; “The Pacific Railroad Terminal Shops at Sacramento,” *Mining and Scientific Press* 19, no. 5 (July 31, 1869): 72; Carolyn Dougherty, LeeAnn Bishop Lands, J. Lawrence Lee, and Camille Vicenti, “Southern Pacific Sacramento Shops,” Written Historical and Descriptive Data, Historic American Buildings Survey No. CA-303 (Washington, D.C.: National Park Service, U.S. Department of the Interior, 2002), 11.

<sup>6</sup> Dougherty et al., “Southern Pacific Sacramento Shops,” 11-12, 39n98, 97n154, 199, 219; “New Shops Will Go Up: Buildings to be Nearly Finished in about Sixty Days,” *Sacramento Bee*, November 10, 1898; “Sketch of Proposed Bridge bet.

Planing Mill and Car Machine Shop at Sacramento” (April 5, 1899), Drawing 1055 / PSM, SMCC 203 (Source Record ID 6599), California State Railroad Museum Library & Archives Collections, Sacramento, California.

<sup>7</sup> Dougherty et al., “Southern Pacific Sacramento Shops,” 40.

<sup>8</sup> David L. Joslyn, “The Romance of the Railroads Entering Sacramento,” *The Railway and Locomotive Historical Society Bulletin* 48, (March 1939): 27; Dougherty et al., “Southern Pacific Sacramento Shops,” 191, 219; “Southern Pacific Shops Damaged by \$43,000 Fire,” *Sacramento Bee*, November 27, 1916

<sup>9</sup> Don L. Hofsommer, *The Southern Pacific, 1901-1985* (College Station, TX: Texas A&M University Press, 1986), 73; Dougherty et al., “Southern Pacific Sacramento Shops,” 46n65, 166.

<sup>10</sup> Pecotich, *Southern Pacific’s Sacramento Shops*, 201; “Organization of Sacramento Shops” (January 6, 1920), Drawing 14042 / Book 329, SMCC 210 (Source Record ID 10833), California State Railroad Museum Library & Archives Collections, Sacramento, California.

<sup>11</sup> Dougherty et al., “Southern Pacific Sacramento Shops,” 47n68; Pecotich, *Southern Pacific’s Sacramento Shops*, 187-188.

<sup>12</sup> Hofsommer, *Southern Pacific*, 118-120; “2,200 Railroad Men Will Work Five Days a Week,” *Sacramento Bee*, December 31, 1934.

## Appendix C Endnotes

<sup>13</sup> “SP Expands Its Plant: More Cars, More Locomotives, and More Jobs in Big Building Program,” *Bulletin* (Southern Pacific) 25, no. 2 (February 1941): 3; “Women Take Over Tough Jobs to Relieve Manpower Shortage,” *Bulletin* (Southern Pacific) 26, no. 11 (November 1942): 3; Pecotich, *Southern Pacific’s Sacramento Shops*, 311-312; Dougherty et al., “Southern Pacific Sacramento Shops,” 52, 136.

<sup>14</sup> Architectural Resources Group, “Sacramento Railyards Sacramento Shops: Phase I Investigation and Documentation, Vol. 1,” prepared for Thomas Enterprises, Inc., August 2006, 17; Pecotich, *Southern Pacific’s Sacramento Shops*, 309, 321.

<sup>15</sup> Dougherty et al., “Southern Pacific Sacramento Shops,” 56, 67, 69, 93-94, 113-114, 165-166, 220-221; Hofsommer, *Southern Pacific*, 211, 241.

<sup>16</sup> Dougherty et al., “Southern Pacific Sacramento Shops,” 69-71.

<sup>17</sup> Dougherty et al., “Southern Pacific Sacramento Shops,” 72, 104.

<sup>18</sup> Mary A. Helmich with Kevin V. Bunker, *A Legacy in Brick and Iron* (Sacramento, CA: FYA Publications, 2018), 275.

<sup>19</sup> Helmich, *A Legacy in Brick and Iron*, 274-275; author interview with Albert J. Di Paolo, Chief Mechanical Officer, California State Railroad Museum, February 26, 2020.

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**SAN FRANCISCO**

Pier 9, The Embarcadero, Suite 107  
San Francisco, California 94111

T: 415.421.1680

F: 415.421.0127

*ARGcreate.com*

**LOS ANGELES**

360 E. 2nd Street, Suite 225  
Los Angeles, CA 90012

T: 626.583.1401

**PORTLAND**

720 SW Washington Street, Suite 605  
Portland, OR 97205

T: 971.256.5324

**SACRAMENTO**

1610 R Street, Suite 300  
Sacramento, CA 95811

T: 916.917.4059