



SACRAMENTO'S HISTORIC TRAIN DEPOT AKA SACRAMENTO VALLEY STATION

Updated February 2010

---Where We Were---

Building Type

Early 20th Century Central Train Station; completed 1926 at a cost of \$2.3 million
Reinforced concrete frame with brick and terra cotta in-fill & trim

Size

Three stories plus attic and basement, approximate footprint 370 x 125 feet
Approximately 66,000 total square feet

Design

Prominent San Francisco Architects Bliss and Faville; also designed St. Francis Hotel on Union Square, D.O. Mills Bank in Sacramento, located on the northwest corner of 7th and J Streets

Style

Eclectic architectural style – mix of Mediterranean, Renaissance Revival forms with Classical and Romanesque ornamental elements

- Overall high quality design, materials & workmanship: marble floors, barrel-vaulted three-story waiting room, Philippine mahogany wood trim, custom furnishings, chandeliers, sconces, intricate ceiling designs
- Large mural on east wall depicting the ground breaking of the transcontinental railroad in Sacramento, by artist James MacQuarrie
- At completion, building had cutting edge in conveniences for its day:
 - ◊ Heated benches in waiting room
 - ◊ Staffed information desk
 - ◊ Travelers' aid bureau
 - ◊ 12 private telephone booths
 - ◊ Commercial telegraph office
 - ◊ Taxi office
 - ◊ Barbershop
 - ◊ Candy, fruit and magazine stand
 - ◊ Parcel checking counter
 - ◊ Master electric clock system
 - ◊ Building-wide circulating ice water system
 - ◊ Men's smoking room
 - ◊ Women's "retiring room"



Station Activity

- In the late 1920's, Depot was the 5th largest train station in US; 86 trains per day, 4,500 passengers daily; +/- 1.6 million passengers annually
- Peak use in World War II with 120 trains per day
- In 2005-06, approximately 1.3 million passengers annually
- In late 2006, light rail transit was extended to the station and enabled cross-platform connections to heavy rail

Features

Area	Then	Now
1st Floor	Center Space – Public Waiting Room East Wing – Railroad ticket office and baggage areas West Wing – Restaurant, lobby, kitchen, & women's retiring room	Center Space – Public waiting room, ticket and baggage areas East Wing – Amtrak ticket offices and restrooms West Wing – Public meeting room and building office
2nd Floor	Railroad district offices, plan vault	Vacant
3rd Floor	Railroad offices	Vacant
South Exterior	Entry, passenger loading and landscaped forecourt	Entry, parking, passenger loading
North Exterior	Passenger train platforms; heavy rail passenger and freight tracks	Passenger train platforms; heavy rail passenger and freight tracks; Light rail transit tracks and station



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---Where We Are---



- Acquired building and eight acres for \$55 million on December 29, 2006, through a purchase of property from Thomas Enterprises, developers of the railyards.
- Improved access to site and parking lots to make more convenient and user-friendly.
- Secured the building and controlled pests.
- Cleaned-up the building and abated lead paint and asbestos in selected areas.
- Rewired and painted historic light poles in front of building.
- Repaired the leaky basement.
- Commissioned assessment reports on the building and historic structures.
- Completed detailed studies that considered the facility's feasibility, alternatives and environmental impacts. Studies included analyzing the pros and cons of moving the depot to be adjacent to the tracks. The City Council approved the option that does not involve moving the depot.

- Repairs underway include upgrading the electrical and water services, repairing the front entry canopies and strengthening wall and floor connections, upgrading the natural gas service to the building and replacing glazing.



---Where We're Going---

- By 2012, the passenger and freight rail tracks in this vicinity will be realigned to run diagonally, between the existing I Street Bridge and the 7th Street overcrossing.
- In conjunction with the relocation, the historic depot will continue to function as Sacramento's train station and its connection to the new passenger platforms will be improved with direct walkway connections.
- Longer term, the historic depot will be a component of the Intermodal, the proposed regional transportation center that will be a hub for the many modes of transportation in the region.
- The transportation complex will be the cornerstone of the 240-acre railyards site being developed by Thomas Enterprises.

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