1. NAME

COMMON: Oaklawn Bridge AND WAITING STATION

AND/or HISTORIC:

2. LOCATION

STREET AND NUMBER: Between Oaklawn and Fair Oaks Avenues

CITY OR TOWN: South Pasadena

STATE: California

3. CLASSIFICATION

CATEGORY (Check One):
- District
- Site
- Object
- Building
- Structure

OWNERSHIP:
- Public
- Private
- Both

PUBLIC ACQUISITION:
- In Process
- Being Considered

STATUS:
- Occupied
- Unoccupied
- Preservation work in progress

ACCESSIBLE TO THE PUBLIC:
- Yes:
  - Restricted
  - Unrestricted
- No:

PRESENT USE (Check One or More as Appropriate):
- Agricultural
- Government
- Park
- Transportation
- Comments
- Commercial
- Industrial
- Private Residence
- Other (Specify)
- Educational
- Military
- Religious
- Entertainment
- Museum
- Scientific

4. OWNER OF PROPERTY

OWNER'S NAME:
City of South Pasadena

STREET AND NUMBER:
1424 Mission Street

CITY OR TOWN:
South Pasadena

STATE: California

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC:
Los Angeles Hall of Records

STREET AND NUMBER:
320 West Temple Street

CITY OR TOWN:
Los Angeles

STATE: California

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Architects' Design

DATE OF SURVEY: 1906

DEPOSITORY FOR SURVEY RECORDS:
Greene & Greene Library

STREET AND NUMBER:
The Gamble House #4 - Westmorland Place

CITY OR TOWN:
Pasadena

STATE: California

FORM 10-300
(July 1969)
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

ENTRY NUMBER DATE
JUL 16 1973

STATE: California
COUNTY: Los Angeles
FOR NPS USE ONLY
ENTRY NUMBER DATE
JUL 17 1972

NATIONAL REGISTER
RECEIVED
This bridge is a graceful, arched structure rising from an embankment at the west end curving to street level at the east, where a waiting station, constructed of boulders from the nearby Arroyo Seco, with a heavy wood-beamed roof of Ludowici clay tile, terminates at the south balustrade. A detail of red brick is incorporated with the boulders, a combination typical of the architects' work. Presently the bridge is covered with ivy, which is periodically trimmed.

The bridge has six spans and a total length of 340 feet. The concrete arch is only twelve inches thick at the center. Reinforcing is twisted square bars of metal 7/16 of an inch in size and laid from 3'0" to 6 inches apart. Longitudinal bars 1 1/2 inches in thickness are used in other sections. The coping is 8 inches at the base and 4 inches at the top. Forty-five tons of steel and 20,000 cubic feet of concrete mark it as a pioneer of its day.

Original sketch and plans for the bridge show five spans. This plan of construction was not acceptable to the Santa Fe Railway Co., and consequently, an additional pillar was added to the center of span #2, to satisfy the railway. Architects, Greene and Greene felt this was not necessary. They added the center pillar reluctantly because they felt it interfered with the grace of the span design and was not necessary for structural soundness. There are no lighting fixtures on the bridge altho they appear on the original plans.

In 1934, a United States Geodetic seal was implanted at the base of the tall concrete pylon at the northeast corner of the bridge.

The foresight of the South Pasadena Realty and Improvement Co. in sponsoring a structure, such as the Oaklawn Bridge, shortly after the turn of the century is significant for the following reasons:

Historically -- Worthy of special note because it is the only bridge designed by Greene and Greene, internationally known architects.

Architecturally -- It is entirely free of the European styles in vogue in this part of the world, in the early 1900's, and it reflects the California style as conceived and brought to a flowering by these architects. The builder was Carl Leonard.

Engineering -- Michael de Palo, an Italian, who pioneered in reinforced concrete, was the consulting engineer. The construction and design of concrete and metal mark it as an engineering achievement of its day.

Landscaping -- The fitting of the bridge and waiting station into its environment with the landscaping as planned by the architects is still of vital significance in the community.

Transportation -- This bridge for vehicle and foot traffic, serves a vital link between Oaklawn Avenue and Fair Oaks Avenue, spanning the Santa Fe Railway. The waiting station was intended for shelter for the electric car passengers.

Urban Planning -- It continues, after nearly 66 years, to be as effective and useful as the day it was built.
9. MAJOR BIBLIOGRAPHICAL REFERENCES

There are no major published works containing facts about this bridge and structure. A publication listed below contains a chapter on Charles Sumner and Henry Mather Greene.


Chapter on Greene & Greene - by Randell L. Makinson, Curator - Gamble House #4 Westmoreland Place, Pasadena, California.

10. GEOGRAPHICAL DATA

<table>
<thead>
<tr>
<th>CORNER</th>
<th>LATITUDE</th>
<th>LONGITUDE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NW</td>
<td>Degrees Minutes Seconds</td>
<td>Degrees Minutes Seconds</td>
</tr>
<tr>
<td>NE</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>SE</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>SW</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Approximate acreage of nominated property: 2

11. FORM PREPARED BY

NAME AND TITLE: Margaret Leslie Fay, A.I.D.

ORGANIZATION: Vice-Chairman & Historical Chairman South Pasadena Cultural Heritage Commission

DATE: April 11, 1972

STREET AND NUMBER:

1424 Mission Street

CITY OR TOWN:

South Pasadena

12. STATE LIASON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National [ ] State [ ] Local [x]

Name

Title State Liaison Officer

Date June 29, 1972

13. NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Chief, Office of Archeology and Historic Preservation

Date 7/16/73

ATTEST:

Keeper of The National Register

Date 7/4/73
EAST HALF OFspan 2

PART PLAN * EAST HALF * SPAN 2

ARCH CONCRETE BRIDGE AT OAKLAWN, E.O. PASADENA, CALIF.

OUTF PASADENA REALTY & IMPROVEMENT COMPANY

P E. GREENE ARCHTS 722 GRANT BUILDING, LOS ANGELES, CALIF.

M. REPAUL, CONSULTING ENGINEER

SHEET NO. 2.
DETAILS OF PERS. AT WEST END OF BRIDGE

Scale: 10" = 1' 0" E., S. of turn. 4" = 1'

PASADENA REALTY & IMPROVEMENT CO., S. PASADENA.
DETAIL OF PIERS AT EAST END OF BRIDGE.
Scale 1/2 in. equals one foot.

SOUTHERN PASADENA REALTY & IMPROVEMENT CO. SOUTHERN PASADENA
SHEET NO. 5

JUNE 13TH '06
NOTE
ALL CORNERS ARE TO BE ROUNDED.

SQUARE IN PLAN. 3' BRIDGE.
United States Department of the Interior
National Park Service

National Register Of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "NA" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Oaklawn Bridge and Waiting Station (Additional Documentation)________________________

other names/site number NA________________________

2. Location

street & number Between Oaklawn and Fair Oaks Avenues________________________NA □ not for publication
city or town South Pasadena____________________________________________________NA □ vicinity
state California________________________ code CA________________________ county Los Angeles____ code 037__ zip code 91030

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 □ nationally □ statewide □ locally. ( □ See continuation sheet for additional comments.)

[Signature of certifying official/Title]

[Date]

California Office of Historic Preservation
State or Federal agency and bureau

[Signature of commenting or other official]

[Date]

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

[ ] entered in the National Register □ See continuation sheet.
[ ] determined eligible for the National Register □ See continuation sheet.
[ ] determined not eligible for the National Register
[ ] removed from the National Register
[ ] other (explain): __________________________

[Signature of the Keeper]

(Date of Action) 6/7/01
5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property (Check as many boxes as apply)</th>
<th>Category of Property (Check only one box)</th>
<th>Number of Resources within Property (Do not include previously listed resources in the count).</th>
</tr>
</thead>
<tbody>
<tr>
<td>☐ private</td>
<td>☐ building(s)</td>
<td>Contributing 0 0 buildings</td>
</tr>
<tr>
<td>☒ public-local</td>
<td>☐ district</td>
<td>Noncontributing 0 0 sites</td>
</tr>
<tr>
<td>☐ public-State</td>
<td>☐ site</td>
<td>0 0 structures</td>
</tr>
<tr>
<td>☐ public-Federal</td>
<td>☒ structure</td>
<td>0 0 objects</td>
</tr>
<tr>
<td>☐ object</td>
<td>☐ object</td>
<td>0 0 Total</td>
</tr>
</tbody>
</table>

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

6. Function or Use

<table>
<thead>
<tr>
<th>Historic Functions (Enter categories from instructions)</th>
<th>Current Functions (Enter categories from instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation</td>
<td>road related</td>
</tr>
</tbody>
</table>

7. Description

<table>
<thead>
<tr>
<th>Architectural Classification (Enter categories from instructions)</th>
<th>Materials (Enter categories from instructions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other: Early Modern (Bridge)</td>
<td>foundation Concrete</td>
</tr>
<tr>
<td>Bungalow/Craftsman (Waiting Station)</td>
<td>walls Concrete (Bridge)</td>
</tr>
<tr>
<td></td>
<td>stone; river boulders (Waiting Station)</td>
</tr>
<tr>
<td></td>
<td>roof Wood; heavy redwood timbers - Ceramic Tile</td>
</tr>
<tr>
<td></td>
<td>Other Asphalt paving (Bridge)</td>
</tr>
<tr>
<td></td>
<td>Red brick paving (Waiting Station)</td>
</tr>
</tbody>
</table>

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

See Continuation sheet.
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 of age or achieved significance within the past 50 years

Areas of Significance
(Enter categories from instructions)

Architecture
Engineering

Period of Significance
1905-1906

Significant Dates
1905
1906

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
Charles Sumner Greene, Architect
Henry Mather Greene, Architect
Michael de Palo, Engineer
Carl Leonhardt, Contractor

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets).

9. Major Bibliographical References

Bibliography
(Cite books, articles, and other sources used in preparing this form on one or more continuation sheets).

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
# CA-2290 Oakland Avenue* Waiting Station
xce 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: Greene & Greene Library at The Huntington Library, San Marino, California

* Name Error in Record – Should be “Oaklawn Waiting Station”
Acreage of Property: Less than 1 Acre

UTM Reference
(Place additional UTM references on a continuation sheet)

1 Zone  1  3  3  3  4  0
   Easting

2 Zone  3  7  7  5  4  0
   Northing

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet)

Boundary Justification
(Explain why the bound were selected on a continuation sheet)

11. Form Prepared By

name/title: Glen Duncan, Vice Chairman & Secretary

organization: South Pasadena Cultural Heritage Commission

date: May 7, 2001

street & number: 1414 Mission Street

telephone: (626) 403-7220

city or town: South Pasadena

state: CA

zip code: 91030

Additional Documentation
Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property’s location.

A Sketch map for historic districts and properties having acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(name) City of South Pasadena

street and number: 1414 Mission Street

telephone: (626) 403-7220

city or town: South Pasadena

state: CA

zip code: 91030

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. 470 et seq.).

Estimated Burden Statement: Public Reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 2003307127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 10503.
The Oaklaw Bridge is a 340 ft. long by 20 ft. wide, six-span, reinforced concrete bridge connecting the Oaklaw subdivision to Fair Oaks Avenue, spanning the tracks of the Santa Fe Railway. Pasadena Architects Henry Mather Green and Charles Sumner Green with Italian Engineer Michael de Palo as consultant designed it in 1905 for pedestrian and horse-and-buggy traffic, originally consisting of five arches of variable span and rise. The arches of the asymmetric bridge vary in curvature and span as the piers height accommodates the slope of the land and provide maximum necessary clearance for railroad cars. The bridge rises from an embankment at the west, Oaklaw subdivision end, curving to street level at the east, Fair Oaks Avenue, where the south parapet abuts a Waiting Station, constructed of boulders from the nearby Arroyo Seco incorporated with red brick and a heavy wood-beamed roof of clay tile, a combination typical of the architects' work.

The primary decoration on the austere bridge structure is the chamfered caps on the impost blocks from which the arches spring, a small-diameter circular thru-hole at each pier above the impost block, and exposed form board patterning on the concrete surfaces. The concrete arch is only twelve inches thick at the center. Primary reinforcement consisted of twisted square rods placed longitudinally two inches from the intrados extending downward about a foot below the top of the coping in each pier, and vertical and horizontal rods each in pier. There was no continuous reinforcement along the roadbed.

The approximately 12 foot by 20 foot Waiting Station structure sits on a concrete slab topped with brick with two opposing concrete seats set in to the river rock walls. Originally the seat was also along the back. Stone and brick support the heavy timber roof structure whose beams extend beyond the clay tile roof. Also at the Fair Oaks end, the north parapet of the bridge slopes downward, then curves to meet a tall ornamental obelisk of reinforced concrete. On the obelisk's surface geometric shapes elaborated in concrete are applied to the surface. On each side of the west end, Oaklaw Avenue terminus, the parapet wall abuts into a curved buttress.

In October 1906, after the bridge was operational, a shoring pier at the center of the main span was added at the insistence of the Atcheson Topeka & Santa Fe Railway and adamantly opposed by the Architects. The design and construction of this shoring pier has not been attributed to the Architects. There was an attempt to match the character of the other piers, but the curve at the top of the added pier creates an asymmetrical shape that was not in keeping with the original arch spans, and a recess rather than a thru-hole appears on each side of the added shoring pier. The addition was always considered a non-contributing element. A U.S. Coast and Geodetic marker dated 1934 is implanted at its base, marking the San Bernardino Base Line which runs through the bridge.

The bridge has suffered seismic damage over time and successive tremors contribute to the bridge's hazardous state. The structure was closed to automobile traffic in 1973. It is now exclusively a pedestrian walkway. At the present time horizontal and longitudinal rebars appear deformed and at some points are exposed. The structure also exhibits deterioration in the roadway paving whose topping is uneven and abraded. Bridge wall surfaces have weathered and show some concrete spalling. Some of the bridge's vertical surface is covered with vines. Concrete has been patched and graffiti painted over with non-matching color and material. However, the Oaklaw Bridge has generally kept substantial integrity of materials and association, and retains the feeling of the austere composition and spare ornamentation characteristic of the Greene & Greene design.

The Waiting Station was restored to its original condition in 1997, but the missing rear wall was not reconstructed. Replacement tiles matching the original were custom made by the original manufacturer, the Ludwici Tile Co. The City of South Pasadena proposes to seismicly retrofit and restore the Oaklaw Bridge in 2001 to its original design according to the Department of the Interior's Standards and Guidelines for Historic Structures.
SIGNIFICANCE

The original 1972 National Register Form "Areas of Significance" checked the boxes for aboriginal historic, architectural, engineering, landscape architecture, transportation, and urban planning. Under the statement of significance, short paragraphs were written to support each of the categories. Based on those limiting statements, the Criterion A and C were the basis for the significance of the property.

Criterion A.

The original statements are brief and do not develop an adequate argument to support the facts that the property is associated with events that have made a significant contribution to the broad patterns of our history under the areas of aboriginal historic, landscape architecture, transportation and urban planning. The following are directly from the 1972 National Register Form

"Historically - Worthy of special note because it is the only bridge designed by Greene and Greene, internationally known architects." This should be considered as part of the Criterion C significance.

"Transportation – This bridge for vehicle and foot traffic, serves a vital link between Oaklawn Avenue and Fair Oaks Avenue, spanning the Santa Fe Railway. The waiting station was intended for shelter for the electric car passengers."

"Urban Planning – It continues, after nearly 66 years, to be as effective and useful as the day it was built."

The bridge did not contribute to the broad patterns of our urban planning or transportation history. The South Pasadena Reality and Improvement Company built the bridge as access to the Oaklawn Place subdivision of 24 houses. Oaklawn Place is the main and only street through the subdivision, which is bounded by Freemont Avenue, on the west, Foothill Street on the South, Fair Oaks Street on the East, and Columbia Street on the North. Fair Oaks Avenue was the major street through the area, which included the Pasadena Electric Short Line to Los Angeles. The bridge provides access from Fair Oaks Avenue to one end of Oaklawn Place and a set of arroyo stone porticos created the entrance to the other end of Oaklawn Place at Columbia Street. The bridge and Oaklawn Place only service the small subdivision and do not extend beyond Fair Oaks Avenue on the east or Columbia Avenue on the north.

The bridge was a sales feature to attract potential buyers for the Oaklawn Subdivision lots. The developers promotional brochure, ca 1907, "Oaklawn, A Suburb de Luxe" states "Build you a house in a garden of homes. The pure air and sunshine of the country, the abundant trees, the sweeping lawns and flowers, offer a setting for homes, with all of the city comforts and conveniences, which is unexcelled anywhere in the Italy of the American continent. Within one block of the Hotel Raymond and the Pasadena Electric Short Line to Los Angeles. The stores and office buildings and theaters are scarcely twenty minutes distance." The small waiting station structure at the east end of the bridge was a place for the residents to wait for the electric rail car on Fair Oaks Avenue.

The bridge is significant for only for its architecture related to Greene and Greene and is not significant in relationship to the broad patterns of our history under the areas of aboriginal historic, transportation and urban planning.
SIGNIFICANCE (cont.)

Criterion C - Additions to Original National Register Nomination

The Oaklawn Bridge and Waiting Station are significant in the area of design and architecture because they were designed by the Pasadena firm of Greene & Greene Architects, famous for their elaborate, highly artistic, organic style bungalows, and engineered by Michael de Palo, and Italian expert in early reinforced concrete. This was the only bridge designed by the Greene Brothers, and the Waiting Station is one of the most elaborate of their small structures. They were constructed in 1905 for the South Pasadena Realty and Improvement Company to shorten the distance from Fair Oaks to the Oaklawn Estates and as an amenity intended to help sell lots in the small subdivision.

The Greene brothers' influence has been widely documented, refining the American Bungalow to a fine art with its organic quality integrating inside and out. Architectural historian Reymer Banham has credited them with influencing residential architecture in the western United States in the early twentieth century more than any other architects. The firm produced their major work from 1903 until 1914. In 1952, the American Institute of Architects presented Charles Sumner Green and Henry Mather Greene with a citation in which they were called: "Formulators of a new and native architecture".

The bridge reflected the California style pioneered by these architects rather than the traditional European bridge design, and the collaboration of engineer Michael de Palo made the bridge an engineering achievement of its day. Described by the Los Angeles Daily Times on July 8, 1906 as "a graceful bridge, the most extensive reinforced concrete structure yet undertaken in the country," the bridge is reported by Greene & Greene architectural historian Edward Bosley to have been inspired by a neo-Palladian bridge seen by Charles S. Green on a visit to the 18th century garden of Stourhead, Wiltshire in England.

The design of the bridge was altered in October 1906 because haunch cracks appeared when the shoring was removed from under the arches. The Atchison Topeka & Santa Fe Railway insisted on an added pier at the center of the largest span over their tracks even though field-testing demonstrated that the bridge would perform as designed. This addition interrupted the graceful form of the bridge, and Pasadena Star reported that the city should beautify the structure by planting "ficus repens" profusely around the structure, making it less unsightly than at present. No evidence could be found to document the involvement of Greene & Greene in the design of the added pier. Record drawings were acquired by the restoration Project Architect Dan Peterson, A.I.A., who also has the drawing sheet for the shoring pier. He reports that all bridge drawings are stamped "Greene & Greene." However, the drawing for the added pier has no signature and is not in the same hand as the bridge drawings. Edward Bosley, in his monograph titled "Greene & Greene" states that the extra pillar was "conceived by committee after the fact". The Greenes subsequently disassociated themselves from the entire Oaklawn project and were replaced by another architect in 1907.

The Waiting Station has been called an "amazing concoction of redwood beams with tile roof" which is similar to the Oaklawn Gates also designed in 1905. The design is more in keeping with the architects' organic style using large river boulders from the nearby Arroyo Seco as walls and pillars for the intricate heavy exposed timbers and beautiful tile roof. This Craftsman shelter on the Fair Oaks Avenue end of the bridge was used to wait for the "Big Red Cars" on the Pacific Electric line - a branch of what was once one of the greatest rapid transit systems in the country.
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Los Angeles County, California

Section number 9 Page 1 Name of Property Oaklawn Bridge and Waiting Station


"Bridge Link in Pasadena Road," Los Angeles Daily Times, July 8, 1906.


Girvigian F.A.I.A., Raymond. letter to California State Preservation Officer Dr. Knox Mellon. Oaklawn Bridge & Waiting Station, May 1, 2001


National Register Application: Oaklawn Bridge and Waiting Station, 1973

"Oaklawn Bridge Record Drawings - 1905", Greene & Greene Library at the Huntington Library, San Merino, CA

"Vines to Cover Big White Bridge, "Pasadena Star", October 11, 1906
Verbal Boundary Description

The Oaklawn Bridge is a 340 ft. long span that extends WNW from an approximate 70 ft. wide entrance at the sidewalk at Fair Oaks Avenue to an approximate 33 ft. opening at Oaklawn Avenue. Center spans are approximately 20 ft. wide with the two end spans curving gracefully to form the wider terminises at Fair Oaks and Oaklawn. The frontage on Fair Oaks Avenue includes the approximately 12 foot by 20 foot Waiting Station at the southeast parapet flange and the ornamental obelisk at the northeast parapet flange.

Boundary Justification

The boundaries described above delineate the footprint of the bridge and waiting station structures and do not relate to parcel boundaries that contain the historic structures.
**NAME**

COMMON: Oaklawn Bridge  
AND/OR HISTORIC:  

**LOCATION**

STREET AND NUMBER:  
Between Oaklawn and Fair Oaks Ave.  

CITY OR TOWN: South Pasadena  

STATE: California  

CODE COUNTY: Los Angeles

**PHOTO REFERENCE**

PHOTO CREDIT: Terry C. Stauss, Bob's Photo Center, South Pasadena  
DATE OF PHOTO: April 11, 1972  
NEGATIVE FILED AT: Bob's Photo Center, South Pasadena, Calif.

**IDENTIFICATION**

DESCRIBE VIEW, DIRECTION, ETC.:  
View of east side of Waiting Station, on west side of Fair Oaks Ave.
NATIONAL REGISTER OF HISTORIC PLACES
PROPERTY PHOTOGRAPH FORM

1. NAME
COMMON: Oaklawn Bridge
AND/OR HISTORIC:

2. LOCATION
STREET AND NUMBER:
Between Oaklawn and Fair Oaks Avenue
CITY OR TOWN:
South Pasadena
STATE:
California

3. PHOTO REFERENCE
PHOTO CREDIT: Terry C. Staas, Bob's Photo Center, South Pasadena
DATE OF PHOTO: April 11, 1972
NEGATIVE FILED AT:
Bob's Photo Center, South Pasadena, Cal.

4. IDENTIFICATION
DESCRIBE VIEW, DIRECTION, ETC.
View of north side of bridge
West part of span #2 on left
Span #1 is to right
Santa Fe tracks in foreground

View of north side of bridge
Santa Fe tracks in foreground

Oaklawn Bridge by Greene & Greene
South Pasadena, Calif 91030
Title: Oaklawn Bridge

Loc. Los Angeles, Calif.

1. NAME
   COMMON: Oaklawn Bridge & Waiting Station
   AND/OR HISTORIC: 

2. LOCATION
   STREET AND NUMBER: Between Oaklawn & Fair Oaks Avenue
   CITY OR TOWN: South Pasadena
   STATE: California
   CODE 06
   COUNTY: Los Angeles
   CODE 037

3. PHOTO REFERENCE
   PHOTO CREDIT: M.L. Fay
   DATE OF PHOTO: 1-13-72
   NEGATIVE FILED AT: M.L. Fay, 517 Garfield Ave., So. Pasadena, Cal.

4. IDENTIFICATION
   DESCRIBE VIEW, DIRECTION, ETC:
   East end of Bridge, showing north side of bridge and part of waiting station
**Title:** Oaklawn Bridge

**1. NAME**
- COMMON: Oaklawn Bridge
- AND/OR HISTORIC: 

**2. LOCATION**
- STREET AND NUMBER: Between Oaklawn and Fair Oaks Avenue
- CITY OR TOWN: South Pasadena
- STATE: California
- CODE: 06
- COUNTY: Los Angeles
- CODE: 037

**3. PHOTO REFERENCE**
- PHOTO CREDIT: Terry C. Staus, Bob's Photo Center, South Pasadena
- DATE OF PHOTO: April 11, 1972
- NEGATIVE FILED AT: Bob's Photo Center, South Pasadena, Cal.

**4. IDENTIFICATION**
- DESCRIBE VIEW, DIRECTION, ETC.
  - View of south side of bridge
  - Span #3 on left
  - Span #4 on right

**Additional Information:**
- Oaklawn Bridge (South side) by the entrance
- South Pasadena, Calif.
  - View of south side of bridge, spans #3 & #4