

McKenna et al.

History/Archaeology/Architectural History/Ethnography/Paleontology

Jeanette A. McKenna, MA, HonDL
Reg. Professional Archaeologist
Owner and Principal Investigator

March 2, 2016

LILBURN CORPORATION
Attn: Michael Perry
1905 Business Center Drive
San Bernardino, California 92408

RE: Results of an Archaeological Records Search, Burrtec San Bernardino Waste Recycling and Collection Facility.

Mr. Perry:

In response to your request, McKenna et al. has completed a standard archaeological records search for the Burrtec San Bernardino Waster Recycling and Collection Facility on Mill Street, San Bernardino, California. This facility is located on the south side of Mill Street; west of the AT&SF railroad alignment and Waterman Avenue. It is also due west of Warm Creek, as illustrated on the USGS San Bernardino South Quadrangle. This area is equated with Township 1 South, Range 4 West, Section 21.

The archaeological records search was completed by Jeanette A. McKenna, Principal Investigator for McKenna et al., through the California State University, Fullerton, South Central Coastal Information Center (SCCIC). This research was completed on March 1, 2016.

Previous Studies

A review of the maps at the SCCIC confirmed the project area was not previously investigated for cultural resources. A minimum of 36 cultural resources investigations were completed within one mile of the project area (see attached map), including:

1060122	1062224	1062528	1063595	1066994	1067548
1060406	1062232	1063009	1063966	1067011	1067620
1060407	1062306	1063190	1064487	1064121	1067700
1060413	1062403	1063228	1064652	1067256	1067679
1060791	1062404	1063286	1065621	1067258	1067786
1060944	1062415	1063452	1065624	1067371	1067879

Cultural Resources

Cultural resources have been identified within one mile of the project area, but not within the specific project area. In addition to specific resources, there is also a series of “pending” resources based on a review of historic maps and records. The identified and/or pending resources include:

36-001419	CA-SBR-1419	Urbita Springs (destroyed)
36-006847	CA-SBR-6847H	BNSF Railway (Old Kite Route)
36-017723	CPHI-SBR-63	Mormon Flour Mill Site
36-017818	CPHI-SBR-7	National Orange Show Site
36-020798		File Missing
36-023628	CA-SBR-14924H	Residential Foundations
36-029189		File Missing
36-029347		225 S. Waterman Avenue
36-029348		237 S. Waterman Avenue
36-029349		Pacific Electric Railway
P-1074-26H		Raynor House
P-1074-92H		St. Bernard/Davis Mill Ditch
P-1074-93H		Daley Ditch
P-1074-94H		Waterman/Logsdon/Farrell/Brooks Ditch
P-1074-118H		McIntyre Ditch
P-1074-198H		Camp Carleton Site

As listed, all known or pending resources are historic in nature. There are no prehistoric or Native American resources in the immediate area. The lack of prehistoric resources is more directly related to the lack of surveying prior to the intensive developments in this particular area of San Bernardino. Warm Creek was channeled and the original banks of the creek would have been considered highly sensitive for prehistoric resources. An on-going archaeological monitoring program along the Cucamonga Creek in Ontario, although significantly impacted by prior land uses, is still yielding evidence of prehistoric occupation of the area (McKenna 2015) and, therefore, there is an inherent level of sensitivity for the areas adjacent to Warm Creek. The current project area is adjacent to Warm Creek and, therefore, is considered sensitive for prehistoric resources, despite earlier impacts to the site.

Historic Maps

McKenna et al. reviewed the historic maps dating to 1946, 1955, 1959, 1963, 1965, 1969, 1974, 1977, and 1981. These maps show the project area was partially developed by 1946.

At least two residential structures are indicated. Warm Creek is not channeled on these maps until after 1959. The railroad spur within the project area appears by 1969 (not present in 1965).

A review of BLM-GLO data confirmed the project area is within the historic Rancho San Bernardino (Lugo rancho) and, therefore, within the property purchased by the Mormons in ca. 1850. Mill Street was established as a direct route to the Mormon Flour Mill at Mill Street and Allen (just west of Waterman Avenue).

Historic Aerial Photographs

Historic photographs dating back to 1938 were reviewed. These photographs dated to 1938, 1959, 1966, 1968, 1980, 1994, 2002, 2005, 2009, 2010, and 2012. These photographs showed Warm Creek in its natural and unaltered condition in 1938 and no structures nearby. This indicates the improvements identified on the 1946 map also post-date 1938.

By 1959, Warm Creek was being channeled. One structure is within the project area and there is no evidence of the railroad spur. Minor improvements continue through 1994, including additional structures (three). The railroad spur appears after 1966. Since 1966, the property is used for residential/commercial purposes and materials and trucks dominate the acreage. The structures remain, but not likely as residences, but possibly as commercial office space.

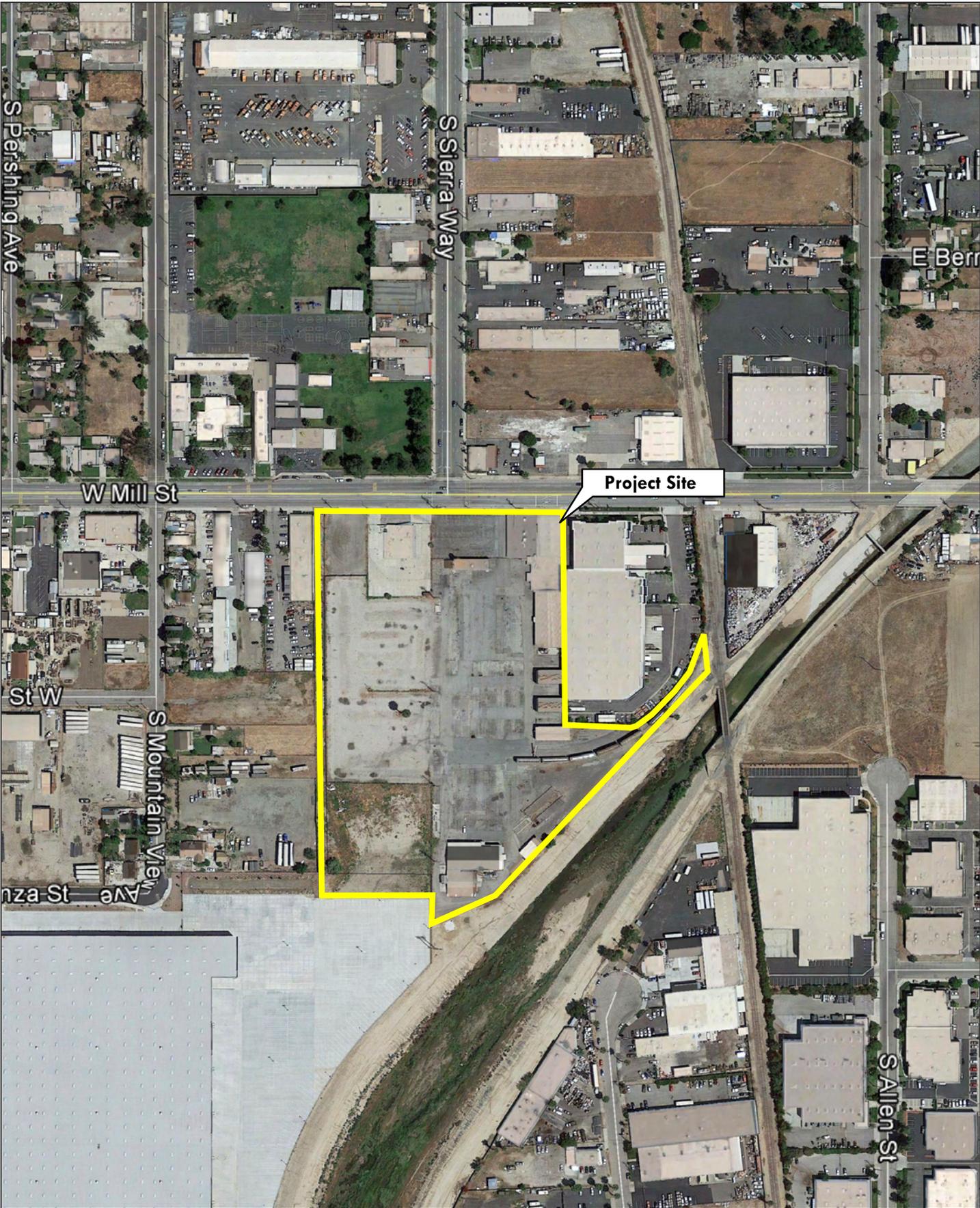
Summary

Based on the results of the archaeological records search, the project area is considered sensitive for the presence of prehistoric archaeological resources, historic structures, and possibly historic archaeological resources. Prior to the demolition and/or alteration of the property, it is recommended a complete Phase I cultural resources survey and report. Based on the results of this study, it is likely archaeological monitoring would be needed.

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This archaeological records search was completed by McKenna et al. Any changes to this document will require the written authorization of the author, Jeanette A. McKenna. This document contains SENSITIVE and CONFIDENTIAL data pertaining to the locations and descriptions of cultural resources. It is not for public review, but available on an as-needed basis for the purpose of completing AB-52 and/or SB-18 consultation.

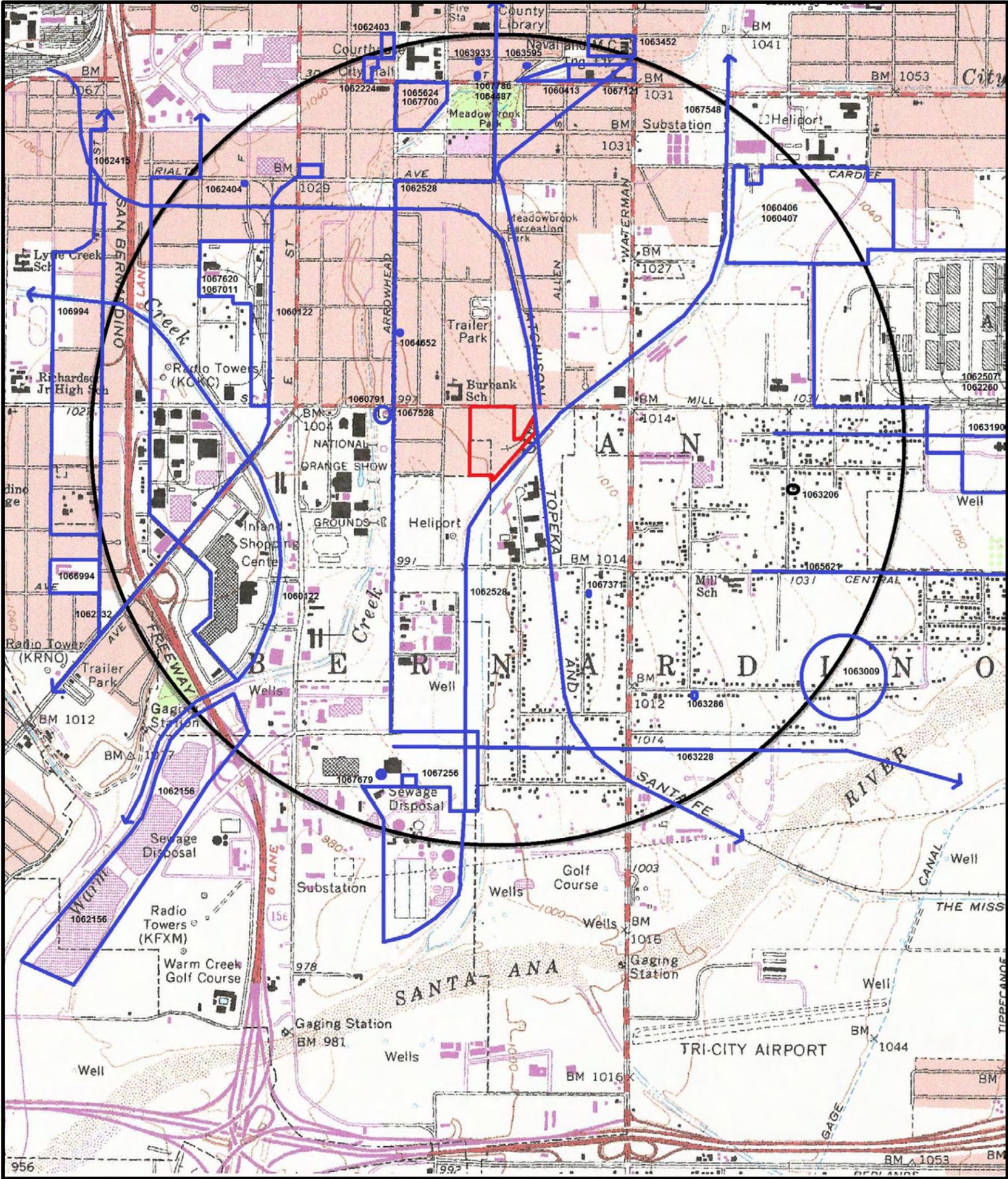
Jeanette A. McKenna March 2, 2016
Jeanette A. McKenna, McKenna et al., Whittier, CA Date



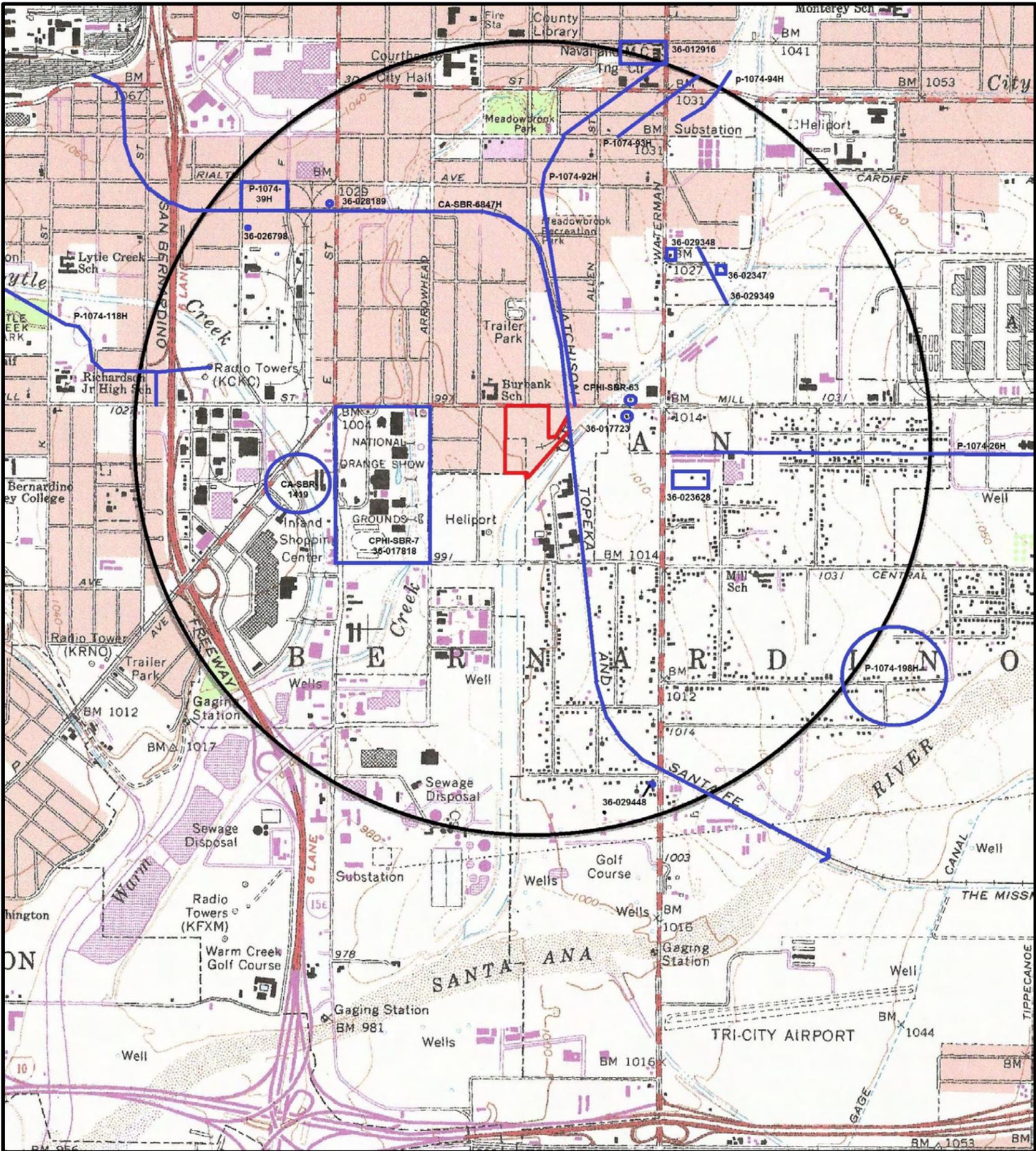
PROJECT LOCATION

Burrtec San Bernardino Waste Recycling and Collection Facility
San Bernardino, CA

FIGURE 2



Cultural Resources Surveys Completed within One Mile of the Project Area.



Cultural Resources Identified within One Mile of the Project Area.

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-00122	NADB-R - 1060122; Voided - 72-3.2	1972	SMITH, GERALD A.	ARCHAEOLOGICAL SURVEY OF THE LYTLE AND WARM CREEK AREAS	SAN BERNARDINO COUNTY MUSEUM	
SB-00406	NADB-R - 1060406; Voided - 76-10.16A	1976	HEARN, JOSEPH E.	ARCHAEOLOGICAL - HISTORICAL RESOURCES ASSESSMENT OF PROPOSED GSA COMPLEX LOCATED SOUTH OF CARDIFF AVENUE AND WEST OF LENA DRIVE IN SAN BERNARDINO CITY	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-00407	NADB-R - 1060407; Voided - 76-10.16B	1976	HEARN, JOSEPH E.	ARCHAEOLOGICAL - HISTORICAL RESOURCES ASSESSMENT OF PROPOSED PWA COMPLEX LOCATED SOUTH OF CARDIFF AVENUE AND EAST OF LENA DRIVE IN SAN BERNARDINO CITY	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-00412	NADB-R - 1060412; Voided - 76-10.21	1976	SIMPSON, RUTH D., LARRY E. BURGESS, and ARDA HAENZSEL	ARCHAEOLOGICAL - HISTORICAL RESOURCES ASSESSMENT OF SAN BERNARDINO CITY LIBRARY PROJECT	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-00413	NADB-R - 1060413; Voided - 76-10.22	1976	SIMPSON, RUTH D. and LARRY E. BURGESS	ARCHAEOLOGICAL - HISTORICAL RESOURCES ASSESSMENT OF SAN BERNARDINO CITY CENTRAL FIRE STATION	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-00531	NADB-R - 1060531; Voided - 77-8.2	1977	HEARN, JOSEPH E.	ARCHAEOLOGICAL - HISTORICAL RESOURCES ASSESSMENT OF SOUTHEAST INDUSTRIAL PARK, SAN BERNARDINO	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-00791	NADB-R - 1060791; Voided - 79-5.4	1979	HEARN, JOSEPH E.	CULTURAL RESOURCES ASSESSMENT OF MILL STREET AT WARM CREEK	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-01133	NADB-R - 1061133; Voided - 81-6.1A	1981	LERCH, MICHAEL K.	CULTURAL RESOURCES ASSESSMENT OF THE TIPPECANOE AVENUE PROJECT, SAN BERNARDINO, CALIFORNIA	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-01134	NADB-R - 1061134; Voided - 81-6.1B	1981	LERCH, MICHAEL K.	ADDENDUM TO CULTURAL RESOURCES ASSESSMENT OF THE TIPPECANOE AVENUE PROJECT	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	
SB-01163	NADB-R - 1061163; Voided - 81-7.7	1981	SMITH, GERALD A., ARDA HAENZSEL, and MICHAEL K. LERCH	CULTURAL RESOURCES REPORT FOR SUPERMARKET COMPLEX IN THE CENTRAL CITY AREA OF SAN BERNARDINO	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-01274	NADB-R - 1061274; Voided - 82-5.6	1982	SCHAEFER CONSTRUCTION COMPANY	THE HISTORIC RESEARCH OF THE CALIFORNIA HOTEL, DOWNTOWN SAN BERNARDINO, CALIFORNIA	SCHAEFER CONSTRUCTION COMPANY	36-000144, 36-001577, 36-006060, 36-006061, 36-006062, 36-006063, 36-006064, 36-006065, 36-006066, 36-006067, 36-006068, 36-006069, 36-006070, 36-006071, 36-006072, 36-006073, 36-006074, 36-006075, 36-006076, 36-006077, 36-006078, 36-006079, 36-006080, 36-006081, 36-006082, 36-006083, 36-006084, 36-006085, 36-006086, 36-006087, 36-006088, 36-006089, 36-006090, 36-006091, 36-006092, 36-006093, 36-006094, 36-006095, 36-006096, 36-006097, 36-006098, 36-006099, 36-006100, 36-006101, 36-006102, 36-006103
SB-01808	NADB-R - 1061808; Voided - 88-6.5	1988	HAMPSON, R. PAUL, JERREL SORENSEN, SUSAN K. GOLDBERG, MARK T. SWANSON, and JEANNE E. ARNOLD	CULTURAL RESOURCES SURVEY, UPPER SANTA ANA RIVER, CALIFORNIA	GREENWOOD & ASSOCIATES AND INFOTEC	
SB-02009	NADB-R - 1062009; Voided - 90-2.1	1990	DE BARROS, PHILIP	CULTURAL RESOURCES SURVEY AND ASSESSMENT OF TENTATIVE TRACT 14706, CITY OF SAN BERNARDINO, CALIFORNIA		36-006531
SB-02153	NADB-R - 1062153; Voided - 90-9.1	1990	DE BARROS, PHILIP	CULTURAL RESOURCES SURVEY AND ASSESSMENT OF TENTATIVE TRACT 14832, CITY OF SAN BERNARDINO, CALIFORNIA		
SB-02156	NADB-R - 1062156; Voided - 90-9.2	1990	MCKENNA, JEANETTE A.	REPORT ADDENDUM: A PHASE I ARCHAEOLOGICAL SURVEY OF THE PROPOSED SANTA ANA WATERSHED PROJECT AUTHORITY (SAWPA) PIPELINE RIGHT-OF-WAY, SAN BERNARDINO TO COLTON, SAN BERNARDINO, CALIFORNIA	MCKENNA ET AL.	
SB-02163	NADB-R - 1062163; Voided - 90-10.1	1990	SWANSON, MARK T.	CULTURAL RESOURCES SURVEY OF CUP 90-52, A 0.42-ACRE TRACT, 796 WEST 5TH STREET, SAN BERNARDINO, SAN BERNARDINO COUNTY, CALIFORNIA	RESEARCH ASSOCIATES	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-02232	NADB-R - 1062232; Voided - 90-1.17	1990	PEAK & ASSOCIATES	PART 1 -- CULTURAL RESOURCES ASSESSMENT OF THE SAN BERNARDINO COUNTY AND RIVERSIDE COUNTY SECTIONS OF AT&T'S PROPOSED SAN BERNARDINO TO SAN DIEGO FIBER OPTIC CABLE	PEAK & ASSOCIATES	
SB-02260	NADB-R - 1062260; Voided - 91-2.10	1991	CARMICHAEL, DAVID	DOCUMENTARY RESEARCH AND FIELD RECONNAISSANCE RELATING TO CULTURAL RESOURCES AT NORTON AIR FORCE BASE, CALIFORNIA	NORTON AIR FORCE BASE	36-006096
SB-02403	NADB-R - 1062403; Voided - 91-4.4	1991	HATHEWAY, ROGER G.	DETERMINATION OF ELIGIBILITY REPORT FOR A COMMERCIAL PROPERTY LOCATED AT 364 NORTH ARROWHEAD AVENUE, SAN BERNARDINO, CALIFORNIA	HATHEWAY & ASSOCIATES	
SB-02404	NADB-R - 1062404; Voided - 91-4.5	1991	HATHEWAY, ROGER G.	DETERMINATION OF ELIGIBILITY REPORT FOR THE PACIFIC ELECTRIC SUB-STATION #24, SAN BERNARDINO, CALIFORNIA	HATHEWAY & ASSOCIATES	
SB-02415	NADB-R - 1062415; Voided - 91-5.4	1991	WLODARSKI, ROBERT J.	FINAL REPORT: AN ARCHAEOLOGICAL SURVEY REPORT DOCUMENTING THE WIDENING AND ASSOCIATED IMPROVEMENTS ON INTERSTATE 215 (I-215) FROM INTERSTATE 10 (I-10) NORTH TO STATE ROUTE 30 (SR-30), CITY OF SAN BERNARDINO, SAN BERNARDINO COUNTY, CALIFORNIA	HEART	
SB-02424	NADB-R - 1062424; Voided - 91-6.1	1991	SWANSON, MARK T.	ARCHAEOLOGICAL MONITORING AT THE YORBA-SLAUGHTER ADOBE	RESEARCH ASSOCIATES	36-002317
SB-02425	NADB-R - 1062425; Voided - 91-6.2	1991	HATHEWAY, ROGER G. and ANNE Q. DUFFIELD-STOLL	DETERMINATION OF ELIGIBILITY REPORT AND AN ARCHAEOLOGICAL SURVEY FOR A PROPOSED COMMERCIAL DEVELOPMENT LOCATED AT THE SOUTHWEST CORNER OF 6TH AND "D" STREETS, CITY OF SAN BERNARDINO, CA	HATHEWAY & ASSOCIATES	
SB-02507	NADB-R - 1062507; Voided - 92-2.8	1992	SUNDBERG, FREDERICK A. and NANCY WHITNEY-DESAUTELS	ARCHAEOLOGICAL AND PALEONTOLOGICAL SURVEY FOR A THREE MILE SEGMENT OF PHELAN ROAD, SAN BERNARDINO COUNTY, CALIFORNIA	SCIENTIFIC RESOURCE SURVEY	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-02528	NADB-R - 1062528; Voided - 89-12.13	1989	SUTTON, PAULA A.	FIRST SUPPLEMENTAL HISTORICAL RESOURCE EVALUATION REPORT FOR THE PROPOSED FOOTHILL FREEWAY, LOS ANGELES AND SAN BERNARDINO COUNTIES, CALIFORNIA		36-006329
SB-02587	NADB-R - 1062587; Voided - 91-12.10	1991	SCHMUECKER, BRIAN L.	FINAL REPORT: INVENTORY AND EVALUATION OF WORLD WAR II STRUCTURES AT NORTON AIR FORCE BASE IN SAN BERNARDINO COUNTY, CALIFORNIA	MILITARY AIRLIFT COMMAND	
SB-02871	NADB-R - 1062871	1993	ALEXANDROWICZ, J. STEPHEN, SUSAN R. ALEXANDROWICZ, and ANNE DUFFIELD-STOLL	HISTORIC PRESERVATION INVESTIGATIONS OF BLOCK 29, CITY OF SAN BERNARDINO, COUNTY OF SAN BERNARDINO, CA: THE ARCHIVAL RESEARCH PROGRAM	ARCHAEOLOGICAL CONSULTING SERVICES	
SB-02885	NADB-R - 1062885	1994	MACKO, MICHAEL E.	CULTURAL RESOURCES EVALUATION OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY 21.1 - ACRE QUALITY DISTRIBUTION SITE, CITY OF SAN BERNARDINO, CALIFORNIA	MACKO ARCHAEOLOGICAL CONSULTING	
SB-02886	NADB-R - 1062886	1994	LOVE, BRUCE and HONGWEI HUANG	HISTORICAL RECORDS SEARCH AND FIELD SURVEY NORTH-WEST CORNER OF 4TH AND E STREET SAN BERNARDINO, CALIFORNIA	CRM TECH	
SB-02943	NADB-R - 1062943	1994	TEARNEN, JANET	HISTORICAL ASSESSMENT: 514 & 524 N. ARROWHEAD AVE., SAN BERNARDINO, CA.	MAIN STREET CONSULTANTS	36-008061, 36-008062
SB-02964	NADB-R - 1062964	1994	HATHEWAY, ROGER	DETERMINATION OF ELIGIBILITY REPORT FOR VALLEY AUTO SUPPLY, 441 W. 5TH ST., SAN BERNARDINO, CA	HATHEWAY & ASSOCIATES	36-013925
SB-03190	NADB-R - 1063190	1996	LOVE, BRUCE	MILL STREET WIDENING PROJECT BETWEEN LENA ROAD & TIPPECANOE STREET, SAN BERNARDINO COUNTY, CA. 15PP	CRM TECH	
SB-03206	NADB-R - 1063206	1996	CROONQUIST, BARBARA	SHIA WELL SITE. 8PP	ANF	
SB-03223	NADB-R - 1063223	1997	URBAS, ANDREA and JEANETTE A. MCKENNA	HISTORIC RESOURCES EVALUATION REPORT: THE PROPERTIES KNOWN AS 106 THROUGH 124 NORTH "I" STREET, CITY OF SAN BERNARDINO, CA. 79 PP		36-030072, 36-030073, 36-030074

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-03226	NADB-R - 1063226	1994	MYRA L. FRANK & ASSOCIATES	HISTORICAL ASSESSMENT OF ATCHISON, TOPEKA & SANTA FE RAILWAY MAINTAINANCE YARDS AT SAN BERNARDINO, CA. 15PP	MYRA L. FRANK & ASSOCIATES	36-008695
SB-03227	NADB-R - 1063227	1994	LERCH, MICHAEL and KAREN SWOPE	ARCHAEOLOGICAL ASSESSMENT OF THE ATCHISON, TOPEKA & SANTA FE RAILWAY INTERMODAL YARD, SAN BERNARDINO, CA. 35PP	TOM DODSON & ASSOCIATES	36-008695
SB-03228	NADB-R - 1063228	1995	LERCH, MICHAEL K.	HISTORIC PROPERTY SURVEY REPORT: ORANGE SHOW ROAD EXTENSION, CITY OF SAN BERNARDINO, CA. 100PP	TOM DODSON & ASSOCIATES	36-006103, 36-007168
SB-03286	NADB-R - 1063286	1998	LOVE, BRUCE and BAI TOM TANG	HISTORIC SIGNIFICANCE EVALUATION OF BUILDINGS SCHEDULED FOR DEMOLITION DURING PHASE I OF MAYOR'S DEMOLITION INITIATIVE, CITY OF SAN BERNARDINO, CA. 16PP	CRM TECH	
SB-03452	NADB-R - 1063452	1998	LOVE, BRUCE and BAI "TOM" TANG	HISTORIC SIGNIFICANCE EVALUATION OF SEVEN GROUPS OF BUILDINGS TO BE DEMOLISHED DURING MAYOR'S DEMOLITION INITIATIVE, CITY OF SAN BERNARDINO, CA. 14PP	CRM TECH	
SB-03595	NADB-R - 1063595	2000	DUKE, CURT	CULTURAL RESOURCES ASSESSMENT FOR PBW FACILITY SB 101-01, COUNTY OF SAN BERNARDINO, CA. 500	LSA	
SB-03624	NADB-R - 1063624	2001	Duke, Curt	Cultural Resource Assessment: Cingular Wireless Facility #653-02, San Bernardino County, CA. 5PP	LSA	
SB-03653	NADB-R - 1063653	1997	SWOPE, KAREN, MICHAEL RODARTE, and MICHAEL K. LERCH	TURN OF THE CENTURY LIFE IN A SAN BERNARDINO NEIGHBORHOOD: ARCHAEOLOGICAL INVESTIGATIONS AT THE SANTA FE YARDS SITE (CA-SBR-8695H), SAN BERNARDINO, CA. 274PP	M.K. LERCH & ASSOCIATES	36-008695
SB-03933	NADB-R - 1063933	2000	LAPIN, PHILIPPE	CULTURAL RESOURCE ASSESSMENT FOR PACIFIC BELL MOBILE SERVICES FACILITY CM 362-12, COUNTY OF SAN BERNARDINO, CA. 4PP	LSA	
SB-04352	NADB-R - 1064352	2004	BONNER, W.H.	RECORDS SEARCH & SITE VISIT RESULTS FOR CINGULAR WIRELESS SITE SB421-02 (AIRPORT RL). 16PP	W.H. BONNER ASSOCIATES	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-04364	NADB-R - 1064364	1996	LOVE, BRUCE	IDENTIFICATION & EVALUATION OF HISTORIC PROPERTIES: MILL ST WIDENING PROJECT BETWEEN LENA RD & TIPPECANOE ST, SAN BERNARDINO, SAN BERNARDINO COUNTY, CA. 15PP	CRM TECH	
SB-05419	NADB-R - 1065419	2006	Billat, Lorna	Shadow Park/LA-0731C.	Earth Touch, Inc	36-013546, 36-013547, 36-013548
SB-05621	NADB-R - 1065621	2007	Shaver, Christopher and Noelle Shaver	Phase I Archaeological Study for the Central Avenue Road Improvements Project, City of San Bernardino, San Bernardino County, California.	Jones & Stokes	
SB-05624	NADB-R - 1065624	2003	Swope, Karen K.	Historical Resources Compliance Report for Demolition and Transfer of the Former Department of Transportation District 8 Office Complex, 247 W. Third Street, San Bernardino, San Bernardino County, California.		
SB-06290	NADB-R - 1066290	2009	McKenna, Jeannette A.	Archaeological Monitoring at 4th and Waterman, San Bernardino, California.	McKenna et al	36-020673
SB-06994	NADB-R - 1066994	2011	Sanka, Jennifer	Cultural Resources Assessment: San Bernardino Redevelopment Project Area Merger —Area B Project, City of San Bernardino, San Bernardino County, California.		
SB-07011	NADB-R - 1067011	1995	White, Robert S. and Laurie S. White	An Archaeological Assessment of a 35 +/- Acre San Bernardino Multi-Purpose Stadium Site, City of San Bernardino, San Bernardino County, California.		
SB-07121	NADB-R - 1067121	2007	Baker, Cindy L. and Mary L. Maniery	Cultural Resources Inventory and Evaluation of U.S. Army Reserve 63rd Regional Readiness Command Facilities.	PAR Environmental	36-012915, 36-012916, 36-012917, 36-012918
SB-07256	NADB-R - 1067256	2011	Puckett, Heather R.	Holden, 299 W. Orange Show Road, San Bernardino, California 92408.	Tetra Tech, Inc	
SB-07309	Caltrans - ; NADB-R - 1067309	2011	Tang, Bai "Tom" and Michael Hogan	Historic Property Survey Report: Tiger 5th Street Improvement Project, Cities of Highland and San Bernardino, San Bernardino County, California.	CRM Tech	36-020000, 36-020001, 36-025789, 36-025790, 36-025791, 36-025792
SB-07371	NADB-R - 1067371	2013	Billat, Lorna	BTS Waterman Visayan/MLAX 04211A.		
SB-07463	NADB-R - 1067463; Other - FAA	2009	Tang, Bai "Tom"	Cultural Resources Records Search, San Bernardino International Airport, City of San Bernardino, California.	CRM Tech	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-07528	NADB-R - 1067528	2012	Hogan, Michael, Bai "Tom" Tang, Terri Jacquemain, Daniel Ballester, and Nina Gallardo	Identification and Evaluation of Historic Properties: Cleanwater Factory Project, City of San Bernardino, San Bernardino County, California.	CRM Tech	36-006544, 36-006847, 36-010820, 36-015497
SB-07618	NADB-R - 1067618	2013	Perez, Don	Cultural Resource Survey: CLV 5039, 1050 E. Cooley Avenue, San Bernardino, San Bernardino County, California 92401.		
SB-07620	NADB-R - 1067620	2013	Perez, Don	Cultural Resources Survey: CLV 5151, 110 South D Street, San Bernardino, San Bernardino County, California 92401.		
SB-07679	NADB-R - 1067679	2013	Travers, Aniela	Mill Creek/3CA60034, 36833 Hilltop Road, Mentone, San Bernardino County, California.		
SB-07700	NADB-R - 1067700	2010	Costello, Julia G., Kevin Hallaran, and Keith Warren	The Luck of Third Street. Historical Data Recovery Report for the CalTrans District 8 San Bernardino Headquarters Demolition Project.		
SB-07786	NADB-R - 1067786	2014	Wills, Carrie D., Sarah A. Williams, and Kathleen A. Crawford	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate ES04362A (CM362 San Bernardino Court), 172 West 3rd Street, San Bernardino, San Bernardino County, California.	EAS	
SB-07787	NADB-R - 1067787	2014	Bonner, Wayne H. and Kathleen A. Crawford	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate IE04362A (CM362 San Bernardino Court), 172 West 3rd Street, San Bernardino, San Bernardino County, California.	EAS	

36-017723

STATE OF CALIFORNIA—RESOURCES AGENCY
DEPARTMENT OF PARKS AND RECREATION

POINT OF HISTORICAL INTEREST

DO NOT WRITE IN THIS BLOCK

Reg. No. S. B. 033 063
Date 8-7-75
By [Signature]

County San Bernardino Cd. Name MORMON FLOUR MILL SITE

Location Mill and Allen Streets, San Bernardino

Historical Significance:

The course of the storm drain at Mill and Allen streets approximates the bed of the creek that turned the wheels of a pioneer Mormon flour mill. Of course, Mill Street takes its name from the pioneer mill. Lumber and flour, products of Mormon organization and labor, constituted an important income for the settlers and since the money borrowed by Mormon leaders, Amasa Lyman and Charles Rich, to purchase the San Bernardino Rancho bore a high interest rate, the Mormons were anxious to pay off the loan; therefore the mill was vital to Mormon interests for personal sustenance and the elimination of debt. Destroyed in the great flood of 1862, the mill was later rebuilt to serve the needs of the valley, although many of the Mormons had returned to Utah. The water power that turned the mill wheels was later used to make electricity for modern inhabitants as the structure became a part of San Bernardino's first hydroelectric plant.

THIS POINT OF HISTORICAL INTEREST IS NOT A STATE REGISTERED HISTORICAL LANDMARK.

RECOMMENDED:

APPROVED:

[Signature]
Signature—Chairman, County Board of Supervisors

[Signature]
Signature—Chairman, Historical Landmarks Advisory Committee

Date

5-19-75

Date

July 10, 1975

PROPERTY-NUMBER	PRIMARY-#	STREET-ADDRESS	NAMES	OWN	YR-C	OHP-PROG.	HIST. RES.	PROJ. REVW.	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
111228	36-017716	1159 HIGHLAND AVE		P	1948		HIST. RES.	PROJ. REVW.	DOE-36-92-0213-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111229	36-017717	1208 HIGHLAND AVE		P	1985		HIST. RES.	PROJ. REVW.	DOE-36-92-0214-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111246	36-017718	841 INLAND CENTER DR		P			HIST. RES.	PROJ. REVW.	DOE-36-92-0246-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111247	36-017719	855 INLAND CENTER DR		P	1937		HIST. RES.	PROJ. REVW.	DOE-36-92-0231-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
163225		3569 JUNE ST		P	1950		PROJ. REVW.	PROJ. REVW.	HUD060911E	09/12/06	6Y	
124726	36-019660	1445 KENDALL DR	PROPERTY ACQUISITION AND REHABILIT	M	1927		PROJ. REVW.	PROJ. REVW.	HUD000650AG	06/15/00	6Y	
124737	36-019670	1253 KING ST	PROPERTY ACQUISITION AND REHABILIT	M	1932		PROJ. REVW.	PROJ. REVW.	HUD000605AQ	06/15/00	6Y	
124722	36-019657	120 L ST N	PROPERTY ACQUISITION AND REHABILIT	M	1916		PROJ. REVW.	PROJ. REVW.	HUD000605AE	06/15/00	6Y	
167981		347 MACY ST		P	1957		PROJ. REVW.	PROJ. REVW.	HUD070925E	10/15/07	6Y	
126706	36-019711	138 MAGNOLIA AVE		Y	1920		HIST. RES.	PROJ. REVW.	DOE-36-00-0493-0000	10/27/00	6Y	
									HUD000921D	10/27/00	6Y	
124738	36-019671	380 MAGNOLIA AVE	PROPERTY ACQUISITION AND REHABILIT	M	1912		PROJ. REVW.	PROJ. REVW.	HUD000605AR	06/15/00	6Y	
111250	36-017720	924 MAGNOLIA AVE		P	1955		HIST. RES.	PROJ. REVW.	DOE-36-92-0233-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
164504		1387 MAGNOLIA AVE		P	1925		PROJ. REVW.	PROJ. REVW.	HUD061218F	12/18/06	6Y	
101206	36-017721	1287 MASSACHUSETTS AVE		P	1925		PROJ. REVW.	PROJ. REVW.	HUD960129D	03/15/96	6Y	
111251	36-017722	1877 MASSACHUSETTS AVE		P	1940		HIST. RES.	PROJ. REVW.	DOE-36-92-0235-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
091050	36-017723	MILL ST	MORMON FLOUR MILL SITE	U			HIST. RES.	PROJ. REVW.	SPHI-SBR-063	08/07/75	7L	
111252	36-017724	760 MILL ST		P	1968		HIST. RES.	PROJ. REVW.	DOE-36-92-0236-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111253	36-017725	764 MILL ST		P	1937		HIST. RES.	PROJ. REVW.	DOE-36-92-0237-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111254	36-017726	908 MILL ST		P	1982		HIST. RES.	PROJ. REVW.	DOE-36-92-0238-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111255	36-017727	990 MILL ST		P	1955		HIST. RES.	PROJ. REVW.	DOE-36-92-0239-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
103935	36-017728	MILLER LANE	PATTON STATE HOSPITAL/OLD UPHOLSTE	S	1917		HIST. RES.	PROJ. REVW.	DOE-36-96-0001-0027	08/29/96	2D2	AC
									HUD960423X	08/29/96	2D2	AC
111021	36-017729	2446 MIRAMONTE DR		P	1930		HIST. RES.	PROJ. REVW.	DOE-36-92-0095-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111257	36-017730	2546 MIRAMONTE DR		P	1955		HIST. RES.	PROJ. REVW.	DOE-36-92-0241-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
111258	36-017731	2566 MIRAMONTE DR		P	1955		HIST. RES.	PROJ. REVW.	DOE-36-92-0242-0000	08/12/92	6Y	
									FHWA920619A	08/12/92	6Y	
154770		MOUNT VERNON AVE	MOUNT VERNON AVENUE BRIDGE	S	1934		PROJ. REVW.	PROJ. REVW.	FHWA000302A	03/01/02	2S2	AC
124741	36-019674	1495 MT VIEW	PROPERTY ACQUISITION AND REHABILIT	M	1931		PROJ. REVW.	PROJ. REVW.	HUD000605AU	06/15/00	6Y	
124740	36-019673	1573 MT VIEW	PROPERTY ACQUISITION AND REHABILIT	M	1946		PROJ. REVW.	PROJ. REVW.	HUD000605AT	06/15/00	6Y	
124739	36-019672	1572 MT VIEW AVE	PROPERTY ACQUISITION AND REHABILIT	M	1941		PROJ. REVW.	PROJ. REVW.	HUD000605AS	06/15/00	6Y	
166123		879 MT. VIEW		P	1922		PROJ. REVW.	PROJ. REVW.	HUD070614J	06/20/07	6Y	
166122		889 MT. VIEW		P	1922		PROJ. REVW.	PROJ. REVW.	HUD070614K	06/20/07	6Y	
103631	36-017675	MYRTLE AVE	PATTON STATE HOSPITAL/C-D BUILDING	S	1928		HIST. RES.	PROJ. REVW.	DOE-36-96-0001-0010	08/28/96	2D2	AC
									HUD960423X	08/28/96	2D2	AC
133065		1341 N ACACIA AVE		P	1940		HIST. RES.	PROJ. REVW.	DOE-36-00-0546-0000	08/07/00	6Y	
									HUD000703M	08/07/00	6Y	
109866	36-017733	351 N ARROWHEAD AVE	SAN BERNARDINO COUNTY COURTHOUSE	C	1927		HIST. RES.	PROJ. REVW.	NPS-97001632-9999	01/12/98	1S	AC
									36-0040	08/07/97	3S	AC
									FEMA960322A	08/19/96	2S2	
154515		880 N ARROWHEAD AVE		P	1906		PROJ. REVW.	PROJ. REVW.	HUD050527K	06/17/05	6Y	
161528		1305 N ARROWHEAD AVE		P	1928		PROJ. REVW.	PROJ. REVW.	HUD060324N	04/03/06	6Y	
139499		1349 N ARROWHEAD AVE		P			HIST. RES.	PROJ. REVW.	DOE-36-03-0020-0000	05/02/03	6Y	
									HUD030414L	05/02/03	6Y	

- *20. PERRIS HOUSE SITE
645 N. "D" Street. Fred T. Perris brought Santa Fe railroad and shops to city in 1880's.
- *21 DR. BEN BARTON HOUSE SITE
656 N. "D" Street. Built in 1880's by city's early physician, druggist, and postmaster.
- *22. BASE LINE SURVEY
North side of Base Line Street, between Mt. View and Arrowhead. Street follows line surveyed by Henry Washington in 1852.
- *23. OLD CATHOLIC CEMETERY SITE
Southeast corner 27th and "E" Streets. Second cemetery in St. Bernardine's Parish, established 1875.
- *24. HOME OF ETERNITY CEMETERY
Sierra Way, north of Pioneer Cemetery. Oldest Jewish cemetery in continuous use in Southern California; dedicated 1857.
- *25. PIONEER CEMETERY
Northeast corner 7th and Sierra Way. This plot, then outside the city, used for burials before 1854; bought by city in 1857.
- *26. MORMON FLOUR MILL *36-017923*
North side of Mill Street, east of Allen. Sale of flour in 1850's helped Mormons pay for San Bernardino.
- 27. MORMON COUNCIL HOUSE
Southeast corner 3rd and Arrowhead. Mormons' 2-story adobe meeting house served as court house for new county, 1853.
- 28. LYMAN - RICH MONUMENT
Northeast corner 3rd and Arrowhead. Honors the co-founders of the Mormon settlement of San Bernardino, 1851.
- 29. PIONEER MONUMENT
Arrowhead Avenue, in Court House grounds. Re-

cords names of pioneers who settled in San Bernardino by 1857.

- *30. MORMON STOCKADE
East side of Arrowhead, at Court Street. Built 1851 for protection against Indians, at site of 1839 Lugo adobe, city's first house.
- 31. JEDEDIAH SMITH MONUMENT
4th and Arrowhead, in Court House grounds. First American to travel overland to Southern California, trapped Smith visited San Bernardino Valley in 1826 and 1827.
- *32. ATWOOD ADOBE
234 - 4th Street. Probably built in 1850's by Andrew Lytle, and remodeled 1888 by G. A. Atwood, adobe was razed in 1975.
- *33. MEADOWBROOK PARK
South side of 3rd, between Mt. View and Sierra Way. City's first recreational park, made from town dump and hobo jungle, 1910.
- *34. CHINATOWN
North side of 3rd, between Mt. View and Sierra Way. A flourishing settlement at the turn of the century.
- *35. COX - BRADLEY ADOBE
527 Mt. View Avenue. Possibly built 1850's. Home of pioneer Cox family from 1867; Bradley family from 1922.
- *36. JEFFERSON HUNT HOUSE SITE
South side of 5th, between Arrowhead and Mt. View. Mormon Assemblyman Hunt was responsible for creation of San Bernardino County, 1853.
- *37. ALLEN IRON WORKS
368 West 3rd Street. Site of elegant brick saloon of 1880's, later the blacksmith shop of Allen and Son.

* Arrowhead Signs erected, repaired, or replaced by the Bicentennial Commission, 1975-1976.

See Tour Map on Pages 24 and 25.

tion Emanu El, and organized on a sound financial basis, the cemetery continues in use by the Jewish community.

Burials here included the graves of many pioneer Jewish families, some of whom came to San Bernardino as early as 1851, and contributed substantially to the commercial development of the city and all of southern California.

25. PIONEER CEMETERY

The site of the Pioneer Cemetery was first occupied around 1851 by the homes of several pioneers who preferred not to join the rest of the Mormon settlement in the Stockade. It eventually became a burial site with no responsibility for care. Then in 1857, the town purchased the land from Lyman, Rich, and Hanks.

Evidently by 1867 a fence had been built to enclose the plot, for the San Bernardino GUARDIAN deplored the fact that cattle had been getting through it, trampling the graves, and knocking over and breaking the gravestones by rubbing against them. It was not until 1871 that James Waters and Horace Rolfe persuaded the town Trustees to "take charge of the public graveyard." They appointed C. H. Thomas as Sexton.

The cemetery expanded in area to the east and north in succeeding years, and is still under city management. It contains the graves of many prominent pioneers who have participated in the exciting events that comprise the history of San Bernardino, and have helped to build the city and develop the county and state.

26. MORMON FLOUR MILL

36017723

With the help of George Warren Serrine, who had previous experience with grist mills, Lyman and Rich chose the site of the colony's first mill in May 1852. It was erected by William Oliver Davies east of the present Allen Street, and on the road that was to be named for it.

The mill structure, 25 by 40 feet, had two sets of burr stones, driven by water brought from Warm Creek in a mill race a mile long. Adjacent to it was a 30 by 70 foot adobe storehouse. There was also a water-powered thresher.

Superior to its primitive predecessors at Chino and Jurupa Ranchos, the mill produced a quality product which sold readily at Los Angeles and San Pedro, competing with the supply that had been imported from Chile and Peru. The sale of flour, along with lumber, helped substantially to pay off the mortgage on the San Bernardino Rancho.

The Mormon grist mill was destroyed in the flood of 1862, but was rebuilt by William A. Conn, who continued to operate it for more than 20 years. In 1892, he, with others, formed the San Bernardino Electric Company, and converted the structure into a power house, using the old dam and flume to turn the dynamos furnishing light and power for the city.

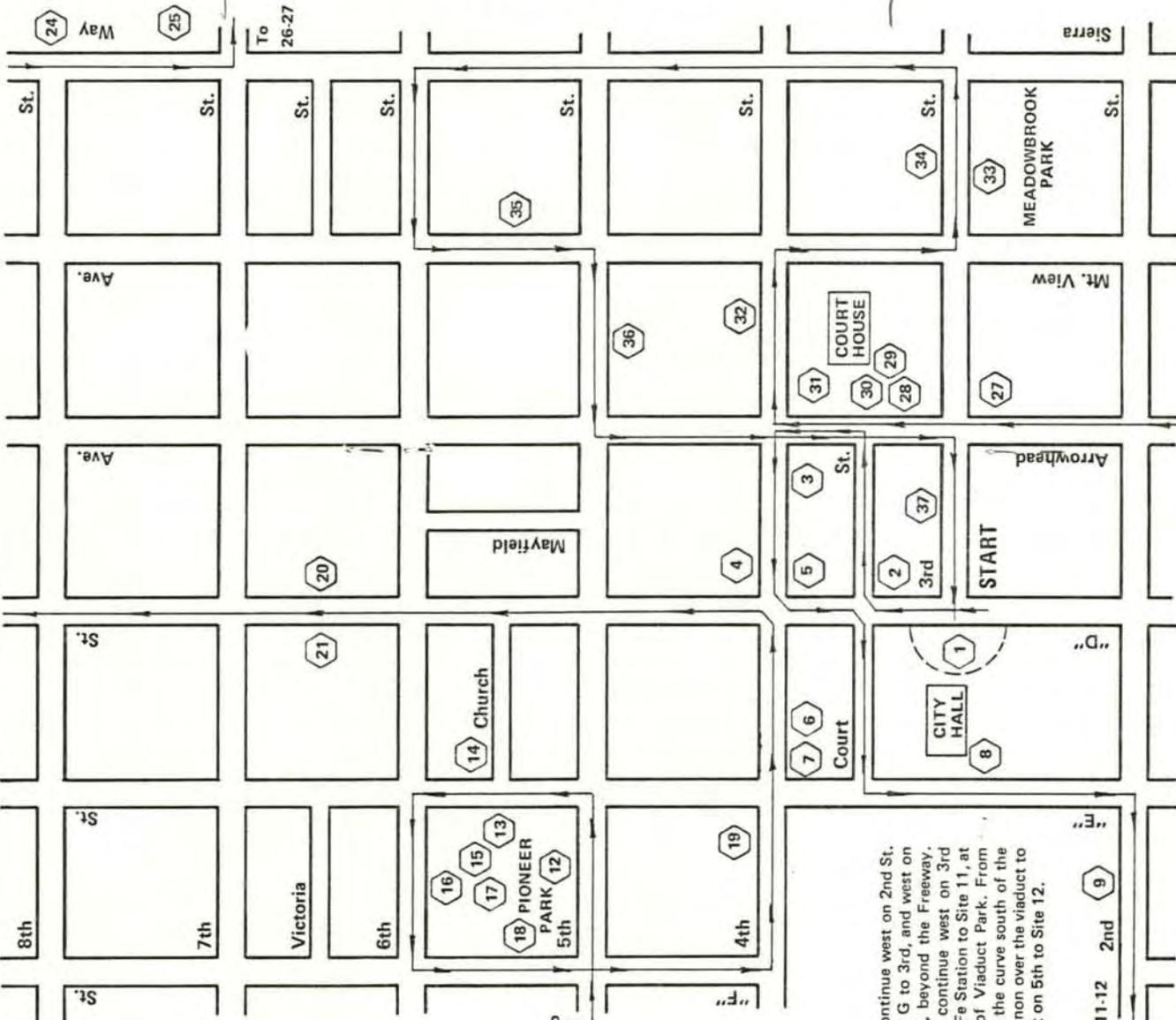
27. MORMON COUNCIL HOUSE

The Council House built by the Mormons in 1852 was the first public building in San Bernardino. It was a two-story adobe with a shingle roof, and contained only two rooms, one above and one below. It served as the colony office, meeting hall, post office, school, and church. In 1853, when San Bernardino County was created, Mormon political influence was dominant so the County House naturally became the first Court House.

Not long after its completion, the ground settled and cracks appeared in the walls, which were then braced with timbers. Curiously enough, the motion of the earthquake of 1857 caused them to push the walls back into place.

The 1862 storm and flood did considerable damage to the adobe, and the court and county business were transferred briefly to the home of Judge Quartus S. Sparks, and then to a house purchased from Charles Gla-

To 22-23-24



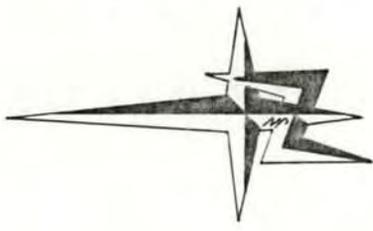
From Site 21, go north on D St. to 9th, east on 9th to Mt. View, north on Mt. View to Base Line, and west on Base Line 1/2 block to Site 22. Then continue west on Base Line to E St., north on E to Site 23 at 27th St. Then continue north on E to 28th, east on 28th to Sierra Way to Site 24.

From Site 25, go east on 7th St. to Waterman, south on Waterman to Mill, and west on Mill 1/2 block to Site 26. Then continue north on Arrowhead to Site 27.

**TOUR OF HISTORICAL SITES
IN SAN BERNARDINO CITY**

- *1. Stage Depot
- *2. Opera House
- *3. Mormon School
- *4. Sturges Academy
- *5. City's First Hotel
- *6. Court House, 1874
- *7. Court House, 1893
- *8. Court House Clock
- *9. Bull and Bear Fights
- *10. First Railroad Train
- *11. Garner's Grove
- *12. Confederate Attack
- *13. City's First Survey
- *14. Gun Battle
- *15. Soldiers and Sailors Monument
- *16. Pavilion
- *17. Antonio Maria Lugo Monument
- *18. Cannon
- *19. First National Orange Show
- *20. Perris House Site
- *21. Dr. Ben Barton House Site
- *22. Base Line Survey
- *23. Old Catholic Cemetery Site
- *24. Home of Eternity Cemetery
- *25. Pioneer Cemetery
- *26. Mormon Flour Mill
- *27. Mormon Council House
- *28. Lyman - Rich Monument
- *29. Pioneer Monument
- *30. Mormon Stockade
- *31. Jedediah Smith Monument
- *32. Atwood Adobe
- *33. Meadowbrook Park
- *34. Chinatown
- *35. Cox - Bradley Adobe
- *36. Jefferson Hunt House Site
- *37. Allen Iron Works

* - Indicates Arrowhead signs marked by Bicentennial Commission 1976.



From Site 9, continue west on 2nd St. to G, north on G to 3rd, and west on 3rd to Site 10, beyond the Freeway. From Site 10, continue west on 3rd past the Santa Fe Station to Site 11, at the east edge of Viaduct Park. From Site 11, follow the curve south of the park to Mt. Vernon over the viaduct to 5th St., and east on 5th to Site 12.

To 10-11-12 2nd 9

St. Bernard or **Davis Mill** Ditch

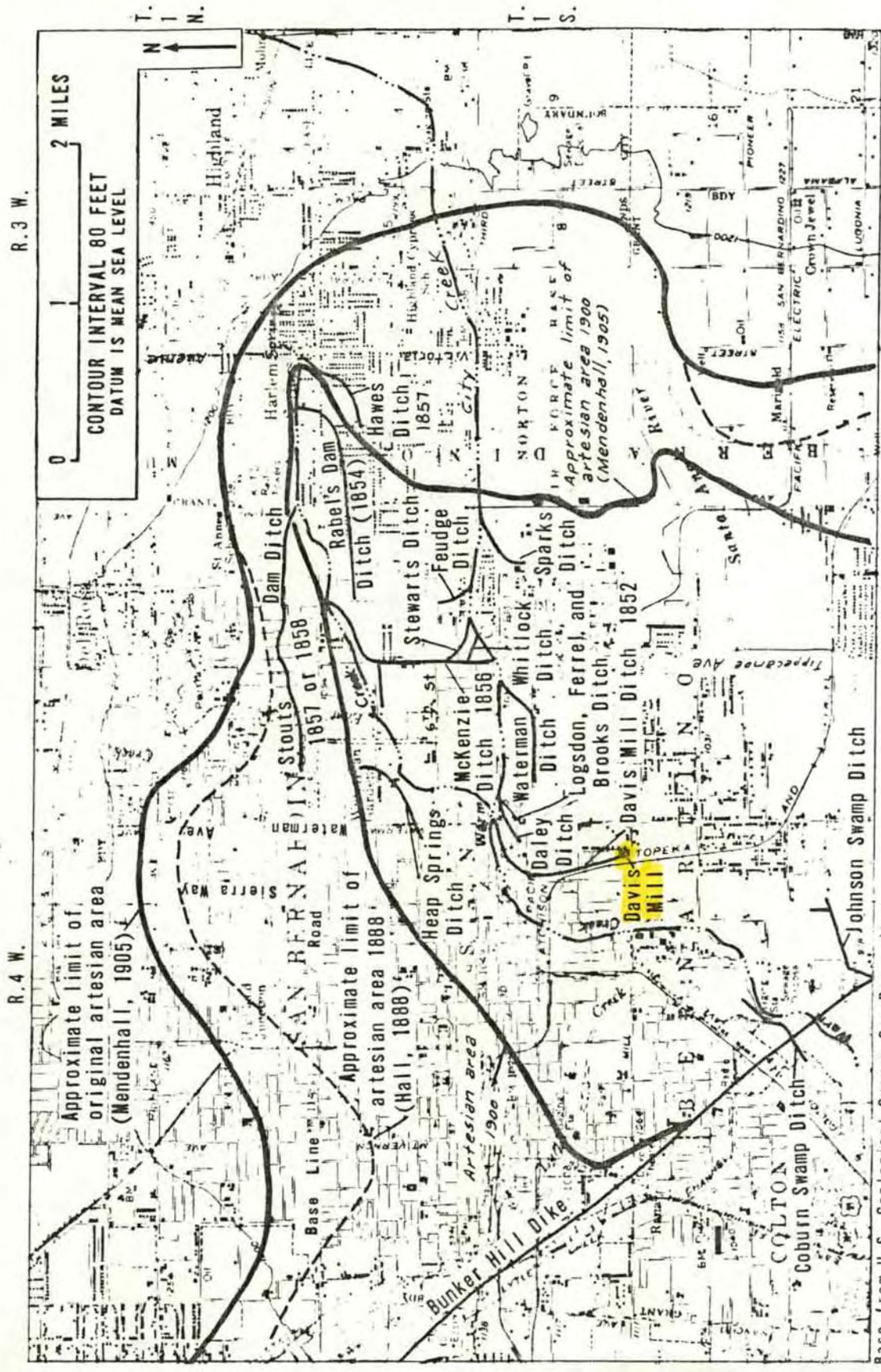
In the fall of 1851 the Mormon settlers of San Bernardino planted about 1,300 acres of wheat west of Waterman Canyon, between the Shandin Hills and the base of the San Bernardino Mountains (Beattie and Beattie, 1939, p. 188).

→ The foundation for the grist mill (fig. 22) to grind the wheat crop was laid in May 1852, near the present intersection of Mill and Allen Streets (Beattie and Beattie, 1939, p. 199). The diversion dam on Warm Creek and the ditch to the mill (fig. 21) were completed in August 1852. The ditch to the mill was first known as St. Bernard ditch, then Davis mill ditch, and in later years as the Kehl ditch. Water from the ditch was dropped into what is now Timber Creek, which led from Waterman swamp, east of the ditch, to Warm Creek. Initially, the water was used to provide power for the grist mill; later, water from the ditch was used for irrigation (Hall, 1888, p. 274).

During the period 1857-61, the flow in Warm Creek decreased to about three-fourths of that which was available at the time the ditch was built (Hall, 1888, p. 275). During those 4 years only a limited area was being irrigated, and sufficient water for operating the mill was available. The mill was still in use during Hall's investigation in the 1880's, and at that time the ditch had a capacity of about 1,500 miner's inches.



→ FIGURE 22.--Mormon grist mill; photographed in 1895.
(Photograph courtesy of Steele's Photo Service.)



Base from U. S. Geological Survey San Bernardino and Redlands 1954. 1:62 500

FIGURE 21.--Diversions from Warm Creek.

P36-017818

STATE OF CALIFORNIA—RESOURCES AGENCY
DEPARTMENT OF PARKS AND RECREATION
POINT OF HISTORICAL INTEREST

DO NOT WRITE IN THIS BLOCK
Reg. No. SBr-007
Date 6-22-72
By [Signature]

County San Bernardino | Name National Orange Show

Location 689 South E Street, San Bernardino, California

Historical Significance: The 150-acre site of the National Orange Show is one of California's major agricultural expositions. The need for an annual citrus exposition as a vehicle to promote the industry led to the first National Orange Show being held in San Bernardino in 1911. These early shows were housed in tents.
The need for permanent housing being apparent, in 1922, the National Orange Show organized as a non-profit corporation to finance the acquisition of a 43-acre site at Mill and South E Street in San Bernardino, and to construct exhibit buildings.
The National Orange Show, presented annually, is the show window of California's Citrus Industry -- an industry which had its beginning in California with the planting by the Mission padres of a scattered few trees in the Mission gardens.

THIS POINT OF HISTORICAL INTEREST IS NOT A STATE REGISTERED HISTORICAL LANDMARK.

RECOMMENDED:  Signature—Chairman, County Board of Supervisors	APPROVED:  Signature—Chairman, Historical Landmarks Advisory Committee
Date MAY 22 1972	Date June 21, 1972

1066291

10/09

Primary # P36-017818

HR #

Trinomial

NRHP Status Code 5S3

CPH1-SBE-7

PRIMARY RECORD

Other Listings

Review Code

Reviewer

Date

Page 1 of 7

* Resource Name or #: NOS/ National Orange Show and Events Center

P1. Other Identifier: National Orange Show

* P2. Location: Not for Publication Unrestricted

a. County San Bernardino

b. USGS 7.5' Quad SAN BERNARDINO SOUTH Date

T 1S; R 4W; 1/4 of SW 1/4 of Sec 15; SB B.M.

c. Address 689 S E St

City San Bernardino

Zip 92408

d. UTM: (Give more than one for large and/or linear feature)

Zone , mE/ mN

e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTM's, etc. as app

APN: 013647104 Legal description: R S B LYMAN BROWN TR LOT 13 BLK AND R S B LOTS 1 THRU 8 BLK 30 EX N 191.25 FTE 241.25 FT LOT 1 BLK 30 MEAS TO ST C/L AND EX PTN LOT 13 DESC AS FOLS BEG AT A PT IN C/L ARROWHEAD AVENUE SD PT BEING N 248.10 FT FROM INTERSECTION OF C/L SD

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The campus contains an entry gate, six Quonset hut buildings, a geodesic dome, a quarter-mile speedway, and several buildings serving a variety of uses. The entry gate is located at the northwest corner of the parcel and is formed by a pair of stucco buildings. Each stucco building contains a breezeway that is sheltered by an open-truss gabled roof clad in Spanish tile. The northern façades of the buildings are accented with wood screens. The entry gate appears to date to 1923 which is the year the National Orange Show moved to this site. The "Citrus" and "Damus" Quonset huts are a clad in corrugated metal and cast concrete. The "Orange Palace" Quonset hut is clad in cast concrete. The geodesic dome is clad in cast concrete and structural steel members are visible. The one-story building north of Gate 1 currently houses the speedway offices. The Modernist building is irregular in plan. The flat roof is accented with an asymmetrically stepped parapet wall. The exterior walls are clad in concrete block, which is used as a decorative element on the primary façade. Four bands of 20-light glass block windows accent the western end of the primary façade. The remaining windows are metal casement and sliding windows and appear to be modern. The primary entrance is recessed, at grade, and is characterized by double-acting aluminum storefront doors. A pent roof, with tapered metal pole supports, shelters the primary entrance area. The two-story office building is located east of Gate 1. The building is irregular in plan. The exterior walls are clad in smooth textured stucco. The primary façade is asymmetrical and consists of three bays. (See continuation sheet)

* P3b. Resource Attributes: (List attributes and codes) HP25 Amusement Park

* P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)



P5b. Description of Photo: (View, date, etc.)

Photo No. P1020564.jpg; facing southeast; 11/17/08

* P6. Date Constructed/Age and Sources:

Prehistoric Historic Both

1923-1955 (Germany 1991)

* P7. Owner and Address:

National Orange Show

PO Box 5749

San Bernardino, CA 92412

P--Private

* P8. Recorded by: (Name, affiliation, address)

Carrie Chasteen

Parsons

100 W. Walnut St.

Pasadena, CA 91124

* P9. Date Recorded: 11/17/2008

* P10. Survey Type: (Describe)

Section 106 Compliance

Intensive Survey

P--Project Review

* P11. Report Citation: (Cite survey report/other sources or "none") Cultural Resources Technical Report sbX E Street Corridor BRT Project, Cities of San Bernardino and Loma Linda, San Bernardino County, California

* Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other: (List) CA Point of Historical Interest, 5/22/1972

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 7

* NRHP Status Code 5S3

* Resource Name or #: NOS/ National Orange Show and Events Center

B1. Historic Name: National Orange Show

B2. Common Name: NOS/National Orange Show and Event Center

B3. Original Use: Amusement park

B4. Present Use: Amusement park

* B5. Architectural Style: Utilitarian/Modern

* B6. Construction History: (Construction date, alterations, and date of alterations.)

The first building located at this site was constructed in 1923 and was destroyed by fire in 1948. The stadium was built in 1941 and was originally used by the San Bernardino Junior College. Several buildings were constructed between 1948 and 1955. At least one of the 1948/1949 buildings was designed by Harwell Hamilton Harris and was constructed with war surplus materials.

* B7. Moved? No Yes Unknown Date: _____ Original Location: _____

* B8. Related Features:

Paved parking lots, ticket booths, shade shelters, and entry gates.

B9a. Architect: Various

b. Builder: Various

* B10. Significance: Theme Amusement park

Area San Bernardino

Period of Significance 1923-1955

Property Type Amusement park

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Research was conducted in the Loma Linda public library, Loma Linda University Archives and Special Collections, the San Bernardino County Archives, the San Bernardino County public library, the California Room in the Feldheym Library, and the Internet. The first National Orange Show was held under tents at the corner of 4th and D Streets in San Bernardino in 1911 (Rochester 2003). The annual event was held under tents at various locations throughout downtown San Bernardino until it was permanently located at the intersection of E and Mill Streets in 1923. The original fairgrounds consisted of a Spanish Eclectic style auditorium building and the entrance gate that is still located at the corner of E and Mill Streets. Portions of the original gate and the original signage were demolished at an unknown date. The stadium now known as the Orange Show Speedway (OSS) was constructed in 1941 by the San Bernardino Junior College for use by the school's football team and was not originally associated with the National Orange Show (Sanborn Fire Insurance Map 1906-1950). The National Orange Show building was destroyed by fire in 1948. The Quonset huts and office buildings were constructed between 1948 and 1955 and several buildings have been subsequently been constructed or existing buildings have been expanded or remodeled.

The first orange tree in San Bernardino County was planted in 1857 by Anson Van Lueven in what is now Redlands. Citrus quickly developed into a booming economy for San Bernardino and southern California. Fairs were established to market and display local citrus fruit and products. The world's first citrus fair was in Riverside in 1879. The fair was such a success, Riverside hosted an annual citrus fair and erected a pavilion for the fair in 1882. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:

"Fair History," accessed at

http://www.nationalorangeshow.com/NOS_fair/history.htm on 11/17/08;

"Orange Show to Ask Bids on Exhibit Hall Today," The Sun, 9/20/1949;

Rochester, Teresa, "Very First

Festival Organized in 1889 Brought in a Profit," The Sun, 5/22/03; Sanborn

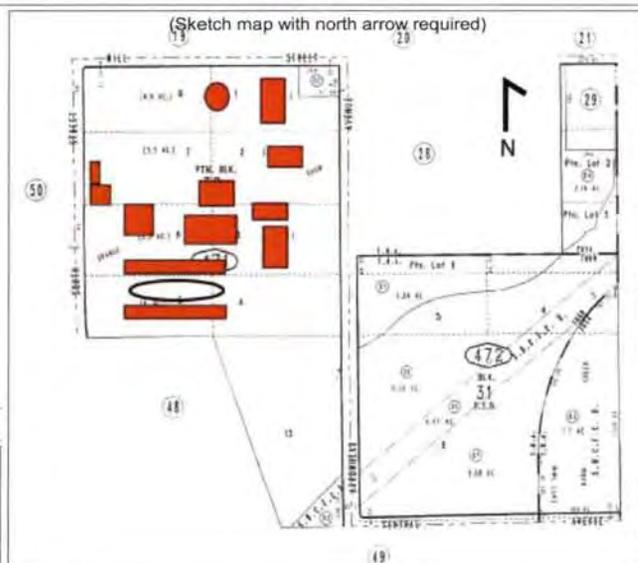
Fire Insurance Maps, San

B13. Remarks:

* B14. Evaluator: Carrie Chasteen

Date of Evaluation: 11/17/2008

(This space reserved for official comments.)



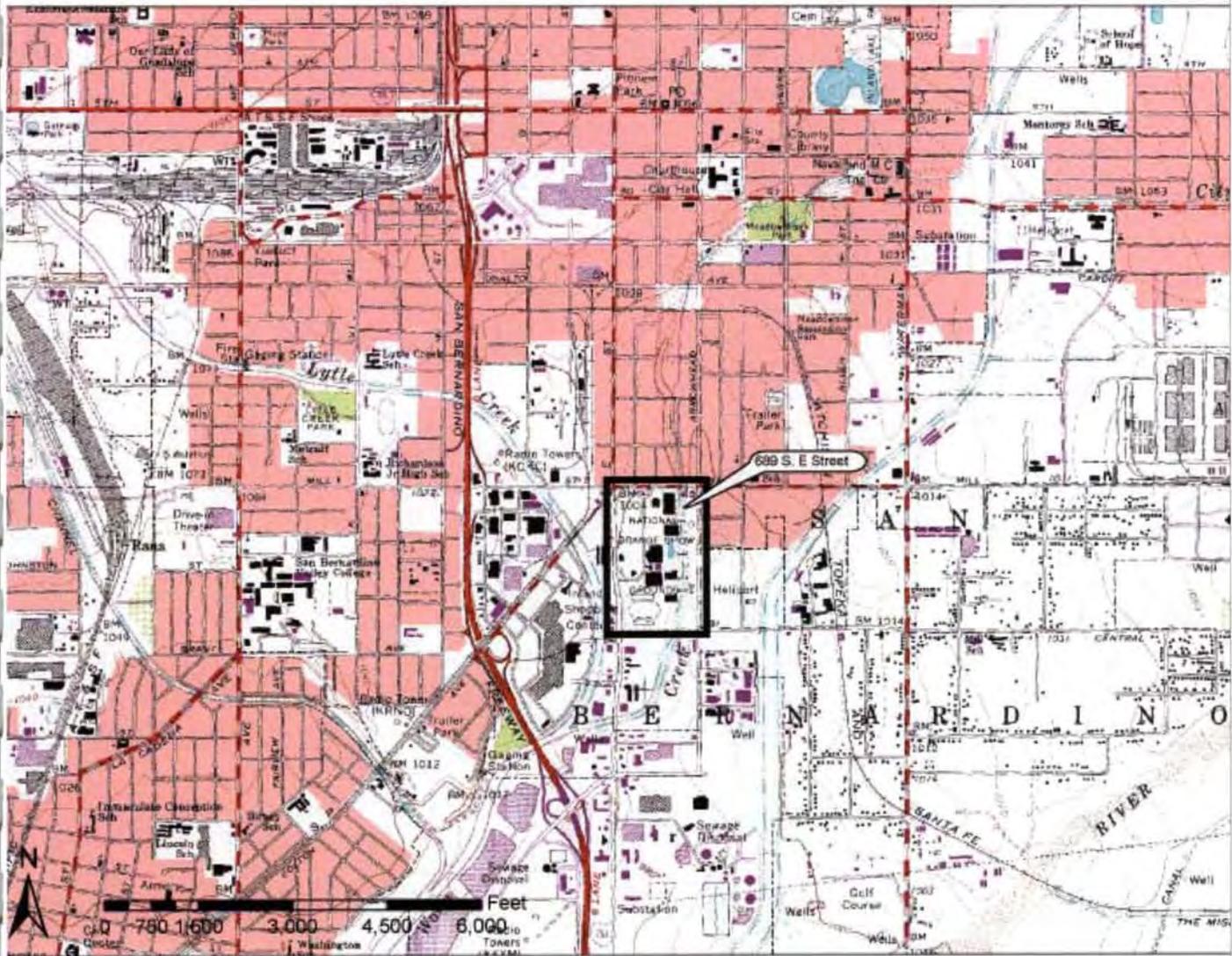
LOCATION MAP

Page 3 of 7 * Resource Name or #: (Assigned by recorder) NOS/ National Orange Show and Events Center

* Map Name: San Bernardino South, Calif

*Scale: 1:24000

*Date of Map: 1967; Photorevised 1980



CONTINUATION SHEET

Page 4 of 7 * Resource Name or #: (Assigned by recorder) NOS/ National Orange Show and Events Center

* Recorded by: Carrie Chasteen

* Date: 11/17/2008

Continuation Update

P 3a. Description continued: The central bay is characterized by paired double-acting glass and metal doors with sidelights on the ground floor and a block of vertical bands of windows is offset on the second floor. The northern bay is characterized by a horizontal band of fixed-pane windows on the ground floor and a single-loaded corridor on the second floor with a geometric railing. The southern bay is one-story and accented by a vertical band of windows.

A lagoon is located between the "Citrus" Quonset hut and a modern ballroom known as the "Valencia." A cast concrete stadium is located in the southern end of the park. Various ancillary buildings are located adjacent to Gate 1 and Gate 3 and are typically unadorned cast concrete buildings.

The stone and cast metal perimeter fence located on the northern and western boundaries of the parcel is not original to the site and was constructed at an unknown date.

B10. Significance continued: Annual citrus fairs were held in Riverside until 1891, with the exception of a few fairs held in Colton. During this period, citrus fairs were held throughout Los Angeles and San Bernardino County ("Fair History" 2008). The National Orange Show began in 1911 and was intended to showcase southern California citrus. Following World War II, the citrus industry began to decline and orchards gave way to suburban housing tract developments throughout southern California. Though the National Orange Festival has been an annual event, with the exception of the War World II years when the grounds were used by the US military for training purposes, the event now focuses on family entertainment and citrus is but a small part of the attractions. The fairgrounds are used for a variety of events and conventions throughout the year.

Though the citrus industry was a significant economic catalyst in the development of southern California, the National Orange Show was not the first fair organized to market and showcase citrus in southern California nor was it the only fair organized to celebrate a local economy's agricultural product. Because this is not the only site associated with this event and the event is not unique to San Bernardino, the National Orange Show does not appear to be associated with an event that made a significant contribution to the development of California or the Nation.

The first National Orange Show is attributed to Harry Perkins and was sponsored by the San Bernardino Chamber of Commerce ("34th National Orange Show Edition" 1949). Research in the above listed repositories does not indicate Harry Perkins or the San Bernardino Chamber of Commerce are individuals or groups whose activities are demonstrably important within a local, state or national historic context; therefore the National Orange Show does not appear to be associated with individuals or groups whose specific contributions to history can be identified and documented.

The original exhibit hall was destroyed by fire and portions of the original entry gate remain in situ. The 194-1955 exhibit hall Quonset huts are unadorned utilitarian buildings constructed with common building materials and war surplus materials ("Orange Show to Ask Bids on Exhibit Hall Today" 1949). The Modernist style office buildings are typical of this genre of architecture and do not embody distinctive characteristics of a type, period, or method of construction nor do the buildings possess high artistic value. At least one of the 1948-1955 exhibit hall buildings was designed by Harwell Hamilton Harris, and architectural and structural drawings were prepared by William F. Mellin ("Orange Show to Ask Bids on Exhibit Hall Today" 1949). Harris, a native of Redlands, began his architecture career under the mentoring of Richard Neutra and Rudolf Schindler in Los Angeles, CA (Germany 1991). Harris' architecture embodies the Modernist design aesthetics of open floor plans, interplay with natural light, and the use of manufactured building materials. Harris is a noted Modernist architect, and is known primarily for his residential architecture. Though Harris may be considered a master, the building(s) located at the National Orange Show grounds are low-style examples of the Modern movement in architecture during the late 1940s/early 1950s, and are not quality examples of Harris' body of work. Research in the above listed repositories does not indicate William F. Mellin are considered master designers or architects. Research indicates construction has occurred on this site in a haphazard manner with no unifying design, and buildings have been altered, remodeled, or expanded over the course of time; therefore National Orange Show does not represent a significant and distinguishable entity whose components may lack individual distinction.

For the reasons listed above, National Orange Show does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources under Criteria A,B, and C, or 1,2, and 3, respectively.

CONTINUATION SHEET

Page 5 of 7 * Resource Name or #: (Assigned by recorder) NOS/ National Orange Show and Events Center

* Recorded by: Carrie Chasteen

* Date: 11/17/2008

Continuation

Update

The National Orange Show was designated a California Point of Historical Interest in 1972. The National Orange Show has been assigned a California Historical Resources Status Code of 7L, or "State Historical Landmark 1-769 and Points of Historical Interest designated prior to January 1998- Needs to be reevaluated using current standards." To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria: 1) The first, last, only, or most significant of its type within the local geographic region (City or County); 2) Associated with an individual or group having a profound influence on the history of the local area; and 3) A prototype of, or an outstanding example of, a period, style, architectural movement or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer or master builder. As described above, the buildings are not the first, last, only, or most significant of their type within San Bernardino City or County. The National Orange Show was formed to promote the citrus industry which had a profound impact on the economic prosperity of San Bernardino during the heyday of the event. The buildings are not a prototype of, or an outstanding examples of, a period, style, architectural movement or construction nor are the buildings the more notable work or the best surviving work in the local region of a pioneer architect, designer or master building. The National Orange Show appears to meet Criterion 2 for designation as a Point of Historical Interest.

B12. References continued: San Bernardino, 1906-July 1950, Page 75; "34th National Orange Show Edition," The Sun, 3/13/1949, and Germany, Lisa. 1991 "Harwell Hamilton Harris." Austin: University of Texas Press.

CONTINUATION SHEET

Page 6 of 7 * Resource Name or #: (Assigned by recorder) NOS/ National Orange Show and Events Center

* Recorded by: Carrie Chasteen

* Date: 11/17/2008

Continuation

Update



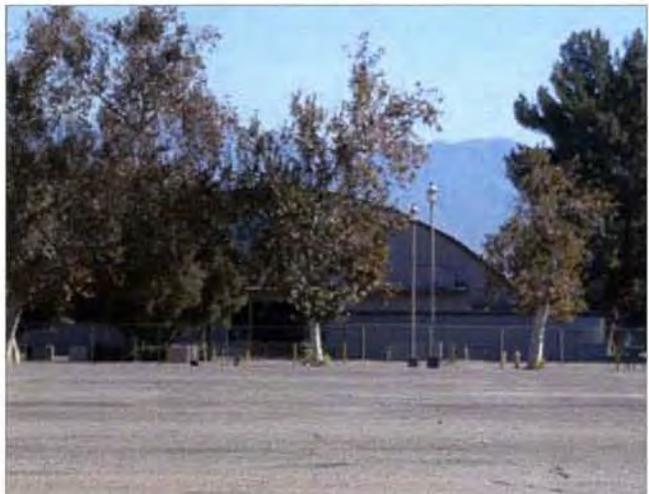
View of the 1923 building, date unknown.



View of the geodesic dome, facing SE



View of "Damus", facing SE



View of "Citrus", facing E



View of Speedway offices, facing N NE



View of the office building, facing E

CONTINUATION SHEET

Page 7 of 7 * Resource Name or #: (Assigned by recorder) NOS/ National Orange Show and Events Center

* Recorded by: Carrie Chasteen

* Date: _____

Continuation

Update



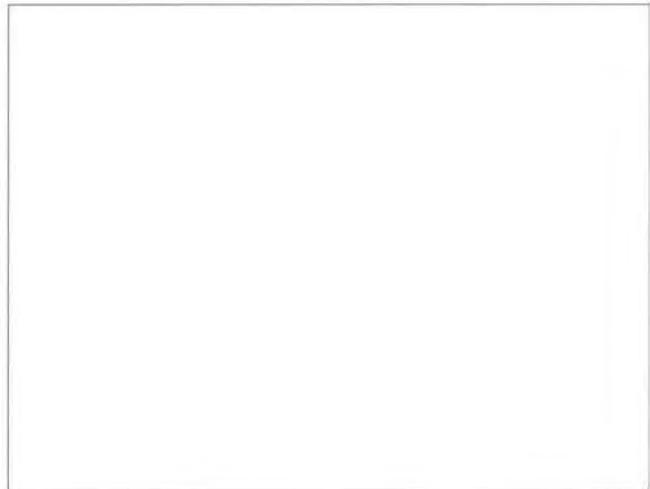
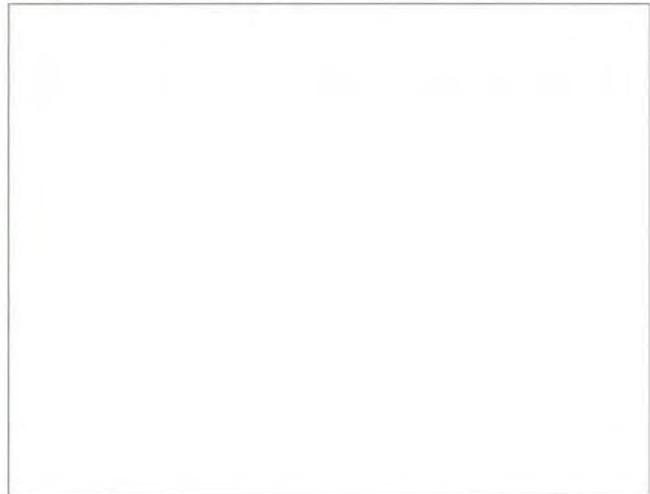
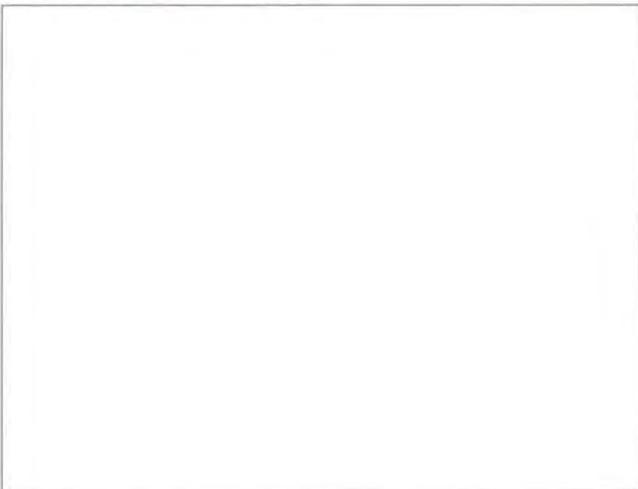
View of "Orange Palace", facing E



View of Gate 1 entry, facing E



View of the stadium, facing S SE



CALIFORNIA EAR 12/91

P36001419

SBr 1419

MAPPED

SAN BERNARDINO COUNTY MUSEUM

Archaeological Site Survey Record

SAN BERNARDINO south 7.5'
San Bernardino 15'

- 1. Site Urbita springs SBCM - 115
- 2. Map USGS Colton
- 3. Country San Bernardino
- 4. Twp. 1S Range 4W SW $\frac{1}{4}$ of NE $\frac{1}{4}$ of Sec. 16
- 5. Location East of Colton Avenue, South of Mill Street
- 6. On Contour Elevation --
- 7. Previous designations for site Urbita Springs
- 8. Owner unknown
- 9. Address --
- 10. Previous owners, dates various
- 11. Present tenant various
- 12. Attitude toward excavation not possible
- 13. Description of site This site once many lakes for boating, picnics etc. has long been destroyed
- 14. Area --
- 15. Depth --
- 16. Height --
- 17. Vegetation --
- 18. Nearest water springs
- 19. Soil of site sandy loam
- 20. Surrounding soil type sandy loam
- 21. Previous excavation for construction
- 22. Cultivation --
- 23. Erosion --
- 24. Buildings, roads, etc. various
- 25. Possibility of destruction has been destroyed
- 26. House pits --
- 27. Other features --
- 28. Burials --
- 29. Artifacts see below #30
- 30. Remarks Was reported that some artifacts were recovered by Seth Hartley (deceased)
- 31. Published references --
- 32. Other Museum Reference --
- 33. Sketch map --
- 34. Date 1939
- 35. Recorded by Smith
- 36. Photos --

OK
AR
11/10/86

OK

11472600E - 3 77/625N

Update 11/14

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 36-006847 UPDATE
HRI # _____
Trinomial _____

Page 1 of 4

*Resource Name or #: P-36-006847

Recorded by: Matthew DeCarlo (ASM) and Doug Mengers (PanGIS)

Date: July 25, 2014

Continuation Update

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

*b. USGS 7.5' Quad: Redlands, CA Date: 1988 T 1S; R 3W; Unsectioned; S.B.B.M.

d. UTM: Zone 11; NAD 83; 0477989 mE/ 3769773 mN

e. Other Locational Data: From Interstate 10, take the Mountain View Avenue exit in Redlands, CA and travel north for 0.5 miles. Turn right onto Almond Avenue and then turn right onto Research Drive. Travel 0.1 west on W. Lugonia Avenue and turn left into empty lot. Resource is adjacent to three transmission towers.

*P3a. Description: This resource is a spur of the historic Burlington Northern Santa Fe Railway that was associated with the Old Kite Route. This segment of track is no longer in service. The spur leaves the maintained and utilized track and extends roughly 800 ft. and ends where it meets the landscaping of a business park. The rails are stamped with a manufacturing date of 1912.

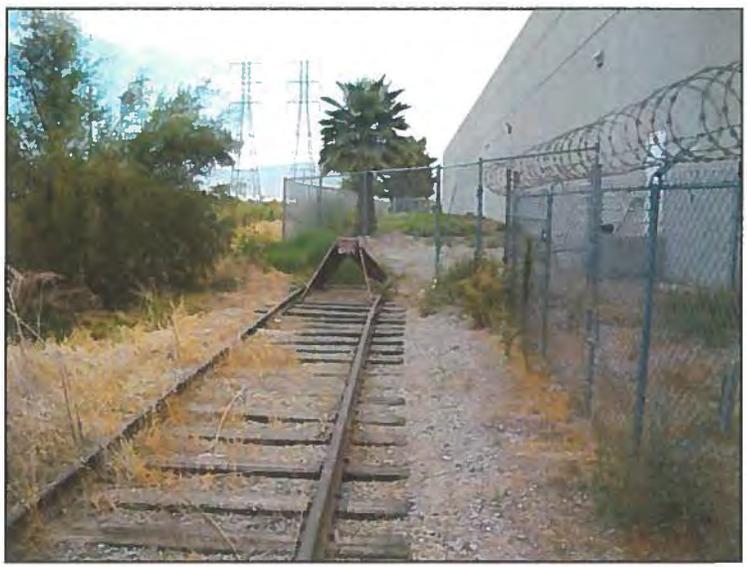
The resource is located immediately adjacent to a proposed component of a pending transmission line upgrade project so the railway spur was evaluated for listing on the National Register of Historic Places and the California Register of Historic Resources. ASM concurs with previous recommendations that site P-36-06847 (CA-SBR-6847H) does not meet any of the four criteria necessary for NRHP or CRHR eligibility.

*P3b. Resource Attributes: AH7: Railroad Grade

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing:

P5b. Description of Photo: View north of tracks ending into business park.



*P6. Date Constructed/Age and Source:
 Historic Prehistoric Both

*P7. Owner and Address:
Private Owner
2455 West Lugonia Ave,
Redlands, CA 92374

*P8. Recorded by:
Matthew DeCarlo and Doug Mengers
ASM Affiliates Inc. and PanGIS
2034 Corte del Nogal,
Carlsbad, CA 92011

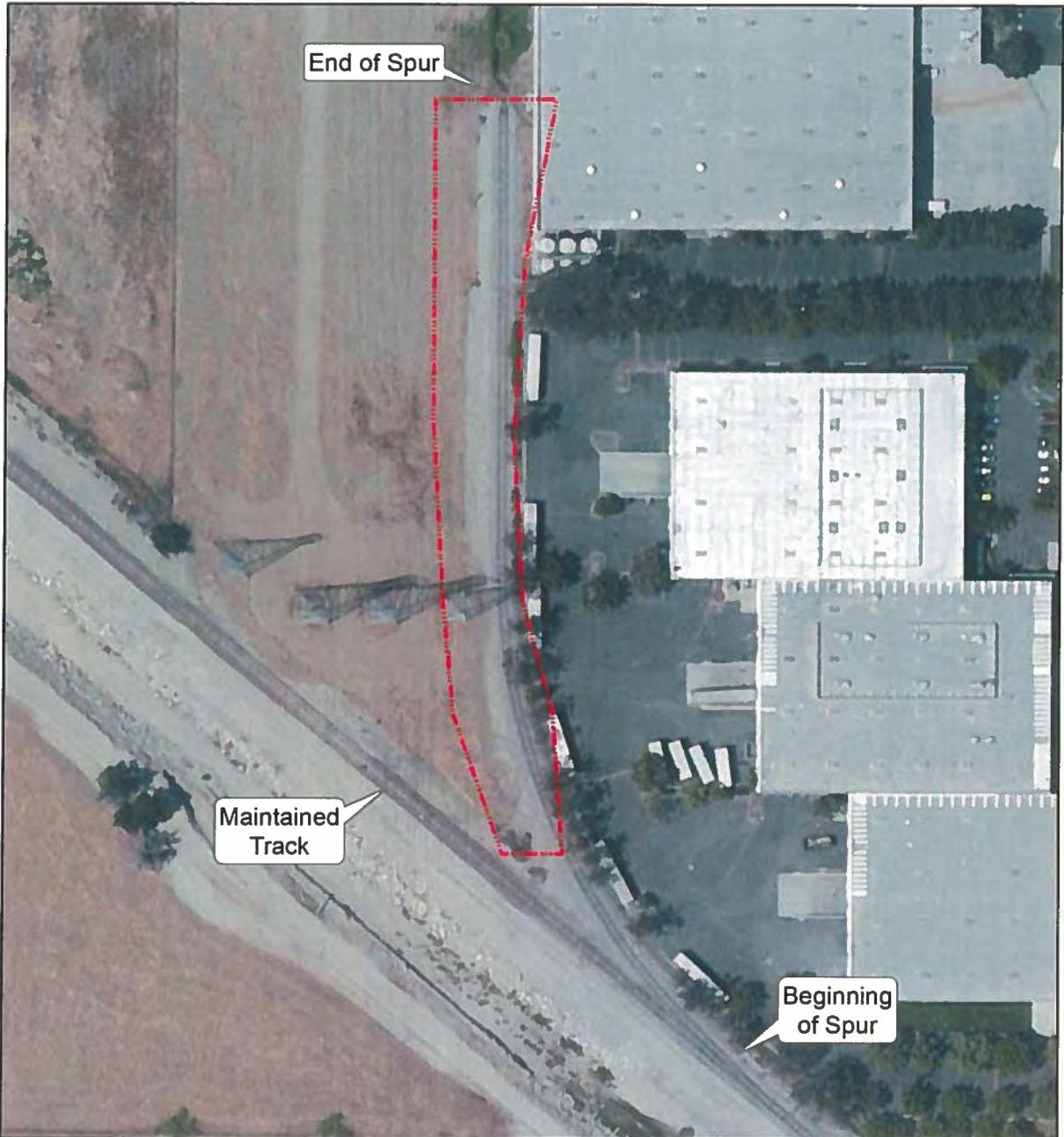
*P9. Date Recorded: July 25, 2014

*P10. Survey Type: Reconnaissance maintained

*P11. Report Citation:

DeCarlo, Matthew M, Diane L. Winslow, Audry Williams, and Andrew Belcourt
2014 *Engineering Refinements Survey and Recommendation of Eligibility for Cultural Resources Within Southern California Edison Company's West of Devers Upgrade Project, Riverside and San Bernardino Counties, California.*

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):



P-36-006847 Sketch Map

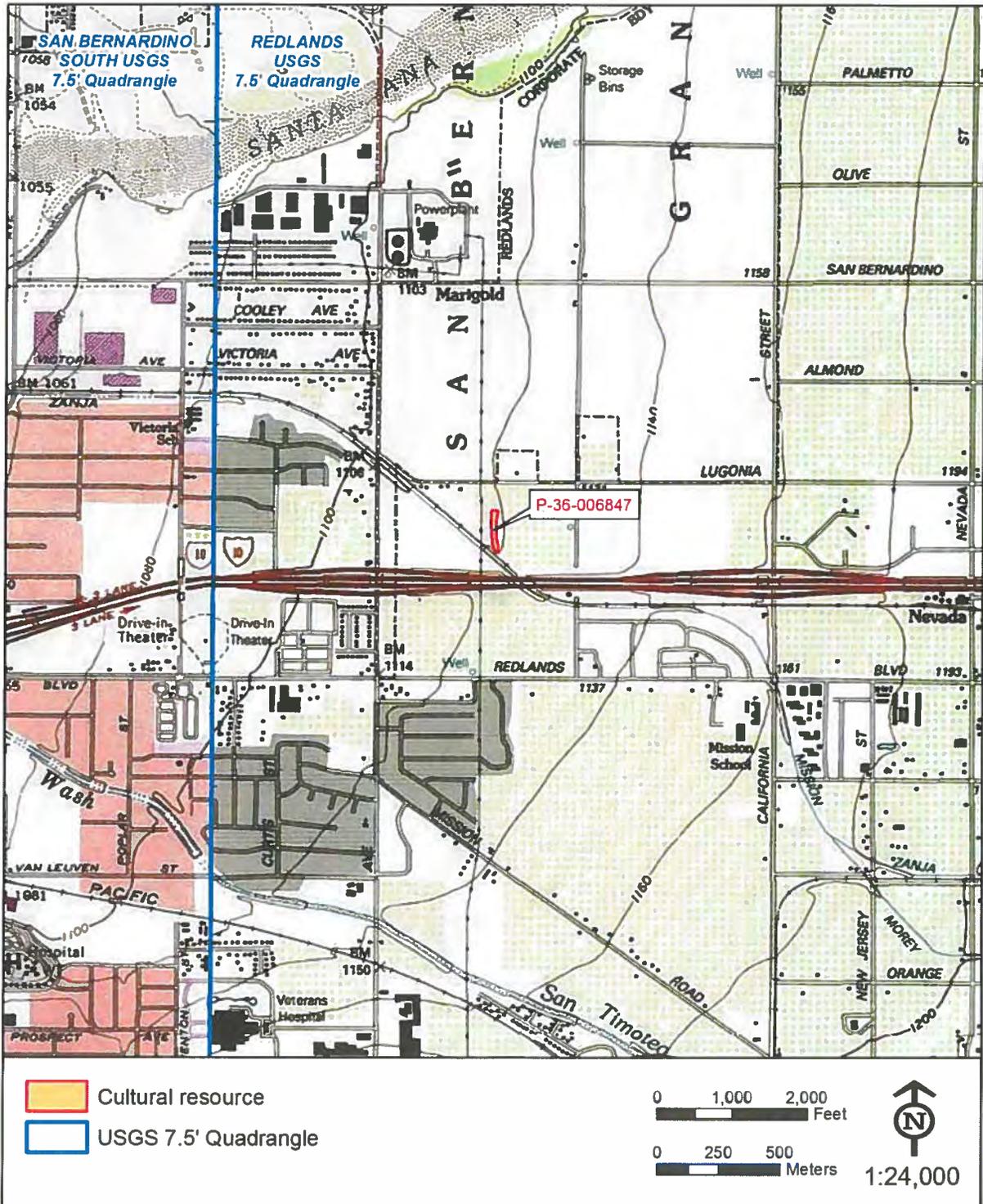
 Recorded site boundary

0 75 150 Feet

0 20 40 Meters



1:1,400





View northwest of spur (right) leaving maintained track.



"1912" stamp on rail.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

update 8/10

Primary # P36-006847
HRI # _____
Trinomial CA-SBR-6847 N
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4

Resource Name or #: SBRR-1

P1. Other Identifier:

P2. Location: Not for Publication Unrestricted

- a. County: San Diego
- b. USGS 7.5' Quad Redlands Date 1997 T 1S; R 3W; $\frac{1}{4}$ of $\frac{1}{4}$ of Sec unsectioned; San Bernardino B.M.
- c. Address City Zip
- d. UTM: NAD 83 Zone 11S, 477975 mE /3769727 mN
- e. Other Locational Data:

This site is located north of the I-10 freeway and south of west Lugonia Avenue at the Y-split from the main Old Kite Route/Atchison, Topeka and Santa Fe Railway railroad line.

P3a. Description:

SBRR-1 is a railroad spur that is associated with the Old Kite Route/Atchison, Topeka and Santa Fe Railway, used for loading/unloading or storage. Certain segments of the Old Kite Route have been destroyed or altered while some are listed on the *National Register of Historic Places*. Originally this route was built between 1880 and 1892.

P3b. Resource Attributes: AH7. Railroad Grade

P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photograph or Drawing:



P5b. Description of Photo:

05/26/2010: #11 Railroad spur; view to the northeast.

P6. Date Constructed/Age and Source:

Historic Prehistoric Both

P7. Owner and Address:

Unknown

P8. Recorded by:

Elizabeth Potter
ASM Affiliates, Inc.
2034 Corte Del Nogal,
Carlsbad, CA 92011

P9. Date Recorded:

05/26/2010

P10. Survey Type:

Intensive Pedestrian

P11. Report Citation:

Potter, Elizabeth
2010 *Cultural Resources Study for the Mountainview Power Project, San Bernardino County, California*, Submitted to Dudek.

Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary # P36-006847
Trinomial SBR-6847 N

Page 2 of 4

Resource Name or # SBRR-1

A1. **Dimensions:** a. Length 500 ft (N/S) b. Width 7 ft (EW)

Method of Measurement: Paced Taped Visual Estimate Other: Garmin etrex

Method of Determination: Artifacts Features Soil Vegetation Topography
 Cut bank Animal burrow Excavation Property boundary Other (Explain):

Reliability of Determination: High Low Explain:

Limitations: Restricted access Paved/built over Site limits incompletely defined
 Disturbances Vegetation Other: During construction of the surrounding industrial area the railroad may have been disturbed.

A2. **Depth:** None Unknown Method of Determination: No subsurface investigation was conducted at this time.

A3. **Human Remains:** Present Absent Possible Unknown : No subsurface testing conducted.

A4. **Features:** SBRR-1 consists of a railroad spur that is associated with the Old Kite Route/Atchison, Topeka and Santa Fe Railway, used for loading/unloading or storage. Due to its unique design, having two main loops, one in Los Angeles County and the other in San Bernardino County, it was considered a unique and scenic way to travel. Both loops were completed in 1892. Initially the track was created to transport citrus fruit; however, it became popular as a passenger train until after World War II when citrus was no longer transported by train. Eventually it was phased out of being a passenger train as well. In reviewing previously recorded segments of the railway line, one segment is listed on the National Register of Historic Places, because it is part of the Patton State Hospital Complex.

A5. **Cultural Constituents:** None observed

A6. **Were Specimens Collected?** No Yes

A7. **Site Condition:** Good Fair Poor : A fence, agricultural fields and industrial building may have disturbed the tracks, however no visible disturbance was observed.

A8. **Nearest Water:** This site is located one mile south of Santa Ana River

A9. **Elevation:** Approximately 1,120 AMSL.

A10. **Environmental Setting:**
Today this area is primarily orange groves, industrial parks and urban development.

A11. **Historical Information:**

A12. **Age:** Prehistoric Protohistoric 1542-1769 1769-1848 1848-1880 1880-1914 1914-1945 Post 1945 Undetermined: Historic

A13. **Interpretation:**

A14. **Remarks:**

A15. **References:**

A16. **Photographs:** Digital
Original Media/Negatives Kept at ASM Affiliates, Inc. Carlsbad, CA

A17. **Form Prepared by:** Elizabeth Potter **Date:** 07/20/2010
Affiliation and Address: ASM Affiliates, 2034 Corte Del Nogal, Carlsbad, CA 92011

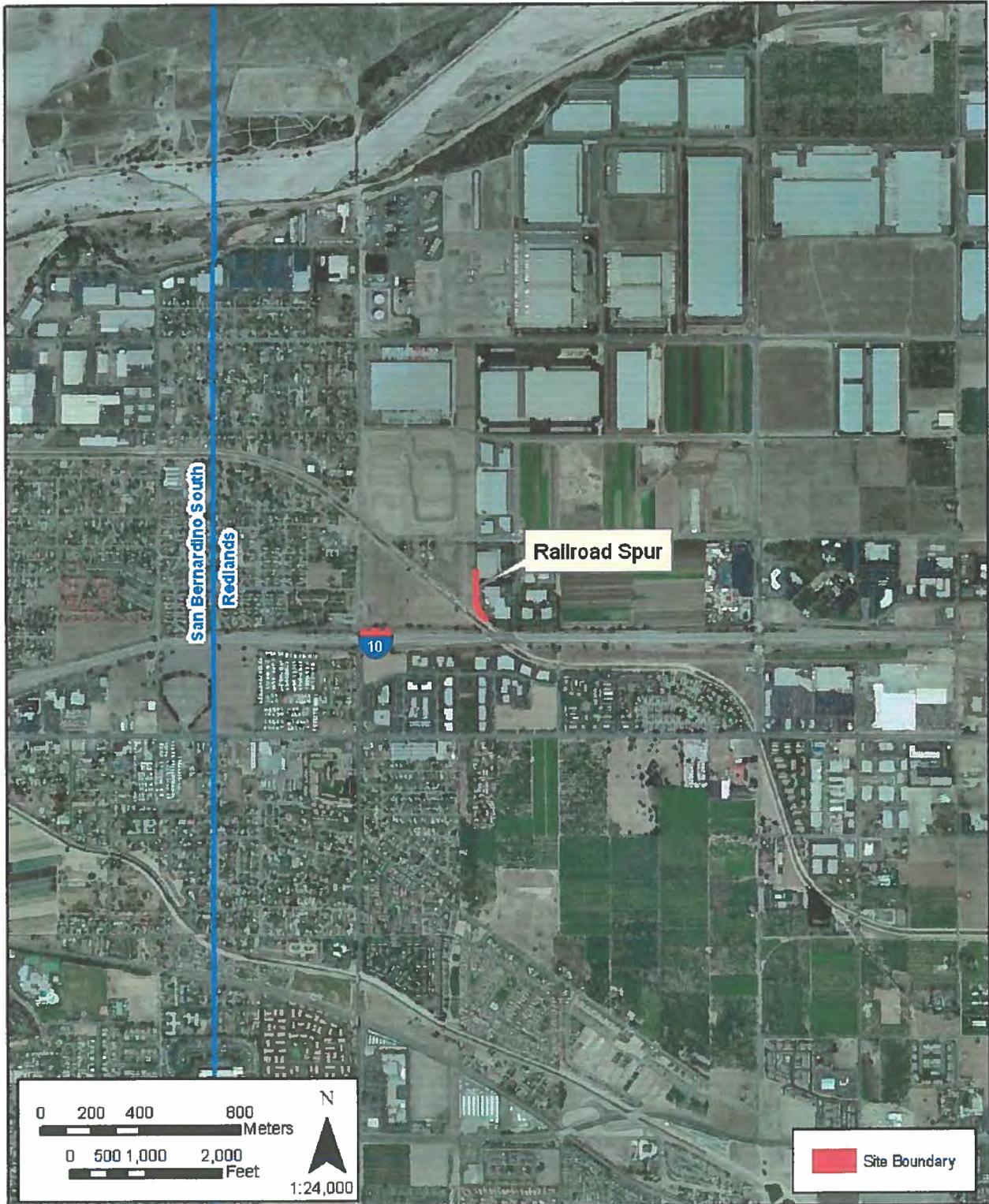
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

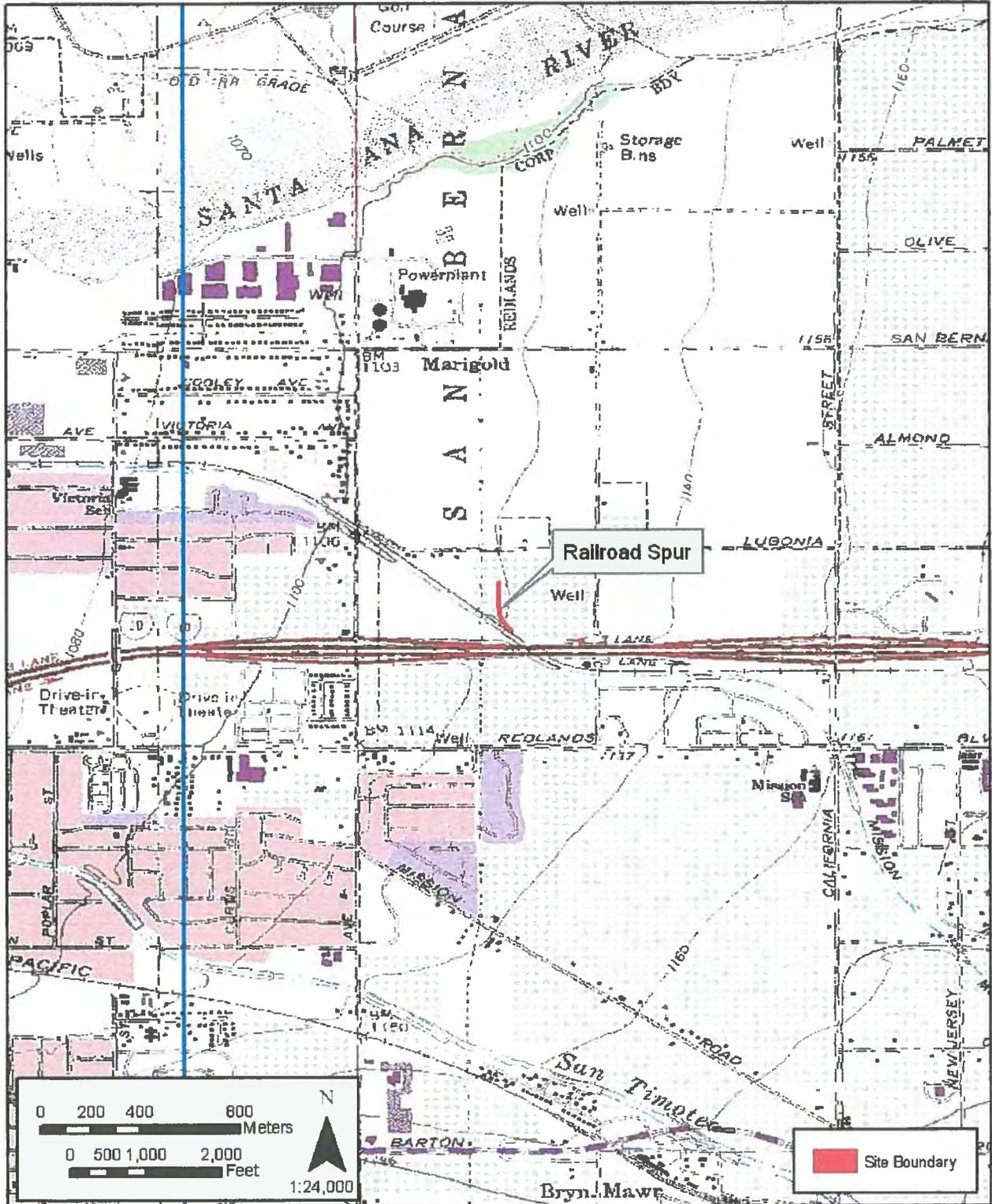
Primary # P36-006847
HRI # _____
Trinomial SBR-6847 N

Page 3 of 4
Map Name: USGS 7.5' Quadrangle: Redlands

Scale: 1:24,000

Resource Name or # SBRR-1
Date of map: 1997





State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 36-006847 (Update)

HRI # _____

Trinomial CA-SBR-6847H (Update)

NRHP Status Code 6Z

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 5

Resource Name or #: California Southern Railroad segment

P1. Other Identifier: Atchison, Topeka & Santa Fe (ATSF) Railway; Burlington Northern Santa Fe (BNSF) Railway; APE Map Reference #2

*P2. Location: Not for Publication Unrestricted *a. County: _____ and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: San Bernardino South, CA Date: 1967 PR 1980 T 1S; R 4W; unsectioned land: S.B.B.M.

c. Address: _____ City: _____ Zip: _____

d. UTM: Zone: 11; _____ mE/ _____ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): This approximately 200-foot long segment of the BNSF railway extends south from Interstate 10 (I-10) to a point just south of the crossing with the Union Pacific Railroad (UPRR).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This segment of the railroad consists of two north-south BNSF (formerly California Southern and ATSF) mainline tracks. Two sets of railroad ties support a pair of rails and a layer of volcanic rocks lines the rail bed. The property adjacent to this short segment is undeveloped except for the east-west UPRR tracks, which cross this segment at what is commonly referred to as Colton Crossing. This extant, but modernized crossing is one of numerous rail-to-rail crossings in California.

This approximately 200-foot long segment appears to retain a fair degree of integrity of location and design, but the setting has been compromised by removal of the crossing tower, construction of I-10, installation of additional tracks (sidings, spurs, wyes, etc.), realignments of tracks and local roads, and the construction, alteration, and demolition of homes and commercial buildings.

*P3b. Resource Attributes: (List attributes and codes) HP39 Other (railroad)

*P4. Resources Present: Building Structure Object Site District Element of District Other (isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)
BNSF tracks, view to the north
June 17, 2010.

*P6. Date Constructed/Age and Sources: Historic
 Prehistoric Both
1883

*P7. Owner and Address:
BNSF Railway
2650 Lou Menk Dr. 2nd Floor
Fort Worth, TX 76131-2830

*P8. Recorded by: (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

*P9. Date Recorded:
May 2010

*P10. Survey Type: (Describe)
Intensive-level Section 106 and
CEQA compliance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Historic Property Survey Report for the Colton Crossing Rail-to-Rail Grade Separation, Attachment B, Historic Resources Evaluation Report, 2011.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) California Southern Railroad segment

B1. Historic Name: California Southern; Atchison, Topeka & Santa Fe
B2. Common Name: Burlington Northern Santa Fe; Colton Crossing
B3. Original Use: Railroad B4. Present Use: Railroad

*B5. Architectural Style: NA

*B6. Construction History: (Construction date, alterations, and date of alterations)
1883 railroad segment constructed

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Bullder: California Southern Railroad

*B10. Significance: Theme: Transportation Area: City of Colton
Period of Significance: 1883-1960 Property Type: Railroad Applicable Criteria: NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Although linear features less than 0.25 mile in length are typically considered too short to warrant evaluation, this segment is being evaluated because it includes the Colton Crossing. This approximately 200-foot long railroad segment does not appear to meet any of the criteria for listing in the National Register of Historic Places (National Register). The California Southern (later Atchison, Topeka & Santa Fe [AT&SF] and now BNSF) was constructed to Colton, where it crossed the Southern Pacific (SP) creating the Colton Crossing, in 1883 as part of a longer line from San Diego to San Bernardino. Since then, the setting has been extensively altered: buildings were removed in conjunction with construction of I-10 adjacent to the north; tracks have been added, realigned, and otherwise modified; the tower at the crossing has been removed; and most of the nearby historic-period buildings, which were constructed after the railroad was in place, have been removed or significantly altered. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Baxter, Tom

1947 Los Angeles Division, AT&SF, 487 miles of main and branch lines cross high mountains, arid deserts; serve agricultural and industrial districts of West Coast. *Trains*, June. Article on file in the vertical files in the Norman F. Feldheym Library, Arda Haenszel California Room.

Cataldo, Nicholas

2006 *The Earp Clan: the Southern California Years*. Black Roads Press, San Bernardino.

Ingersoll, L.A.

1904 *Ingersoll's Century Annals of San Bernardino County, 1769 to 1904. Volume One and Two*. Published by the author, Los Angeles, California.

Jones, Clark Harding

1951 *A History of the Development and Progress of Colton, California 1873-1900*. A Masters thesis on file at the Colton Public Library.

Los Angeles Times

1883 A Railroad War, the S.P.R.R. Bars the Progress of the C.S.R.R. at Colton. August 10, page 1.

Robinson, John W.

2005 *Gateways to Southern California: Indian Footpaths, Horse Trails, Wagon Roads, Railroads, and Highways*. Big Santa Anita Historical Society, USA.

Union Pacific Railroad

1895 Map of the Southern Pacific Railroad through Colton. Obtained from John Bromley, Director of Historic Programs, Union Pacific Railroad.

B13. Remarks:

*B14. Evaluator: Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, CA 92507

*Date of Evaluation: May 2010

(This space reserved for official comments.)



L1. Historic and/or Common Name: California Southern Railroad; Atchison, Topeka & Santa Fe Railway; Colton Crossing

L2a. Portion Described: Entire Resource Segment Point Observation Designation: _____

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

This segment is located in the City of Colton and is approximately 200 feet long, extending south from Interstate 10 to a point just south of Colton Crossing.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
The segment consists of two sets of railroad ties that support a pair of rails. A layer of volcanic rocks lines the rail bed. (Refer to description in Primary Record, page 1)

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width 4' 8.5"

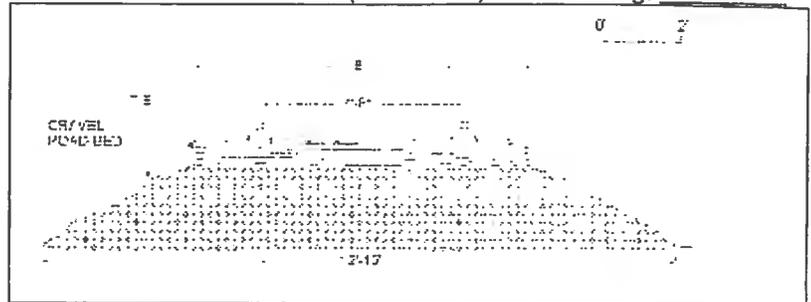
b. Bottom Width 12'-15'

c. Height or Depth Approx. 2'

d. Length of Segment Approx. 200 feet

L4e. Sketch of Cross-Section (include scale)

Facing: _____



L5. Associated Resources: None

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting includes I-10 to the north and a historic-period neighborhood (most buildings extensively altered) to the southeast and southwest. (Refer to discussions in Primary Record and BSO Record, pages 1, 2, and 4).

L7. Integrity Considerations:

Although this segment retains integrity of location and design, its integrity of setting and feeling have been significantly compromised. (Refer to discussion in BSO Record, pages 2 and 4)

L8a. Photograph, Map, or Drawing



L8b. Description of Photo, Map, or Drawing: (View, scale, etc.)
Colton Crossing (BNSF tracks running under I-10 overpass), view to the east-northeast on June 17, 2010. (Also see Primary Record, page 1)

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

L11. Date: May 2010

CONTINUATION SHEET

Primary # 36-006847 (Update)

HRI # _____

Trinomial CA-SBR-6847HPage 4 of 5*Resource Name or #: (Assigned by recorder) California Southern Railroad segment*Recorded by LSA Associates, Inc.*Date: May 2010 Continuation Update***B10. Significance:** (Continued from page 2)

Historical Background. The California Southern was incorporated in 1880 with the intention of constructing a railroad from San Diego through Fallbrook and Temecula to San Bernardino and then over Cajon Pass to a junction with the Atlantic and Pacific Railroad (A&P), which was grading a line west along the 35th parallel to the Colorado River from points east (Robinson 2005:244). The A&P had an agreement with two other railroad companies, the St. Louis and San Francisco (known as the Frisco Line) and the AT&SF, to build all the way to the Pacific. In 1883, the A&P bridged the Colorado River to Needles where it was temporarily stopped by the Southern Pacific, which wanted to maintain a monopoly in California (ibid.). To solidify its position, the Southern Pacific (SP) quickly constructed a branch rail line from Mojave eastward to Needles (id. at 245).

Meanwhile, the California Southern Railroad opened from National City to Colton on August 21, 1882, and regular service began giving San Diego an outlet to the east and to San Francisco (Ingersoll 1904:260). However, it took over a year for the tracks to be completed to San Bernardino as SP "had interposed every possible obstacle—legal and material—to the advent of its rival" (Ingersoll 1904:260). In July 1883, California Southern engineer Fred T. Perris acquired the necessary track to build the crossing, but when it was delivered to National City, SP officials hired the sheriff there to seize it. The *San Diego Sun* later reported that while Deputy Sheriff Bradt napped at the hotel, California Southern organized a group of men to take the track and put it on a train bound for Colton (Ingersoll 1904:261). On August 9, 1883, "in the face of a danger signal held aloft by Mr. Victor, Superintendent of the California Southern Railroad" the SP parked an engine on the tracks in an effort to block construction of the crossing (*Los Angeles Times* 1883). One source reported that the engines were "guarded by Walter Earp, one of the notorious Earp boys, who is well armed and is furnished with his meals" (*The Press and Horticulturist* 1883). Earp helped secure the crossing for SP until Robert W. Waterman (future California Governor), Sheriff Burkhart, and a posse of deputized men delivered a court order stating that California Southern had the right to cross the SP tracks (Cataldo 2006). A month later "on September 13, 1883 the first California Southern train ... rolled across the Southern Pacific tracks from San Diego and arrived in San Bernardino..." (ibid.). It was at this time that the Colton Tower was constructed to direct traffic at the crossing. An 1895 map shows the Colton Tower located at the southeast corner of the crossing and a 1947 news article noted that it was the "only heavy duty tower on the Los Angeles Division that still is manually operated, having the old man-sized levers and long rods running to the switches and signals" (Union Pacific 1885; Baxter 1947). It has since been removed.

Severe flooding occurred in the winter of 1883–84 and several washouts occurred along the line, especially in the Temecula area (Ingersoll 1904:261). In November 1885, the California Southern was completed to Barstow and the transcontinental connection (with the A&P) was made (ibid.). In the boom years of 1886–87, numerous feeder lines were built in southern California, most of which were owned by AT&SF (ibid.). In 1893, the "loop," which became known as the "kite-shaped track," was completed through the San Bernardino Valley (id. at 266). This track connected Los Angeles with the San Gabriel and San Bernardino Valleys and boasted that nothing was seen twice. It appears that the segment evaluated here may have been utilized in that loop.

Significance Evaluation.

Under National Register criterion A and California Register criterion 1, railroads as a whole played an important role in the history of California. In addition, a portion of this segment known as Colton Crossing was the site of a standoff with the SP in 1883. Standoffs such as the one at Colton Crossing were a fairly common occurrence in the 19th century. There are several instances in United States history where a private railroad attempted to cross the tracks of another, resulting in lawsuits or even violence. These standoffs are known as "frog wars," named after the component of a railway switch that allows two tracks join or cross. A particularly famous frog war happened in Hopewell, New Jersey, in 1876 between the Pennsylvania Railroad and the Delaware and Bound Brook Railroad. In that instance, trains blocked the tracks and an armed fight broke out that included more than 100 people and required military involvement. Other examples of well-known frog wars include the Greater Grand Crossing feud in Chicago in 1853; Denver and Rio Grande Western Railroad vs. Atchison, Topeka & Santa Re Railroad vs. Union Pacific Railroad all vying for mountain passes in Colorado in the 1870s; and the Pennsylvania Railroad vs. the New Jersey Junction Connecting Railway (Lehigh Valley Railroad) in New Jersey in 1897. When the California Southern crossed the SP in Colton it was part of a series of events that resulted in the inevitable breaking of the SP monopoly (Jones 1951). However, after just two years, the AT&SF built its mainline from San Bernardino to Los Angeles and Colton was relegated to branch status, thus the real benefit of the crossing was reaped by San Bernardino which transformed from a stage station to a railroad center (Jones 1951:25; Ingersoll 1904:377). Although this short segment appears to retain integrity of location and design, as discussed above, its setting has been significantly altered and there is nothing physical at the crossing that demonstrates or conveys any significance under this criterion. Therefore, it does not appear to be significant under this criterion.

Under National Register criterion B and California Register criterion 2, the railroad as a whole is associated with persons important in history, but this segment does not appear to be more closely associated with those people than any other part of the railroad. However, Colton Crossing, which is the portion that crosses the Southern Pacific (now Union Pacific) tracks, has a minor association with Virgil Earp in his capacity as a law enforcement officer. In 1881, Virgil was Chief of Police in Tombstone, Arizona when the famed shootout at the O.K. Corral occurred. In retaliation for the shootout, Virgil was ambushed and his left elbow was shot. Shortly thereafter, to recuperate, he moved to Colton where his parents lived. In 1883, acting on behalf of the SPRR, Virgil stood guard against the construction of the railroad crossing by California Southern until a court order was produced allowing construction to proceed. In 1887, Virgil became the City's first Marshall and he lived in a home that still stands just north of I-10. He remained in Colton until 1893 when he moved to Vanderbilt. He returned to Colton for a short time in 1904 before moving to Goldfield where he (See *Continuation Sheet*)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 36-006847 (Update)
HRI # _____
Trinomial CA-SBR-6847H

Page 5 of 5 *Resource Name or #: (Assigned by recorder) California Southern Railroad segment
*Recorded by LSA Associates, Inc. *Date: May 2010 Continuation Update

***B10. Significance:** (Continued from page 4)
died in 1905. Although Virgil Earp is a known figure in history, he is most famous as the brother of Wyatt Earp and for his involvement in the O.K. Corral shootout, rather than for his individual accomplishments as a lawman or any historically important contributions to the field of law enforcement. While he may have gained some importance in local history as the City's first Marshall, he was not elected to this position until four years after the Colton Crossing dispute. Further, the standoff at the crossing is just one of numerous law enforcement incidents in which Virgil was involved in his long career. For these reasons, this segment of railroad does not appear to be significant for its association with Virgil Earp.

Under Criterion C, although it has necessarily been modernized over time, this short segment embodies the typical characteristics of railroad construction and is representative of thousands of miles of other track in the region. Neither the tracks nor the few related features appear to be the work of a master and neither possesses high artistic value. As discussed above, the crossing itself is not particularly unique as there are numerous at-grade rail-to-rail crossings in California and throughout the country. Therefore, neither this segment nor the crossing appears to be significant under this criterion.

Under National Register criterion D and California Register criterion 4, which is usually associated with archaeological resources, this segment of the railroad has not yielded, nor is it likely to yield, information important in history or prehistory. In rare instances, structures can serve as sources of important information about historic construction materials or technologies under criteria D/4. However, this type of property is otherwise well-documented; it is well represented locally and on a statewide level, both in written and visual materials and there are better examples of railroads elsewhere in the area/region/state. It does not appear to be an important source of primary information.

For these reasons, this segment of the railroad does not appear to meet the criteria for listing in the National Register or the California Register. It would also not be a contributing segment to the historical significance of the overall railroad, should the railroad as a whole be determined significant. Although the railroad segment was not evaluated under the local preservation ordinance, research indicates that it is not currently listed in the City's register of historic resources or districts.

It should be noted that the larger area within which the segment and crossing are located was considered for potential as a historic district since it is the location of the original the Southern Pacific rail yard in Colton. However, most of the rail yard buildings have been demolished and tracks have been removed/realigned. Therefore, the area appears to lack the integrity necessary to qualify as a historic district.

1067451

update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial CA-SBR-6847H (Update)
NRHP Status Code 6

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 Resource Name or #: Burlington Northern Santa Fe Railroad segment

P1. Other Identifier: APE Map Reference #7

*P2. Location: Not for Publication Unrestricted *a. County: San Bernardino and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: San Bernardino South Date: 1967 PR 1980 T 2S; R 4W; Sec 6; S.B.B.M.

c. Address: _____ City: Grand Terrace and Colton Zip: _____

d. UTM: Zone: 11; _____ mE/ _____ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): An approximately 1.1 mile long segment of the railroad extending from a point approximately 200 feet south of Main Street to a point approximately 500 feet north of Barton Road and crossing above Interstate 215 (I-215).

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This segment of the railroad consists of two sets of railroad ties that support pairs of rails. A layer of volcanic rocks lines the rail bed. In some areas there are spurs that provide rail access to adjacent properties. At the south end of the segment there are three tracks, but the westernmost track joins with the other tracks a short distance north of Main Street. A metal-sided bridge (54 0518 Highgrove Underpass, see Map Reference #8) supported by three sets of concrete piers and dirt embankments, carries the tracks over I-215. The adjacent properties are primarily developed with historic-period single-family homes and modern commercial and industrial buildings.

The tracks appear to retain integrity of location, design, and association, but integrity of setting, materials, workmanship, and feeling have been compromised by routine maintenance and improvements, construction of the bridge over the freeway, the addition of tracks and spurs, and the construction of modern buildings and I-215.

*P3b. Resource Attributes: (List attributes and codes) HP39-Other (railroad); HP19-Bridge

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Top: BNSF tracks facing north from Main Street; Bottom: BNSF bridge over I-215. Photos taken on May 28, 2009.

*P6. Date Constructed/Age and Sources: Historic Prehistoric Both
Original track: 1882-1883
Bridge: 1959 (Caltrans)

*P7. Owner and Address: Unknown

*P8. Recorded by: (Name, affiliation, and address)
Casey Tibbet, M.A.
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, CA 92507

*P9. Date Recorded: May 2009 – April 2010

*P10. Survey Type: (Describe) Intensive-level Section 106



*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Historical Resource Evaluation Report, Interstate 215 HOV Lane Gap Closure Project, Caltrans, February 2010.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) Burlington Northern Santa Fe Railroad segment

B1. Historic Name: California Southern Railroad; Atchison Topeka & Santa Fe Railway (ATSF)

B2. Common Name: BNSF

B3. Original Use: Railroad

B4. Present Use: Railroad

*B5. Architectural Style: NA

*B6. Construction History: (Construction date, alterations, and date of alterations)
1882-1883 – first track; Pre-WWI – second track; 1959 – bridge constructed over I-215

*B7. Moved? No Yes Unknown Date: _____ Original Location: _____

*B8. Related Features:
Bridge #54 0518, Highgrove Underpass (1959, See Map Reference #8)

B9a. Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme: Transportation Area: Cities of Colton and Grand Terrace

Period of Significance: 1882-1959 Property Type: Railroad Applicable Criteria: NA

This approximately 1.1 mile long railroad segment does not appear to meet any of the criteria for listing in the National Register of Historic Places (National Register). This segment of the railroad was constructed in 1882 and before World War I another track was added (The Cajon Pass Group n.d.). From 1892 to 1956, this segment was part of the 166 mile Kite-Shaped Track or Kite Route, which was a popular tourist excursion route connecting many Southern California cities from Los Angeles and Pasadena on the west to Mentone and Redlands on the east. The Kite Route was not purpose-built as a scenic railroad, rather it was series of existing rail segments laid by Santa Fe and its predecessors that were later used for passenger service where tourists could view the agricultural fields and mountain scenery of the region. Since then, many of the adjacent properties have been developed with modern commercial and industrial buildings. The bridge over I-215 was constructed in 1959 (Caltrans 2009). Although other segments of this railroad have been documented, none appear to have been evaluated under the National Register criteria.

Under Criterion A, the Santa Fe railroad as a whole played an important role in the development and success of the cities of Colton and Riverside and the surrounding areas and it appears to retain integrity of location. The Kite Route excursion did not stop within the APE, because there was no station between Colton and Riverside, lessening the strength of association with the surrounding area. This segment's integrity of setting has been compromised by construction of modern buildings and structures and this has lessened its ability to convey its appearance during its period of significance. Under Criterion B, the railroad as a whole may be associated with persons important in history, but this segment in particular does not appear to have any specific association with anyone significant in local, state, or national history. Under Criterion C, this segment is a representative but not distinctive example of the thousands of miles of railroad tracks in the region, including other segments of the Kite Route, which was a common type of railroad design during the time. The segment within the APE lacks integrity of materials because BNSF would have replaced the original tracks and ties as part of routine maintenance. Due to the loss of historic setting and materials, and its representative but not distinctive or original tracks, this Kite Route segment is not of significant design eligible under Criterion C. In addition, the related concrete girder bridge is a standard type that does not appear to be particularly distinctive or unique. The tracks, route, and bridge are not the work of a master nor do they possess high artistic value. Under Criterion D, which is usually associated with archaeological resources, this segment of the railroad does not appear likely to yield information important in prehistory or history.

For these reasons, this segment of the railroad does not appear to meet the criteria for listing in the National Register and is not a historical resource for the purposes of the California Environmental Quality Act (CEQA). It would also not be a contributing segment to the historical significance of the overall railroad, should the railroad as a whole be determined significant. The bridge (54 0518 Highgrove Underpass, see Map Reference #8) does not appear eligible because it is associated with the construction of the highway and is part of a segment of the line that is not eligible for listing at the national, state, or local levels.

B11. Additional Resource Attributes: (List attributes and codes)

*B12. References:

Caltrans
2009 Structure, Maintenance and Investigations – State Agency Bridges (June 2009). Accessed online in July 2009 at http://www.dot.ca.gov/hq/structure/strmaint/hs_state.pdf.

Gustafson, Lee, and Phil Sempico
1992 *Santa Fe Coast Lines Depots: Los Angeles Division*. Omni Publications, Palmdale, California.

The Cajon Pass Group
n.d. A Brief History. Accessed online on February 20, 2006, at: <http://www.trainweb.org/cajongroup/>.

Donvan, Frank P., Jr., and Philip Horton
1943 "The Old Kite Route." In *Westways*, Sept. 1943, pp. 16-17.

B13. Remarks:

*B14. Evaluator: Casey Tibbet, M.A., LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, CA 92507

*Date of Evaluation: July 2009 – April 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # _____
 HRI # _____
 Trinomial CA-SBR-6847H (Update)
 NRHP Status Code 6

Other Listings _____
 Review Code _____ Reviewer _____ Date _____

Page 3 of 3 Resource Name or #: Burlington Northern Santa Fe Railroad segment

L1. Historic and/or Common Name: California Southern Railroad; Atchison Topeka & Santa Fe (ATSF)

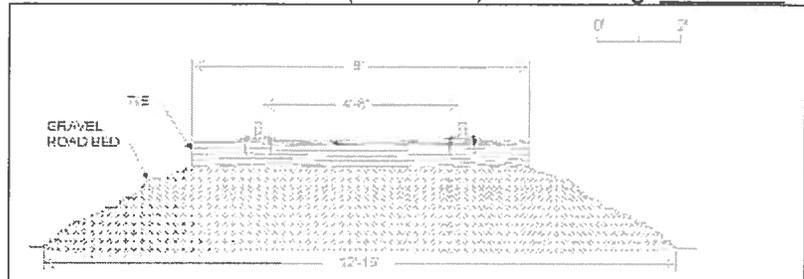
L2a. Portion Described: Entire Resource Segment Point Observation Designation: _____

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) This segment is approximately 1.1 mile long and approximately 120 feet wide (right-of-way) and extends from a point approximately 200 feet south of Main Street to a point approximately 500 feet north of Barton Road and crossing above Interstate 215 (I-215).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
 The segment consists of two sets of railroad ties that support pairs of rails. A layer of volcanic rocks lines the rail bed. In some areas there are spurs that provide rail access to adjacent properties. At the south end of the segment there are three tracks, but the westernmost track joins with the other tracks a short distance north of Main Street. A metal-sided bridge (54 0518 Highgrove Underpass) supported by three sets of concrete piers and dirt embankments, carries the tracks over I-215. The tracks are in good condition and are in use.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
 a. Top Width 4'8.5"
 b. Bottom Width 12'-15'
 c. Height or Depth Approx. 2'
 d. Length of Segment Approx. 1.1 mile

L4e. Sketch of Cross-Section (include scale) Facing: _____



L5. Associated Resources: Bridge (54 0518)

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
 The adjacent properties are primarily developed with historic-period single-family homes, modern commercial and industrial buildings, a historic-period power plant, and I-215.

L7. Integrity Considerations: Although this segment retains integrity of location and design, its integrity of setting and feeling have been significantly compromised by adjacent modern development.

L8a. Photograph, Map, or Drawing
 See Primary Record and Building, Structure, Object Record

L8b. Description of Photo, Map, or Drawing: (View, scale, etc.)

L9. Remarks:
 The BNSF Railroad (CA-SBR-6847H) segment was previously recorded in 1999 but was not evaluated.

L10. Form Prepared by: (Name, affiliation, and address)
 Casey Tibbet, M.A.
 LSA Associates, Inc.
 1500 Iowa Avenue, Suite 200
 Riverside, CA 92507

L11. Date:
 July 2009 – April 2010

1066291

10/09

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-36-006847 (update)
HRI #
Trinomial CA-SBR-6847H
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 2 *Resource Name or #: Old Kite Route

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted *a. County: San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: San Bernardino South Date: 1967 (PR 1988) T 1S; R 4W; unsectioned ¼ of ¼ of Sec ; S.B B.M.

c. Address: City: San Bernardino Zip:

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 1,024-1,030 ft. amsl

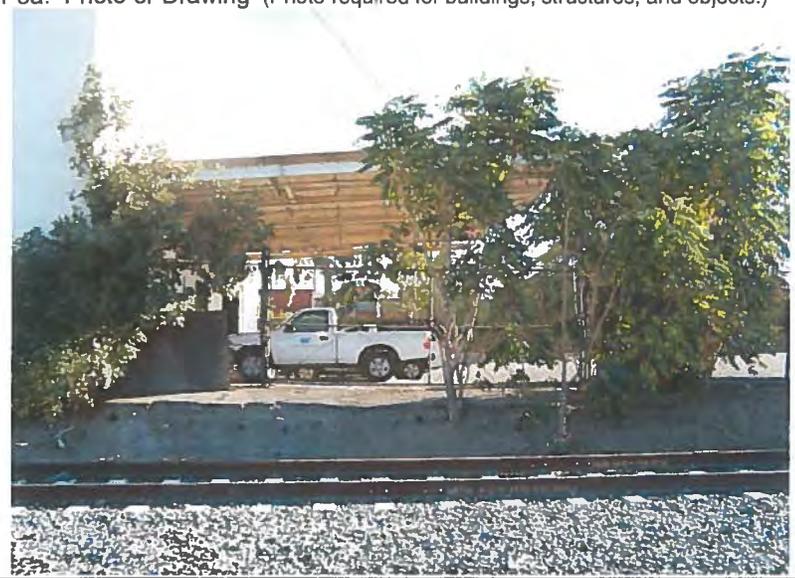
This segment is located in the City of San Bernardino, just south of Rialto Street at where the railroad tracks cross N. E Street.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The "Old Kite Route" is a portion of the Burlington Northern Santa Fé Railway (formerly the Atchison, Topeka, & Santa Fé Railway [AT&SF]; see P-36-006793) that runs from Los Angeles along the foothills to Redlands, and loops back into Los Angeles via the Santa Ana Canyon and the Fullerton Valley. The route was completed in 1892, primarily intended to transport citrus fruits to and from packaging houses in the area, but soon became a popular weekend excursion for tourists (Caughey 1977). In 1892, AT&SF advertised the route to tourists calling it the "Kite Route Trip." The scenic train ride was just over 166 miles long and offered tourists a glimpse of classic Southern California images that were commonly featured on post cards. The route included miles of orange groves and never repeated a single mile or view along the way, a unique feature for a scenic train ride at the time (Duke 1995). "No scene twice seen on the kite-shaped track" became a popular slogan for the route (Caughey 1977). By the end of World War II, rail traffic became less popular; trucks became the primary method of transport for citrus packaging houses. Passenger train use also dwindled and eventually disappeared from the "loop." In 1956, the portion between Highland Junction and Del Rosa was closed. In 1967, more tracks were closed toward Patton, and by 1980, the Redlands Loop was closed to Mentone. As of 1995, the Redlands area had one branch line train that serviced various industries along the line (Duke 1995). The railroad grade is ballast and wood ties have been replaced with concrete (dates unknown).

A nearby segment of the track just west of the project APE was found not eligible for listing in the National Register in 1995, because so much of the original "loop" from which its significance under Criterion A/1 would have been based, had been removed and/or abandoned (Lerch 1995). Because of alterations to the railroad tracks, the transformation of setting over the past 100 years, and the fact that the once continuous loop is now disconnected, this segment of track does not retain requisite integrity to qualify for listing in the National or California registers.

*P3b. Resource Attributes: (List attributes and codes) AH7- Railroad Grade

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View to the southeast, Photo 1624

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
circa 1892

*P7. Owner and Address:
BNSF Railway Corporate Headquarters
2650 Lou Menk Drive
Fort Worth, TX 76131-2830

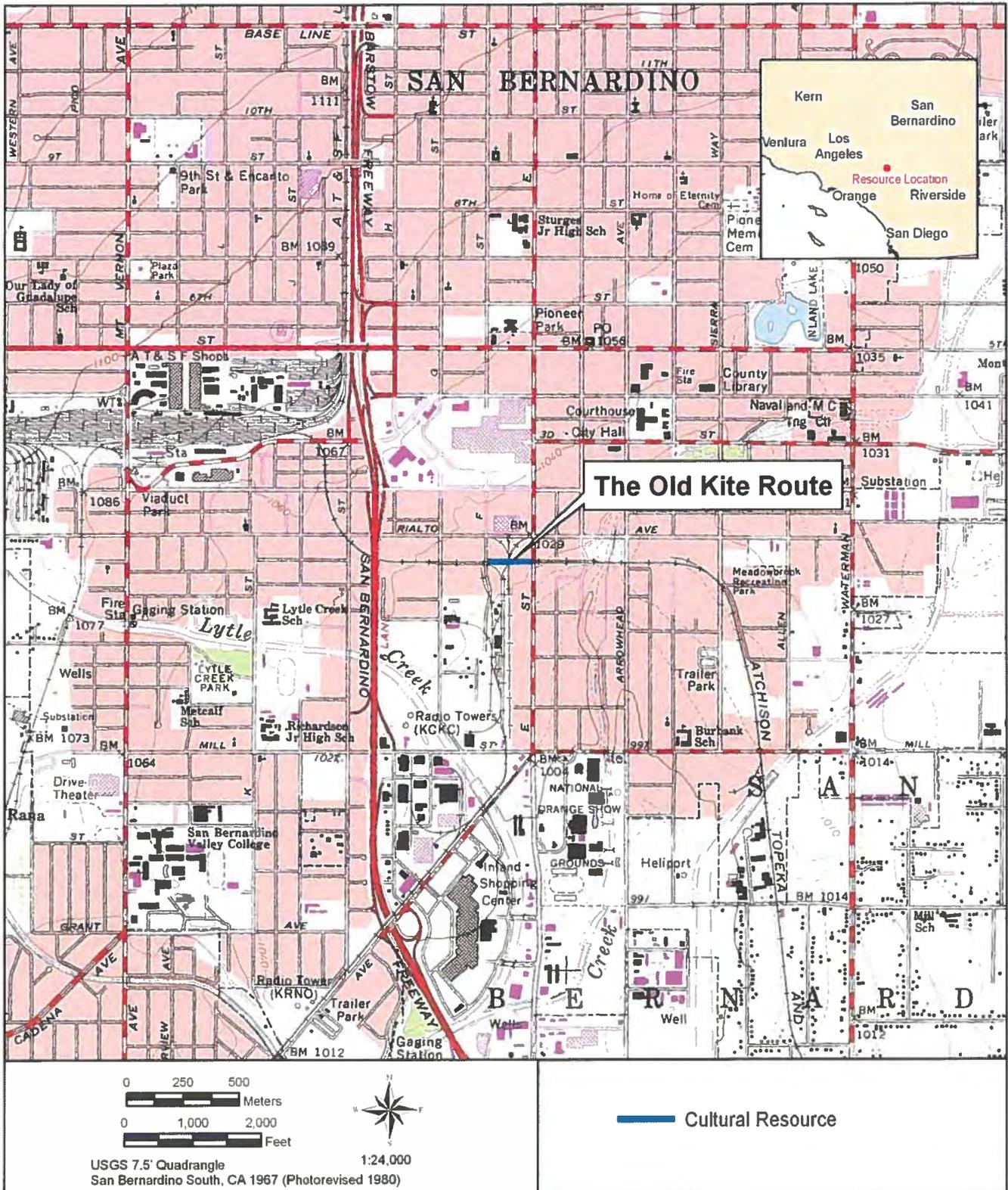
*P8. Recorded by: (Name, affiliation, and address)
Caprice D. (Kip) Harper
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030

*P9. Date Recorded: October 7, 2008

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Cultural Resources Technical Report sbX E Street Corridor BRT Project, Cities of San Bernardino and Loma Linda, San Bernardino County, California (SWCA Environmental Consultants 2008; Caughey, 1977. Los Angeles: Biography of a City, p. 221; Duke, 1995. Santa Fe...The Railroad Gateway to the American West, p. 24.; Lerch, 1995. Historic Property Survey Report: Orange Show Road Extension, City of San Bernardino, CA.; Primary Record for P-36-006847 (Horne and Inoway 1998; Robinson 2000); Archaeological Site Record for P-36-006847 (Romani et al. 1990)

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (List):



10/09

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-36-006793 (update)
HRI # 6847
Trinomial CA-SBR-6793H1 (update)
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

Page 1 of 2

*Resource Name or #: Burlington Northern Santa Fé Railway

P1. Other Identifier: Atchison, Topeka & Santa Fé Railway

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: San Bernardino South

Date: 1967 (PR 1988) T 1S ; R 4W; unsectioned 1/4 of 1/4 of Sec ; S.B.B.M.

c. Address:

City: San Bernardino

Zip:

d. UTM: Zone: 11 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 1,024-1,030 ft. amsl

This segment is located in the City of San Bernardino, just south of Rialto Street at where the railroad tracks cross N. E Street.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This segment of the Burlington Northern Santa Fé Railway (formerly the Atchison, Topeka, & Santa Fé Railway) is located in the City of San Bernardino, just south of the intersection of North E and Rialto streets, in a highly urbanized area. This segment was also associated with the Old Kite Route (see P-36-006847). The railroad tracks have been subject to ongoing routine maintenance, which includes periodic replacement of tracks and associated materials as necessary. Ties are concrete, which replaced wooden features (date unknown). The track is set in ballast, or crushed rock bed, likely a late twentieth century alteration.

Because of alterations to the railroad tracks and transformation of the setting over the past 100 years since the inception of the railroad, this segment does not retain requisite integrity to qualify for listing in the National or California registers.

*P3b. Resource Attributes: (List attributes and codes) AH7- Railroad Grade

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)
View to the southeast, Photo 1623 (cropped)

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
circa 1892

*P7. Owner and Address:
BNSF Railway Corporate
Headquarters
2650 Lou Menk Drive
Fort Worth, TX 76131-2830

*P8. Recorded by: (Name, affiliation, and address)
Caprice D. (Kip) Harper
SWCA Environmental Consultants
625 Fair Oaks Avenue, Suite 190
South Pasadena, CA 91030

*P9. Date Recorded:
October 7, 2008

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

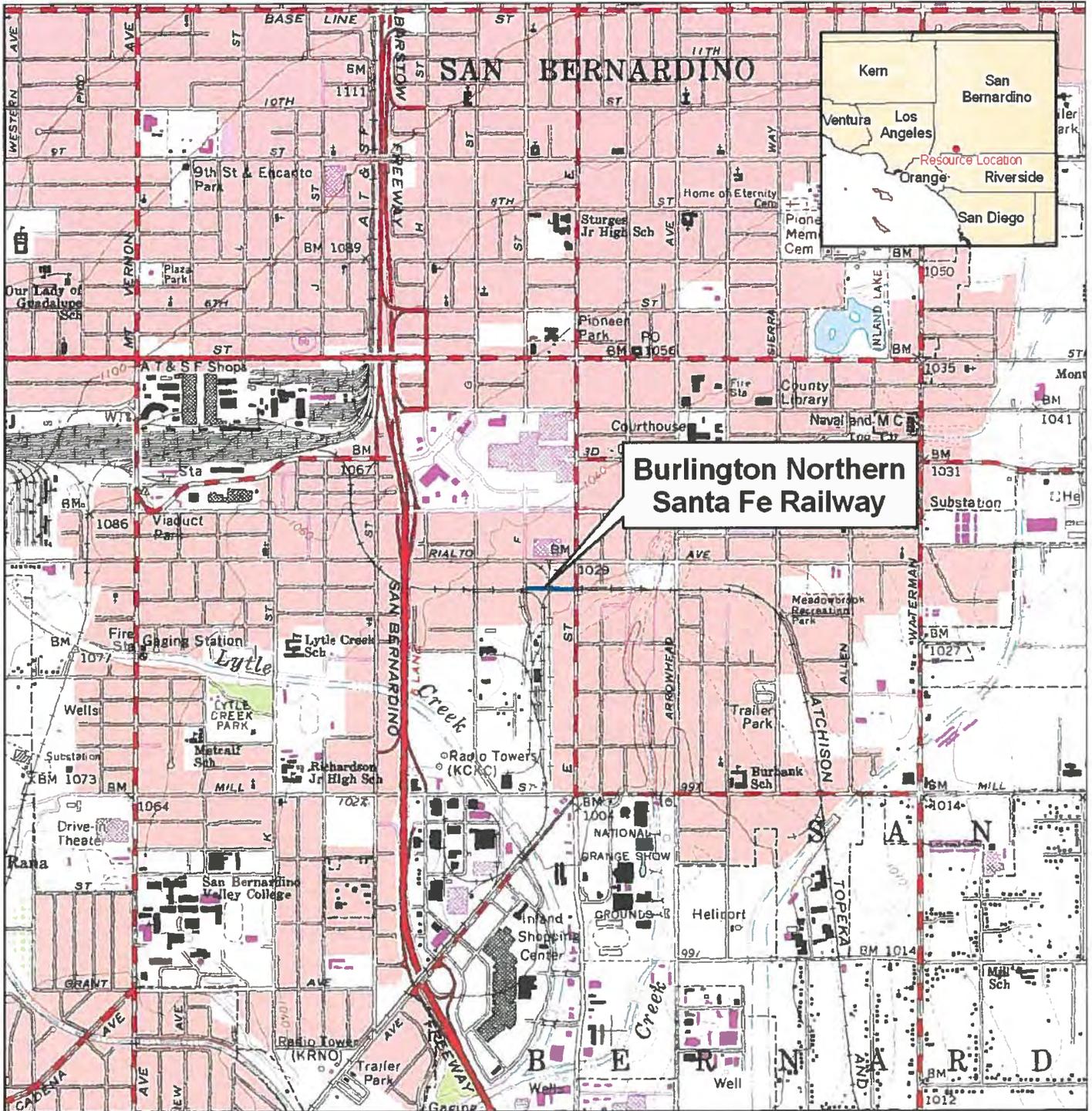
Cultural Resources Technical Report sbX E Street Corridor BRT Project, Cities of San Bernardino and Loma Linda, San Bernardino County, California (SWCA Environmental Consultants 2008).

Archaeological Determination of Eligibility (OHP 2000), on file at the San Bernardino Archaeological Information Center (SBAIC), Redlands, CA.

Archaeological Site Record for P-36-006793 (McKenna 1992), on file at the SBAIC.

Archaeological Site Record for P-36-006793 (Lerch 1990), on file at the SBAIC.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):



USGS 7.5' Quadrangle
 San Bernardino South, CA 1967 (Photorevised 1980)
 1:24,000

— Cultural Resource

Applied EarthWorks, Inc.
PRIMARY RECORD

8/00 update
Primary # P36-006847
HRI #
Trinomial CA-SBR-6847H—Supplement
NRHP Status Code

Page 1 of 7

Other Listings
Review Code

Reviewer

Date

P1. **Temporary Number/Resource Name:** Old Kite Route/Atchison, Topeka & Santa Fe Railway

P2. **Location:** a. **County** San Bernardino, CA. Not for publication Unrestricted
b. **USGS 7.5' Quad** Harrison Mountain CA. **Date** 1967 (Photorevised 1988)
T. 1 N, R. 3 E; SW 1/4 of SW 1/4 of Sec. 29 S.B.B.M.
c. **Address:** **City** **Zip**
d. **Zone** 11, 479220 mE/ 3770210 mN.
479550 3770020

e. **Other Locational Data** (e.g., parcel #, legal description, directions to resource, additional UTM's, etc., when appropriate): This area is a short segment of the Old Kite Railroad, located south of Patton State Hospital in the City of Highland. The now-abandoned railroad right-of-way is located to the north of Highland Avenue, east of the intersection of Highland Avenue and Victoria Avenue. This supplemental record reports one small segment of the Old Kite Railroad, which has been previously recorded at various points in San Bernardino County.

P3a. **Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): The Old Kite Route was originally built in segments between 1880 and 1892. The exact date of construction of this particular segment of the route is unknown; however it appears on maps as early as 1898. Because of its association with Patton State Hospital, this segment of the Old Kite Route is listed on the *National Register of Historic Places* as part of the Patton State Hospital complex. The Patton Depot is adjacent to the southeast portion of the site.

Maps depict two railroad tracks within this segment of the Kite Route, with one track diverging into Patton State Hospital. The railroad tracks have been removed, and at present this segment of the site consists of a 200-ft wide cleared right-of-way, and two connected linear asphalt pavement strips extending west from the Patton Depot location. Artifacts noted adjacent to the railroad tracks include a single railroad spike and fragments of whiteware and clear glass.

P3b. **Resource Attributes** (List attributes and codes): HP 11—Engineering structure: Railroad line.

P4. **Resources Present:** Building Structure Object Site District Element of district

P5. **Photograph or Drawing:** (Photograph required for buildings, structures, and objects.) See Continuation Sheet next page.

P6. **Date Constructed/Age and Source:** Prehistoric Historic Both

P7. **Owner and Address:** San Manuel Band of Mission Indians

P8. **Recorded by** (Name, affiliation, address): M. Robinson, Applied EarthWorks, Inc. 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

P9. **Date Recorded:** 27 January 2000

P10. **Type of Survey:** Intensive Reconnaissance Other

P11. **Report Citation** (Provide full citation or enter "none"): *Cultural Resources Survey for the San Manuel Casino Additional Parking Lot, San Bernardino County, California* by M. Robinson, February 2000.

Temporary Number/Resource Name: Old Kite Route/ Atchison, Topeka & Santa Fe Railway

P5. **Photograph or Drawing:** (Photograph required for buildings, structures, and objects.)



P5b. **Description of Photo:** (View, date, accession #)

View of asphalt strips remaining on the Kite Route right-of-way adjacent to the Patton Depot, looking southeast towards Highland Avenue. Patton Depot in background to right. Palm trees and vegetation in background to the left mark abandoned entrance road to Patton State Hospital (CA-SBR-6847H: Roll 1; Frame 10 [1/27/00]).

Attachments: None Archaeological Record Continuation Sheet Artifact Record Building, Structure, Object Record District Record Linear Resource Record Rock Art Record Milling Station Record Photograph Record Sketch Map Location Map Sheet

LINEAR FEATURE RECORD

Primary # *P36-006847*

HRI #

Trinomial CA-SBR-6847H—Supplement

Resource Name or #: Old Kite Route /Atchison, Topeka & Santa Fe Railway

L1. Historic and/or Common Name: Old Kite Route/Atchison, Topeka & Santa Fe Railway

L2a. Portion Described: Entire Resource Segment Point Observation Designation:

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) The abandoned railway right-of-way crosses Highland Avenue in Highland, and proceeds northwest before crossing Victoria Avenue. This supplemental record reports on a total length of 1100 feet of the Old Kite Route. UTM information for the east and west ends of the right-of-way are presented on the Supplemental Primary Record.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) The railroad tracks have been removed in this segment of the right-of-way, and the ground surface plowed. However, two asphalt strips and a paved driveway leading into Patton State hospital remain. These asphalt strips and driveway were probably used for passenger and baggage loading and unloading. The driveway into the hospital is lined with palm trees and other landscaping vegetation, which has fallen into neglect. This driveway is depicted on maps as early as 1898. (See Continuation Sheet next page for additional information.)

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

- a. Top Width Approx. 45-67 ft — *15-22 m*
- b. Bottom width Same
- c. Height or Depth Approx. 6 in.
- d. Length of Segment 695 ft — *232 m*

L4e. Sketch of Cross-Section

L5. Associated Resources:

The Patton Depot is located about 75 feet to the southeast of these asphalt features.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) See Continuation Sheet



L7. Integrity Considerations:
See Continuation Sheet

L8b. Description of Photo, Map or Drawing (View, scale, etc.) See Continuation Sheet

L9. Remarks: See Continuation Sheet

L10. Form Prepared by:
(Name, affiliation, and address.)
M. C. Robinson, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

L11. Date: 01/27/2000

Temporary Number/Resource Name: Old Kite Route/ Atchison, Topeka & Santa Fe Railway

L3 Description (continued): The two asphalt strips (see dimensions below) are parallel to the railroad line location as depicted on various historical maps. The southernmost of the two asphalt strips extends for 415 ft west of the west edge of the paved depot surround, and terminates in a triangular-shaped end. This strip is 33 ft wide, and is separated by a gap of four feet from the northernmost strip. This northernmost strip extends for 695 ft west of the edge of the depot pavement, and varies in width from 8 to 30 ft. This feature terminates with an ovoid area of asphalt about 95 ft in diameter.

Historical maps indicate that two railroad tracks were present within this segment of the Old Kite Route. A second track, runs parallel to the main line on the north side. This track is depicted on the County Parcel map as beginning in the middle of Highland Avenue, and rejoining the main line near the area of the asphalt oval. A siding diverges from this track, and swings north, forming a loop siding into Patton State Hospital. Due to the difference in scale of the available historical and modern maps, the exact location of these tracks is not clear. But careful measuring suggest that the mainline track was situated at the southern edge of the two asphalt strips, while the second track was in the space between the two asphalt strips. The location of these tracks in relation to the asphalt oval is unclear; it seems likely that at least one track had to cross the oval, although no signs of this are present on the asphalt surface.

L6. Setting: This segment of the Old Kite Route is situated within an urbanized area of Highland. Immediately south of the right-of-way is the San Manuel Indian Casino parking lot. Adjacent to this segment to the north is Patton State Hospital. The right-of-way has been recently plowed; vegetation consists of palm trees and other landscaping which have fallen into a state of neglect, and weeds. Elevation ranges from 1292 to 1283 ft amsl. Slope is to the southeast.

L7. Integrity: This segment of right-of-way retains integrity of setting. However, neglect and removal of the railroad tracks themselves has impaired the integrity of this segment of the Old Kite Route.

L8b. Photo.

L9. Remarks: Patton Depot, which is adjacent to this segment of the Old Kite Route, is still present and in use for various nonrailroad-related business purposes.

Applied EarthWorks, Inc.
PHOTOGRAPH RECORD

Primary # *R36-006847*
HRI #
Trinomial CA-SBR-6847H—Supplement

Page 5 of 7

Temporary Number/Resource Name: N/A

Project Name: San Manuel Highland Survey

Roll # 1

Photographer: M. Robinson

Camera Format: 35 mm

Lens Size: 3,5

Film Type and Speed: Kodak Gold 200 color print

Year: 2000

Negatives Kept at: 3292 E. Florida Ave., Suite A, Hemet, CA 92544

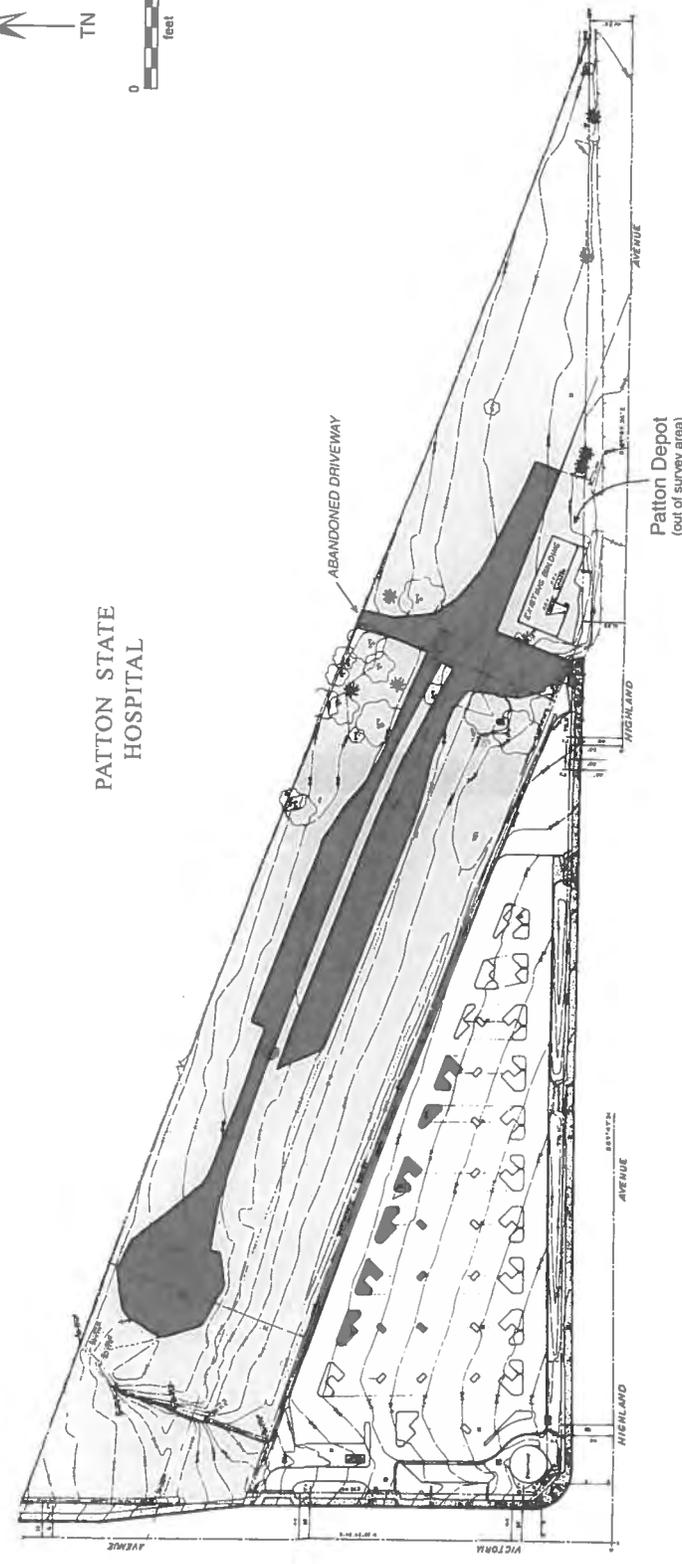
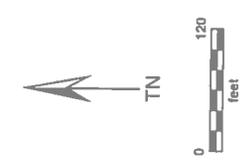
Mo.	Day	Time	Exp./ Frame	Subject/Description	View Toward	Accession #
1	27	1330	2	Complete survey area overview.	W	
1	27	1330	4	Paved drive, now closed, into Patton State Hospital.	N	
1	27	1330	6	View from Highland Ave. up drive into Patton State Hospital.	N	
1	27	1400	10	Center of parcel; asphalt strips with railroad track space between.	E	
1	27	1400	17	Asphalt pad, scatter and rocks adjacent to Æ-HGL-2H, in background.	W	

R30-006847
SBR-6847A

Primary #
Trinomial CA-SBR-6847H Supplement
Date: February 2000

Applied EarthWorks, Inc.
SITE MAP SHEET

Page 6 of 7
Temporary Number/Resource Name: CA-SBR-6847H
Map Name: CA-SBR-6847H Site Map
Scale: 1" = 120 ft.

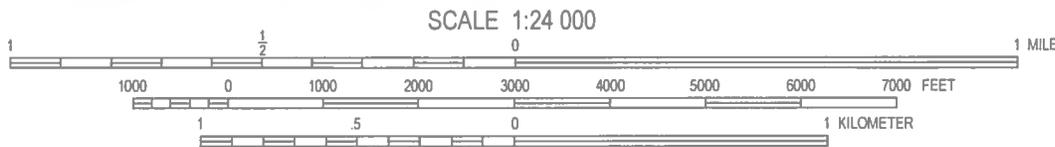
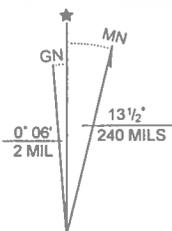
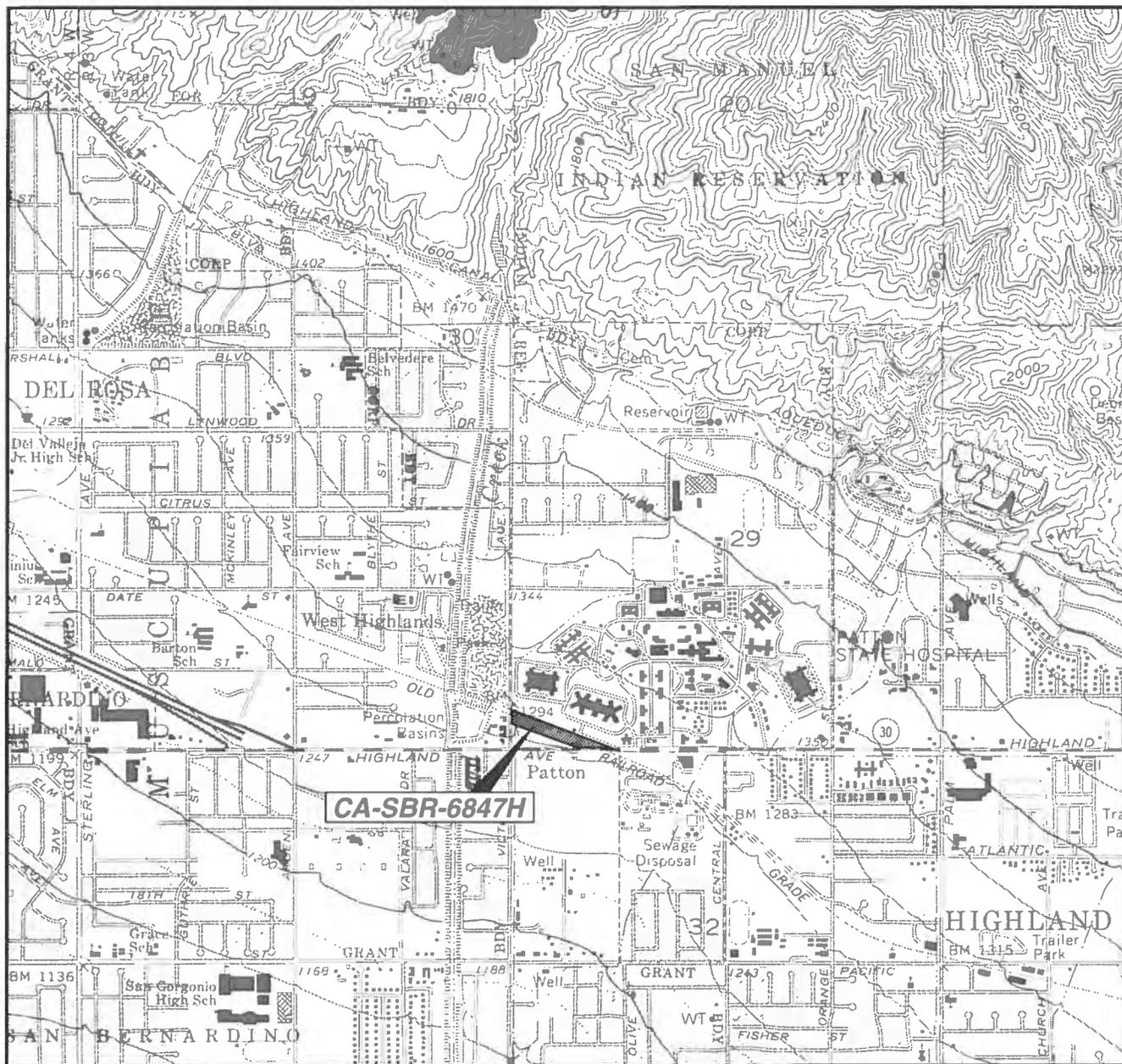


Applied EarthWorks, Inc.
LOCATION MAP SHEET

Primary # *P36-006847*
Trinomial: CA-SBR-6847H
Supplement

Page 7 of 7
Temporary Number/Resource Name: CA-SBR-6847H
Map Name: CA-SBR-6847H Location Map Scale: 1:24,000

Date: February 2000



UTM GRID AND 1988 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

Harrison Mtn., CA 7.5' USGS Quad 1967 (1988)

P36-00684

Applied EarthWorks, Inc.
PRIMARY RECORD

Primary #
HRI #
Trinomial CA-SBR-6847H
SUPPLEMENT
Date: 3/17/98

Page 2 of 8

P8. **Recorded by (Name, affiliation, address):** M. Horne and C. Inoway, Applied EarthWorks, Inc. 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

P9. **Date Recorded:** February 19, 1998.

P10. **Type of Survey:** Intensive Reconnaissance Other
Describe:

P11. **Report Citation (Provide full citation or enter "none"):** Background research is provided in:

Tang, B. Tom
1997 *Cultural Setting, CA-SBR-6847H*. Unpublished manuscript on file at Greenwood and Associates, Inc., Pacific Palisades, CA.

P36-00684

Applied EarthWorks, Inc.
ARCHAEOLOGICAL SITE RECORD

Primary #
Trinomial CA-SBR-6847H

Page 3 of 8

Temporary Number/Resource Name: R-FEH/L#1

A1. **Dimensions:** a. **Length** Unknown (NW/SE) x b. **Width** 20 feet (NE/SW)

Method of Measurement: Paced Taped Visual estimate Other:

Method of Determination (Check any that apply): Artifacts Features Soil Vegetation
 Topography Cut bank Animal burrow Excavation Property boundary Other (explain):

Reliability of Determination: High Medium Low Explain:

North of IFP Station 932, the railroad bed veers to the northwest outside of the ADI; south of Station 941, the railroad bed continues south for an unknown distance.

Limitations (Check any that apply): Restricted access Paved/built over Disturbances
 Site limits incompletely defined Other (Explain): Access is restricted to the ADI; site limits to the northwest/southeast are unknown. Additionally, south of the Santa Ana River, the railroad bed has been graded and is now used as a dirt access road.

A2. **Depth:** Unknown None Unknown **Method of Determination:**

A3. **Human Remains:** Present Absent Possible Unknown (Explain):

A4. **Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map): See Linear Feature Record, attached.

A5. **Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features): See Linear Feature Record attached, Item L3.

A6. **Were Specimens Collected?** No Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

A7. **Site Condition:** Good Fair Poor (Describe disturbances): See Linear Feature Record attached, Item L7.

A8. **Nearest Water** (Type, distance, and direction): The Santa Ana River, on site.

A9. **Elevation:** 1,575 to 1,560 ft amsl.

A10. **Environmental Setting** (Describe vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc., as appropriate): This portion of the Old Kite Route or Redlands Loop Railroad is located in the relatively flat, cobble and boulder-strewn, alluvial wash of the Santa Ana River.

A11. **Historical Information** (Note sources and provide full citations in Field A15 below): See Linear Feature Record attached, Item IL3. Also see attached historic context report by B. Tom Tang (1997)

P36-006841

Applied EarthWorks, Inc.
ARCHAEOLOGICAL SITE RECORD

Primary #
HRI #/
Trinomial CA-SBR-6847H

Page 4 of 8

Temporary Number/Resource Name: R-FEH/L#1

A12. Age: Prehistoric Pre-Colonial (1500–1769) Spanish/Mexican (1769–1848) Early American (1848–1880) Turn of century (1880–1914) Early 20th century (1914–1945)
 Post WWII (1945+) Undetermined Factual or estimated dates of occupation (explain):

A13. **Interpretations** (Discuss scientific, interpretive, ethnic, and other values of site, if known):
Additional archival research may yield important information pertinent to the historical development of the railroad industry in southern California, and early railroad excursion routes.

A14. **Remarks:** None.

A15. **References** (Give full citations including the names and address of any persons interviewed, if possible):
background research is provided in: Cultural Setting, CA-SBR-6847H (B. Tom Tang 1997), attached.

A16. **Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record):
SARC-1, frames 1-13, on file at Applied EarthWorks, 3292 east Florida Ave., Suite A, Hemet, CA 92544.

A17. **Form Prepared by:** M. Horne **Date:** 2/19/98

Affiliation and Address: Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544

P36-006847

Applied EarthWorks, Inc.
LINEAR FEATURE RECORD

Primary #
HRI #
Trinomial CA-SBR-6847H
Resource Name or #: (Assigned by recorder)

Page 6 of 8

L7. Integrity Considerations:

The portion of CA-SBR-6847H that is located within the IFP SARC ADI/APE has been totally dismantled, all that remains is the raised earthen railroad bed, a few railroad spikes, milled lumber footings and supports, and rusted metal nuts, bolts, and washers. Therefore, this portion of CA-SBR-6847H is not considered to retain sufficient integrity to be significant.

L8b. Description of Photo, Map or Drawing (View, scale, etc.) N/A

L9. Remarks: See attached History of the Kite-Shaped Track (B. Tom Tang (1997)).

L10. Form Prepared by: Name, affiliation, and address.)

Melinda C. Horne
Applied EarthWorks, Inc.
3292 East Florida Ave.
Suite A
Hemet, CA 92544

L11. Date: 2/19/98

P36-006847

Applied EarthWorks, Inc.
SITE MAP SHEET

Primary #

HRI #/Trinomial CA-SBR-6847H

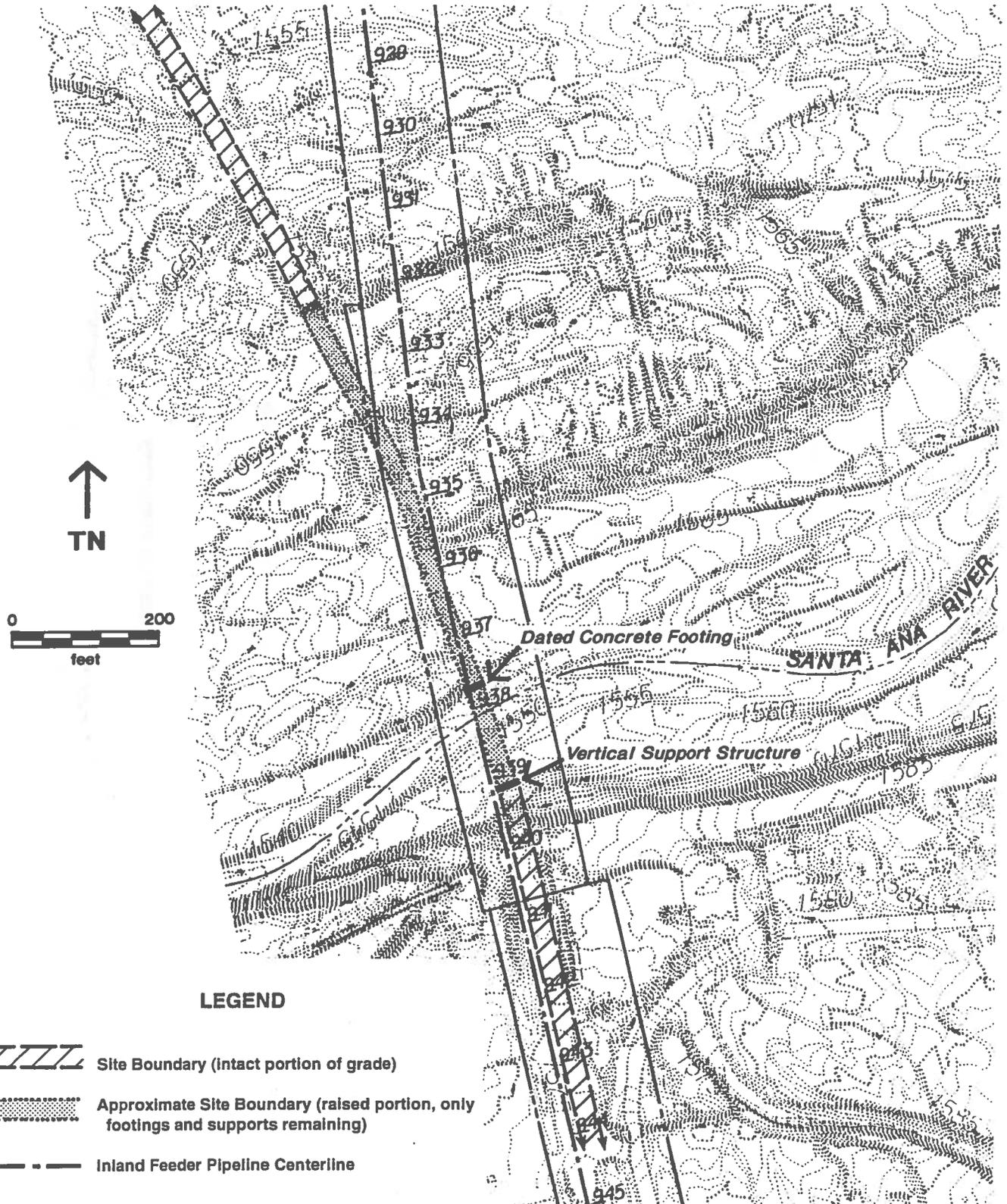
Page 7 of 8

Temporary Number/Resource Name: R-FEH/L #1

Map Name CA-SBR-6847H Site Map

Scale:

Date: 3/17/98



LEGEND

-  Site Boundary (Intact portion of grade)
-  Approximate Site Boundary (raised portion, only footings and supports remaining)
-  Inland Feeder Pipeline Centerline

P36-606847

Applied EarthWorks, Inc.
LOCATION MAP SHEET

Primary #
HRI #/Trinomial CA-SBR-6847H

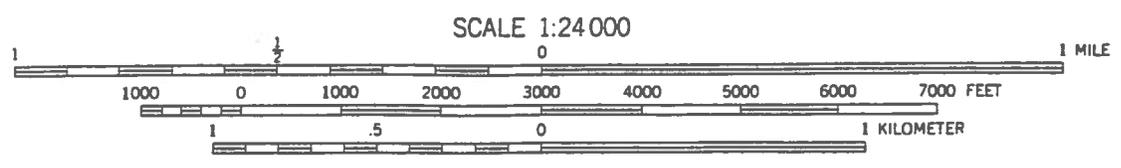
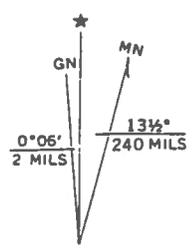
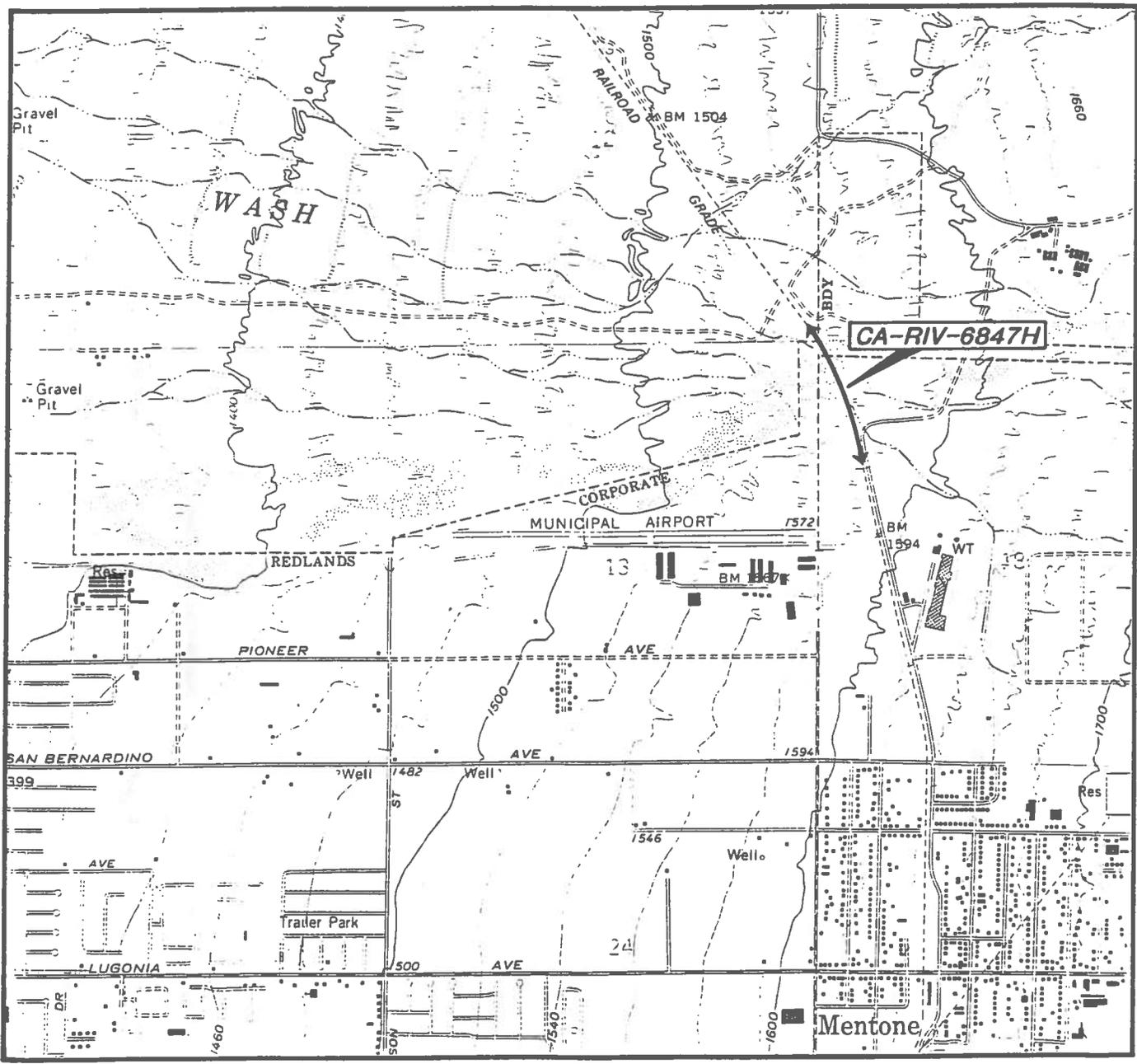
Page 8 of 8

Temporary Number/Resource Name: R-FEH/L #1

Map Name CA-SBR-6847H Location Map

Scale:

Date: 3/17/98



Redlands, CA 7.5' USGS Quad 1967 (1988)

Date: April 12, 1997
From: B. Tom Tang
To: Jim Schmidt
Re: Cultural Setting, CA-SBR-6847H

Site CA-SBR-6847H is a part of the remains of the old Atchison, Topeka & Santa Fe Railroad (AT&SF) line between Highland Junction and the community of Mentone (Fig. 1), which has been gradually abandoned and removed since the 1950s. Once forming a complete circle connecting San Bernardino, Highland, Mentone and Redlands, this line was officially designated by the AT&SF as the Highland Division around the turn of the century (USGS 1901; Garret 1996:107) and as the Redlands District in later years (Gustafson and Serpico 1992:65), but better known as the Redlands Loop among local residents and railroad enthusiasts. It comprised the eastern portion of the AT&SF's famous Kite-Shaped Track, so named because of its resemblance to a racetrack with only one turn and its stretches converging to a point (AT&SF n.d.; Moore 1973a), which traversed the leading citrus-producing regions in the Los Angeles Basin and the Inland Empire, and linked a string of "showcase towns" in southern California's citrus belt (Figs. 2 and 3). During the heyday of the steel rails, the 166-mile Kite-Shaped Track was an important element not only in the economic development but also in the social and cultural life of southern California.

Construction of the Kite-Shaped Track, 1880-1892

The birth of the Kite-Shaped Track was a direct result of the AT&SF's aggressive expansion into California in the 1880s, under the flamboyant leadership of William Barstow Strong, president of the company from 1881 to 1889. Prior to the arrival of the AT&SF, railroad transportation in California was held under the monopolized control of the Southern Pacific Railroad Company (SP), dubbed "the octopus" by its opponents, and its infamous Big Four, Collis P. Huntington, Leland Stanford, Charles Crocker, and Mark Hopkins.

In 1884, the Big Four's monopoly suffered the first crack when Strong maneuvered Huntington into selling the SP line between Mojave and Needles to the Atlantic and Pacific Railroad (A&P), a Santa Fe subsidiary, and allowing the AT&SF access to the San Francisco Bay area over SP tracks (Bryant 1974:92). In the meantime, the AT&SF actively sought for its own seaport on the California Coast. In this effort, the AT&SF found a ready ally in the City of San Diego, which had been bypassed by the SP.

Back in 1880, the AT&SF and prominent citizens of San Diego joined forces to organize the California Southern Railroad Company for the purpose of building a railroad from San Diego to San Bernardino (Serpico 1988:18). The next year, a second company, the California Southern Extension Railroad Company, was incorporated to extend the line to the expected junction with the Mojave-Needles line at Waterman (present-day Barstow), which was later absorbed into the California Southern in 1882 (*ibid.*:19). The San Diego-San Bernardino line was completed in 1883 after overcoming the SP's resistance (Bryant 1974:98-99). Two years later, the California Southern, now a subsidiary of the AT&SF, completed its connection with the A&P at Waterman, thus making the AT&SF an independent transcontinental railroad system (*ibid.*:100-101; Serpico 1988:21-22).

A small portion of the Kite-Shaped Track, between Highland Junction and Highgrove in Riverside County (Fig. 2), was on the California Southern's main line constructed between 1880 and 1885. The

bulk of the trackage along the route became a part of the Santa Fe system as branch or feeder lines to the California Southern during the subsequent years. This was achieved through the purchase of a small independent railroad and the operations of several "dummy corporations," since the charter of the California Southern did not permit the construction of branch lines (Dike and Kistler 1963:34).

The first of these branch lines was built by the independent Los Angeles & San Gabriel Valley Railroad (LA&SGV). Chartered in 1883, the LA&SGV started construction from Los Angeles towards Pasadena in 1885, and by 1887 drove its tracks to a point called Mud Springs, near today's San Dimas (Gustafson and Serpico 1992:77). In 1886, the AT&SF created the San Bernardino & Los Angeles Railway Company in order to build westward from San Bernardino to connect with the LA&SGV (Duke and Kistler 1963:34). In 1887, after the AT&SF acquired the LA&SGV, the two short lines joined at Mud Springs (Bryant 1974:102-103; Serpico 1988:23), giving the AT&SF its own access to the port of Los Angeles.

At the same time, a second Santa Fe line between San Bernardino and Los Angeles was also in the making. In 1885, the Santa Fe interests organized the Riverside, Santa Ana & Los Angeles Railway Company, and began to lay rails from Highgrove to Los Angeles by way of Riverside and Santa Ana (Seidman 1930:13). This line was in operation by 1888 (Gustafson and Serpico 1992:113), thereby completing the larger loop on the Kite-Shaped Track.

The Redlands Loop, like the larger loop between San Bernardino and Los Angeles, was also constructed in segments by various Santa Fe subsidiaries over a period of several years. The southern portion of the Redlands Loop, from San Bernardino to Mentone via Redlands, was built in 1887-1888 by the San Bernardino Valley Railway Company (Serpico 1988:144; Gustafson and Serpico 1992:65). This was carried out at the request of the booming town of Redlands, whose residents contributed \$42,750 towards the purchase of the right-of-way and the depot site (Lawrence 1989:24; Duke 1995:23). The northern portion of the Redlands Loop, from Highland Junction to Mentone by way of Highland, was completed by the San Bernardino & Eastern Railway Company in 1892 (Gustafson and Serpico 1992:65), after residents in the Highland area raised \$10,000 for a similar contribution (Ingersoll 1904:606).

The famous Kite-Shaped Track, in summary, came into being gradually over more than a decade and under the charters of several different railroad enterprises. Between 1889 and 1892, the AT&SF consolidated all of its subsidiaries involved in the Kite-Shaped Track, along with several others, into the Southern California Railway Company (Serpico 1988:144). However, the construction of the Kite-Shaped Track did not end with the completion of the Redlands Loop in 1892. As late as 1910, the AT&SF created yet another "dummy corporation," the Fullerton & Richfield Railway Company, to build a cutoff between Fullerton and Atwood (in present-day Placentia), so as to shorten the route by some twelve miles (Gustafson and Serpico 1992:113). By this time, the golden age of the Kite-Shaped Track was already drawing to a close.

Golden Years of "Kite-Lining," 1892-1910s

When the ST&SF first expanded into southern California, the company's interest was focused primarily on the rich "freight bonanza" in the region's agricultural heartland. However, as soon as the Kite-Shaped Tract was opened for business in 1892, the AT&SF immediately realized its value as a tourist vehicle, not only to promote its passenger services but also to promote the sale of its land

holdings, for each tourist from the east was regarded as a potential land buyer (Moore 1973b).

Even before the completion of the Redlands Loop, the AT&SF had already launched an extensive advertising campaign for the Kite-Shaped Track, sometimes also referred to as the Belt Line during a brief period in early 1892 (*Citrograph* 1892; Duke 1991:8). On January 17, 1892, the AT&SF inaugurated the Kite-Shaped Track excursion--or "kite-lining" for short (Garret 1996:107)--with the catchy marketing motto "No Scene Twice Seen" (Gustafson and Serpico 1992:65). The excursion gained instant popularity. In its second week of operation, the *Los Angeles Herald* proclaimed that "a trip on the Kite-Shaped railroad is becoming the rage" (Duke 1991:8).

Between the 1890s and the 1910s, the Kite-Shaped Track excursion ranked among the leading tourist attractions in southern California, for local residents as well as travellers from the eastern United States, which gave the route nationwide fame and propped such cities along the route as Pasadena, Redlands, and Riverside into favored winter resorts for the rich and famous. As railroad historian Donald Duke explains:

Not only did the excursion provide a need unfilled in the history of tourism of Southern California, but it also presented life as it was being lived at the time. The trip proved to be a Southern California image builder, in that it showed the products, resources, life-style, and the wonderful climate of the area. The people who created this ride believed that those who took the excursion would have piquant memories of what they had experienced and, thereby, cause them to move to Southern California. It worked, as they came by the thousands to what was believed to be the cornucopia of the American West. (Duke 1991:8)

Also contributing to the tourist rush on the Kite-Shaped Track was a rate war between the ST&SF and the SP in the 1880s. Following the AT&SF's initial penetration of the SP territory, cutthroat competition between the two railroad giants forced the price of a passenger ticket from the Mid-West to Southern California, which would have cost more than \$100 in 1885, down to \$25 by February, 1886, and then to just one dollar for a short time in March, 1886 (Ingersoll 1904:267). For a time, it seemed "cheaper to travel than to stay home" (*ibid.*). This drastic reduction in the price of railroad passenger tickets was an important factor in the southern California land boom of the 1880s and the early 1890s.

The Kite-Shaped Track excursion, as originally designed, was an inexpensive--costing \$3.65 in 1892, which was reduced to \$2.05 around 1900 (Donovan and Horton 1943:16; Duke 1991:8)--one-day trip starting and ending at Los Angeles (Fig. 4), taking the tourists through "a blending of the distinctive features and scenic effects of the different valleys forming a composite pictures, the memory of which will long be cherished" (*Citrograph* 1892). Nonetheless, the tourists were allowed--and in fact encouraged--unlimited stopover privilege at any station along the route within 30 days (ST&SF n.d.; Duke 1991:11).

At the eastern end of the excursion, the tourists stopped for two hours in Redlands--four hours on Sundays--to visit the celebrated Canyon Crest Park by trolley, carriages, or electric cars, and two more hours in Riverside--except on Sundays--for a tour of Mount Rubidoux, the Mission Inn, and the city's tree-lined boulevards (Donovan and Horton 1943:17; Duke 1991:9-11). During the peak season of the excursion, approximately 100 tourists would visit Canyon Crest Park--popularly known as Smiley Heights--each day (Hinckley 1951:98), while the annual number of visitors between 1900 and

1930 was estimated at 10,000-15,000 (Burgess 1984:34).

On weekdays, the excursion took the form of an "observation parlor car" attached to the rear of the various local passenger trains (Duke 1991:11-12). On weekends and during the summer, the AT&SF would dispatch a special train for the excursion to accommodate the crowd (*ibid.*:11). In addition to the scenery, these excursion trains sometimes provided musical entertainment, such as barbershop quartets (Garret 1996:107). In March, 1899, the Redlands *Citrograph* announced that "so popular have the Santa Fe Kite-Shaped excursion become that the train will be run twice a week--Tuesday and Saturday--instead of but once a week as heretofore" (*Citrograph* 1899). By 1900, the AT&SF sometimes dispatched two excursion trains from Los Angeles on the same day, which went in opposite directions, in order to meet the popular demand (Donovan and Horton 1943:16).

Aside from the excursion trains, the Kite-Shaped Track also supported a large number of regular trains. On the Redlands Loop alone, there were four trains running each way every day at its height (Duke 1991:12).

In 1909, apparently with full confidence in the future of the Kite-Shaped Track, the AT&SF unveiled its grand and elegant new depot in Redlands. By this time, however, southern California was already well into the automobile age, and cars were rapidly replacing trains as the prevailing mode of travel.

Decline of the Kite-Shaped Track and Demise of the Redlands Loop, 1920s-1980s

Around the turn of the century, the ST&SF and the SP became the nation's first railroad giants to be confronted with a new competitor: the alliance between automobiles and improved highways. And it was a competition that the railroads were ultimately doomed to lose.

The decline of the Kite-Shaped Track was almost as dramatic and abrupt as its rise. The popularity of the excursion began to dwindle in the mid-1910s (Moore 1973b). Shortly after World War I, it was no longer offered as an organized trip (Duke 1991:12). This was followed by a series of other reductions in the AT&SF's service on the Kite-Shaped Track. By 1928, traffic on the Redlands Loop was cut down to one local train per day (*ibid.*). In the 1920s, tourists could still take a one-day excursion on the Kite-Shaped Track on regular passenger trains. By 1935, AT&SF passenger service between Los Angeles and San Bernardino was reduced to one east-bound train a day in a evening, and one west-bound train in the morning after an early morning run around the Redlands Loop (*ibid.*). Obviously, this schedule would not accommodate the Kite-Shaped Track excursion as originally designed. Then in 1938, following a destructive flood in the Santa Ana River, all passenger trains were discontinued on the Redlands Loop (Hinckley 1985:3; Duke 1991:12).

during the first half of the twentieth century, like the rest of the railroad industry in the U. S., the AT&SF depended increasingly on freight transportation for its revenue. On the Redlands Loop, the "golden fruits" became more than ever the lifeline for the AT&SF, which shipped 25,000 to 40,000 cars of citrus fruits annually from the San Bernardino Valley during the 1920s (Brown and Boyd 1922:98). But with the advent of more and better trucks in the mid-twentieth century, the railroad industry was losing ground in the battle of freight as well. Between 1929 and 1960, the railroads' share of inter-city freight declined from 74.9 percent to 44.1 percent nationwide (Bryant 1974:360). As railroad historian Keith L. Bryant observes, "the loss of freight to trucks, barges and pipelines paralleled, although not as precipitously, the loss of passengers to private automobiles, buses and

airplanes" (*ibid.*).

It was, therefore, altogether fitting that the demise of the Redlands Loop came as the result of a highway project. In 1956, the AT&SF abandoned four miles of trackage between Highland Junction and Del Rosa (Fig. 1) to make way for the construction of a freeway overpass on the I-215 (*Sun* 1956a). On October 13, 1956, the last passenger train, loaded with camera-wielding railroad fans, made its round on the Loop (*Sun* 1956b), shortly before the Loop--and thereby the Kite-Shaped Track--was forever broken.

For the Redlands Loop, this was the beginning of the end. In 1967, two more miles of the Loop, between Del Rosa and Patton, were abandoned by the AT&SF (Lawrence 1989:27). Then in 1980, citing minimal business and expensive repairing costs, the AT&SF reduced the broken Loop further to Mentone (*Sun* 1980). Finally, in 1986 Redlands became the end of line for the Loop (*Sun* 1986).

Also abandoned--and in most cases demolished--during the course of the century were all of the depots along the Redlands Loop, which had often been the pride and focal point of activities for the communities they served. By the 1960s, only three depots--aside from San Bernardino--were still active on the Loop: Redlands, Mentone, and East Highlands (Buie 1967a; 1967b). The Redlands and East Highlands depots were closed in 1970, while the Mentone depot continued in a freight-only capacity until 1977 (*Daily Facts* 1971; Gustafson and Serpico 1991:65).

In the areas along the Redlands Loop to be impacted by the Inland Feeder Project, all features of railroad operations, including rails and ties, have been removed since 1980, leaving little more than the roadbed and scattered artifacts to remind today's visitors of the Kite-Shaped Track's past glory. However, with the help of local historical accounts, early maps and photographs, and archival sources, one can still gain an insight into railroad facilities that once occupied various locations in these areas during the golden age of the Kite-Shaped Track.

Railroad Facilities in the Inland Feeder Project Area

City Creek Trestle

Sources consulted for this study have yielded no information about this trestle. Since trestle construction on the AT&SF usually followed a standard plan, the company's brief record on each trestle as a rule only indicated the type of trestle and the year of construction, and did not include any specific data (Lozano, personal communications 1991). Furthermore, after a particular section of trackage was abandoned, the AT&SF would often discard the records pertaining to it (*ibid.*). Therefore, although a large portion of the AT&SF's historical archives is now curated at the Kansas State Historical Society, it is not very likely that these records would contain significant information regarding the City Creek trestle (Letourneau, personal communications 1997).

(Jim: As a footnote, Elizabeth Kiel of Highland says that she has an old photo of the trestle, and she has been trying to find it in her collection for the last two weeks or so. If it ever turns up, this photo will probably be the best documentation we can get on this thing.)

Aplin Station

The Aplin station (Fig. 1) was located near--and established primarily to serve--the Aplin family's ranch in Section 12, T1S R3W. The patriarch of the family, Captain Alfred Marcy Aplin (1837-1918), migrated to California in 1875 and became one of the early homesteaders in what is now East Highlands (Ingersoll 1904:709-710; Brown and Boyd 1922:1096-1097). In 1880, he bought 80 acres of railroad land in the vicinity of the future Aplin station, and started his "ranch" that was dedicated mostly to citrus fruits (Brown and Boyd 1922:1096). Today, Alfred Aplin is best remembered as a local pioneer in the fruit evaporation business (Ingersoll 1904:709-710; Garret 1996:6-7).

The Aplin station was established in 1892, with the completion of the San Bernardino & Eastern Railway, and discontinued in 1916, after Alfred Aplin moved to East Hollywood (Brown and Boyd 1922:1097; Gustafson and Serpico 1992:68). It was a siding and a flagstop, with no depot or any other structure ever constructed at the site in association with railroad operations (Gustafson and Serpico 1992:68; Garret 1996:6; Beattie, personal communications 1997). The exact location of the Aplin station was at 1.9 miles from the East Highlands depot, near the center of Section 12, T1S R3W (USGS 1901 [Fig. 5]; Gustafson and Serpico 1992:68). Local historian Arda Haenszel (personal communications 1997) further identifies that the Aplin station was located near where present-day Cone Camp Road makes a right-angle turn to the east (Fig. 6).

Browns Station

Like Aplin, Browns (Fig. 1) also served as a siding and a flagstop, with no depot or other structures (Gustafson and Serpico 1992:68; Beattie, personal communications 1997). It was established in 1906, and discontinued in 1949 (Gustafson and Serpico 1992:68). The name of the station was adopted in honor of Frank E. Brown, co-founder of Redlands, who had developed some agricultural land in the vicinity (Garret 1996:29).

The Browns station was located in the southeastern corner of Section 12, T1S R3W, 0.6 miles from Aplin and approximately one-eighth of a mile north of the Santa Ana River wash (USGS 1943 [Fig. 7]; Renie 1957:40 [Fig. 6]; Gustafson and Serpico 1992:68; Garret 1996:29). In 1985, the remains of the Browns siding was recorded as an archaeological site (CA-SBR-5509H), but mistakenly identified as Aplin (Resnick 1985).

Mentone Station

In contrast to Aplin and Browns, Mentone was a major station on the Redlands Loop, and the last one to be abandoned by the AT&SF. Between 1892 and 1978, three different buildings constituted the Mentone station during different periods, surrounded by a number of other prominent business establishments in the community.

Named after a famed French river resort, the small community of Mentone was founded in 1886 by the Pacific Land Improvement Company, a subsidiary of the AT&SF, while other sources credit H. L. Drew's Mentone Company for the creation of the town (Garret 1996:123). The first permanent passenger depot at Mentone, a frame structure measuring 14'x26', 12'x16' and 14'x26', was built in 1892 in the popular Queen Anne style, featuring a picturesque candle snuffer roof and gingerbread trims (Gustafson and Serpico 1992:65, 68; Figs. 8 and 9). It was located on the eastern side of the railroad tracks, just to the south of present-day Mentone Boulevard (USGS 1901 [Fig. 5]; Bristow, personal communications 1997). Around 1939, this elaborate depot was demolished (Gustafson and

Serpico 1992:68; Bristow, personal communications 1997). On its site was erected the Elephant Orchards' large packing house that still stands today, although no longer serving its original function (USGS 1943 [Fig. 7]; *Sun* 1981; Bristow, personal communications 1997).

In 1940, a second depot was built at the Mentone station (Gustafson and Serpico 1992:68). This was a rather unpretentious stucco building (Fig. 10), measuring only 12'x24', located across the tracks from the site of the first depot (Gustafson and Serpico 1992:68, 70; Bristow, personal communications 1997). It was in this modest structure that the Mentone station survived as the last active depot on the Redlands Loop until 1977. After the depot was finally closed in that year, the structure was demolished in 1978 (Gustafson and Serpico 1992:68).

The third building at the Mentone station was a freight house, which was unique in the fact that it was located nearly a mile from the main depot (*ibid.*:70). Measuring 16'x30', this simple frame structure (Fig. 11) was constructed in 1898 and served its purpose for more than 70 years, until the AT&SF demolished it in 1972 (*ibid.*:68).

On the northern side of Mentone Boulevard, across from the Elephant Orchards packing house, is the site of the Mentone Milling Association (Figs. 12 and 13), another important commercial establishment in the history of the community (Bristow, personal communications 1997). It was founded in 1925 by Colonel Junius Pierce to produce feed for poultry, cattle, and house pets, and remained in operation until the 1950s (Stoebe 1996:5). At present, all buildings of the Mentone Milling Association have been demolished, but a loading dock still stands between the railroad bed and Opal Avenue (Bristow, personal communications 1997).

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P36-006847

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1980 "Santa Fe Wants to Abandon More of Loop Line." September 16, p. B4.

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P36-006847

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1901 Map: Redlands, California (15', 1:62,500), surveyed in 1898-1899. On file, Map Collection, Tomás Rivera Library, University of California, Riverside.

1943 Map: Redlands and Vicinity, California (1:31,680), surveyed in 1939. On file, Map Collection, Tomás Rivera Library, University of California, Riverside.

Personal Communications

Beattie, Kay Long-time resident and local historian, Highland.

Bristow, Barbara Long-time resident of Mentone; formerly owner and manager of the Mentone Milling Association.

Haenszel, Arda Long-time resident and local historian, Redlands.

Kiel, Elizabeth Long-time resident of Highland.

Letourneau, David Public relations officer and archival specialist, Burlington North and Santa Fe Railway Company.

Lozano, Don Bridges and Buildings Division, Burlington North and Santa Fe Railway Company.

1063228

AtCC-36-75-002-00 update 10/11

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial CA-SB-6103H SBR-6847H
NRHP Status Code 6Y

Page 1 of 10

Other Listings _____
Review Code _____ Reviewer _____ Date _____

- P1. Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway
- P2. Location: a: County San Bernardino
 - b. Address: Ennis Street
City San Bernardino Zip 92408
 - c. UTM: USGS Quad San Bernardino South 7.5' 1967, pr. 1980; Zone 11, 474120 mE/ 3770840 mN
 - d. Other Locational Data: (UTM is intersection of RR with project centerline)
APN: 136-482-15 (San Bernardino County)
Twp. 1 S; Rng. 4 W; SE ¼, SE ¼, SE ¼ of Sec. 15 (projected), SBBM
San Bernardino Rancho

P3. Description:

The Highlands Division of the AT&SF RR is a remnant of a much larger, 252-km (157-mi) rail line which ran between 1892 and 1938 from San Bernardino, through Redlands and Highland, with the larger portion of the route passing through Pasadena, Los Angeles, Orange, and Riverside. The segment from San Bernardino to Redlands ran between 1888 and 1892 as an independent rail line. This segment of the track is a small piece of the Redlands Loop of the Kite-Shaped track which was operated by a division of the Atchison, Topeka and Santa Fe Railway. The 48 km (30 mi) Loop was the smaller portion of the Kite route, and extended from the San Bernardino railroad depot in a large, irregular circle with stops in the communities of Redlands and Highland, and pauses at Rialto and E streets, in San Bernardino, Victoria Station, Drew, Gladysta, Mentone, Aplin, East Highlands, Molino, Patton, West Highlands, Del Rosa, Valencia Station, Arrowhead, and Highland Junction.

P4. Resources Present: Building Structure Object Site District Element of District



P6. Date Constructed/Age:
 Prehist. Hist. Both
1888 (F)

P7. Owner and Address:
Metropolitan Transportation Authority (Metrolink)
800 West Seventh Street
Los Angeles, CA 90017

P8. Recorded by:
Francesca Smith
Myra L. Frank & Assoc, Inc.
811 W Seventh St, Ste 800
Los Angeles, CA 90017

P9. Date Recorded:
12 April 1995

P10. Type of Survey:
Intensive Survey—NHPA
Section 106 compliance

P11. Report Citation (Provide full citation or enter "none"):

Historic Resource Evaluation Report, Orange Show Road Extension, City of San Bernardino, California, by Francesca Smith, July 1995

Attachments: NONE Location Map Continuation Sheet Building/Structure/Object Record Linear Resource Record Archaeological Record District Record Milling Station Record Rock Art Record Artifact Record Photograph Record Other (list)

CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H 40847 84

Page 2 of 10

Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway



P5. Photograph of Cross-Buck RR Crossing Sign at Ennis Street
View east, 14 September 1994

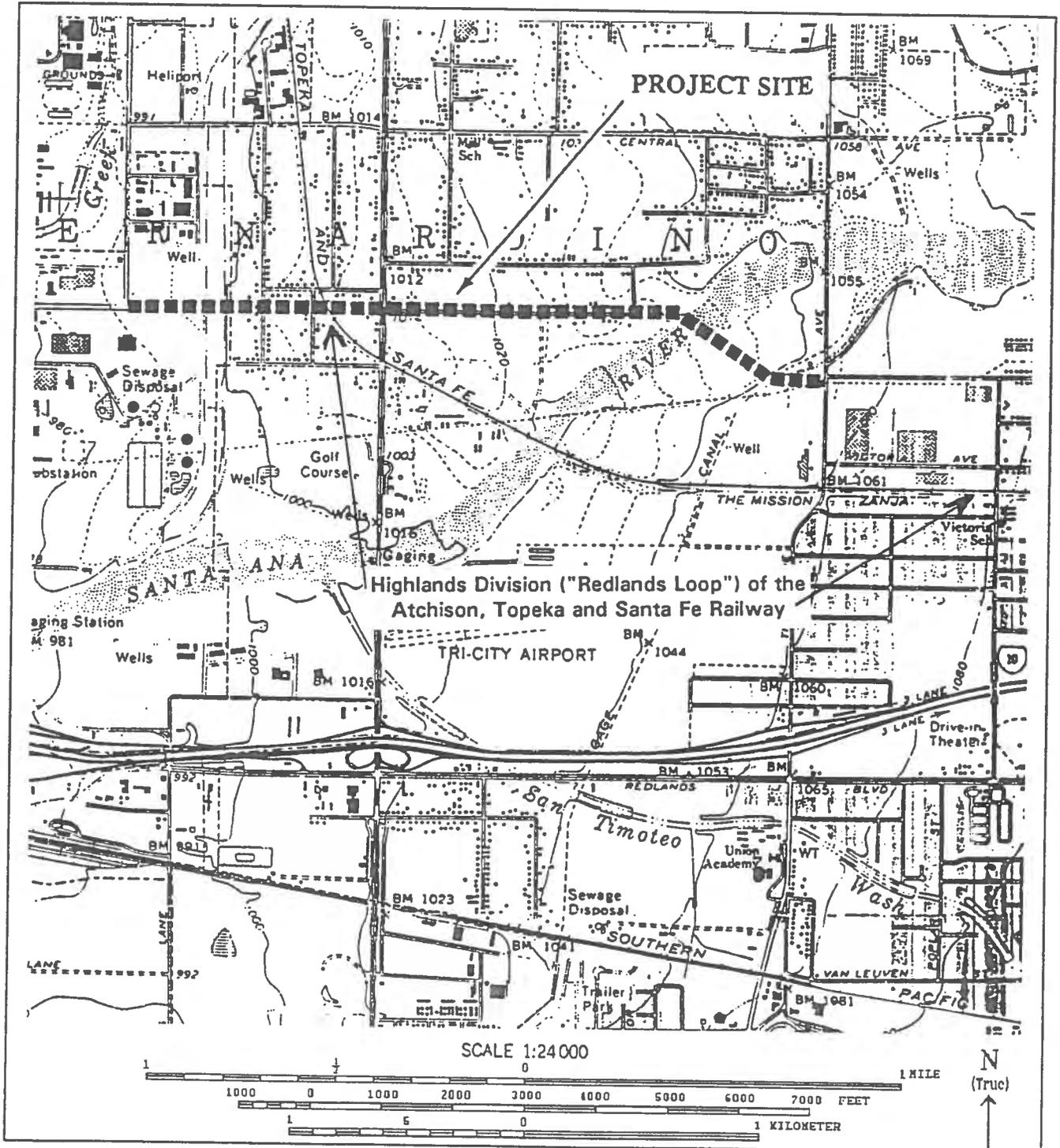
MAP SHEET

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H-68477H

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Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway
Map Name: USGS San Bernardino South Scale: 1:24000

Date: 1967, photorevised 1980



LINEAR RESOURCE RECORD

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H 6847H

Page 4 of 10

- L1. Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway
- L2. Historic Name: Southern California Railway Highlands Division
- L3. Common Name: Redlands Loop of the Kite-Shaped Track
- L4. Detailed Record of: Entire Resource Segment (Describe entire resource on Primary Record before recording a segment in detail)
- L5. Length: 152 m (500 ft) Method of Determination: Scaled from APE Map
- L6. Width: 15 m (50 ft) Method of Determination: ROW width on assessor's parcel map
- L7. Depth/Height: surface Method of Determination: field observation
- L8. Features: (Describe construction details, dimensions, and artifacts found with each feature. Provide plans/sections as appropriate)
- The railroad track consists of standard gauge 34-kg (75-lb) steel rails, with broad T bases and narrow webs, set on wooden ties spaced 50 cm (21 in) apart. The rails are connected end-to-end with hardware and cables. The track is connected to the ties with metal cross plates spiked into the ties. Some of the ties are marked with date nails which have the number "36" (for 1936) embossed on their heads. At the crossing of the track with Ennis Street, the crossing is marked by cross-buck signs, one of which appears to date to ca. 1925, when the area was first subdivided.
- L9. Natural Setting: (Describe natural features, landscape characteristics, slope, etc. as appropriate)
- The segment of track recorded here features flat topography with a slight embankment adjacent to the northeast edge of the ROW. Vegetation consists of scattered ruderal weeds and grasses.
- L10. Historical Information:
- See: Continuation Sheet.
- L11. Resource Attributes (List attributes and codes) HP11, Railroad Grade
- L12. Significance: Theme Railroad transportation Area San Bernardino Valley
Period of Significance 1888-1950 Property Type Railroad Grade Applicable Criteria N/A
(Discuss importance of resource within a historical context as defined by theme, period of significance, and geographic scope when appropriate)
- See: Continuation Sheet
- L13. Resource Integrity:
- See: Continuation Sheet
- L14. Associated Resources:
- L15. References:
- See: Continuation Sheet
- L16. Form Prepared By: Francesca Smith Date: 12 April 1995
Affiliation/Address: Myra L. Frank & Assoc, Inc., 811 W Seventh St, Ste 800, Los Angeles, CA 90017

CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H (084) H

Page 5 of 10

Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway

L10. Historical Information:

The origin of the Highlands Division of the AT&SF Railway was in 1888, as a line of the Southern California Railway, a division of AT&SF. The Southern California Railway was formed in 1880 as the California Southern Railway for the purpose of building a railroad from National City (San Diego) to connect with the AT&SF railroad in the Mojave Desert. The AT&SF Railway provided technical and financial assistance to the California Southern Railway to accomplish this endeavor, and ultimately purchased the California Southern in 1884. After the purchase, the former California Southern was operated as a subsidiary of the AT&SF Railway, and was renamed the Southern California Railway.

In 1886, negotiations began for the rights-of-way between San Bernardino and Redlands. A reference two years later indicated that "...a line, built from [discarded] materials...was completed from San Bernardino to Redlands..." in February of 1888. The route was financed by local investors who formed corporations (out of necessity) to serve the community's freight and passenger requirements. The original investment of \$42,750.00 for the San Bernardino-Redlands line was eventually absorbed into the Highlands Division of Santa Fe. Santa Fe's directors did not consider the developing area important to their general plan, so acquisition and construction was left to local initiative. Over the next four years, the rights-of-way from Redlands back to San Bernardino across the northern part of the valley were surveyed and purchased to form the balance of the Southern California Railway Highlands Division, also known as the "Redlands Loop" of the Kite-Shaped Track. Ultimately, the length of the Highlands Division was approximately 48 km (30 mi).

The Kite-Shaped Track was a 252-km (157-mi), figure-eight-patterned rail line which traversed the greater Los Angeles countryside starting in 1892 (see Map on Page 6 of 10). A trip over the entire Kite Route took about 10 hours to complete. The Kite-Shaped Track was an excursion route as well as a freight line designed specifically to serve the large numbers of citrus packing houses. The midpoint of the line was at San Bernardino, and the two disproportionate loops of the figure-eight reached Orange and Los Angeles (the larger, western loop) and Redlands (the smaller loop). The rationale for the figure eight was to make the excursion more interesting—"No scene twice seen" was one of many advertising slogans—but the route more likely was carefully planned to include each of the important citrus packing houses in the region.

The provenance of the "kite" name is widely assumed to be a reference to its shape as a loose string with a kite attached. In fact, the name was taken from the English horse racing course configuration known as the Doncaster, or "kite" course, identified as having intersecting straight aways "...converging to a point". The classic Doncaster course was a figure eight, and is thus the origin of the train route's curious name. The Kite-Shaped Track operated in its full configuration across four counties, for nearly 50 years, ending regular service in 1938. The first excursion on the full line, which originally was called the "Belt-Line Trip," was made on January 17, 1892. Soon after, the *Los Angeles Herald* coined the name "Kite-Shaped [R]ailroad" for the day-long trip. The Kite-Shaped Track traversed most of the region's citrus belt, the rapidly expanding inland agricultural area devoted to the commercial cultivation of lemons and oranges. Citrus fruit was harvested from the individual orchards, boxed at the local packing houses (located at or near the rail lines), picked up and shipped the short distance to the San Bernardino precooling plant. At the plant, as many as 28 cars could be iced for usually four, and up to eight hours each, after which they were prepared to make the long journeys by rail to individual market areas across the nation.

CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H 6847#

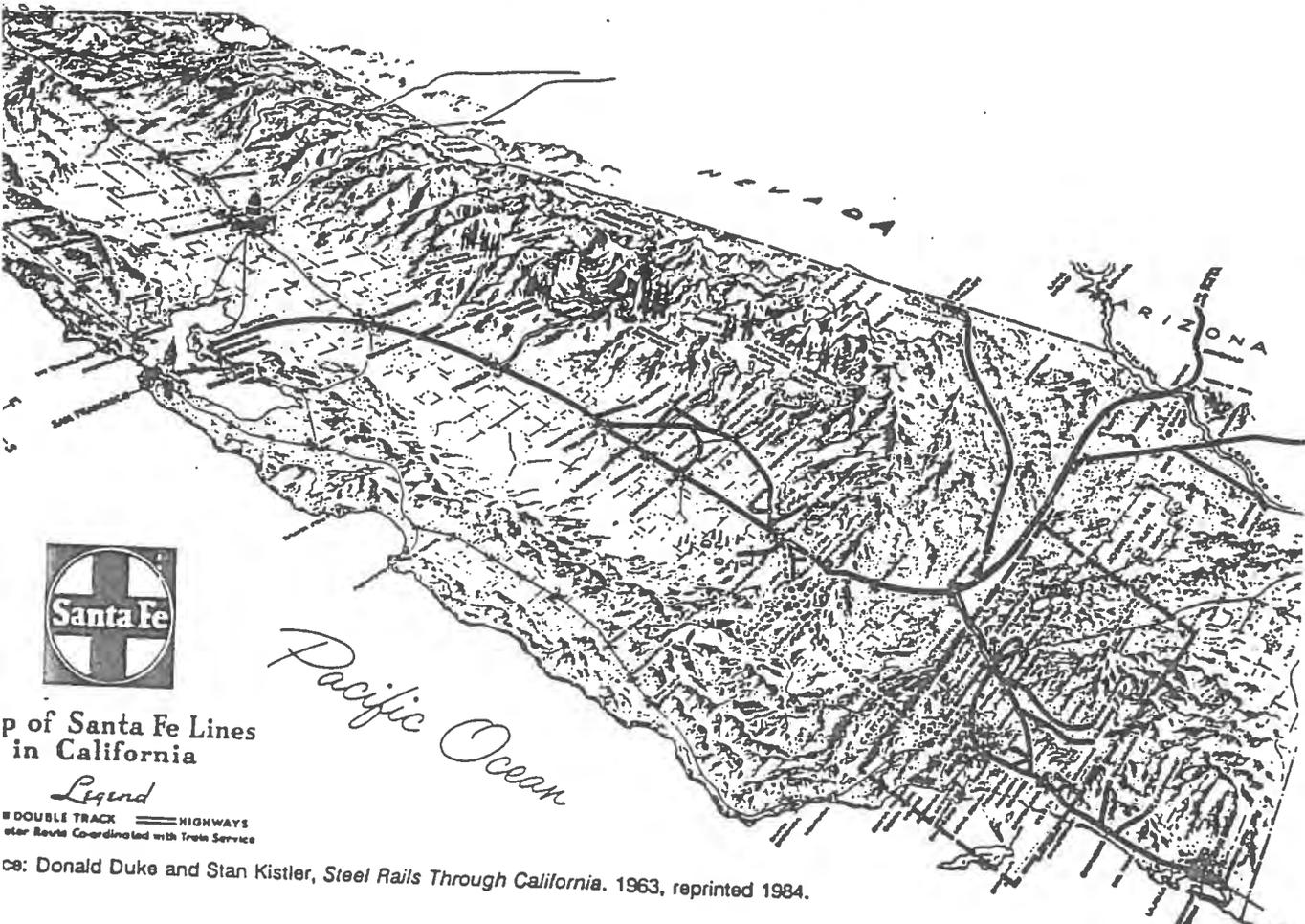
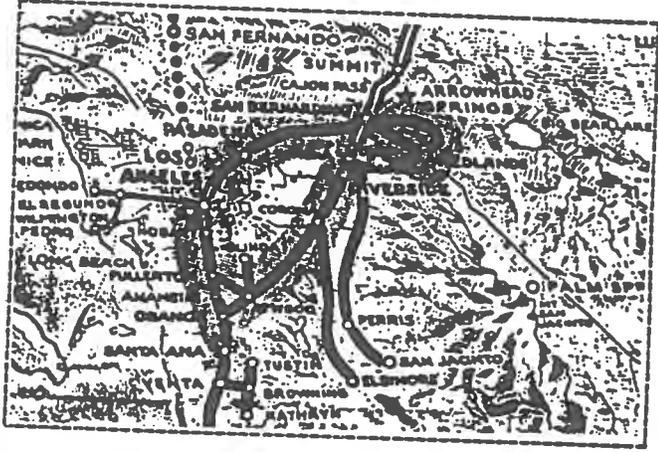
Page 6 of 10

Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway

10. Historical Information (con't):

Map excerpted from Duke and Kistler (1963) with inset showing relationship of the Redlands Loop to the rest of the Kite-Shaped Track.

DETAIL



Map of Santa Fe Lines in California

Legend
= DOUBLE TRACK
= HIGHWAYS
* Star Route Co-ordinated with Train Service

Source: Donald Duke and Stan Kistler, *Steel Rails Through California*. 1963, reprinted 1984.

ATION SHEET

Primary # _____
HRI # _____
Trinomial ~~CA-SBr-6103H~~ 6847H

ar: Highlands Division ("Redlands Loop") of the AT&SF Railway

Information (cont.):

the Redlands Loop was only 48 km in length, there were sixteen stops along the complete Loop. The main San Bernardino depot to Redlands, the sequence of stations were as follows:

The first stop was at Rialto and E streets, in San Bernardino; followed by Victoria Station, near the present Victoria Farms south of the east end of the APE; the next station was Drew (named for an original financier, H. L. Drew), located in the vicinity of present-day I-10 just west of California Street; close to Nevada Street, the fourth station was Gladysta; next the Redlands Depot, a classically inspired colonnaded single story building. The station was erected in 1909, with a parallel switch track to accommodate the elaborate private rail cars of the inter colony.

popularity waned with the introduction and increasing use of the private automobile and the truck. Private cars replacing trains for commuting and pleasure, but the railroads were directly competing with trucking companies. Trucks had many advantages over the railroads; providing flexibility in direct site access, and could ship partial loads efficiently. To reflect this trend, railroad crossings were widened to accommodate safe motor vehicle passage. Within the APE, the crossing of the Redlands Santa Ana River was constructed during the 1920s, when the area was subdivided. The tracks in the area were refurbished in 1936. Two years later, a March deluge was responsible for washing out a trestle at the Santa Ana River crossing south of the APE and regularly scheduled passenger service on the Loop was discontinued.

The final passenger train made the Loop circuit, and within the next decade, Santa Fe shuttered all passenger service. Most of Los Angeles part of the Kite was absorbed into the still active Santa Fe system of the remaining railroads. In 1956, the Redlands Loop section of track between Highland and Del Rosa was demolished. The track between Del Rosa and Patton was abandoned in 1967, and the track between Patton and Mentone was demolished in late 1980. The former Loop rail line between Highland and a point north of Mentone was proposed for abandonment in 1986, and to date, is still pending. The original 48 km (30 mi) length, the Loop line presently consists of 21.42 km (13.31 mi), with an additional contiguous 580.3 m (1,904 ft) north of Mentone, immediately south of the Santa Ana River (see map of 8 of 10). In 1993, the remaining track from San Bernardino to Redlands was sold to Metrolink, a commuter rail; however, Santa Fe reserved freight rights to the line.

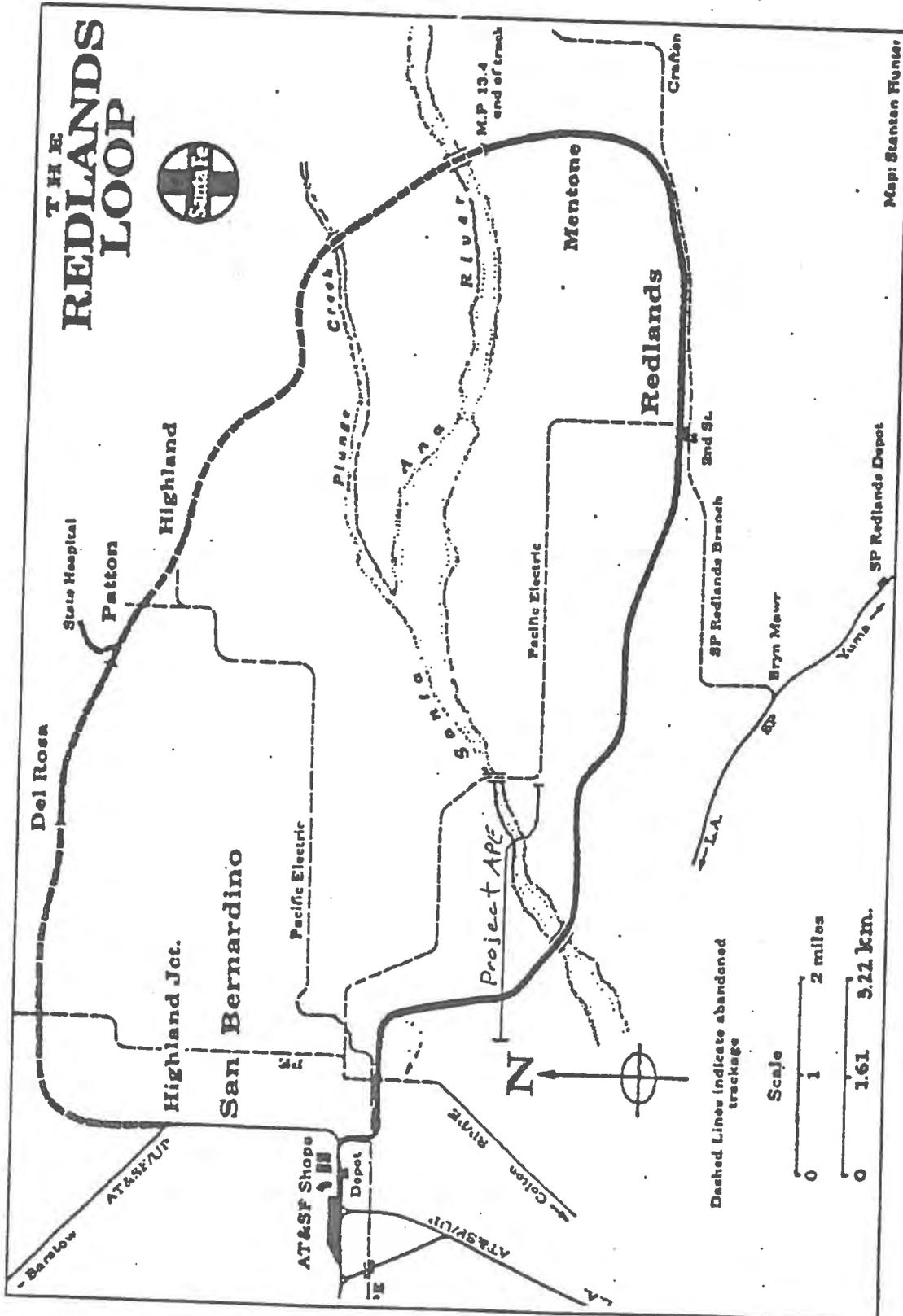
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H 6847/H

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Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway

L10. Historical Information (con't): Map showing remaining track (Lawrence 1989)



CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H 68474

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Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway

L12. Significance:

The segment of the Highlands Division of the AT&SF Railway within the APE does not appear to be eligible for inclusion in the National Register of Historic Places or the California Register of Historical Resources. Although this railroad line played an influential role in the development of Redlands and surrounding communities (Criterion A), it is not directly associated with the lives of persons significant in our past (Criterion B), nor does it embody distinctive characteristics of construction (Criterion C) or have the potential to yield information important to history (Criterion D). Thus, while the original configuration of the Redlands Loop may have been significant, the segment within the project APE does not embody a significant resource in and of itself.

L13. Resource Integrity:

Of the seven aspects of integrity, only the location of the railroad tracks within the APE has been maintained. The other elements, design, setting, materials, workmanship, feeling and association with the original 1888 track have been irrevocably lost. One of the most important aspect of the Redlands Loop of the Kite-Shaped Track, the fact that it was a continuous irregular circle, is irreplaceably gone. Less than half of the Loop remains, that being the portion from San Bernardino to Redlands and Mentone.

L15. References:

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CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial CA-SBr-6103H 6847H

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Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway

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P36-006847

ARCHAEOLOGICAL SITE SURVEY RECORD
(McKenna et al., Whittier, CA)

PERMANENT TRINOMIAL: CA-SBR-6847-H

TEMPORARY SITE NO.: _____

AGENCY DESIGNATION: _____

Page 1 of 1

(Current Conditions Addendum)

USGS FONTANA

CA-SBR-6847H: CA-SBR-6847H was reported by Romani et al. (1990a) as the alignment of the historic "Old Kite" railroad route (initially recorded in the East Highlands area). This route includes bridges and road grades (Romani 1990b). Within the proposed project area, a small portion of this alignment crosses the A.P.E. right-of-way at Day Creek and 8th Street (Rancho Cucamonga). The alignment is currently active as a portion of the Santa Fe route.

The Old Kite rail system is a locally recognized feature in San Bernardino, but not listed on any registered property listings. In this case, the Old Kite will be treated as an eligible property and avoidance of impacts has been designed into the construction phase for the Cajon Pipeline. Avoidance will occur by a proposed smooth bore excavation beneath the rail road alignment, thereby avoiding any direct or indirect impacts and permitting the continued use of the line. Plans for the boring will be submitted to the Bureau of Land Management and the Office of Historic Preservation for review and approval of adequacy for avoidance of impacts. Since no impacts are expected, determination of eligibility for this resource has been deferred.

P36-006847
Update

ARCHAEOLOGICAL SITE RECORD

PAGE: 1 OF 6

DATE OF ORIGINAL RECORD: N/A

DATE OF THIS FORM: 12/19/90

PERMANENT TRINOMIAL: CA-SBR-6847H

TEMPORARY NUMBER: R-FEH #9

AGENCY DESIGNATION:

1. COUNTY: San Bernardino

2. USGS QUAD: Redlands 7.5' 1967 REVISED: 1988

3. UTM COORDINATES: ZONE 11 487485 m Easting; 3771420 m Northing

4. TOWNSHIP 1S RANGE 2W, SW 1/4, SE 1/4, SW 1/4, NW 1/4, of
Section 18 BASE MER. SBM

5. MAP COORDINATES: 184 mm S 440 mm E

6. ELEVATION: 1590 ft.

7. LOCATION: From Interstate 10 in Redlands, take the Orange Street exit north for 1 mile, turn right on San Bernardino Avenue for 2.7 miles, turn left on Opal Avenue and go 0.5 mile. Bridge is west of Opal on "Old Railroad Grade" and east of the southeast corner of the Municipal Airport.

8. PREHISTORIC HISTORIC X PROTOHISTORIC

9. SITE DESCRIPTION: Historical structure. Concrete footings/foundations for railroad bridge on railroad grade. Bridge connected the "Old Railroad Grade" within the southern portion of the Santa Ana wash. Benchmark in southeast corner of footing (X)

10. AREA: 10 m (length) x 10 m (width); m²
Method: Tape.

11. DEPTH: unlikely METHOD: N/A

12. FEATURES: Three poured concrete footings for railroad bridge. The two outer footings are stepped with two anchor bolts on the lower step.

13. ARTIFACTS: Railroad spikes and volcanic ballast. Recently deposited trash (cinder blocks, wine and beer bottles).

14. NON-ARTIFACTUAL CONSTITUENTS: None observed.

15. DATE OF ORIGINAL RECORD: N/A DATE OF THIS FORM: 12/19/90

16. RECORDED BY: Gwendolyn Romani, Neal Kaptain, Genevieve Head, and Tricia Webb.

17. AFFILIATION: Greenwood and Associates, 725 Jacon Way,
725 Jacon Way, Pacific Palisades, CA 90272
(213) 454-3091

ARCHAEOLOGICAL SITE RECORD

PAGE:2 OF 6

DATE OF ORIGINAL RECORD: N/A

DATE OF THIS FORM: 12/19/90

PERMANENT TRINOMIAL: SBC-6847H

TEMPORARY NUMBER: R-FEH #9

AGENCY DESIGNATION:

18. HUMAN REMAINS: None observed.

19. SITE INTEGRITY: Fair. Footings are intact, but railroad ties and tracks have been removed. Portions of intact and disturbed tracks continue to south.

20. NEAREST WATER: Santa Ana River

21. VEGETATION COMMUNITY (SITE VICINITY): Coastal sage scrub, Ruderal, and citrus orchard (to south).

22. VEGETATION COMMUNITY (ON SITE): Coastal Sage Scrub and Ruderal.

REFERENCES FOR ABOVE: N/A

23. SITE SOIL: Sandy loam with gravel - Alluvial/colluvial.

24. SURROUNDING SOIL: Same as 23

25. GEOLOGY: Alluvial.

26. LANDFORM: Minor drainage in Santa Ana Wash.

27. SLOPE: 0

28. EXPOSURE: Open

29. LANDOWNERS(S), (TENANTS), ADDRESS: Unknown.

30. REMARKS:

32. REFERENCES:

33. NAME OF PROJECT: Metropolitan Water District Inland Feeder Project Cultural Resource Investigation.

34. TYPE OF INVESTIGATION: Preliminary surface reconnaissance

35. SITE ACCESSION NO.:

CURATED AT:

36. PHOTOS: Overviews, B & W prints.

TAKEN BY: Gwen Romani

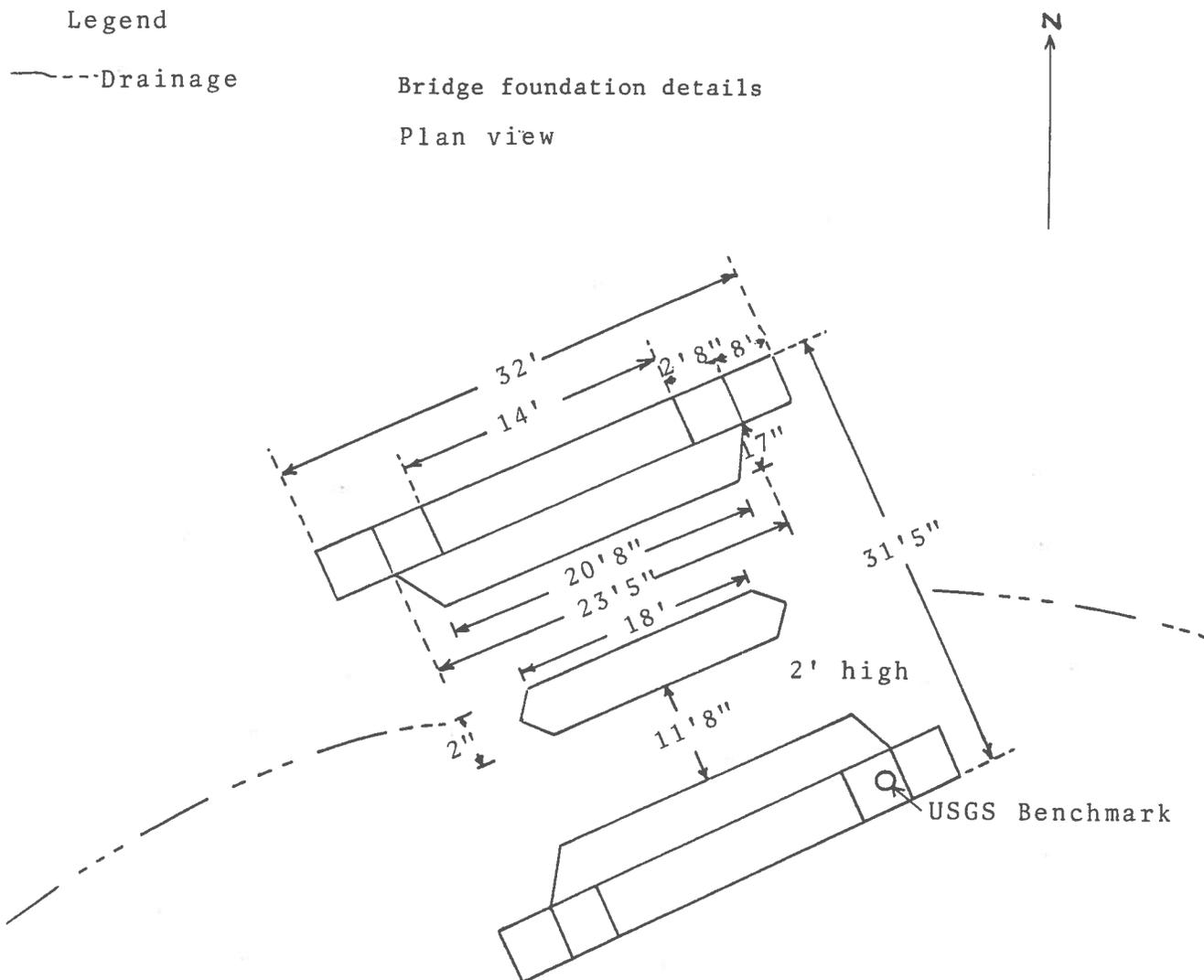
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P36-006847

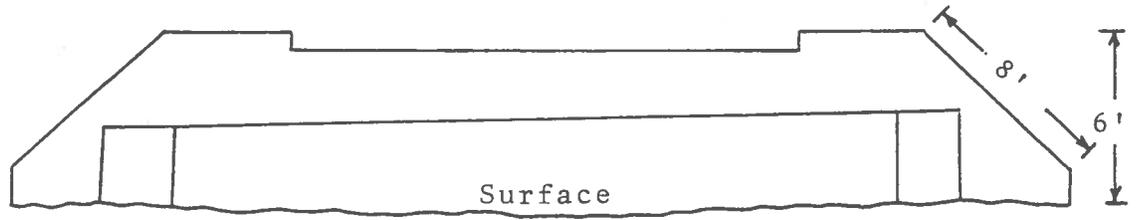
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE
MAP

Permanent Trinomial: SBR-6847H 1 _____ mo. yr.
Temporary Number: Redlands - FEH-#9
Agency Designation: _____

Page 5 of 6



Profile of North Footing



Not to scale

736-606847

ARCHAEOLOGICAL SITE RECORD - CONTINUATION

PAGE: 6 OF 6

PERMANENT TRINOMIAL: SBR-6847H

DATE OF ORIGINAL RECORD:

TEMPORARY NUMBER: R-FEH #9

DATE OF THIS FORM: 12/19/90

AGENCY DESIGNATION:

CONTINUATION

ITEM NO.

(9.) reads "1943; 1594'". Railroad tracks and ties have been removed. Portion of asphalt road bed on the southwest side of the footings and grade.

P36-006847

ARCHAEOLOGICAL SITE RECORD

PAGE: 2 OF 5
DATE OF ORIGINAL RECORD: N/A
DATE OF THIS FORM: 12/05/90
PERMANENT TRINOMIAL: SBR-6847H
TEMPORARY NUMBER: R-FEH/L #1
and PSBR-25H
AGENCY DESIGNATION:

18. HUMAN REMAINS: None observed.

19. SITE INTEGRITY: Fair. Bulk of concrete structural supports remain; railroad tracks dismantled. Railroad grade appears to exist only within City Creek Wash (between the levees).

20. NEAREST WATER: Site within City Creek Wash.

21. VEGETATION COMMUNITY (SITE VICINITY): Coastal sage scrub.

22. VEGETATION COMMUNITY (ON SITE): Same.

REFERENCES FOR ABOVE: N/A

23. SITE SOIL: Alluvial/Colluvial.

24. SURROUNDING SOIL: Same as 23

25. GEOLOGY: Metamorphic.

26. LANDFORM: Wash.

27. SLOPE: 0-1 degree to south 28. EXPOSURE: Open.

29. LANDOWNERS(S), (TENANTS), ADDRESS: Unknown.

30. REMARKS:

32. REFERENCES:

33. NAME OF PROJECT: Metropolitan Water District Inland Feeder Project Cultural Resource Investigation.

34. TYPE OF INVESTIGATION: Preliminary surface reconnaissance

35. SITE ACCESSION NO.: CURATED AT:

36. PHOTOS: Overviews, B & W prints. TAKEN BY: Gwen Romani

37. PHOTO ACCESSION NO. N/A ON FILE AT: Greenwood and Associates

ARCHAEOLOGICAL SITE LOCATION MAP

PAGE: 3 OF 5

DATE OF ORIGINAL RECORD:

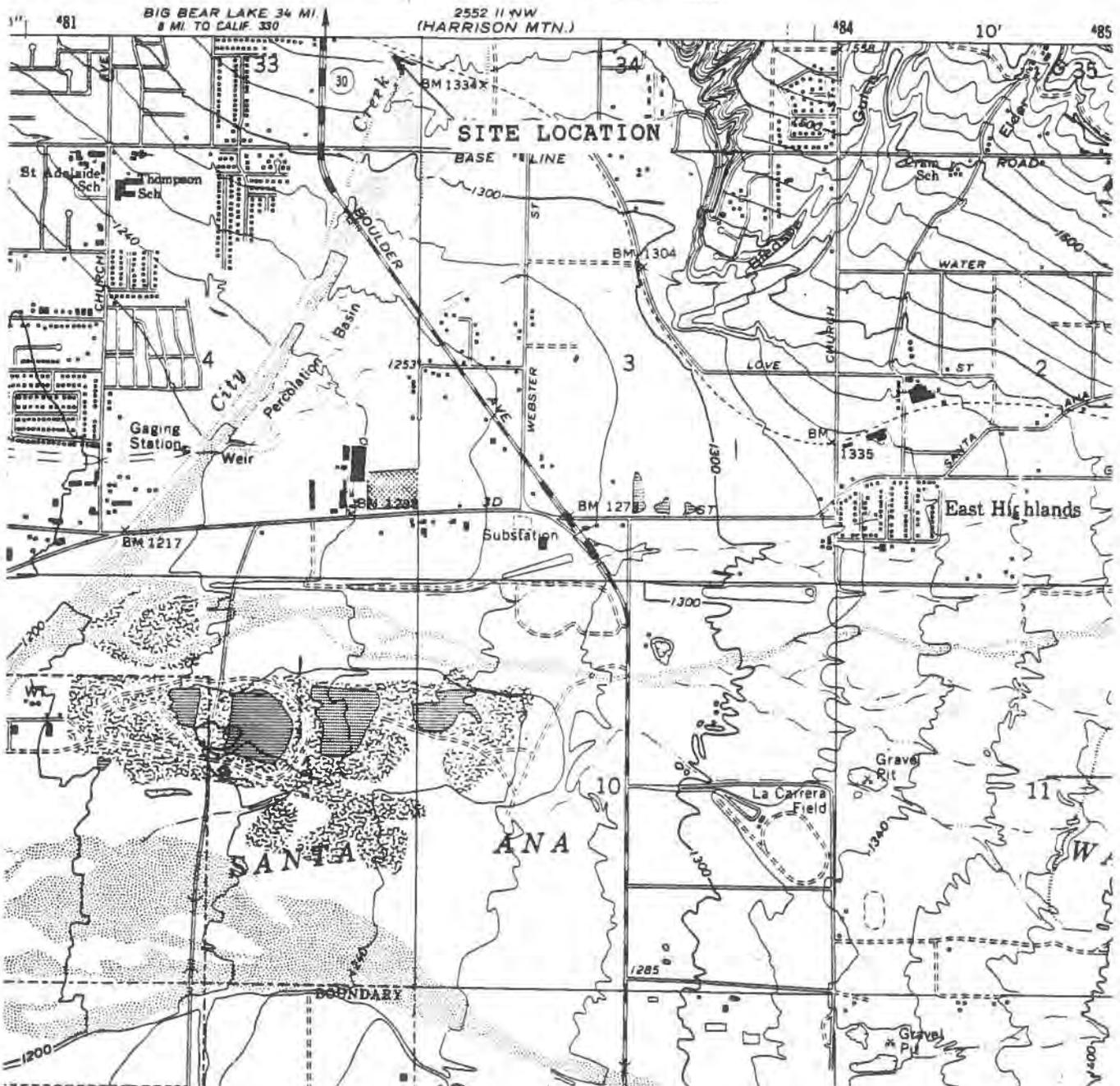
DATE OF THIS FORM: 12/05/90

U.S.G.S. 7.5' QUADRANGLE: Redlands

PERMANENT TRINOMIAL: SBR-68474

TEMPORARY NUMBER: R-FEH/L #1
and PSBR-25H

AGENCY DESIGNATION:

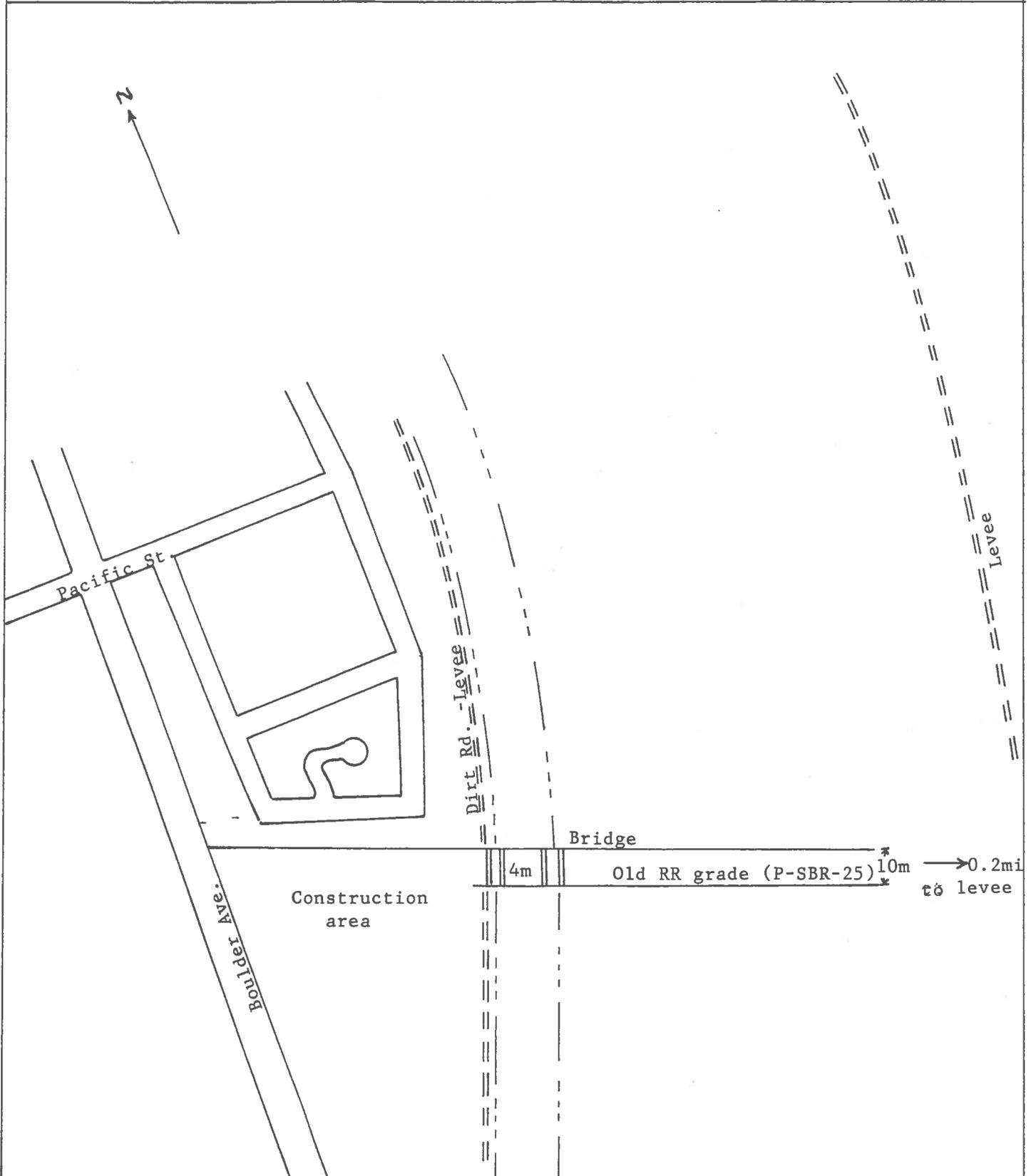


P36-006847

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE
MAP

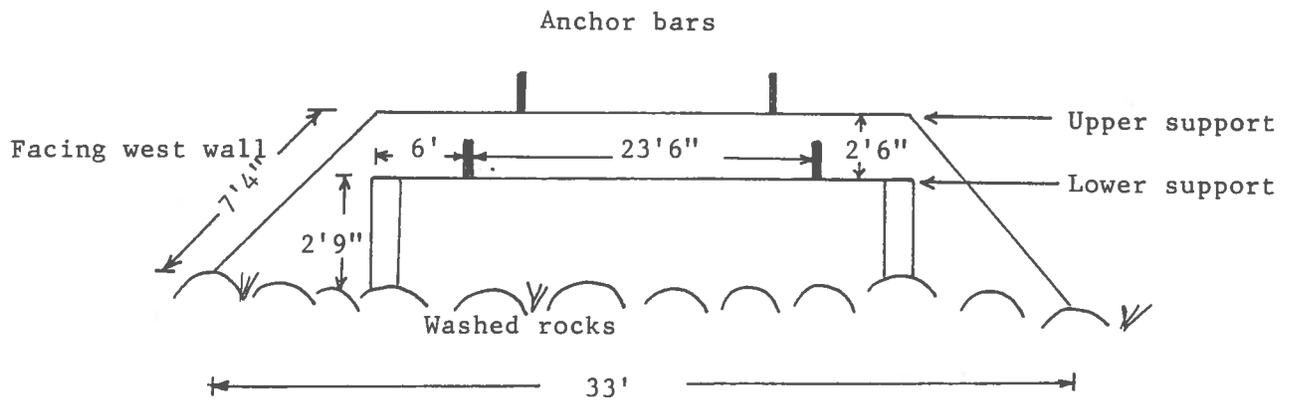
Permanent Trinomial: SBR-6847H / _____
mo. yr.
Temporary Number: Redlands FEH / L-#1
Agency Designation: _____

Page 4 of 5



P36-006847

Detail of bridge



Not to scale

SBR-68474
P36-06847

Important and far-reaching events followed each other swiftly when this new project began to get under way. Due to the efforts of W. P. McIntosh, Mentone attracted to itself many visitors of culture, as well as those seeking investment only, and by 1892 a beautiful and spacious tourist resort had become a reality. This was the first pretentious structure to be erected at a cost of some \$20,000.00.

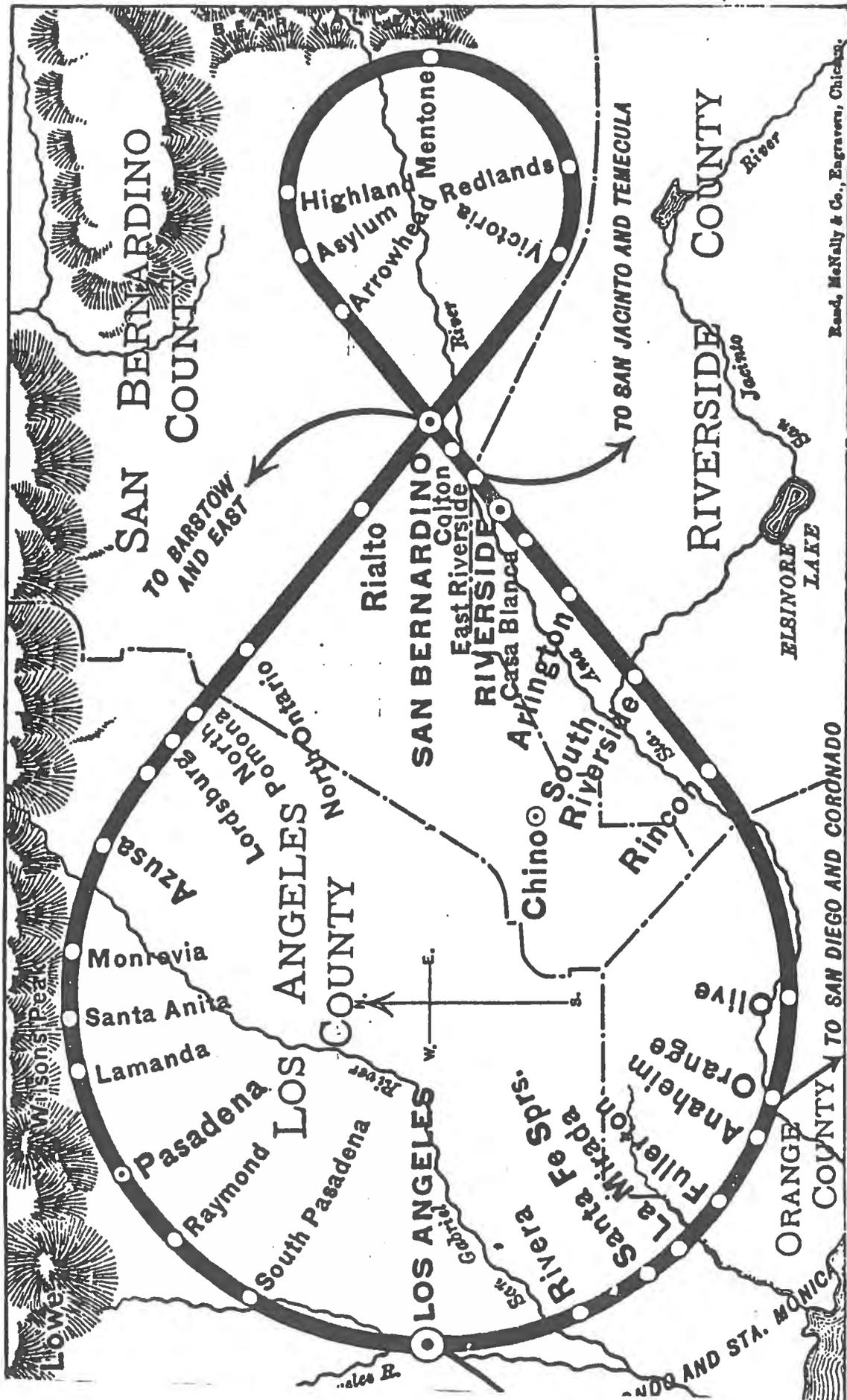
→ In 1892, the new Santa Fe Depot, with Mrs. Tillie Shearer as the station agent, had been completed, and the now world famous Kite-Shaped Track with Mentone as the Eastern terminus became a reality.

While these social and economic activities were growing apace, the women of the community were not idle: - quietly and almost unnoticed, the ladies, under the leadership of Mrs. Walter C. Bacon, Mrs. G.S. Gay, Mrs. Fannie McClung, Mrs. Nora Rice, and others, in conjunction with the Congregational Building Society, had obtained sufficient funds to erect the beautiful church edifice that to this day supplies the spiritual needs of the community. The new church was dedicated July 2, 1892, with the Rev. Ed. R. Brainerd as the first pastor.

It is only natural that a region so situated that its soil, enriched for ages by alluvial deposits from the mountains, should render rich returns to investors. Available statistics reveal that in the early days, this section produced great quantities of hay, hams, bacon and lard. Then came peaches, grapes and wool. All these products found ready markets in Los Angeles and as far north as San Francisco. Gradually, however, the Mentone district found its real place in the commercial world by embarking in the orange industry. The pioneers in the orange industry were M. F. Crafts, after whom Crafton was named, who planted the first orange orchard as early as 1870; Mr. C. R. Paine was second, with an orchard planted in 1877; and Mr. W.P. McIntosh, third, with an orchard on what is now Mentone Boulevard, about 1888. With climatic second to none in California for the culture of oranges, it was

SPR 6847M

P36006847



Southern California R. R. Famous "Kite Shaped Track."

7.5'

ONTARIO
CUASIT
FONTANA
S. B. SOUTH
S. B. NORTH
HARRISON MT
REDLANDS

SBR-6847H
~~PSBR-25-H~~

SANTA FE RR - KITE ROUTE
P36-006847

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REG. U. S. PATENT OFFICE



VOLUME 35

NUMBER 7

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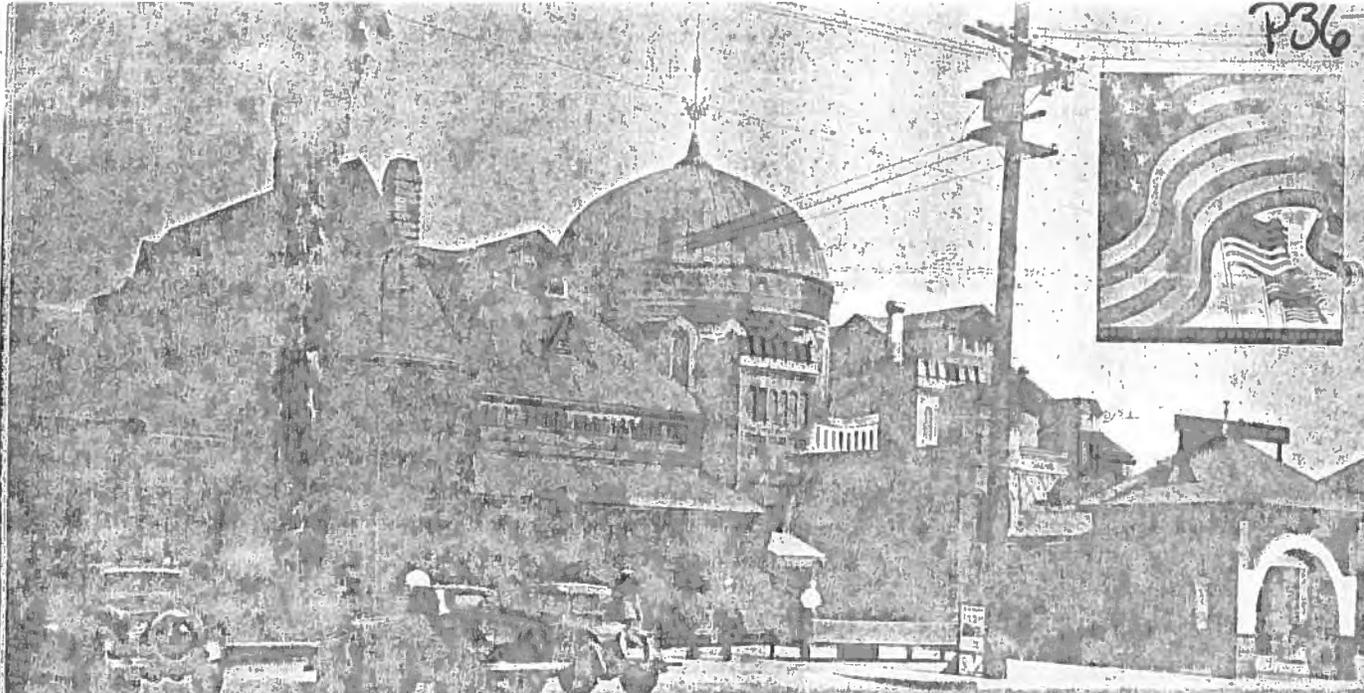
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THE OLD KITE ROUTE

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THE EVER-INCREASING number of passengers on all Southland trains is reminiscent of those memorable yesterdays when everyone traveled by rail. Thanks to the rubber famine we now think of the Iron Horse when a trip beyond the limitations of our gasoline rations is contemplated. Yes, history is repeating itself, for willy-nilly we'll go by train for the duration, and chances are we'll find that it's not so hard to take, either. Especially as we reflect on the fun our parents got out of riding by rail, over the old Kite Route, for example, probably the most popular of all California excursions.

"No Scene Twice Seen on the Kite-Shaped Track" was the double-barreled description of the "Special Excursion" leaving the Santa Fe depot at 9:00 each morning. Should you miss the Special there was for a time another train 30 minutes later going the opposite direction, or counter-clockwise, around the

"kite." No matter what excursion you took there was no retracing of even a mile of track or scenery.

To a generation unaccustomed to four-lane highways and throbbing stratolines, "goin' round the kite" quickly became a byword throughout Southern California. It was tops for Sunday entertainment, a kind of Catalina in its own right. As scenery goes it more than held its own and as railroading it was, and is (for the tracks are still intact) unique. One went from Los Angeles "through the heart of the famous Orange Belt" along the Foothill Route west to San Bernardino, thence around the Redlands loop (a short digression from the main "kite") back to "Berdo," and finally returned to town via Riverside and the Valley Route. Here was a real loop-the-loop scenic thrill in the general shape of a kite. The principal loop, of course, was the Los Angeles-San Bernardino sector "goin' and comin'," like two halves of a somewhat squashed

• Los Angeles residents of pre-Union Station days will recall the old Santa Fe depot down near the river and First Street. It was from here that gay and carefree excursionists set out for a day of "going round the kite — where no scene was twice seen" and all for \$2.05

apple. Today, the all-Diesel Super Chief flashes over the Foothill rails whereas the steam-operated Grand Canyon Limited highballs along the Valley tracks. And the remainder, up Redlands way? Well, this has gone freight; yes, it has been many a year since the flanges of passenger trains screeched around this "lesser" loop.

Finally, even as does the cloth-and-wood variety, this kite had its string—which brings us to the San Jacinto branch leaving the "big" loop at Highgrove just south of Colton. At best this secondary

and p

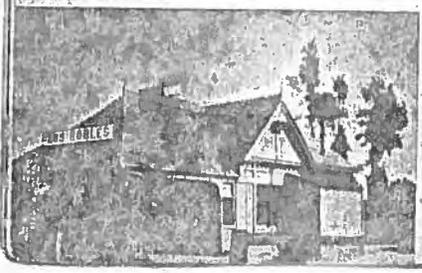
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San Dimas

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• An imaginative railroad publicity man must have been responsible for the "Old Kite" name for the excursion route. If you can make out the shape of a kite on the map you also have good imagination



line had only a local or two and today it still has but one scheduled run—a mixed train puffing leisurely along hauling a string of freight cars with a lone passenger coach tagging on behind. But our interest in this branch is purely academic for although an integral part of the kite it was never included in the Kite Route itinerary.

Now let us do a little regressing and imagine ourselves Kite-riding in celebration, let's say, of McKinley's election. Having paid the \$2.05 Sunday-rate fare, we, with a hundred or so others, board the wooden coaches and find a nice red plush seat. Comfortable? Well, not quite like the rocking-chair on the veranda but much easier riding than those new horseless carriages. The conductor consults his big gold timepiece, yells a lusty "all aboard" and we're off. The first stop is Pasadena. Beyond the Rose City, then as now, are the towering mountains on our left. But all else is different, vastly different than today. We see only projected subdivisions in semi-arid desert land, nestled in almost endless orange groves.

of the special, easily visible on the inner side of the curve. Occasionally passengers, particularly young folk, sneak out on the open wooden platforms only to be summarily sent inside by trainmen. Yet it was worth the trouble, for holding onto the iron railing of a swaying car rounding a sharp curve held a tang and zest peculiar to kite-riding on the Santa Fe. That was part of the fun, along with eating peanuts and harmonizing on barber-shop ballads. Dignity and propriety were not included in the itinerary, at least not on all day Sabbath outings.

Now the brake shoes screech and the

half of the loop back to San Bernardino, thence south to Riverside, "center of the largest orange-growing district in the world." Here excursionists again disembark, some going to nearby restaurants, others promenading along the clean, shady streets, and not a few going for a 12-mile drive through town, to meet the train at Casa Blanca (even as a future meeting in a far-distant Casablanca will someday mark another era of railroad prosperity) or Arlington, "at the end of Magnolia Avenue."

Two hours later the Kite Route train chuffs out of Riverside with most of its passengers: some board at Casa Blanca and the remainder get on at Arlington. Then, windows open wide, the careening coaches rattle through Santa Ana Canyon as passengers bob their heads in and out of the windows or make for the back platform. If the train is late, or the day short, the conductor goes through the aisles lighting the pintsch lamps when dusk overtakes the excursion before "La Grande" (the name of the old Santa Fe station in Los Angeles) is reached. At Rivera, men get bags or valises from the racks and women put their reticules away as the lights of Los Angeles hover in the offing.

Here another provocative parallel writes the finis to our memory-trip, for these homeward-bound, tired-but-happy excursionists are entering at nightfall a city which, with its turn-of-the-century oil lamps, looked not unlike the dimmed-out Los Angeles of today. How much nearer to yesteryear's ways of living are the current habits of 1943's war-changed America!

PEANUTS and harmonizing took the place of dignity and propriety on yesteryear's excursions on the old Santa Fe

By **FRANK P. DONOVAN, JR.**
and **PHILIP HORTON**

Dusty dirt roads with an occasional buggy or team wagon give scant indication of the Southland to come. There are some jerry-built homes largely of eastern pattern, for Spanish-styled California architecture will be introduced later in stable, permanent dwellings.

A five-minute pause is made at San Bernardino, already quite a railroad town, while switches are lined for the Redlands loop. The train starts with a jerk and is soon rounding the circle as excursionists lean out of the coaches and wave or call to their friends in other cars

train rumbles along the tree-lined streets of Redlands for a two-hour layover. Tally-hos and carriages await excursionists for the "full McKinley drive to Smiley Heights, Canyon Crest Park and return." The fee? Tally-hos, 75 cents; carriages, \$1.00 the round trip.

About 12:50 the well groomed horses are trotting back to the station and coachmen help their passengers onto the platform. It's now one o'clock—the locomotive gives a series of sharp whistles and excursionists scramble aboard the train. The special continues around the other

North Pomona

Mentone

La Mirada



1/12

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 36-023628
HRI # _____
Trinomial CA-SBR-14924#
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5 *Resource Name or #: (Assigned by recorder) LSA-HIP1101-S-1

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted *a. County SB and (P2b and P2c or P2d. Attach a Location Map as necessary.)

San Bernardino
*b. USGS 7.5' quad South Date 1980 T 1S ; R 4W ; N/A ^{NW} 1/4 of N/A ^{NW} 1/4 of Sec 15 ; SB B.M.

c. Address N/A City San Bernardino ZIP 92408

d. UTM (Give more than one for large and/or linear resources) Zone 11 474322 mE / 3772080 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APNs 028-001-120, 028-001-126
Access to site from Interstate 10 is via Waterman Avenue approximately .6 miles north of the highway. The resource is approximately 80 feet east of Waterman Avenue.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Two residential concrete slabs (see Archaeological Site Record for details)

*P3b. Resource Attributes: (List attributes and codes) Foundations/footings (AH2)

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.): _____

P5a. Photo or drawing (Photo required for buildings, structures, and objects.) P5b. Description of Photo: (View, data, accession #) 011: View southwest of slab 'A' LSA-HIP1101-S-1



*P6. Date Constructed/Age and Sources:

Historic Prehistoric
 Both
Date: Pre-1954

*P7. Owner and Address:
Unavailable

*P8. Recorded by: (Name, affiliation, and address):
Riordan Goodwin
LSA Associates, Inc.
1500 Iowa Ave., Suite 200
Riverside, California 92507

*P9. Date recorded: 1/10/11

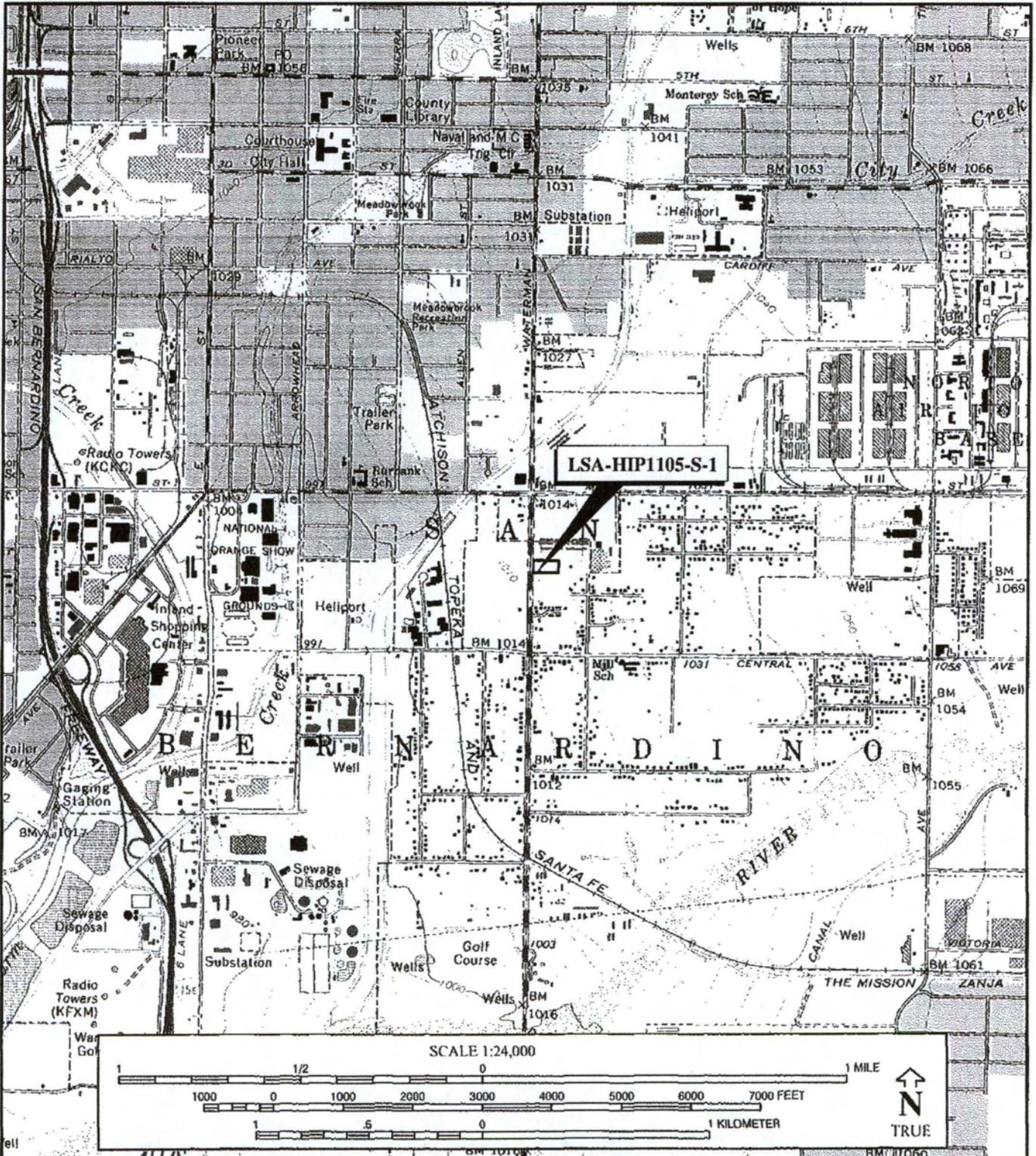
*P10. Survey Type: (Describe)
Intensive pedestrian survey

*P11. Report citation: (Cite survey report and other sources or enter "none.")
Cultural Resources Assessment Hillwood Cott Beverage Plant, City of San Bernardino, California. 2012.

Attachments: None Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record
 Rock Art Record Artifact Record Photograph Record Other (list): _____

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
 HRI # _____
 Trinomial _____



State of California • The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary # _____

Trinomial _____

Page 2 of 5

*Resource Name or #: (Assigned by recorder) LSA-HIP1101-S-1

*A1. Dimensions (of parcel): a. Length 365' by b. Width 174'
Method of Measurement: Paced Taped Visual estimate Other: Site map

Method of Determination (Check any that apply): Artifacts Features Vegetation Soil
 Property boundary Topography Cut bank Animal burrow Excavation Other (Explain) _____

Reliability of determination: High Medium Low Explain: _____

Limitations (Check any that apply): Restricted access Paved/built over Site limits incompletely defined Disturbance
 Vegetation Other (Explain): Slab 'B' is only partially exposed – majority of feature obscured by soil.

A2. Depth: <30 cm None Unknown Method of Determination: Estimate

*A3. Human Remains: Present Absent Possible Unknown (Explain): _____

*A4. Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map):
Two concrete building slabs: slab 'A' measures 36' x 26' and slab B (potentially) ~140' x ~60'.

*A5. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features):
None

*A6. Were Specimens Collected? No Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

*A7. Site Condition: Good Fair Poor (Describe disturbances): Weed-abatement discing

*A8. Nearest Water: (Type, distance, and direction) Warm Creek approximately 1200' to the northwest

*A9. Elevation: Approximately 1015' AMSL

A10. Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.):
Site is located on level ground in a suburban commercial neighborhood. Site is on Santa Ana river floodplain; soil is silty alluvium.

A11. Historical Information: Buildings constructed between 1937 and 1953.

*A12. Age: Prehistoric Protohistoric 1542-1769 1769-1848 1848-1880 1880-1914
 1914-1945 Post 1945 Undetermined (Describe position in regional prehistoric chronology or factual historic dates if known): _____

A13. Interpretations (Discuss data potential, function(s), ethnic affiliation, and other interpretations):
These features appear to be foundations of a house and garage or shed. Their age range (late 1930s-early 1950s) and historical environment suggest post-World War II residence

A14. Remarks: Features are a typical example of ubiquitous, unremarkable resource: house and associated building slabs with no associated archaeological deposits. The site represents a minimum of archaeological data, does not appear to be a "historical resource" under CEQA, and its resource potential has been realized by this documentation.

A15. References: U.S. Dept. of Agriculture 1938, 1953, 1959; Aerial photographs accessed via GeoSearch

A16. Photographs: Frames
Original Media/Negatives Kept at: LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

*A17. Form Prepared By: Riordan Goodwin Date: 1/12/11
Affiliation and Address: LSA Associates, Inc., 1500 Iowa Avenue, Suite 200, Riverside, California 92507

State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

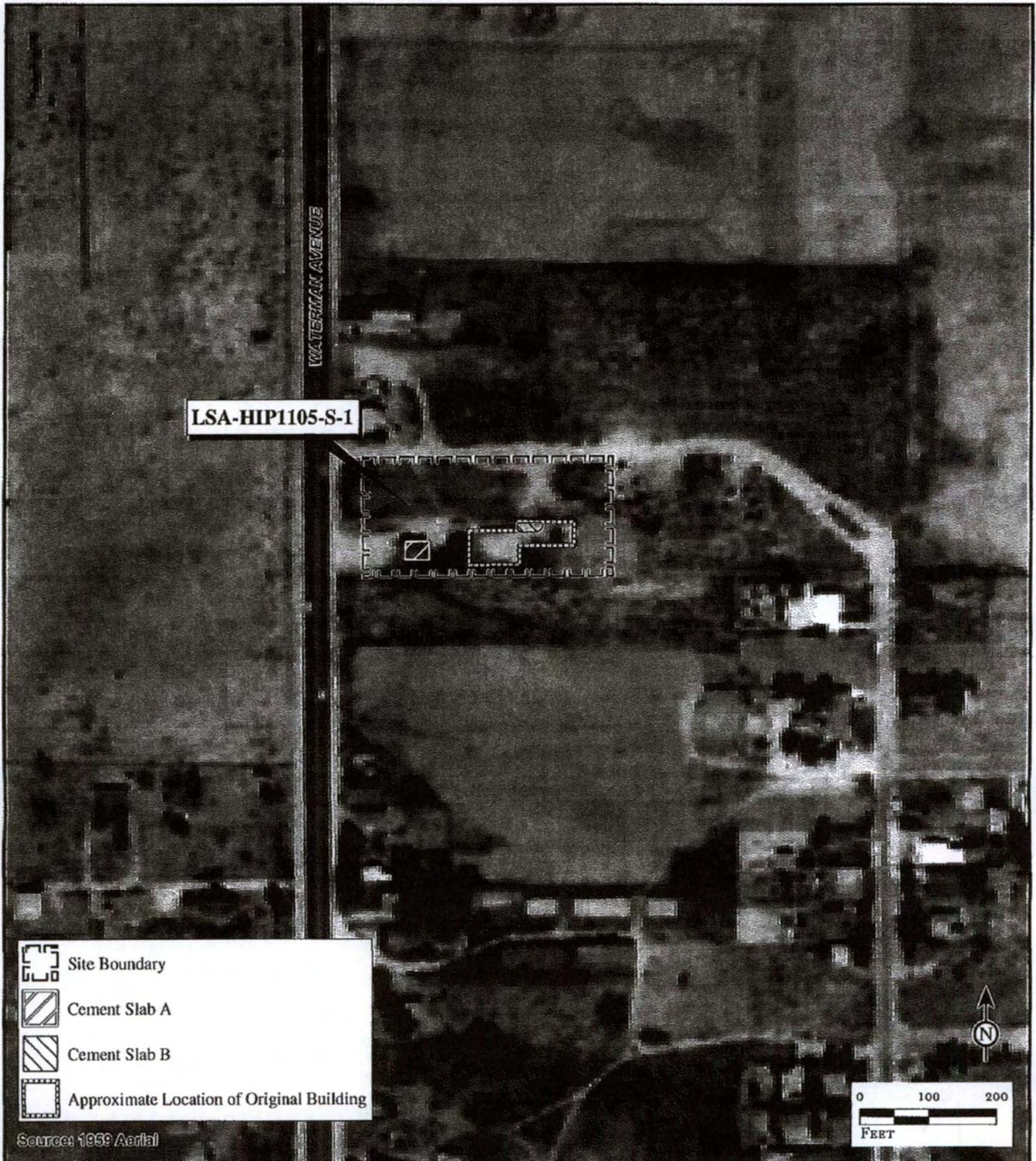
Page 3 of 5

*Resource Name or # (Assigned by recorder) LSA-HIP1105-S-1

Recorded by: Riordan Goodwin

*Date: January 9, 2012

Continuation Update



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

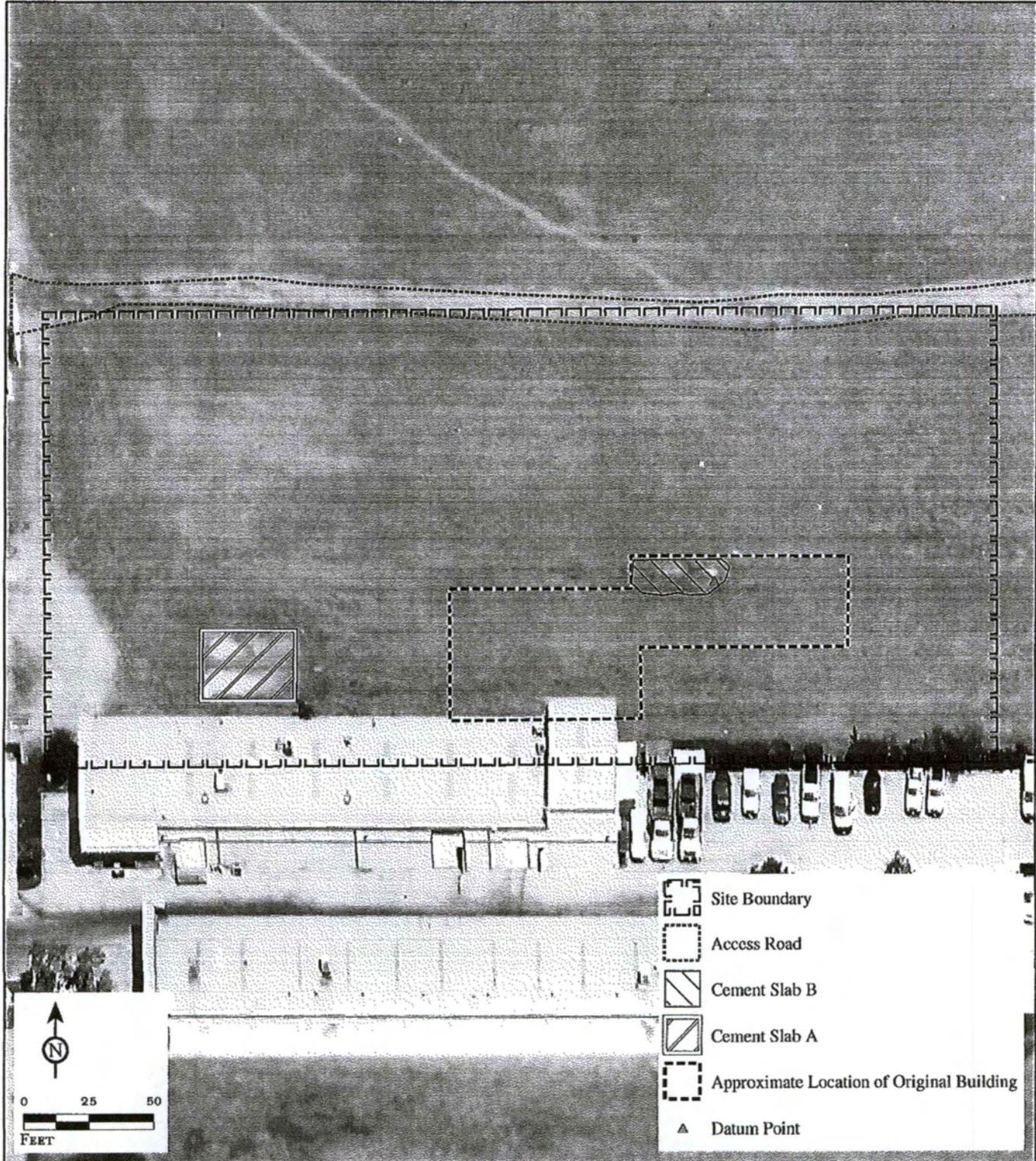
Primary # 36-0 23628
HRI # _____
Trinomial SOR-14924 X

Page 5 of 5

*Resource Name or # (Assigned by recorder) LSA-HIP1105-S-1

Drawn By: Riordan Goodwin

Date: January 9, 2012



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI # *N/A*
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: 225 South Waterman Avenue

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: San Bernardino South, CA Date: 1980

T1S; R4W; Non-sectioned; SBBM

c. Address: 225 South Waterman Avenue City: San Bernardino Zip: 92408

d. UTM: Zone: N/A mE/

Elevation: 1029' AMSL

e. Other Locational Data: The property is located east of South Waterman Avenue, south of its intersection with East Rialto Avenue in the City of San Bernardino. It is accessed via a dirt road immediately north of 237 South Waterman Avenue.

*P3a. Description: The dwelling consists of two houses connected by a breezeway, constructed between 1946 and 1955 (U.S. Geological Survey 1946 and 1955). The rear house is nearly square in plan, and its primary elevation is on the east. Its main volume is topped by a front-gabled composition shingle roof. A smaller volume projecting from the south end of the façade is topped by its own lower front-gabled roof, which ties into a shed roof over an entry porch. Exposed rafter tails are visible at the eaves, which feature moderate overhang. Fenestration consists of double-hung wood sash windows, and the primary entrance is nearly centered on the main façade. It is sheltered by an entry porch and reached via a low set of concrete steps. The house rests on a raised concrete foundation. It is clad in a combination of horizontal clapboard siding and vertical-groove plywood. The west elevation features a brick chimney at its north end. The south elevation is topped by a shed roof and features a secondary entrance near its center. The western portion of this elevation appears to have been created by enclosing a porch. A secondary structure is connected to the southeast corner of the primary elevation by a breezeway. It is topped by an asymmetrical gabled roof with exposed rafter tails and shallow eave overhang. Its entrance is on the north façade, and is sheltered by a shed-roofed entry porch. Fenestration consists of double hung wood sash. No foundation is visible. The house is clad in horizontal wood clapboard siding. The houses appear to be in poor to fair condition. They have been heavily altered over the years, and lack both architectural significance and integrity.

*P3b. Resource Attributes: HP3. Multiple Family Property

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



*P5b. Description of Photo: (View, date, accession #) Photo 1209: Building Overview (W View)

*P6. Date Constructed/ Age and Sources:
 Historic Ca. 1946-55
 Prehistoric Both
(see Continuation, pg. 3)

*P7. Owner and Address:
Hillwood Enterprises, L.P.
901 Via Piemonte, #175
Ontario, CA 91764

*P8. Recorded by:
David Brunzell, Kara
Brunzell, Daniel Leonard
BCR Consulting
1420 Guadalajara Place
Claremont, California 91711

*P9. Date Recorded:
7/29/14

*P10. Survey Type:
Intensive.

*P11. Report Citation:
*Cultural Resources
Assessment of the
Waterman Logistics Center
Project, City of San
Bernardino, San Bernardino
County, California*

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code: 6Z *Resource Name or # (Assigned by recorder) 225 S. Waterman Ave.

- B1. Historic Name: None
B2. Common Name: None
B3. Original Use: Residence
B4. Present Use: Residence

*B5. **Architectural Style:** Vernacular

*B6. **Construction History:** (Construction date, alterations, and date of alterations): The buildings were constructed between 1946 and 1955. Unpermitted alterations have taken place throughout the building's history and include the joining of the two buildings via breezeway, changes to the roofline, porch enclosure, and installation and replacement of some window and siding.

*B7. **Moved?** No Yes Unknown **Date:** N/A **Original Location:** N/A

*B8. **Related Features:** None

*B10. **Significance:** See continuation sheet, page 3. **Theme:** Commercial Development

Area: San Bernardino, California

Period of Significance: Mid-century/Post World War II

Property Type: Single Family Property.

Applicable Criteria: N/A

(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)
Prior to 1938 the subject property was under cultivation (U.S. Department of Agriculture 1938). It was purchased and developed by former attorney and Court Justice Waid Balcom in 1950 (San Bernardino County Sun 1951). As Waid Balcom and his wife Luree did not live in the residence (San Bernardino City Directory 1933, California Voter Registration Records 1958), it is likely that they leased the house. Residents are not known. The Balcoms sold the property to Dane Chance in 1976 (San Bernardino County Assessor Records 2014). The Chance family still owned the property in 2009 (ibid.).

B11. **Additional Resource Attributes:** (List attributes and codes) N/A

*B12. **References:**

California Voter Registration Records. 1958. San Bernardino County Voter Records. Electronic Document: <http://www.ancestry.com>. Accessed September 9, 2014

San Bernardino County Assessor Records. 2014. Property Information. Electronic Document: [http://www.sbcounty.gov/assessor/pims/\(S\(sqjrtvdyezji4ubxywqd10n\)\)/PIMSINTERFACE.ASPX](http://www.sbcounty.gov/assessor/pims/(S(sqjrtvdyezji4ubxywqd10n))/PIMSINTERFACE.ASPX). Accessed September 9, 2014

San Bernardino County Sun. 1951, 13 April. Classified Ads. Electronic Document: <http://www.newspapers.com/newspage/50594472/>. Accessed September 9, 2014.

U.S. Department of Agriculture. 1938. Aerial Photos of San Bernardino County. Electronic Document: <http://www.historicaerials.com>. Accessed September 8, 2014.

U.S. Geological Survey. 1946 and 1955. *San Bernardino South 7.5 Minute Topographic Quadrangles*. Electronic Document: <http://www.historicaerials.com>. Accessed September 8, 2014.

B13. **Remarks:** The subject property fronts an abandoned (and removed) alignment of the Pacific Electric Railway.

*B14. **Evaluators:** David Brunzell and Kara Brunzell
BCR Consulting, Claremont, California

*Date of Evaluation: 9/7/14

(This space reserved for official comments.) (This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) 225 S. Waterman Avenue

*Recorded by: David Brunzell, Kara Brunzell, Daniel Leonard

*Date: 9/7/14

Continuation

Update

B10. Significance:

Evaluation:

The California Register of Historical Resources (California Register) requires that a significance criterion (1-4) be met for a resource to be eligible. A resource is eligible for listing if (1) it is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (2) it is associated with the lives of persons important in California's past; (3) it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or (4) it has yielded or is likely to yield information important in prehistory or history. In addition to meeting one or more of the criteria, the California Register requires that sufficient time has passed since a resource's period of significance (normally 45 years) to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Criterion 1: The property at 225 South Waterman Avenue represents residential development common throughout the region during the period of significance (mid-20th century), and as such it is not associated with any events significant to local, state, or national history. Criterion 2: There is no evidence to associate any property owners or lessors are notable in local, state, or national history. Criterion 3: The building is a simple example of a vernacular building typical of the era, and has been subject to numerous alterations. Therefore the property does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. Criterion 4: Extensive research has exhausted this resources data potential, and as such the resource has not and is not likely to yield information important in prehistory or history. The subject property and its constituent historic-age building is therefore recommended not eligible under any of the four criteria for listing on the California Register, and as such is not recommended historical resources under the California Environmental Quality Act (CEQA). Thus BCR Consulting assigns the National Register of Historic Places (NRHP) Status Code "6Z".

Integrity. The subject property was developed during the mid-20th century, and is associated with southern California's residential development during that era. The building remains in use as a residence in its original location, so the property maintains its integrity of location and a measure of integrity of feeling. The alterations negatively impact the property's integrity of association, design, materials, and workmanship.



Photo 1205: N and W Elevations (View SE)



Photo 1206: W and S Elevations (View NE)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI # *NA*
Trinomial
NRHP Status Code *6Z*

Other Listings
Review Code

Reviewer

Date

Page 1 of 3

*Resource Name or #: 237 South Waterman Avenue

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: San Bernardin South, CA Date: 1980

T1S; R4W; Non-sectioned; SBBM

c. Address: 237 South Waterman Avenue

City: San Bernardino

Zip: 92408

d. UTM: Zone: N/A

mE/

Elevation: 1028' AMSL

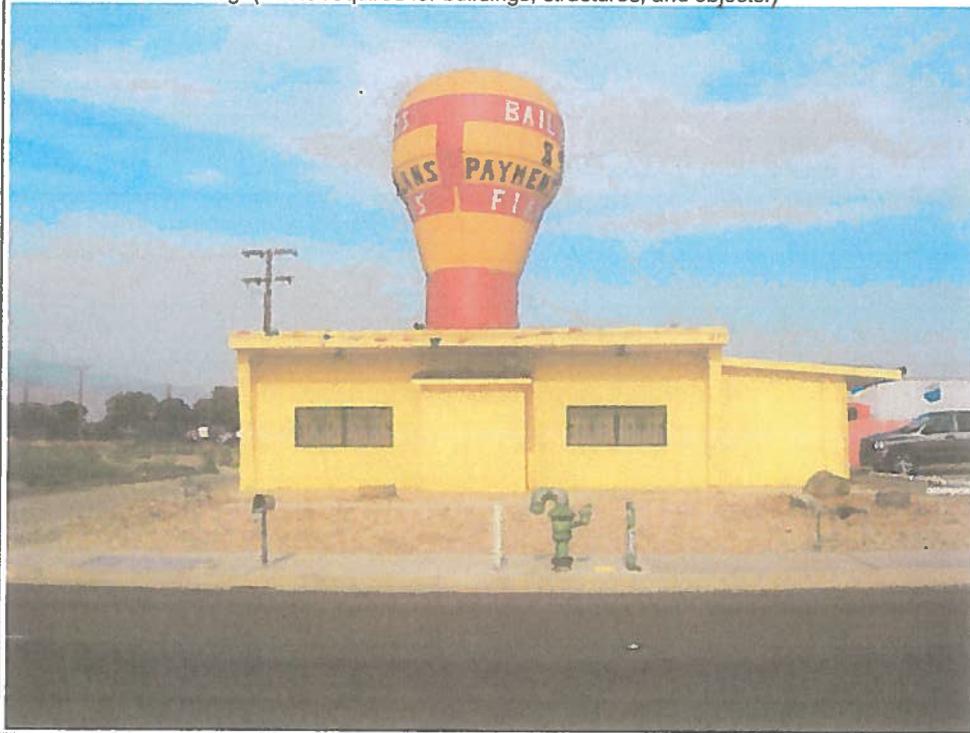
e. Other Locational Data: The property is located on the east side of South Waterman Avenue south of its intersection with East Rialto Avenue in the City of San Bernardino.

*P3a. Description: (Describe resource and its major elements: design, materials, condition, alterations, size, setting, boundaries)
This is a single story commercial building with a modified rectangular plan. Its primary (south) elevation faces a parking lot adjacent to the building. The building's main volume is topped by a flat composition sheet roof with moderate overhand at the east and west elevations. Projecting volumes at the west, south, and east elevations are topped by shallow pitch shed roofs that are lower than the main roof. The building is clad in stucco, and lacks decorative elements. Fenestration consists of a large picture window on the main (south) elevation and smaller rectangular windows on the other elevations, all of which are covered with steel bars. The primary entrance, at the west end of the main façade, is fitted with a flush door. A similar entrance in the projecting volume on the west elevation also faces south, and is fitted with a flush door. The building is at grade, and no foundation is visible. It is approximately 1522 square feet and appears to be in fair to good condition. The building lacks architectural significance and is surrounded by vacant lots.

*P3b. Resource Attributes: HP6. 1-3 Story Commercial Building

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photo 1198: Buiding Overview (E View)

*P6. Date Constructed/
Age and Sources:
 Historic Ca. 1950
 Prehistoric Both
(see BSO, page 2)

*P7. Owner and Address:
Hillwood Enterprises, L.P.
901 Via Piemonte, #175
Ontario, CA 91764

*P8. Recorded by:
David Brunzell, Kara
Brunzell, Daniel Leonard
BCR Consulting
1420 Guadalajara Place
Claremont, California 91711

*P9. Date Recorded:
7/29/14

*P10. Survey Type:
Intensive.

*P11. Report Citation: *Cultural Resources Assessment of the Waterman Logistics Center Project, City of San Bernardino, San Bernardino County, California*

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code: 6Z *Resource Name or # (Assigned by recorder) 237 S. Waterman Ave.

B1. Historic Name: None

B2. Common Name: None

B3. Original Use: Commercial Building

B4. Present Use: Commercial Building

*B5. Architectural Style: Vernacular

*B6. Construction History: (Construction date, alterations, and date of alterations): The building was constructed ca. 1951.

Alterations include an expanded entry/alcove added along the western elevation, an entryway added along the south elevation, and additional office space on the eastern portion of the building, all added between 1968 and 1980 (USDA 1968 and 1980).

*B7. Moved? No Yes Unknown Date: N/A Original Location: N/A

*B8. Related Features: None

*B10. Significance: See continuation sheet, page 3. Theme: Commercial Development

Area: San Bernardino, California

Period of Significance: Mid-century/Post World War II

Property Type: Single Family Property.

Applicable Criteria: N/A

(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)

Prior to 1938 the subject property was under cultivation (U.S. Department of Agriculture 1938). It was purchased and developed by former attorney and Court Justice Waid Balcom in 1950, and by 1951 the existing commercial building was in place and leased by Moore's Poultry (San Bernardino County Sun 1951, California Voter Registration Records 1958). Moore operated a successful poultry, grocery, and feed business on the property between ca. 1951 and 1961 (San Bernardino County Sun 1951 and 1973). The subject property was subsequently occupied briefly in 1961 by Peppi's Motors, and then Peppi's Cocktail Lounge from ca. 1961 to 1976 (ibid., San Bernardino County Sun 1976). The Balcoms sold the property to Dane Chance in 1976 (San Bernardino County Assessor Records 2014). Successive businesses included Bail Bonds and others, and the property remained in the Chance family until 2009.

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:**

California Voter Registration Records. 1958. San Bernardino County Voter Records. Electronic Document: <http://www.ancestry.com>. Accessed September 9, 2014

San Bernardino County Assessor Records. 2014. Property Information. Electronic Document: [http://www.sbcounty.gov/assessor/pims/\(S\(sqjrtvdyezji4ubtxywqd10n\)\)/PIMSINTERFACE.ASPX](http://www.sbcounty.gov/assessor/pims/(S(sqjrtvdyezji4ubtxywqd10n))/PIMSINTERFACE.ASPX). Accessed September 9, 2014

San Bernardino County Sun. 1951, 13 April. Classified Ads. Electronic Document: <http://www.newspapers.com/newspage/50594472/>. Accessed September 9, 2014.

San Bernardino County Sun. 1973, 11 April. Classified Ads. Electronic Document: <http://www.newspapers.com/newspage/61882290/>. Accessed September 9, 2014.

San Bernardino County Sun. 1976, 3 April. Classified Ads. Electronic Document: <http://www.newspapers.com/newspage/56977480/>. Accessed September 9, 2014.

U.S. Department of Agriculture. 1980. Aerial Photos of San Bernardino County. Electronic Document: <http://www.historicaerials.com>. Accessed September 8, 2014.

U.S. Department of Agriculture. 1968. Aerial Photos of San Bernardino County. Electronic Document: <http://www.historicaerials.com>. Accessed September 8, 2014.

U.S. Department of Agriculture. 1938. Aerial Photos of San Bernardino County. Electronic Document: <http://www.historicaerials.com>. Accessed September 8, 2014.

B13. Remarks: None

*B14. Evaluators: David Brunzell and Kara Brunzell
BCR Consulting, Claremont, California

*Date of Evaluation: 9/7/14

(This space reserved for official comments.) (This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

Page 3 of 3

*Resource Name or # (Assigned by recorder) 237 South Waterman Avenue

*Recorded by: David Brunzell, Kara Brunzell, Daniel Leonard

*Date: 9/7/14

Continuation Update

B10. Significance:

Evaluation:

The California Register of Historical Resources (California Register) requires that a significance criterion (1-4) be met for a resource to be eligible. A resource is eligible for listing if (1) it is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (2) it is associated with the lives of persons important in California's past; (3) it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or (4) it has yielded or is likely to yield information important in prehistory or history. In addition to meeting one or more of the criteria, the California Register requires that sufficient time has passed since a resource's period of significance (normally 45 years) to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Criterion 1: The property at 237 South Waterman Avenue represents commercial development common throughout the region during the period of significance (mid-20th century), and as such it is not associated with any events significant to local, state, or national history. Criterion 2: There is no evidence to associate any property owners or lessors are notable in local, state, or national history. Criterion 3: The building is a simple example of a vernacular building typical of the era, and has been subject to numerous alterations. Therefore the property does not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. Criterion 4: Extensive research has exhausted this resource's data potential, and as such the resource has not and is not likely to yield information important in prehistory or history. The subject property and its constituent historic-age building is therefore recommended not eligible under any of the four criteria for listing on the California Register, and as such is not recommended historical resources under the California Environmental Quality Act (CEQA). Thus BCR Consulting assigns the National Register of Historic Places (NRHP) Status Code "6Z".

Integrity. The subject property was developed during the mid-20th century, and is associated with southern California's commercial development during that era. The building remains in its original location, so the property maintains its integrity of location. The commercial enterprises for which it was designed are no longer present. This combines with the alterations to negatively impact the property's integrity of feeling, association, design, materials, and workmanship.



Photo 1200: S. Elevation (View N)



Photo 1201: N. Elevation (View S)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 4

*Resource Name or #: Pacific Electric Railway Segment

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: San Bernardino South, CA Date: 1980

T1S; R4W; Non-sectioned; SBBM

c. Address: N/A City: San Bernardino Zip: 92408

d. UTM's (NAD83; Zone 11s) Bridge 1: 474516mE/3772991mN; Bridge 2: 474565mE/3772873mN; Elevation: 1030' AMSL

e. Other Locational Data: This segment of the Pacific Electric Railway commences in the north, just east of a parcel located at 179 Waterman Ave., and terminates in the south at its intersection with Twin Creek Channel, in the City of San Bernardino.

*P3a. Description: This resource consists of a segment of the Redlands Local Lines of the Eastern District of the Pacific Electric Railway. It includes a northwest-southeast oriented railroad grade and two dilapidated railroad bridges, crossing a small culvert (Bridge 1), and the Twin Creek Channel (Bridge 2), respectively. No tracks or other railroad components (other than the bridges) remain in place within the segment. Architectural descriptions of the bridges are included below:

Bridge 1: The small railroad bridge is wood beam construction with concrete abutments that crosses a small culvert on a northwest-southeast axis. It measures approximately 10 feet long by 15 feet wide and features wooden and metal railings. It is a simple, utilitarian structure that lacks architectural significance. The wooden beams are bowed and leaning to one side.

Bridge 2: The plate girder bridge crosses the Twin Creek channel in the south, also on a northwest – southeast axis. It measures approximately 80 feet long by 15 feet wide and features a simple wooden railing. The simple bridge is of a type that was commonly used for railroad crossings over shorter spans during the early and mid-twentieth century, and lacks architectural significance.

If the bridges were not present, the railroad grade would scarcely be visible, and Bridge 1 is dilapidated and missing components. Therefore the railroad grade and Bridge 1 are both in poor condition. Bridge 2 is in fair condition. The segment is surrounded by vacant properties and is overgrown by seasonal grasses and Russian thistle.

*P3b. Resource Attributes: AH7. Roads/trails/railroad grades. HP19. Bridge.

*P4. Resources Present: Building Structure Object Site District Element of District Other

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #) Photo 1211: Bridge 1 (NW View)

*P6. Date Constructed/
Age and Sources:

Historic
 Prehistoric Both
(see Continuation, pg. 3)

*P7. Owner and Address:
Hillwood Enterprises, L.P.
901 Via Piemonte, #175
Ontario, CA 91764

*P8. Recorded by:
David Brunzell, Kara
Brunzell, Daniel Leonard
BCR Consulting
1420 Guadalajara Place
Claremont, California 91711

*P9. Date Recorded:
7/29/14

*P10. Survey Type:
Intensive.

*P11. Report Citation:
*Cultural Resources
Assessment of the
Waterman Logistics Center
Project, City of San
Bernardino, San Bernardino
County, California*

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

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*NRHP Status Code: 6Z *Resource Name or # (Assigned by recorder) Pacific Electric Railway Segment

- B1. Historic Name: Pacific Electric Railway
B2. Common Name: Pacific Electric Railway
B3. Original Use: Public Transportation
B4. Present Use: Not in use.

*B5. **Architectural Style:** No style is attributed to the railroad grade, which is barely visible. Bridge 1 is a wood-beam bridge with concrete abutments, and Bridge 2 is a plate girder bridge.

*B6. **Construction History:** (Construction date, alterations, and date of alterations): This segment is within the Redlands Local Lines of Pacific Electric Railway's Eastern District (Pacific Electric ND:33). It first appears on aerial photographs and maps in 1938 and 1943 respectively (U.S. Department of Agriculture 1938; U.S. Geological Survey 1943), and the bridges as currently configured were not in place until the 1950s (U.S. Department of Agriculture 1959; U.S. Geological Survey 1959). Although the Redlands Local Line had officially been abandoned by the Pacific Electric in 1936, the Southern Pacific Railroad utilized the segment within the current study area to provide freight service into the 1970s (Karr 1974). The tracks formerly located within the current segment were removed by 1981 (U.S. Geological Survey 1981, U.S. Department of Agriculture 1980).

*B7. **Moved?** No Yes Unknown **Date:** N/A **Original Location:** N/A

*B8. **Related Features:** None

*B10. **Significance:** See continuation sheet, page 3. **Theme:** Railroad Development

Area: San Bernardino, California

Period of Significance: Early 20th century

Property Type: Railroad Alignment.

Applicable Criteria: N/A

(Discuss importance in terms of historical/architectural context by theme, period, and geographic scope. Address integrity.)

The Pacific Electric Eastern District included routes centered around three metropolitan nuclei: San Bernardino-Redlands, Riverside, and Pomona. The subject segment occupies a portion of the San Bernardino-Redlands Line, which (along with the rest of the Eastern District) was acquired in the merger of 1911 (Pacific Electric ND:22). The merger consolidated properties previously acquired by Henry Huntington under new ownership of Pacific Electric's parent company, the Southern Pacific Transportation Company. These properties locally comprised the existing electric railways known as the San Bernardino Valley Traction Company, and the Redlands Central Railway. They formed the Redlands Local Line of the San Bernardino-Redlands Line, which contained the subject segment (Pacific Electric ND:33). The Eastern District lines were rarely profitable due to relatively low populations, and to increasing competition from automobiles and buses (Karr 1974; Sachse 1921). Indeed "none of the Redlands lines save Smiley Heights ever showed a profit" (Pacific Electric ND:33), and the Redlands Local Line was officially abandoned by Pacific Electric in 1936. In spite of abandonment, the Southern Pacific Railroad utilized the tracks (including the subject segment) for freight service into the 1970s. Although the subject segment remained a railroad-owned easement until at least 2007 (San Bernardino County Assessor Records 2014), its tracks no longer appear on any maps or aerial photos after 1981 (U.S. Geological Survey 1981, U.S. Department of Agriculture 1980).

B11. **Additional Resource Attributes:** (List attributes and codes) N/A

*B12. **References:**

Karr, Randolph. 1974. *Rail Passenger Service History of Pacific Electric Railway Company*. Southern Pacific Transportation Company. Los Angeles.

Pacific Electric. No Date. *Lines of Pacific Electric Eastern District*. Published by Southern Pacific Transportation Company. Los Angeles.

Sachse, Richard. 1921. *Financial, Operating, and Service Conditions of Pacific Electric Railway Company Part II*. Railroad Commission of the State of California Engineering Department. San Francisco.

San Bernardino County Assessor Records. 2014. Property Information. Electronic Document: [http://www.sbcounty.gov/assessor/pims/\(S\(sqjrtvdyezji4ubtxywd10n\)\)/PIMSINTERFACE.ASPX](http://www.sbcounty.gov/assessor/pims/(S(sqjrtvdyezji4ubtxywd10n))/PIMSINTERFACE.ASPX). Accessed September 12, 2014

U.S. Department of Agriculture. 1938, 1959, 1980. Aerial Photos of San Bernardino County. Electronic Document: <http://www.historicaerials.com>. Accessed September 14, 2014.

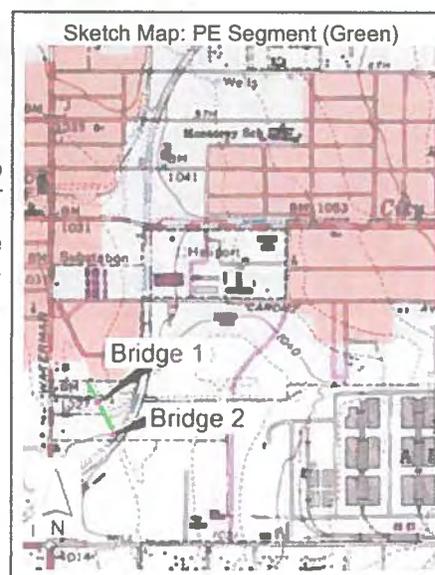
U.S. Geological Survey. 1943, 1959, 1981. *San Bernardino South 7.5 Minute Topographic Quadrangles*. Electronic Document: <http://www.historicaerials.com>. Accessed September 14, 2014.

B13. **Remarks:** None

*B14. **Evaluators:** D. Brunzell, K. Brunzell; BCR Consulting, Claremont, California

***Date of Evaluation:** 9/14/14

(This space reserved for official comments.) (This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary #
HRI#
Trinomial

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*Recorded by: David Brunzell, Kara Brunzell, Daniel Leonard

*Resource Name or # (Assigned by recorder) Pacific Electric Railway Segment

*Date: 7/29/14

Continuation Update

B10. Significance:

Evaluation:

The California Register of Historical Resources (California Register) requires that a significance criterion (1-4) be met for a resource to be eligible. A resource is eligible for listing if (1) it is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; (2) it is associated with the lives of persons important in California's past; (3) it embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or (4) it has yielded or is likely to yield information important in prehistory or history. In addition to meeting one or more of the criteria, the California Register requires that sufficient time has passed since a resource's period of significance (normally 45 years) to "obtain a scholarly perspective on the events or individuals associated with the resources." (CCR 4852 [d][2]). The California Register also requires that a resource possess integrity. This is defined as the ability for the resource to convey its significance through seven aspects: location, setting, design, materials, workmanship, feeling, and association.

Criterion 1: This Pacific Electric Railway segment represents public transportation development that helped shape southern California's communities during the period of significance (early 20th century), and as such it is associated with events significant to local and state history. Criterion 2: There is no evidence to associate the resource with any persons notable in local, state, or national history. Criterion 3: The alignment is a railroad grade typical of the era. Also, the bridges within the alignment appear to be mid-century freight bridges and do not embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of an important creative individual or possess high artistic values. Criterion 4: Extensive research has exhausted this resource's data potential, and as such it has not and is not likely to yield information important in prehistory or history.

While the Pacific Electric Railway segment is associated with events that helped shape southern California's early communities, few components of that era remain in place. As a result, the railway segment cannot convey its significance through any of the seven aspects of integrity, listed above. This Pacific Electric Railway Segment is therefore recommended not eligible for listing on the California Register due to a lack of integrity, and as such it is not recommended a historical resource under the California Environmental Quality Act (CEQA). Thus BCR Consulting assigns the National Register of Historic Places (NRHP) Status Code "6Z".



Photo 1210: Bridge 1 (View SW)



Photo 1214: Bridge 2 (View SE)

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Continuation Update

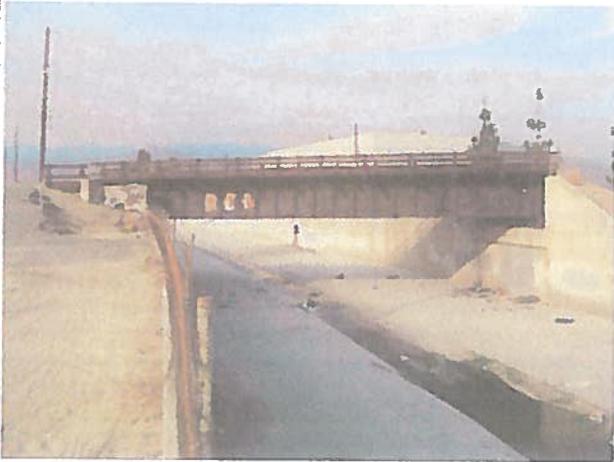


Photo 1215: Bridge 2 Overview (View E)



Photo 1221: Railroad Grade Overview (View NNW)