Brian F. Smith and Associates, Inc.
Archaeology / Biology / History / Paleontology / Air Quality / Traffic / Acoustics

May 20, 2022

Tracy Chu
T&B Planning, Inc.
3200 El Camino Real, Suite 100
Irvine, California 92602

RE: Cultural Resources Records Search Results for the 5355 Airport Drive Project, Ontario, California

Dear Ms. Chu:

An archaeological records search has been completed for the 5355 Airport Drive Project located at 5355 Airport Drive in the city of Ontario, San Bernardino County, California. As part of the environmental review process, Brian F. Smith and Associates, Inc. reviewed the results of the records search from the South Central Coastal Information Center at California State University, Fullerton. The records search encompassed an area of one-half mile surrounding the project.

Based upon the records search results, three resources have been recorded within one-half mile of the project, none of which are within the project boundaries. The resources include a historic railroad track alignment, a historic foundation, and a historic transmission line alignment.

The records search results also indicate that six previous studies have been conducted within one-half mile of the project, one of which (Taylor 1993) overlaps the western third of the subject property. The study, entitled "Archaeological Reconnaissance Survey Report, Middle Lugo-Mira Loma 500KV T/L Right-Of-Way Between Concours and Jurupa Avenue, Ontario, California," did not result in the identification of any cultural resources within the subject property.

The full results of the completed records search are attached to this letter report (Attachment A). Please contact us should you have any questions or require additional study for this project.

Regards,

Brian F. Smith
BFS:ag

Attachment:

Attachment A – Archeological Records Search Results

14010 Poway Road, Suite A, Poway, CA 92064; Phone (858) 679-8218 or (951) 681-9950; Fax (858) 679-9896; www.bfsa-ca.com
Business Office: 14678 Ibex Court, San Diego, CA 92129; Phone (858) 484-0915; Fax (858) 484-0988

ATTACHMENT A

Archaeological Records Search Results

BRIAN F. SMITH and ASSOCIATES

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEMS

RECORDS SEARCH

Company:	Brian F. Smith and Associates
Processed By:	Andrew Garrison
Date Processed:	April 21, 2022
Project Identification:	5355 Airport Dr 22-144
Information Center:	South Central Coastal Information Center
Search Radius:	One-Half Mile

Historical Resources:

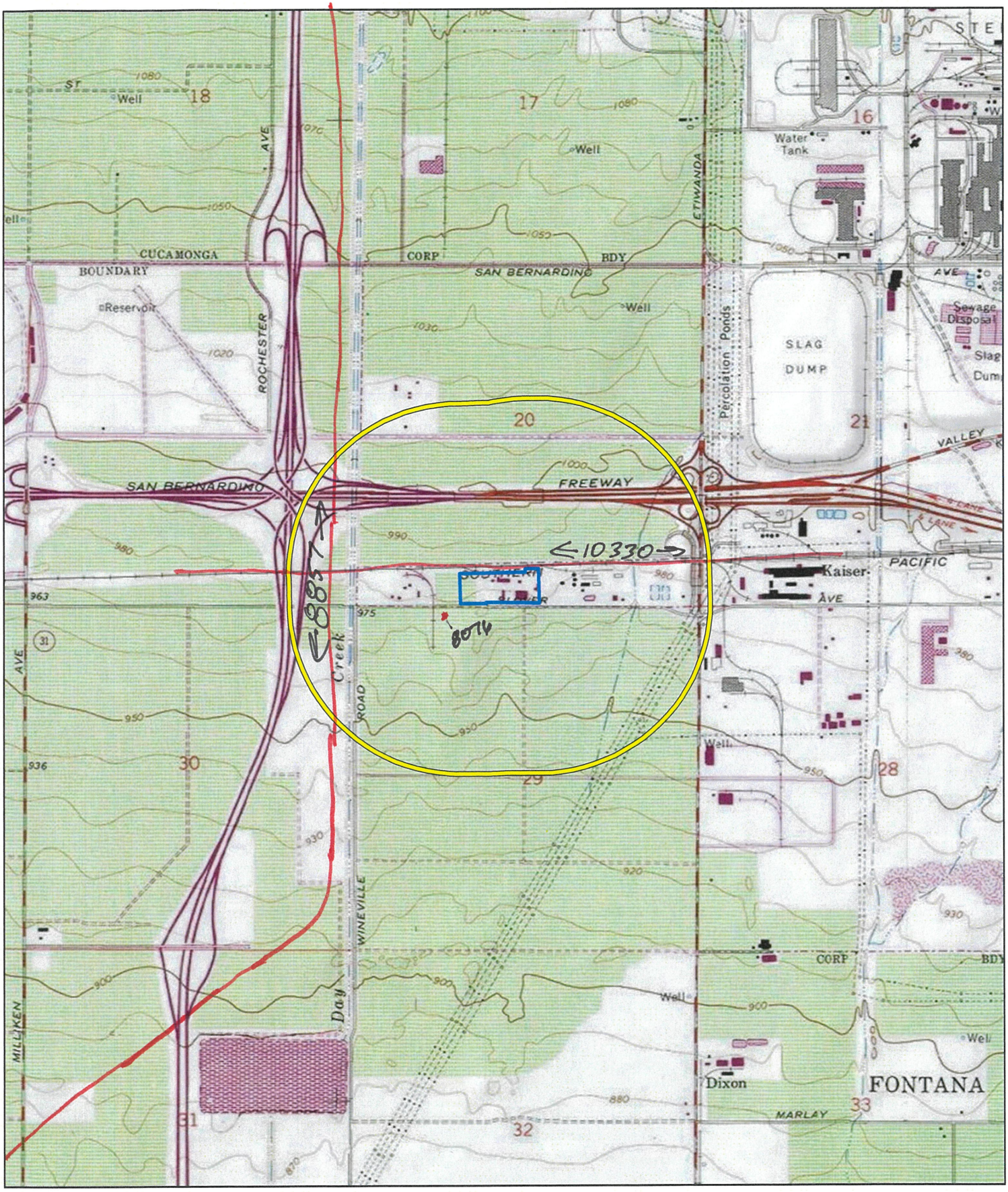
Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been reviewed. Copies of the site record forms have been reviewed for all recorded sites.

There are three resources located within one-half-mile of the current project area, none of which are located within the subject property.

Previous Survey Report Boundaries:

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been reviewed.

There are six reports within one-half-mile of the current project area, one of which (NADB 1062979) overlaps the current project.



Project

Half Mile Radius

5355 Airport Drive (22-144)
USGS *Guasti* Quadrangle
(7.5-minute series)

Resources
1 of 1

N

1:24,000

AJG BFSA: 4/18/2022

Resource List

5355 Airport Dr 22-144

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-36-008076	CA-SBR-008076H	Resource Name - LML-1	Structure	Historic	AH02	1993 (TAYLOR,THOMAS, Southern California Edison)	SB-02979
P-36-008857	CA-SBR-008857H	Resource Name - So. Sierras Power Line; Resource Name - Lytle Canyon Transmission Lines; PSBR-37H; SRI-1607 (Update)	Site	Historic	HP16	1986 (John F. Elliott, ECOS); 1997 (Philip de Barros and Joel Paulson, Professional Archaeological Services); 2010 (J. Coleman, Solano Archaeological Services); 2011 (Joshua TramPier, SRI); 2016 (Audry Williams, SCE)	SB-03418, SB-03530, SB-07960
P-36-010330	CA-SBR-010330H	Resource Name - Union Pacific Railroad; Other - Southern Pacific Railroad; Other - West Line Basin Alignment; Other - Union Pacific Railroad Crossing at Anderson Street; Other - 19-186112	Structure, Object	Historic	AH07; HP39	1999 (S. Ashkar, Jones & Stokes Associates, Inc.); 2002 (Goodwin, R., LSA Associates, Inc.); 2008 (Harper, C.D., SWCA); 2010 (Tibbet, C., LSA Associates, Inc.); 2012 (Paul, Daniel D., ICF International)	SB-04335, SB-05495, SB-05614, SB-06720, SB-07451, SB-07666, SB-07955

P36-008076 2/95

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: CA-SBR-8076H
Other Designation: LML-1
PRIMARY # P36-008076

1. County: San Bernardino

2. USGS Quad: Guasti (7.5) X (15)___Photorevised 1973

3. UTM Coordinates: Zone 11 M Easting 450504 M Northing 3769040

4. Township 1 S. Range 6 W.; NW 1/4 of NE 1/4 of NW of Section 29
Base Meridian San Bernardino 5. Elevation 980'

6. Map Coordinates: 450507 mmS 376901 mmE (from NW map corner)

7. Location: Site is located about 40 meters south of Airport Dr. (Slover Ave.) and 7/10 mile west of Etiwanda Ave. A N/S industrial railroad siding runs about 20 meters west of site.

8. Prehistoric___Historic X Protohistoric_____

9. Site Description: 12 foot square structural foundation of parent rock and concrete. Two mounds of asphalt also present. Site is on margin of abandoned vinyard and is overlooked by 4 large eucalyptus trees.

10. Area 20 M(length)x 20 M(width) 400 M^2
Method of determination: Paced

11. Depth: Unknown Method of Determination Surface observation.

12. Features: Partially buried structural foundation of parent rock and concrete. Foundation is raised-side footing 12" wide x 15" to 24" high above ground. Possible 3' wide porch on south side; 3' wide door entrance on north side. 8" x 10" wood post remnants at mid-point on east and west sides in footing. Asphalt mounds are on north side of structure.

13. Artifacts: None observed.

14. Non-artifactual Constituents and Faunal Remains: None observed.

15. Date Recorded: 23 July 1993 16. Recorder: Thomas T. Taylor

P36-008076/95

ARCHAEOLOGICAL SITE RECORD

Date: 23 Mo. 07 Yr. 93
Permanent Trinomial: SBR-8076H
Other Designation: LML-1
PRIMARY# P36-008076

17. Affiliation and Address: Southern California Edison Company, Environmental Affairs Division, P.O. Box 800, Rosemead, CA 91770.

18. Human Remains: None observed.

19. Site Disturbances: Erosion.

20. Nearest Water
(type, distance and direction) Ephemeral creeks within about 1 to 1/2 mile east or west.

21. Vetetation Community (site vicinity): Vinyard, domestic grapes.

22. Vegetation (on site): European grasses (weeds).

23. Site Soil: Light brown silty loam. 24. Surrounding Soil: Same

25. Geology: Alluvium, coalluvium. 26. Landform: Level

27. Slope: Very gradual to south 28. Exposure: Open

29. Landowner &/or Tenants (incl. address): Southern California Edison Company Real Properties and Administrative Services Department, Ontario, California.

30. Remarks: Records search by San Bernardino County Information Center did not show any historic structures in this location on any of the old U.S.G.S. sheets or survey plats.

31. References: _____

32. Name of Project: Middle Lugo-Mira Loma 500 Kv T/L ROW alternate use evaluation.

33. Type of Investigation: Reconnaissance (partial) pedestrian survey.

34. Site Accession Number: N/A Curated at: N/A

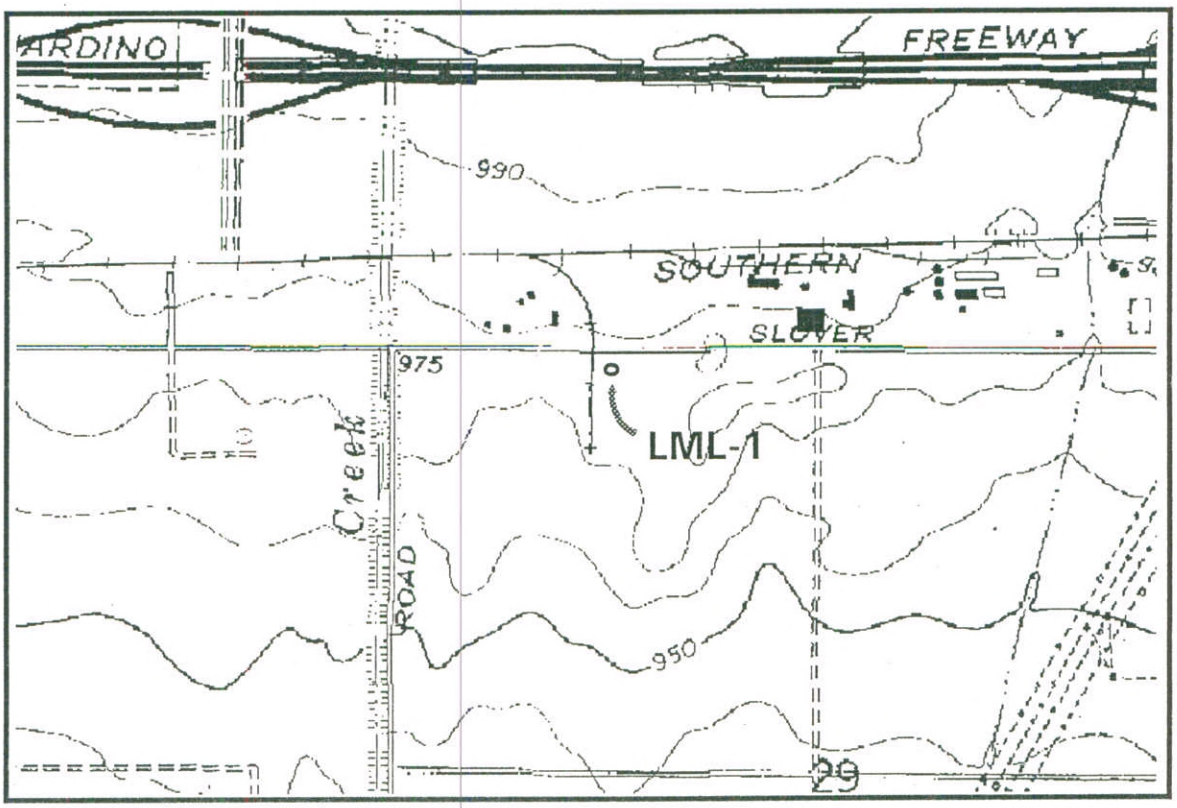
35. Photos: None

P36-008076 2/95

ARCHAEOLOGICAL SITE LOCATION MAP

Date: 23 Mo. 07 Yr. 93
Permanent Trinomial: CA-SBr-H 8076H
Other Designation: LML-1
PRIMARY# P36-008076

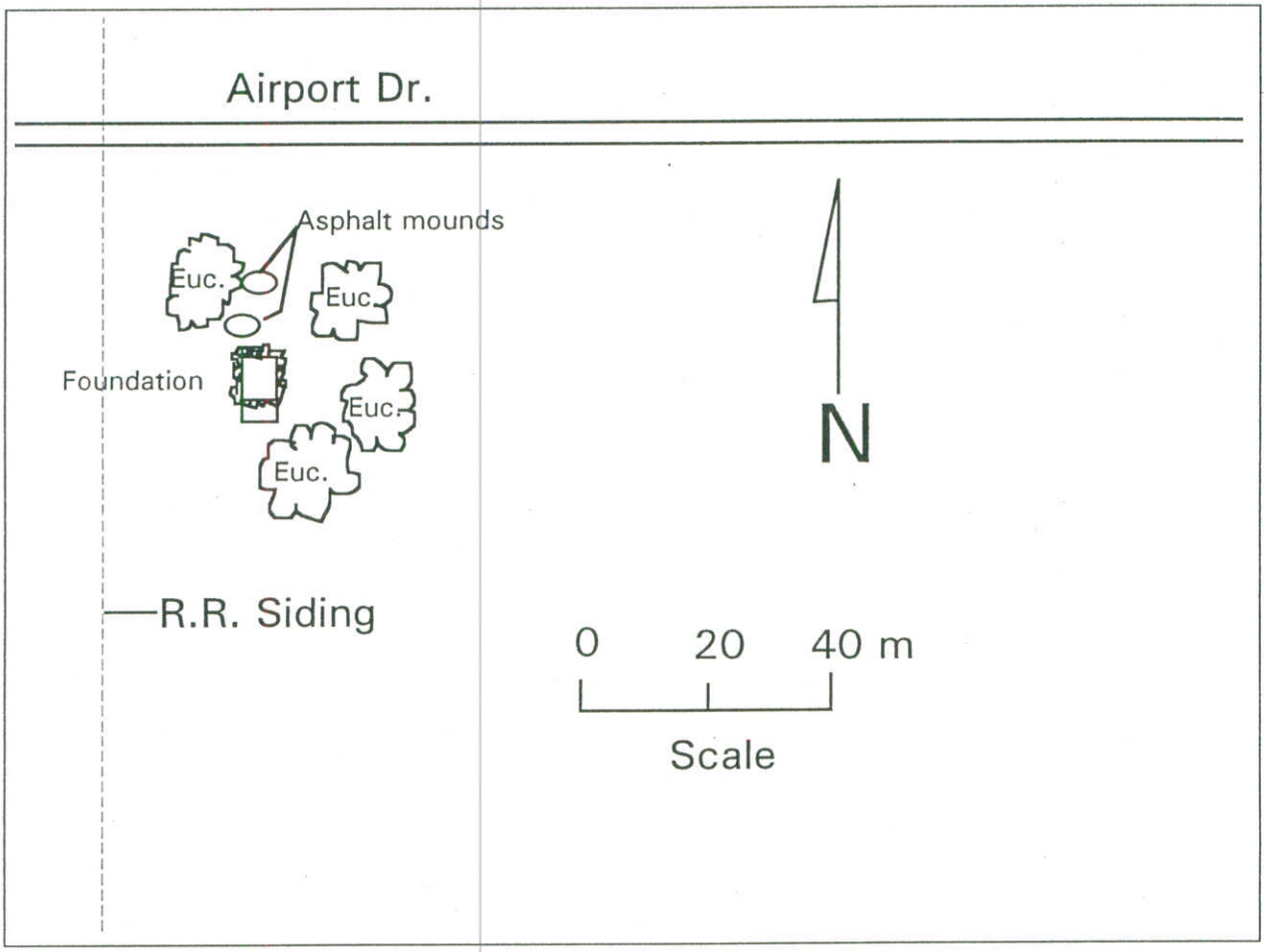
PORTION OF GUASTI '7.5, PHOTOREVISED 1973



P36-008076 2/95

ARCHAEOLOGICAL SITE MAP

Date: 23 Mo. 07 Yr. 93
Permanent Trinomial: SBR-8076H
Other Designation: LML-1
PRIMARY # P36-008076



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

PRIMARY RECORD

Primary#: P-36-008857 **UPDATE**
HRI #:
Trinomial: CA-SBR-8857H
NRHP Status Code: **3S**
Other Listings:

Review Code _____ Reviewer _____ Date _____

 *__Resource Name or #__ Southern California Edison Company's Lugo-Mira Loma No. 1 500kV Transmission Line **P1. Other Identifier:** Lugo-Rancho Vista 500kV and Rancho Vista-Mira Loma 500kV Transmission Line

*__P2. Location:__ ☐ **Not for Publication** ☑ **Unrestricted**

***a. County** San Bernardino County

***b. USGS 7.5' Quad:** Silverwood Lake (1996), Cajon (1996), Devor (1996), Cucamonga Peak (1996), Guasti (1978)
Date: Various **T**3N; **R**5W; **Sec** 9, 10, 11, 16, 17, 19; **T**3N; **R**6W; **Sec** 1, 12, 13, 24, 25, 36; **T1**N; **R**6W; **Sec** 6, 7, 17, 18, 19, 20, 21, 22, 23, 24, 30, 31; **T1**N; **R**7W; **Sec** 36; **T**2N; **R7**W; **Sec** 1, 2; **T**2S; **R**7W; **Sec** 11, 12; **S.B.B.M.**

c. Address: n/a City: n/a Zip: n/a

d. UTM: Zone 11S; 466081 mE/ 3802847 mN at Lugo Substation; 459225 mE/ 3781869 mN at HWY 15 Crossing; 450043 mE/ 3777419 mN at HWY 210 Crossing; 450869 mE/ 3771942 mN at Rancho Vista Substation; 447814 mE/ 3763193 mN at Mira Loma Substation;

e. Other Locational Data: The Lugo-Mira Loma 500kV Transmission Line begins at the Lugo Substation located at 6655 Escodido Street, Hesperia, CA 92345 and travels 35 miles southwest to Mira Loma Substation located at 13568 Milliken Avenue, Ontario, CA 91761.

***P3a. Description:** The 1986 DPR describes this resources as the Lytle Canyon Transmission Lines and discusses three separate transmission lines. Two of the lines are Los Angeles Department of Water and Power (LADWP) Boulder–Los Angeles 287.5 kV Transmission Lines constructed in 1936 to bring power from Boulder Dam in Clark County, Nevada to Los Angeles. The same 1986 DPR is also listed at the Information Center under P-36-007694. The LADWP lines are no longer part of 36-008857. The LADWP Boulder Lines have been nominated to the NRHP under criteria A and B.

The 1986 record also states the third Lytle Creek transmission line is a Southern California Edison (SCE) transmission line associated with the Lytle Creek Hydroelectric System. The 1997 updated DPR states this information is incorrect and that the Lytle Creek transmission line was removed and the Mira Loma No. 1 transmission line constructed in the same ROW in the early 1960s. This information is also incorrect.

Lugo-Mira Loma No. 1 500kV transmission line, P36-0008857, was constructed in 1969 by SCE as part of the Pacific Northwest–Pacific Southwest Intertie Project (Intertie). Please see the BSO record for additional details

***P3b. Resource Attributes:** HP11: Engineering Structure (Transmission Line)
***P4. Resources Present:** ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

*__P5b. Description of Photo:__ 1973 view of a dead-end tower in Cajon Pass on the Mira Loma-Lugo No. 1 500kV Transmission Line. Source: SCE Photographs and Negatives collection of The Huntington Library (Call No. 11-00457 / Image No. SCE_11_00457). © The Huntington Library, San Marino, California.

***P6. Date Constructed/Age and Source:** ■Historic, 1979. SCE Corporate Records

***P7. Owner and Address:** Southern California Edison Company, 2244 Walnut Grove Avenue, Rosemead, CA 91770

***P8. Recorded by:** Audry Williams, SCE Archaeologist and Historic-era Electrical Infrastructure Specialist

***P9. Date Recorded:** December 2016

***P10. Survey Type:** Reconnaissance

***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** ICF. 2016. Cultural Resources Inventory Report for the Lugo-Mira Loma No. 3 and Lugo-Rancho Vista 500kV Transmission Line Rating Remediation Project, San Bernardino County, California. Prepared for Southern California Edison

***Attachments:** ☐NONE ■Location 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, OBJECT RECORD

***Resource Name or #** SCE Lugo-Mira Loma No. 1 500kV Transmission Line ***NRHP Status Code**: 3S

B1. Historic Name: Southern California Edison Company's Lugo-Mira Loma No. 1 500kV Transmission Line

B2. Common Name: Lugo-Rancho Vista 500kV Transmission Line and Rancho Vista-Mira Loma 500kV Transmission Line

B3. Original Use: Electric Power Conveyance System / Transmission Line

B4. Present Use: Electric Power Conveyance System / Transmission Line

***B5. Architectural Style:** N /A – Utilitarian Electrical Engineering Structures of Lattice Steel Tower Construction

***B6. Construction History:** Constructed 1968-1969. Segmented and renamed with the construction of Rancho Vista Substation in 2007 and renamed based on the connection to new substation.

The Mira Loma-Lugo No 1. 500kV Transmission Line was constructed by SCE as part of the Intertie Project. The construction of the Intertie involved multiple companies including the Bonneville Power Administration, Portland General Electric, Pacific Gas & Electric (PG&E) and SCE. These companies together built two 500kV interconnecting high-voltage long distance transmission lines from the Columbia River to southern California. SCE's initial portion of the two parallel 500kV lines consisted of a 114-mile line between the PG&E's Midway substation (approximately 30 miles west of Bakersfield) and the SCE's Vincent substation (approximately 30 miles north of Los Angeles). SCE shortly thereafter built additional 500kV transmission lines to interconnect to newly constructed 500kV substations including the Vincent, Lugo and Mira Loma Substation. The Southwest phase of the Intertie Project expanded the 500kV system across the desert to Eldorado and Mojave Substations, and the Four Corners Area (Maneatis et al. 1970, Myers 1986).

The Lugo-Mira Loma 500kV transmission lines were built in the preexisting Right-of Way (ROW) of SCE's Boulder-Chino 220kV Nos. 1 and 2 Transmission Lines. SCE's 220kV Boulder lines were constructed in 1938-40, the portion of these lines between Lugo and Mira Loma Substations were removed and the Lugo-Mira Loma Nos. 1 and 2 500kV were constructed in the ROW. The original SCE Boulder-Chino 220kV Nos. 1 and 2 transmission lines located between Lugo Substation and Boulder Dam are still standing and have been recorded as P-36-014876. In 2007, SCE constructed the Rancho Vista Substation in Rancho Cucamonga and at that time looped the Lugo-Mira Loma No. 1 into the Rancho Vista Substation and the line name changed to Lugo-Rancho Vista 500kV and Rancho Vista-Mira Loma 500kV.

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

***B8. Related Features:** Pacific Northwest-Pacific Southwest Intertie System

B9a. Architect: Southern California Edison Company **b. Builder:** Southern California Edison Company

***B10. Significance: Theme:** None. **Area:** None **Period of Significance:** 1968-1969
Property Type: Engineering Structure – Electric Power Conveyance System **Applicable Criteria:** NRHP/CRHR Eligible
Extra High Voltage (EHV) Transmission Lines in the Western United States are defined as 300 to 750kV. EHV transmission lines were first constructed in the western United States in the mid-to-late 1960s to supply energy to western United States. The federal government led the planning of the Intertie and construction was split among a number of power agencies. The Intertie System is an EHV, long-distance interconnected transmission line system built to convey electricity from the Pacific Northwest to the Pacific Southwest. The Intertie allowed excess hydroelectric power from the Northwest to be sold to California by interconnecting resources between a number of public and private power agencies. Extra thermal power in Southern California could also be sent to the Northwest in the late fall and winters to supply energy there for lighting and heating. The Intertie extends from Vancouver, British Columbia, though Seattle, Washington, to Phoenix, Arizona. The first lines built as part of the Intertie system consists of two Alternate Current (AC) 500kV lines and a Direct Current (DC) 775kV line from the Pacific Northwest to California, and a 345kV line from Mead Substation to Liberty Substation near Phoenix, Arizona. See Continuation Sheet

B11. Additional Resource Attributes: None.

***B12. References:** Maneatis, J. A., E. J. Hubacher, W.N. Rothenbuhler, and J. Sabath. 1970. *500kV Series Capacitor Installations in California.* Paper 70 TP 580-PWR at the IEEE Summer Power Meeting and EHV Conference.

Myers, William A. 1986. Iron Men and Copper Wires: A Centennial History of the Southern California Edison Company. Glendale: Trans-Anglo Books.

Tinsley Becker, Wendy L., Audry Williams, Thomas L. Jackson, and Adam Sriro. 2015. Historic-Era Electrical Infrastructure Management Program: A Program for the Identification, Review, Exemption, and Treatment of Generating Facilities, Transmission Lines, Subtransmission Lines, Distribution Lines, and Substations within the Southern California Edison Company's Service Territory. On file at Southern California Edison.

B13. Remarks: None.

***B14. Evaluator:** Audry Williams, SCE Senior Archaeologist and Historic-era Electrical Infrastructure Specialist

***Date of Evaluation:** December 2016

See Continuation Sheet and Sketch Map

Official Comments:

***B10. Significance: (Continued)**

Three political agreements approved in 1964 provided for the construction of the Intertie: the Columbia River Treaty, the Pacific Northwest Coordination Agreement, and the Pacific Northwest Consumer Power Preference Act. The United States Congress ratified the Columbia River Treaty, authorizing construction of three dams in the Canadian Columbia River Basin, which would generate additional hydropower downstream in the American Northwest. As a result of the treaty, the Pacific Northwest Coordination Agreement was also negotiated to establish rules for the coordination of the Columbia River Power System. The United States Congress additionally approved the Pacific Northwest Consumer Power Preference Act that authorized sales over the Intertie of power surplus to the Northwest utilities, so that the Northwest utilities would be guaranteed power ahead of the Southwest ones. Through these agreements, excess power from the Northwest utilities, in addition to year-round power allotted to Canada from the dams, could be sold to utilities in the American Southwest.

Preceding the 1964 agreements, the United States Secretary of the Interior, Stewart Udall, appointed a Special Task Force to study the idea of the Intertie in 1960. At this time, direct current (DC), or electric current travelling in one direction on two conductors, was considered the best way to transmit electricity over long distances. DC transmission lines allow high voltage transmission over smaller conductors and lower voltage loss than in similar alternating current (AC) lines, but no utility in the world had used high voltage direct current (HVDC) transmission for the distance planned in the Intertie.

The Lugo-Mira Loma No. 1 500kV Transmission Line may be regarded as eligible for listing to the National Register under ***National Register/California Register Criteria A*/1** (events/patterns of events) for an association with SCE's 500kV system within the period of significance (POS). SCE's established a POS for 500kV transmission line technology as 1965-1970, which covers its participation in the Intertie System (Tinsley-Becker et al. 2015). The system is one of the earliest 500kV transmission Line systems built to convey power to SCE's service territory in the Southern California region, and at the time of construction, was considered part of the Intertie system that formed the early EHV grid in California, the Pacific Northwest, and the Southwestern United States. The POS for the Lugo-Mira Loma No. 1 500kV transmission line is circa 1968-1969.

No information was identified for the Lugo-Mira Loma No. 1 500kV Transmission Line to support a positive eligibility conclusion under ***National Register/California Register Criterion B*/1** (important persons).

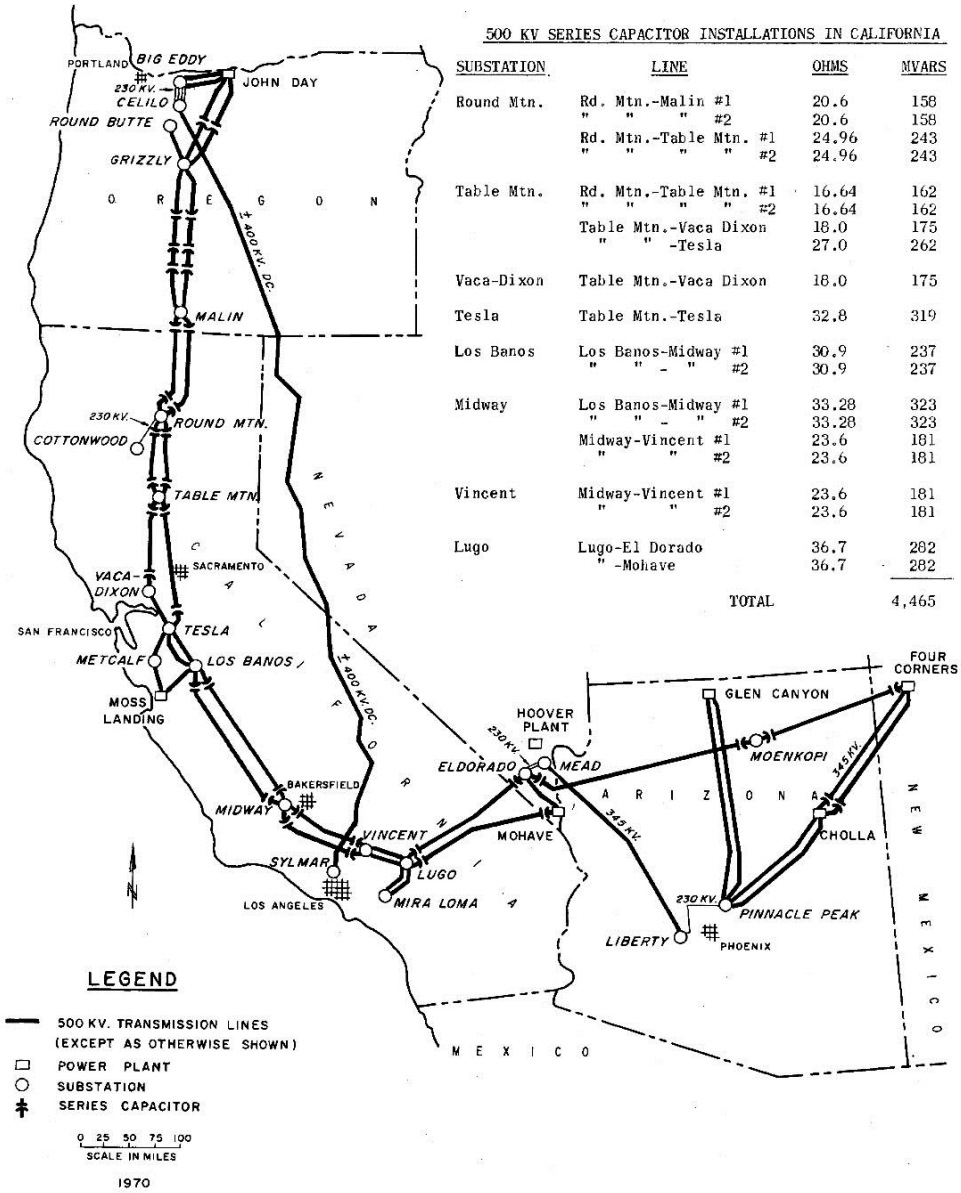
The Lugo-Mira Loma No. 1 500kV Transmission Line is eligible under ***National Register/California Register Criteria C/1*** (Design/Construction) for representing an important, innovative, or masterfully designed of 500kV transmission line. The EHV Intertie system was planned and constructed in in less than 10 years and included the first EHVAC and EHVDC transmission lines in the United States as well as the first 500kV Substations. The Lugo-Mira Loma No. 1 500kV transmission line was constructed as part of this effort important and innovating design of an EHV transmission system in the United States.

No information was identified as part of this documentation and evaluation effort to indicate that the Lugo-Mira Loma No. 1 500kV Transmission Line would have the potential to yield additional information which could be considered important to local, state, or national history. Therefore, the line is not eligible under ***National Register/California Register Criteria D/4*** (Information Potential).

NRHP Criteria Consideration G

In December 2016, at the initial evaluation of the Lugo-Mira Loma No. 1 500kV Transmission Line it is two years away from becoming 50 years old, the age of eligibility set by the NRHP, yet it is within the same historical context as the Intertie, which has already passed the 50-year mark. The Lugo-Mira Loma No. 1 500kV Transmission Line is a significant example of interconnection using 500kV lines that achieved engineering feats of transmitting EHV over longer distances than SCE's previously established 220kV system. The Intertie connected the SCE grid north to the Pacific Northwest utilities and their hydroelectric sources of power. Within the established historical context the Lugo-Mira Loma No. 1 500kV Transmission Line meets NRHP Criteria Consideration G. It has achieved significance within 50 years as an EHV transmission line and interconnection system that helped SCE meet the demand for electricity in the late 1960s to 1970s, and contributed to the further industrialization of the Southern California region and the development of the power grid in the Southwestern United States.

1970 Diagram Map showing the general arrangement and location of 500kV transmission lines and substations of the Pacific Intertie and Adjacent Systems. Source: "500kV Series Capacitor Installations in California" *IEEE* December 1970.



500 KV SERIES CAPACITOR INSTALLATIONS IN CALIFORNIA

SUBSTATION	LINE	OHMS	MVARS
Round Mtn.	Rd. Mtn.-Malin #1	20.6	158
	" " " #2	20.6	158
	Rd. Mtn.-Table Mtn. #1	24.96	243
	" " " " #2	24.96	243
Table Mtn.	Rd. Mtn.-Table Mtn. #1	16.64	162
	" " " " #2	16.64	162
	Table Mtn.-Vaca Dixon	18.0	175
	" " -Tesla	27.0	262
Vaca-Dixon	Table Mtn.-Vaca Dixon	18.0	175
Tesla	Table Mtn.-Tesla	32.8	319
Los Banos	Los Banos-Midway #1	30.9	237
	" " - " #2	30.9	237
Midway	Los Banos-Midway #1	33.28	323
	" " - " #2	33.28	323
	Midway-Vincent #1	23.6	181
	" " #2	23.6	181
Vincent	Midway-Vincent #1	23.6	181
	" " #2	23.6	181
Lugo	Lugo-El Dorado	36.7	282
	" -Mohave	36.7	282
	TOTAL		4,465

Fig. 1. EHV Transmission Lines
Pacific Intertie and Adjacent Systems.

1139

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

SKETCH MAP

Primary # P-36-008857 UPDATE
HRI #
Trinomial CA-SBR-8857

*Drawn By: Audry Williams

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Date of Map: December 2016

SOUTHERN CALIFORNIA EDISON
An EDISON INTERNATIONAL™ Company

N

0 2.5 5 10 Miles

Projection: NAD 83 UTM Zone 11

*Required Information

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

LOCATION MAP

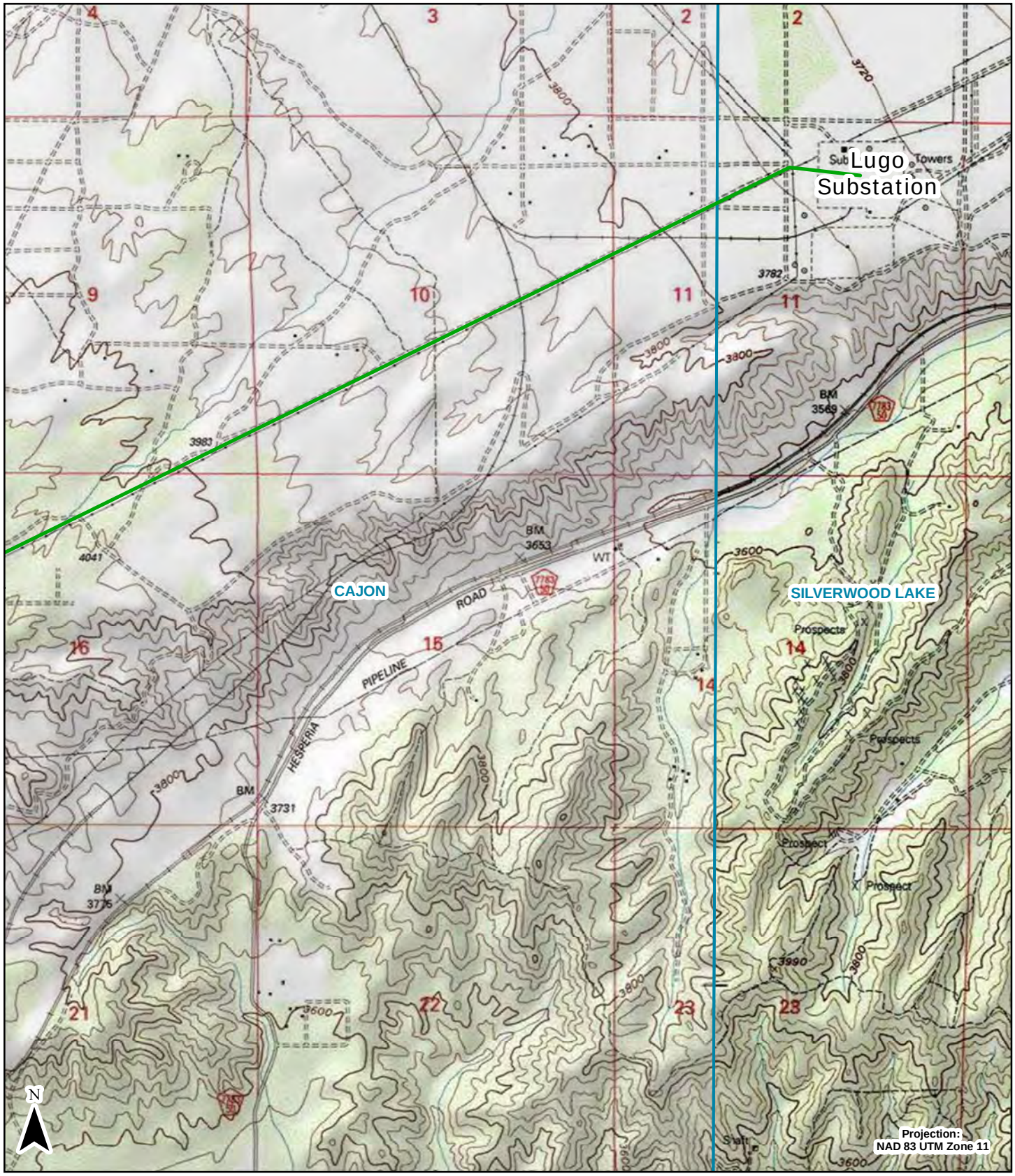
Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Silverwood Lake, Cajon

*Scale: 1:24,000

*Date of Map: 1996, 1996



*Required Information

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

LOCATION MAP

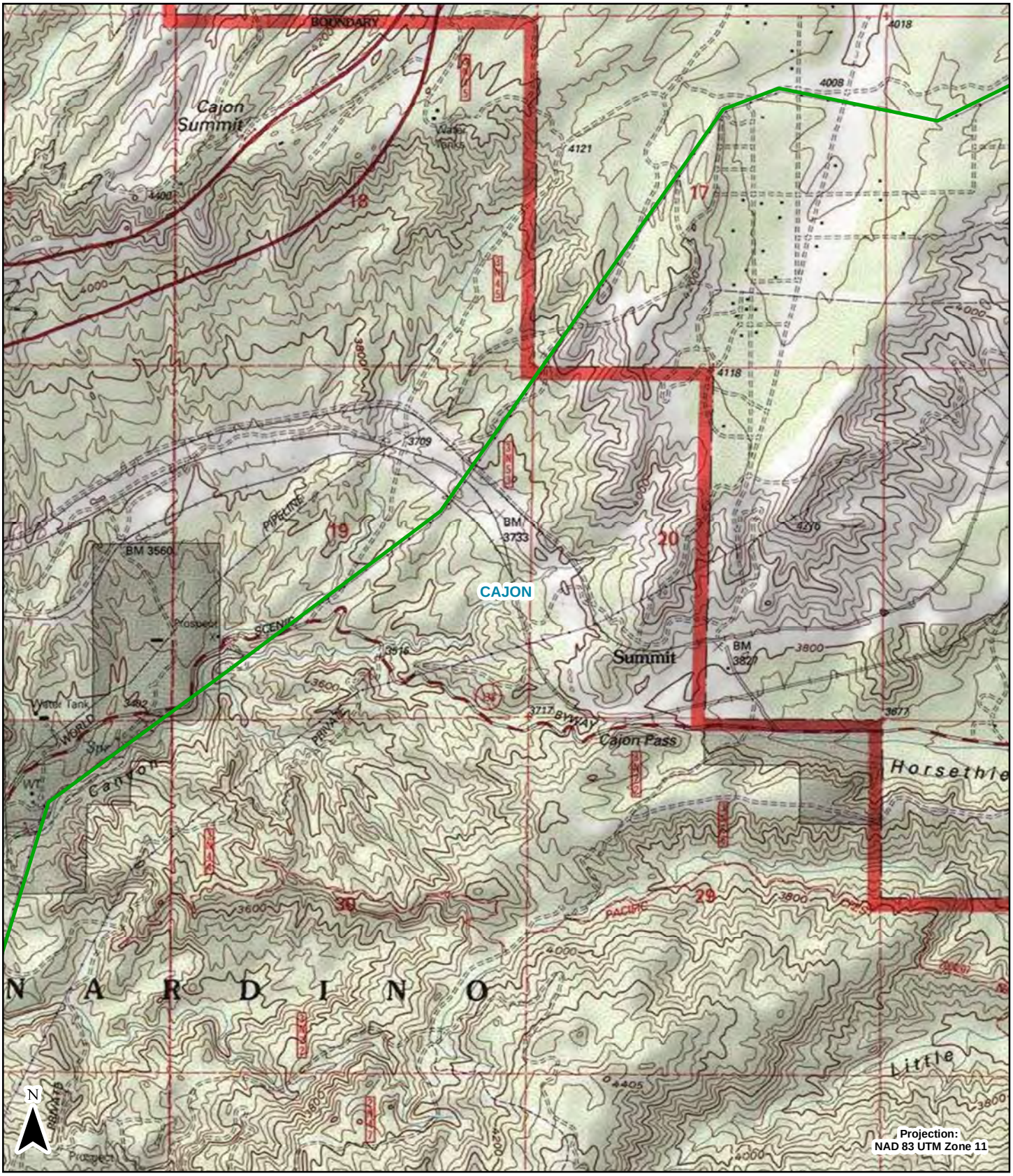
Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Cajon

*Scale: 1:24,000

*Date of Map: 1996



*Required Information

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

LOCATION MAP

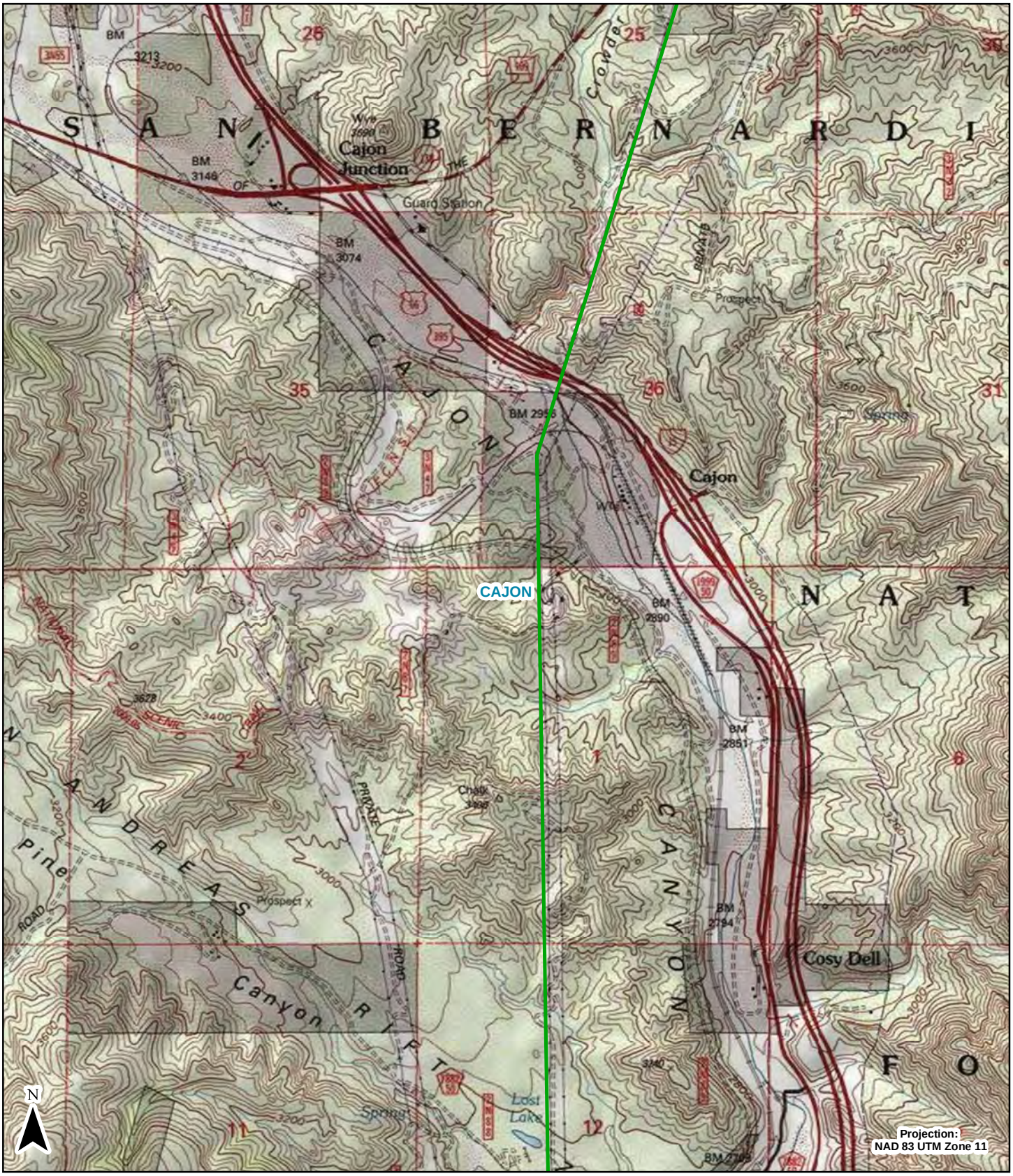
Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Cajon

*Scale: 1:24,000

*Date of Map: 1996



*Required Information

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

LOCATION MAP

Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Cajon, Devor

*Scale: 1:24,000

*Date of Map: 1996, 1996

DPR 523K (1/95)

*Required Information

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

LOCATION MAP

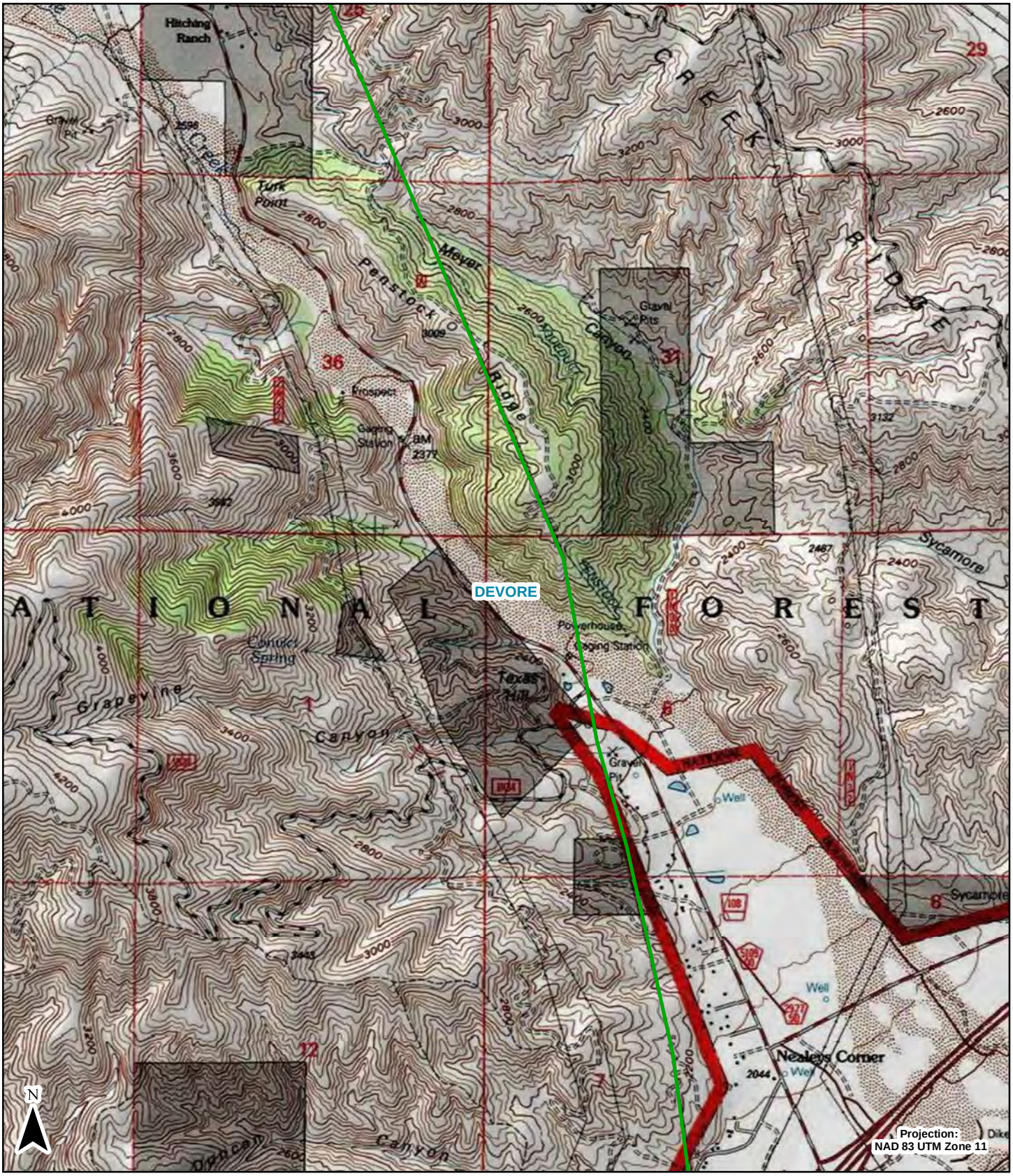
Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Devor

*Scale: 1:24,000

*Date of Map: 1996



*Required Information

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

LOCATION MAP

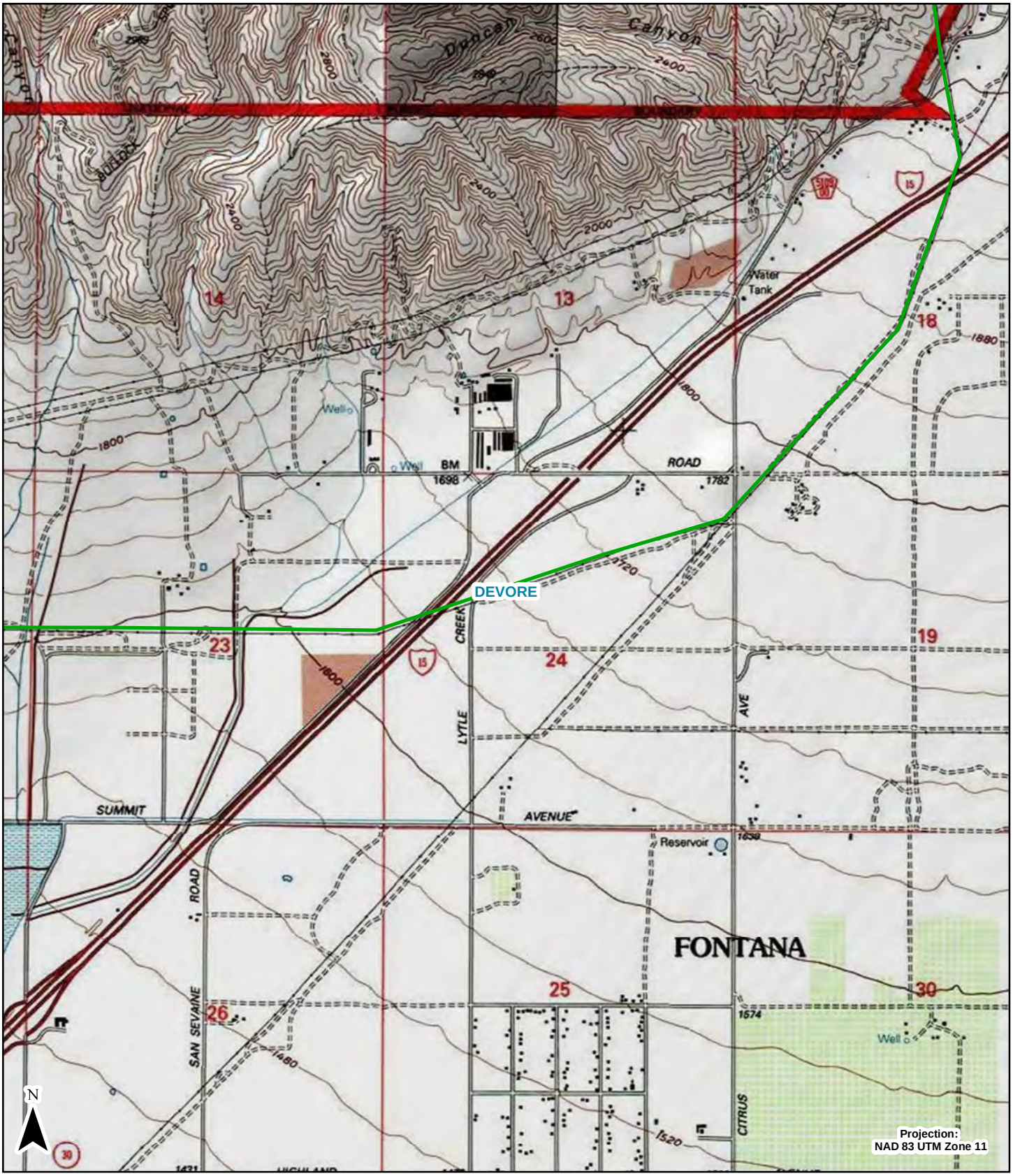
Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Devor

*Scale: 1:24,000

*Date of Map: 1996



*Required Information

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

LOCATION MAP

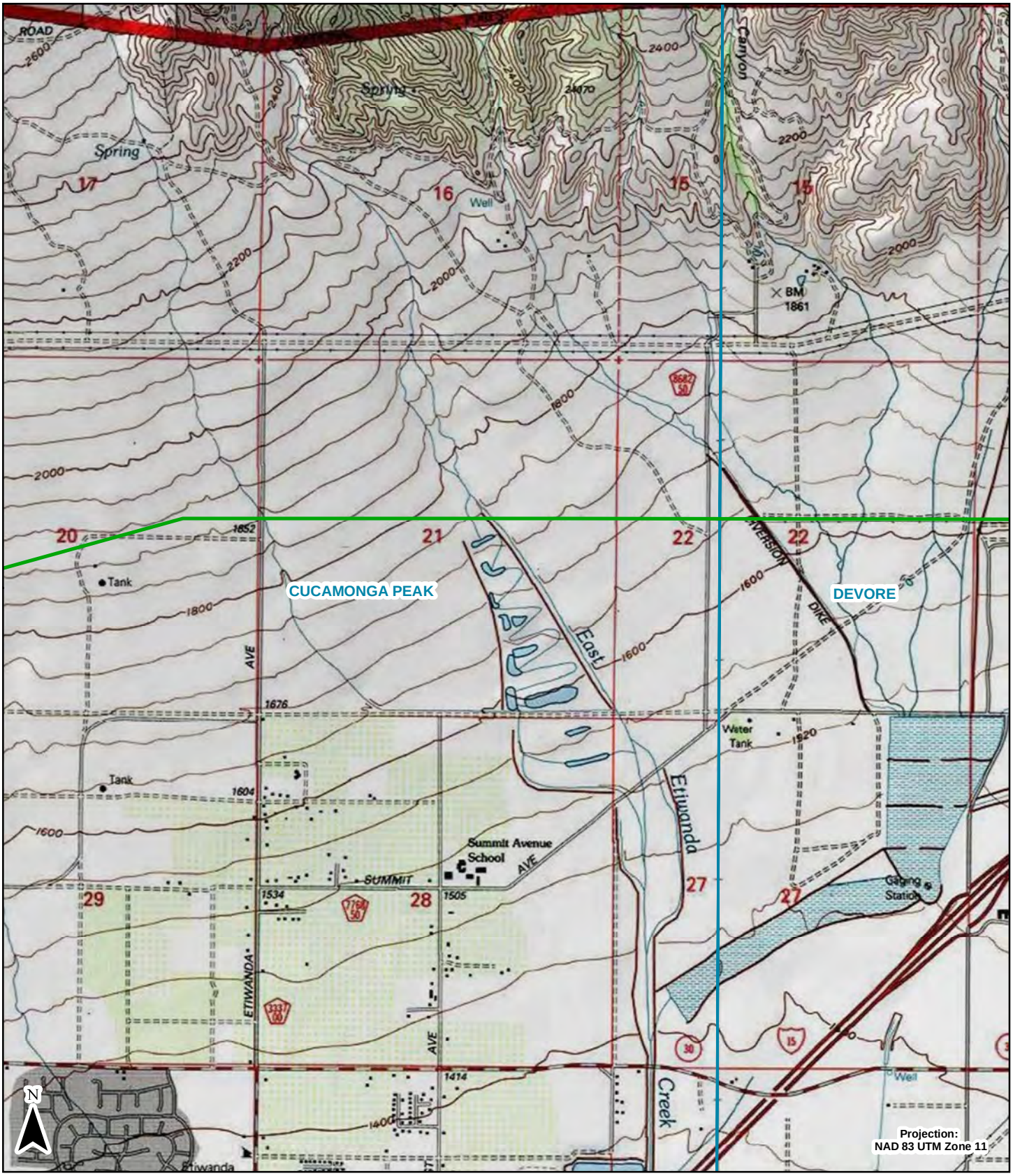
Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Cucamonga Peak, Devor

*Scale: 1:24,000

*Date of Map: 1996, 1996



*Required Information

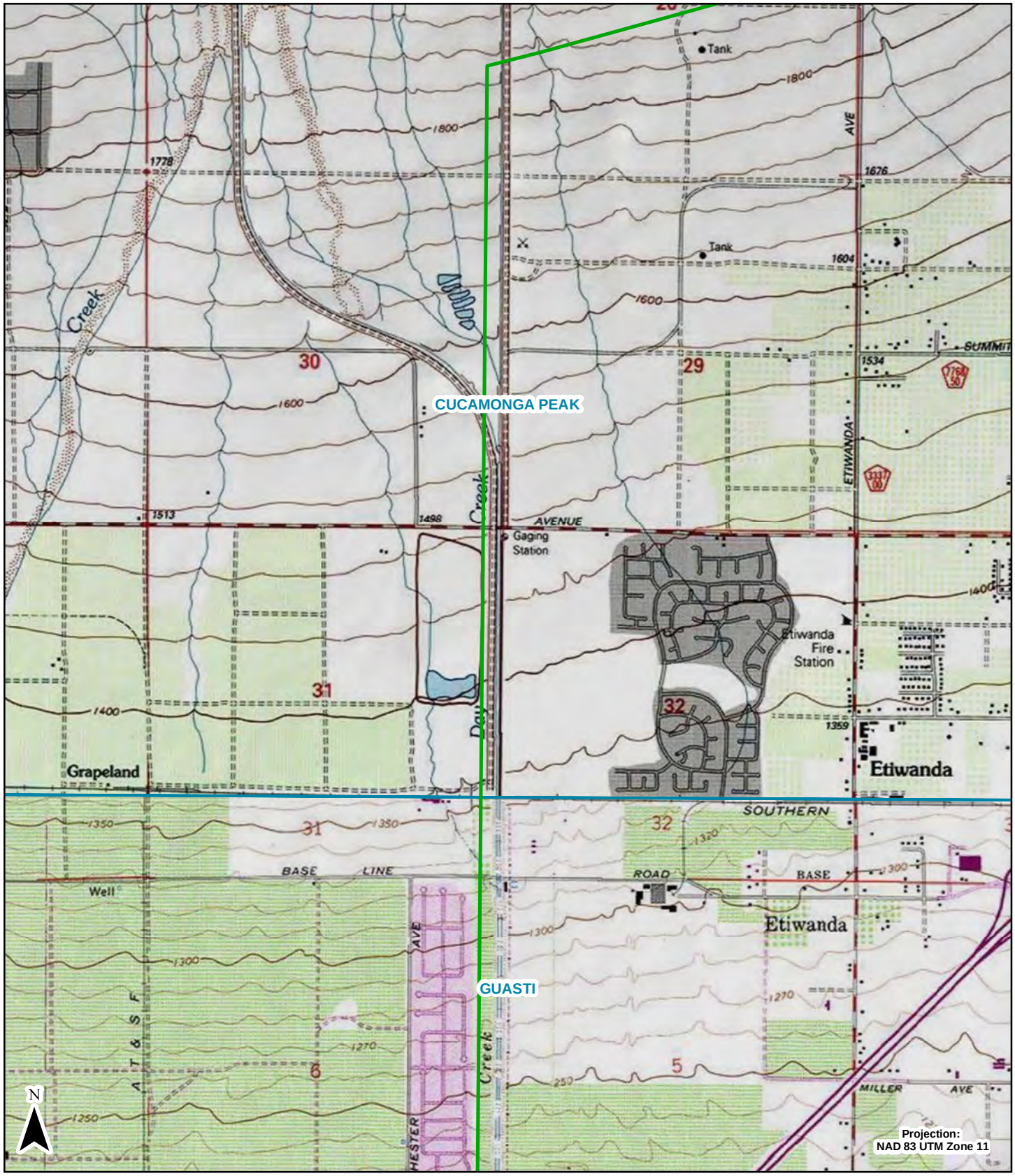
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-008857 UPDATE
HRI #
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Guasti *Scale: 1:24,000 *Date of Map: 1978



*Required Information

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

LOCATION MAP

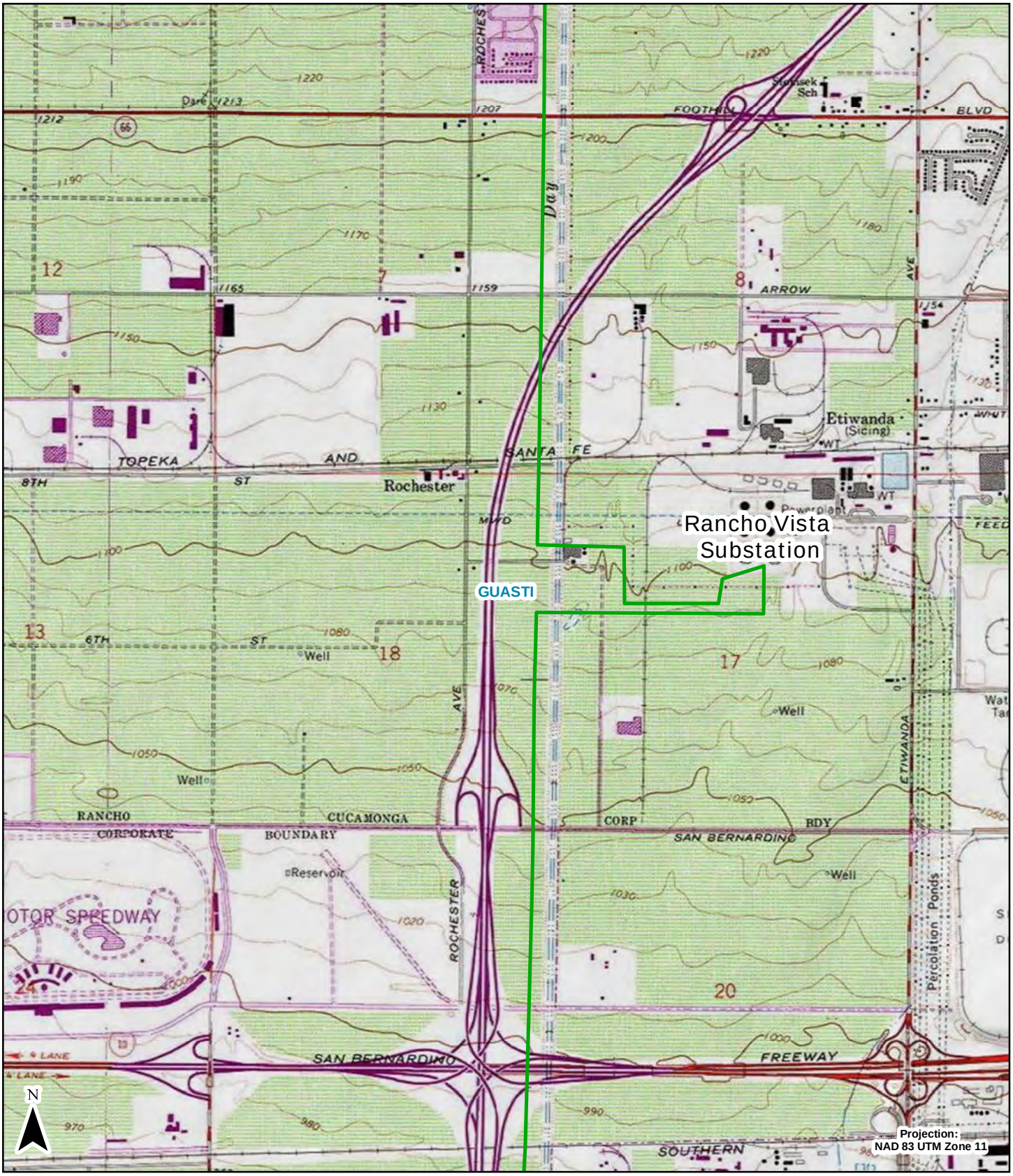
Primary # P-36-008857 UPDATE
HRI#
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Guasti

*Scale: 1:24,000

*Date of Map: 1978



*Required Information

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

LOCATION MAP

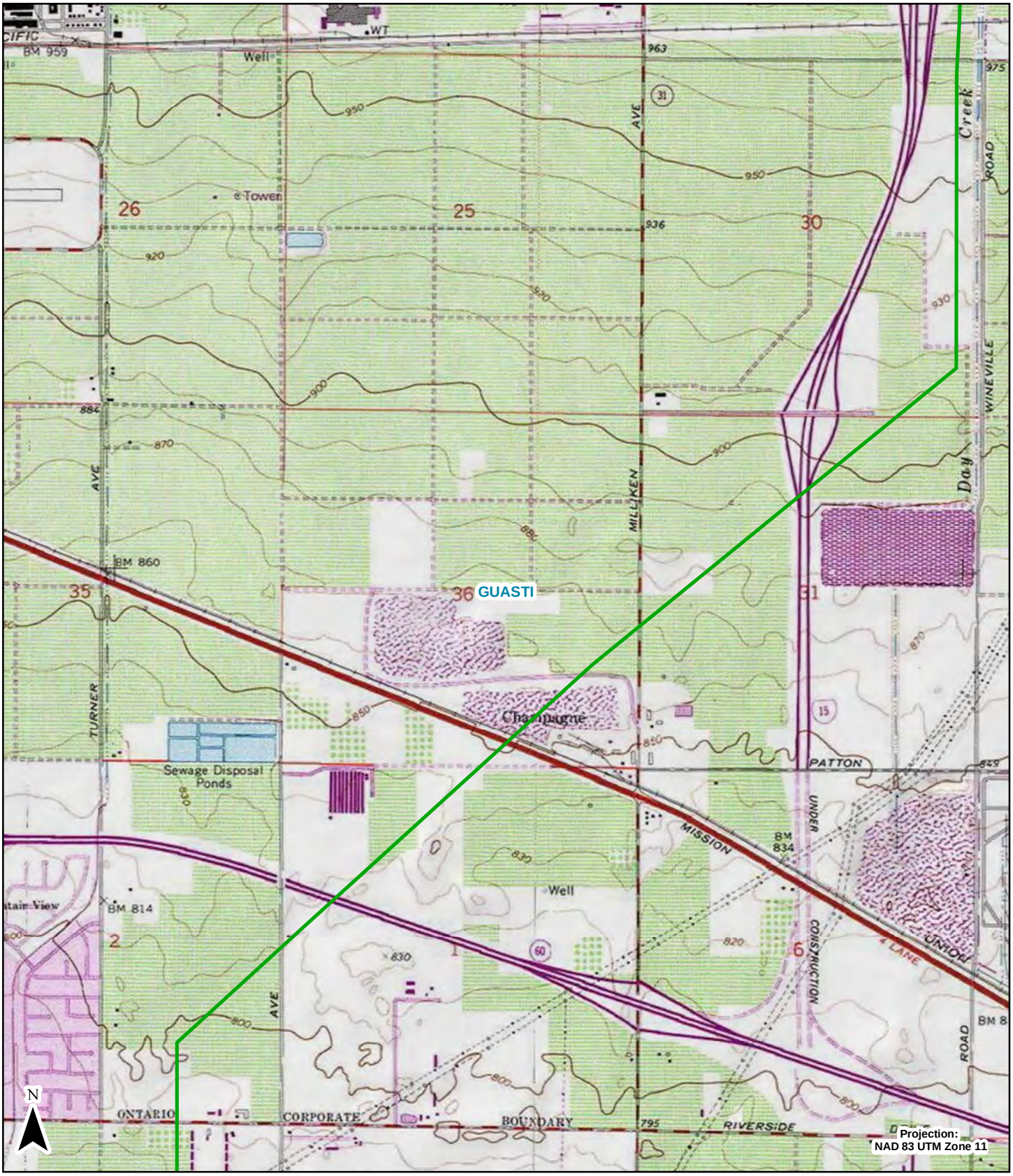
Primary # P-36-008857 UPDATE
HRI #
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Guasti

*Scale: 1:24,000

*Date of Map: 1978



*Required Information

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

LOCATION MAP

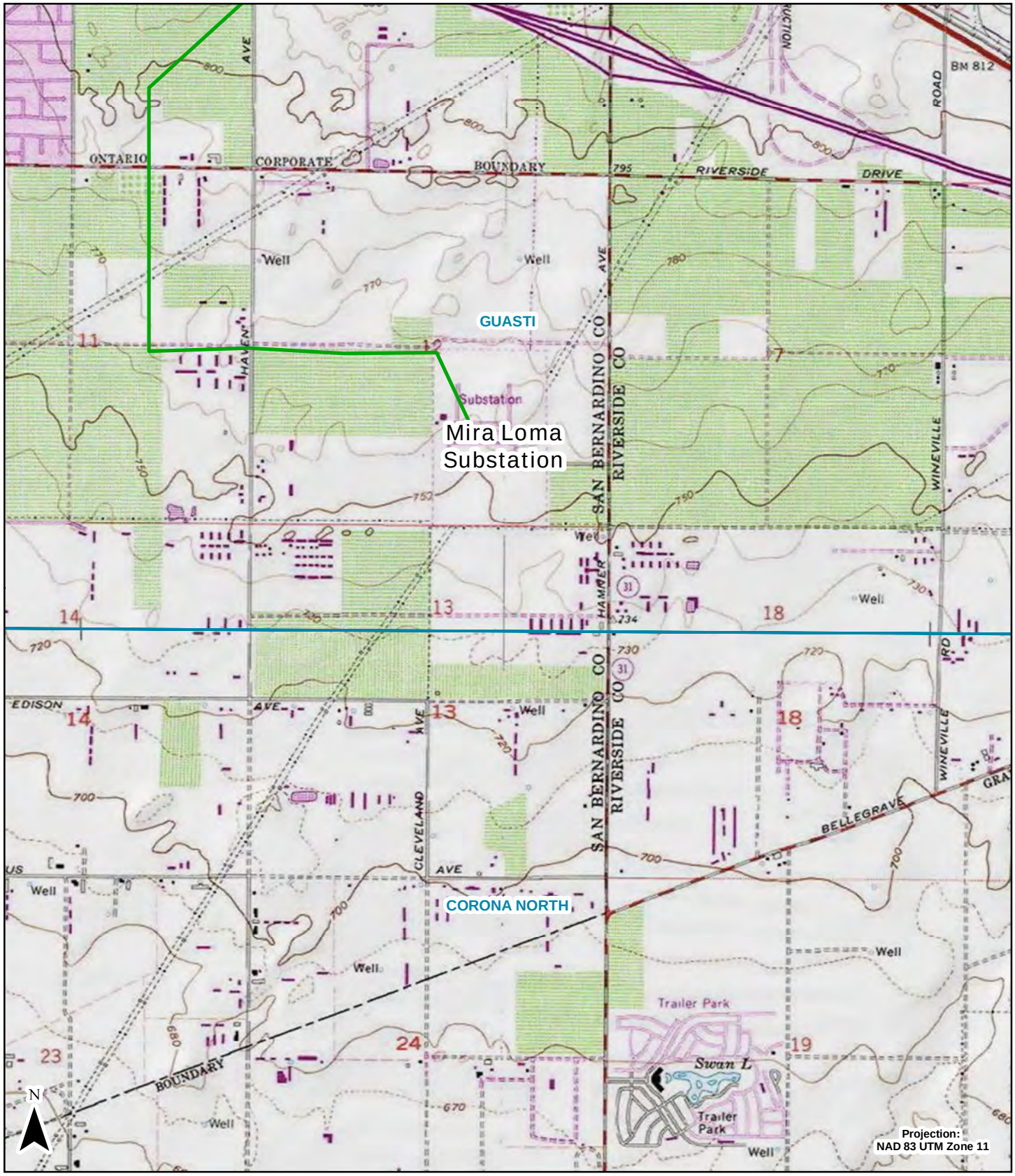
Primary # P-36-008857 UPDATE
HRI #
Trinomial CA-SBR-8857

*Resource Name or # Lugo-Mira Loma 500kV No. 1 Transmission Line

*Map Name: Guasti

*Scale: 1:24,000

*Date of Map: 1978



*Required Information

Update 7/12

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

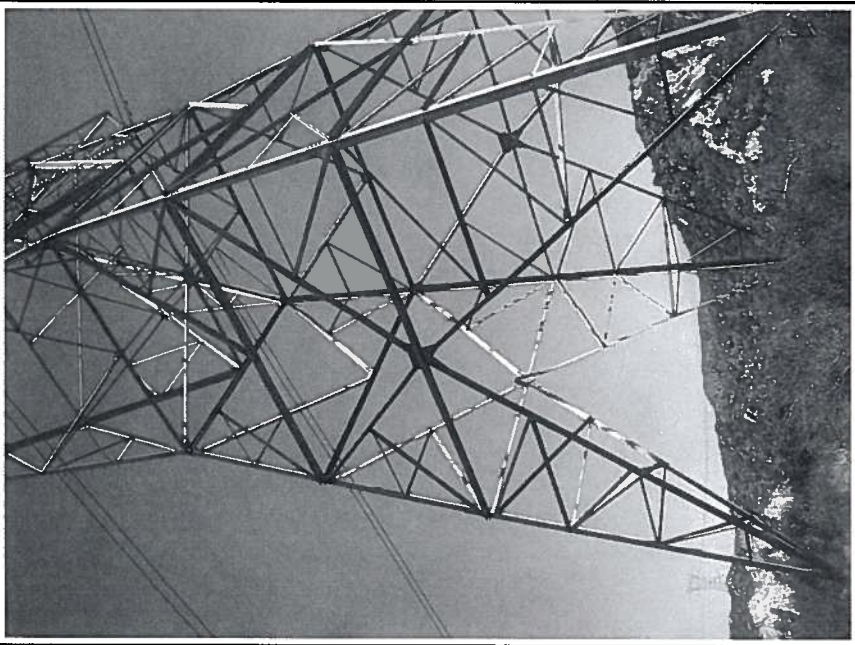
Primary # P-36-008857
HRI #
Trinomial CA-SBR-8857H
NRHP Status Code
Other Listings
Review Code Reviewer Date

*Resource Name or #: SRI-1607 (UPDATE)

P1. Other Identifier: SRI-1607
***P2. Location:** ☑ Not for Publication ☐ Unrestricted ***a. County:** San Bernardino
***b. USGS Quad:** 7.5' CAJON (2009); T 3N R 5W, SW¼ of SW¼ of Sec. 19; SBBM
c. Address:
d. UTM: Zone 11; 458625 mE/ 3798207 mN NAD27 GPS
e. Other Locational Data:
The site is crosses Highway 138 at postmiles 17.3 to 17.5, southwest of Hesperia.

***P3a. Description:**
This site consists of a historical power transmission line. The transmission line as it exists today consists of five, 500 kV transmission wires strung between steel pylons measuring about 80 feet high. Within the right-of-way, the length of the line recorded on the north and south sides of Highway 138 is 464 feet. The site was previously recorded as P-36-008857. In that site record, it was indicated that the transmission lines were originally constructed in 1915 but was replaced in the early 1960s. The current project only examines the first 15 meters from the edge of pavement corresponding to the Caltrans right-of-way. The site continues beyond the right-of-way, but these portions were not recorded. No cultural material is associated with this site.

***P3b. Resource Attributes:** HP 39 Other-electric power transmission line, AH16 Other-electric power transmission line
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☑ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



***P5b. Description of Photo:**
Facing E; 4/5/2011; Transmission line and tower

***P6. Date Constructed/Age & Sources:**
☑ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
NGUYEN, THAI D, 13666 EASTBRIDGE STREET WESTMINSTER, CA

***P8. Recorded by:**
Joshua Trampier, SRI

***P9. Date Recorded:** 5/16/2011
***P10. Survey Type:**
Reconnaissance survey of highway right-of-way

***P11. Citation:** Report forthcoming

***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:

*Required Information

*A1. Dimensions: a. Length 223 m (NE/SW) x b. Width 39 m (NW/SE)
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☑ GPS ☐ Other:
Method of Determination: ☐ Artifacts ☑ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☑ Other: The site boundary is determined in part by the right-of-way established ...
Reliability of determination: ☑ High ☐ Medium ☐ Low
Explain: The transmission line is clearly distinguishable from surrounding vegetation and topography.
Limitations: ☐ Restricted access ☐ Paved/built over ☑ Site limits incompletely defined ☐ Disturbances ☐ Vegetation ☐ Other:

A2. Depth: None ☑ None ☐ Unknown Method of determination: None

*A3. Human Remains: ☐ Present ☑ Absent ☐ Possible ☐ Unknown

*A4. Features:

The only feature associated with this site consists of a historical power transmission line (Feature 6286). As the lines are suspended roughly 70 feet off the ground, all observations and mapping are limited to what can be estimated from the ground. The transmission line as it exists today consists of five, 500 kV transmission wires strung between steel pylons measuring about 80 feet high. Three transmission wires are suspended from insulating coils hung from the top of the pylon; these coils are about 5 feet high. Relative to the body of the pylon, these three coils are located on the two outer edges and the center of it. The other two transmission wires are attached to the top of the pylon. The thickness of the transmission wires is unknown, perhaps 1 inch thick. The five transmission wires are evenly spaced and span a distance of 86 feet. Within the right-of-way, the length of the line recorded on the north and south sides of Highway 138 is 464 feet.

The site was previously recorded as P-36-008857. In that site record, it was indicated that the transmission lines were originally constructed in 1915 but was replaced in the early 1960s.

The current project only examines the first 15 meters from the edge of pavement corresponding to the Caltrans right-of-way. The site continues beyond the right-of-way, but these portions were not recorded. No cultural material is associated with this feature.

*A5. Cultural Constituents:
No artifacts were located.

*A6. Were Specimens Collected? ☑ No ☐ Yes

*A7. Site Condition ☑ Good ☐ Fair ☐ Poor
No disturbances noted.

*A8. Nearest Water: Crowder Creek is located 50 m to the south of the electrical pylon.

*A9. Elevation: 1040 m amsl

A10. Environmental Setting:
Soil is a moderately sorted, loosely compacted, gravelly sand. Vegetation includes grasses and Coastal Sage Scrub community plants. The site is located on a slope that slopes downward at an angle of 5 degrees to the east.

A11. Historical Information:
Previous site records indicate the original transmission lines were replaced in the 1960s.

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

A13. Interpretations:
None

A14. Remarks:
The site has not changed from previous site records.

A15. References:
None

A16. Photographs: See photograph record
Original Media/Negatives Kept At: 21 W. Stuart Ave, Redlands, CA 92373

*A17. Form Prepared By: Joshua Trampier Date: 5/16/2011
Affiliation and Address: Statistical Research, Inc., 21 W. Stuart Ave, Redlands, CA 92373

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

LINEAR FEATURE RECORD

Primary # P-36-008857
HRI #
Trinomial

*Resource Name or #: SRI-1607 (UPDATE)

L1. Historic and/or Common Name: None

L2a. Portion Described: ☐ Entire Resource ☑ Segment ☐ Point Observation **Designation:** Feature 6286

L2b. Location of Point or Segment:
Zone 11; 458564 mE/ 3798164 mN NAD27 GPS
Zone 11; 458701 mE/ 3798259 mN NAD27 GPS

L3. Description:
The only feature associated with this site consists of a historical power transmission line (Feature 6286). As the lines are suspended roughly 70 feet off the ground, all observations and mapping are limited to what can be estimated from the ground. The transmission line as it exists today consists of five, 500 kV transmission wires strung between steel pylons measuring about 80 feet high. Three transmission wires are suspended from insulating coils hung from the top of the pylon; these coils are about 5 feet high. Relative to the body of the pylon, these three coils are located on the two outer edges and the center of it. The other two transmission wires are attached to the top of the pylon. The thickness of the transmission wires is ...

L4. Dimensions:
a. Top Width: 29.00 m
b. Bottom Width: N/A
c. Height or Depth: None
d. Length of Segment: 145.00 m

L5. Associated Resources:
None

L4e. Sketch of Cross-Section: **Facing:**

L6. Setting:
Soil is a moderately sorted, loosely compacted, gravelly sand. Vegetation includes grasses and Coastal Sage Scrub community plants. The site is located on a slope that slopes downward at an angle of 5 degrees to the east.

L7. Integrity Considerations:
No disturbances noted.

L8b. Description of Photo, Map, or Drawing
See sketch map

L9. Remarks:
The site has not changed from previous site records.

L10. Form Prepared By:
Joshua Trampier

L11. Date: 5/16/2011

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

PHOTOGRAPH RECORD

Primary # P-36-008857
HRI #
Trinomial

***Resource Name or #:** SRI-1607 (UPDATE)

Camera Format:
Lens Size:
Film Type and Speed: Digital
Negatives Kept At: 21 W. Stuart Ave, Redlands, CA 92373

Date	Time	Exp/ Frame	Subject/Description	View Toward	Accession #
4/5/2011		3141	Transmission line and tower	E	
5/13/2011		65	Transmission line	W	

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

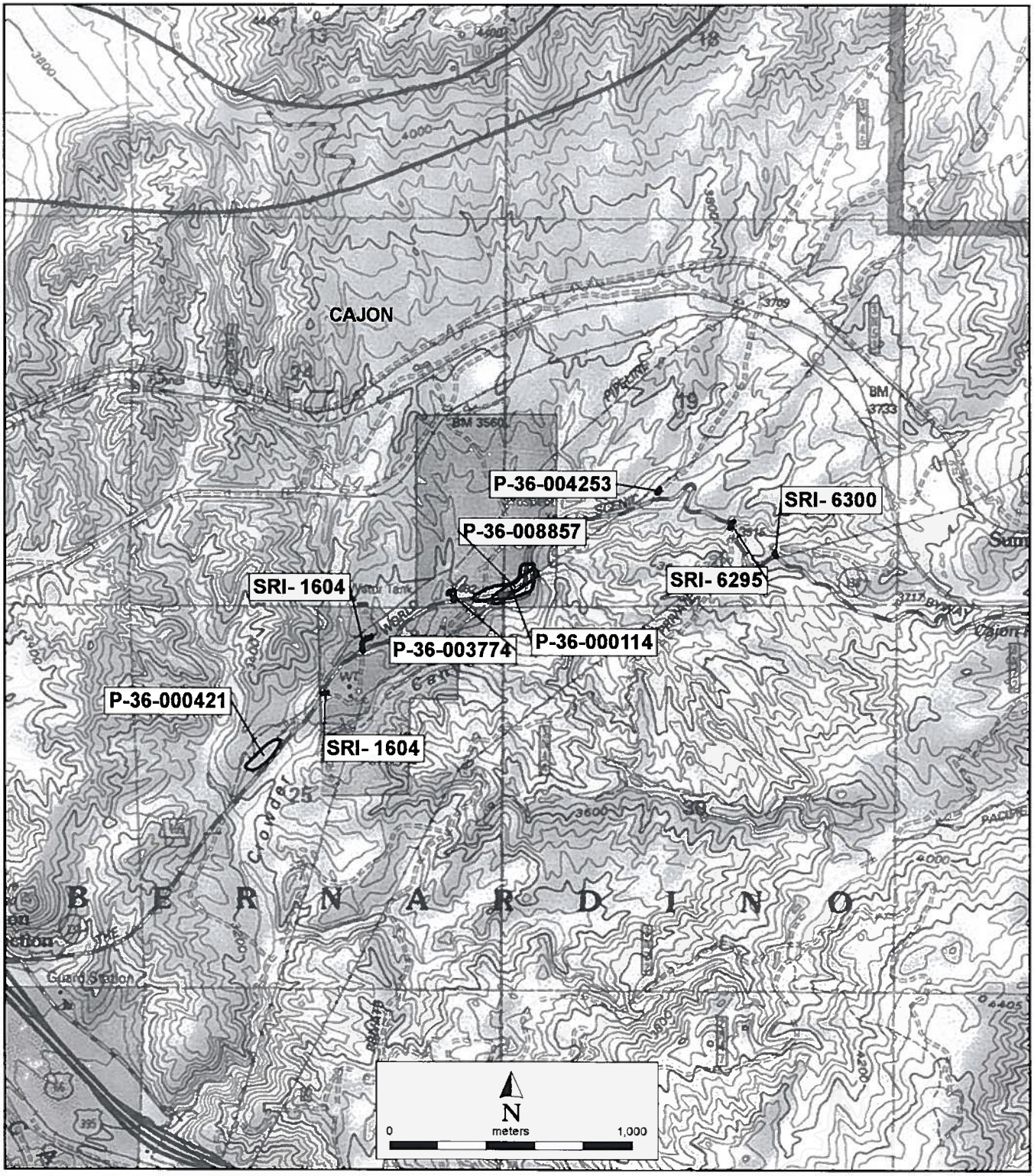
LOCATION MAP

Primary # P-36-008857
HRI #
Trinomial

*Resource Name or #: SRI-1607 (UPDATE)

*Map Name: 7.5' CAJON USGS Topographic Quad Scale: 1:24,000

*Year: 2009



*Required Information

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

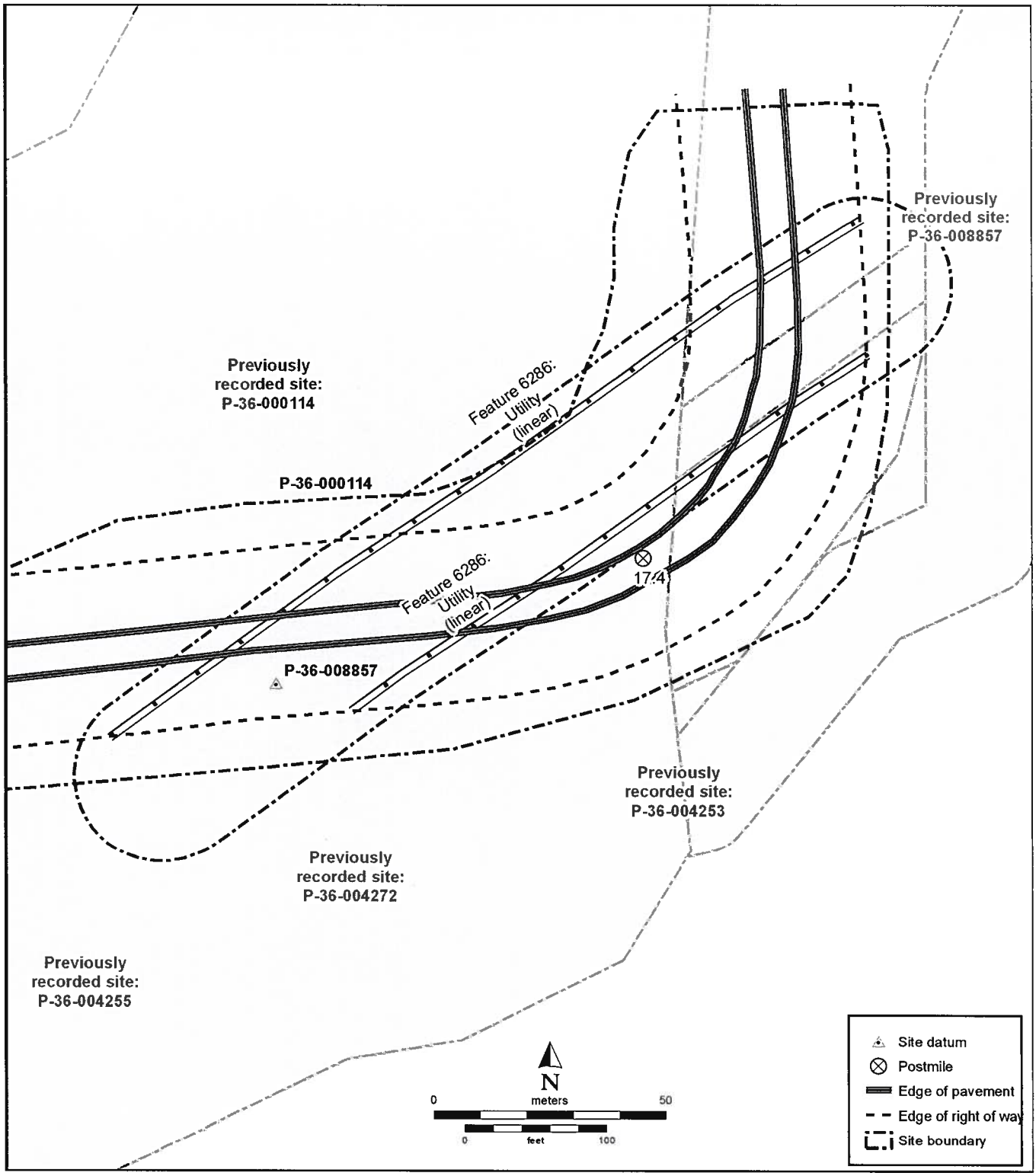
SKETCH MAP

Primary # P-36-008857
HRI #
Trinomial

*Resource Name or #: SRI-1607 (UPDATE)

*Drawn By: Joshua Trampier

*Date: 05/16/2011



*Required Information

P2b. Legal description
T 3N R 6W; NE¼ of NE¼ of Sec 25; SBBM
T 3N R 6W; SE¼ of SE¼ of Sec 24; SBBM

P2d. UTM
Zone 11; 458701 mE/ 3798259 mN NAD27 GPS

P4. Resources Present
[X] Other (linear)

P7. Owner and Address

PARKER, WILLIAM FAM TR 5-3-91 -EST
PO BOX 63700-TREO
SAN FRANCISCO CA

PRESIDENT AND FELLOWS OF HARVARD
600 ATLANTIC AVE
BOSTON MA 02210

A1. Method of determination
by Caltrans. The right-of-way extends 15 m from the edge of the pavement. The site continues beyond the right-of-way, but these portions were not recorded.

L3. Description
unknown, perhaps 1 inch thick. The five transmission wires are evenly spaced and span a distance of 86 feet. Within the right-of-way, the length of the line recorded on the north and south sides of Highway 138 is 464 feet.

The site was previously recorded as P-36-008857. In that site record, it was indicated that the transmission lines were originally constructed in 1915 but was replaced in the early 1960s.

The current project only examines the first 15 meters from the edge of pavement corresponding to the Caltrans right-of-way. The site continues beyond the right-of-way, but these portions were not recorded. No cultural material is associated with this feature.

Update 6/4

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

Primary # 36-008857
HRI#
Trinomial: CA-SBR-8857H

Page 1 of 2
*Recorded by: J. Coleman
Date: 12/12/10
*Resource Name or # Lytle Canyon Transmission Lines
☐ Continuation ☒ Update

During a survey for the Oak Hills Fuel Modification Project for the Natural Resources Conservation Service in cooperation with the United States Forest Service the transmission line was relocated and found to be in good condition. There are no changes to its status since its last update. The field crew concurs with the previous recorder's assessment that the resource does not meet National Register criteria, and therefore recommends CA-SBR-8857H as not eligible for listing in the NRHP.

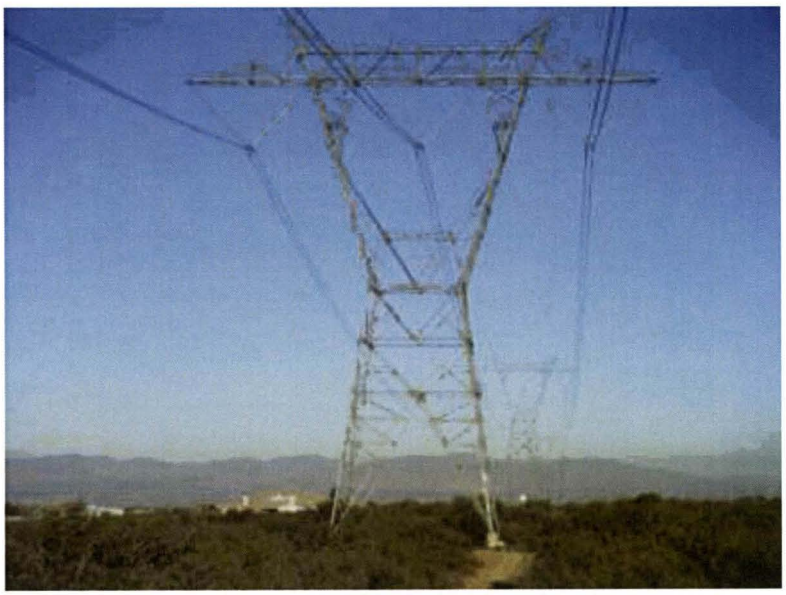
Condition: Good

Crew: J. Coleman, G. Bergman-Hutson, R. Kast, and A. Boltz.

Affiliation:

Solano Archaeological Services
131 Sunset Avenue, Ste. E 120
Suisun, CA 94585

Date: December 12, 2010



CA-SBR-8857H facing northeast.

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI#
Trinomial CA-SBR-8857H

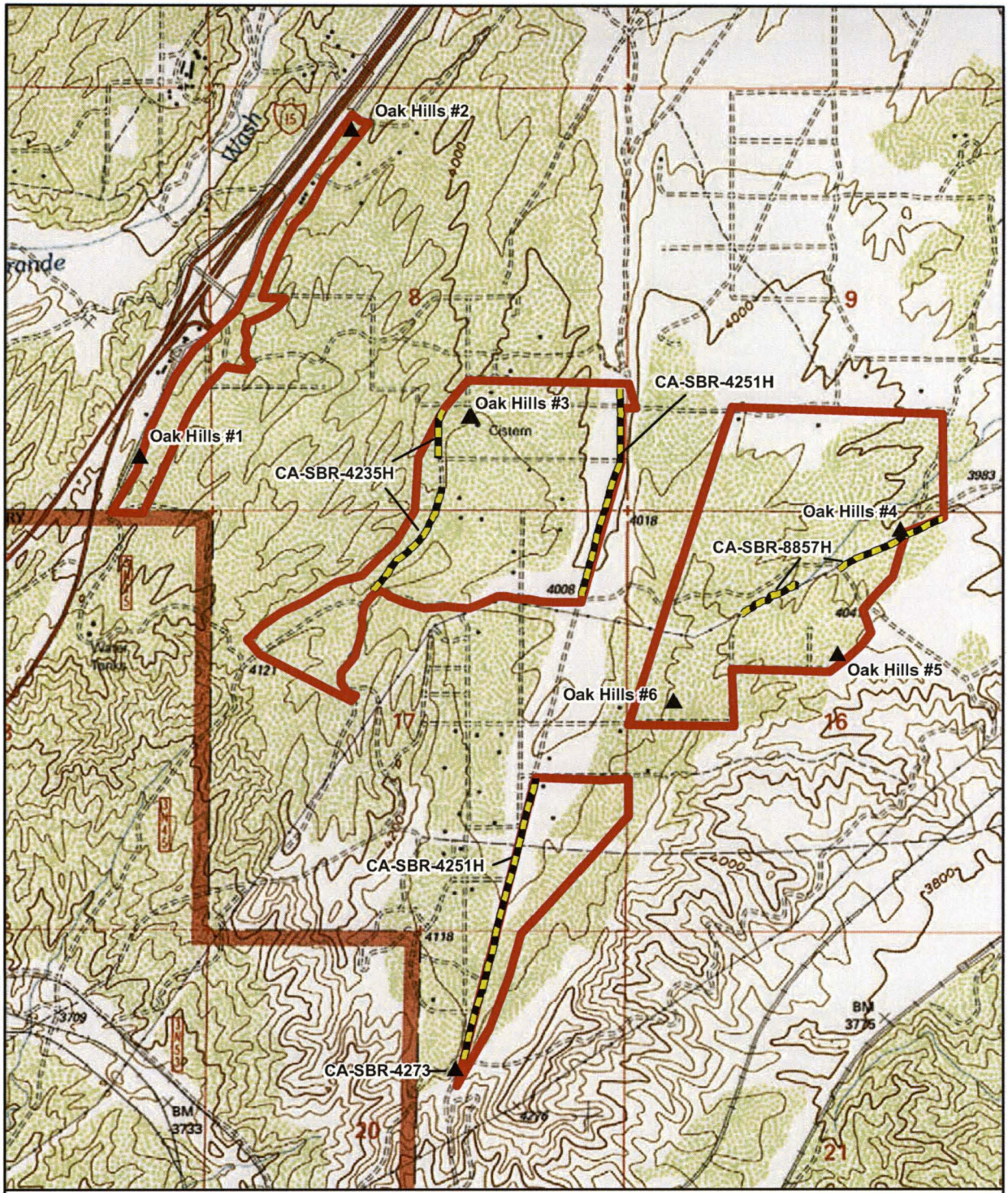
LOCATION MAP

*Resource Name or #: Lytle Canyon Transmission Line

*Map Name: Cajon

*Scale: 1:24,000

*Date of Map: 1996



Oak Hills Fuel Modification Project Findings Map

Oak Hills APE ▲ Cultural Resource Linear Site

1:20,000

USGS. *Cajon Quadrangle, California* [map]. 1:24,000. 7.5' Series. USGS, 1996.

Solano Archaeological Services

0 1,000 Feet

0 500 Meters

*Required information

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

Primary # P36-008857
HRI #
Trinomial SBR-8857H
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 *Resource Name or #: (Assigned by recorder)

P1. Other Identifier: previously listed as part of PSBR-37H

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

and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad see below Date T ; R ; ¼ of ¼ of Sec ; SBd B.M.

d. UTM: (Give more than one for large and/or linear resources) Zone 11, see below mE/ mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Power line shown on 1942 Corps of Engineers 15' *Hesperia* quadrangle (see segment of line on Location Map). Its route on *Hesperia* quad corresponds to Sections 1, 12, 13 and 24 of T2N, R6W; Sections 24, 25 and 36 of T3N, R6W; and Sections 9-11, 16, 17, 19, and 20 of T3N, R5W of the present-day USGS 7.5' *Cajon* quad. The line continues NE onto the 1942 15' *Deep Creek* quad and S and SW onto 1942 15' *San Bernardino* and *Cucamonga* quads providing electric power for the Los Angeles Basin from the southern Sierras.
UTMs (segment on 7.5' 1956 [1988] *Cajon* quad: south end: 457680 mE/ 3789790;
north end: 465500 mE/ 3802520.
Elevation (segment on *Cajon* quad): 2,560 feet (south end); 3,780 feet (north end).

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

Southern Sierras Power Co. branch power line built ca. 1915. Mistakenly recorded by Brock (1986) as part of Lytle Canyon Transmission Lines. Line and towers were completely removed and replaced by the Mira Loma I line in the early 1960s following a slightly different route (Myers 1983:222-226). Resource destroyed.

*P3b. Resource Attributes: (List attributes and codes) HP39 - Electric Power Transmission Line

*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, accession #)

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both
ca. 1915 to early 1960s

*P7. Owner and Address:
once crossed lands owned by multiple private landowners and government agencies

*P8. Recorded by: (Name, affiliation, and address) Philip de Barros and Joel Paulson, Professional Archaeological Services, 13730 Via Cima Bella, San Diego, CA 92129

*P9. Date Recorded: 6/8/97

*P10. Survey Type: (Describe)
Reconnaissance survey

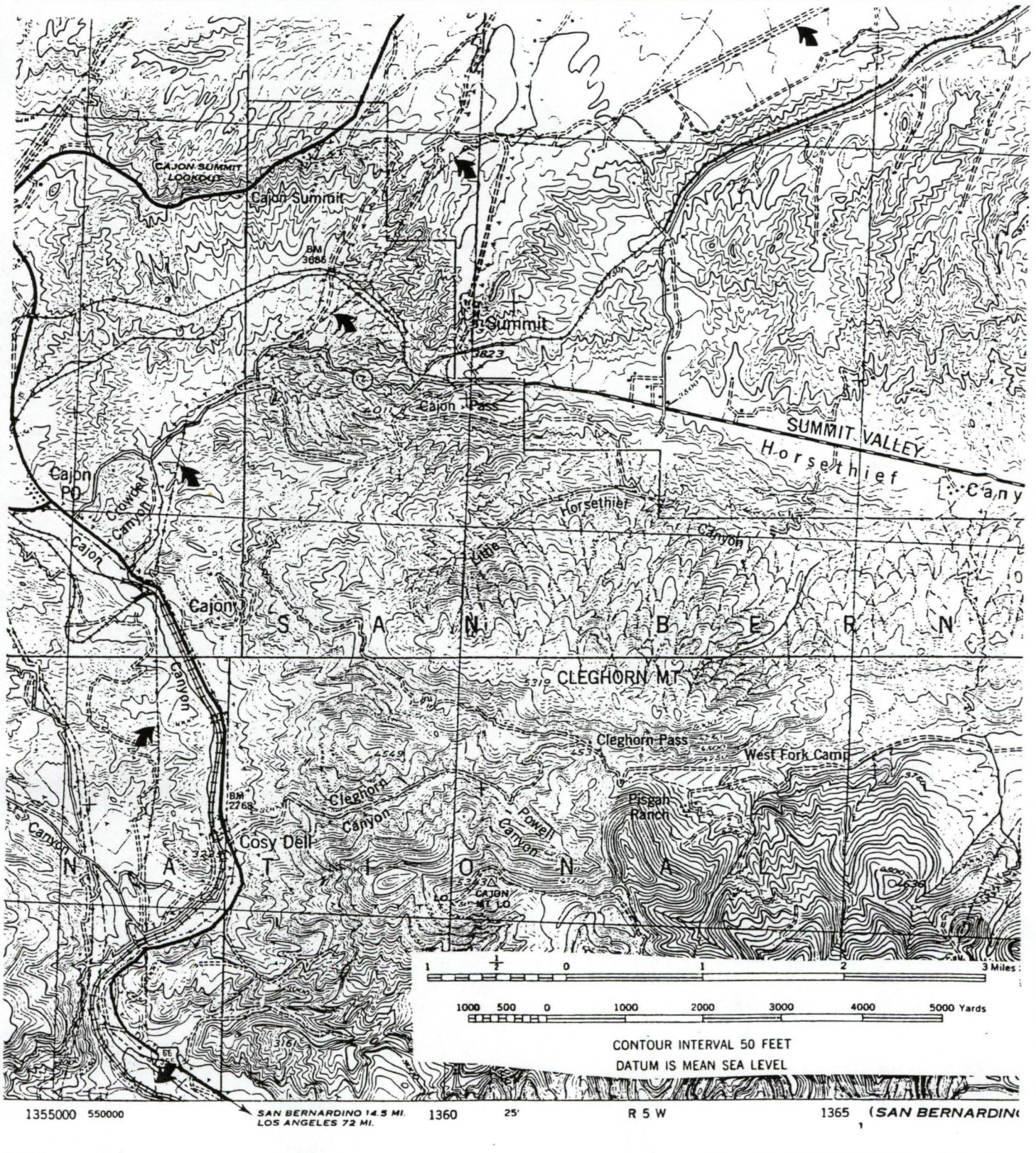
*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Addendum Archaeological Survey Report, Route 138 Improvement Project, 08-SBd-138, PM 16.5/19.7. Professional Archaeological Services, San Diego, by Philip de Barros, 1997. Submitted to Rancho Las Flores Ltd. Partnership, Dana Point. See also W.A. Myers (1983). Iron Men and Copper Wires: A Centennial History of the Southern California Edison Company. Trans-Anglo Books, Glendale.

*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
LOCATION MAP

Primary # P36-008857
HRI#
Trinomial SBR-8857H

Page 2 of 3 *Resource Name or # (Assigned by recorder)
*Map Name: Corps of Engineers 15' Hesperia *Scale: 1:62,500 *Date of map: 1942



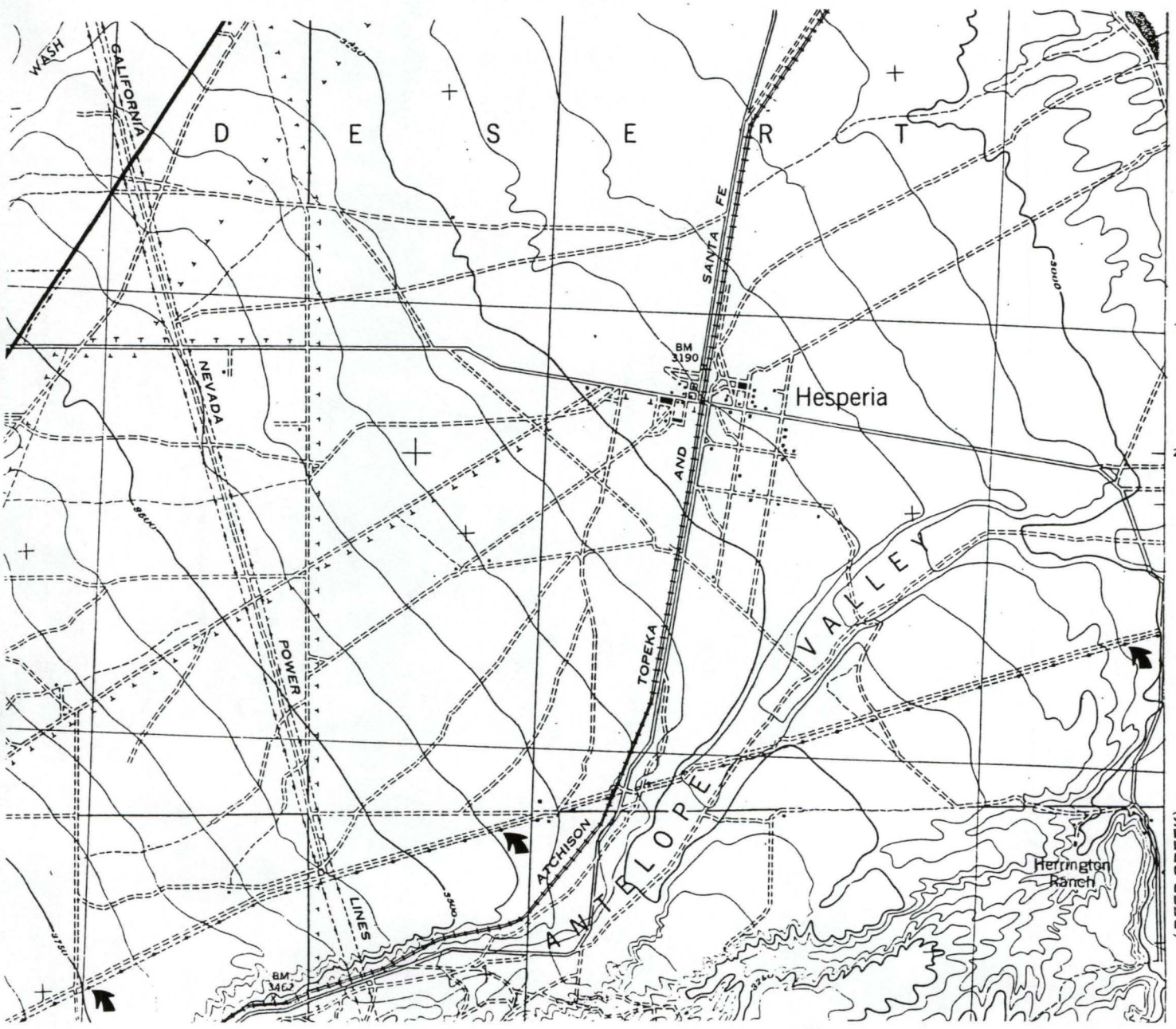
*Required information

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

LOCATION MAP

Primary # P36-008857
HRI# _____
Trinomial SBR-8857H

Page 3 of 3 *Resource Name or # (Assigned by recorder) _____
*Map Name: Corps of Engineers 15' Hesperia *Scale: 1:62,500 *Date of map: 1942



1 ½ 0 1 2 3 Miles

1000 500 0 1000 2000 3000 4000 5000 Yards

CONTOUR INTERVAL 50 FEET
DATUM IS MEAN SEA LEVEL

*Required information

~~PSBR-37-H~~
P36-008857
NADB1061566 CA-SBR-8857H

ARCHITECTURAL INVENTORY/EVALUATION FORM

LC-20 LYTLE CANYON TRANSMISSION LINES

___LISTED ___DETERMINED ELIGIBLE
___APPEARS ELIGIBLE ___APPEARS INELIGIBLE

IDENTIFICATION

1. **Common name:** LYTLE CANYON TRANSMISSION LINES
2. **Historic name:** Same
3. **Street or rural address:** _____

   City _____ **Zip** _____ **County** San Bernardino
4. **Parcel number:** _____
5. **Present Owner:** LADWP/SCE **Address:** P.O. Box 600

   City Rosemead, CA **Zip** 91771 **Ownership is: Public** _____ **Private** X
6. **Present Use:** Hydroelectric transmission **Original use:** Same

DESCRIPTION

7a. **Architectural style:**

7b. **Briefly describe the present *physical description* of the site or structure and describe any major alterations from its original condition:**

This site consists of three sets of electrical transmission lines mounted on metal towers; two of these lines are owned and maintained by Los Angeles Department of Water and Power and one line forms a part of the connector system of Lytle Creek Powerhouse No. 1 (LC-16a), owned by the Southern California Edison Company.

USGS Devore
Cajon
Silverwood Lake

Attach Photo(s) Here

8. **Construction date:**
   Estimated 1912, 1936 **Factual** _____
9. **Architect** _____
10. **Builder** _____
11. **Approx. property size (in feet)**
    Frontage _____ **Depth** _____
    or approx. acreage _____
12. **Date(s) of enclosed photograph(s)** _____

1/8/86
ELLIOTT

Jan. 1983

13. Condition: Excellent ___ Good X Fair ___ Deteriorated ___ No longer in existence ___

14. Alterations: Unknown

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings X Densely built-up ___
Residential ___ Industrial ___ Commercial ___ Other: ___

16. Threats to site: None known ___ Private development ___ Zoning ___ Vandalism ___
Public Works project X Other: ___

17. Is the structure: On its original site? X Moved? ___ Unknown? ___

18. Related features: Lytle Creek Powerhouse No. 1 (LC-16a)

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

LC-20a
Land was acquired for a right-of-way (450 ft.) for these transmission lines in 1928 (BLM Sacramento). The completion of the lines ca. 1936 marked the entry of Boulder Dam hydroelectric power to the Los Angeles Basin.

LC-20b
Land was granted for right-of-way to extend Edison Company power lines from Lytle Creek Powerhouse No. 1 (LC-16) up ~~the canyon to Miller Narrows and Scotland in 1912~~ (BLM Sacramento). — WRONG DATA
20b DOES NOT GO UP THE CYN, ONLY CROSSES THE RIDGE & THEN CROSSES CYN.

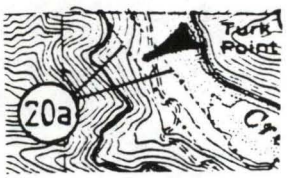
20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture ___ Arts & Leisure ___
Economic/Industrial X Exploration/Settlement ___
Government ___ Military ___
Religion ___ Social/Education ___

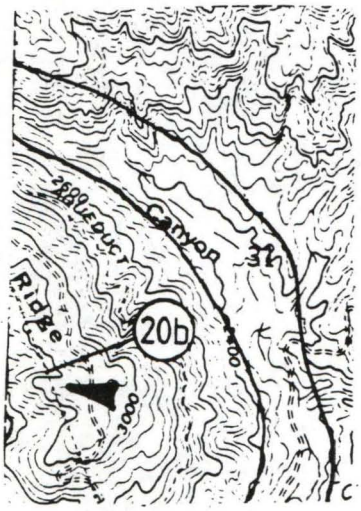
21. Sources (List books, documents, surveys, personal interviews and their dates).
Myers 1985
Foreman 1985
BLM Sacramento

22. Date form prepared January 8, 1986
By (name) John F. Elliott
Organization ECOS
Address: 5300 Orange Ave., Suite 220
City 714/827-1180 Zip ___
Phone: ___

Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

NORTH





10067666 Update 6/14

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

PRIMARY RECORD

Primary # P36-010330
HRI #
Trinomial CA-SBR-10, 330 H Upper Track
NRHP Status Code 6Y

Other Listings
Review Code Reviewer Date

*Resource Name or #: Southern Pacific Railroad at Monte Vista Avenue

P1. Other Identifier: Southern Pacific Railroad; SP; SPRR; West Line Basin Alignment; Alternate Sunset Route, Union Pacific Railroad; UPRR M.P. 517.37.

***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:** Ontario, Calif. **Date:** 1981 **T** 1S ; **R** 8W ; ¼ of ¼ of **Sec** 26 ; ~~M.D.~~**B.M.** SB

c. Address: N/A **City:** Montclair **Zip:** 91762

d. UTM: Segment 11S 435394.35mE, 3769049.00mN to 11S 435654.88mE, 3769057.90mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

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

The Southern Pacific Railroad at Monte Vista Avenue is a parallel set of standard gauge railroad tracks, running east-west and bisecting Monte Vista Avenue in Montclair, CA. The northern-most set of tracks within this segment feature rails, pandrol clips and concrete ties that appear to date from c.2003. The southern set of tracks has wood ties with a slightly different version of pandrol clip. The estimated replacement span of ties for active track is approximately 30 years, and this segment is believed to be less than 50 years old. The two alignments are set upon a slightly elevated ballast-covered berm. The alignment features a set of recent crossbars located at either side of Monte Vista Avenue. Concrete plates at either side of the rail are present where it traverses the paved Monte Vista Avenue. Just south of the alignments due east of Monte Vista Avenue is a wide, paved driveway that leads to the "Montclair Yard," which itself is outside of the project area. A metal call box, which appears to be less than 50 years old, is present just west of Monte Vista Avenue and south of the alignments. A standard crossing bar and signal is present at either end of Monte Vista Avenue, and they too appear to be recent.

***P3b. Resource Attributes:** (List attributes and codes) AH7. Roads/trails/railroad grades

***P4. Resources Present:** ☐Building ☐Structure **X**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 #) Southern Pacific Railroad at Monte Vista Avenue. View: SW. Photo: Daniel Paul, ICF International. November, 18, 2012.

***P6. Date Constructed/Age and Sources:** **X**Historic ☐Prehistoric ☐Both c.1883-2010

***P7. Owner and Address:**
Union Pacific Railroad
1400 Douglas St.
Omaha, NE
68179

***P8. Recorded by:** (Name, affiliation, and address)
Daniel D. Paul,
Architectural Historian
ICF International
811 West 7th Street, Suite 800
Los Angeles, CA 90017

***P9. Date Recorded:** November 26, 2012

***P10. Survey Type:** Intensive Level, Section 106 Compliance

***P11. Report Citation:** Monte Vista Grade Separation Project, Caltrans District 8, Historic Resources and Evaluation Report, November 2012.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map **X**Continuation Sheet **X**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

*NRHP Status Code 6Y

*Resource Name or # Southern Pacific Railroad at Monte Vista Avenue

B1. Historic Name: Southern Pacific Railroad; SP; SPRR; West Line Basin Alignment; Alternate Sunset Route, Union Pacific Railroad; UPRR M.P. 517.37.

B2. Common Name: Union Pacific Railroad

B3. Original Use: transportation: railroad **B4. Present Use:** transportation: railroad

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alterations, and date of alterations) originaly constructed in 1883; all rail related material appears to date from within the last 30-50 years.

***B7. Moved?** XNo ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** Signal box, mile post, call box, storage yard access, cross bars, light signals, creek underpass.

B9a. Architect: N/A **b. Builder:** Southern Pacific Railroad

***B10. Significance: Theme:** Transportation **Area:** Southern California

Period of Significance: 1883-c.1930 **Property Type:** Object: railroad alignment **Applicable Criteria:** N/A

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

In 1999, the entirety of the Union Pacific Railroad (UP/ UPRR) was found eligible across Southern California. The DPR that argued this determination was never submitted to the State Office of Historic Preservation, and there is no record in the Sta te Historic Resources Inventory that formalized this finding. Within the proposed project area, the entirety of both SP lines is wholly reconstructed with new materials. The Southern Pacific Railroad, as a railroad that opened up the southwest, is incredibly historically significant. However this segment retains only its integrity of location and associati on. Historically the setting was primarily citrus agriculture by the time the railroad arrived in 1883. This setting has been replaced by light industrial use, suburban development, and the wholesale loss of citrus within the project area. The feeling of a railroad penetrating the open West has likewise been lost with the advent of local cityhood and post-war development within the vicinity. The design of the alignment and its components are similar. However, in detail many of these components are new, particularly the use of concrete ties and pandrol clips. With these changes have come a loss of integrity of materials and workmanship. The Southern Pacific Railroad where it crosses Monte Vista Avenue in Montclair, CA, does not appear to retain eligibility under National register of Historic Places Criteria A, B, or C, or California Register of Historical Resources Criteria 1, 2, or 3. This resource was not analyzed at the municipal level as part of this evaluation.

B11. Additional Resource Attributes: moved to 523A form

***B12. References:**

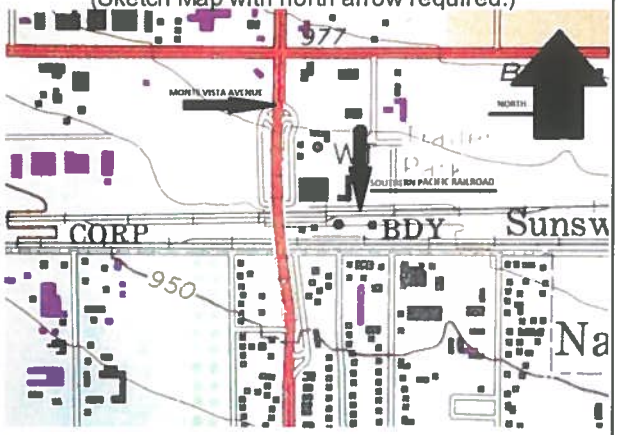
Orsi, Raymond J. 2005. Sunset Limited: The Southern Pacific Railroad and the Development of the American West, 1850-1930. Berkeley and Los Angeles, CA: University of California Press; Conley, Bernice Bedford. *The Beginnings of Montclair's Development*. The Daily Report. January 11, 1981.
Trains.com online community

B13. Remarks:

***B14. Evaluator:** Daniel D. Paul, Architectural Historian, ICF International

***Date of Evaluation:** November 27, 2012

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

*Required information

*Recorded by: Daniel Paul, ICF International *Date: November 16, 2012 ☐Continuation ■ Update

Southern Pacific Railroad at Monte Vista Avenue: signal box. View: W. November, 2012.

Southern Pacific Railroad at Monte Vista Avenue. From Monte Vista Avenue looking south. November, 2012.

Southern Pacific Railroad at Monte Vista Avenue: Access road to Montclair Yard. SPRR alignments are at the left, SP,LA&SL alignment is at the right. View: E. November, 2012.

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

PRIMARY RECORD

Primary # ~~P36-010330~~
HRI # 36-027159
Trinomial ~~CA-SBR-10, 330 H~~ LOWER TRACK
NRHP Status Code 6Y

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: San Pedro, Los Angeles and Salt Lake Railroad at Monte Vista Avenue

P1. Other Identifier: San Pedro, Los Angeles and Salt lake Railroad; Los Angeles and Salt Lake Railroad; Union Pacific Railroad; SP,LA&SL, LA&SL, SLR; UPRR MP 517.37.

***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:** Ontario, Calif. ~~& Guasti~~ **Date:** 1981 **T** 1S ; **R** 8W ; ¼ of ¼ of Sec 26 ; ~~M.D.~~B.M.

c. Address: N/A **City:** Montclair **Zip:** 91762

d. UTM: 11S 435696.87mE, 3769019.65mN to 11S 435654.68mE, 3769019.23mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Approximately 800 foot long segment of alignment bisected by Monte Vista Avenue in Montclair, CA.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The San Pedro, Los Angeles and Salt Lake Railroad at Monte Vista Avenue is a standard guage railroad, running east to west, with concrete ties, pandrol clips, and rail itself that appear to be less than 50 years old. The alignment is elevated upon a low berm that is covered with ballast. To the east of Monte Vista Avenue, just south of the alignment, is a wood post with the marker "35." A wide, paved service road that leads to the UPRR "Montclair Yard" is present just north of the alignment. West of the Avenue and south of the alignment is a metal, shed-like call-in box that appears to be less than 50 years old. A pair of recent crossing bars are present just south of the alignment at either end of Monte Vista Avenue.

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

***P4. Resources Present:** ☐Building ☐Structure **X**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 #) San Pedro Los Angeles and Salt Lake Railroad at Monte Vista Avenue. View: E. Photo: Daniel Paul, ICF International. November, 18, 2012.

***P6. Date Constructed/Age and Sources:** **X**Historic ☐Prehistoric ☐Both 1905-2010.

***P7. Owner and Address:** Union Pacific Railroad 1400 Douglas St. Omaha, NE 68179

***P8. Recorded by:** (Name, affiliation, and address) Daniel D. Paul, Architectural Historian

ICF International
811 West 7th Street, Suite 800
Los Angeles, CA 90017

***P9. Date Recorded:** November 26, 2012

***P10. Survey Type:** Intensive Level Survey, Section 106 Compliance

***P11. Report Citation:** Monte Vista Grade Separation Project, Caltrans District 8, Historic Resources and Evaluation Report, November 2012.

***Attachments:** ☐NONE ☐Location Map ☐Sketch Map **X**Continuation Sheet **X**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 # ~~P36-010330~~
HRI# 36-[illegible]

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Y

***Resource Name or #** San Pedro, Los Angeles and Salt Lake Railroad at Monte Vista Avenue

B1. Historic Name: San Pedro Los Angeles and Salt Lake Railroad; Los Angeles and Salt Lake Railroad; Union Pacific Railroad; SP,LA&SL, LA&SL, SLR.

B2. Common Name: Union Pacific Railroad

B3. Original Use: transportation: railroad **B4. Present Use:** transportation: railroad

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alterations, and date of alterations) originaly constructed in 1905; all rail alignment materials appear to be recent.

***B7. Moved?** XNo ☐Yes ☐Unknown **Date:** **Original Location:**

***B8. Related Features:** wood post with marker; underpass, signal lights, signal box, crossing bars

B9a. Architect: N/A **b. Builder:** The San Pedro, Los Angeles and Salt Lake Railroad

***B10. Significance: Theme:** Transportation **Area:** Southern California

Period of Significance: 1905-c.1930 **Property Type:** Object: railroad alignment **Applicable Criteria:** N/A

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

In 1999, the entirety of the Union Pacific Railroad was found eligible across Southern California. The DPR making this determination was never submitted to the State Office of Historic Preservation, and there is no record in the State Historic Resources Inventory that formalized this finding. The SP,LA&SL was founded by former Montana Senator William Andrews Clark, and integrated with pre-existing Utah railroads that date back to approximately 1871. Intended to connect the bourgeoning San Pedro Harbor (later Port of Los Angeles) with points west, the SP, LA&SL was one of three major Southern California railroads responsible for greatly connecting Southern California to the rest of the United States before the automobile age. Within the project area, the SP,LA&SL was constructed in 1905 and unlike the parallel SP lines due immediately north, the SP,LA&SL provided passenger service to the vicinity. The subject SP,LA&SL segment within the project area appears to be completely reconstructed with recent rails, ties, pandrol clips, and ballast. Historically the setting was primarily citrus agriculture and had a small vicinity called Fremont located about a quarter mile north of the alignment. This setting has been replaced by light industrial use, suburban development, and the complete loss of citrus agriculture within the project area. The integrity of feeling: of a railroad opening up the West, servicing the agricultural industry and a nearby small town is also completely lost. The design of the alignment and its features is highly similar to the historic period, both in the gauge and the fundamental components of the alignment. But in detail many of these components are new, particularly the use of concrete ties and pandrol clips. With these changes has come a loss of integrity of materials and workmanship. The SP,LA&SL at Monte Vista Avenue in Montclair, CA, does not appear to retain eligibility under National Register of Historic Places Criteria A, B, or C, or California Register of Historical Resources Criteria 1, 2, or 3. This resource was not analyzed at the municipal level as part of this evaluation.

B11. Additional Resource Attributes:

***B12. References:**

Conley, Bernice Bedford:

The Beginnings of Montclair's Development. The Daily Report. Jan. 11, 1981; *Monte Vista Sign comes down and Narod sign is put back up*. The Daily Report, Feb. 15, 1981: 17; *Citrus Developed Rapidly at Narod*. The Daily Report. Jan. 18, 1981;

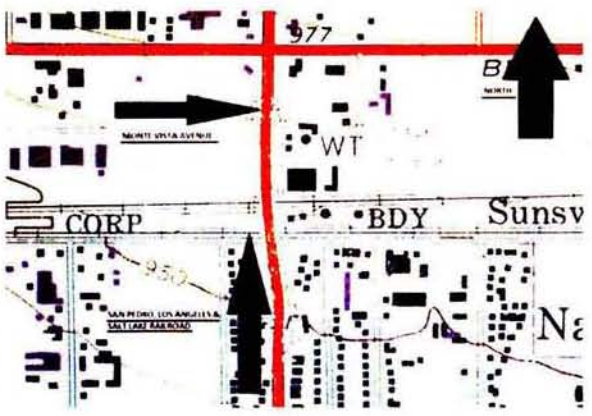
City of Montclair, *Images of America: Montclair*. Charleston, SC: Arcadia Publishing, 2005: 88.

B13. Remarks:

***B14. Evaluator:** Daniel D. Paul, Architectural Historian, ICF

***Date of Evaluation:** November 27, 2012

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

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

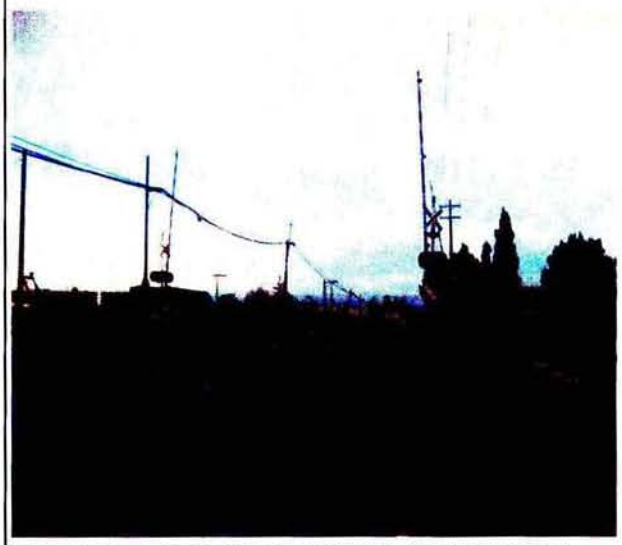
CONTINUATION SHEET

Primary # ~~P36-010330~~ 36-027134
HRI#
Trinomial ~~CA-SBR-10, 330 H~~

*Resource Name or # Southern Pacific Railroad at Monte Vista Avenue

*Recorded by: Daniel Paul, ICF International *Date: November 16, 2012 ☐Continuation ■ Update

San Pedro, Los Angeles and Salt Lake Railroad at Monte Vista Avenue. Alignment looking west from Monte Vista Avenue with call in booth. November, 2012.



San Pedro, Los Angeles and Salt Lake Railroad at Monte Vista Avenue. Setting looking north toward alignment from Monte Vista Avenue. November, 2012.

San Pedro, Los Angeles and Salt Lake Railroad at Monte Vista Avenue. Alignment in foreground, SPRR alignment in background. View: NE. November, 2012.

1067377 9/12

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

Primary # 36-010330 (Update)
HRI #
Trinomial CA-SBR-10330H
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

 Resource Name or #: Southern Pacific Railroad segment

P1. Other Identifier: Union Pacific Railroad; APE Map Reference #1

*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: 1967 PR 1980 T 1S ; R 4W; S.B.B.M.

c. Address: City: Colton, CA 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 1.85-mile long segment is located south of Interstate 10 (I-10) generally between North Cypress Avenue (north of I-10) and Mt. Vernon Avenue.

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

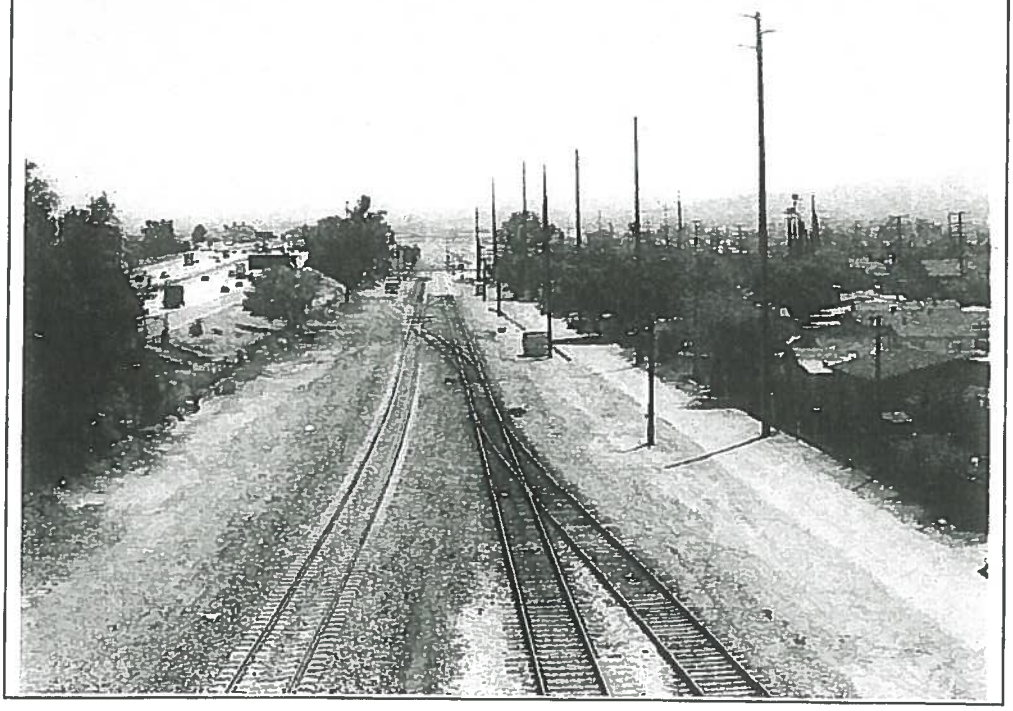
This segment of the railroad consists of the Union Pacific Railroad (UPRR; formerly Southern Pacific Railroad [SPRR]) mainline tracks, as well as various spurs, sidings, and wyes. Sets of railroad ties support pairs of rails and a layer of volcanic rocks lines the rail bed. I-10 is adjacent to the north. At 9th Street, on the north side of the tracks, there are two altered historic-period buildings: a former Southern Pacific depot and a former American Railway Express Company building. To the south of the tracks are wooden utility poles, Slover Mountain, and the historic-period South Colton neighborhood. Crossing the UPRR approximately where South 6th Street would have been are two north-south Burlington Northern Santa Fe (BNSF, formerly California Southern and Atchison, Topeka & Santa Fe [ATSF]) tracks. This extant, but modernized crossing is known as the Colton Crossing and is one of numerous rail-to-rail crossings in California.

The tracks appear to retain integrity of location, design, and association, but integrity of setting, materials, workmanship, and feeling have been compromised by the addition and realignment of tracks, routine maintenance and modifications, construction of I-10, and alterations to the surrounding buildings and streets.

*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 #) Union Pacific tracks, view east from South Rancho Avenue overpass on April 23, 2010. (Also see Linear Feature Record, page 3)

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1875

*P7. Owner and Address:
Union Pacific Railroad
1400 Douglas Street
Omaha, NE 68179

*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):

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

Primary # 36-010330 (Update)
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

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

B1. Historic Name: Southern Pacific Railroad
B2. Common Name: Union Pacific Railroad
B3. Original Use: Railroad **B4. Present Use:** Railroad
***B5. Architectural Style:** NA
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1875 railroad segment constructed
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**
B9a. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme:** Transportation **Area:** City of Colton
Period of Significance: 1875–1960 **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.)

This approximately 1.85-mile long railroad segment does not appear to meet any of the criteria for listing in the National Register of Historic Places (National Register). The SPRR (now UPRR) was constructed in Colton in 1875. Since then, the setting has been extensively altered: buildings were removed in conjunction with construction of I-10 adjacent to the north; grade separations (South Rancho Avenue, La Cadena Drive, and Mt. Vernon Avenue) have been constructed; 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.

Historical Background. The Southern Pacific Railroad was founded in 1865 by a group of businessmen led by Timothy Phelps (American Public University n.d.). In May 1869, the first transcontinental railroad was completed when the Central Pacific joined the Union Pacific at Promontory, Utah. The Central Pacific was financed by Collis P. Huntington, Charles (*See Continuation Sheet*)

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

***B12. References:**

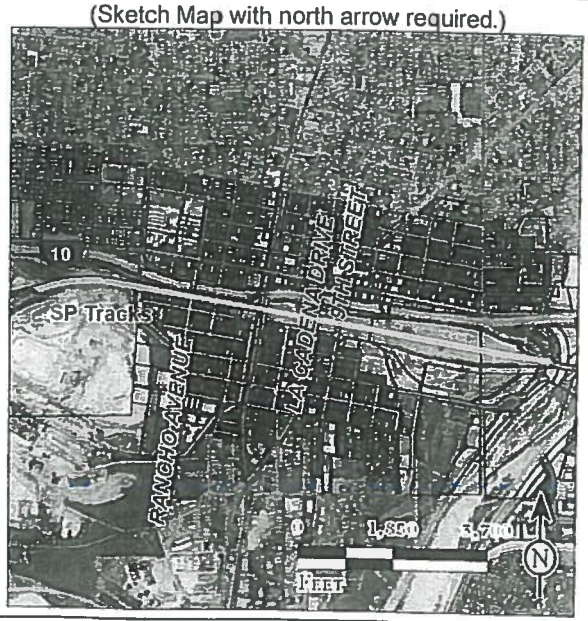
Aerial Photographs
1938, 1959, 1968 Provided by GeoSearch from the ASCS collection.
American Public University
n.d. Railroads, the Gilded Age. Accessed online in June 2010 at: http://www.u-s-history.com/pages/h1817.html.
American-rails.com
2007–2010 The Espee, The Friendly Southern Pacific. Accessed online in June 2010 at: http://www.american-rails.com/southern-pacific.html.
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.
(*See Continuation Sheet*)

B13. Remarks:

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

***Date of Evaluation:** May 2010

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

*Required Information

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

LINEAR FEATURE RECORD

Primary # 36-010330 (Update)
HRI #
Trinomial CA-SBR-10330H
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Resource Name or #: Southern Pacific Railroad segment

L1. Historic and/or Common Name: Union Pacific Railroad

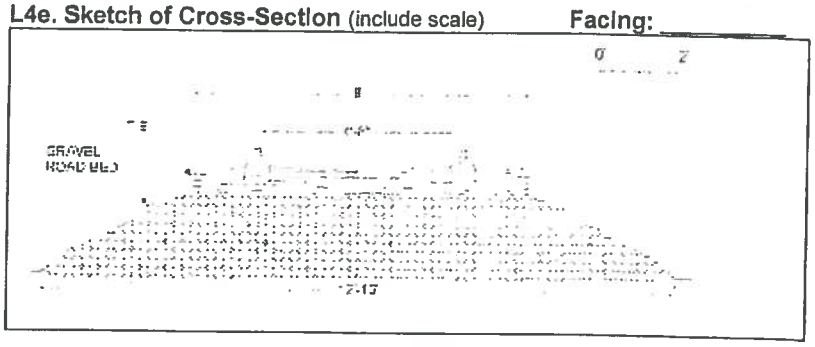
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

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 runs through the City of Colton and is approximately 1.85 miles long. It extends generally from South Rancho Avenue on the west to South Mt. Vernon Avenue on the east.

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 each support a pair of rails. A layer of volcanic rocks lines the rail bed. In some areas there are multiple tracks. (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. 1.85 miles

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

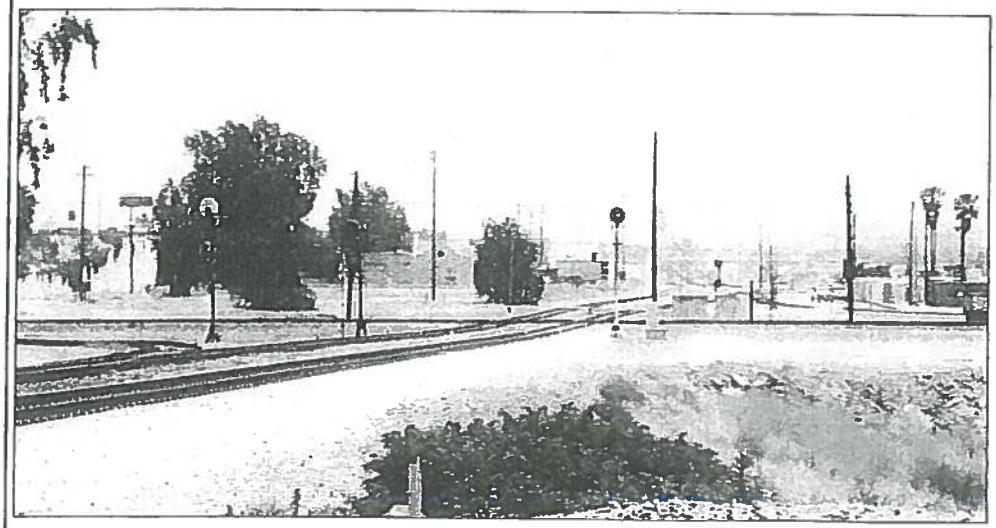


L5. Associated Resources: Various sidings, wyes, and spurs, as well as the former SP depot (extensively altered and currently vacant), the former American Railway Express Company building (altered and vacant), a large metal warehouse, and various sheds and trailers.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting includes I-10 to the north, a historic-period neighborhood (most buildings extensively altered) to the south, and between 9th Street and Mount Vernon Avenue is the Colton Rail Yard. (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 (SPRR tracks in foreground), view to the east-northeast on May 14, 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

*Required information

***B10. Significance** (Continued from page 2)

Crocker, Mark Hopkins, and Leland Stanford, the so-called Big Four. In 1868, the Big Four purchased the Southern Pacific and merged it with the Central Pacific in 1870 (American Public University n.d.). SPRR tracks soon sprawled across Southern California and between 1874 and 1881, tracks were built all across the country (ibid.). From its inception, the SPRR encouraged development of small family farms along its routes (Orsi 2005:106). In the 1860s through the mid-1870s, the SPRR published simple flyers advertising their lands (ibid.). These promotional endeavors increased in the late 1870s and into the 1880s with the publication of detailed brochures that often included maps and were the precursors to the elaborate advertising for which the railroad would become famous (ibid.). These concentrated marketing efforts greatly enhanced the role the SP played in the settlement and development of numerous communities along its routes, including Colton. In some places, such as Modesto, Turlock, Tulare, Delano, and Colton, the SPRR took things a step further and became involved in the development of hotels, hospitals, churches, schools, and parks and aggressively promoted settlement (ibid.:109 and 111).

In 1875, the subject railroad segment was completed through Colton, helping the fledgling community get off the ground. In the 1880s, the SPRR served the Southwest, including El Paso, Texas, and extended into northern Oregon (American-rails.com 2007–2010). During this period, at least in the Riverside-San Bernardino area, SPRR had a virtual monopoly and charged exorbitant rates for freight. This made construction of the California Southern from San Diego, through Colton, to San Bernardino in 1883, an attractive alterative to local residents. The California Southern (later the Atchison, Topeka and Santa Fe [ATSF] and now the Burlington Northern Santa Fe [BNSF]) crosses the SPRR at Colton Crossing, where there was a standoff led by the SPRR and Virgil Earp, prohibiting construction of the crossing. Standoffs, such as the one at Colton Crossing, were a fairly common occurrence in California and the country in the late 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 to 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 Fe 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. Ultimately, the California Southern crossed the SPRR in Colton, increasing competition and improving Colton's situation as a shipping center (Jones 1951).

In 1886, the first refrigerated cars were introduced contributing to the economic boom of the Southern California citrus industry and in 1906, SPRR and UPRR formed the Pacific Fruit Express, dedicated to transporting goods that needed refrigeration (American Public University n.d.). The SPRR continued to grow throughout the early part of the 20th century and by the 1950s, it owned 15,000 miles of track, predominantly in the Southwest. Among its many achievements are three important main lines which remain important arteries today: "the *Overland Route* (San Francisco to the Midwest), the *Golden State Route* (the Southwest to Kansas City), and the *Sunset Route* (the Pacific Coast to the Gulf Coast). In addition, SPRR had numerous famous passenger trains bedecked in its celebrated "Daylight" livery of bright red and orange (with black and white trim)..." (American-rails.com 2007–2010). Despite the railroad's success, in the 1970s, SPRR suffered and in the late 1980s, it was purchased by the Denver and Rio Grande Western, which made the unusual decision to keep the SPRR name (ibid.). In 1996, SPRR merged with the smaller UPRR, a move that proved quite difficult for UPRR as it was not equipped to handle the increased operations (ibid.). However, by the end of the 1990s, UPRR was once again running smoothly (ibid.).

Significance Evaluation.

Under National Register criterion A and California Register criterion 1, the railroad as a whole played an important role in the history of California and in the early development and success of the City of Colton. The City is named for a former SPRR Vice President and the SPRR was apparently involved in the construction of various commercial and civic buildings, as well as the marketing of the town. In addition, the large rail yard that was once located in the project APE and along a portion of the subject rail segment, contributed greatly to the area's early economic success. However, the SPRR monopoly did not always work to the advantage of Colton. In 1883, a portion of this segment known as Colton Crossing was the location of a standoff with the California Southern, a competing railroad associated with the Atchison, Topeka & Santa Fe (ATSF). As discussed above, this type of standoff or frog war was a fairly common occurrence in the late 19th and early 20th centuries throughout California and the country and, in this case, was one of a series of events that led to the inevitable breaking of the SPRR monopoly. Ultimately, the California Southern crossed the SPRR in Colton increasing competition and improving Colton's situation as a shipping center (Jones 1951). However, after just two years, the ATSF 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).

The SPRR benefited many communities along its route, some of which it founded and others that simply prospered because of it. The City of Colton is one of those cities that benefited greatly from the attention it received from the SPRR, especially during the community's early history. However, this segment of the SPRR and its setting have experienced numerous alterations which have severely compromised its integrity of setting, feeling, and association. For example, the vast majority of the (*See Continuation Sheet*)

***B10. Significance** (Continued from page 4)

rail yard buildings, features, and tracks, as well as all but two historic-period railroad related buildings have been removed. In addition, construction of I-10, the La Cadena underpass, and the Rancho Avenue overpass, along with alterations to the two remaining historic-period buildings (the former SPRR depot and the former American Railway Express Company building) have severely compromised the historic setting and diminished the historic character of the area as a whole. As a result of all of these changes, there is nothing physical at the crossing or along this segment of the SPRR that demonstrates or conveys any significance under this criterion. Therefore, it is not eligible for listing in the National Register 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. As discussed above, Colton Crossing 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. 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 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 crossing incident was just one of numerous law enforcement situations in which Virgil was involved during his long career. For these reasons, this segment of railroad does not appear to be significant for its association with Virgil Earp.

Under National Register criterion C and California Register criterion 3, although it has necessarily been modernized over time, this 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 this segment is 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.

***B12. References:** (Continued from page 2)

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.

Orsi, Richard J.
2005 Sunset Limited, The Southern Pacific Railroad and the Development of the American West 1850-1930. University of California Press, Berkeley, California.

Sanborn Fire Insurance Maps
1885, 1887, 1888, 1891, 1894, 1907, and 1950 Accessed online through the Los Angeles Public Library at: http://www.lapl.org/.

The Press and Horticulturist
1883 Railroad War, C.S.R.R. vs. S.P.R.R. August 11, page 2. On file at the University of California, Riverside, Rivera Library.

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

10/6291 10/09

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

Primary # P-36-010330 (update)
HRI #
Trinomial CA-SBR-10330H (update)
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: Union Pacific Railroad Crossing at Anderson Street

P1. Other Identifier: Southern Pacific Railroad

*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: approx. 1,078 feet amsl

This segment is located in the City of Loma Linda, at Anderson Street.

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

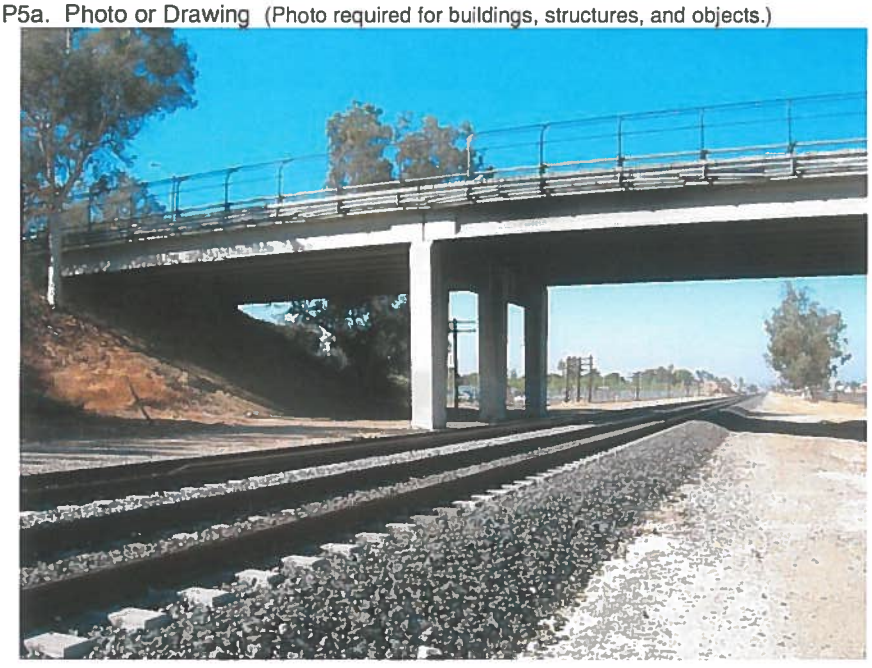
This segment of the Union Pacific Railroad (formerly the Southern Pacific Railroad) is located in the City of Loma Linda, at Anderson Street. This area is urbanized. The railroad appears to be subject to ongoing routine maintenance, which would include replacement of tracks and associated materials as needed. The track bed is ballast and ties have been replaced by concrete.

Because of the alterations to the railroad tracks and the alternation of 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.)



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

P5b. Description of Photo: (View, date, accession #)
Photograph of the railroad crossing at Anderson Street, view to west, Photo #4513.

*P6. Date Constructed/Age and Sources:
■Historic
☐Prehistoric ☐Both
circa 1882

*P7. Owner and Address:
Union Pacific Railroad
1400 Douglas Street
Omaha, NE 68179

*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).

Primary Record for P-36-010330 (Askar 1999)

*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):

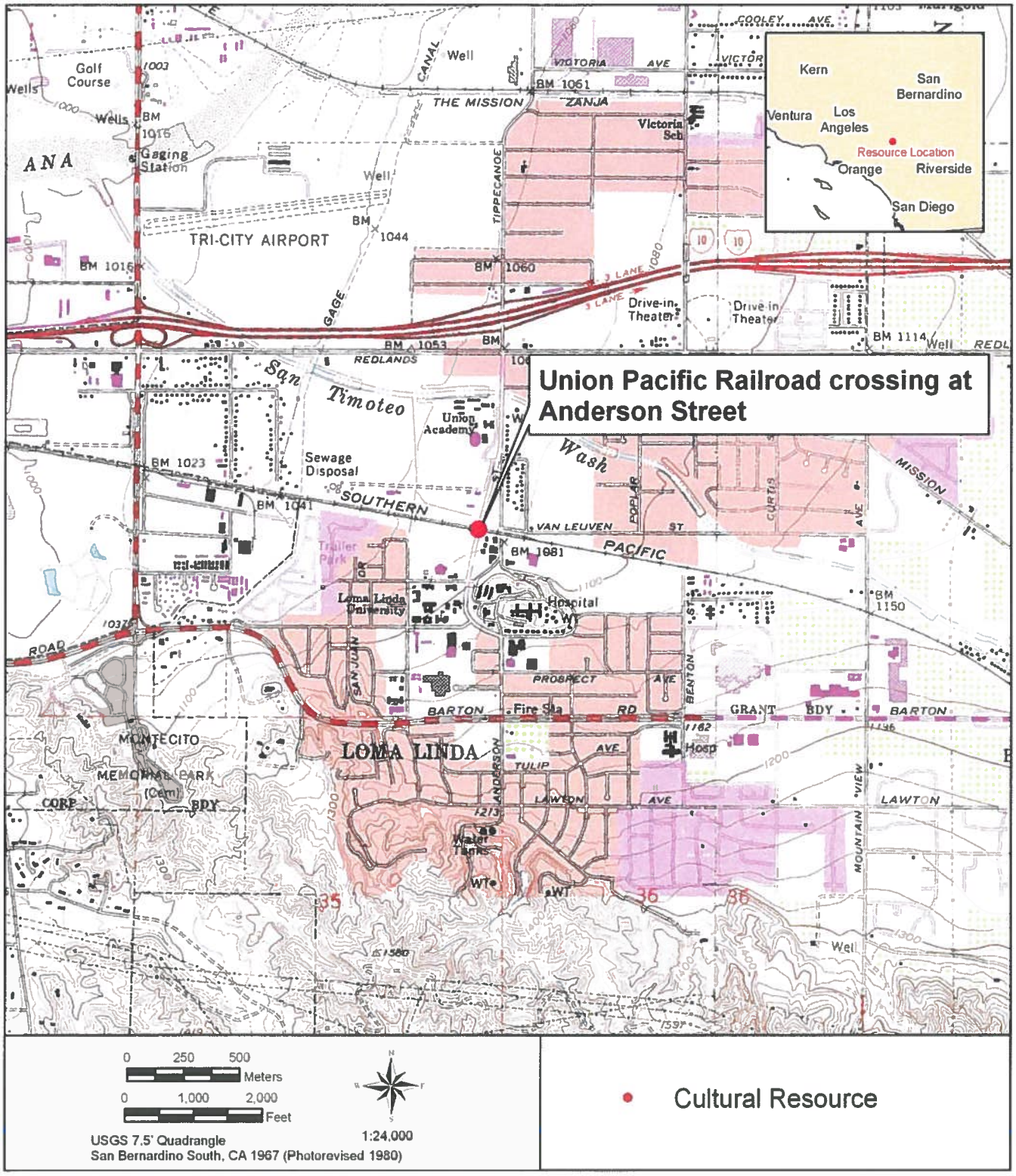
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-010330 (update)
HRI#
Trinomial CA-SBR-10330H (update)

Page 2 **of** 2 ***Resource Name or #:** Union Pacific Railroad Crossing at Anderson Street

***Map Name:** San Bernardino South, CA ***Scale:** 1:24,000 ***Date of Map:** 1967 (Photorevised 1980)



DPR 523J (1/95)

*Required information

1065614 10/04

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

Primary # P-36-010330
HRI #
Trinomial CA-SBR-10330/H
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Southern Pacific Railroad -Hunts Lane Crossing

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 1980 T 1S ; R 4W ; unsectioned portion; SB B.M.

c. Address Hunt's Lane South City San Bernardino and Colton Zip

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; East end: 474310 mE / 3768440 mN
West end: 472640 mE / 3768790 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
From Interstate 10, exit Waterman Avenue south; turn right on Redlands Boulevard and proceed west for approximately one-half mile. Turn left on Hunts Lane and proceed south for approximately one-quarter mile. Hunts Lane crosses the railroad at the midpoint of this segment. This segment of railroad extends from Interstate 215 on the west to Waterman Avenue on the east.

***P3a.** Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This one-mile segment of line is a portion of the Southern Pacific Railroad (SPRR). The SPRR was constructed in 1876 as part of the transcontinental route from Los Angeles to Texas. The line from Los Angeles to the cities of San Bernardino and Colton (Hunts Lane) was completed the previous year. This segment is in good condition and is still in use.

***P3b.** Resource Attributes: (List attributes and codes) Railroad route/line (AH7)

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

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

P5b. Description of Photo: (View, data, accession #)
CA-SBR-10330 ph. View west of Southern Pacific line crossing South Hunts Lane .

***P6. Date Constructed/Age and Sources:** ☒ Historic ☐ Prehistoric ☐ Both
1875; Gudde, Erwin G. 1969 California Place Names

***P7. Owner and Address:**
Southern Pacific Railroad

***P8. Recorded by:** (Name, affiliation, and address): Riordan Goodwin
LSA Associates., Inc.
1650 Spruce Street, 5th Floor
Riverside, CA 92507

***P9. Date recorded:** 6/6/02

***P10. Survey Type:** (Describe)
Road

* **P11. Report citation:** (Cite survey report and other sources or enter "none.") LSA Associates, Inc. 2002 *Cultural Resources Assessment, Hunts Grade Separation Project, San Bernardino, California.*

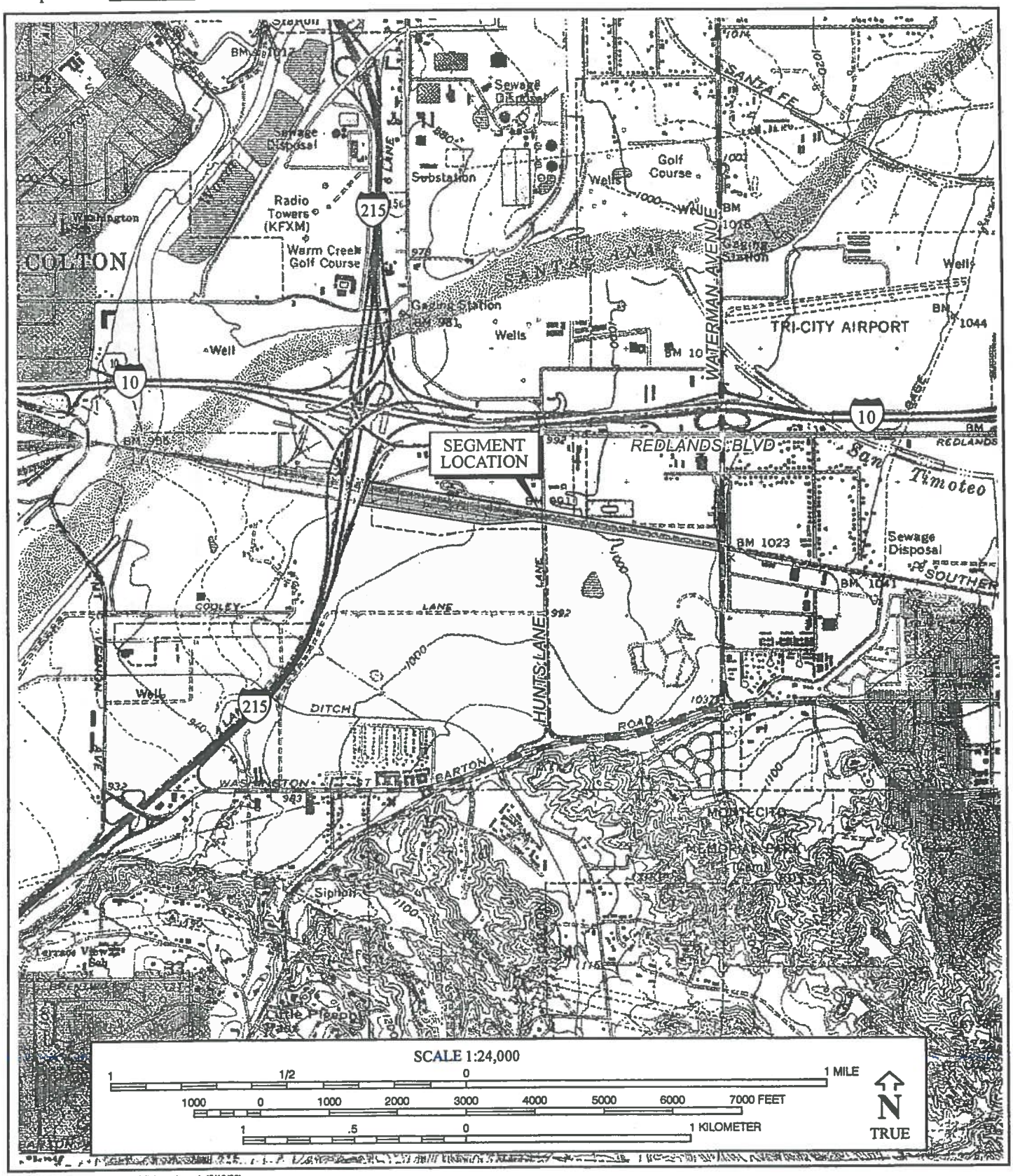
Attachments: None ☒Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☒Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record
☐Photograph Record ☐Other (List)

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

Primary # P-36-010330
HRI #
Trinomial CA-SBR-10330/H

*Resource Name or # (Assigned by recorder) Southern Pacific Railroad - Hunts Lane Crossing

*Map Name: USGS 7.5' Quad: San Bernardino South, CA. *Scale: 1:24,000 *Date of Map: 1967, rev. 1980



R:\MAN130\Graphics\Cultural\DPR Location.cdr (6/13/02)

*Required Information

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

Primary # P-36-010330
HRI #
Trinomial CA-SBR-10330/H

*Resource Name or #: (Assigned by recorder) Southern Pacific Railroad -Hunts Lane Crossing

L1. Historic and/or Common Name:

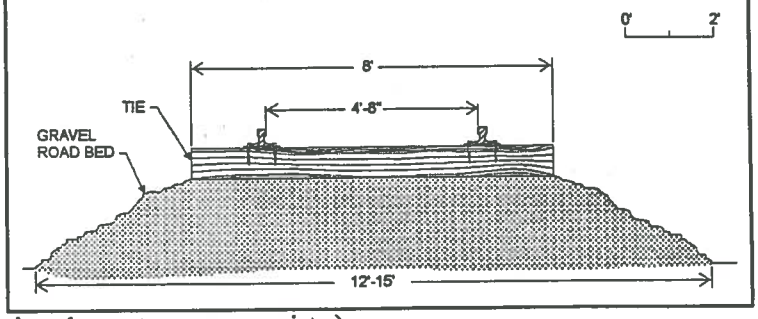
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

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) East end: 474310 mE / 3768440 mN; West end: 472640 mE / 3768790 mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
This is a segment of standard gauge line with multiple sidings west of Hunts Lane

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width** standard railroad gauge (~4'-8")
- **b. Bottom Width** ~12' to 15'
- **c. Height or Depth** ~2'-6"
- **d. Length of Segment** ~1/2 mile

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

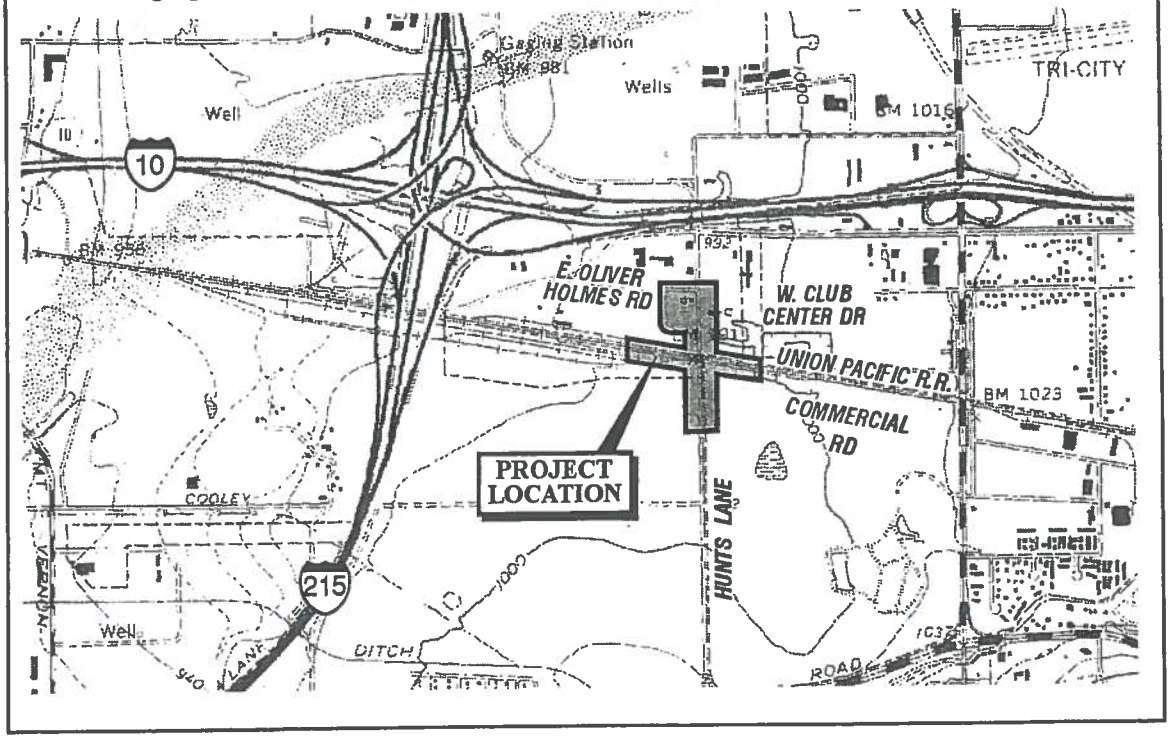


L5. Associated Resources:
Con-Agra grain mill with multiple sidings on north side of Southern Pacific Line.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
This segment of line is in a built-up urban environment, has virtually no slope and runs across Hunts Lane. The city limits between San Bernardino and Colton run along this portion of Hunts Lane.

L7. Integrity Considerations: This segment of the railroad line is currently in good condition and still in use.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (view, scale, etc.)
View from San Bernardino South USGS quad 1:12000

L9. Remarks:

L10 Form Prepared by:
Riordan Goodwin
LSA Associates., Inc.

L11. Date: 6/12/02

4/01

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

PRIMARY RECORD

Primary # P36-010330
HRI #
Trinomial CA-SBR-10,330 H
NRHP Status Code
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 12 *Resource Name or #: (Assigned by Recorder) C-Los Angeles-A-1

P1. Other Identifier: Union Pacific Railroad, Southern Pacific Railroad

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Los Angeles and ~~Orange~~ Riverside, San Bernardino

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

*b. USGS 7.5' Quad see below Date _____ T _____; R _____; ____ ¼ of ____ ¼ of Sec ____; _____ B.M.

c. Address _____ City _____ Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: _____; _____ mE/ _____ mN

e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)

This segment of the railroad is located on the following USGS quads: Los Angeles (1966, PR 1981), El Monte (PR 1994), Baldwin Park (PR 1981), La Habra (PR 1981), San Dimas (PR 1981), Ontario (PR 1981), Guasti (PR 1981), Fontana (PR 1980), and San Bernardino South (PR 1980).

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

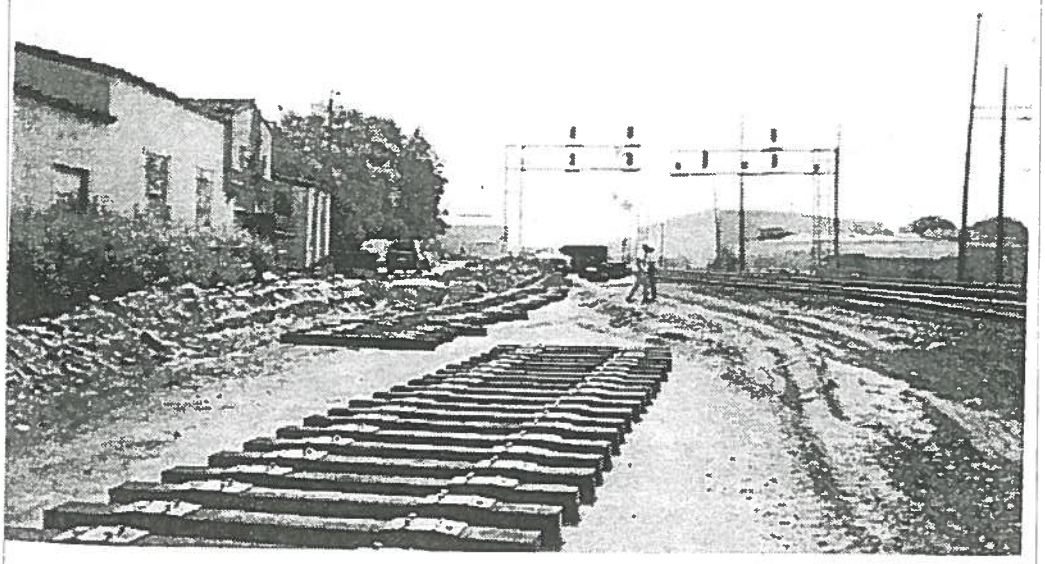
The Union Pacific Railroad (hsitorically the Southern Pacific Railroad) is a standard gauge railroad which runs through the Los Angeles area. It is part of a larger resource, the Union Pacific Railroad line. Numerous associated features include railroad stations, sidings, spurs, and railyards.

The rail lines that were included in our survey areas were all acquired by Union Pacific, but were originally other railroad lines. These include the Southern Pacific, and the Los Angeles and Salt Lake Railroad. The Southern Pacific through Los Angeles area was constructed in the 1870s, and originally ran south from Los Angeles through Watts and Compton to Willmington, and east from Los Angeles through Alhambra, San Gabriel, Puente, Pomona and on through Colton before heading toward Yuma. (See continuation sheet.)

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



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

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1870s - present

*P7. Owner and Address:
Union Pacific Railroad

*P8. Recorded by: (Name, affiliation, and address) S. Ashkar
Jone s & Stokes Associates, Inc.
2600 V Street, Suite 100
Sacramento, CA 95818

*P9. Date Recorded: 6/22/99

*P10. Survey Type: (Describe)
Cursory and Intensive pedestrian surveys

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 1999. Cultural Resources Inventory for the Williams Communication Fiber Optic alignment between Los Angeles and Riverside, Los Angeles and Riverside 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): _____

DPR 523A (1/95) *Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P36-010330
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

SBR-10,330H

Page 2 of 12

*NRHP Status Code

*Resource Name or # (Assigned by recorder) C-Los Angeles-A-1

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

B3. Original Use: railroad B4. Present Use: railroad

*B5. Architectural Style:

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

Major portion of track and associated spurs, sidings, and station were constructed between 1869 and 1905. The tracks are currently in use and maintenance and replacement continue.

*B7. Moved? [X] No [ ] Yes [ ] Unknown Date: Original Location:

*B8. Related Features:

Numerous sidings, spurs, stations and railyards

B9a. Architect: b. Builder:

*B10. Significance: Theme: Railroad Area: California, U.S.

Period of Significance: 1869 to present Property Type: railroad Applicable Criteria: A, B

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

Portions of this railroad are additions to the first transcontinental railroad. Other portions were instrumental in the development of Los Angeles and other communities as business centers. The modern Union Pacific Railroad system is made up of other, often smaller historic railroads that helped to form the economy and population of Southern California. The rail system enabled the transportation of goods to ports and the emmigration of large numbers of people. The railroad is also associated with a number of important historical figures, including the Big Four (Mark Hopkins, Collis P. Huntington, Leland Stanford, and Charles Crocker). Therefore, the historic railroad is eligible for NRHP listing under Criteria A and B.

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

*B12. References:

B13. Remarks:

(Sketch Map with north arrow required.)

*B14.Evaluator: S. Ashkar Jones & Stokes

2600 V Street, Suite 100 Sacramento, CA 95818-1914

*Date of Evaluation: 6/22/99

(This space reserved for official comments.)

P3a. Description

Another Southern Pacific Line headed southeast from Watts through Norwalk and Buena Park to Santa Ana.

The San Pedro, Los Angeles and Salt Lake Railroad Company was formed in 1901 for the purpose of constructing a rail line between Los Angeles and Salt Lake City. The line formally opened on May 1, 1905. The line extended north from Los Angeles to Las Vegas and on to Salt Lake City. Other lines ran from Los Angeles south to Wilmington via Bells and Workman, and east from Los Angeles through Pico, Clayton, paralleling the Southern Pacific line through Walnut, Sprada and Ontario and dipping south from there towards Riverside. The name was shortened to the Los Angeles and Salt Lake in 1916. In 1921, the line became the southwestern arm of the Union Pacific. (Fickewirth 1992; Hofsommer 1986; Myrick 1992.)

The Southern Pacific eventually absorbed the smaller rail lines and the Southern Pacific emerged as the name for the system in 1884 when the Southern Pacific Company of Kentucky was incorporated.

References:

Fickewirth, A. A. 1992. *California Railroads*. Golden West Books. San Marino, California

Hofsommer, Don L. 1986. *The Southern Pacific, 1901-1985*. Texas A & M University Press. College Station, Texas.

Myrick, D. F. 1992. *Railroads of Nevada and Eastern California. Volume II. Southern Roads*. University of Nevada Press. Reno, Nevada.

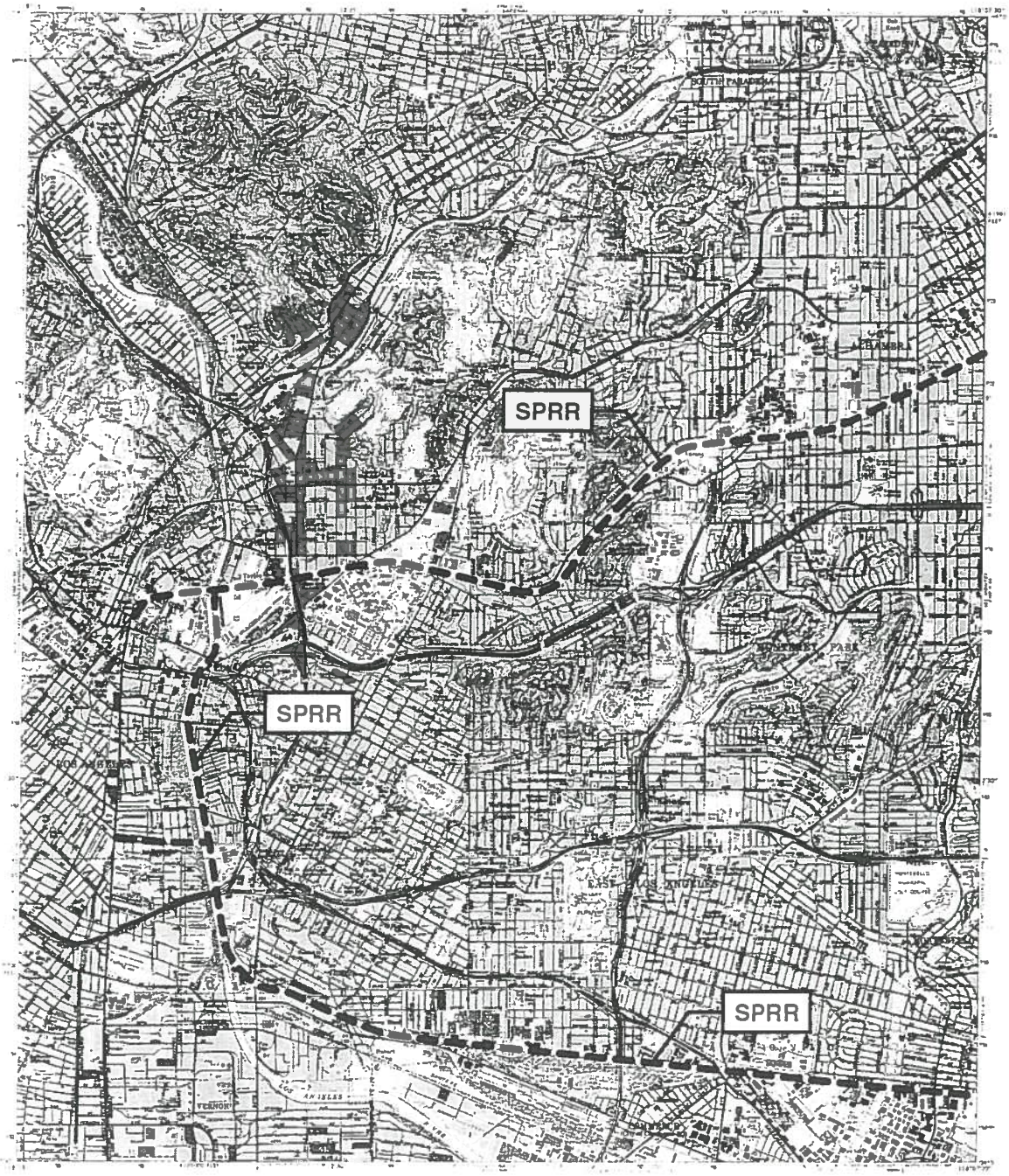
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P36-010330
HRI #
Trinomial SBR-10, 330H

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Los Angeles, California *Scale: 1:80,000 (1"=6,666') *Date of Map: MR 1994



0 5,000
feet
Scale = 1:80,000
Base map: USGS 7.5'-series Los Angeles, California, quadrangle (1966, MR 1994)

*Required Information

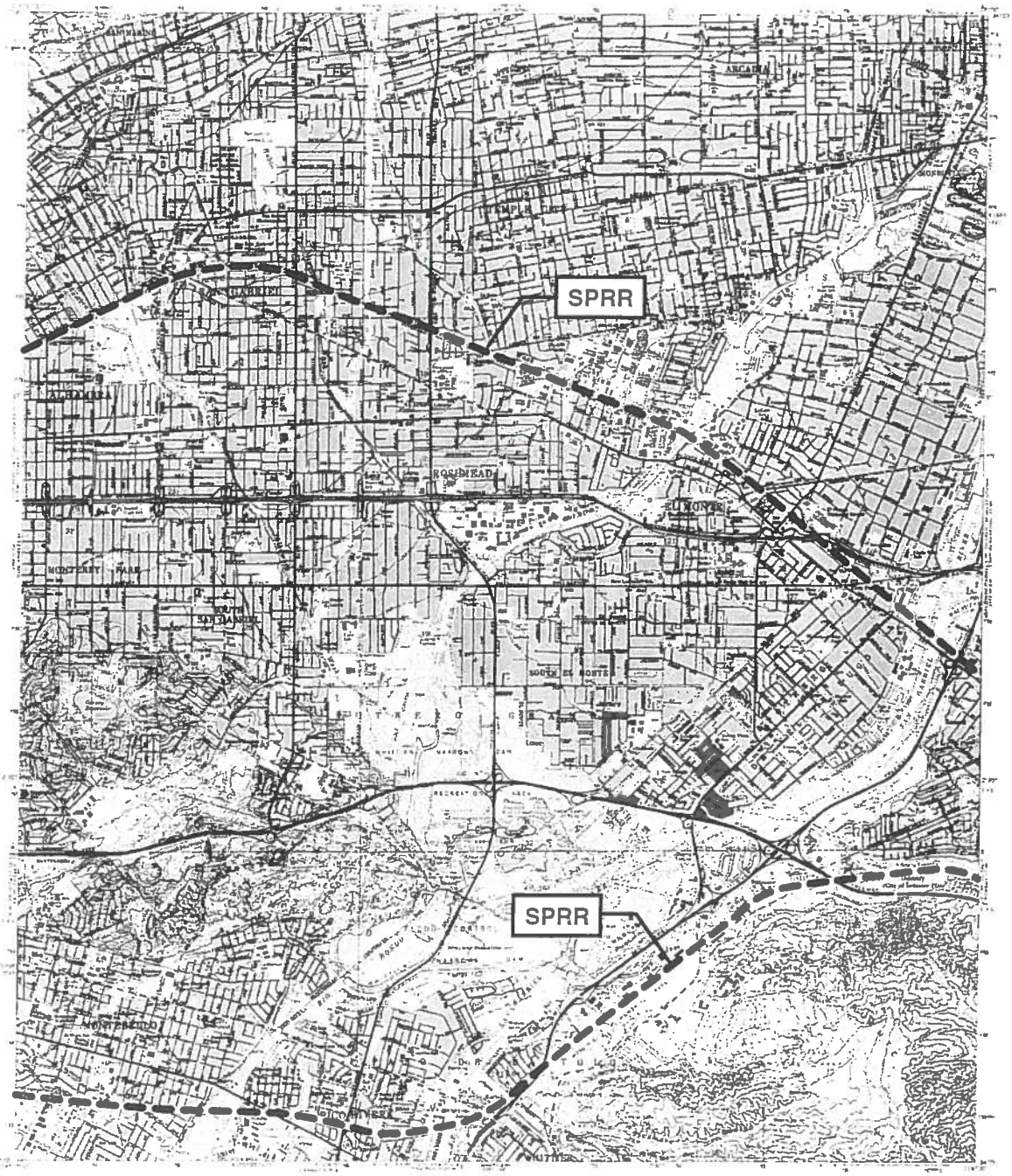
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P36-010330
HRI #
Trinomial SBR-10,3307H

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: El Monte, California *Scale: 1:80,000 (1"=6,666') *Date of Map: MR 1994



0 5,000
feet
Scale = 1:80,000
Base map: USGS 7.5'-series El Monte, California, quadrangle (1966, MR 1994)

*Required Information

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

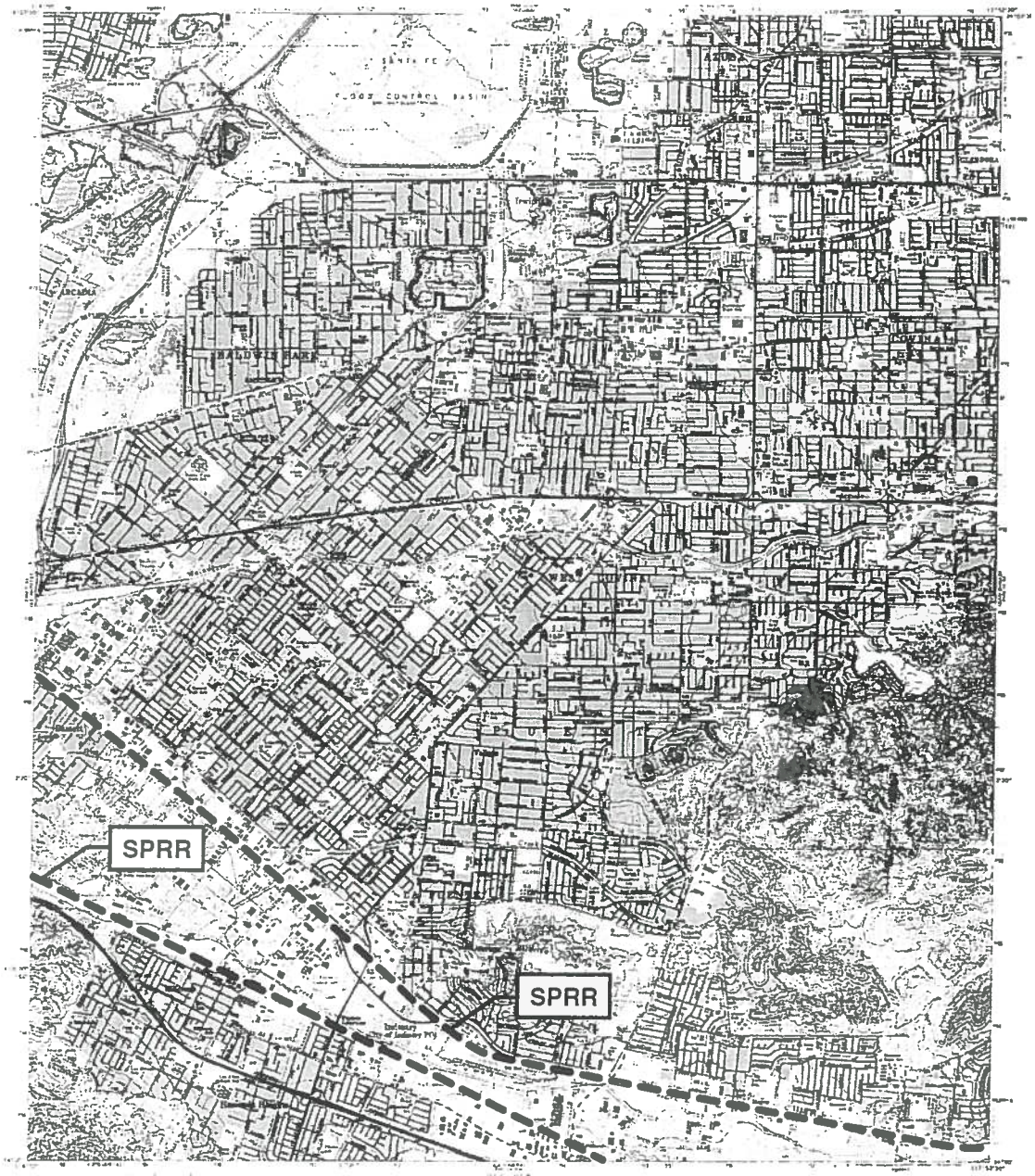
LOCATION MAP

Primary # P36-010330
HRI #
Trinomial SBR-10,330 H

Page 6 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Baldwin Park, California *Scale: 1:80,000 (1"=6,666') *Date of Map: PR 1981



0 5,000
feet
Scale = 1:80,000
Base map: USGS 7.5'-series Baldwin Park, California, quadrangle (1966, PR 1981)

*Required Information

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

LOCATION MAP

Primary # P36-010330
HRI #
Trinomial SBR-10,330H

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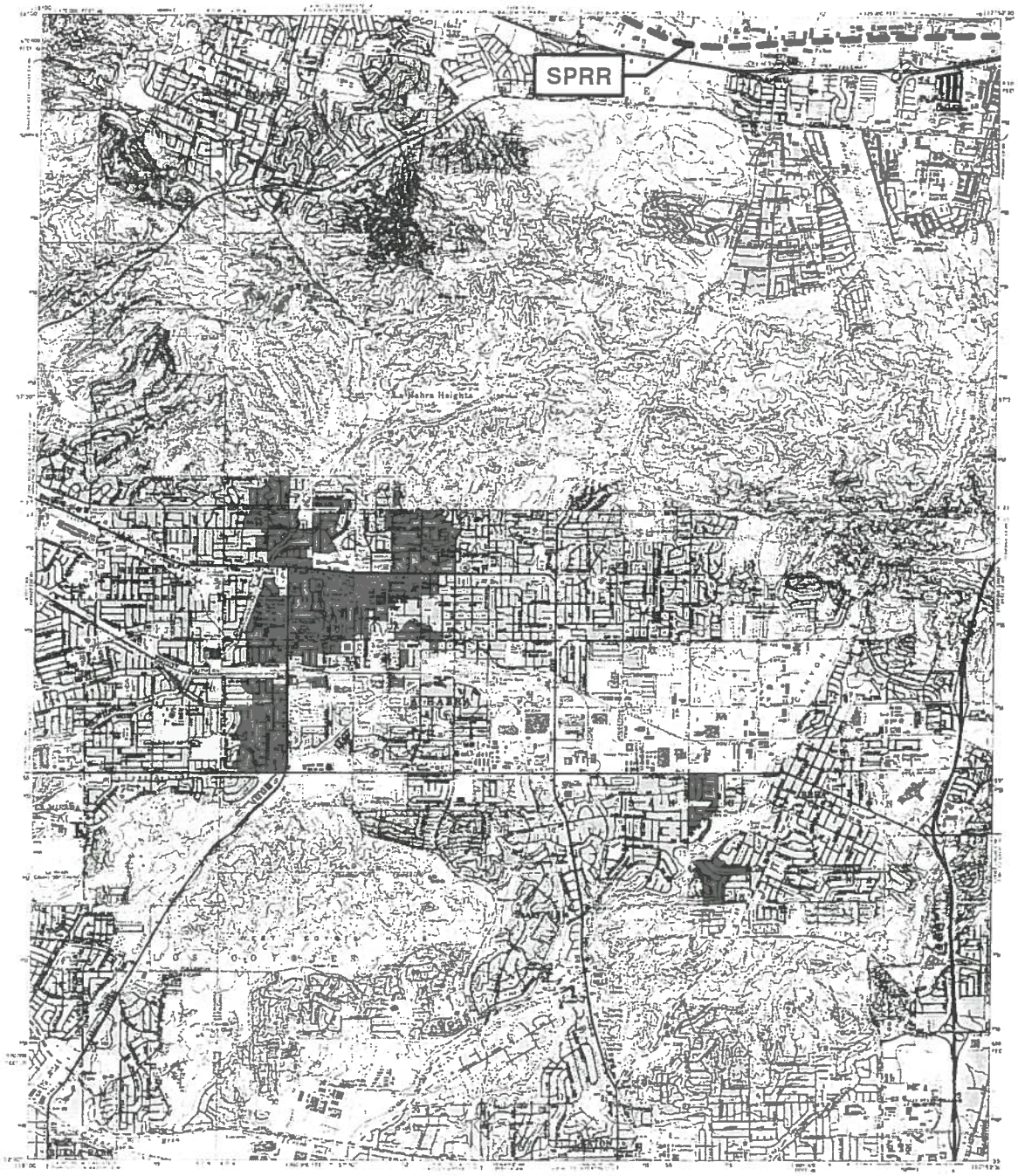
*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: La Habra, California *Scale: 1:80,000 (1"=6,666') *Date of Map: PR 1981



0 5,000
feet
Scale = 1:80,000

Base map: USGS 7.5'-series La Habra, California, quadrangle (1964, PR 1981)

*Required Information

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

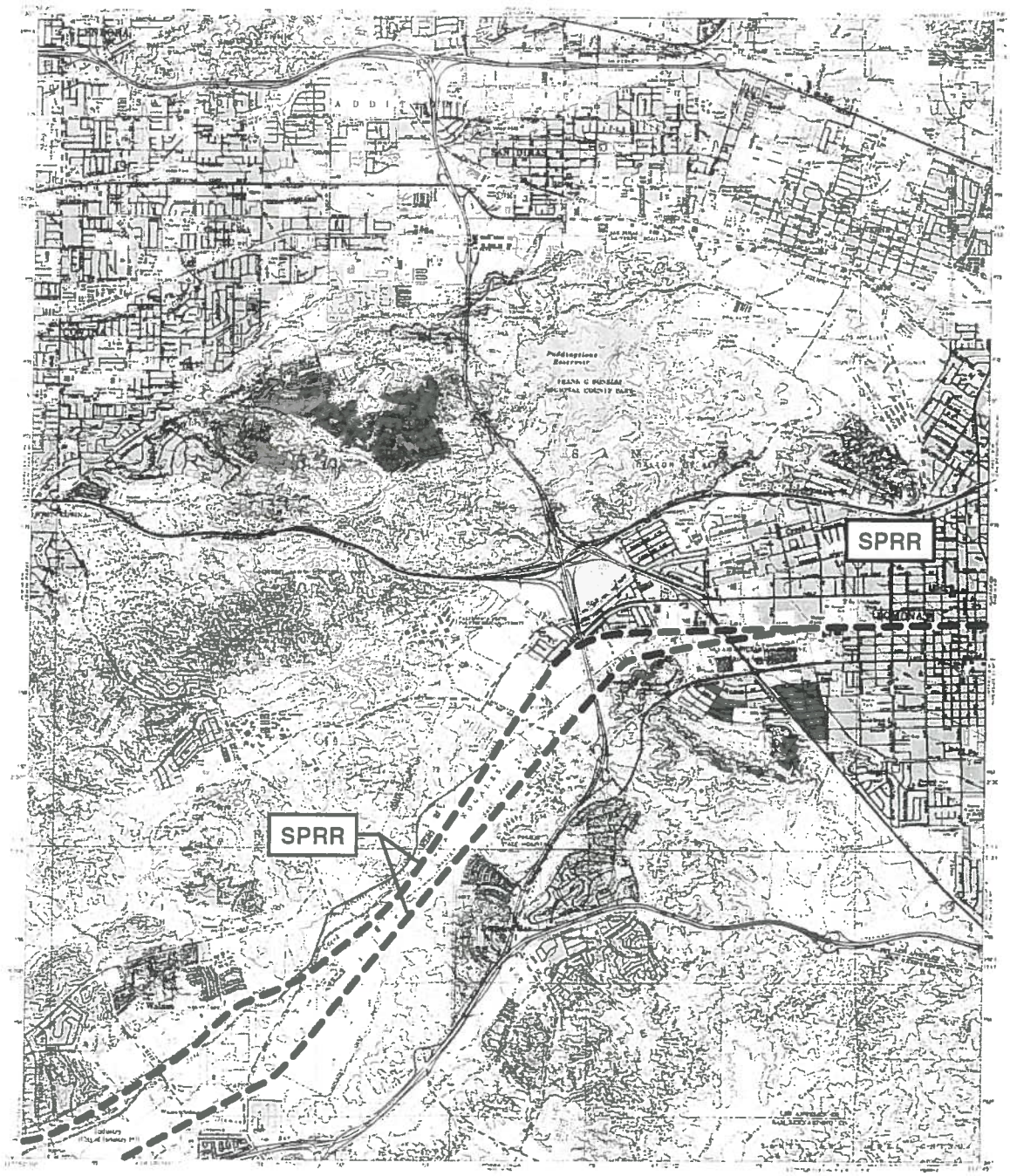
LOCATION MAP

Primary # P36-010330
HRI #
Trinomial SBR-10, 3304

Page 8 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: San Dimas, California *Scale: 1:80,000 (1"=6,666') *Date of Map: PR 1981



0 5,000
feet
Scale = 1:80,000
Base map: USGS 7.5'-series San Dimas, California, quadrangle (1966, PR 1981)

*Required Information

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

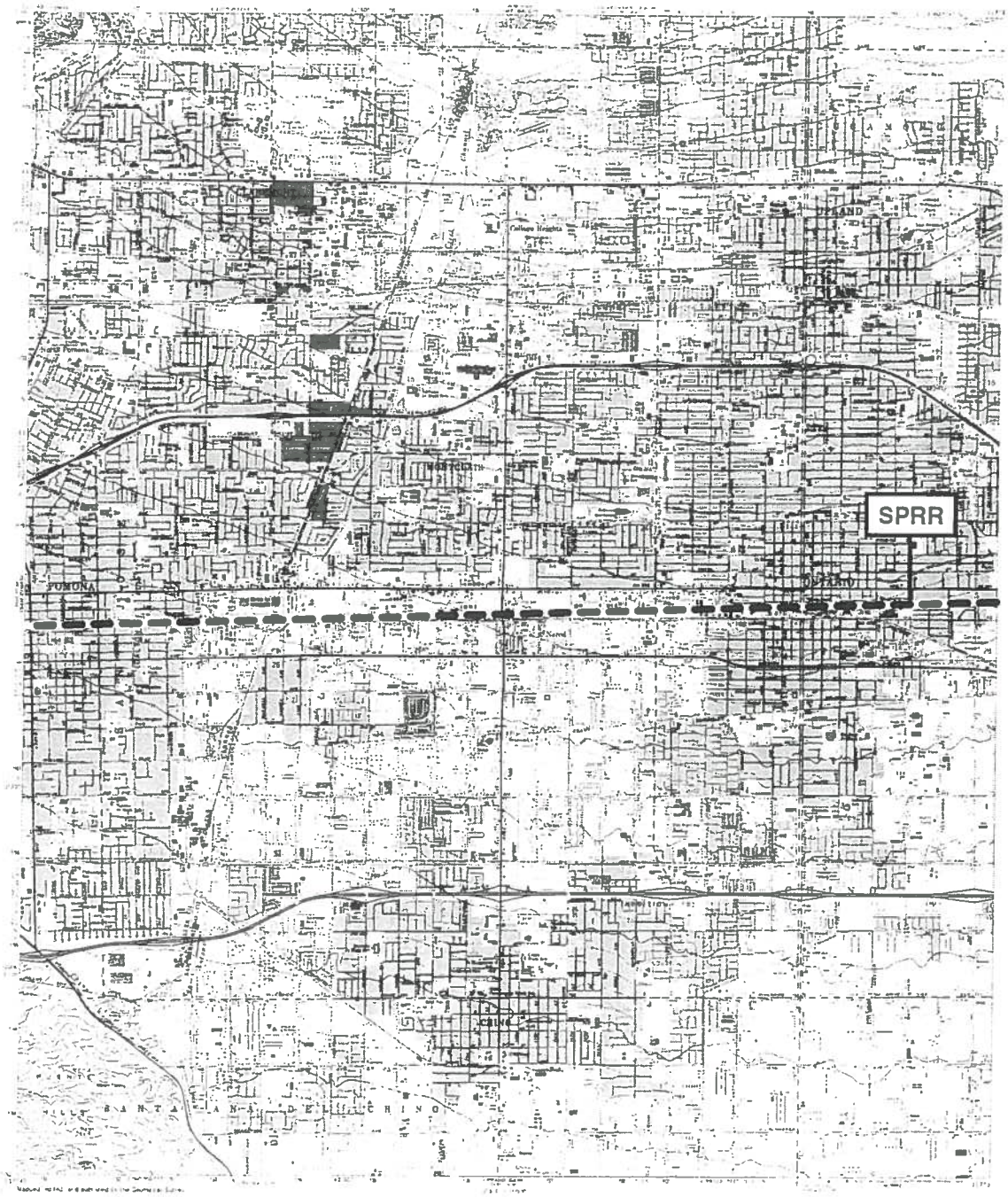
LOCATION MAP

Primary # P36-010330
HRI #
Trinomial CA-SBR-10,3304

Page 9 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Ontario, California *Scale: 1:80,000 (1"=6,666') *Date of Map: PR 1981



0 5,000
feet
Scale = 1:80,000

Base map: USGS 7.5'-series Ontario, California, quadrangle (1967, PR 1981)

*Required Information

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

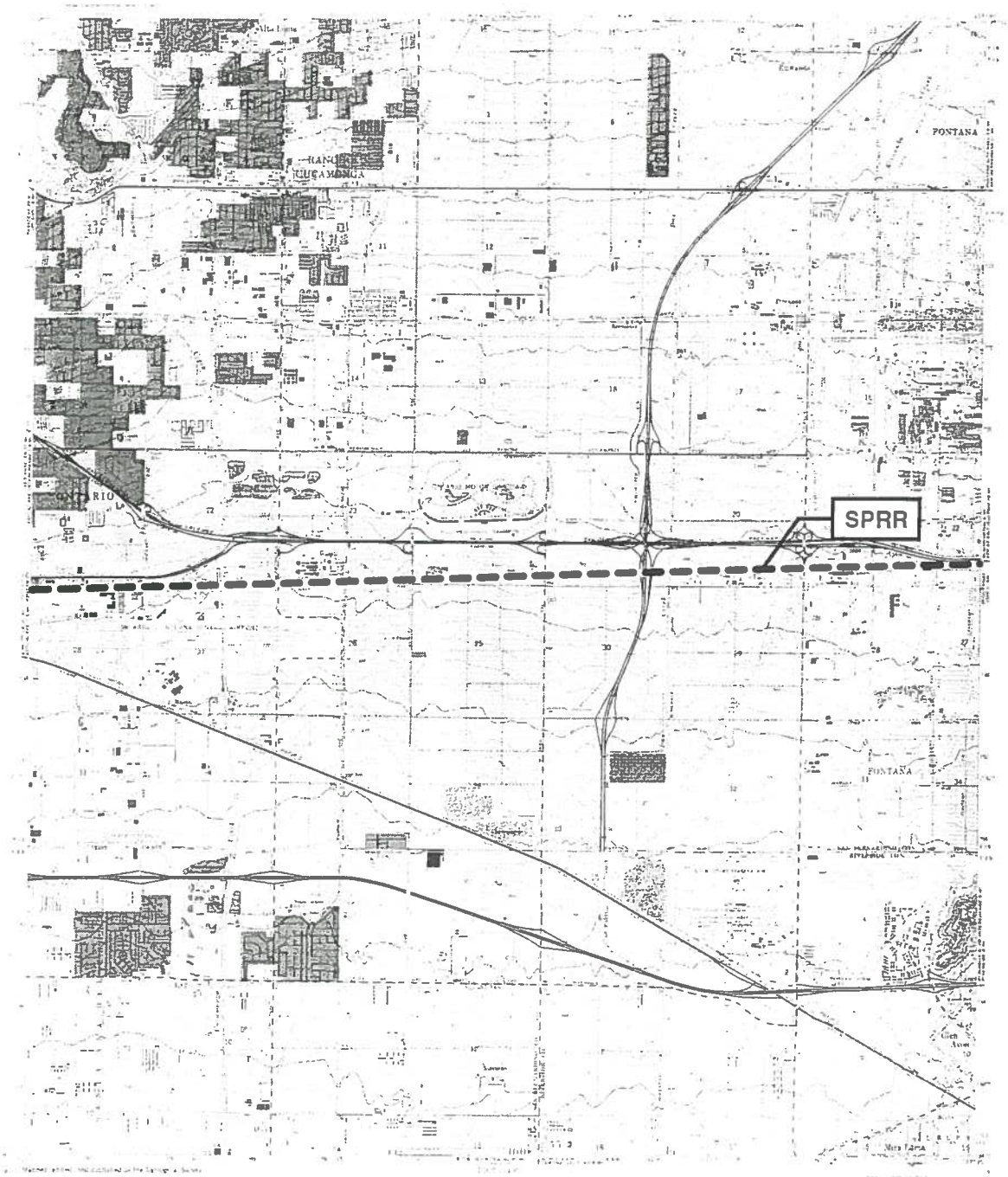
LOCATION MAP

Primary # P36-010330
HRI #
Trinomial SBR-10,330H

Page 10 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Guasti, California *Scale: 1:80,000 (1"=6,666') *Date of Map: PR 1981



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feet
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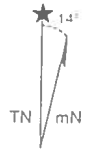
Base map: USGS 7.5'-series Guasti, California, quadrangle (1966, PR 1981)



*Required Information

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

LOCATION MAP

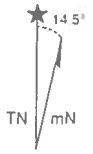
Primary # P36-010330
HRI #
Trinomial 3BR-10,330H

Page 11 of 12

*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad

*Map Name: Fontana, California *Scale: 1:80,000 (1"=6,666') *Date of Map: PR 1980

0 5,000
feet
Scale = 1:80,000
Base map: USGS 7.5'-series Fontana, California, quadrangle (1967, PR 1980)



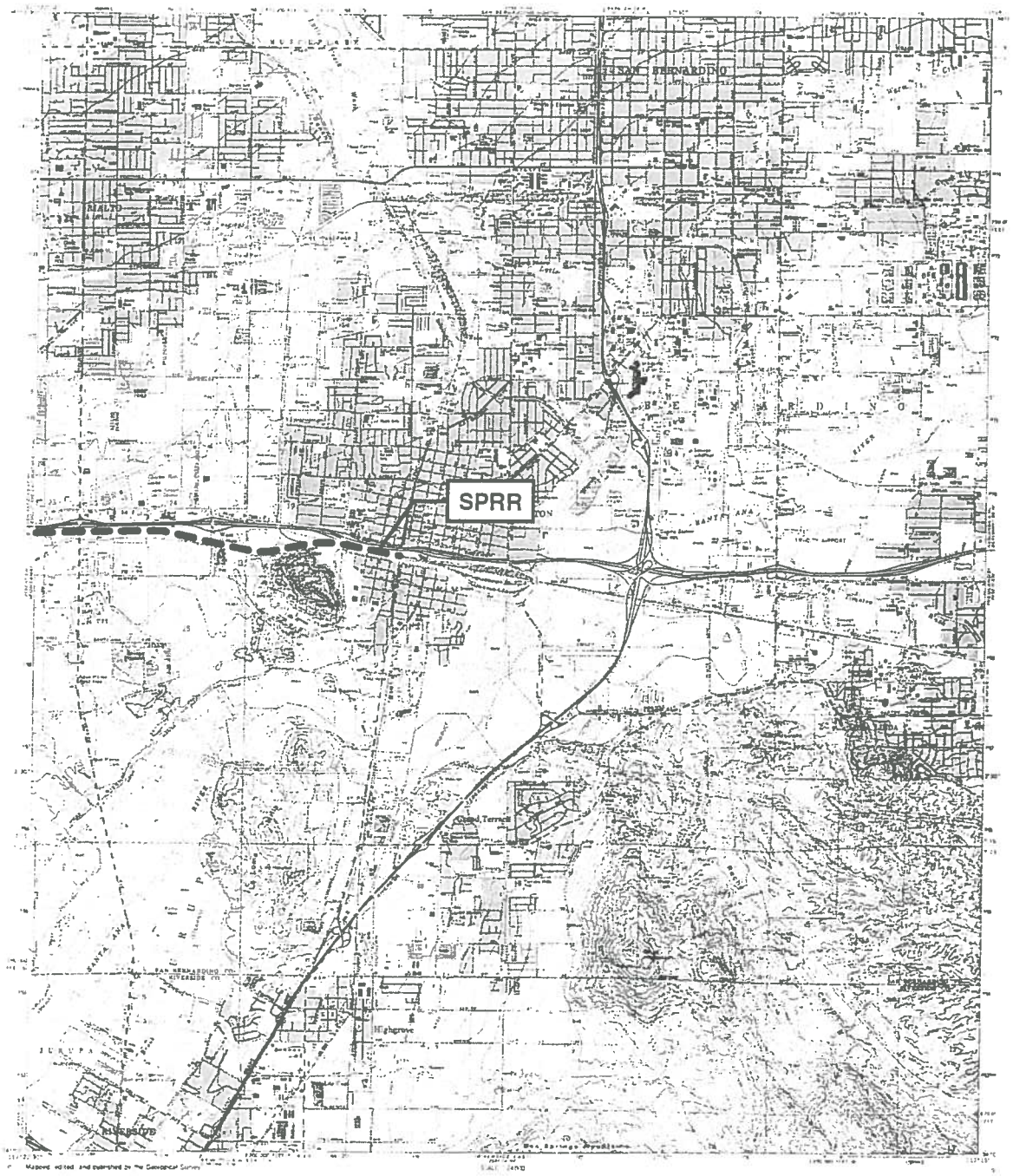
*Required Information

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

LOCATION MAP

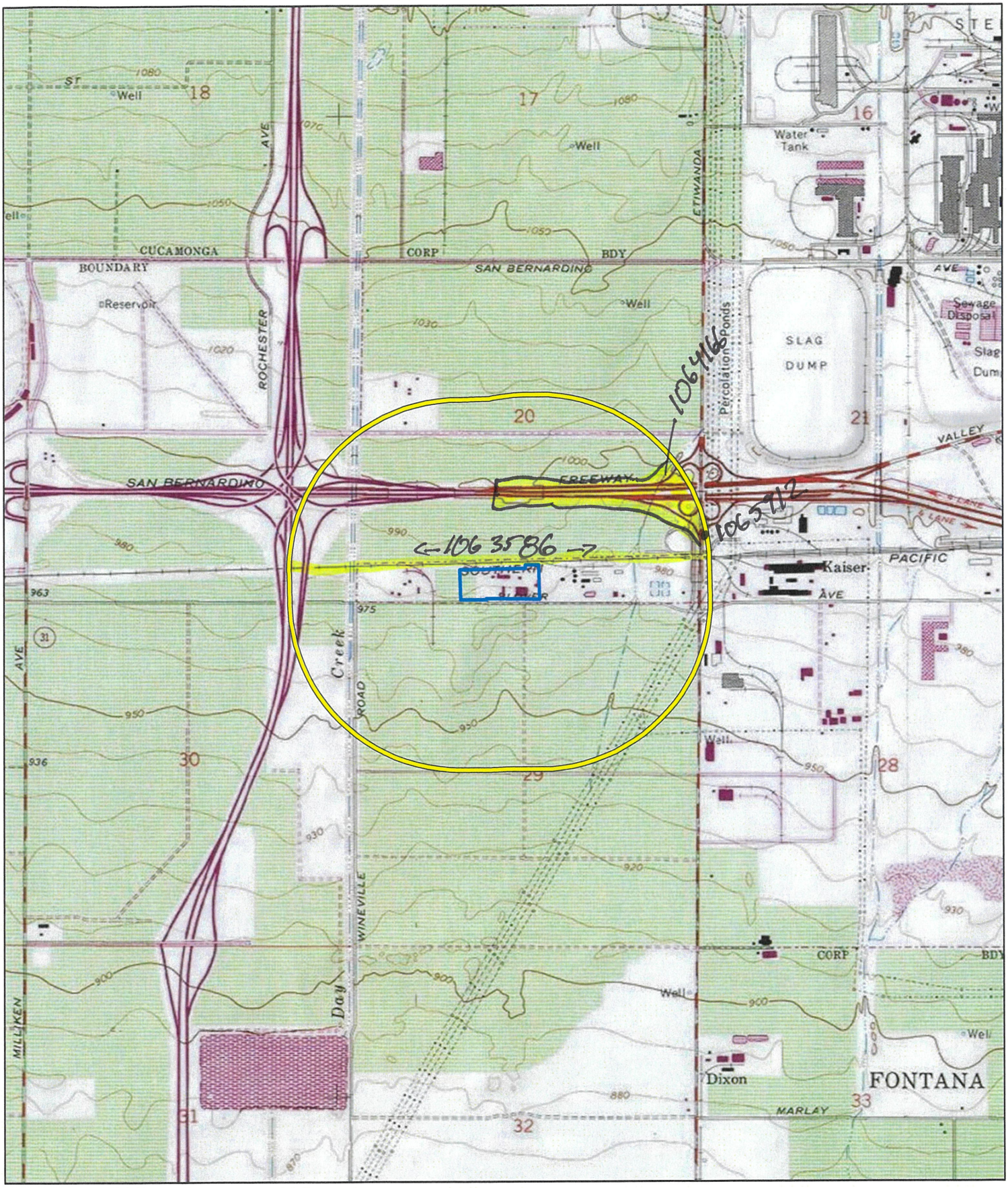
Primary # P36-010330
HRI #
Trinomial SBR-10,330H

Page 12 of 12
*Resource Name or #: C-Los Angeles - A-1; Southern Pacific Railroad
*Map Name: San Bernardino South, California *Scale: 1:80,000 (1"=6,666') *Date of Map: PR 1980



0 5,000
feet
Scale = 1:80,000
Base map: USGS 7.5'-series San Bernardino, California, quadrangle (1967, PR 1980)

*Required Information



Reports
1 of 2

N

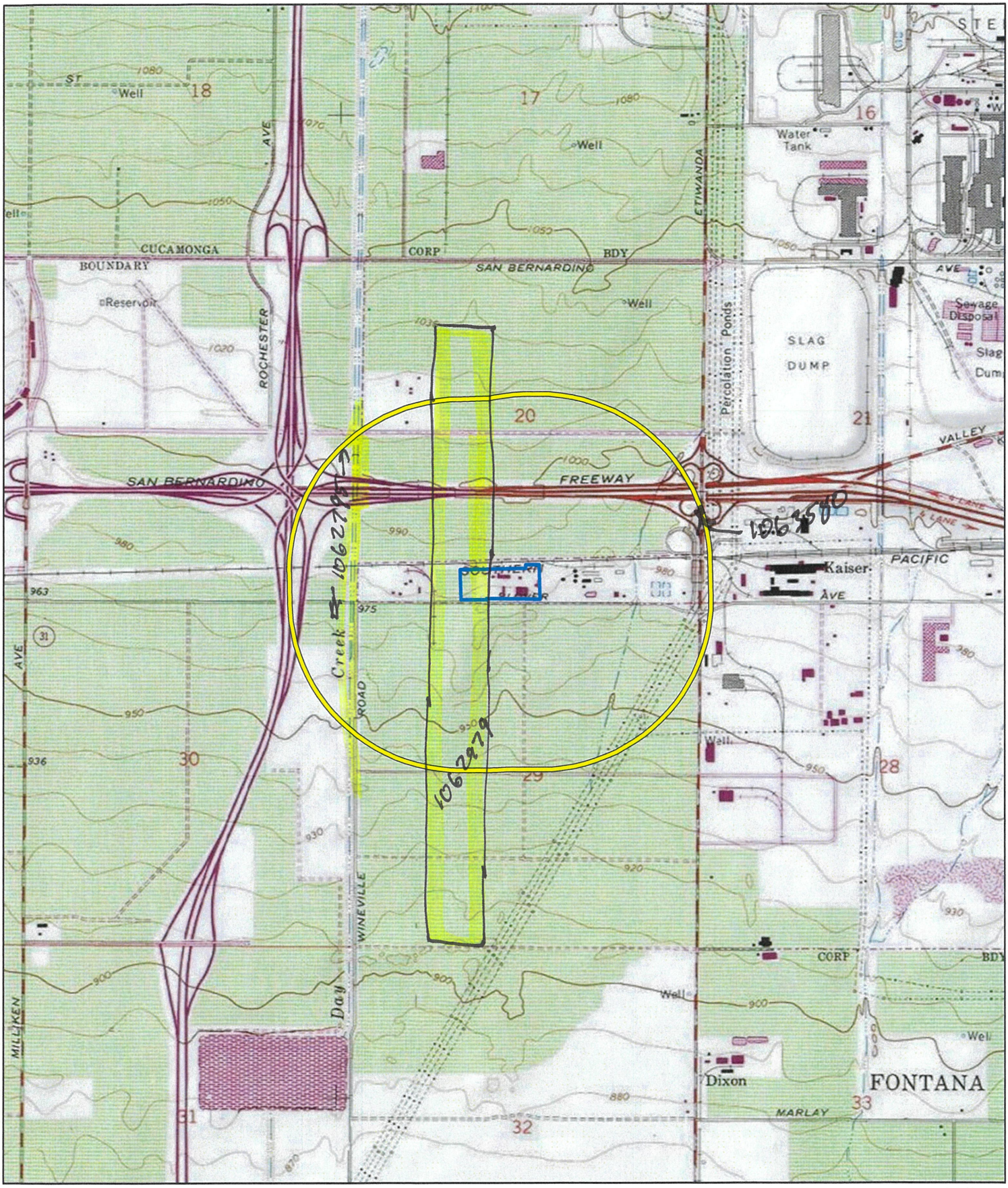
Project

Half Mile Radius

5355 Airport Drive (22-144)
USGS *Guasti* Quadrangle
(7.5-minute series)

1:24,000

AJG BFSA: 4/18/2022



Project

Half Mile Radius

5355 Airport Drive (22-144)
USGS *Guasti* Quadrangle
(7.5-minute series)

Reports 2082

N

1:24,000

AJG BFSA: 4/18/2022

Report List

5355 Airport Dr 22-144

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
SB-02795	NADB-R - 1062795	1991	HAMPSON, R. PAUL, JAMES J. SCHMIDT, AND JUNE A. SCHMIDT	CULTURAL RESOURCE INVESTIGATION: CAJON PIPELINE PROJECT	GREENWOOD & ASSOCIATES	36-002910, 36-004252, 36-004253, 36-004255, 36-004268, 36-004271, 36-004272, 36-004411, 36-004418, 36-005361, 36-005362, 36-005568, 36-006793, 36-007076, 36-007077, 36-007078, 36-007079, 36-007080, 36-007081, 36-007082, 36-007084, 36-007085, 36-007086, 36-007087, 36-007088, 36-007089, 36-007090, 36-007091, 36-007092, 36-007093, 36-007094, 36-007095, 36-007096
SB-02979	NADB-R - 1062979	1993	TAYLOR, THOMAS T.	ARCHAEOLOGICAL RECONNAISSANCE SURVEY REPORT MIDDLE LUGO-MIRA LOMA 500KV T/L RIGHT-OF-WAY BETWEEN CONCOURS AND JURUPA AVE., ONTARIO, CA	Southern California Edison Company	36-008076
SB-03580	NADB-R - 1063580	2000	DUKE, CURT	CULTURAL RESOURCE ASSESSMENT FROM PBW FACILITY CM 359-07, COUNTY OF SAN BERNARDINO, CA. 5PP	LSA	
SB-03586	NADB-R - 1063586	2000	LOVE, BRUCE	ONTARIO TO COLTON PIPELINE, SAN BERNARDINO COUNTY, CA. 26PP	CRM TECH	36-006859
SB-04166	NADB-R - 1064166	1999	MCLEAN, DEBORAH	I-10 INTERCHANGE AT ETIWANDA AVE. 5PP	LSA	
SB-05912	NADB-R - 1065912	2008	Ahmet, Koral	Results of a Cultural Resources Assessment for the Southern California Edison Replacement of Deteriorated Pole No. 1504970E located on the Hygen-Linde 66kV Line near Fontana, San Bernardino County, California.	Southern California Edison	