9.5 Cultural Resources Data



HISTORICAL/ARCHAEOLOGICAL RESOURCES SURVEY REPORT

BURLINGTON NORTHERN SANTA FE RAILWAY ONO LEAD TRACK EXTENSION PROJECT

Cajon Subdivision, MP 76.55-MP 80.61
City of San Bernardino, San Bernardino County, California

For Submittal to:

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Title: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55-MP 80.61, City of San Bernardino, San Bernardino County, California

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USGS Quadrangle: San Bernardino North and San Bernardino South, Calif., 7.5' quadrangles (San Bernardino and Muscupiabe land grants; T1N R4W and T1S R4W, San Bernardino Baseline and Meridian)

Project Size: Approximately 28 acres and 4.06 linear miles of railroad right-of-way

Keywords: San Bernardino Valley; Phase I cultural resources survey; 36-002910 (Historic Route 66); 36-006793/36-006847 (Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track); 36-008303 (Culligan USA Plant); 36-015497 (San Bernardino Baseline/Baseline Street); 1900-1966 residential and commercial buildings: APN 0144-011-20 (2181 Cajon Blvd.), 0144-061-33 (2099 Turrill Ave.), 0144-061-31 (2059 Turrill Ave.), 0144-061-36 (1877 Massachusetts Ave.), 0144-184-08 (1448 N. I St.), 0144-221-15 (921 W. 14th St.), 0139-092-10 (1135-1155 Harris St.), 0139-131-29 (930 W. Olive St.), 0139-131-11 (931 W. 11th St.), 0139-132-12 (925 W. Olive St.), 0139-132-13 (917 W. Olive St.), 0139-132-16 (924 W. 10th St.), 0139-132-17 (916 W. 10th St.), 0139-26-207 (908 W. 8th St.), 0139-312-12 (915 W. 8th St.), 0139-312-20 (724 N. I St.), and 0138-072-05 (915-915 1/2 W. 7th St.); Salvation Army Hospitality House, circa 1954, APN 0139-202-01 (925 W. 10 St.); no impact on any "historical resources" under CEQA

EXECUTIVE SUMMARY

Between May 2017 and March 2018, at the request of Gresham Savage Nolan and Tilden, PC, CRM TECH performed a cultural resources study for the Burlington Northern Santa Fe Railway (BNSF; Cajon Subdivision) Ono Lead Track Extension Project in the City of San Bernardino, San Bernardino County, California. The project area consists of approximately 4.06 linear miles of existing BNSF right-of-way between Mile Post (MP) 76.55 and MP 80.61 plus approximately 28 acres of additional land on adjacent parcels where ground disturbances or property acquisitions will be required. It is generally situated between Sixth Street on the south and the BNSF crossing at State Street/University Parkway on the north, within portions of the San Bernardino and Muscupiabe land grants in T1N R4W and T1S R4W, San Bernardino Baseline and Meridian.

The study is part of the environmental review process for the proposed project. The City of San Bernardino, as the lead agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the project would cause substantial adverse changes to any "historical resources" or "tribal cultural resources," as defined by CEQA, that may exist in or around the project area. In order to identify such resources, CRM TECH conducted a cultural resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey of the entire project area.

As a result of these procedures, 22 cultural resources were identified as lying within, partially within, or adjacent to the project area. Among them are two previously recorded sites and the extensions of two other known sites, as listed below:

Site No.	Description
36-002910	Historic Route 66
36-006793/36-006847	Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track
36-008303	Culligan USA Plant
36-015497	San Bernardino Baseline/Baseline Street

The other 18 cultural resources identified within or adjacent to the project area consist of buildings that were recorded during this study, including 12 residential properties, five commercial properties, and a religious charity complex, all of them dating to the 1900-1966 era:

APN	Street Address	Property Type	Year built
0138-072-05	915-915 1/2 W. 7th St.	One-story duplex	Pre-1938
0139-092-10	1135-1155 Harris St.	One-story commercial buildings (2)	1945
0139-131-29	930 W. Olive St.	Single-family residence	1961
0139-131-11	931 W. 11th St.	Single-family residence	1900
0139-132-12	925 W. Olive St.	Single-family residence	1954
0139-132-13	917 W. Olive St.	Single-family residence	1957
0139-132-16	924 W. 10th St.	Single-family residence	1960
0139-132-17	916 W. 10th St.	Single-family residence	1960

0139-202-01	925 W. 10th St.	Salvation Army Hospitality House	1954
0139-262-07	908 W. 8th St.	One-story commercial building	1966
0139-312-12	915 W. 8th St.	Single-family residence	1920
0139-312-20	724 N. I St.	Single-family residence	1910
0144-011-20	2181 Cajon Blvd.	One-story commercial building	1952
0144-061-33	2099 Turrill Ave.	One-story commercial building	1958
0144-061-31	2059 Turrill Ave.	Single-family residence	1933
0144-061-36	1877 Massachusetts Ave.	Two-story commercial building	1932
0144-184-08	1448 N. I St.	One-story duplex	1958
0144-221-15	921 W. 14th St.	Single-family residence	1928

Among these 22 cultural resources, 36-008303 Culligan USA Plant is no longer extant, having been demolished for the construction of an industrial park in 2007-2009. Two of the previously recorded sites, 36-002910 Historic Route 66 and 36-015497 San Bernardino Baseline/Baseline Street, were found to meet the definition of "historical resources," but the proposed project will not cause a substantial adverse change to their significance or integrity. The portion of 36-006793/36-006847 Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track in the project area and the 18 properties recorded during this study do not appear to meet CEQA's definition of "historical resources." No other potential "historical resources" or "tribal cultural resources" were encountered during the course of the study.

Based on the research results summarized above, CRM TECH recommends to the City of San Bernardino a finding of *No Impact* regarding cultural resources, pending the completion of Native American consultation process by the City pursuant to Assembly Bill 52 to ensure the proper identification of potential "tribal cultural resources." No additional cultural resources investigation is recommended for this project unless construction plans undergo such changes as include areas not covered by this study. However, if buried cultural materials are encountered inadvertently during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

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INTRODUCTION

Between May 2017 and March 2018, at the request of Gresham Savage Nolan and Tilden, PC, CRM TECH performed a cultural resources study for the Burlington Northern Santa Fe Railway (BNSF; Cajon Subdivision) Ono Lead Track Extension Project in the City of San Bernardino, San Bernardino County, California (Fig. 1). The project area consists of approximately 4.06 linear miles of existing BNSF right-of-way between Mile Post (MP) 76.55 and MP 80.61 plus approximately 28 acres of additional land on adjacent parcels where ground disturbances or property acquisitions will be required. It is generally situated between Sixth Street on the south and the BNSF crossing at State Street/University Parkway on the north, within portions of the San Bernardino and Muscupiabe land grants in T1N R4W and T1S R4W, San Bernardino Baseline and Meridian (Figs. 2, 3).

The study is part of the environmental review process for the proposed project. The City of San Bernardino, as the lead agency for the project, required the study in compliance with the California Environmental Quality Act (CEQA; PRC §21000, et seq.). The purpose of the study is to provide the City with the necessary information and analysis to determine whether the project would cause substantial adverse changes to any "historical resources" or "tribal cultural resources," as defined by CEQA, that may exist in or around the project area.

In order to identify such resources, CRM TECH conducted a cultural resources records search, pursued historical background research, contacted Native American representatives, and carried out a systematic field survey of the entire project area. This report is a complete account of the methods, results, and conclusion of the study. Personnel who participated in these research procedures are named in the appropriate sections below, and their qualifications are provided in Appendix 1.

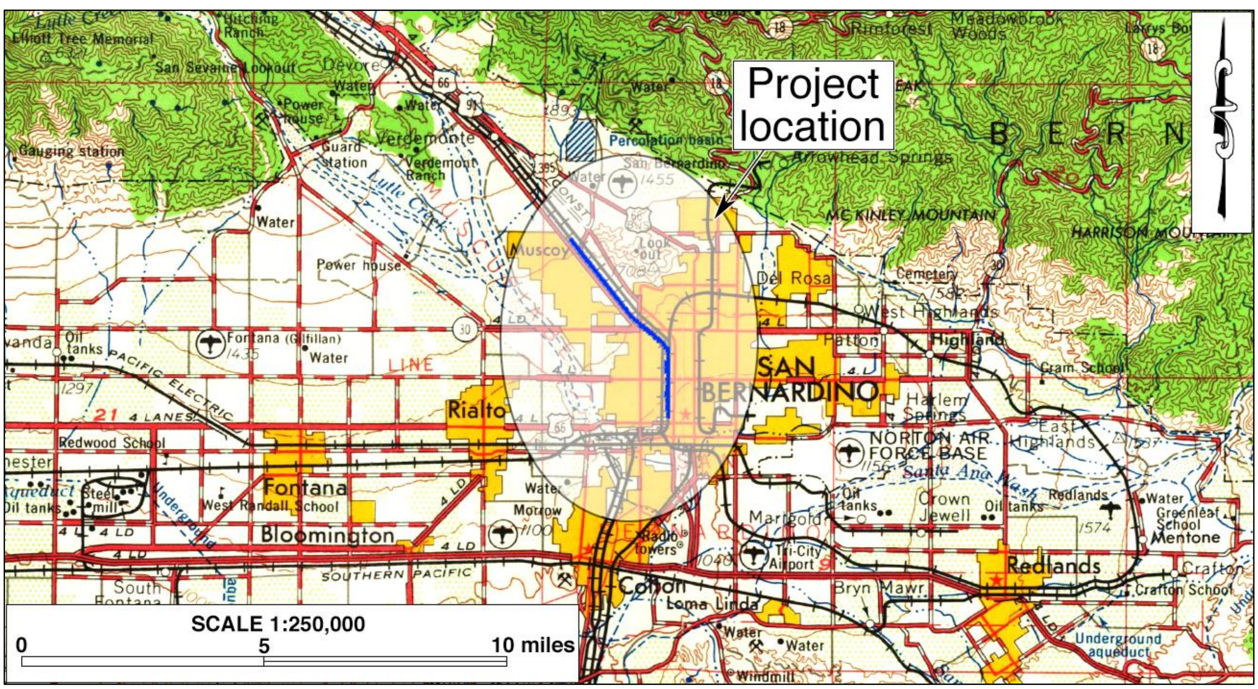


Figure 1. Project vicinity. (Based on USGS San Bernardino, Calif., 1:250,000 quadrangle [USGS 1958])

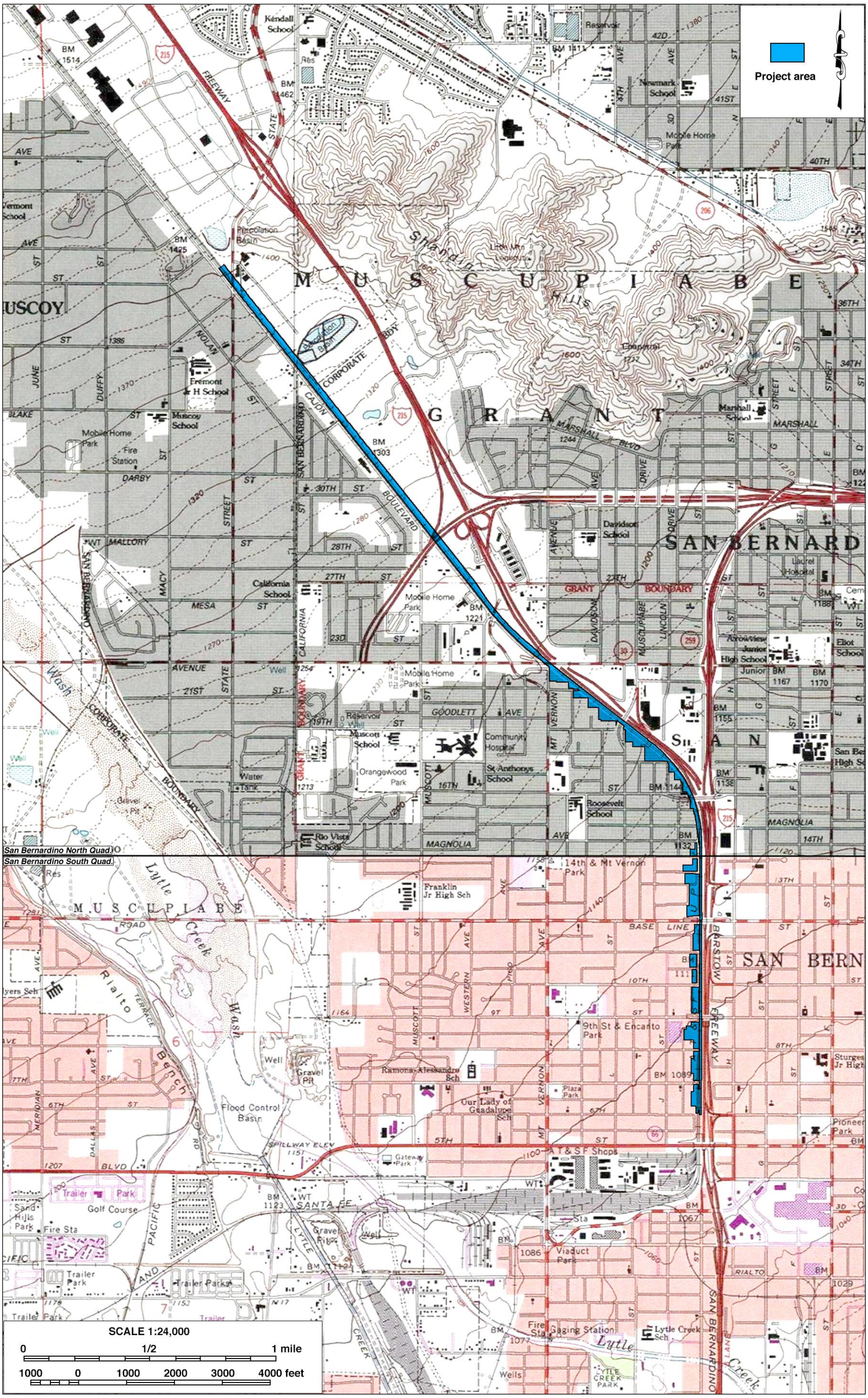


Figure 2. Project area. (Based on USGS San Bernardino North and San Bernardino South, Calif., 1:24,000 quadrangles [USGS 1980; 1996])

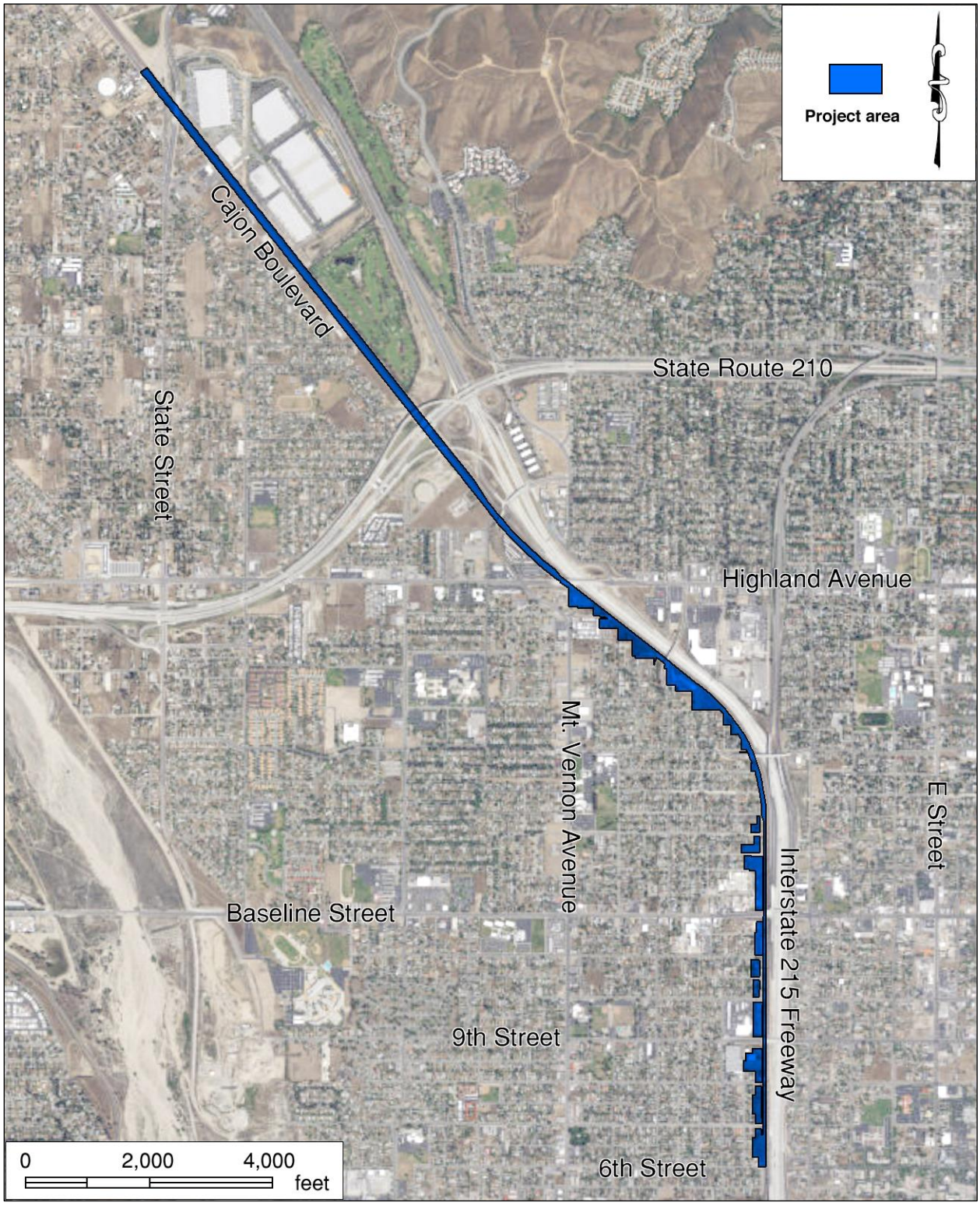


Figure 3. Aerial image of the project area.

SETTING

CURRENT NATURAL SETTING

The City of San Bernardino is located in the eastern portion of the San Bernardino Valley, a broad inland valley extending from the southern base of the San Bernardino and San Gabriel Mountains on the north to the Santa Ana Mountains and the Jurupa Mountains on the south. The Mediterranean climate in the area is typical of inland southern California lowlands, featuring hot and dry summers and mild and wet winters. The average annual rainfall is the region is approximately 30 inches, the majority of which typically occurs between January and April.

The project area lies across the central and northern portions of the city, a short distance to the north of the colossal BNSF San Bernardino Intermodal Yard. The area around the southern end of the project is urban in character, featuring older, closely spaced residential properties and small businesses, while the northern portion of the project is surrounded by larger lots, stretches of vacant land, and roadside commercial establishments. The portion of the BNSF right-of-way contains an existing integrated three- and four-track railroad system, and the adjacent parcels included in the project area include both vacant land and commercial or residential buildings.

Virtually all of the ground surface in the project area has been extensively disturbed by past construction activities associated with existing developments in the vicinity. Elevations along the project route range between 1,086 and 1,400 feet above mean sea level, inclining to the north over relatively level terrain. Vegetation includes introduced landscaping plants around the buildings and tumbleweeds, foxtails, wild mustard, and other low grasses on undeveloped land and scattered along the railway right-of-way. The native soils consist of light gray to brown, fine- to medium-grained loamy sands mixed with small rocks, with imported gravel over much of the railroad right-of-way.



Figure 4. Typical landscape along the project route, view to the north. (Photograph taken on September 22, 2017)

CULTURAL SETTING

Prehistoric Context

The cultural history of southern California has been summarized into numerous chronologies, including those proposed by Warren (1984) and Chartkoff and Chartkoff (1984). The prehistory of the inland region has been addressed specifically by O'Connell et al. (1974), McDonald et al. (1987), Moratto (1984), Keller and McCarthy (1989), Grenda (1993; 1997), Goldberg (2001), and Horne and McDougall (2008). The following summary is based on these sources.

General models of human habitation in the Americas and southern California begin with the Paleoindian Period (ca. 15,000-9,000 B.P.), which is characterized by sparse populations moving over the landscape to take advantage of resources in different areas. The "classic" artifact from this period are fluted spearheads made from fine-grained toolstones, such as high-grade cherts and chalcedonies, and fashioned for hafting to wooden shafts. Other artifacts associated with the Paleoindian toolkit include choppers, cutting tools, retouched flakes, and perforators. Because of the low population density during this period and the highly mobile lifestyle, little evidence of Native peoples and their culture from this period has been recovered archaeologically. While the large, fluted spearheads have been found on and near the ground surface in areas near pluvial lakes, other sites dating to this period are deeply buried.

The Paleoindian Period is followed by the Archaic Period (ca. 9,000 to 1,500 B.P.), which is generally characterized by an increasing population of semi-nomadic groups that followed seasonal rounds in large catchment areas. The classic projectile point from the period is the dart point, which was also made from high-grade toolstones, and was used in conjunction with an atlatl. Well-made groundstone bowls and basin metates are also a hallmark of the period, as people intensified their use of plant and small animal resources. Increasing population pressure, along with changes in the environment, reduced their mobility and led to increasing intensification and diversification of their resource base. Base camps would have been composed of relatively small groups of people with their houses sparsely scattered around relatively sheltered areas and near reliable sources of water.

Specific to inland southern California, the earliest evidence of human occupation falls within the late Paleoindian-early Archaic range and was discovered below the surface of an alluvial fan in the northern portion of the Lakeview Mountains overlooking the San Jacinto Valley, with radiocarbon dates clustering around 9,500 B.P. (Horne and McDougall 2008). Another site found near the shoreline of Lake Elsinore, close to the confluence of Temescal Wash and the San Jacinto River, yielded radiocarbon dates between 8,000 and 9,000 B.P. (Grenda 1997). Additional sites with isolated Archaic dart points, bifaces, and other associated lithic artifacts from the same age range have been found in the Cajon Pass area, typically atop knolls with good viewsheds (Basgall and True 1985; Goodman and McDonald 2001; Goodman 2002; Milburn et al. 2008).

The Archaic Period is followed by the Late Prehistoric Period (ca. 1,500 B.P. to contact [1540-1700 A.D.]). The increasing population pressure and intensification of resource use of the Archaic Period continues and becomes more pronounced in this period. The archaeological record of this period is generally characterized by lithic scatters from the manufacture of small arrow points, expedient

groundstone tools such as tabular metates and unshaped manos, wooden mortars and stone pestles, acorn or mesquite-bean granaries, ceramic vessels, and extensive trading networks in shell beads and steatite implements such as pipes and arrow shaft straighteners.

Bow and arrow were adopted during this period, with Rose Spring Points dating to circa 1300 A.D. and the Cottonwood and Desert Side-Notched series dating to around 700 years ago. Pottery may have been introduced into the area about 500 years ago. Habitation sites continued to be develop predominately in sheltered areas near water sources, and the dispersed settlement pattern also persisted despite the increased population. Communities would move to different locations in their catchment area to take advantage of seasonal resources.

Ethnohistoric Context

The present-day San Bernardino area is a part of the homeland of the Serrano Indians, whose traditional territory is centered at the San Bernardino Mountains but also includes the southern rim of the Mojave Desert and most of the San Bernardino Valley. The name "Serrano" was derived from the Spanish word for "mountaineer" or "highlander." The basic written sources on Serrano culture are Kroeber (1925), Strong (1929), and Bean and Smith (1978). The following ethnographic discussion of the Serrano people is based primarily on these sources.

Prior to European contact, the Serrano were primarily gatherers and hunters, and occasional fishers, who settled mostly on elevated terraces, hills, and finger ridges near where flowing water emerged from the mountains. They were loosely organized into exogamous clans, which were led by hereditary heads, and the clans in turn were affiliated with one of two exogamous moieties. The exact nature of the clans, their structure, function, and number are not known, except that each clan was the largest autonomous political and landholding unit, the core of which was the patrilineage. There was no pan-tribal political union among the clans.

As would be expected, the Serrano ecosystem would have implications regarding subsistence-related tools (Dahdul 2013). For example, mortars and pestles would likely be more overly represented at mountain sites as opposed to lower valley sites as it would be expected that acorns were processed in the mountains (Benedict 1924). Bedrock milling features, manos, and metates might be more common in the lower elevations where they were used to process seeds found in that area. The same applies to hunting equipment. That is, larger projectile points and the associated manufacturing debitage accompanying with hunting of large game are likely to be found in greater quantities at mountain sites, whereas smaller points associated with hunting of small game could be more excessively represented at sites at lower elevations

Although contact with Europeans may have occurred as early as 1771-1772, Spanish influence on Serrano lifeways was negligible until the 1810s, when a mission *asistencia* was established on the southern edge of Serrano territory. Between then and the end of the mission era in 1834, most of the Serrano were removed to the nearby missions. At present, most Serrano descendants are found on the San Manuel and the Morongo Indian Reservations, where they participate in ceremonial and political affairs with other Native American groups on an inter-reservation basis (Bean and Smith 1978:573).

Historic Context

The San Bernardino Valley, along with the rest of Alta California, was claimed by Spain in the late 18th century, and the first European explorers traveled through the area as early as 1772, three years after the beginning of Spanish colonization (Beck and Haase 1974:15). For nearly four decades afterwards, however, the arid inland valley received little attention from the European colonizers, who concentrated their efforts along the Pacific coast. Following the establishment of Mission San Gabriel in 1771, the San Bernardino Valley became a part of the mission's vast land holdings. The name "San Bernardino" was bestowed on the region in the 1810s, when the *asistencia* and an associated mission rancho, both bearing that name, were established in present-day Loma Linda (Lerch and Haenszel 1981).

After gaining independence from Spain in 1821, the Mexican authorities began dismantling the mission system in Alta California in 1833, during the process of Secularization. During the next 15 years, former mission ranchos throughout Alta California were surrendered to the Mexican government, and subsequently divided and granted to various prominent citizens of the province. In 1842, the former mission rancho of San Bernardino was granted to members of a prominent Los Angeles family, the Lugos (Schuiling 1984:34).

After nine years of cattle raising on their 35,000-acre domain, the Lugo family sold the entire rancho in 1851 to Amasa M. Lyman and Charles C. Rich, leaders of a group of Mormon settlers from Utah (Schuiling 1984:45). Soon after the purchase, the Mormons established a fortified settlement in what is now the downtown area of San Bernardino. Two years later, it was named the county seat for the newly created San Bernardino County, and the next year, in 1854, San Bernardino became the first incorporated city in the Inland Empire region (*ibid.*:48-49). The community suffered a devastating setback in 1857, when many of its Mormon founders were recalled to Utah (*ibid.*:50). As a result, San Bernardino lost half its population and was disincorporated.

During the 1880s, spurred by the selection of San Bernardino as the Atchison, Topeka and Santa Fe (ATSF) Railway's regional headquarters, the rise of the profitable citrus industry, and a general land boom that swept through much of southern California, San Bernardino gradually recovered, reincorporated in 1886, and embarked on a period of steady growth that lasted well into the 20th century. During World War II, the growth of San Bernardino was further boosted when a U.S. Army Air Corps pilot training base was established in the southeastern portion of the city in 1941. Renamed Norton Air Force Base in 1950, the large military installation continued to provide an important driving force in the local economy over the next 45 years until it was closed in 1994.

The original townsite of San Bernardino, as recorded in 1854, was bounded by present-day Tenth Street, Sierra Way, Rialto Avenue, and I Street, and included the southernmost portion of the project area. By 1907, the urbanized core of the city had expanded to 16th Street on the north, Waterman Avenue on the east, Mill Street on the south, and beyond Mount Vernon Avenue on the west.[1] The northwestern portion of the project area lies well outside of these early perimeters of the city and developed later—and more slowly—in the past than the downtown area. In more recent times, however, the nearby Interstate Highway 215 has sparked increased interest in redevelopment along this major transportation corridor.

[1] For further information on the historical background of San Bernardino, see Schuiling (1984) and Donaldson (1991).

RESEARCH METHODS

RECORDS SEARCH

The cultural resources records search for this study was conducted on May 23, 2017, by CRM TECH archaeologist Nina Gallardo at the South Central Coastal Information Center (SCCIC). Located on the campus of California State University, Fullerton, the SCCIC is the State of California's official repository of cultural resource records for the County of San Bernardino. A half-mile radius was used for the records search, and the following sources were consulted:

- National Register of Historic Places;
- California Register of Historical Resources;
- California Historical Landmarks;
- California Points of Historical Interest;
- San Bernardino County Historical Landmarks;
- California Historical Resources Inventory.

NATIVE AMERICAN PARTICIPATION

On May 19, 2017, CRM TECH submitted a written request to the State of California's Native American Heritage Commission (NAHC) for a records search in the commission's sacred lands file. Following the NAHC's recommendations and previously established consultation protocol, CRM TECH further contacted a total of 41 Native American representatives in the region in writing on August 9, 2017, for additional information on potential Native American cultural resources in the project vicinity. The correspondence between CRM TECH and the Native American representatives is attached as Appendix 2.

HISTORICAL RESEARCH

The historical background research for this study was completed by CRM TECH historian/ architectural historian Terri Jacquemain on the basis of published literature in local and regional history, U.S. General Land Office (GLO) land survey plat maps dated 1876-1878, U.S. Geological Survey (USGS) topographic maps dated 1901-1996, and aerial photographs taken between 1938 and 2017. The historic maps are collected at the Science Library of the University of California, Riverside, and the California Desert District of the U.S. Bureau of Land Management, located in Moreno Valley. The aerial photographs are available at the NETR Online website and through the Google Earth software.

In addition to the general background research, historic-era buildings and other features identified within or adjacent to the project area were subject to specific research in order to ascertain construction dates, past uses, and potential associations to notable events or persons. Sources consulted for this research included primarily the archival records of the City and County of San Bernardino, particularly real property tax assessment records and building safety records; materials on file at the Arda Haenszel California Room of the Norman F. Feldhym Central Library, San Bernardino; and online news archives and genealogical databases.

FIELD SURVEY

The archaeological survey of the project area was carried out on August 3, 2017, by CRM TECH field director Daniel Ballester and project archaeologist Salvadore Boites. In light of its extensively disturbed state and, consequently, reduced archaeological sensitivity, most of the survey was conducted at a reconnaissance level by driving along the project route and visually inspecting the ground surface for any indication of cultural remains. Areas found to be of higher archaeological sensitivity were surveyed on foot at an intensive level by walking parallel transects at 10-meter (approximately 33-foot) intervals. Small areas on private properties that are fenced off and could not be accessed were examined from the perimeter.

Through these procedures, the ground surface in the entire project area was systematically inspected for any archaeological resources dating to the prehistoric or historic period (i.e., 45 years or older). Except for such hindrances as pavements and railroad ballasts, ground visibility was mostly good (approximately 85%) during the survey. Following the completion of the archaeological survey, on September 22, 2017, Terri Jacquemain completed a field inspection of all buildings and other built-environment features along the project route. Field recording procedures were performed on those that appeared to be more than 45 years old and retained a recognizable level of historical characteristics. Altered or modernized buildings that predate 1972 but retain little historical character were noted and photographed but not formally recorded.

RESULTS AND FINDINGS

PREVIOUS CULTURAL RESOURCES STUDIES IN THE VICINITY

According to SCCIC records, portions of the project area were included in at least six previous cultural resources studies, including one completed in 1991 for an Interstate Highway 215 widening project alongside the current project route (Wlodarski 1991), but the project area as a whole had not been surveyed systematically prior to this study. Outside the project boundaries but within a half-mile radius, some 60 cultural resources studies were completed between 1975 and 2015, covering about 75% of the area within the scope of the records search (Fig. 5).

As a result of these and other similar studies in the vicinity, the San Bernardino Baseline, represented in the project vicinity by Baseline Street, which crosses the southern portion of the project area, was previously recorded as Site 36-015497 in the California Historical Resources Inventory. In addition, the circa 1942 Culligan USA Plant, located adjacent to the northern portion of the project area, was recorded as 36-008303. Two other linear features of historical origin were previously recorded elsewhere within the scope of the records search but are known to extend further within or adjacent to the project area, namely Historic Route 66 (36-002910) and Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track (36-006793/36-006847).

An additional 43 historical/archaeological sites and one isolate—i.e., a locality with fewer than three artifacts—were identified within the half-mile scope of the records search, nearly all of them buildings of various vintage (see Table 1). The isolate (36-060210) represented the sole prehistoric—i.e., Native American—cultural resource identified in SCCIC records, and was described as a biface

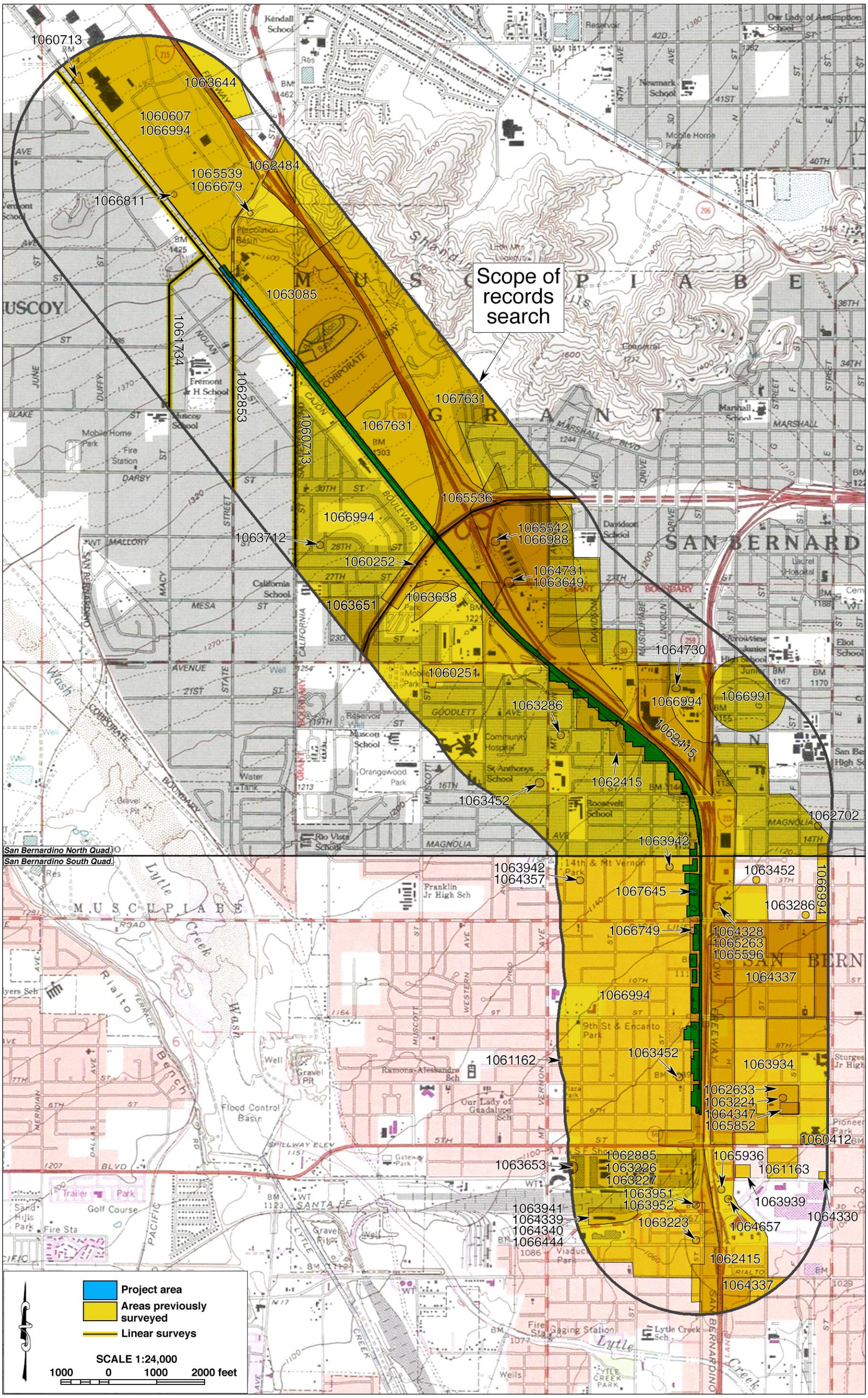


Figure 5. Previous cultural resources studies in the vicinity of the project area, listed by SCCIC file number. Locations of known historical/archaeological resources are not shown as a protective measure.

Table 1. Previously Identified Cultural Resources within the Scope of the Records Search	
Resource No.	**Description**
36-002910	Foothill Boulevard/Historic Route 66
36-004129	Home of Neighborly Service, 839 Mt. Vernon Ave. (CPHI 88), circa 1926
36-006793/ 36-006847	Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track
36-008303	Culligan USA Plant, circa 1942
36-008695	Residential occupation site at Burlington Northern Santa Fe Intermodal Yard
36-010881	Building remains, circa 1880-1920 at the corner of 6th and F streets
36-015497	San Bernardino Baseline of 1853/Baseline Street
36-017740	First Church of Christian Scientists at 736 E Street, circa 1910s,
36-017760	Single-family residence at 876 H Street, circa 1918
36-017798	Single-family residence at 783 Mountainview, circa 1882 (relocated)
36-017857	Single-family residence at 845 Spruce Street, circa 1910s
36-017858	Single-family residence at 847 Spruce Street, circa 1910s
36-017860	Single-family residence at 858 Spruce Street, circa 1910s
36-017975	Santa Fe Railway depot, circa 1918
36-017982	Dorothy Ingraham Home at 976 6th Street, circa 1890
36-017985	Duplex at 836-842 7th Street
36-017987 to 36-017991	Single-family residences in the 800 block of 7th Street (Norton and Hay/Bennett Historic District)
36-018006	San Bernardino Cultural Center and Fire Hall at 53611th Street, circa 1935
36-020164 to 36-020167	Single-family residences near 13th and G Streets, circa 1920-1937.
36-020504	Single-family residence at 640 F Street, circa 1902
36-020807	One-story commercial building at 396 E Street, circa 1941
36-020825	One-story commercial building at 998 E Street, circa 1938
36-021187 to 36-021199	Commercial buildings and single-family residences, 2700 to 3000 blocks of State Street, circa 1927-1960
36-027101	Rock terrace wall in the 800 block of E Street
36-030790	Single-family residence at 778 7th Street, circa 1921
36-030791	Single-family residence at 794 7th Street, circa 1910s
36-060210	Isolate: biface core tool

core found in the Shandin Hills to the east of the project area. None of these resources has any potential to be affected by the proposed project due to their distance from the project location, thus none of them requires further consideration during this study.

NATIVE AMERICAN INPUT

In response to CRM TECH's inquiry, the NAHC stated that the sacred lands record search identified no Native American cultural resources within the project area but recommended that local Native American groups be contacted for further information. For that purpose, the NAHC provided a list of potential contacts in the region (see App. 2). Upon receiving the NAHC's reply, CRM TECH sent written requests for comments to 31 of the 33 individuals on the referral list. The other two individuals on the list, John Perada of the Los Coyotes Band of Cahuilla and Cupeño Indians and Jim McPherson of the Rincon Band of Luiseño Indians, no longer serve the tribes as spokespersons on cultural resources issues, according previous responses from the tribes. As recommended by the

appropriate tribal government staff, the following 10 designated spokespersons for the tribes were also contacted:

- David L. Saldivar, Tribal Government Affairs Manager, Augustine Band of Cahuilla Indians;
- Judy Stapp, Director of Cultural Affairs, Cabazon Band of Mission Indians;
- Bobby Ray Esparza, Cultural Director, Cahuilla Band of Indians;
- Samuel H. Dunlap, Cultural Resources Director, Gabrielino Tongva Nation;
- Rob Roy, Environmental Director, La Jolla Band of Luiseño Indians;
- Raymond Huaute, Cultural Resource Specialist, Morongo Band of Mission Indians;
- Chris Devers, Vice-Chairman and Cultural Liaison, Pauma Band of Luiseño Indians;
- Vincent Whipple, Manager, Culture Resources Department, Rincon Band of Luiseño Indians;
- Jessica Mauck, Cultural Resources Analyst, San Manuel Band of Mission Indians;
- Gabriella Rubalcava, Environmental Director, Santa Rosa Band of Cahuilla Indians.

As of this time, six tribal representatives have responded to the inquiry, and none of them expressed any specific concerns or provided specific information regarding the project location (see App. 2). Among them, Chris Devers of the Pauma Band of Luiseño Indians and Katie Croft, Archaeologist with the Agua Caliente Band of Cahuilla Indians, found the project location to be outside their tribes' traditional use areas and thus deferred to tribes in closer proximity. Judy Stapp of the Cabazon Band of Mission Indians, meanwhile, indicated that her tribe had no information on any sites of Native American cultural value in the project area.

William Vance, Vice-Chairperson of the Augustine Band of Cahuilla Indians, also stated that the tribe was unaware of any Native American cultural resources that may be affected by the project and deferred further consultation with other tribes. However, he recommended monitoring for Native American cultural resources during ground-disturbing activities in the project area and requested to be notified immediately should any cultural resources be encountered.

Jessica Mauck of the San Manuel Band of Mission Indians and Joseph Ontiveros, Cultural Resource Director for the Soboba Band of Luiseño Indians, both identified the project area as a part of their respective tribes' ancestral territories, and Ms. Mauck further indicated that the tribe considered the area to be culturally sensitive. Therefore, Ms. Mauck requested additional information regarding the project to facilitate further, government-to-government consultations, and that a standard Phase I cultural resources survey be completed for the project. Mr. Ontiveros stated that the tribe had no specific concerns regarding this project and would defer to the San Manuel Band, but recommended Native American monitoring of ground-disturbing activities.

HISTORICAL OVERVIEW

The project area extends across both the original San Bernardino townsite and historically outlying lands to the north, and reflects a development pattern consistent with the overall growth of the city, both in the years prior to World War II and in the post-WWII boom era (Figs. 6-8). Following the land boom of the 1880s, the San Bernardino area demonstrated a cultural landscape that was typical of agrarian settlements in southern California at the time, featuring concentrated blocks of buildings clustered in the downtown area and sparsely populated outskirts characterized by a looser but regular grid of roads lined by scattered buildings (Fig. 6).

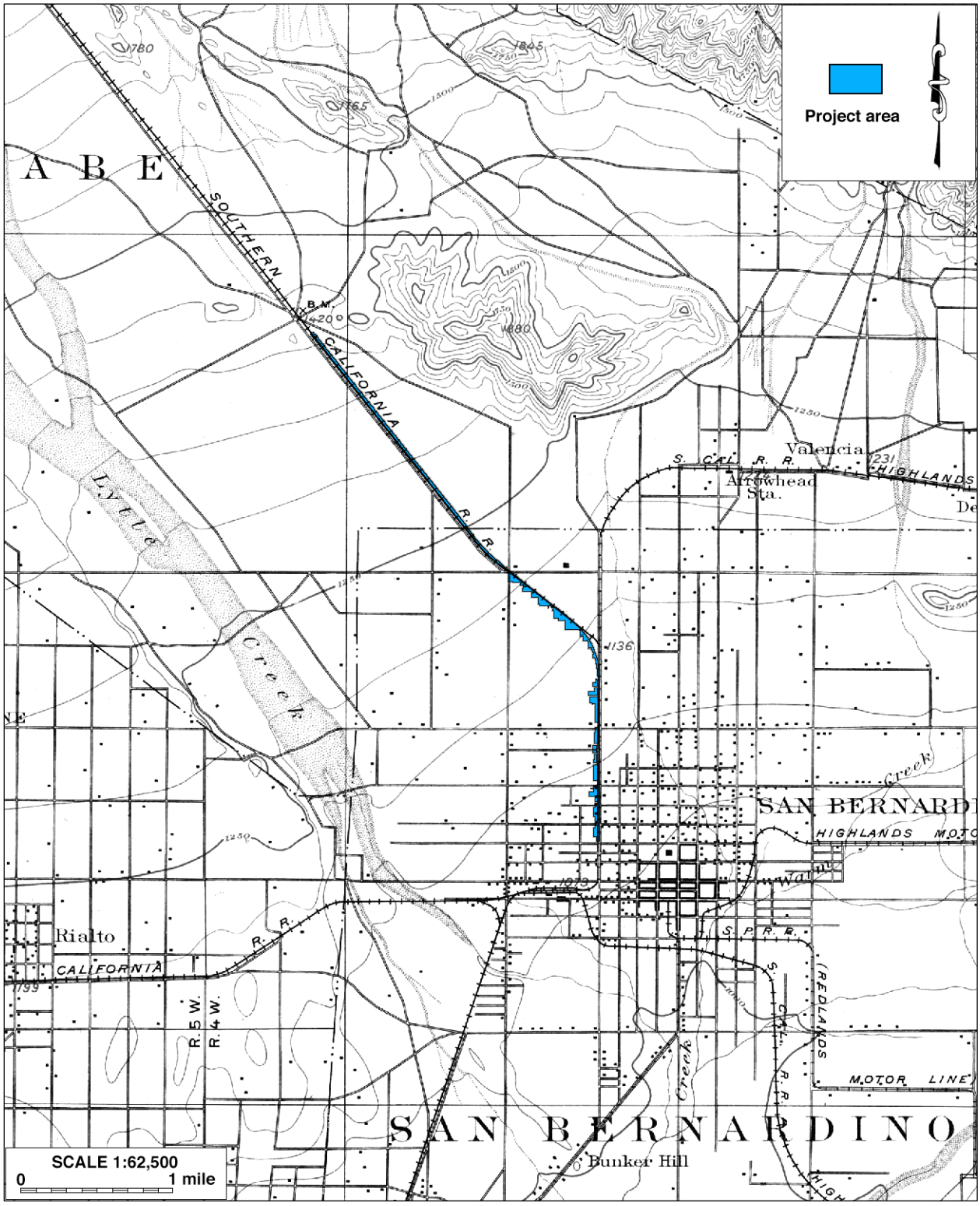


Figure 6. The project area and vicinity in 1893-1894. (Source: USGS 1901)

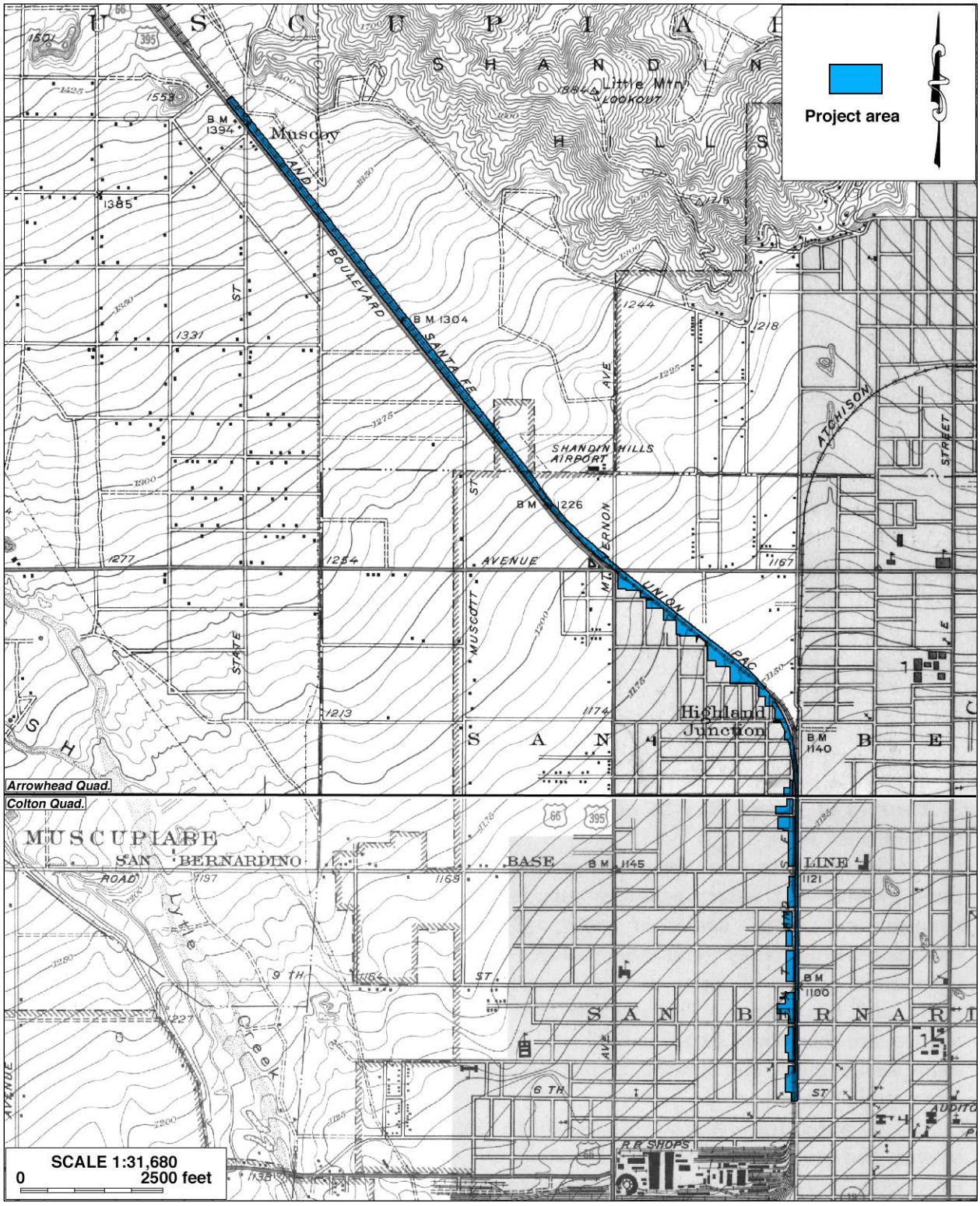


Figure 7. The project area and vicinity in 1936-1938. (Source: USGS 1943)

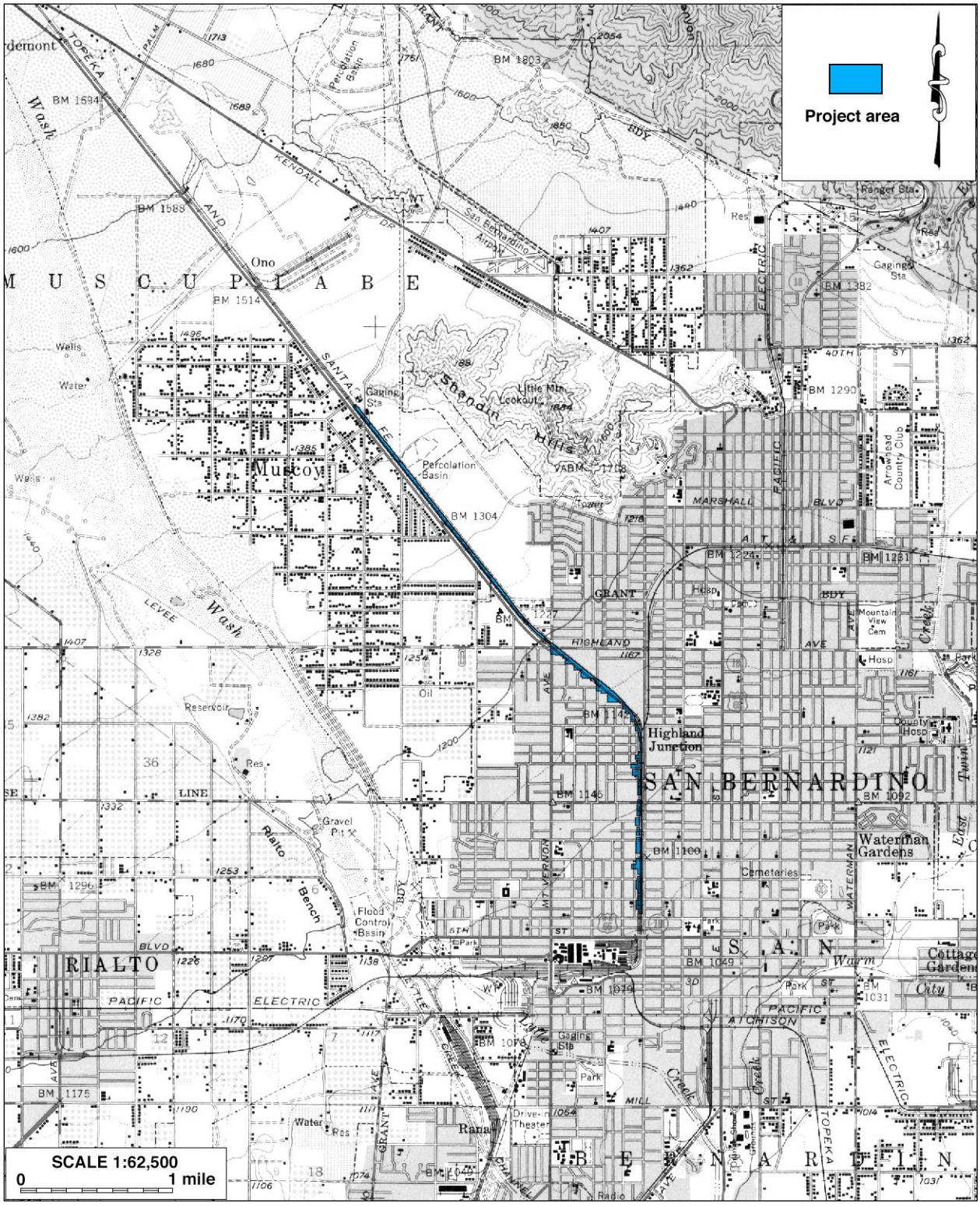


Figure 8. The project area and vicinity in 1952-1954. (Source: USGS 1954)

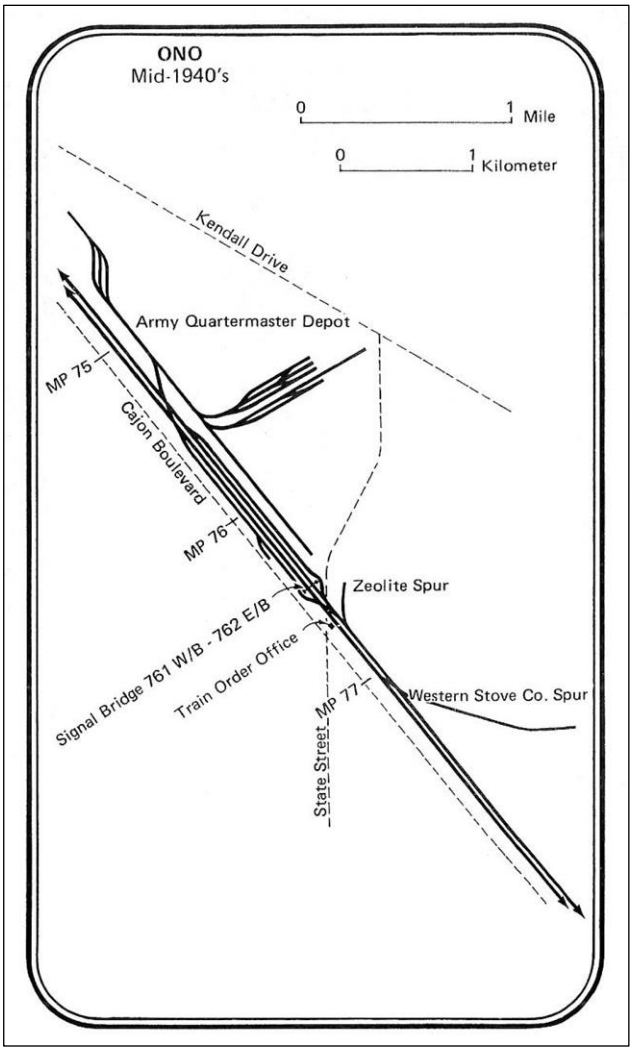


Figure 9. Ono siding in the 1940s. (Source: Walker 1976)

During the first half of the 20th century, and especially in the post-WWII boom, the urbanized core of San Bernardino gradually expanded (Figs. 7, 8). The accelerated growth and changes in land use drastically altered the formerly agrarian landscape of the area, albeit at a slower pace in the northern portion of the project area, outside the original San Bernardino townsite. As a result, the buildings in the project vicinity represent a mix of pre- and post-WWII development, with the older buildings tending to be located closer to the downtown area (NETR Online 1938-2012; Google Earth 1994-2016).

The segment of the BNSF line in the project area was originally a part of the ATSF mainline between Barstow and San Bernardino, which was completed in 1885 as the California Southern Extension Railroad, an ATSF subsidiary. The Ono track was a ATSF siding that began operation in 1913, but the origin of the name appears to remain a mystery (Walker 1976:67; Garrett 1995:140). Nevertheless, Ono served as a locational designation for a U.S. Army quartermaster supply depot near the intersection of Kendall Drive and State Street at the onset of WWII (Fig. 9). Towards the end of the war, the name was attached to a hastily established prisoner of war holding facility, Camp Ono, which was located to the south of present-day California State University, San Bernardino (Garrett 1995:140; Cataldo 1998). The railroad spurs leading to the Army quartermaster depot were later converted to use by the Culligan USA Plant and other industrial interests (Garrett 1995:140).

POTENTIAL HISTORICAL RESOURCES IN THE PROJECT AREA

No evidence of any archaeological resources of either prehistoric or historical origin was encountered within or adjacent to the project area during the field survey. As stated previously, the project area and the surrounding land have been greatly disturbed by past development, such as the construction and maintenance of the railroad, roads, and the many buildings nearby, making it unlikely for any archaeological remains from the prehistoric period or the early historic period to survive intact.

Of the two historical/archaeological sites previously recorded within or adjacent to the project area, 36-015497 San Bernardino Baseline/Baseline Street remains in use as a busy local thoroughfare, but

36-008303 Culligan USA Plant is no longer extant, having been demolished for the construction of an industrial park in 2007-2009 (Google Earth 2007-2009). Of the two linear features previously recorded elsewhere but known to extend into the immediate vicinity of the project area, 36-006793/ 36-006847 ATSF Railway/Kite-Shaped Track coincides with the entire BNSF right-of-way within the project limits, and 36-002910 Historic Route 66 coincides with the segment of Cajon Boulevard running adjacent to the southwestern side of the northernmost portion of the project area. These previously unrecorded segments of the two linear sites were recorded into the California Historical Resources Inventory as updates to the site records during this study (see App. 3).

As a result of the field inspection and the historical research, 18 properties in the project area were found to contain buildings or groups of buildings that predate 1972 and retain a reasonable level of historical character. These properties were also recorded into the California Historical Resources Inventory (see App. 3). The other buildings in the project area either fall short of the 45-year age threshold and exhibit no special architectural or aesthetic merit, or predate 1972 but have been so altered that they no longer retain sufficient integrity to be recognized as being historical in origin (Fig. 10). They do not demonstrate the potential to qualify as "historical resources" and were not recorded, nor do they require any further consideration during this study.

Another built-environment feature of historic origin observed during the field survey was the Southern California Edison 16th Street substation. Although aerial photographs indicate an earlier



Figure 10. Built-environment features in the project area that were not recorded include (*clockwise from top left*): modern buildings less than 45 years of age, such as the residence at 912 W. 7th Street; significantly altered or modernized buildings of historic origin, such as the circa 1958 residence at 916 W. 14th Street; the 16th Street substation; and various roads in the project area. (Photographs taken on August 3 and September 22, 2017)

version of the facility at this location at least by 1959 (NETR Online 1938; 1959), a larger substation now occupies the property, and all of its physical characteristics appear modern (Fig. 10). Exhibiting no particular historical characteristics to warrant special consideration, the substation was not recorded as a potential "historical resource" during the survey.

It was further noted that virtually all of the public roadways in the project area are more than 45 years old, with most close to a century or more in age (Figs. 6-8; NETR Online 1938-1968). As working components of the modern transportation infrastructure, however, their current configurations and appearance reflect the results of repeated upgrading and constant maintenance over the years (Fig. 10). As a whole, none of the roads lying within or adjacent to the project area retains sufficient historical character in appearance to be considered a potential "historical resource," and thus they were not recorded. An exception is the segment of Cajon Boulevard adjacent to the project area, due to its special status as a part of the legendary U.S. Route 66 (Site 36-002910).

In summary, based on the results of the field survey and other research procedures, the only potential "historical resources" known to be present within, partially within, or adjacent to the project area are 36-006793/36-006847 ATSF/Kite-Shaped Track, 36-015497 San Bernardino Baseline/Baseline Street, 36-002910 Historic Route 66, and the 18 newly recorded buildings or groups of buildings. These cultural resources are discussed further in the sections below, and the California Historical Resources Inventory record forms are attached to this report as Appendix 3.

Site 36-002910 Historic Route 66

Immortalized in song, film and automobile lore, U.S. Route 66 was one of the main arteries of the National Highway System of 1926, but its existence in California as an automobile highway dated at least to 1907 (Scott and Kelly 1988:3; Casebier 1989:148-149). By 1934, the entire length of Route 66 within California had been paved into a hard-surface modern highway (Scott and Kelly 1988:31). During the Great Depression, Route 66 became famous as the favored path among migrants seeking new opportunities in California.

With the development of the new interstate highway system in the post-WWII era, Route 66 gradually lost its status as a national transportation artery. Today, it is no longer a designated U.S. highway, and various segments of the route have been abandoned, taken over by interstate freeways, or decommissioned and renamed within the various municipalities it traversed. Nevertheless, the old U.S. Route 66 has gained legendary status in American popular culture as a symbol of the early automobile age as well as Dust Bowl Migration, an important episode in 20th century American history.

As shown in site location maps maintained at the SCCIC, Site 36-002910 extends east-west near the southern end of the project area along Fifth Street. According to historic maps, that was in fact an alternative alignment for Route 66 (Fig. 8). The main alignment, as designated in the 1940s-1950s, entered San Bernardino from the west along Fifth Street but then turned north on Mount Vernon Avenue before existing the city to the northwest along Cajon Boulevard (Figs. 7, 8). The portion of Site 36-002910 recorded during this study consists of the approximately two-mile segment of Cajon Boulevard running along the southwestern side of the BFSN line, roughly between Mount Vernon Avenue and State Street/University Parkway.



Figure 11. Historic Route 66 (Cajon Boulevard), view to the southeast. (Photograph taken on September 22, 2017)

During the survey, it was observed that this segment of Cajon Boulevard is a well-traveled local thoroughfare. Like the other roads in the project area, its current appearance is largely the result of modern upkeep and maintenance, such as periodic resurfacing and restriping. Nevertheless, many physical characteristics of the road at this location, including the two-lane configuration and the lack of curbs, sidewalks, and streetlights, remain consistent to Route 66's heyday in the 1930s-1950s (Fig. 11).

Site 36-006793/36-006847 Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track

In the California Historical Resources Inventory, Site 36-006793 represents the ATSF mainline between Barstow and San Bernardino, which was built in 1885 as the California Southern Extension Railroad, as mentioned above. Site 36-006847 represents the entire course of the ATSF's once-famed Kite-Shaped Track within San Bernardino County, which incorporated the southernmost portion of the California Southern Extension Railroad. In the project area, the two sites co-exist along the present-day BNSF line from the southern end of the project to the Highland Junction near 16th street, where 36-006793 departs from 36-006847 and continues along the project alignment toward the Cajon Pass while 36-006847 extends along the now-dismantled "Redland Loop" toward Highland and Redlands (Figs. 6-8).

The completion of the California Southern Extension Railroad marked the arrival of the second transcontinental railroad system in California and the end of the Southern Pacific Railroad Company's virtual monopoly on modern transportation in the state (Bryant 1974:100-101; Serpico 1988:21-22). It was a historic event of profound significance in not only the economic but also the social and political life in the fast-growing state. The Kite-Shaped Track, completed through a number of subsidiaries between 1883 and 1892, expanded the ATSF system to the southern Californian population center in the Los Angeles Basin and subsequently earned historic distinction in its own right in southern California social, economic, and cultural history (Tang 1997).

The Kite-Shaped Track was so named because of its resemblance to a racetrack with only one turn and its stretches converging to a point, or essentially a figure 8 (Fig. 12). During the late 19th and early 20th centuries, it was a popular railroad excursion route between Los Angeles and the Inland Empire (ATSF n.d.; Moore 1973a). ATSF inaugurated the Kite-Shaped Track excursion—or "kite-lining" for short—with the catchy slogan "No Scene Twice Seen" on January 17, 1892, intending to use this tourist vehicle to promote its passenger services and the sale of its land holdings (Moore 1973b; Gustafson and Serpico 1992:65; Garret 1996:107). For the next 20 years, the excursion ranked among the leading tourist attractions in southern California, for local residents as well as travelers from the eastern United States.

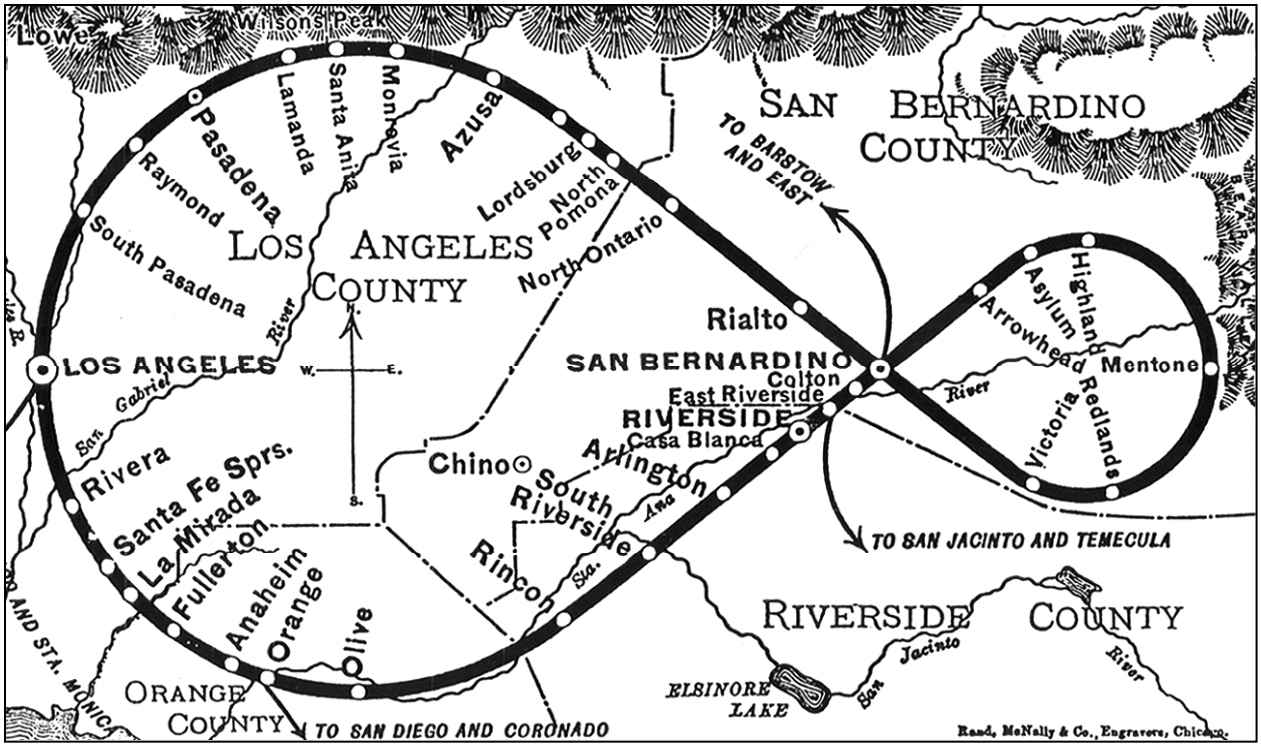


Figure 12. Schematic map of the 36-006847 ATSF Kite-Shaped Track. (Source: *Citrograph* 1892)

With the dawn of the automobile age, however, the popularity of the Kite-Shaped Track began to dwindle in the mid-1910s, and the excursion was no longer offered as an organized trip after World War I (Duke 1991:12). In 1938, all passenger trains were discontinued on the Redlands Loop (Duke 1991:12; Hinckley 1985:3). ATSF eventually abandoned the northern portion of the Redlands Loop in 1956 to make way for today's Interstate Highway 215 (*Sun* 1956), followed by further trackage reductions in 1967, 1980, and 1986 (*Sun* 1980; 1986; Lawrence 1989:27).

Today, the former California Southern Extension Railroad remains in service as a part of the BNSF system, while the portion of the Kite-Shaped Track extending to the north and then east from the Highland Junction have been completely obliterated. The BNSF line in this area consists of a multiple track system of standard gauge rails affixed to concrete or wood ties embedded in a slightly raised ballast of crushed rock. As with other rail lines of historical origin that are under continued use, the physical components of this segment have been repeatedly replaced and upgraded over the years, leaving it completely modern in appearance, with no particularly historic characteristics (Fig. 13).

Site 36-015497 San Bernardino Baseline/Baseline Street

The San Bernardino Baseline has been part of the basis for all land surveys and titles in southern California since it was established by U.S. Deputy Surveyor Henry Washington in 1853. The San Bernardino Baseline and Meridian extended east-west and north-south, respectively, from the summit of Mount San Bernardino, where a monument was erected (Haenszel 1979:31). Because of its far-reaching influence in regional history, Site 36-015497 has been designated by the State of California as a Point of Historical Interest (CPHI-SBr-12; OHP 1973).



Figure 13. Former ATSF (now BNSF) Railway in the project area, view to the northwest. (Photograph taken on September 22, 2017)

Baseline Street is the physical embodiment of the San Bernardino Baseline where it crosses the project area. It, too, traces its roots to the early 1850s, when the Mormon settlers forged a new road roughly along the San Bernardino Baseline from present-day Highland to Claremont as part of a more direct route between San Bernardino and Los Angeles (Haenszel 1979:31). At its intersection with the project route, Baseline Street crosses overhead on an eight-lane steel-and-concrete bridge, which was constructed between 2009 and 2012, replacing an older four-lane overpass (Google Earth 2009-2012).

Buildings Recorded during This Study

During this study, 18 buildings or groups of buildings were recorded into the California Historical Resources Inventory, including 12 residential properties, five commercial properties, and a religious charity complex (see Table 2). All of them were constructed between 1900 and 1966 and retain at least a reasonably recognizable level of historical character, though all have been altered to some degree (Fig. 14). The residences in particular were found to be consistent in appearance with their construction dates, and most of them demonstrate design elements of architectural styles that were popular during the early and mid-20th century, such as Craftsman, Minimal Traditional, and Ranch. The attached site record forms contain detailed architectural descriptions and construction histories for each of these 18 recorded properties (see App. 3).



Figure 14. Historic-period buildings recorded in the project area date from 1900 to the 1960s and reflect architectural designs typical of their eras, including these examples (*by row, left to right*): (*top row*) Neoclassical-style residence at 917 W. 11th Street (ca. 1900, view to the south) and bungalow at 724 N. I Street (ca.1910, view to the west); (*second row*) Minimal Traditional-style residences at 2059 Turrill Avenue (ca.1933, view to the east) and at 925 W. Olive Street (ca. 1954, view to the south); (*third row*) Ranch-style residence at 903 W. Olive Street (ca. 1961, view to the north) and Ranch-style Salvation Army Hospitality House at 925 W. 10 Street (ca. 1954, view to the south); (*fourth row*) two-story commercial building at 1877 Massachusetts Avenue (ca. 1932, view to the east) and abandoned one-story commercial building at 2181 Cajon Boulevard (ca. 1952, view to the east). (Photographs taken on September 22, 2017)

Table 2: Buildings Recorded during This Study*				
APN	**Street Address**	**Property Type**	**Year Built**	**Notes**
0144-011-20	2181 Cajon Blvd.	One-story commercial building	1952	Vacant
0144-061-33	2099 Turrill Ave.	One-story commercial building	1958	Small machine repair
0144-061-31	2059 Turrill Ave.	Single-family residence	1933	
0144-061-36	1877 Massachusetts Ave.	Two-story commercial building	1932	Nationwide Self-storage (formerly Barbara Ann Bakery)
0144-184-08	1448 N. I St.	One-story duplex	1958	
0144-221-15	921 W. 14th St.	Single-family residence	1928	
0139-092-10	1135-1155 Harris St.	One-story commercial buildings (2)	1945	Auto and wood shops
0139-131-29	930 W. Olive St.	Single-family residence	1961	
0139-131-11	931 W. 11th St.	Single-family residence	1900	
0139-132-12	925 W. Olive St.	Single-family residence	1954	
0139-132-13	917 W. Olive St.	Single-family residence	1957	
0139-132-16	924 W. 10th St.	Single-family residence	1960	
0139-132-17	916 W. 10th	Single-family residence	1960	
0139-202-01	925 W. 10 St.	One-story housing complex	1954	Salvation Army Hospitality House
0139-26-207	908 W. 8th St.	One-story commercial building	1966	Sierra's Truck and Auto Dismantler
0139-312-12	915 W. 8th St.	Single-family residence	1920	
0139-312-20	724 I St.	Single-family residence	1910	
0138-072-05	915-915 1/2 W 7th St.	One-story duplex	Pre-1938	

*Based on available city building records, county real property records, historic maps/aerial photographs, and visual estimate.

MANAGEMENT CONSIDERATIONS

APPLICABLE STATUTORY/REGULATORY FRAMEWORK

CEQA establishes that a project that may cause a substantial adverse change in the significance of a "historical resource" or a "tribal cultural resource" is a project that may have a significant effect on the environment (PRC §21084.1-2). PRC §5020.1(q) further defines a "substantial adverse change" as "demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired." PRC §5020.1(j), meanwhile, provides that "'historical resource' includes, but is not limited to, any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

More specifically, CEQA guidelines state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the lead agency (Title 14 CCR §15064.5(a)(1)-(3)). Regarding the proper criteria for the evaluation of historical significance, CEQA guidelines mandate that "generally a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

For "tribal cultural resources," PRC §21074, enacted and codified as part of a 2014 amendment to CEQA through Assembly Bill 52, provides the statutory definition as follows:

"Tribal cultural resources" are either of the following:
(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
  (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
  (B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.
(2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

DISCUSSION

As stated above, a total of 22 cultural resources were identified as lying within, partially within, or adjacent to the project area. Among them are two previously recorded sites and the extensions of two other known sites, as listed below:

Site No.	**Description**
36-002910	Historic Route 66
36-006793/36-006847	Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track
36-008303	Culligan USA Plant
36-015497	San Bernardino Baseline/Baseline Street

The other 18 cultural resources identified within or adjacent to the project area consist of buildings that were recorded during this study, including 12 residential properties, five commercial properties, and a religious charity complex, all of them dating to the 1900-1966 era (see Table 2). Among these 22 cultural resources, 36-008303 Culligan USA Plant is found to have been demolished completely for the construction of an industrial park in 2007-2009. The other 21 properties are evaluated against the California Register criteria, and the potential effect of the proposed project is assessed in accordance with CEQA provisions for those that prove to be eligible for the status of "historical resources." The results of the analysis are discussed below.

Site 36-002910 Historic Route 66

Site 36-002910 represents the alignment of U.S. Route 66, one of the most celebrated old highways in the nation, across San Bernardino County. Because of its legendary status in American popular

culture as a symbol of the early automobile age and its association with Dust Bowl Migration, the portion of Route 66 in California as a whole has been determined eligible for listing in the National Register of Historic Places and subsequently listed in the California Register of Historical Resources (OHP 2000:140).

In the project vicinity, Site 36-002910 is embodied by the segment of Cajon Boulevard between Mount Vernon Avenue and State Street/University Parkway, which lies adjacent to the southwestern boundary of the project area. In contrast to many other segments of the old highway that have since been modernized in character and setting, this segment still retains sufficient physical characteristics that are consistent to the historic appearance of Route 66 during its heyday in the 1930s-1950s. Therefore, it is determined to be a contributor to the historic significance of the site, and thus also qualifies as a "historical resource" under CEQA for the purpose of this project.

Near the location of Site 36-002910, current project plans call for the installation of additional rails within the BNSF right-of-way, which will not affect the current conditions and appearance of Cajon Boulevard. Since it will not alter any of the character-defining features of Site 36-002910, either directly or indirectly, the proposed project will not cause a substantial adverse change in the significance of this "historical resource."

Site 36-006793/36-006847 Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track

As the second transcontinental railroad system to reach California, the historic significance of the ATSF Railway hardly leaves any room for dispute. In 1998, the former California Southern Extension Railroad was determined to be generally eligible for listing in the National Register of Historic Places (OHP 2000:145). However, like many long linear resources, various non-contiguous segments of the ATSF Railway have been evaluated individually based on their specific condition, historic integrity, and ability to contribute materially to the significance of the site in general. In the San Bernardino area, several specific segments of 36-006793 and 36-006847 have been previously determined not to be eligible for the National Register of Historic Places and/or the California Register of Historical Resources due to the lack of sufficient historic integrity (OHP 1995; Tang et al. 2007:18; 2009:18; Smallwood 2010:5).

Within the project area, the BNSF Railway from MP 76.55 to MP 80.61 is now a multi-track line featuring rails, ties, signal lights, and other physical components that were installed as upgrade or replacement well after the original construction of the California Southern Extension Railroad, and many of them are in fact modern in appearance, such as the concrete ties and the signal system. Due to the significant loss of integrity in design, setting, materials, workmanship, feeling, and association, the segment of the railroad in the project area does not appear to contribute to the historic significance of the ATSF system as a whole. Therefore, this portion of Site 36-006793/36-006847 does not appear eligible for the California Register of Historical Resources in its own right, and does not qualify as a "historical resource."

Site 36-015497 San Bernardino Baseline/Baseline Street

As stated above, the San Bernardino Baseline, embodied by Baseline Street in the project vicinity, was designated a California Point of Historical Interest (CPHI-SBr-12) in 1973 because of its far-reaching influence in the early settlement and subsequent development of southern California (OHP

1973). As such, the site meets the definition of a "historical resource" under CEQA provisions. The historic value of the site, however, is largely symbolic in nature, and is derived from the conceptual line across the landscape instead of the existing roadway, a heavily traveled major thoroughfare of entirely modern character and appearance that passes overhead above the project area. Since Site 36-015497 exists in the project area only on paper, this study concludes that the proposed project has no potential to affect its significance or integrity.

Buildings Recorded during This Study

The construction of the 18 buildings or groups of buildings recorded as a result of this study span a broad period in San Bernardino's development, from the city's transformation from an agrarian settlement to a railroad hub and regional urban center in the early 1900s to the rapid urban/suburban expansion during the post-WWII period. The recorded buildings retain sufficient historic integrity to relate to these episodes in the city's development, but do not demonstrate a particularly close or important association with these patterns of events, or with any other established themes in local history, in comparison to the thousands of other building of similar character and vintage in the city.

Throughout the course of this study, no historic figures of or specific events of recognized significance were identified in close association with any of the 18 properties, nor were any architects, designers, or builders of sufficient renown to meet the guidelines adopted for the California Register (NPS 1997). In terms of architectural or aesthetic merits, none of the buildings represents an important example of any style, type, period, region, or method of construction, or embodies any particular architectural ideals or design concepts.

Based on these considerations, and in light of the criteria listed above, the present study concludes that none of these buildings appears eligible for listing in the California Register of Historical Resources. Furthermore, since none of them has been included in a local register of historical resources, the 18 properties recorded during this study do not meet CEQA's definition of "historical resources."

CONCLUSION AND RECOMMENDATIONS

In summary of the research results and analysis presented above, among the 22 cultural resources identified as lying within, partially within, or adjacent to the project area, 36-008303 Culligan USA Plant is no longer in existence, while 36-002910 Historic Route 66 and 36-015497 San Bernardino Baseline/Baseline Street meet the definition of "historical resources" but will not be impacted by the proposed project. The other 19 properties, including a portion of 36-006793/36-006847 Atchison, Topeka and Santa Fe Railway/Kite-Shaped Track and the 18 buildings or groups of buildings recorded during this study, do not appear to meet CEQA's definition of "historical resources." No other potential "historical resources" or "tribal cultural resources" were encountered throughout the course of the study. Based on these findings, CRM TECH presents the following recommendations to the City of San Bernardino:

- The proposed project will have *No Impact* on cultural resources, pending the completion of Native American consultation process by the City pursuant to Assembly Bill 52 to ensure the proper identification of potential "tribal cultural resources."

- No additional cultural resources investigation is necessary for the proposed project unless construction plans undergo such changes as to include areas not covered by this study.
- If buried cultural materials are encountered inadvertently during any earth-moving operations associated with the project, all work within 50 feet of the discovery should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds.

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APPENDIX 1:
PERSONNEL QUALIFICATIONS

PRINCIPAL INVESTIGATOR/HISTORIAN/ARCHITECTURAL HISTORIAN
Bai "Tom" Tang, M.A.

Education

1988-1993	Graduate Program in Public History/Historic Preservation, UC Riverside.
1987	M.A., American History, Yale University, New Haven, Connecticut.
1982	B.A., History, Northwestern University, Xi'an, China.
2000	"Introduction to Section 106 Review," presented by the Advisory Council on Historic Preservation and the University of Nevada, Reno.
1994	"Assessing the Significance of Historic Archaeological Sites," presented by the Historic Preservation Program, University of Nevada, Reno.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1993-2002	Project Historian/Architectural Historian, CRM TECH, Riverside, California.
1993-1997	Project Historian, Greenwood and Associates, Pacific Palisades, California.
1991-1993	Project Historian, Archaeological Research Unit, UC Riverside.
1990	Intern Researcher, California State Office of Historic Preservation, Sacramento.
1990-1992	Teaching Assistant, History of Modern World, UC Riverside.
1988-1993	Research Assistant, American Social History, UC Riverside.
1985-1988	Research Assistant, Modern Chinese History, Yale University.
1985-1986	Teaching Assistant, Modern Chinese History, Yale University.
1982-1985	Lecturer, History, Xi'an Foreign Languages Institute, Xi'an, China.

Cultural Resources Management Reports

Preliminary Analyses and Recommendations Regarding California's Cultural Resources Inventory System (with Special Reference to Condition 14 of NPS 1990 Program Review Report). California State Office of Historic Preservation working paper, Sacramento, September 1990.

Numerous cultural resources management reports with the Archaeological Research Unit, Greenwood and Associates, and CRM TECH, since October 1991.

PRINCIPAL INVESTIGATOR/ARCHAEOLOGIST
Michael Hogan, Ph.D., RPA*

Education

1991	Ph.D., Anthropology, University of California, Riverside.
1981	B.S., Anthropology, University of California, Riverside; with honors.
1980-1981	Education Abroad Program, Lima, Peru.
2002	Section 106—National Historic Preservation Act: Federal Law at the Local Level. UCLA Extension Course #888.
2002	"Recognizing Historic Artifacts," workshop presented by Richard Norwood, Historical Archaeologist.
2002	"Wending Your Way through the Regulatory Maze," symposium presented by the Association of Environmental Professionals.
1992	"Southern California Ceramics Workshop," presented by Jerry Schaefer.
1992	"Historic Artifact Workshop," presented by Anne Duffield-Stoll.

Professional Experience

2002-	Principal Investigator, CRM TECH, Riverside/Colton, California.
1999-2002	Project Archaeologist/Field Director, CRM TECH, Riverside.
1996-1998	Project Director and Ethnographer, Statistical Research, Inc., Redlands.
1992-1998	Assistant Research Anthropologist, University of California, Riverside
1992-1995	Project Director, Archaeological Research Unit, U. C. Riverside.
1993-1994	Adjunct Professor, Riverside Community College, Mt. San Jacinto College, U.C. Riverside, Chapman University, and San Bernardino Valley College.
1991-1992	Crew Chief, Archaeological Research Unit, U. C. Riverside.
1984-1998	Archaeological Technician, Field Director, and Project Director for various southern California cultural resources management firms.

Research Interests

Cultural Resource Management, Southern Californian Archaeology, Settlement and Exchange Patterns, Specialization and Stratification, Culture Change, Native American Culture, Cultural Diversity.

Cultural Resources Management Reports

Author and co-author of, contributor to, and principal investigator for numerous cultural resources management study reports since 1986.

Memberships

* Register of Professional Archaeologists; Society for American Archaeology; Society for California Archaeology; Pacific Coast Archaeological Society; Coachella Valley Archaeological Society.

PROJECT ARCHAEOLOGIST/ARCHITECTURAL HISTORIAN
Terri Jacquemain, M.A.

Education

2004 M.A., Public History and Historic Resource Management, University of California, Riverside.
2002 B.S., Anthropology, University of California, Riverside.
2001 Archaeological Field School, University of California, Riverside.
1991 A.A., Riverside Community College, Norco Campus.

Professional Experience

2003- Historian/Architectural Historian/Report Writer, CRM TECH, Riverside/Colton, California.
- Author/co-author of legally defensible cultural resources reports for CEQA and NHPA Section 106;
- Historic context development, historical/archival research, oral historical interviews, consultation with local communities and historical organizations;
- Historic building surveys and recordation, research in architectural history; architectural description

2002-2003 Teaching Assistant, Religious Studies Department, University of California, Riverside.
2002 Interim Public Information Officer, Cabazon Band of Mission Indians.
2000 Administrative Assistant, Native American Student Programs, University of California, Riverside.
1997-2000 Reporter, *Inland Valley Daily Bulletin*, Ontario, California.
1991-1997 Reporter, *The Press-Enterprise*, Riverside, California.

PROJECT ARCHAEOLOGIST
Nina Gallardo, B.A.

Education

2004 B.A., Anthropology/Law and Society, University of California, Riverside.

Professional Experience

2004- Project Archaeologist, CRM TECH, Riverside/Colton, California.

Honors and Awards

2000-2002 Dean's Honors List, University of California, Riverside.

PROJECT ARCHAEOLOGIST/FIELD DIRECTOR
Daniel Ballester, M.S.

Education

2013	M.S., Geographic Information System (GIS), University of Redlands, California.
1998	B.A., Anthropology, California State University, San Bernardino.
1997	Archaeological Field School, University of Las Vegas and University of California, Riverside.
1994	University of Puerto Rico, Rio Piedras, Puerto Rico.
2007	Certificate in Geographic Information Systems (GIS), California State University, San Bernardino.
2002	"Historic Archaeology Workshop," presented by Richard Norwood, Base Archaeologist, Edwards Air Force Base; presented at CRM TECH, Riverside, California.

Professional Experience

2002-	Field Director/GIS Specialist, CRM TECH, Riverside/Colton, California.
1999-2002	Project Archaeologist, CRM TECH, Riverside, California.
1998-1999	Field Crew, K.E.A. Environmental, San Diego, California.
1998	Field Crew, A.S.M. Affiliates, Encinitas, California.
1998	Field Crew, Archaeological Research Unit, University of California, Riverside.

PROJECT ARCHAEOLOGIST
Salvadore Boites, M.A.

Education

2013	M.A., Applied Anthropology, California State University, Long Beach.
2003	B.A., Anthropology/Sociology, University of California, Riverside.

Professional Experience

2003-	Project Archaeologist, CRM TECH, Riverside/Colton, California.
2010-2011	Adjunct Instructor, Anthropology etc., Everest College, Anaheim, California.
2001-2002	Teaching Assistant, Moreno Elementary School, Moreno Valley, California.
1999-2003	Research Assistant, Anthropology Department, University of California, Riverside.

APPENDIX 2

CORRESPONDENCE WITH NATIVE AMERICAN REPRESENTATIVES*

* A total of 41 local Native American representatives were contacted during this study; a sample letter is included in the appendix.

SACRED LANDS FILE RECORDS SEARCH & NATIVE AMERICAN

CONTACTS LIST REQUEST

NATIVE AMERICAN HERITAGE COMMISSION

1550 Harbor Blvd., Suite 100

West Sacramento, CA 95691

(916)373-3710

(916)373-5471 Fax

nahc@pacbell.net

Project: Ono Lead Track Right-of-Way Project (CRM TECH Contract No. 3212)

County: San Bernardino

USGS Quadrangle Name: San Bernardino North and San Bernardino South, Calif.

Township 1 North and 1 South **Range** 4 West **;** SB **BM; Section(s)** San Bernardino land grant and Muscupiabe land grant

Company/Firm/Agency: CRM TECH

Contact Person: Nina Gallardo

Street Address: 1016 E. Cooley Drive, Suite A/B

City: Colton, CA **Zip:** 92324

Phone: (909) 824-6400 **Fax:** (909) 824-6405

Email: ngallardo@crmtech.us

Project Description: The primary component of the project is to make improvements to the Burlington Northern Santa Fe Railway track in the City of San Bernardino, San Bernardino County, California.

May 19, 2017

STATE OF CALIFORNIA Edmund G. Brown, Jr., *Governor*

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

May 22, 2017

Nina Gallardo
CRM TECH

Sent by E-mail: ngallardo@crmtech.us

RE: Proposed Ono Lead Track Right-of-Way Project (CRM TECH Contract No. 3212), City of San Bernardino; San Bernardino North and San Bernardino South USGS Quadrangles, San Bernardino County, California

Dear Ms. Gallardo:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
San Bernardino County
5/22/2017

Agua Caliente Band of Cahuilla Indians
Patricia Garcia-Plotkin, Director
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264 — Luiseno
Phone: (760) 699 - 6907
Fax: (760) 699-6924
ACBCI-THPO@aguacaliente.net

Agua Caliente Band of Cahuilla Indians
Jeff Grubbe, Chairperson
5401 Dinah Shore Drive — Cahuilla
Palm Springs, CA, 92264 — Luiseno
Phone: (760) 699 - 6800
Fax: (760) 699-6919

Augustine Band of Cahuilla Mission Indians
Amanda Vance, Chairperson
P.O. Box 846 — Cahuilla
Coachella, CA, 92236
Phone: (760) 398 - 4722
Fax: (760) 369-7161

Cabazon Band of Mission Indians
Doug Welmas, Chairperson
84-245 Indio Springs Parkway — Cahuilla
Indio, CA, 92203
Phone: (760) 342 - 2593
Fax: (760) 347-7880

Cahuilla Band of Indians
Daniel Salgado, Chairperson
52701 U.S. Highway 371 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 5549
Fax: (951) 763-2808
Chairman@cahuilla.net

Los Coyotes Band of Mission Indians
Shane Chapparosa, Chairperson
P.O. Box 189 — Cahuilla
Warner Springs, CA, 92086-0189
Phone: (760) 782 - 0711
Fax: (760) 782-0712
Chapparosa@msn.com

Los Coyotes Band of Mission Indians
John Perada, Environmental Director
P. O. Box 189 — Cahuilla
Warner Springs, CA, 92086
Phone: (760) 782 - 0712
Fax: (760) 782-2730

Morongo Band of Mission Indians
Robert Martin, Chairperson
12700 Pumarra Rroad — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 849 - 8807
Fax: (951) 922-8146

Morongo Band of Mission Indians
Denisa Torres, Cultural Resources Manager
12700 Pumarra Rroad — Cahuilla
Banning, CA, 92220 — Serrano
Phone: (951) 849 - 8807
Fax: (951) 922-8146
dtorres@morongo-nsn.gov

Pauma Band of Luiseno Indians - Pauma & Yuima Reservation
Temet Aguilar, Chairperson
P.O. Box 369, Ext. 303 — Luiseno
Pauma Valley, CA, 92061
Phone: (760) 742 - 1289
Fax: (760) 742-3422

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Ono Lead Track Right-of-Way Project, San Bernardino County.

Native American Heritage Commission
Native American Contact List
San Bernardino County
5/22/2017

Ramona Band of Cahuilla Mission Indians
Joseph Hamilton, Chairperson
P.O. Box 391670 — Cahuilla
Anza, CA, 92539
Phone: (951)763-4105
Fax: (951)763-4325
admin@ramonatribe.com

Ramona Band of Cahuilla Mission Indians
John Gomez, Environmental Coordinator
P. O. Box 391670 — Cahuilla
Anza, CA, 92539
Phone: (951) 763 - 4105
Fax: (951) 763-4325
jgomez@ramonatribe.com

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 — Kitanemuk
Newhall, CA, 91322 — Serrano
Phone: (760) 885 - 0955 — Tataviam
tsen2u@hotmail.com

San Manuel Band of Mission Indians
Lee Clauss, Director of Cultural Resources
26569 Community Center Drive — Serrano
Highland, CA, 92346
Phone: (909) 864 - 8933
Fax: (909) 864-3370
lclauss@sanmanuel-nsn.gov

Santa Rosa Band of Mission Indians
(951) 659-2700Steven Estrada, Chairperson
P.O. Box 391820 — Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228

Serrano Nation of Mission Indians
Goldie Walker, Chairperson
P.O. Box 343 — Serrano
Patton, CA, 92369
Phone: (909)528-9027

Soboba Band of Luiseno Indians
Carrie Garcia, Cultural Resources Manager
P. O. Box 487 — Cahuilla
San Jacinto, CA, 92583 — Luiseno
Phone: (951)654-2765
Fax: (951)654-4198
carrieg@soboba-nsn.gov

Soboba Band of Luiseno Indians
Rosemary Morillo, Chairperson
P. O. Box 487 — Cahuilla
San Jacinto, CA, 92583 — Luiseno
Phone: (951) 654 - 2765
Fax: (951) 654-4198
rmorillo@soboba-nsn.gov

Soboba Band of Luiseno Indians
Joseph Ontiveros, Cultural Resource Department
P.O. BOX 487 — Cahuilla
San Jacinto, CA, 92581 — Luiseno
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Torres-Martinez Desert Cahuilla Indians
Michael Mirelez, Cultural Resource Coordinator
P.O. Box 1160 — Cahuilla
Thermal, CA, 92274
Phone: (760) 399 - 0022
Fax: (760) 397-8146
mmirelez@tmdci.org

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Ono Lead Track Right-of-Way Project, San Bernardino County.

August 9, 2017

Amanda Vance, Chairperson
Augustine Band of Cahuilla Mission Indians
P.O. Box 846
Coachella, CA 92236

RE: Proposed Ono Lead Track Expansion Project
Five Linear Miles in the City of San Bernardino
Sn Bernardino County, California
CRM TECH Contract #3212

Dear Ms. Vance:

I am writing to bring your attention to an ongoing CEQA-compliance study for the proposed project referenced above. The project entails the expansion of railroad track alignment on approximately five miles of the existing Burlington Northern Santa Fe Railway track right-of-way located mostly between 3rd Street to the south and 3rd Avenue in the north, adjacent to I Street and Cajon Boulevard, within the city of San Bernardino. The accompanying map, based on the USGS San Bernardino North and San Bernardino South, Calif., 7.5' quadrangles, depict the location of the project area that lies within the San Bernardino and Muscupiabe land grants, T1N R4W and T1S R4W, SBBM.

According to records on file at the South Central Coastal Information Center (SCCIC), there are four cultural resources had been recorded within the boundaries of the project area. All are historic-periods resources, consisting of Baseline Street (36-015497), Route 66/Foothill Boulevard (36-002910), the Old Town Ditch (PSBR-34H), and the Muscupiabe Land and Water Company (P1071-22H).

Outside the project boundaries but within a one-mile radius, SCCIC records shows that 46 historical/archaeological sites, nine pending sites, and one isolate—i.e., a locality with fewer than three artifacts— were previously recorded. None of these known sites were of prehistoric—i.e., Native American—origin. The one isolate was described as a biface core. The 46 sites and pending sites dated to the historic period and included forty-one buildings, the Santa Fe Railway Passenger and Freight Depot, the Atchison, Topeka, and Santa Fe Railway Yard, a rock terrace wall, and refuse dumps.

In a letter dated May 22, 2017, the Native American Heritage Commission reports that the sacred lands record search identified no Native American cultural resources within the project area, but recommends that local Native American groups be contacted for further information (see attached). Therefore, as part of the cultural resources study for this project, I am writing to request your input on potential Native American cultural resources in or near the project area.

Please respond at your earliest convenience if you have any specific knowledge of sacred/religious sites or other sites of Native American traditional cultural value in or near the project area, or any

other information to consider during the cultural resources investigations. Any information or concerns may be forwarded to CRM TECH by telephone, e-mail, facsimile, or standard mail. Requests for documentation or information we cannot provide will be forwarded to our client and/or the lead agency, namely the City of San Bernardino.

We would also like to clarify that, as the cultural resources consultant for the project, CRM TECH is not involved in the AB 52-compliance process or in government-to-government consultations. The purpose of this letter is to seek any information that you may have to help us determine if there are cultural resources in or near the project area that we should be aware of and to help us assess the sensitivity of the project area. Thank you for your time and effort in addressing this important matter.

Respectfully,

Nina Gallardo
Project Archaeologist/Native American liaison
CRM TECH
Email: ngallardo@crmtech.us

Encl.: NAHC response letter and project location map

From: THPO Consulting <ACBCI-THPO@aguacaliente.net>
Sent: Wednesday, August 9, 2017 11:56 AM
To: 'Nina Gallardo'
Subject: RE: NA Scoping Letter for the Proposed Ono Lead Track Expansion Project, San Bernardino County (CRM TECH # 3212)

Greetings,

A records check of the Tribal Historic preservation office's cultural registry revealed that this project is not located within the Tribe's Traditional Use Area. Therefore, we defer to the other tribes in the area. This letter shall conclude our consultation efforts.

Thank you,

Katie Croft
Archaeologist
Agua Caliente Band of Cahuilla Indians
5401 Dinah Shore Drive
Palm Springs, CA 92264
760-699-6829 Office
760-413-6253 Cell
kcroft@aguacaliente.net

From: Cultural Pauma <cultural@pauma-nsn.gov>
Sent: Thursday, August 10, 2017 7:40 AM
To: Nina Gallardo
Cc: pdixon@palomar.edu; Jeremy Zagarella
Subject: RE: NA Scoping Letter for the Proposed Ono Lead Track Expansion Project, San Bernardino County (CRM TECH # 3212)

Ms. Gallardo,

The Cultural Office of the Pauma Band of Luiseno Indians has received your notice for the Ono Lead Track Expansion Project in San Bernardino. This project is outside of Pauma's traditional area. We will defer any knowledge of cultural resources to the Serrano Bands in that area. Please contact us if there are any questions.

Thank You,

Mr. Chris Devers
Cultural Liaison
Pauma Band of Luiseno Indians

From: Jessica Mauck <JMauck@sanmanuel-nsn.gov>
Sent: Tuesday, August 15, 2017 11:00 AM
To: 'Nina Gallardo'
Subject: RE: NA Scoping Letter for the Proposed Ono Lead Track Expansion Project, San Bernardino County (CRM TECH # 3212)

Hello Nina,

Thank you for contacting the San Manuel Band of Mission Indians (SMBMI) regarding the above referenced project. SMBMI appreciates the opportunity to review the project documentation, which was received by our Cultural Resources Management Department on 9 Aug 2017. The proposed project area exists within Serrano ancestral territory and, therefore, is of interest to the Tribe. More specifically, the proposed project is located off of Lytle Creek and Santa Ana wash as it comes down from the Cajon Pass, where the Serrano village site of Muscupiabit and the Crowder Canyon archaeological district are located. How this project may impact this landscape is dependent on the specific project details, which SMBMI will request from the lead agency during consultation, in addition to tribal knowledge and the results of this study. Due to the nature and location of the proposed project, SMBMI respectfully requests:

1. The name and contact information of the lead agency POC, once determined;
2. A records search of the Sacred Lands Files managed by the CA Native American Heritage Commission (NAHC) and a site file and associated literature search at the appropriate California Historical Resources Information System Information Center (CHRIS) to identify any and all recorded cultural resources within a 1-mile radius of the proposed project location(s), as well as general background research using GLO maps, Sanborn maps, historical atlases, city and state records, and other historical documents;

3. Additional maps/illustrations be provided, specifically including:
   a. an aerial map;
   b. a map indicating the search radius of the background research, as well as the locations where previous studies were conducted and where known historic resources are located;
   c. photographs of the proposed project area;
   d. engineering/design plans for the proposed project, especially plans indicating where ground-disturbing activities will occur and to what horizontal and vertical extent.
4. A Phase I archaeological investigation of the totality (100%) of the proposed project's area of potential effect (APE) via the employ of a number of methods, including pedestrian survey that employs a transect interval of no more than 10 meters, shovel test probes, remote sensing, and/or deep testing via controlled units or trenching of appropriate landscapes. The use of specific field methods and techniques must be justifiable and dependent upon the type and amount of ground cover present (visibility), the topographic setting (degree of slope, proximity to water, etc.), past land use (degree of prior disturbance), and probability for encountering previously undocumented resources during the proposed project (low, moderate, high probability). We strongly recommend that visibility must equal 50% or greater of the ground surface area to use pedestrian survey/reconnaissance only. Areas that have not been disturbed in the past and/or high probability areas must be explored using sub-surface testing methods in addition to pedestrian survey. Additionally, we ask that there be no collection of artifacts or excavation of features during any Phase I archaeological survey.

The provision of this information will assist San Manuel Band of Mission Indians in ascertaining whether or not the Tribe will assume consulting party status under CEQA with the lead agency. If you would prefer we contact the lead agency directly for the information above, though compiled by the consulting party, please let us know and provide the information in line 1. This letter is merely intended to take part in information sharing to ensure efficiency of the process for SMBMI, the lead agency, and the consultants. All information shared with your firm within the body of this e-mail may be included within the cultural resources report, to be viewed only by your firm, your client, the lead agency, and tribes. If you should have any further questions with regard to this matter, please do not hesitate to contact me at your convenience, as I will be your Point of Contact (POC) for SMBMI with respect to this project.

Respectfully,

Jessica Mauck
CULTURAL RESOURCES ANALYST
O: (909) 864-8933 x3249
M: (909) 725-9054
26569 Community Center Drive, Highland California 92346

August 15, 2017

Nina Gallardo
CRM TECH
1016 E. Cooley Drive, Suite A/B
Colton, CA 92324

Re.: Proposed Ono Lead Track Expansion Project
Five Linear Miles in the City of San Bernardino
San Bernardino County, California
CRM TECH Contract #3212

Dear Ms. Gallardo:

Thank you for contacting the Cabazon Band of Mission Indians concerning cultural resource information relative to the above referenced project.

The project is located outside of the Tribe's current reservation boundaries. The Tribe has no specific archival information on the site indicating that it may be a sacred/religious site or other site of Native American traditional cultural value within the project area.

We look forward to continued collaboration in the preservation of cultural resources or areas of traditional cultural importance.

Best regards,

Judy Stapp
Director of Cultural Affairs

RECEIVED
AUG 18 2017

84-245 INDIO SPRINGS PARKWAY • INDIO, CALIFORNIA 92203-3499 • 760.342.2593 • FAX: 760.347.7880

August 22, 2017

Attn: Nina Gallardo, Project Archaeologist/Native American Liaison
CRM TECH
1016 East Cooley Drive, Suite A/B
Colton, CA 92324

SOBOBA BAND OF LUISEÑO INDIANS
EST. JUNE 19, 1883

RE: Proposed Ono Lead Track Expansion Project – expansion of railroad track alignment on approximately five miles of existing Burlington Northern Santa Fe Railroad track right-of-way, located mostly between 3rd street to the south and 3rd Avenue in the north, adjacent to I Street and Cajon Boulevard – City of San Bernardino, San Bernardino County, CA – CRM TECH Contract #3212

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any specific concerns regarding known cultural resources in the specified areas that the project encompasses, but does request that the appropriate consultation continue to take place between concerned tribes, project proponents, and local agencies.

Also, working in and around traditional use areas intensifies the possibility of encountering cultural resources during any future construction/excavation phases that may take place. For this reason the Soboba Band of Luiseño Indians requests that approved Native American Monitor(s) be present during any future ground disturbing proceedings, including surveys and archaeological testing, associated with this project. The Soboba Band wishes to defer to the San Manuel Band of Mission Indians who are in closer proximity to the project area. Lee Clauss, Director of Cultural Resources, for the San Manuel Band of Mission Indians may be reached by telephone at 909-864-8933 or by email at lclauss@sanmanuel-nsn.gov. Please feel free to contact me with any additional questions or concerns.

Sincerely,

Joseph Ontiveros
Cultural Resource Director
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of San Bernardino, as well as hired consultant (CRM TECH). No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

RECEIVED
AUG 23 2017

AUGUSTINE BAND OF CAHUILLA INDIANS

PO Box 846 84-481 Avenue 54 Coachella CA 92236
Telephone: (760) 398-4722
Fax (760) 369-7161
Tribal Chairperson: Amanda Vance
Tribal Vice-Chairperson: William Vance

September 14, 2017

Nina Gallardo
CRM Tech
1016 E. Cooley Drive, Ste. A/B
Colton, CA 92324

RE: CRM TECH Contract #3212

Dear Ms. Gallardo-

Thank you for the opportunity to offer input concerning the development of the above-identified project. We appreciate your sensitivity to the cultural resources that may be impacted by your project, and the importance of these cultural resources to the Native American peoples that have occupied the land surrounding the area of your project for thousands of years. Unfortunately, increased development and lack of sensitivity to cultural resources has resulted in many significant cultural resources being destroyed or substantially altered and impacted. Your invitation to consult on this project is greatly appreciated.

At this time we are unaware of specific cultural resources that may be affected by the proposed project. We encourage you to contact other Native American Tribes and individuals within the immediate vicinity of the project site that may have specific information concerning cultural resources that may be located in the area. We also encourage you to contract with a monitor who is qualified in Native American cultural resources identification and who is able to be present on-site full-time during the pre-construction and construction phase of the project. Please notify us immediately should you discover any cultural resources during the development of this project.

Very truly yours,

William Vance

William Vance
Tribal Vice Chairperson

RECEIVED
SEP 20 2017

APPENDIX 3

CULTURAL RESOURCES RECORD FORMS

Recorded by Daniel Ballester **Date** August 3 2017 Continuation √ Update
Form Prepared by Terri Jacquemain **Date** March 15, 2018
Affiliation: CRM TECH, Colton **Project No:** CRM TECH 3212

As shown in site location maps maintained at the SCCIC, Site 36-002910 extends east-west along Fifth Street from the western edge of the City of San Bernardino to the downtown area before turning north. According to historic maps, that was in fact an alternative alignment for U.S. Route 66. The main alignment, as designated in the 1940s-1950s, entered San Bernardino from the west along Fifth Street but turned north on Mount Vernon Avenue and existed the city to the northwest along Cajon Boulevard. An approximately two-mile segment of Cajon Boulevard lying roughly between Mount Vernon Avenue and State Street was included in a field survey on August 3, 2017, and was recorded into the California Historical Resources Inventory as an update to 36-002910.

During the survey, it was observed that this segment of Cajon Boulevard is a well-traveled local thoroughfare. Like other roads of historical origin that continue to be in service, its current appearance is largely the result of modern upkeep and maintenance, such as periodic resurfacing and restriping. Nevertheless, many physical characteristics of the road at this location, including the two-lane configuration and the lack of curbs, sidewalks, and streetlights, remain consistent to Route 66's heyday in the 1930s-1950s. As Site 36-002910 as a whole was previously determined to be eligible for listing in the National Register of Historic Places, the segment recorded in this update appears to retain sufficient historic integrity to contribute to the significance of the site.



View to the southeast near State Street/University Parkway; photograph taken on September 22, 2017

Report Citation:

Tang, Bai "Tom," Terri Jacquemain, and Daniel Ballester
2018 Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55-MP 80.61, City of San Bernardino, San Bernardino County, California.

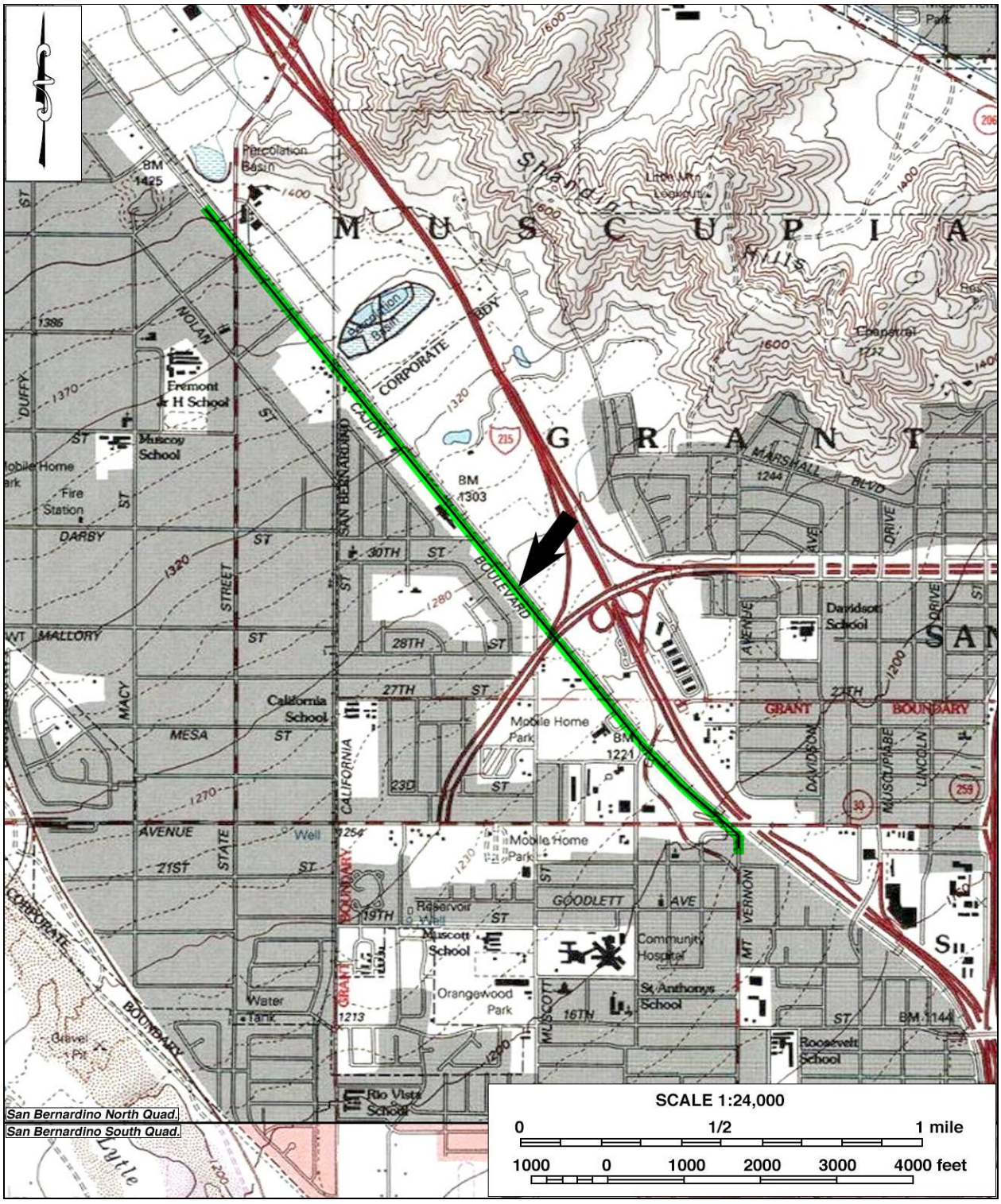
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 36-002910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)

***Resource Name or #** (Assigned by recorder)

***Map Name:** San Bernardino North and San Bernardino South, Calif.
***Scale:** 1:24,000 ***Date of Map:** 1980/1996



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

Primary #: 36-002910
HRI #/Trinomial SBR-2910 H

CONTINUATION SHEET

See Office of Historic Preservation Recording Historical Resources for instructions. ___ Continuation x Update 3/15

Caltrans Map Reference No.: _____

Resource Identifier: 36-2910, National Old Trails Road/Route 66

County/Route/Postmile: SBR/I40/

USGS Bannock, Fenner, Fenner Spring, W of Flattop Mtn, Flattop Mtn

This resource is an historical road corridor for two roads: the National Old Trails Road that originally ran between Baltimore, Maryland, and San Diego, California, and U.S. Highway 66, also called Route 66 that originally ran between Chicago, Illinois, and Santa Monica, California. Segments of the remains of this road have been recorded along the historic corridor throughout San Bernardino County. Artifacts associated with this corridor include roadside debris, such as bottles and cans. Features observed within this corridor are hearths, culverts, signs, and retaining walls. Several sites, including campsites and refuse dumps, are located along this corridor, as well. The National Old Trails Road/Route 66 is listed on the Office of Historic Preservation Historic Properties Directory as '2S2', determined eligible for listing on the NRHP by a consensus determination. The road appears to have been listed in 1990, but is not currently in the NRHP online database.

West of Needles, archival map research indicates there are two historic corridors associated with this primary number. One runs generally along modern I-40 and the other runs generally along Goffs Road. 1935 Caltrans As Built plans indicate there was an historic road that ran roughly along the I-40 corridor, beginning just west of Java, California. This road was an oil road which headed south-southwest away from Java and the railroad. The 1935 As Built plans indicate that this oil road was upgraded in the mid 1930s and the road likely represents a segment of the National Old Trails Road, although it is not labeled as such. West of Needles, Route 66 originally followed the railroad through Ibis, Goffs, and Fenner, cutting south of the modern I-40, to connect to Cadiz and Amboy. Traffic along Route 66 gradually increased during the Great Depression as migrant workers moved from the Dust Bowl to California. During World War II, several military installations, including Edwards Air Force Base and the Navajo Ordinance Depot, were constructed near Route 66, leading to more increases in traffic. Post World War II, auto traffic in the United States jumped significantly. A straighter Route 66 was constructed west of Needles, California, and rather than following the rail line, the new route more closely followed one of the National Old Trails Road corridors, and ran west through the Sacramento and Piute Mountains to Fenner, and through the PAL. Eventually, the increased traffic after World War II was too much for Route 66, and the road was deemed no longer sufficient to handle all the vehicles. Sections of Route 66 were replaced by straighter, wider, and more efficient interstates, including I-40, near Needles, California. In June 1979, U.S. Highway 66 was officially decommissioned (NPS, 1995).

National Old Trails Road/Route 66 (36-2910) is a historical road corridor for two roads: the National Old Trails Road that originally ran between Baltimore, Maryland, and San Diego, California, and U.S. Highway 66, also called Route 66 that originally ran between Chicago, Illinois, and Santa Monica, California. This corridor runs along the modern I-40 throughout the PAL; however, most of the road is no longer extant. Within the PAL, one new segment of this road, as well as four "C" blocks were identified. The new dirt road segment starts east of the Mountain Springs exit and runs east, along the southern edge of the I-40, for approximately 3 miles. The "C" blocks are in good condition and located adjacent to the dirt road. These newly recorded resources appear to be contributing elements to the overall site eligibility, as they consist of in situ "C" blocks and one stretch of unpaved road which is in good condition and running adjacent to in situ "C" blocks. One previously recorded segment was not relocated at the Mountain Springs exit and overpass. This segment appears to have been destroyed when the overpass and freeway ramps were constructed. The National Old Trails Road/Route 66 is listed on the Office of Historic Preservation Historic Properties Directory as "2S2," determined eligible for listing on the NRHP by a consensus determination. The road appears to have been listed in 1990, but is not currently in the NRHP online database.

According to historic maps, the historic road corridor for 36-2910 runs through the entire PAL; however, there were not physical remains of this road corridor identified for the entire PAL. Two previously recorded segments of this road were identified within the PAL during the literature search. One of these segments has since been demolished by the I-40 Mountain Springs off ramp. Several new segments were identified during this survey, as well. One newly recorded segment is ¾ of a mile long. Two "C" blocks, situated 0.2 miles apart mark the road along this segment. A second segment measures 0.2 miles. Two more "C" blocks are located at either end of this segment. The last newly recorded segment is nearly two miles long. Two "C" blocks mark the west end of this segment. Additional "C" blocks were recorded along this segment. The blocks are 0.2 miles or 0.4 miles apart. This last recorded segment is the only segment of road that falls in the PAL. The remainder of the newly recorded features of 36-2910 consist entirely of "C" blocks without associated road segments. Of the "C" blocks recorded, only 4 are located within the PAL.

See Office of Historic Preservation Recording Historical Resources for instructions. ___ Continuation x Update

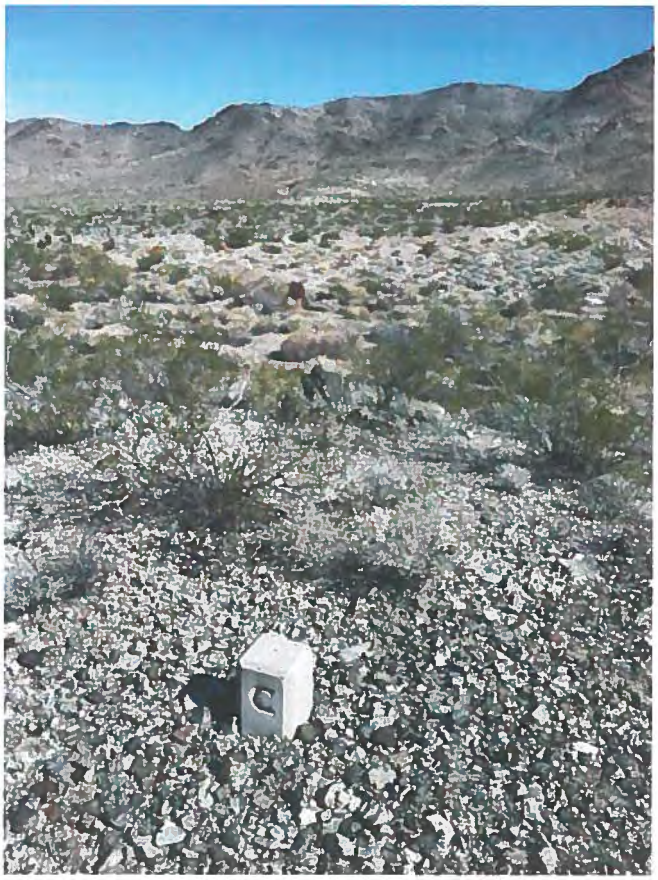
Caltrans Map Reference No.:

Resource Identifier: 36-2910, National Old Trails Road/Route 66

County/Route/Postmile: SBR/I40/

Table 1, Coordinates of "C" blocks

C Block label	Northing	Easting
36-2910, C-block 1	3855913	679001
36-2910, C-block 13	3861016	699318
36-2910, C-block 14	3861131	699600
36-2910, C-block 2	3855890	679306
36-2910, C-block 3	3855867	679610
36-2910, C-block 4	3855836	680010
36-2910, C-block 5*	3855925	680656
36-2910, C-block 6*	3856618	682534
36-2910, C-block 7	3856929	683394
36-2910, C-block 8	3860452	697793
36-2910, C-block 9	3862148	702144



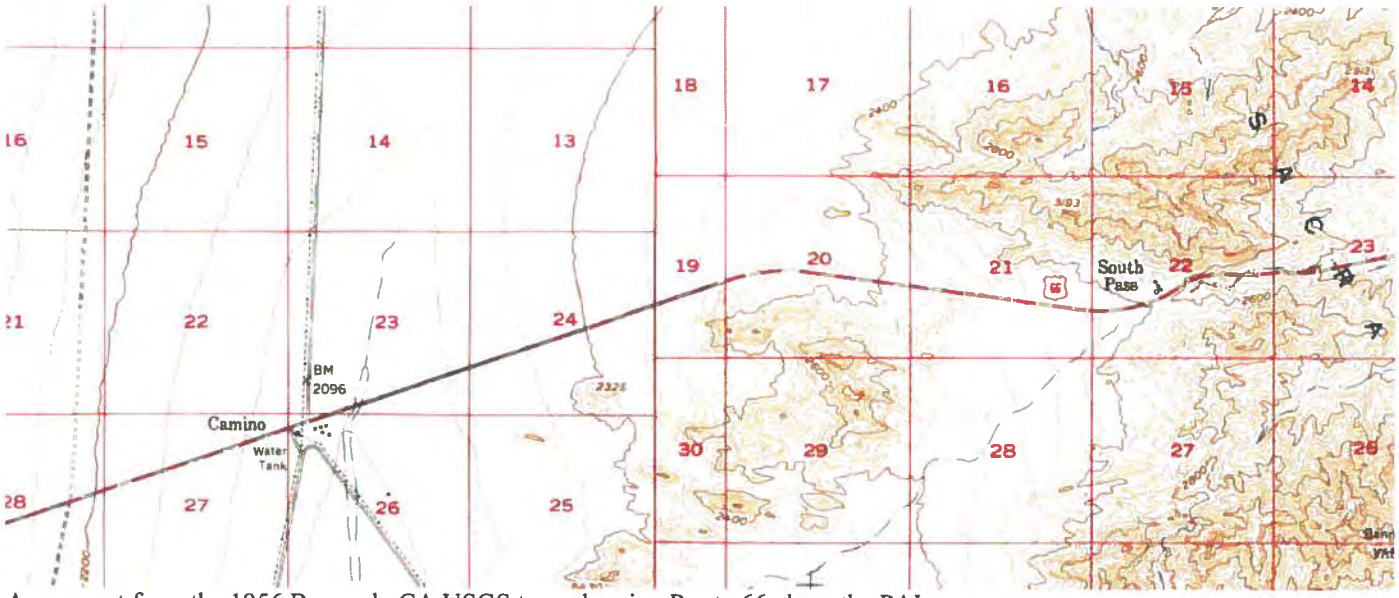
The above photo is of one of the newly recorded "C" blocks. View to the north.

See Office of Historic Preservation Recording Historical Resources for instructions. ___ Continuation x Update

Caltrans Map Reference No.: _____

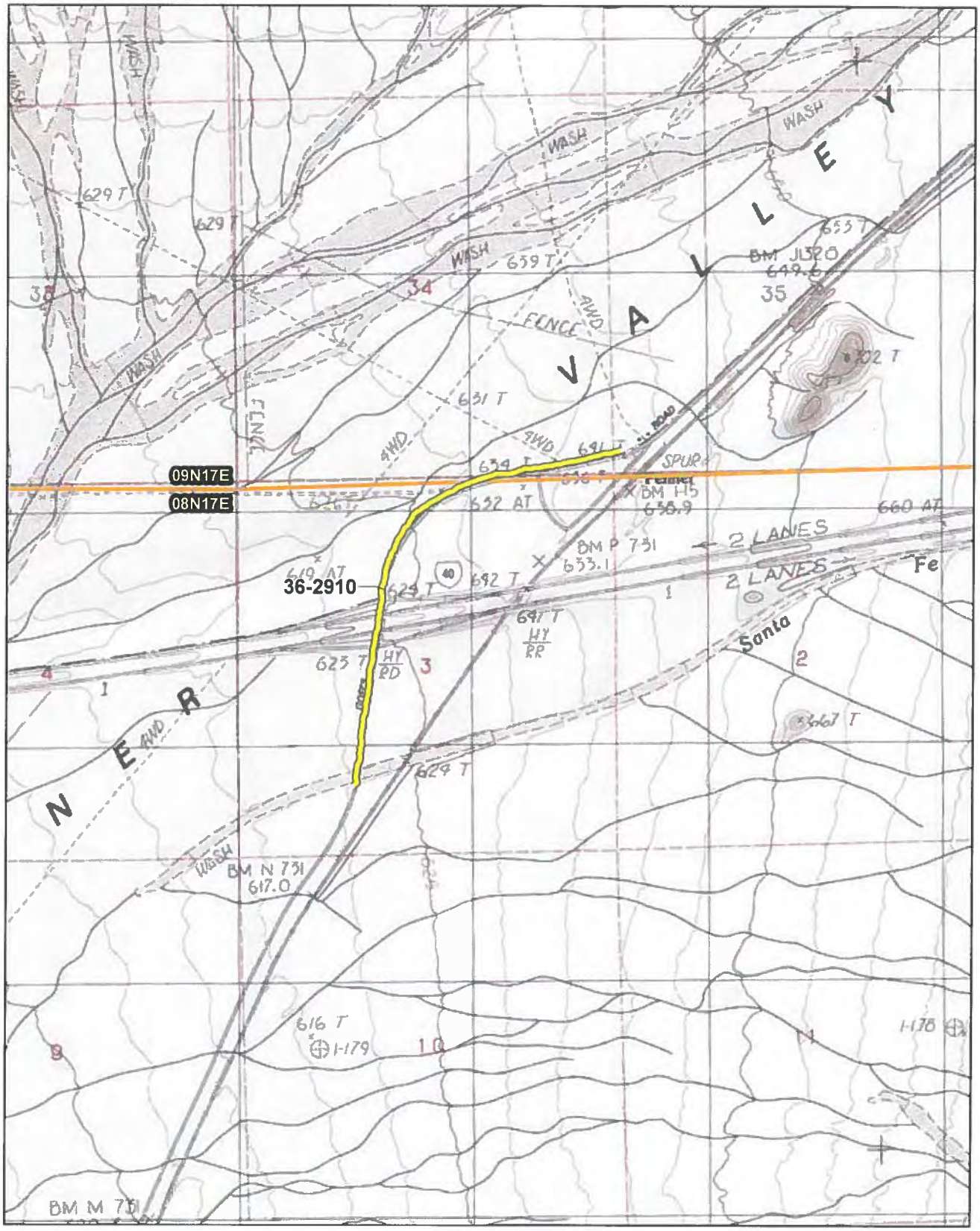
Resource Identifier: 36-2910, National Old Trails Road/Route 66

County/Route/Postmile: SBR/I40/



An excerpt from the 1956 Bannock, CA USGS topo showing Route 66 along the PAL.

SBR-2910 H
36-002910



LEGEND

Cultural Site

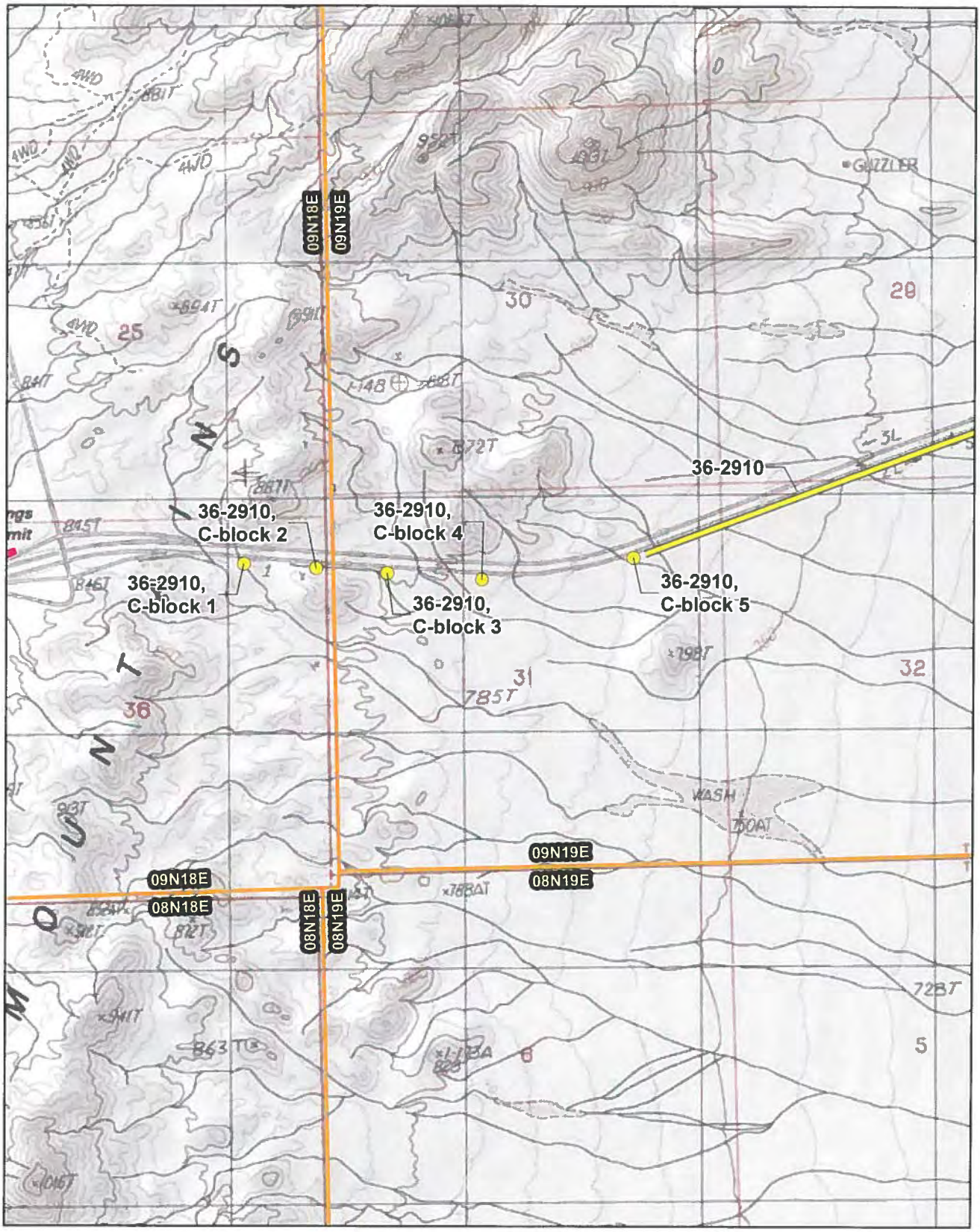
Resource Name or #: 36-2910
USGS Quad: FENNER
Scale: 1:24,000
Date of map: 2012

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Feet
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Location Map
Site Number 36-2910
45 Miles of Tortoise Fencing Along I-40
Ivanpah Solar Electric Generating System

36-002910
SBR-2910 H



LEGEND

Cultural Site

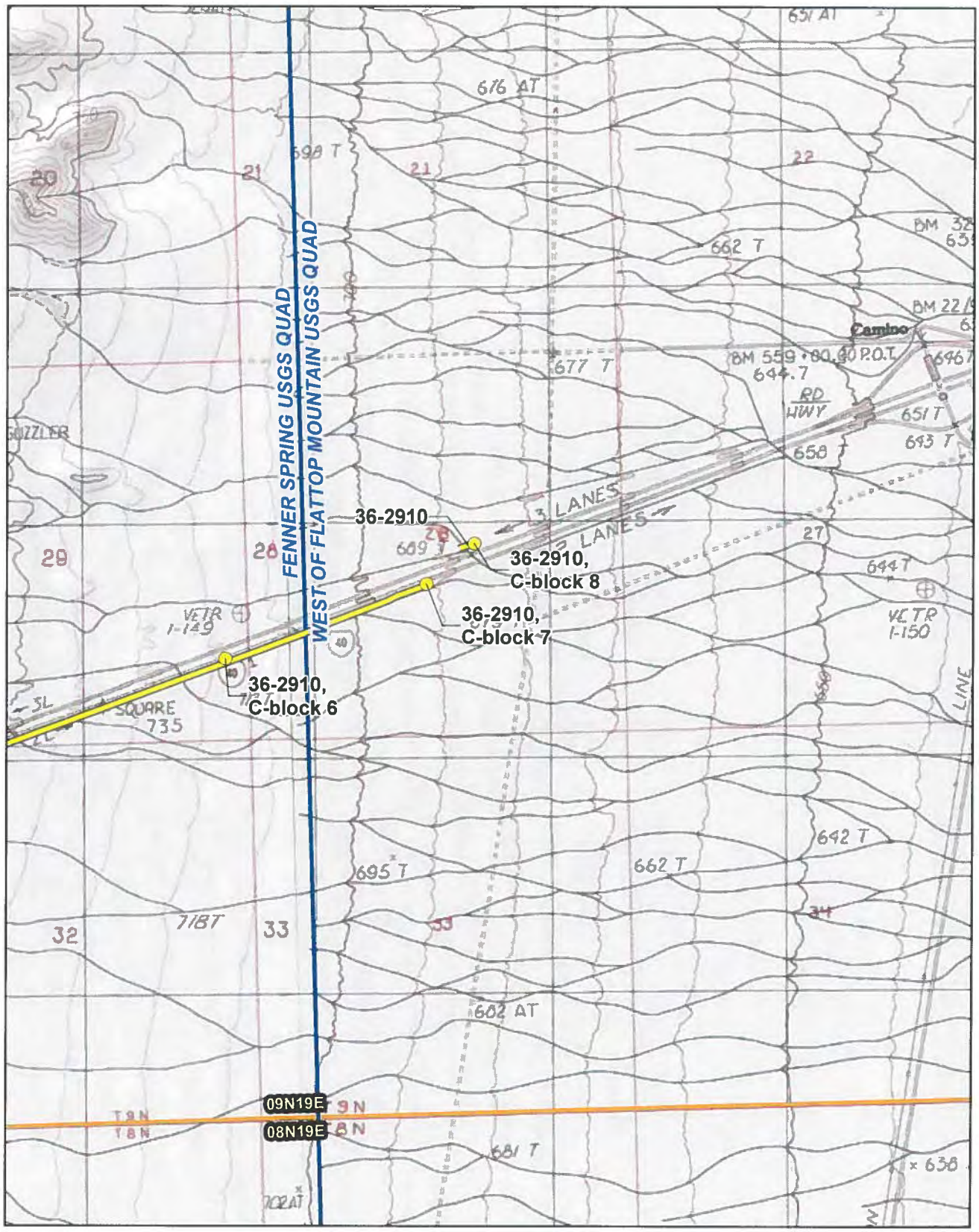
Resource Name or #: 36-2910
USGS Quad: FENNER SPRING
Scale: 1:24,000
Date of map: 2012

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Location Map
Site Number 36-2910
45 Miles of Tortoise Fencing Along I-40
Ivanpah Solar Electric Generating System

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SBR-2910 H
36-002910



LEGEND

Cultural Site

Resource Name or #: 36-2910
USGS Quad: FENNER/ WEST OF FLATTOP MOUNTAIN
Scale: 1:24,000
Date of map: 2012

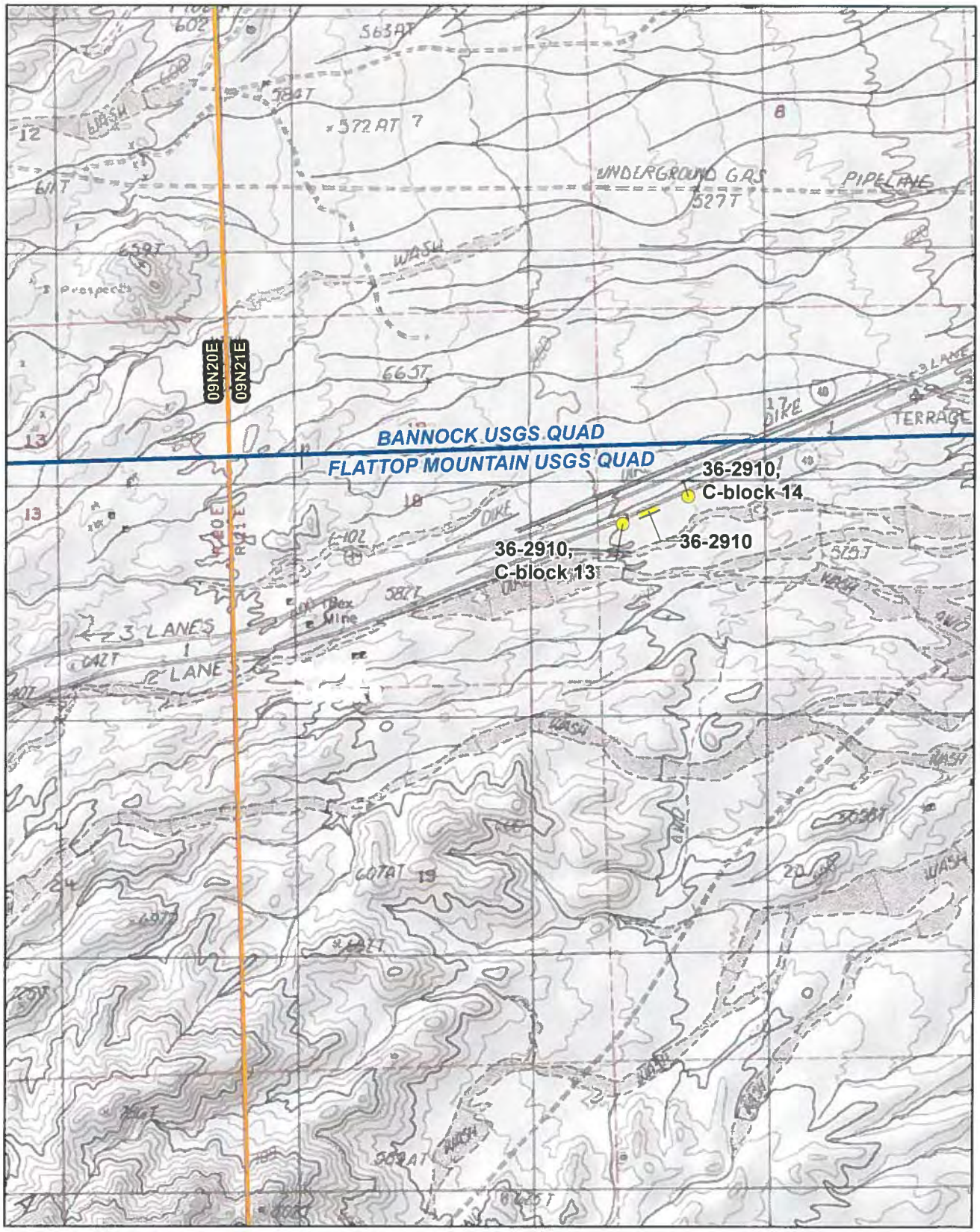
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Location Map
Site Number 36-2910
45 Miles of Tortoise Fencing Along I-40
Ivanpah Solar Electric Generating System

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SBR-2910 H
36-002910



LEGEND

Cultural Site

Resource Name or #: 36-2910
USGS Quad: FLATTOP MOUNTAIN
Scale: 1:24,000
Date of map: 2012

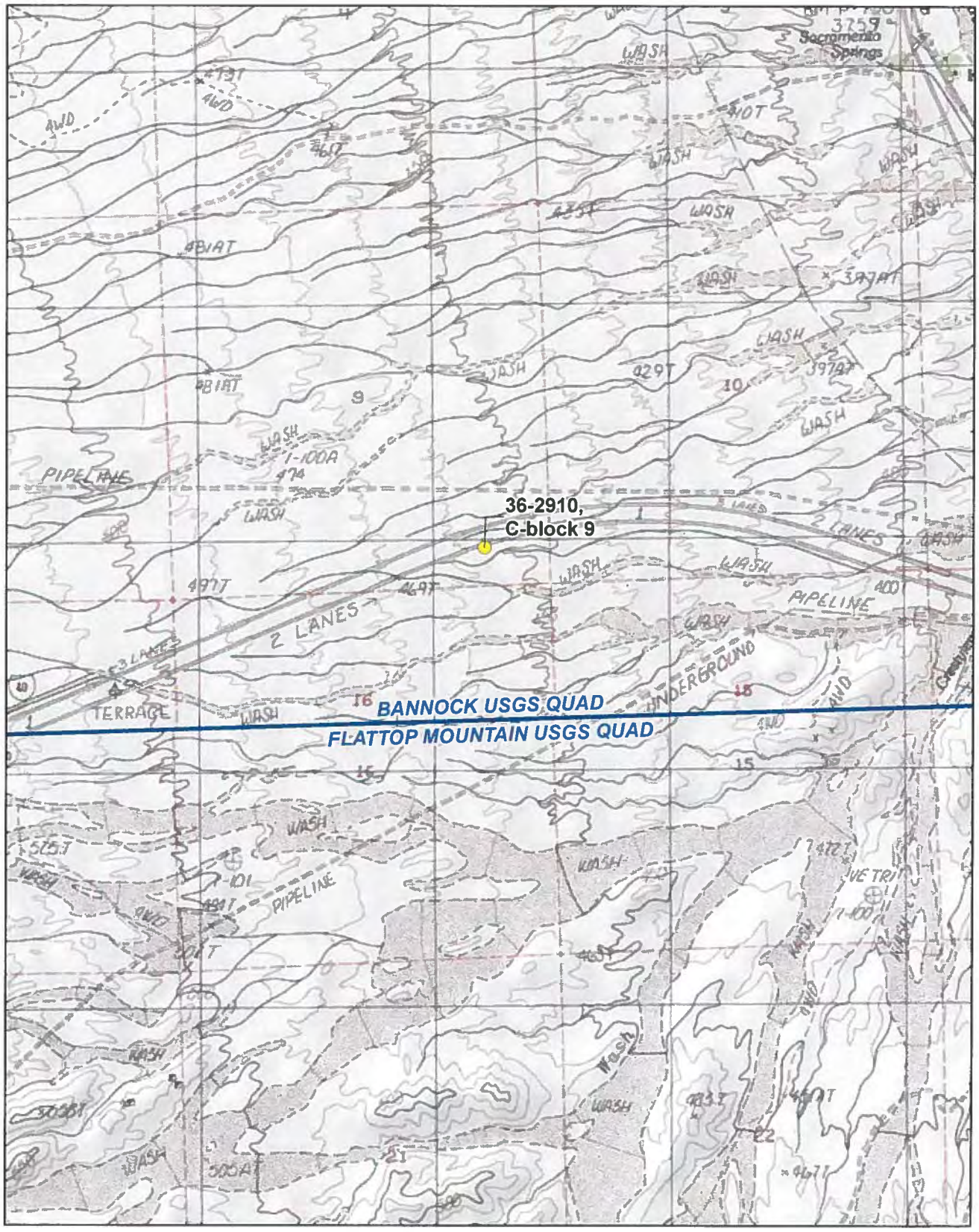
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Location Map
Site Number 36-2910
45 Miles of Tortoise Fencing Along I-40
Ivanpah Solar Electric Generating System

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36-002910
SBR-2910 N



LEGEND

Cultural Site

Resource Name or #: 36-2910
USGS Quad: BANNOCK
Scale: 1:24,000
Date of map: 2012

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Feet
1 24,000

N

Location Map
Site Number 36-2910
45 Miles of Tortoise Fencing Along I-40
Ivanpah Solar Electric Generating System

SAC \\ZION\SACGIS\PROJ\352897_IVANPAH\MAPFILES\2013_IVANPAH\SEGS_50_50\CULTURAL_MAPS\INDIVIDUAL_SITES\040_CULTURALSITES_36 2910_11X1 MXD SSCOPES 9/26/2013 2:51:12 PM

State of California — The Resources Agency	Primary #
DEPARTMENT OF PARKS AND RECREATION	HRI #
PRIMARY RECORD	Trinomial
	NRHP Status Code
Other Listings	
Review Code	Reviewer Date

Page 1 **of** 5 *__Resource Name or #:__ CA-SBR-2910H

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:** Bannock **Date:** 1984 **T9N** ;**R21E** ; SE¼ **of** SE¼ **of Sec** 11**;** S.B.**B.M.**

c. Address: **City:** **Zip:** 92280

d. UTM: NAD83 **Zone**: 11; 705136 **mE**/ 3862273 **mN** (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 1120 ft

From Intestate 40, take U.S. Route 95 north and park alongside the eastern side of the road in the first cleared pull-off area, approximately 1,600 feet from I-40. Walk across a wash to the beginning of the dirt access road.

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

CA-SBR-2910H is a collection of segments of the National Old Trails Road/U.S. Highway 66 throughout the San Bernardino area. This segment is an approximately 890-foot-long east/west-trending section of the road located near the Interstate 40/U.S. Route 95 junction. The section runs east from a wash 330 feet east of U.S. Route 95 and was only recorded until the edge of the ICT project APE, although the dirt access road continues further east toward the railroad. This section has been cut by a deep wash at the western terminus of the segment and an approximately 3-inch layer of dirt covers the remaining road. The only visible section of the oil macadam road is in the western cut profile at the wash, which exposes the lead front of the road segment. A 1918 map shows the segment location as being part of the former Old National Trails Road and maps created by Bischoff (2005) appear to place this segment in the 1915-1932 time frame for Route 66, which is consistent with the construction materials used. The dirt observed on top of the existing segment of Route 66 appears to have been caused by normal weathering, but the current dirt access road on top appears to have been lightly graded to maintain a flat surface. The site is currently a designated BLM Route (Route #NN022), and modern refuse was observed on both sides of the road.

***P3b. Resource Attributes:** (List attributes and codes) AH7: Road

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



P5b. Description of Photo: (View, date, accession #) View of the cut of the lead front of the road segment, facing east, IMG_3726

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

***P7. Owner and Address:**
Bureau of Land Management
Needles Field Office
1303 S. Highway 95
Needles, CA 92363

***P8. Recorded by:** (Name, affiliation, and address)
P. McGinnis and R. Droessler
AECOM
1420 Kettner Blvd. Suite 500
San Diego, CA 92101

***P9. Date Recorded:** 05-05-2014

***P10. Survey Type:** (Describe)
Intensive Pedestrian

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

McGinnis, Patrick and Rachel Droessler
2014 Cultural Resource Survey for the Interconnect Towers 40-95 Project, San Bernardino County, California.

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

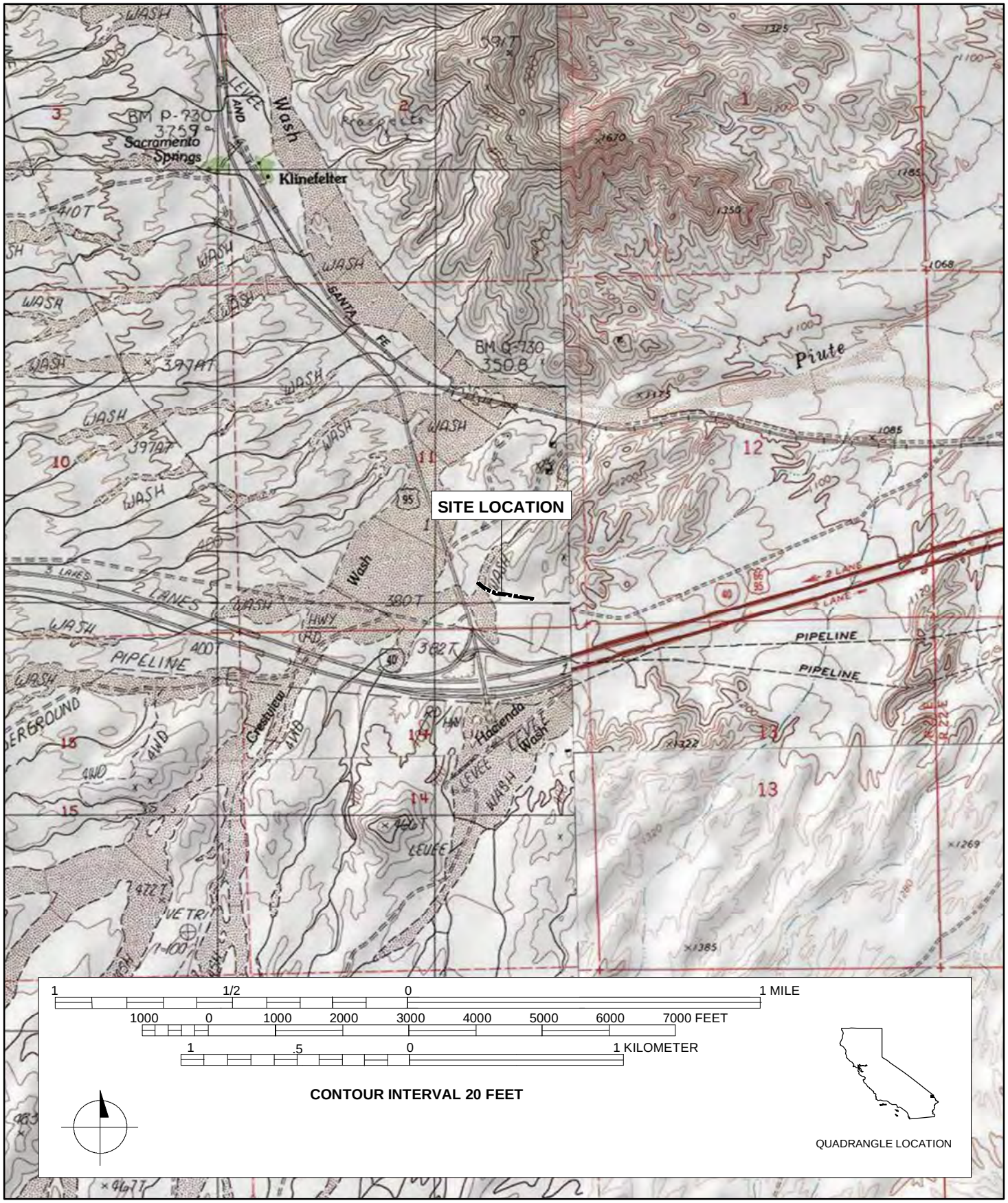
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #_____
HRI #_____
Trinomial_____

* Resource Name or # (Assigned by recorder) CA-SBR-2910H

* Map Name: USGS 7.5' Quadrangle Bannock * Scale: 1:24,000 * Date of Map: 1984



*Required Information

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

ARCHAEOLOGICAL SITE RECORD

Primary # _____
HRI # _____
Trinomial _____

 ***Resource Name or #** (Assigned by recorder) CA-SBR-2910H

***A1. Dimensions: a. Length** 980 ft (N/S) H **b. Width** ~20-25 ft (E/W)
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☒ Other: GPS
Method of Determination (Check any that apply): ☐ Artifacts ☒ Features ☐ Soil ☐ Vegetation ☐ Topography
☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other (Explain):
Reliability of Determination: ☒ High ☐ Medium ☐ Low Explain:
Limitations (Check any that apply): ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined
☒ Disturbances ☐ Vegetation ☐ Other (Explain): Disturbances include a minimally-graded access road on top and a wash through the western terminus of the road.

A2. Depth: 3-4 inches below existing dirt access road ☐ None ☐ Unknown Method of Determination: Cut wash bank

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

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

***A5. Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.):
No associated artifacts were observed.

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

***A7. Site Condition:** ☒ Good ☐ Fair ☐ Poor (Describe disturbances): Very good visibility

***A8. Nearest Water** (Type, distance, and direction): Sacramento Springs, 1.5 miles

***A9. Elevation:** 1140 ft

A10. Environmental Setting (Describe vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc., as appropriate.): Vegetation in the surrounding area consists of creosote scrub and site disturbances consist of Aeolian and water erosion from the nearby mountains.

A11. Historical Information: CA-SBR-2910H is a collection of segments of the National Old Trails Road/U.S. Highway 66 throughout the San Bernardino area. National Old Trails Road/U.S. Highway 66 enters California at the Colorado River crossing south of Park Moabi Regional Park, and continues through the Mojave Desert toward Los Angeles. Many of the original alignments have been replaced by modern roadways, such as Interstate-40, but some abandoned or bypassed segments of the historic roadway are still present throughout the Mojave Desert area. CA-SBR-2910H is identified as an NRHP resource, a California Historical Resources, and a California Historical Landmark (No. 781).

***A12. Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☒ 1880-1914 ☒ 1914-1945
☐ Post 1945 ☐ Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:**
The recorded segment appears to have not been included in the 1932-1934 road improvements as the improved road had a thicker pavement than the original alignments. The original alignments were constructed as a graded dirt surface, or thin oil macadam, like the observed segment in the project area (Bischoff 2005:32).

A13. Interpretations (Discuss data potential, function[s], ethnic affiliation, and other interpretations): This segment is recommended eligible under Criteria A, C, and D. It qualifies for listing under Criterion A for its association with the Route's early development and history. The profile of the road viewed during the current survey showed thin oil macadam and, along with a few previous maps and documentation of the area, appears to put the latest date of the road at around 1929, when this area appears to have been bypassed by a more southern, straightforward route that is now Interstate 40. There is not much documentation of this bypassed segment and this recorded section can aid in this history. This road segment possesses significance at the local level as it relays the setting and feeling the automobile traveler experienced along a discrete portion of U.S. Highway 66. This segment is recommended eligible under Criterion C for the way it reflects the early development of highway engineering. The route is an example of how a road could evolve from a single-track dirt rail to a modern highway. This segment is made of oil macadam and while it was a common roadway construction of the time, the materials may contribute to the Route's highway engineering history and development, especially in an area with numerous bifurcated segments. This early alignment of the road qualifies for listing under Criterion D because it can yield information about early road engineering and construction methods. It has been partially destroyed by a wash, but for the most part has been preserved under inches of dirt. Through archaeological investigations, more information could be gleaned about this period of road design and construction prior to the development of standard specification.

A14. Remarks:

A15. References (Documents, informants, maps, and other references):
McGinnis, Patrick and Rachel Droessler
2014 Cultural Resources Survey for the Interconnect Towers 4095 Project, San Bernardino, CA
Bischoff, Matt
2005 Life in the Past Lane: The Route 66 Experience Volume 1. Technical Series 86, Statistical Research. Inc. Tucson, Arizona.

A16. Photographs IMG_3705, 3722-3727 **Original Media/Negatives Kept at:** AECOM

***A17. Form Prepared by:** R. Droessler **Date:** 6/25/2014
Affiliation and Address: AECOM 1420 Kettner Boulevard, Suite 500 San Diego, California 92101

L1. Historic and/or Common Name: National Old Trails Road/U.S. Highway 66

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)
NAD83, Zone 11
Western Terminus: 705136mE \ 3862273mN
Eastern Terminus (of project): 705390mE \ 3862199mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This segment of the road is covered by approximately 3-4 inches of dirt and is currently used as a designated BLM Route. The dirt on top is slightly maintained with some previous grading and vegetal removal to create a flat surface. The cut profile of the lead front of this road segment shows that the road was constructed with oil macadam. The oil macadam road is approximately 2.5 inches in thickness. Modern refuse was observed on either sides of the road.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width (West) Approximately 23 feet
b. Bottom Width (East) Approximately 21 feet
c. Thickness 2.5 inches
d. Length of Segment 890 feet

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

SEE SKETCH MAP

L5. Associated Resources:
There are two other previously recorded segments near this segment including what is now US-95 and the onramp to I-40E. The other segment is located .75 miles east along the same access road

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
This segment lies at the base of the southwestern side of the Dead Mountains. Vegetation includes creosote scrub.

L8a. Photograph, Map, or Drawing



L7. Integrity Considerations:
This section has been cut by a deep wash at the western terminus of the segment and an approximately 3-inch layer of dirt covers the remaining road.

L8b. Describe of Photo, Map, or Drawing (View, scale, etc.)
Dirt access road over CA-SBR-2910H segment, view to the east, IMG_3705

L9. Remarks: This segment of Route 66 is an historically abandoned segment and showcases the type of roadway surface materials used on older portions of the Route. These abandoned segments provide an understanding of the technology of highway construction and transportation engineering in the early 1900s.

L10. Form Prepared by: (Name, affiliation, and address)
P. McGinnis and R. Droessler
AECOM
1420 Kettner Blvd. Suite 500
San Diego, CA 92101

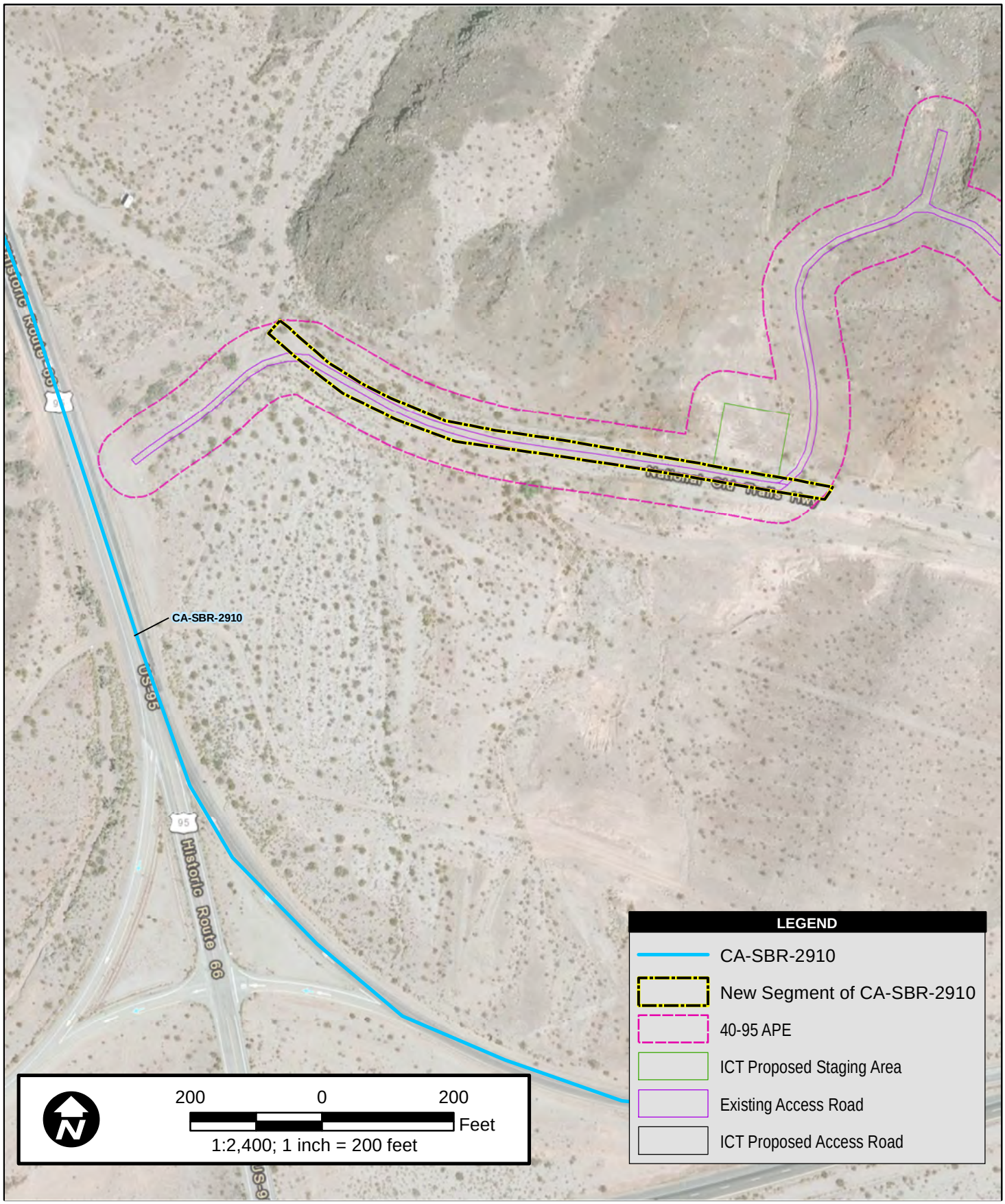
L11. Date: May 5, 2014

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

Primary #
HRI #
Trinomial

Page 5 of 5 * Resource Name or # (Assigned by recorder) CA-SBR-2910H

* Drawn By: R. Droessler * Date: 05/20/2014



Recorded by: Josh Smallwood **Date** April 16, 2014 □ **Continuation** ☒ **Update**

Segments of Historic Route 66 across San Bernardino County have been recorded by various individuals. The segment of Foothill Boulevard adjacent to the Project alignment has not been formally recorded and evaluated. However, within the Project vicinity, Route 66, also known as Foothill Boulevard, has been recorded and evaluated by Caltrans District 8 as part of two different studies in recent years (Hammond 2003; Walters 2007). Hammond (2003) recorded and evaluated a segment of Foothill Boulevard between Hemlock Avenue and Almeria Avenue (approximately 2.3 miles east of the Project area) in unincorporated San Bernardino County. Hammond concluded that the County segment retained the integrity of the original four-lane roadway (dating to 1937/1938), most of the segment had unpaved gravel shoulders, and many of the extant buildings along the roadway date to the period of significance (1937-1950s). Hammond noted that the evaluated segment appeared eligible for the NRHP and CRHR, while other segments in urbanized areas to the east and west have lost their historic integrity due to widening, and addition of gutter, sidewalks, and other alterations (Hammond 2003:5). Walters recorded and evaluated a 4.08-mile-long, four-lane segment of Route 66/Foothill Boulevard in the City of Upland (approximately 7 miles to the west of the Project area). He concluded that while Foothill Boulevard is historically associated with former U.S. Highway 66/Route 66, the integrity of the Upland segment has been severely compromised through periodic roadway improvements over its lifetime and due to changes to its historic setting (Walters 2007:2). In addition, Walters noted that buildings fronting the roadway were constructed in the last 30 years, compromising the setting, feeling, and association of the resource (Walters 2007:5). Therefore, due to a lack of historic integrity, the Upland segment was found not to be a contributing element to the eligibility of the larger resource of Route 66 in California, and not a historical resource under CEQA (Walters 2007:6).

The segment of National Old Trails Highway/Historic Route 66 (CA-SBR-2910H) traversing through Etiwanda, Fontana, and Rancho Cucamonga within and near the Project alignment is locally signed as Foothill Boulevard. This segment of Foothill Boulevard near Cornwall Avenue, between Etiwanda Avenue and East Avenue is a five-lane roadway divided by a center lane. The pavement measures from 75 ft to 88 ft wide at this location. A decorative "Route 66" monument is located within the landscaped center median, and a "Route 66" shield emblem is painted on the roadway along this segment to commemorate the historic alignment. Modern residential development fronts a portion of this segment of Foothill Boulevard and concrete sidewalks have been constructed adjacent to Foothill Boulevard. However, the area immediately northeast of this segment is open land with an unpaved gravel shoulder. Clearly the local community recognizes this segment of Foothill Boulevard as a local historic landmark. They have commemorated it with the "Route 66" shield emblem painted on both sides of the thoroughfare and have erected a decorative "Route 66" monument placed in the center median. For the purposes of this Project, therefore, this segment of the National Old Trails Highway/Historic Route 66 (CA-SBR-2910H) is presumed to be eligible for the NRHP and CRHR.



Figure 1 Foothill Boulevard (Route 66) adjacent to the Project alignment (view to the east).

References

George, Joan, and Josh Smallwood
2014 Phase I Cultural Resources Assessment for the Etiwanda Pipeline North Liner Repair Project, Cities of Fontana and Rancho Cucamonga, San Bernardino County, California. Prepared for Helix Environmental Planning, La Mesa, CA. On file, San Bernardino Archaeological Information Center, San Bernardino County Museum, Redlands.

Hammond, Christie
2003 Primary Record, CA-SBR-2910H. On file, San Bernardino Archaeological Information Center, San Bernardino County Museum, Redlands.

Walters, Andrew M.
2007 Primary Record, CA-SBR-2910H. On file, San Bernardino Archaeological Information Center, San Bernardino County Museum, Redlands.

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

PRIMARY RECORD

Primary # P-36-002910 (UPDATE)
HRI #
Trinomial CA-SBR-2910H (UPDATE)
NRHP Status Code
Other Listings
Review Code Reviewer Date

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)

P1. Other Identifier: National Old Trails Highway; State Route 66

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

* USGS Quad(s): Amboy Crater (1954; photorevised 1984), Ash Hill (1955), Bagdad SW (1954; photorevised 1984), Barstow (1971), Cadiz (1985; provisional edition), Cadiz Summit (1985; provisional edition), Lavic Lake (1955; photoinspected 1973), Ludlow SE (1954; photoinspected 1991), Newberry Springs (1982; photoinspected 1991), Sleeping Beauty (1982; photoinspected 1991)

Sec. 30, T6N R15E SBB&M
Sec. 10, T9N R2W SBB&M
Sec. 9, T9N R2W SBB&M
Sec. 32, T9N R3E SBB&M
Sec. 31, T9N R3E SBB&M
Sec. 33, T6N R14E SBB&M
Sec. 32, T6N R14E SBB&M
Sec. 36, T6N R13E SBB&M
Sec. 35, T6N R13E SBB&M
Sec. 36, T6N R14E SBB&M
Sec. 35, T6N R14E SBB&M
Sec. 29, T6N R15E SBB&M
Sec. 30, T6N R15E SBB&M
Sec. 20, T6N R11E SBB&M
Sec. 29, T6N R11E SBB&M
Sec. 20, T6N R11E SBB&M
Sec. 21, T6N R10E SBB&M
Sec. 20, T6N R10E SBB&M
Sec. 17, T6N R10E SBB&M
Sec. 18, T6N R10E SBB&M
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Sec. 5, T7N R7E SBB&M
Sec. 11, T6N R9E SBB&M
Sec. 10, T6N R9E SBB&M
Sec. 14, T6N R9E SBB&M
Sec. 25, T6N R14E SBB&M
Sec. 36, T6N R14E SBB&M
Sec. 35, T6N R14E SBB&M
Sec. 30, T6N R15E SBB&M
Sec. 20, T6N R11E SBB&M
Sec. 20, T6N R11E SBB&M
Sec. 19, T6N R11E SBB&M

c. Address:

d. UTM (NAD 83):

Zone 11 ; 492001 mE 3860175 mN (Begin Segment 1)
Zone 11 ; 492801 mE 3860420 mN (End Segment 1)
Zone 11 ; 527447 mE 3854553 mN (Begin Segment 2)
Zone 11 ; 528121 mE 3854048 mN (End Segment 2)
Zone 11 ; 558233 mE 3848120 mN (Begin Segment 3)
Zone 11 ; 559023 mE 3847293 mN (End Segment 3)
Zone 11 ; 566253 mE 3843455 mN (Begin Segment 4)
Zone 11 ; 567775 mE 3843273 mN (End Segment 4)
Zone 11 ; 589004 mE 3832536 mN (Begin Segment 5)
Zone 11 ; 590425 mE 3830945 mN (End Segment 5)
Zone 11 ; 593998 mE 3830746 mN (End Segment 6)
Zone 11 ; 594750 mE 3830107 mN (Begin Segment 6)
Zone 11 ; 595805 mE 3829455 mN (Begin Segment 7)
Zone 11 ; 596536 mE 3829221 mN (End Segment 7)
Zone 11 ; 603320 mE 3828417 mN (End Segment 8)

Zone 11 ; 604055 mE 3828169 mN (Begin Segment 8)
Zone 11 ; 604055 mE 3828169 mN (End Segment 8)
Zone 11 ; 604119 mE 3828153 mN (Begin Segment 8)
Zone 11 ; 604119 mE 3828153 mN (End Segment 8)
Zone 11 ; 604240 mE 3828095 mN (Begin Segment 8)
Zone 11 ; 604704 mE 3827942 mN (End Segment 8)
Zone 11 ; 629443 mE 3825576 mN (Begin Segment 9)
Zone 11 ; 631041 mE 3825943 mN (End Segment 9)
Zone 11 ; 634431 mE 3826060 mN (Begin Segment 10)
Zone 11 ; 635684 mE 3825852 mN (End Segment 10)
Zone 11 ; 639012 mE 3826366 mN (Begin Segment 11)
Zone 11 ; 639399 mE 3826591 mN (Begin Segment 12)
Zone 11 ; 639846 mE 3826622 mN (End Segment 11)
Zone 11 ; 640325 mE 3827302 mN (End Segment 12)
Zone 11 ; 641213 mE 3827341 mN (End Segment 13)
Zone 11 ; 641553 mE 3827523 mN (Begin Segment 13)
Zone 11 ; 642561 mE 3828051 mN (End Segment 13)
Zone 11 ; 642941 mE 3828248 mN (Begin Segment 13)

e. Other Locational Data:

The record includes segments of the National Old Trails Highway/ Route 66 that travel through San Bernardino County, CA between Barstow and Cadiz Summit.

*** P3a. Description:**

This resource includes the historic-era alignment of National Old Trails Highway/ State Route 66. The route was designated as the National Old Trails Highway by an association that formed to commemorate trail segments used by wagon traffic to settle the United States. The road was designated in segments between 1911 and 1914. The segment that travels through the California Desert was given the second designation U.S. Route 66 in 1926, when a new national numbering system for interstate routes was developed (Bichoff 2005). It has been determined eligible to the National Register.

Thirteen segments of this resource were revisited and in many cases newly recorded as part of an inventory of PG&E gas pipelines 300 A and B. See Continuation Sheet for segment descriptions.

*** P3b. Resource Attributes:** AH07(Roads/trails/railroad grades)

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

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

Primary # P-36-002910 (UPDATE)
HRI #
Trinomial CA-SBR-2910H (UPDATE)
NRHP Status Code
Other Listings
Review Code Reviewer Date

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)



*P5b. Description of Photo:
Overview of remnant segment, view to the northeast.

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

*P7. Owner and Address:
Bureau of Land Management, Caltrans/Local Roads, Private

*P8. Recorded by:
R. Kellawan, C. Higgins, E. Gingrich, E. Romanski, D. Martinez, E. Mike, Far Western, 2727 Del Rio Place Suite A, Davis CA 95618

*P9. Date Recorded: 4/22/2013

*P10. Survey Type:
Intensive

* P11. Citation: Higgins, Courtney, Rebecca Kellawan, Daron Duke and Thomas Lucas (2013) Cultural Resource Inventory of Approximately 5,300 Acres for PG&E Pipelines 300 A and B, San Bernardino and Kern Counties, California. And Kern 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:

*P3a. Description Continued:

Segment 1 is a half-mile segment that overlaps the pipeline corridor at Osborn Road, roughly 0.4 miles east of the intersection of State Route 58 and SBR-2910H (just southwest of Barstow). This segment has not been previously documented and consists of a paved and maintained two-lane highway. No artifacts or features were identified along this segment.

Segment 2 is a half-mile segment that overlaps the pipeline corridor at the intersection of Interstate 40, just northwest of Newberry Springs. This segment was previously documented by Tierra Environmental Services in 2001 as part of a survey for a All American Pipeline replacement project. At that time, the segment was noted to be a two-lane paved road in fair condition. Overall, this segment was in the same condition as previously described, though some recent crack sealing work appears to have been conducted recently. A large portion of the southern half of the segment has been disturbed through the construction of Interstate 40. The northern half follows along an active quarry depicted in the 1955 Newberry 15-minute topographic map.

Segment 3 (Segment H) is a half-mile segment of abandoned road that overlaps the pipeline corridor in between Ludlow and Newberry Springs. This segment was previously documented as "Segment H" by URS Corporation in 2008, as part of the Solar One project. They described this segment as a, " 'Batch mix' oiled road segment with sparse scatter of historic-era trash on both sides". Work for the current project confirmed that the segment appears as previously described, and noted the segment is also designated as BLM road 8570, indicated by a sign located at the intersection of SBR-2910H and the pipeline right-of-way.

Segment 4 is a one-mile segment that overlaps the pipeline corridor about 6.3 miles west of Ludlow. A portion of this segment was previously documented by Tierra Environmental Services in 2001, as part of a survey for a All American Pipeline replacement project. At that time, the segment was described as a two-lane paved road in fair condition. This segment was in generally the same condition as previously described. A significant portion of this segment has been disturbed by the construction of Interstate 40.

Segment 5 is an abandoned section of road purported to overlap the pipeline corridor roughly 17 miles west of Amboy. The documented location of this section of road was revisited by Tierra Environmental Services in 2001, as part of a survey for a All American Pipeline replacement project, but the segment was not re-located. It was noted that the road segment may have become one of the ephemeral drainages that trend in the same direction of the road. This segment was also not re-located during the current project, and we agree that the large northwest-southeast-trending drainages may be all that is left of the old alignment.

Segment 6 is a half-mile segment that overlaps the pipeline corridor roughly 13.3 miles west of Amboy. This segment has not been previously documented and consists of a paved two-lane highway in fair condition. Modern trash was noted along this segment.

Segment 7 is a half-mile segment that overlaps the pipeline corridor approximately three-quarters of a mile to the southeast of Segment 6. It consists of a paved two-lane highway in fair condition, with modern trash along the shoulders. It has not been previously documented.

Segment 8 is a one-mile abandoned section of road that overlaps the pipeline corridor just north of the former community of Bagdad. This segment has not been previously documented and is depicted on the General Land Office (GLO) map of Township 6 North, Range 11 East (SBMD). An intact macadam road bed travels south from Line 300 A, but the road is obliterated within both pipeline right-of-ways, apart from a small segment of road identified between the two corridors. To the north of Line 300 B is what may be the remnant of the road, though there appear to be several parallel roads in this area that travel northwest-southeast. This section of road is located on an active alluvial landscape, so it is possible that the road was re-routed after major storm events. An intact segment measures 20 feet wide (berm to berm), with a 15-foot roadbed and a depth of one foot. Several sanitary cans, soft-top beer cans, and flat-top beverage cans were noted in this area. Several of these cans are associated with an historic-period site recorded as SBR-16787H, which includes the remnants of a concrete foundation and mounts.

Segment 9 is a one-mile abandoned section of road that overlaps the pipeline corridor about 1.5 miles west of Chambless. A portion of this segment was previously documented by Far Western in 1993, as part of the Mojave Northward Expansion project. At that time, it was recorded as an old road bed measuring approximately 10 meters wide, and associated with two dumps that appeared to be younger than 50 years old. A revisit of this segment confirmed the presence of a road approximately 25 feet wide with some sections of intact pavement, though many sections have been washed out. A very light scatter of sanitary cans, flat-top beer cans, and glass bottle fragments was noted, consistent with items recorded in 1993.

Segment 10 is a 0.8 mile abandoned section of road that overlaps the pipeline corridor about 0.7 miles east of Chambless. This segment was previously documented by EDAW, Inc. in 2004, as part of an evaluation project. At that time, the segment was described as a paved road approximately 13 feet wide, with a significant portion of the road lying under three to five inches of alluvial overburden. The segment was purported to have been the result of a straightening project in the mid-1920s that bypassed

an older alignment south of the Marble Mountains. This segment was ultimately bypassed in 1932, by the current alignment of National Old Trails Highway (State Route 66). A revisit of this segment confirmed that the pavement is still visible and the road appears generally as previously described. Five flat-top beer cans with post-1961 church-key-openings were identified along the segment.

Segment 11 is a half-mile abandoned section of road identified while updating the Cadiz Summit site (P-36-003277). This segment does not overlap the pipeline corridor, but travels northeast from P-36-003277, south of the current alignment of National Old Trails Highway/ State Route 66. Remnants of the macadam surface were recorded along this segment and several trash dumps are located along the western end, within the updated boundary of P-36-003277. The segment's east end is defined the by the presence of a large wash that has destroyed the road in this area.

Segment 12 is a 0.7 mile segment that overlaps the pipeline corridor roughly 0.4 miles east of the ruins of Cadiz Summit (P-36-003277). This segment, not previously documented, consists of a paved and maintained two-lane highway. Modern trash was noted along this segment.

Segment 13 is a 0.7 mile abandoned section of road that overlaps the pipeline corridor approximately one mile east of Segment 11. It contains remnants of a macadam surface that measures roughly 9 feet, 5 inches wide. The surface is cracked and weathered, with sparse vegetation growth along portions of the centerline. Fragments of solarized amethyst and cobalt glass, a crushed upright tobacco tin, an undecorated, white-ware teacup fragment, and a pull-tab aluminum can were noted along the segment. The road has been destroyed within the pipeline corridor.

References:

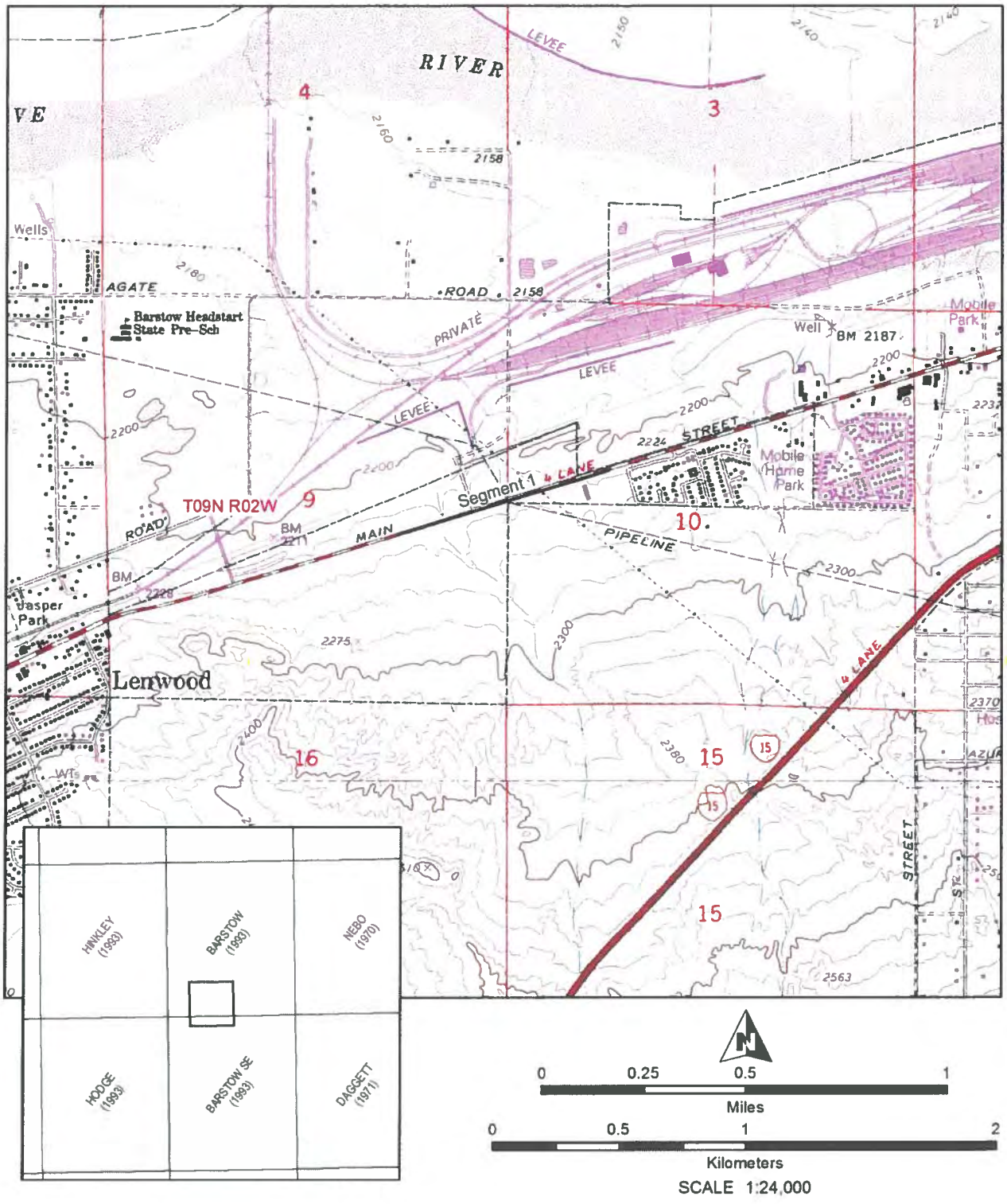
Bischoff, Matt C.
2005 Life in the Past Lane, The Route 66 Experience: Historic and Management Contexts for the Route 66 Corridor in California. Volume 1, Route 66 in the California Desert. Technical Series 86, Statistical Research, Inc., Tucson, Arizona.

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

LOCATION MAP

Primary # P-36-002910 (UPDATE)
HRI #
Trinomial CA-SBR-2910H (UPDATE)

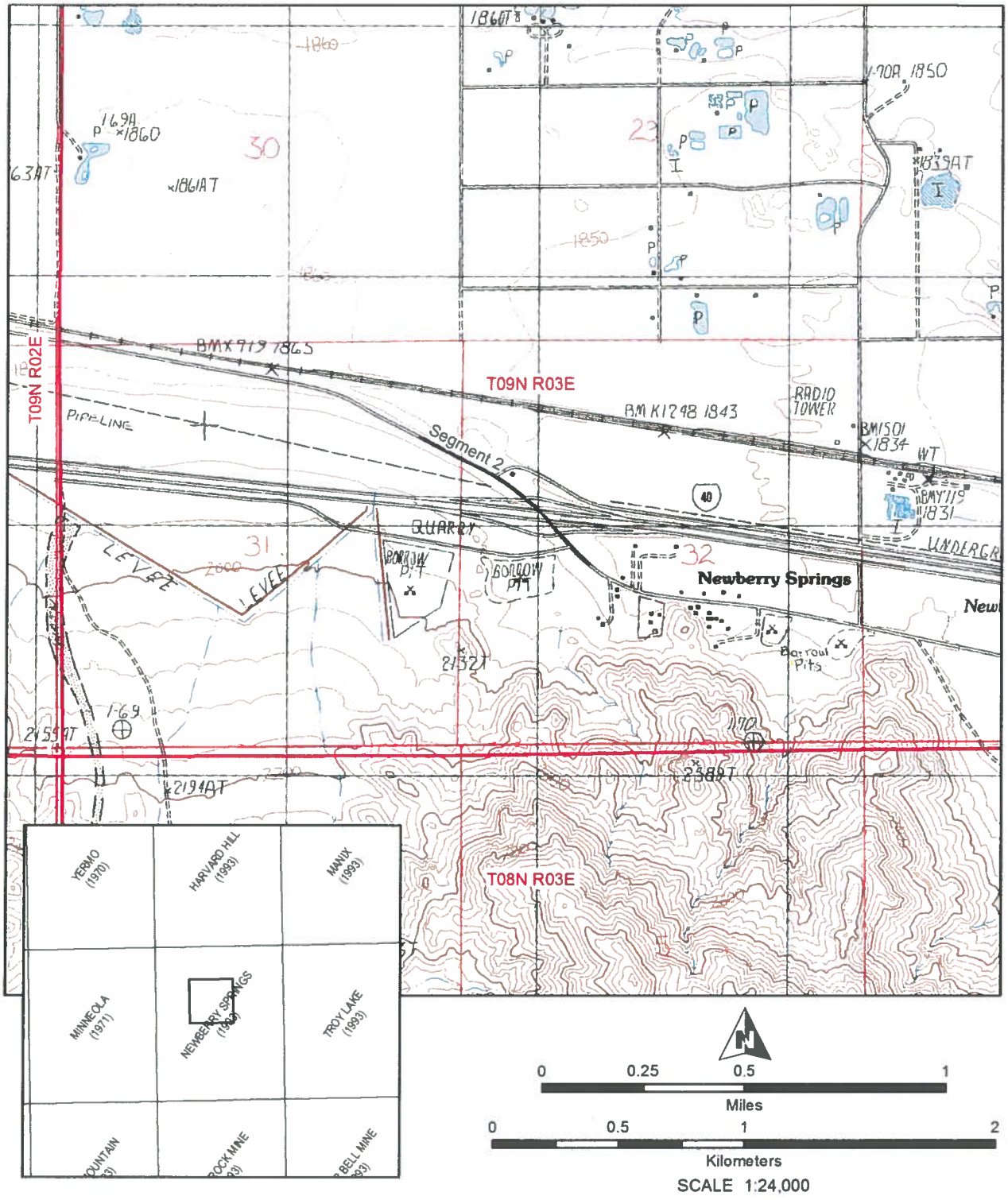
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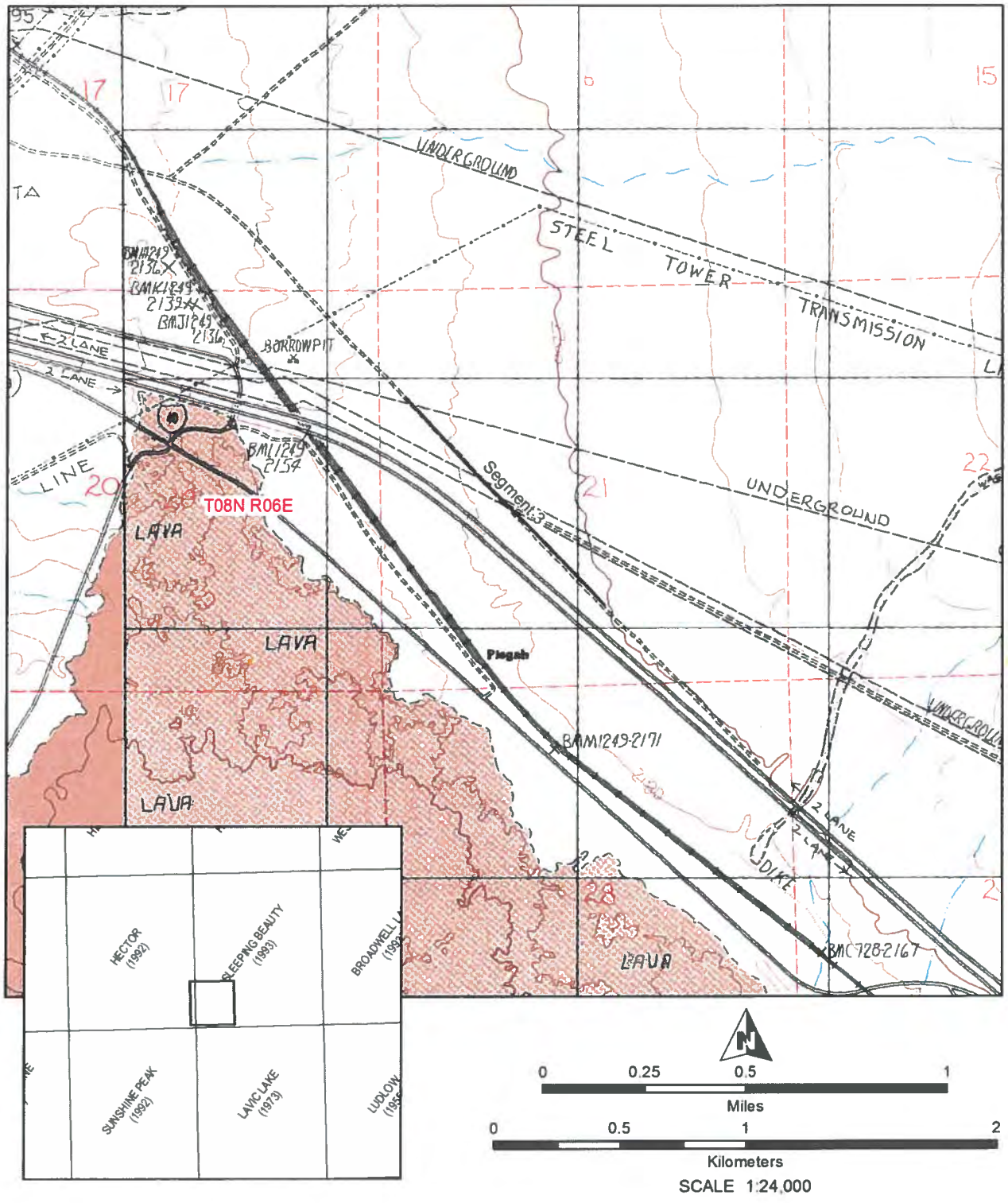
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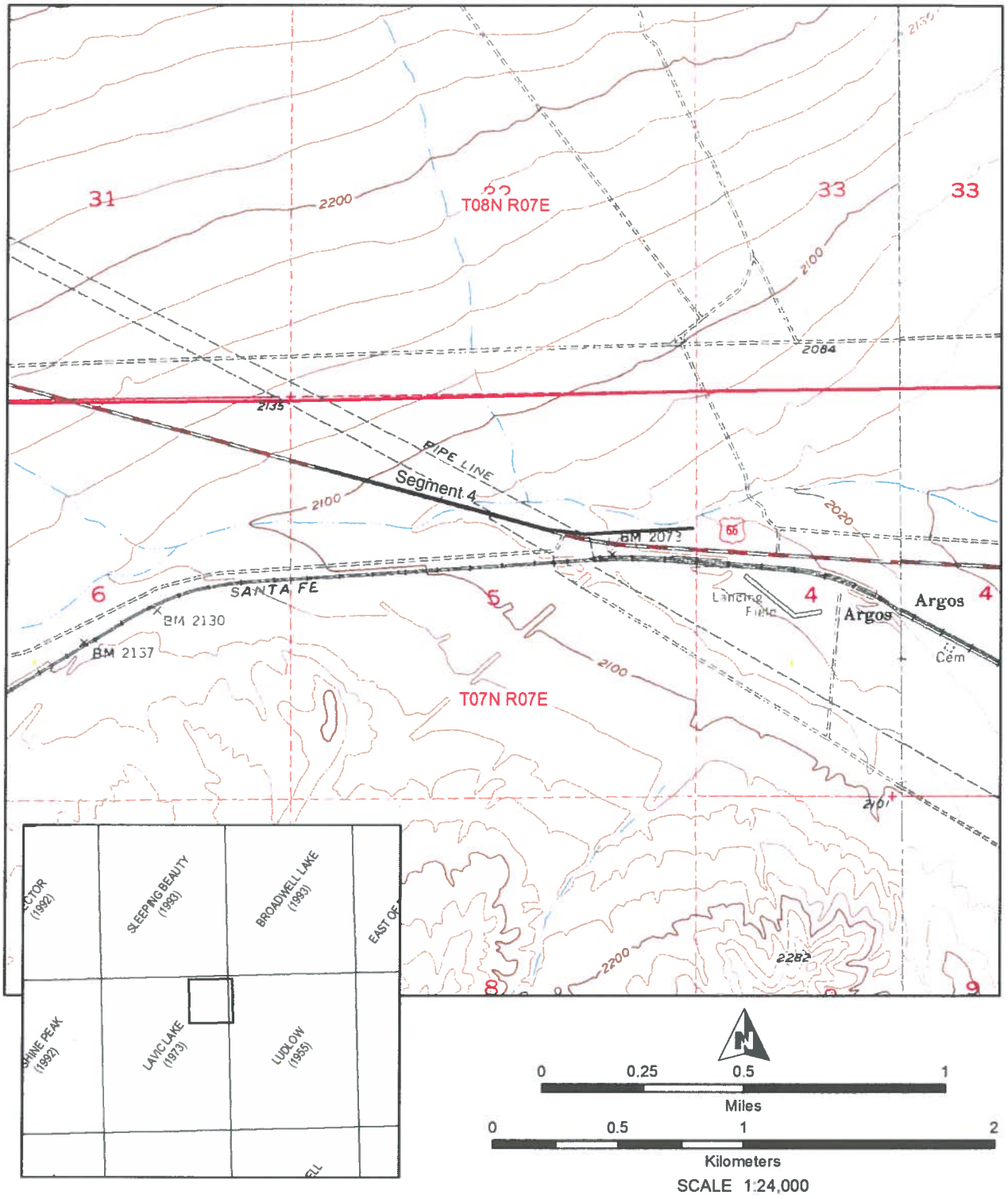
*Required Information

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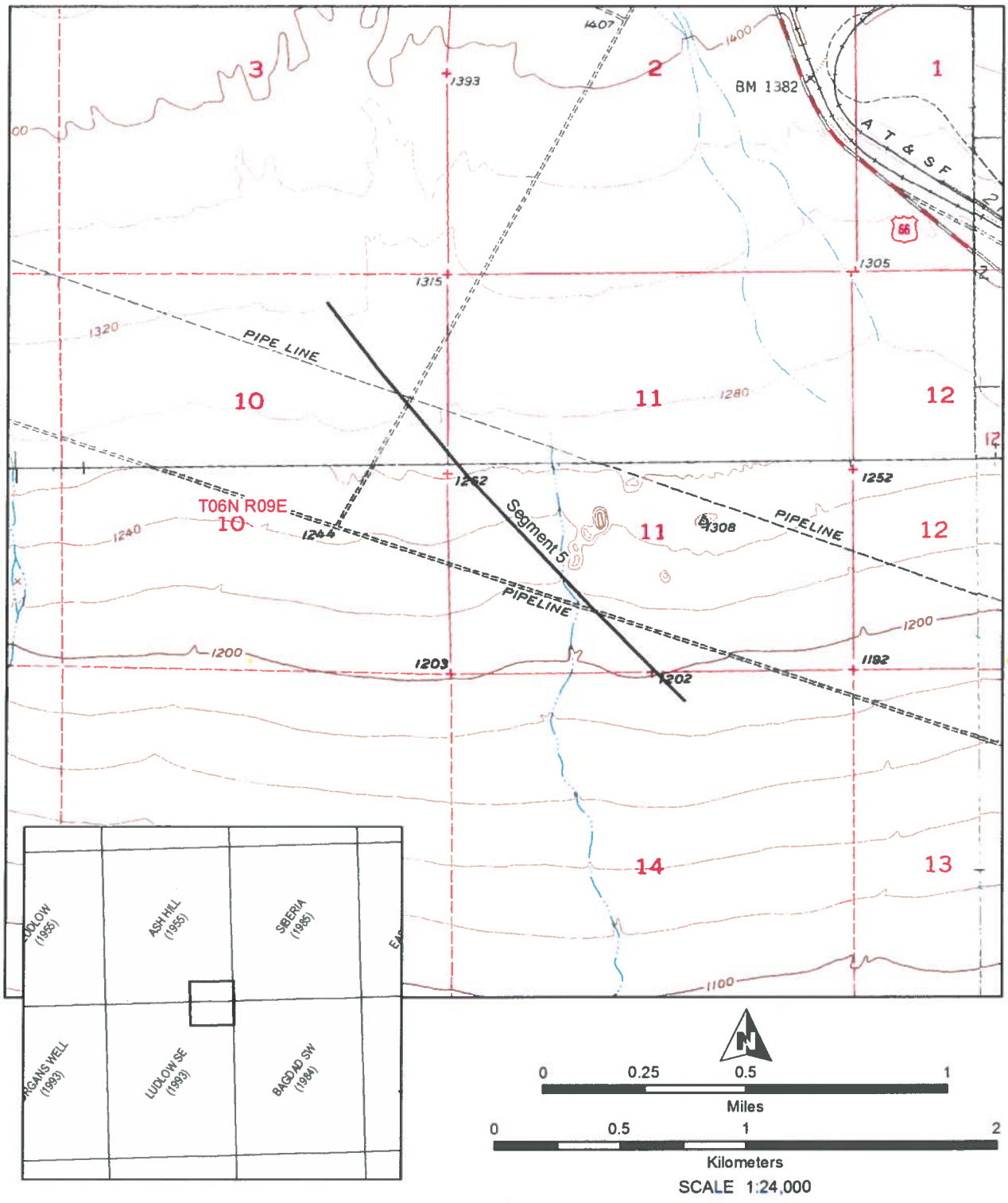


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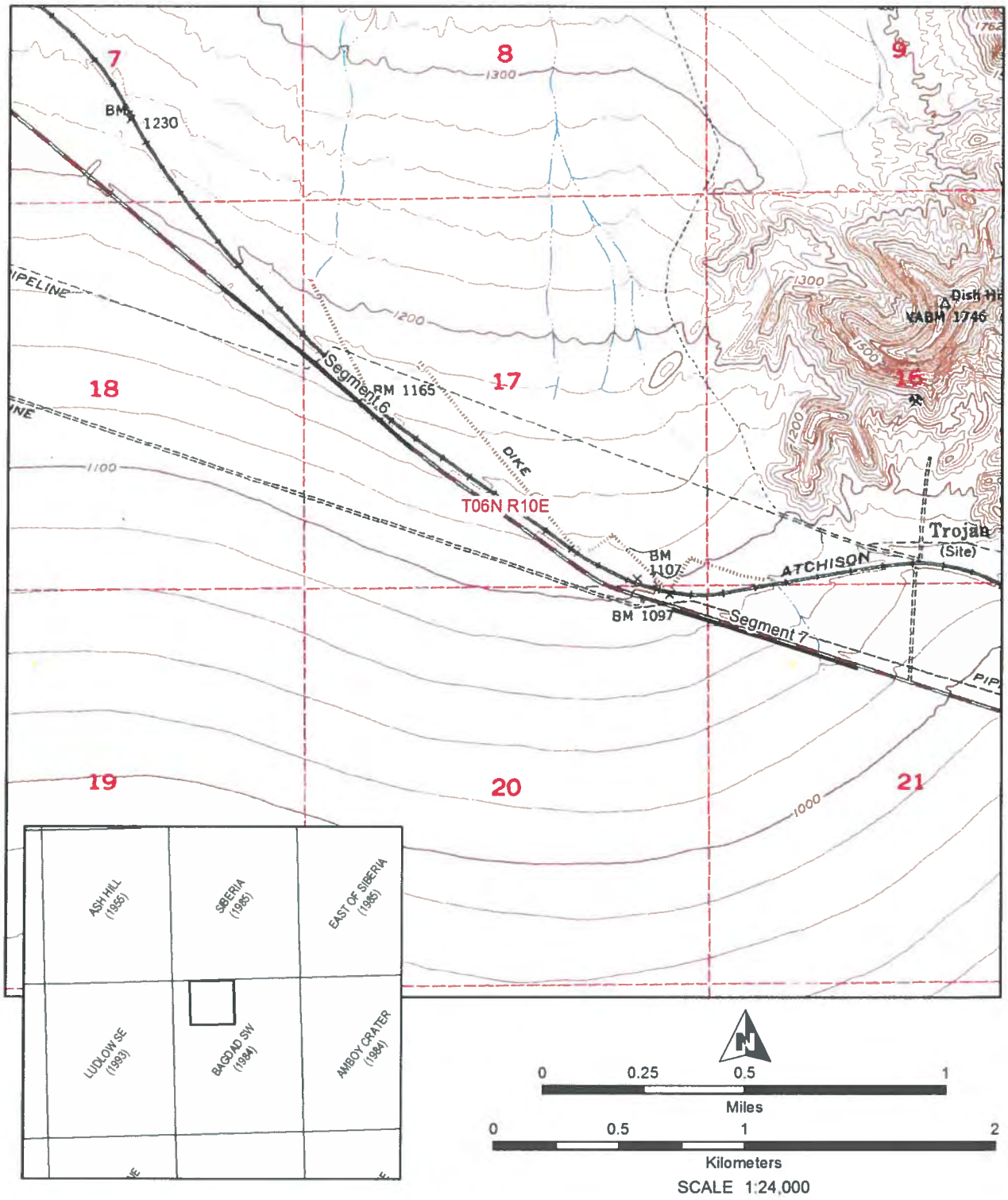


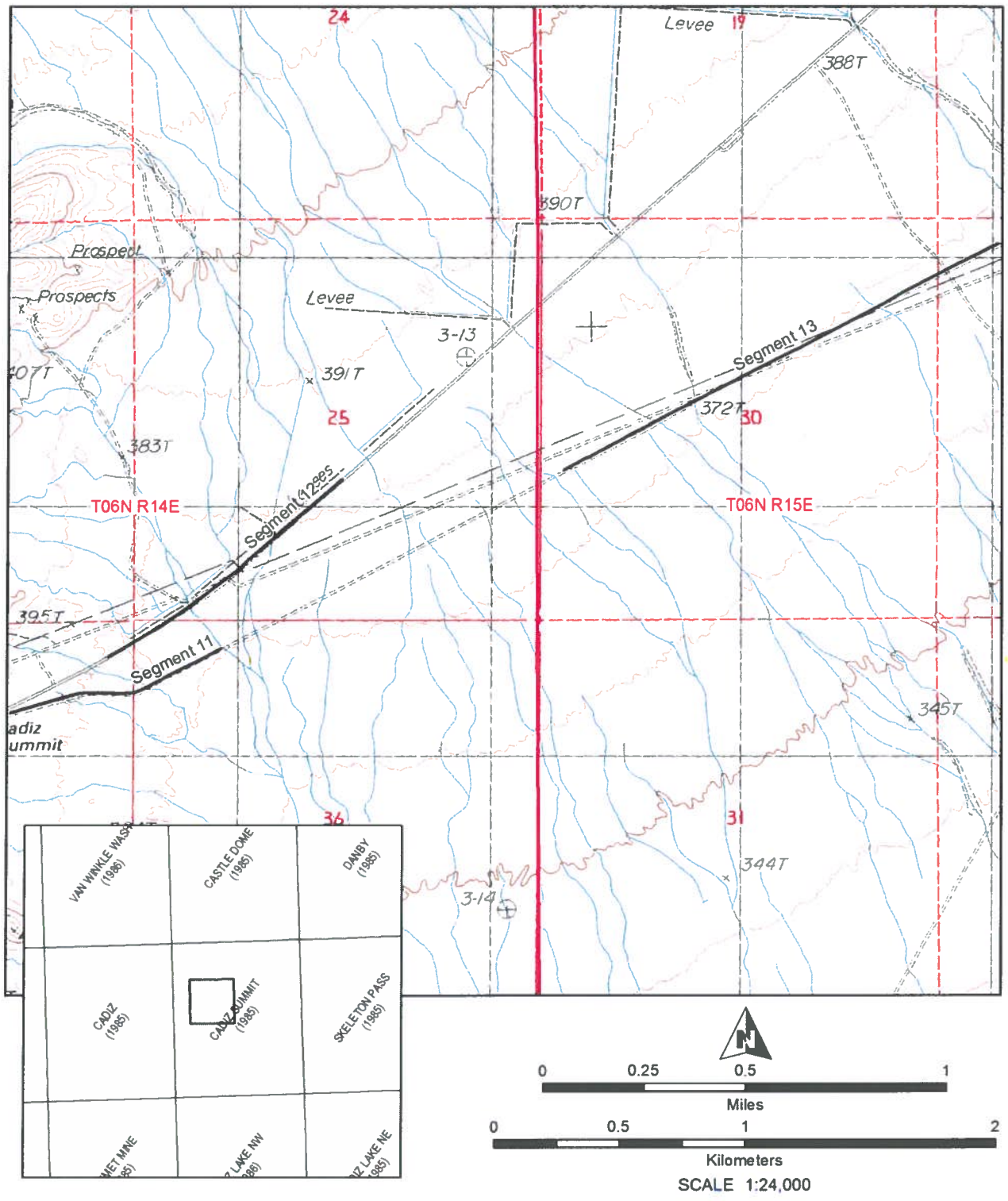

T08N R07E
T07N R07E
31
33
33
2200
2100
2084
2135
PIPE LINE
Segment 4
BM 2073
SANTA FE
BM 2130
BM 2137
Landing Field
Argos
Cem
2020
2282
SLEEPING BEAUTY (1993)
BROADWELL LAKE (1993)
LAVIC LAKE (1973)
LUDLOW (1955)
0 0.25 0.5 1
Miles
0 0.5 1 2
Kilometers
SCALE 1:24,000

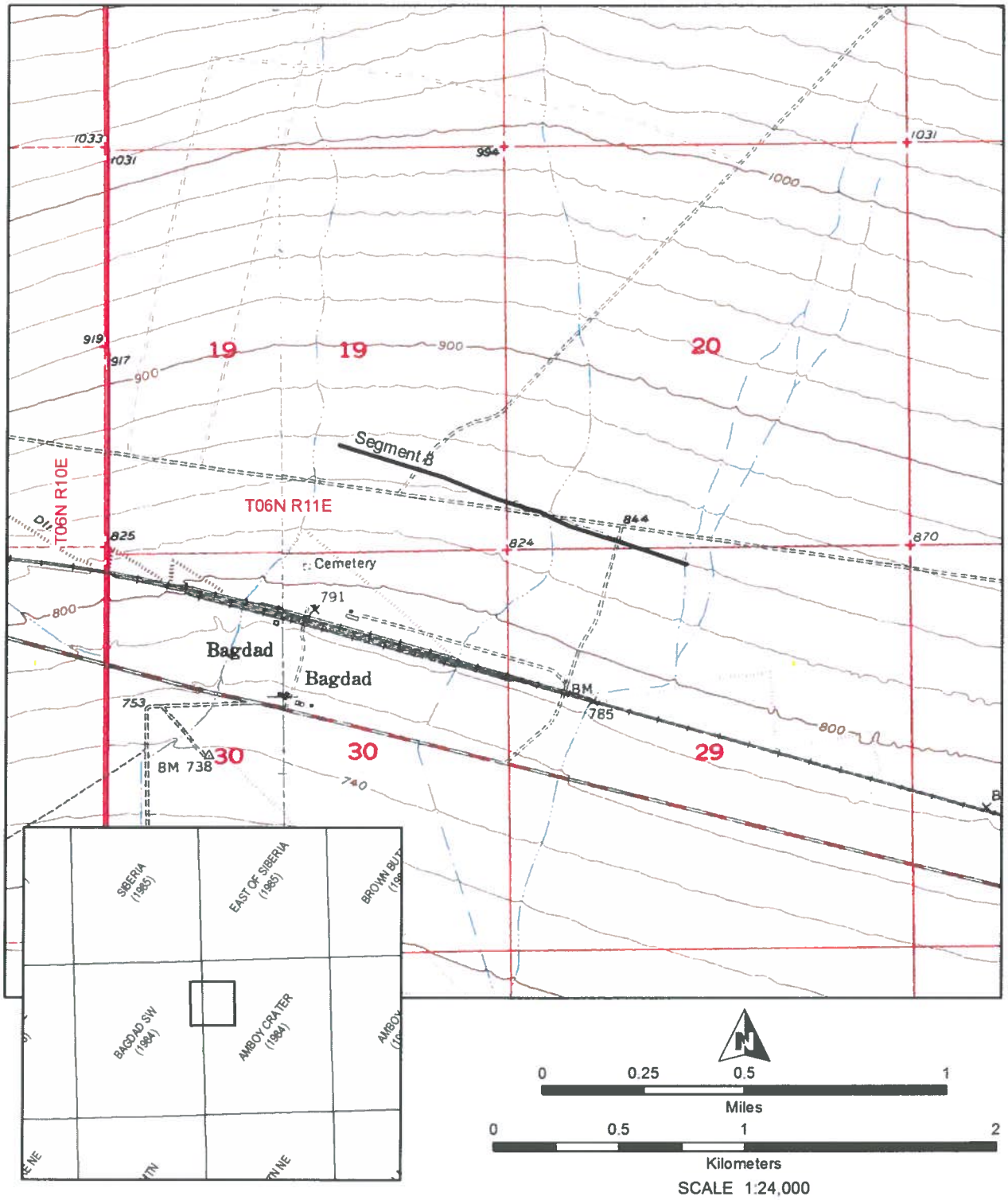
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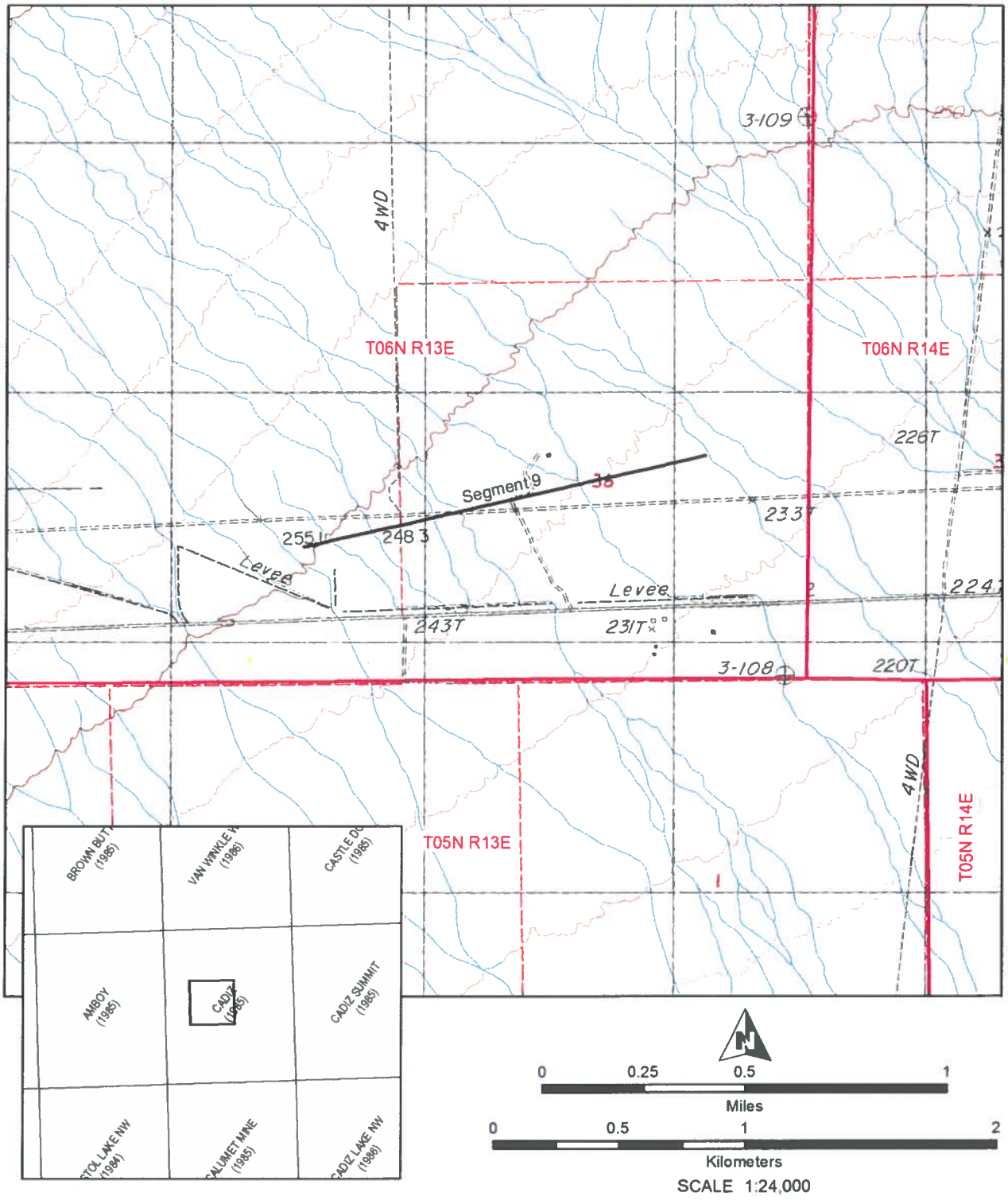


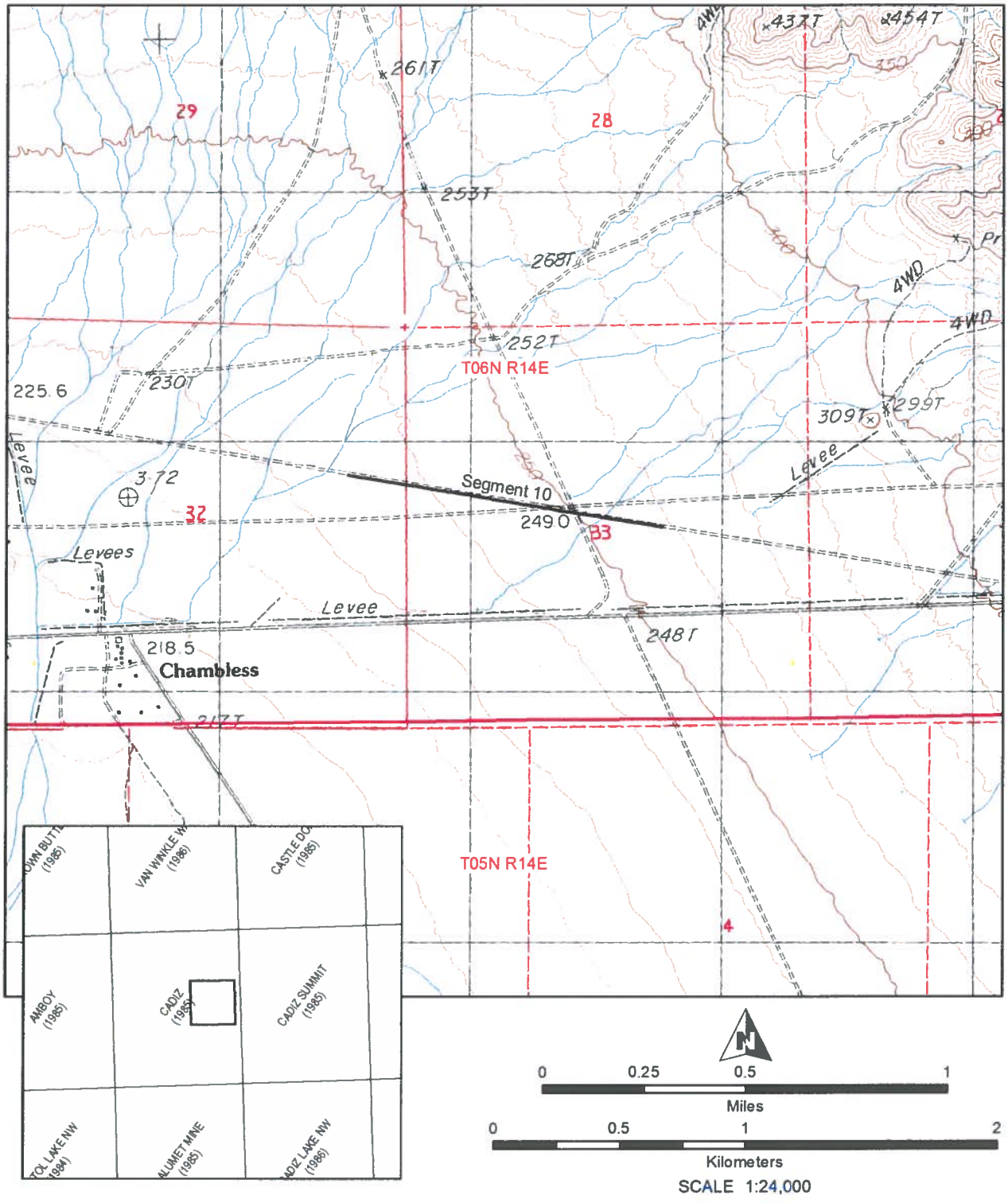
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7
8
9
18
17
16
19
20
21
BM 1230
1300
1200
1100
1000
1500
PIPELINE
Segment 6
BM 1165
DIKE
T06N R10E
Dish Hill
VABM 1746
Trojan
(Site)
ATCHISON
BM 1107
BM 1097
Segment 7
ASH HILL (1955)
SIBERIA (1985)
EAST OF SIBERIA (1985)
LUDLOW SE (1993)
BAGDAD SW (1984)
AMBOY CRATER (1984)
0 0.25 0.5 1
Miles
0 0.5 1 2
Kilometers
SCALE 1:24,000
darla 7/22/2013 1:24:41 PM


24
19
Levee
388T
390T
Prospect
Prospects
Levee
3-13
391T
407T
383T
25
30
372T
Segment 13
Segment 12
T06N R14E
T06N R15E
395T
Segment 11
345T
adiz
ummit
36
31
344T
3-14
VAN WINKLE WASH (1986)
CASTLE DOME (1985)
DANBY (1985)
CADIZ (1985)
CADIZ SUMMIT (1985)
SKELETON PASS (1985)
0 0.25 0.5 1
Miles
0 0.5 1 2
Kilometers
SCALE 1:24,000
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T06N R10E
T06N R11E
Segment B
Cemetery
Bagdad
Bagdad
BM 738
BM
19
19
20
30
30
29
1033
1031
1031
1000
919
917
900
900
825
824
844
870
800
791
753
785
800
740
SIBERIA (1985)
EAST OF SIBERIA (1985)
BAGDAD SW (1984)
AMBOY CRATER (1984)
0 0.25 0.5 1
Miles
0 0.5 1 2
Kilometers
SCALE 1:24,000


3-109
4WD
T06N R13E
T06N R14E
226T
Segment 9
36
233T
255
248 3
Levee
Levee
224
243T
231T
3-108
220T
4WD
T05N R13E
T05N R14E
BROWN BUTTE (1985)
VAN WINKLE W (1986)
CASTLE DO (1985)
AMBOY (1985)
CADIZ (1985)
CADIZ SUMMIT (1985)
STOL LAKE NW (1984)
CALUMET MINE (1985)
CADIZ LAKE NW (1986)
N
0 0.25 0.5 1
Miles
0 0.5 1 2
Kilometers
SCALE 1:24,000
darla 7/22/2013 1:25:05 PM


29
28
32
33
4
261T
253T
268T
252T
230T
225.6
437T
454T
309T
299T
T06N R14E
T05N R14E
Segment 10
249.0
248T
217T
218.5
Chambless
3.72
Levee
Levees
4WD
Pr
0 0.25 0.5 1
Miles
0 0.5 1 2
Kilometers
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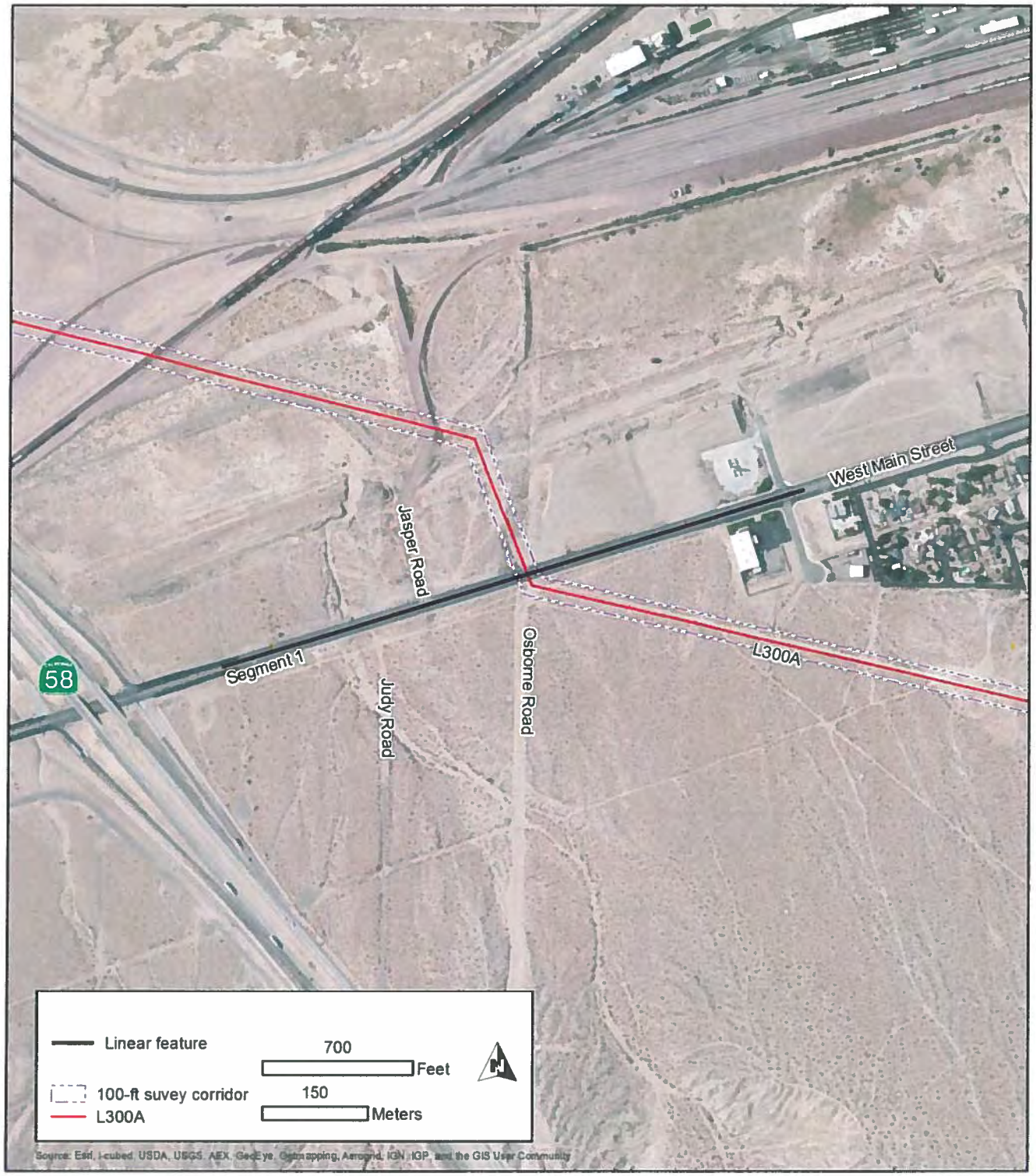
SKETCH MAP

Primary # P-36-002910 (UPDATE)
HRI #
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)

*Drawn by: Darla Rice

*Date: 4/22/2013



darla 7/22/2013 9:17:39 AM

*Required Information

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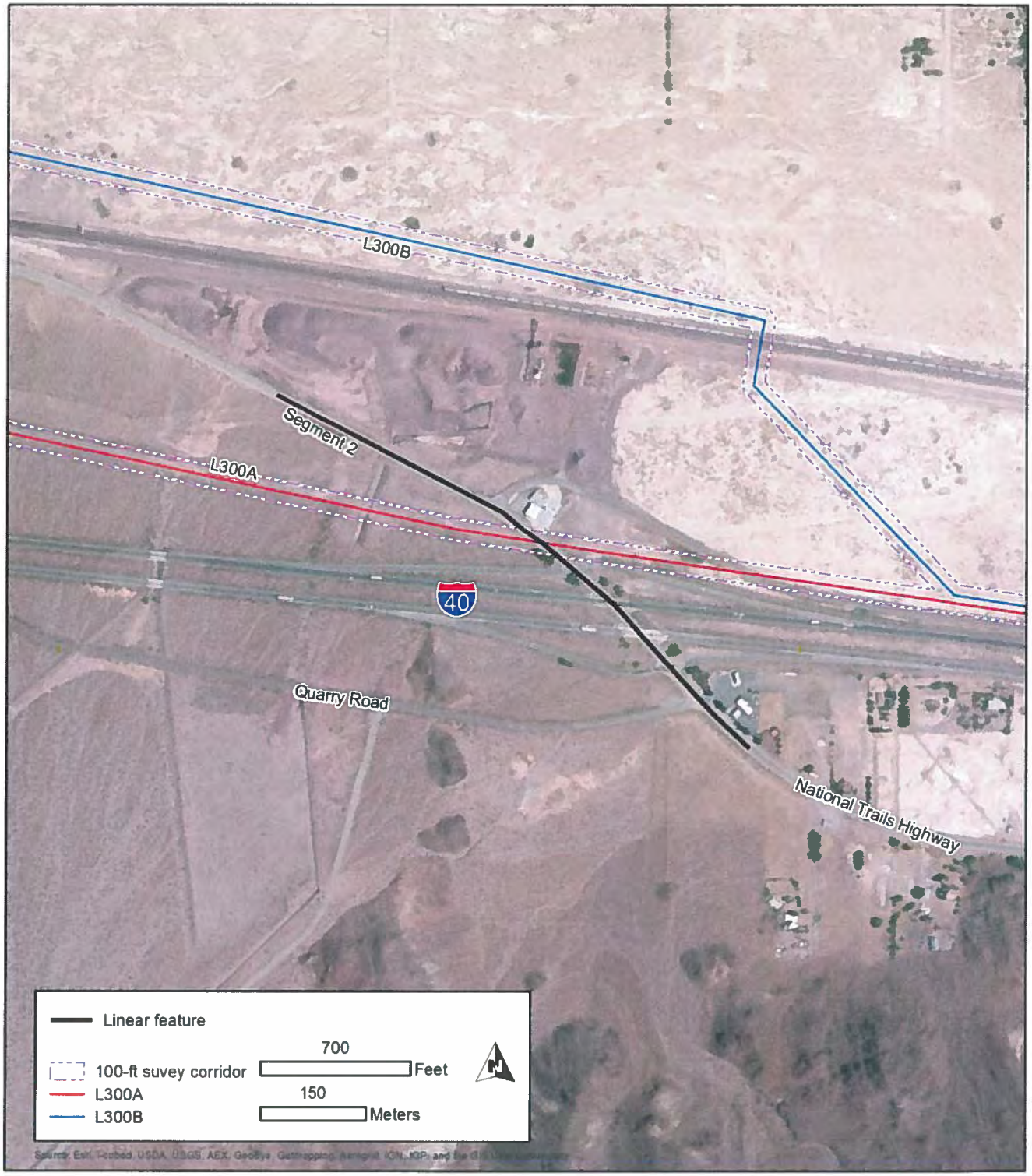
SKETCH MAP

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HRI #
Trinomial CA-SBR-2910H (UPDATE)

***Resource Name or #:** National Old Trails Highway; State Route 66 (UPDATE)

***Drawn by:** Darla Rice

***Date:** 4/22/2013



darla 7/22/2013 11:29:05 AM

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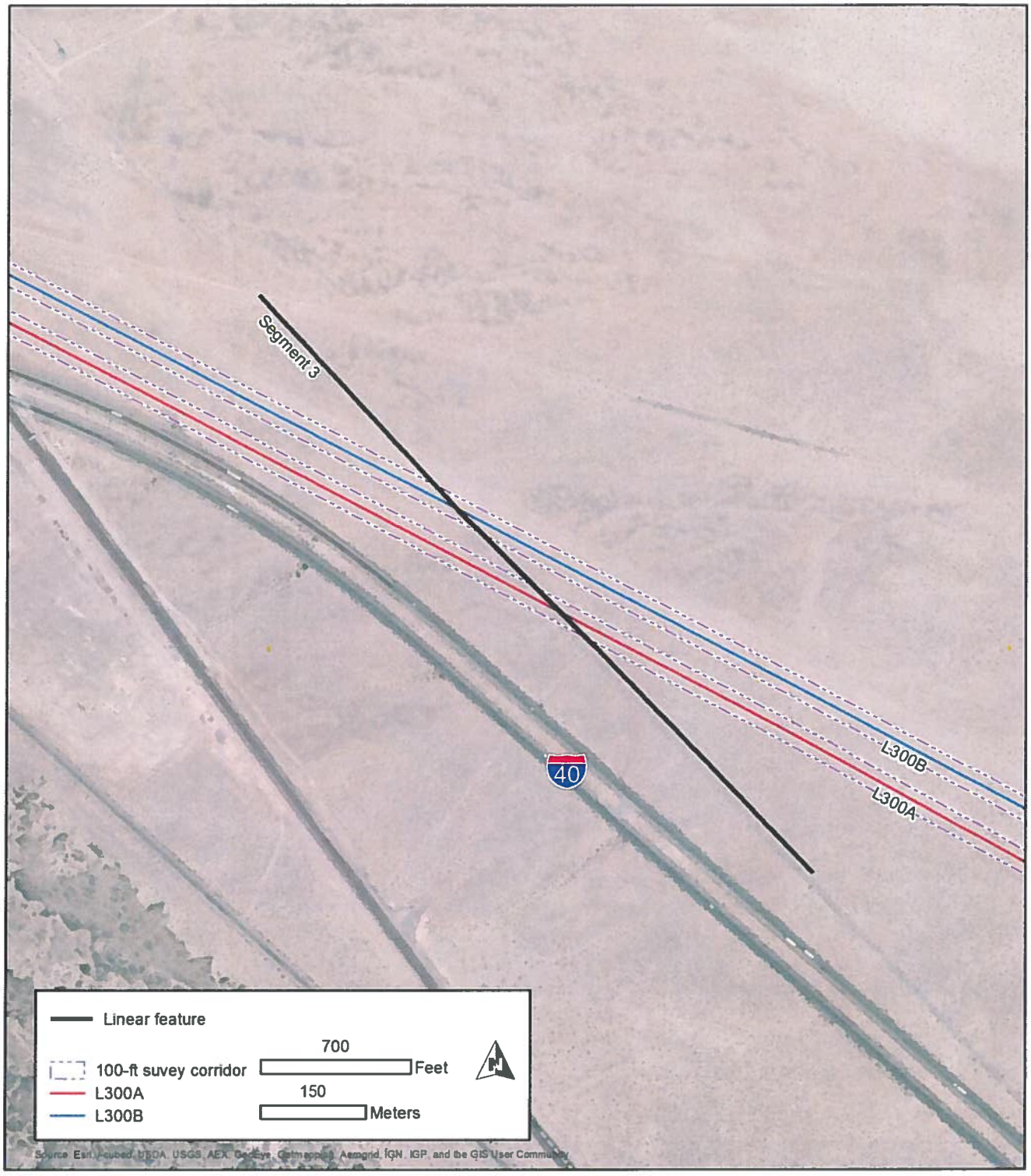
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HRI #
Trinomial CA-SBR-2910H (UPDATE)

***Resource Name or #:** National Old Trails Highway; State Route 66 (UPDATE)

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***Date:** 4/22/2013



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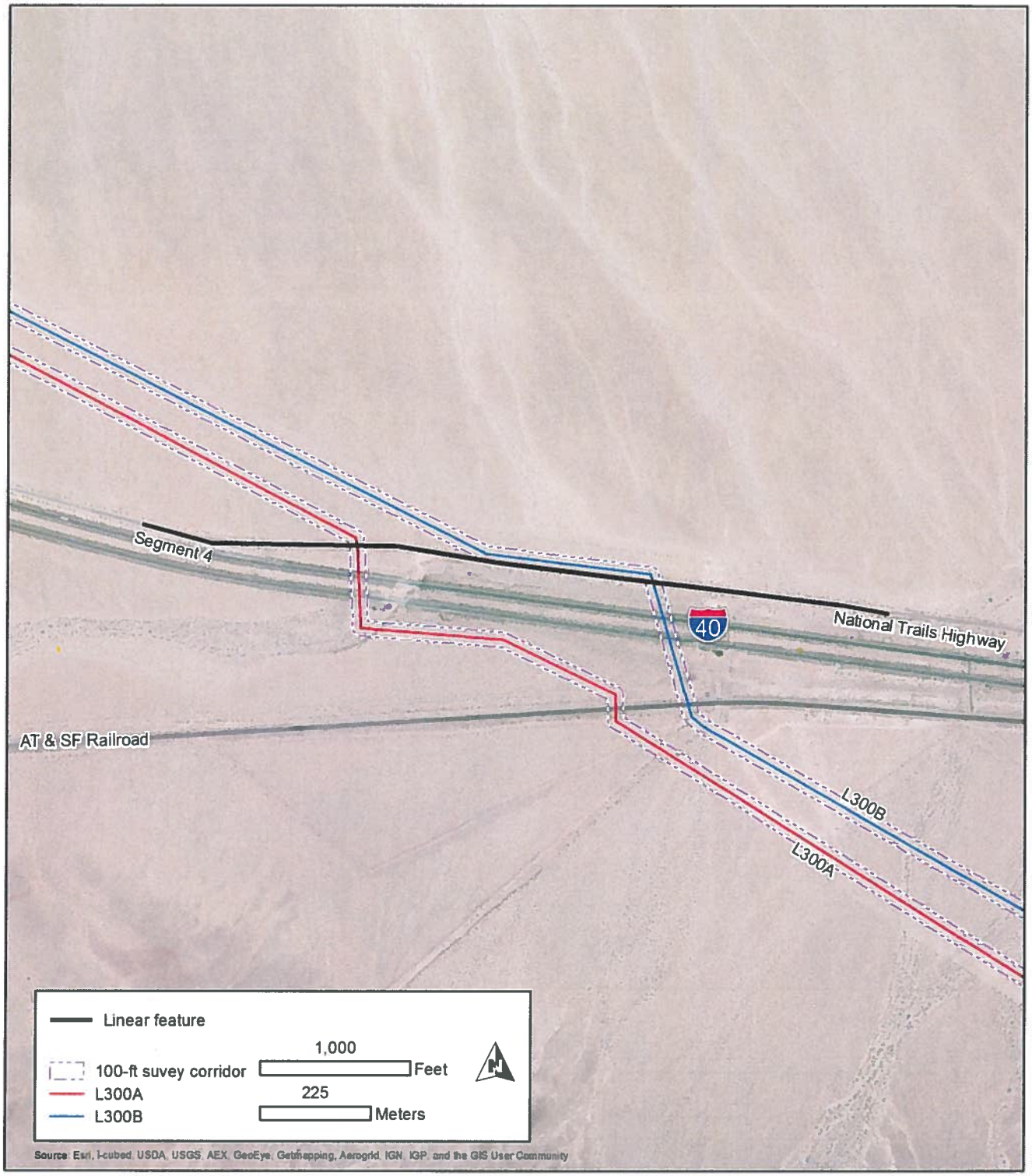
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Primary # P-36-002910 (UPDATE)
HRI #
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)

*Drawn by: Darla Rice

*Date: 4/22/2013



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*Required Information

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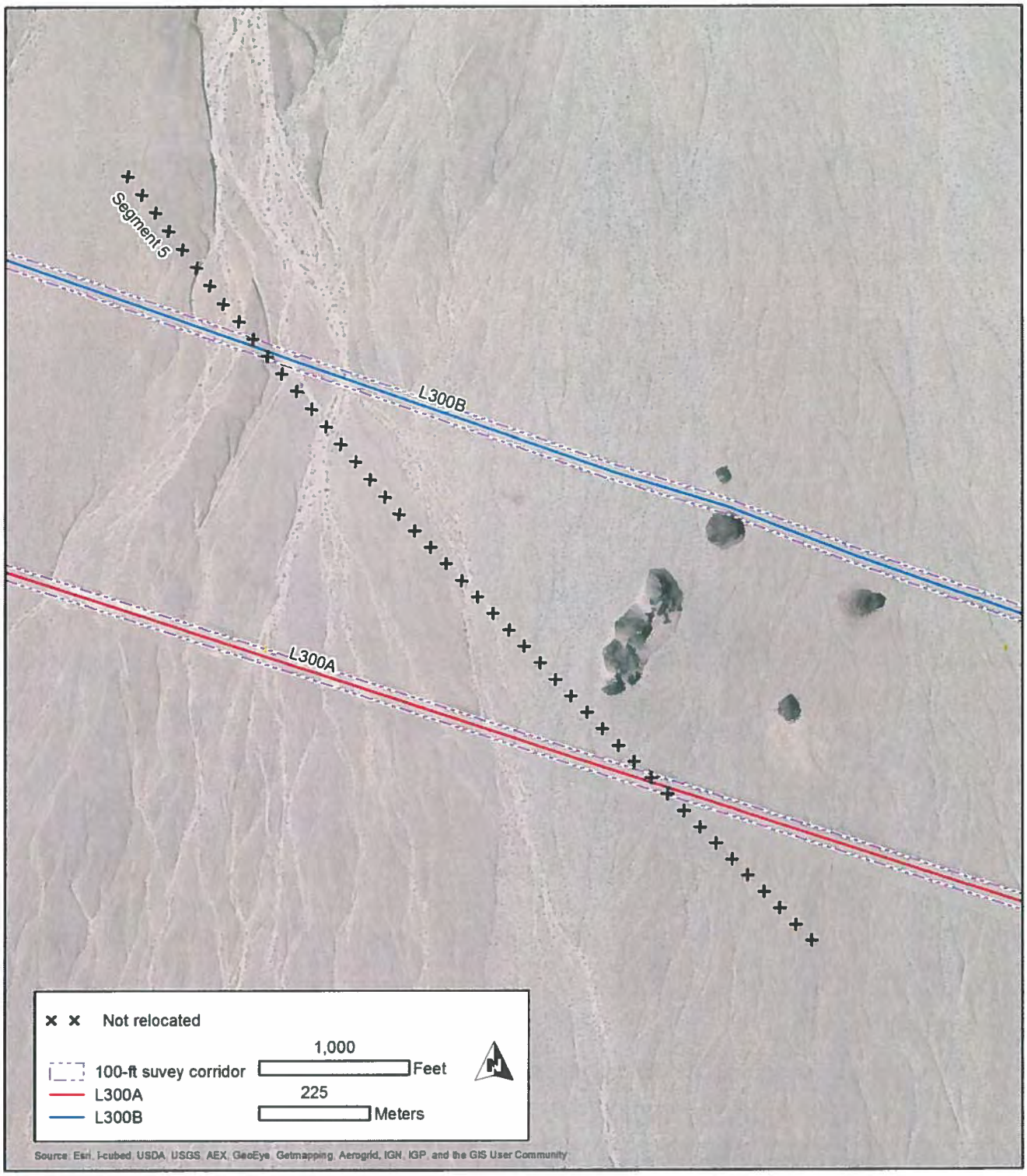
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HRI #
Trinomial CA-SBR-2910H (UPDATE)

***Resource Name or #:** National Old Trails Highway; State Route 66 (UPDATE)

***Drawn by:** Darla Rice

***Date:** 4/22/2013



darla 7/22/2013 11:30:23 AM

*Required Information

State of California - The Resources Agency
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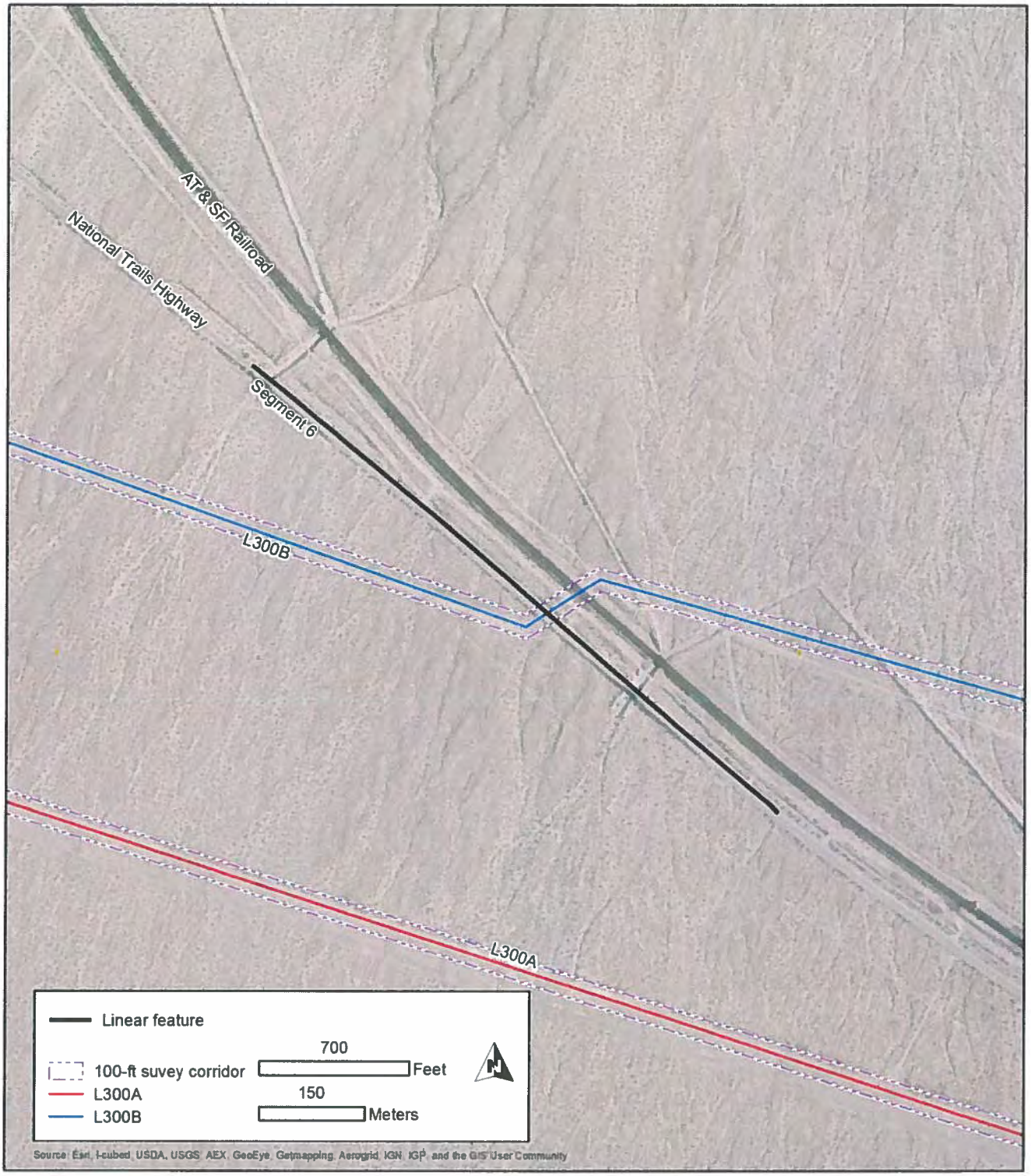
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HRI #
Trinomial CA-SBR-2910H (UPDATE)

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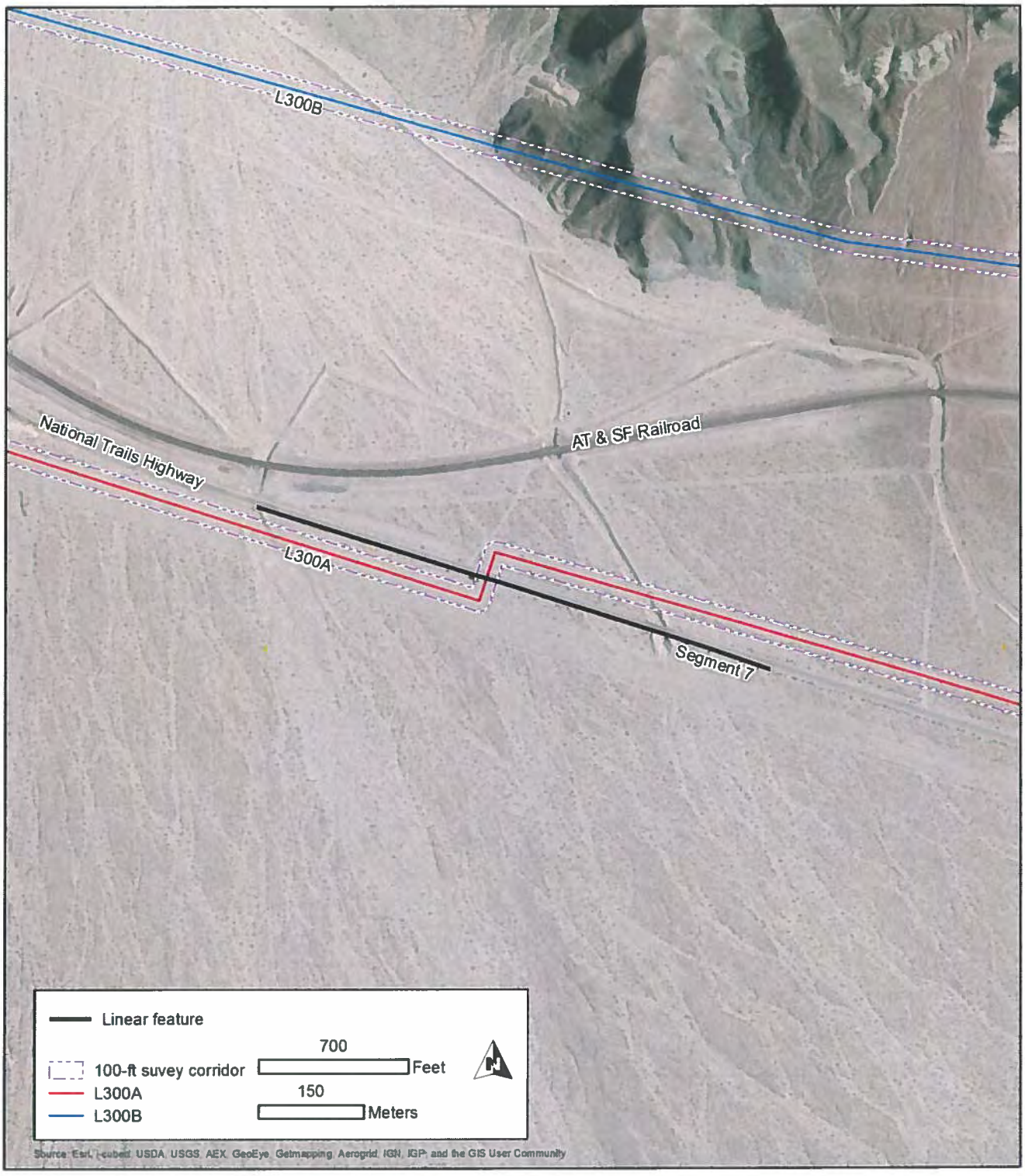
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

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HRI #
Trinomial CA-SBR-2910H (UPDATE)

***Resource Name or #:** National Old Trails Highway; State Route 66 (UPDATE)

***Drawn by:** Darla Rice

***Date:** 4/22/2013



darla 7/22/2013 11:30:48 AM

***Required Information**

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

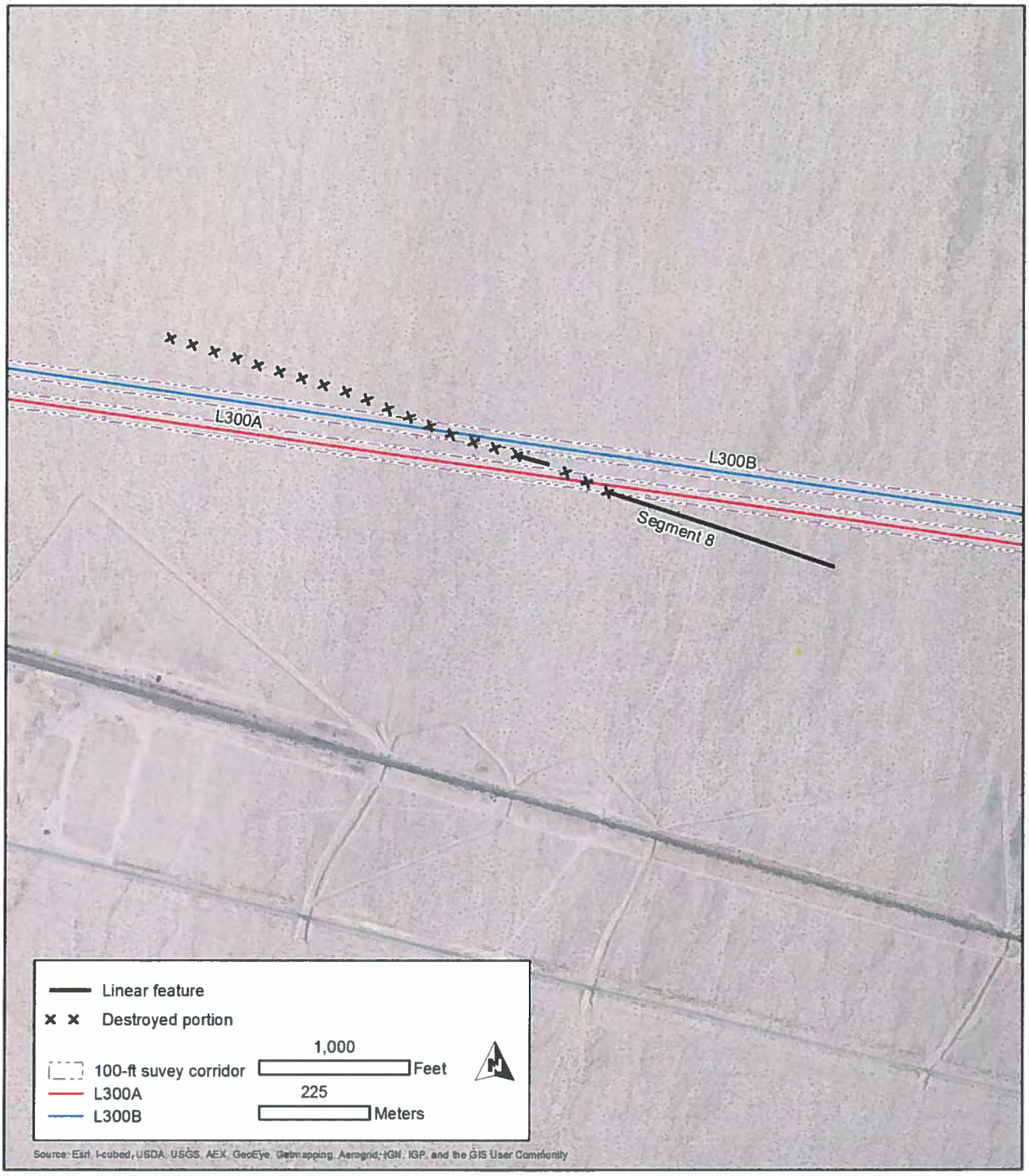
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HRI #
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)

*Drawn by: Darla Rice

*Date: 4/22/2013



darla 7/22/2013 11:31:25 AM

*Required Information

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

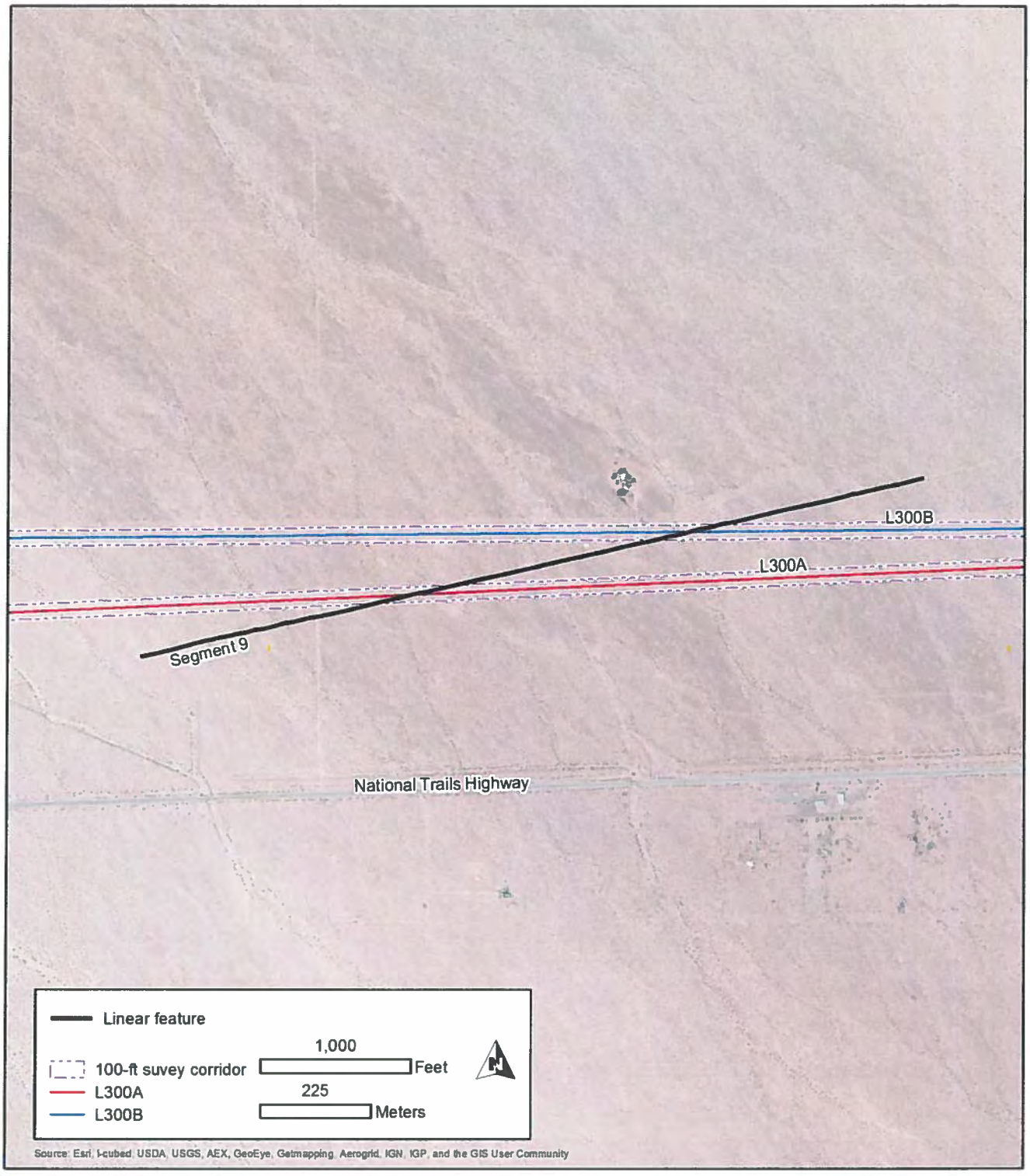
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HRI #
Trinomial CA-SBR-2910H (UPDATE)

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***Drawn by:** Darla Rice

***Date:** 4/22/2013



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

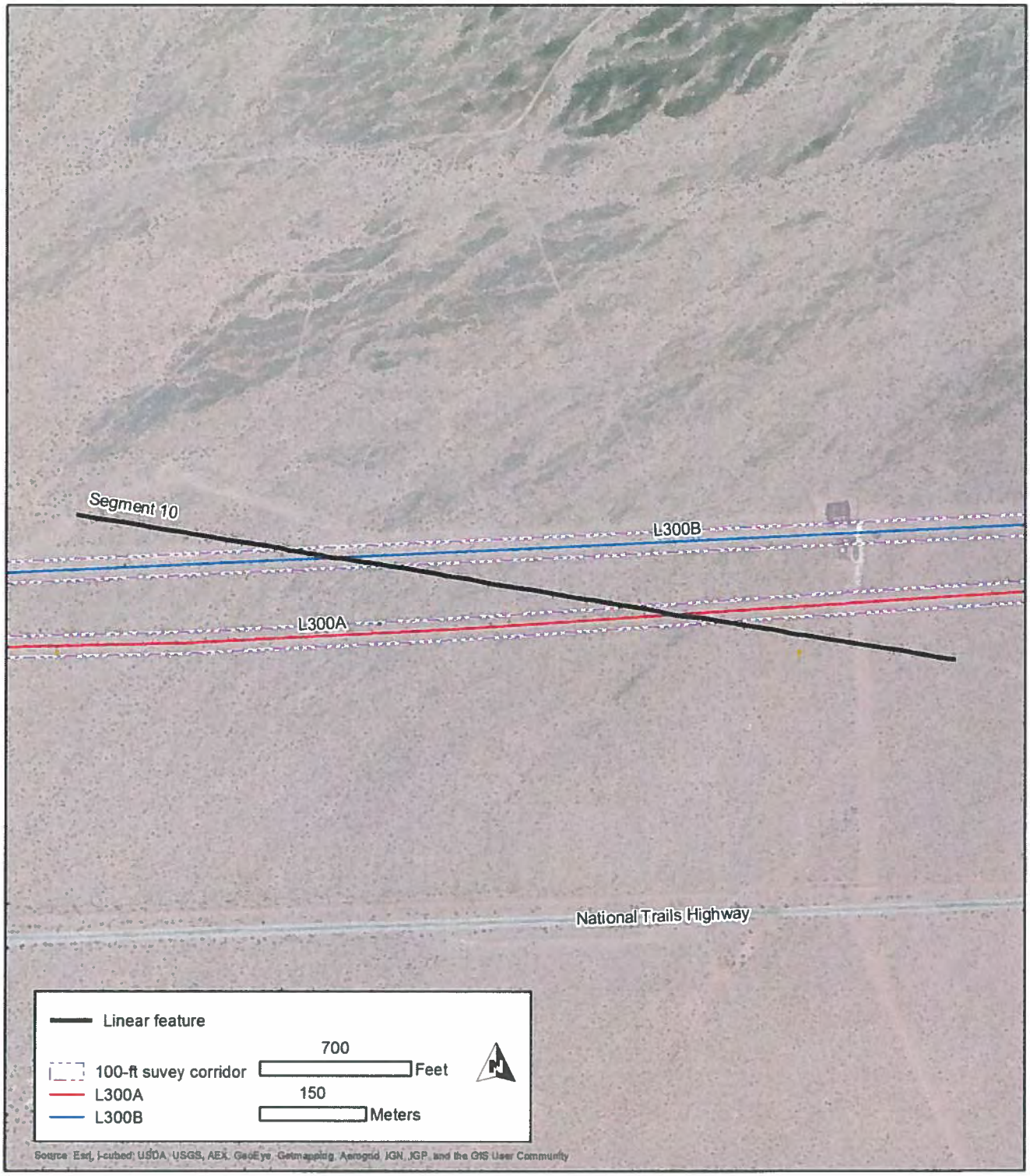
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HRI #
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)

*Drawn by: Darla Rice

*Date: 4/22/2013



darla 7/22/2013 11:32:07 AM

*Required Information

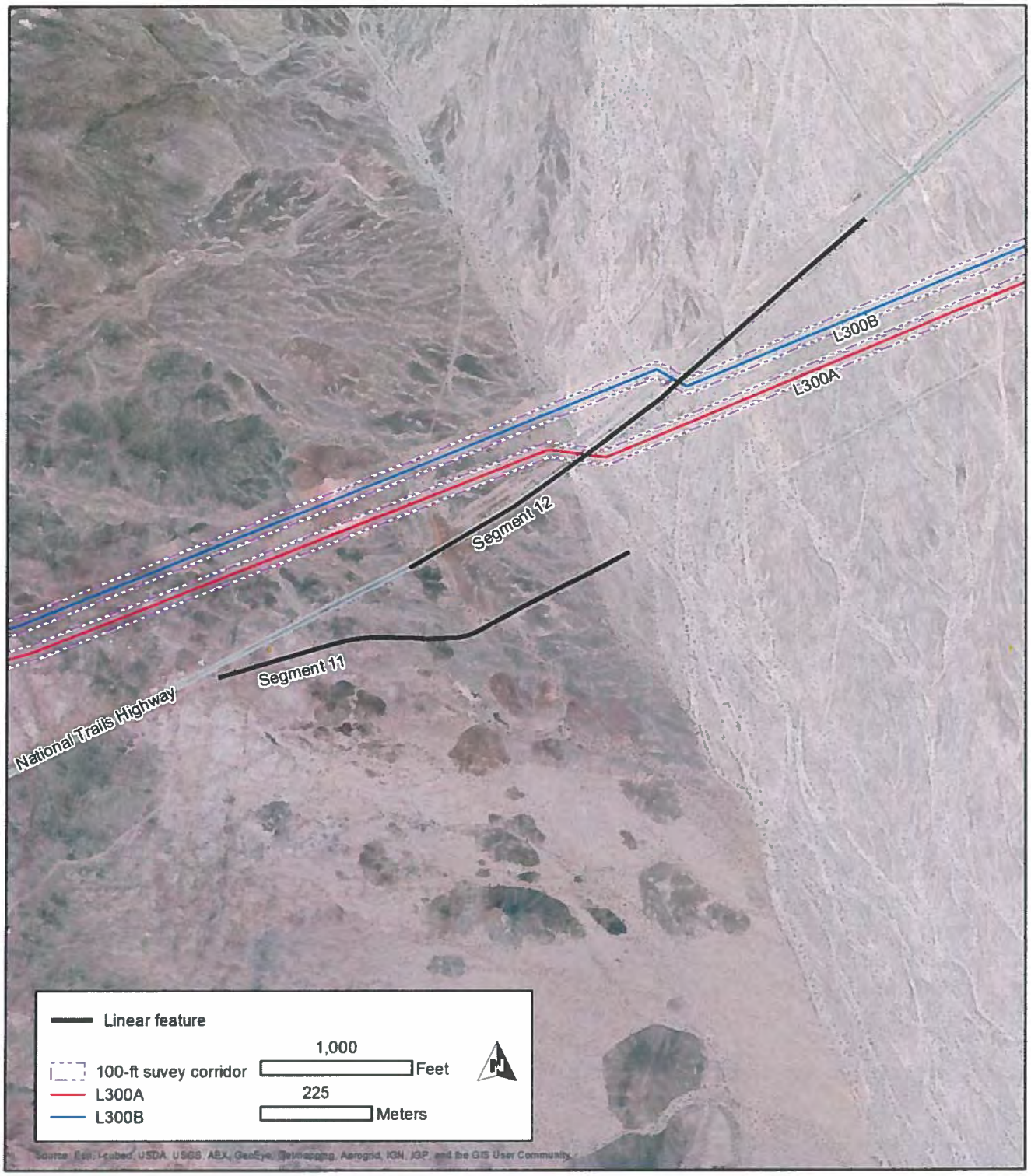
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # P-36-002910 (UPDATE)
HRI #
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)

*Drawn by: Darla Rice

*Date: 4/22/2013



*Required Information

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

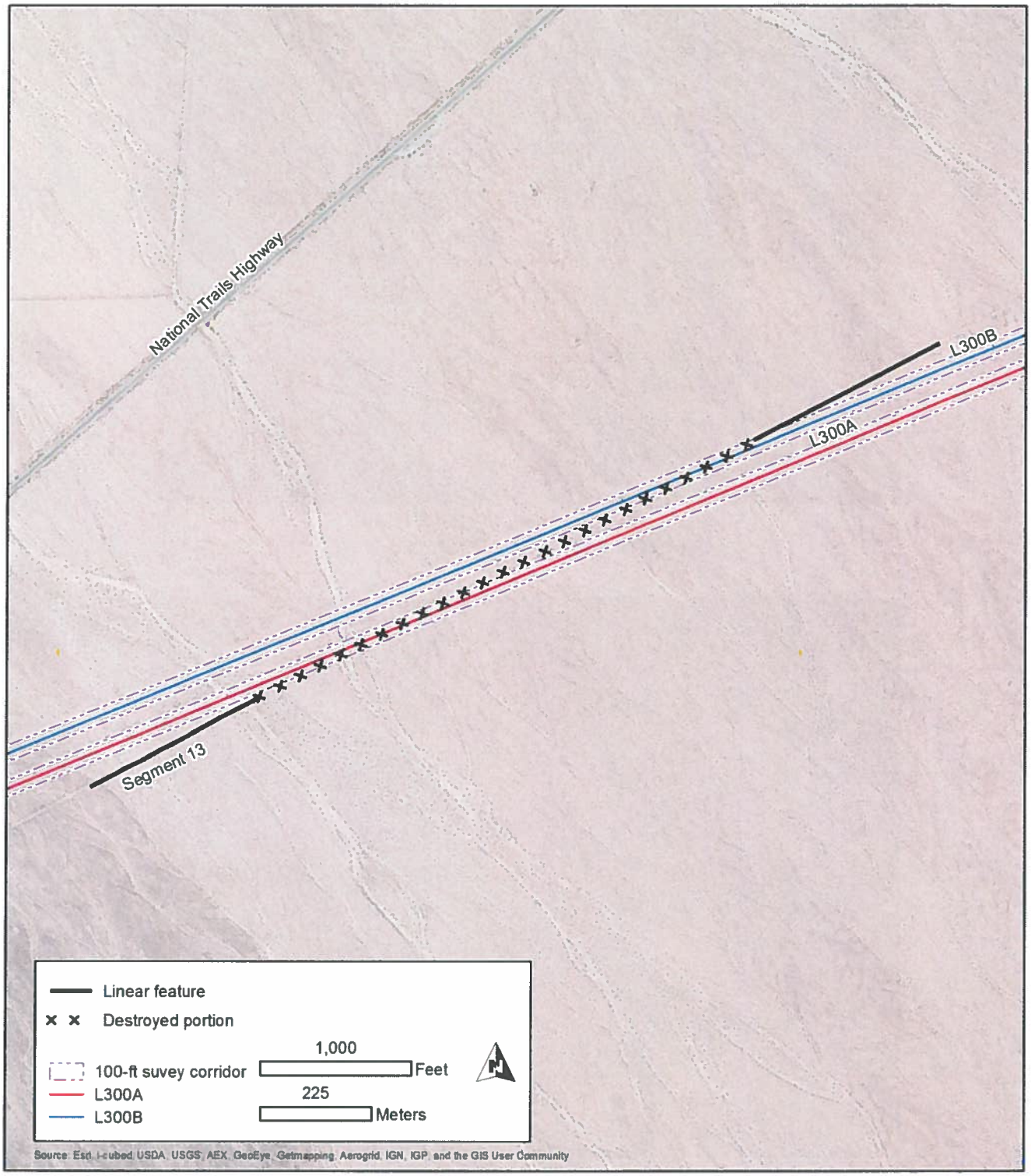
SKETCH MAP

Primary # P-36-002910 (UPDATE)
HRI #
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: National Old Trails Highway; State Route 66 (UPDATE)

*Drawn by: Darla Rice

*Date: 4/22/2013



darla 7/22/2013 11:32:43 AM

*Required Information



Folder: Rotation 4 Optio 2 File: IMGP0004
Segment 6 overview, view to the west (View: west)



Folder: Rotation 1 Optio 35 File: IMGP1951
Segment 1 at pipeline right-of-way, view to the east. (View: east)



Folder: Rotation 2 Optio 31 File: IMGP2403
Segment 2 overview, view to the west. (View: west)



Folder: Rotation 2 Optio 31 B File: IMGP2436
Segment 3 overview, through Pipeline 300 A & B. Note BLM sign 8570 at left. View to the west. (View: west)



Folder: Rotation 2 Optio 19 File: IMGP1161
Segment 4 overview from Pipeline 300B, view to the south. (View: south)



Folder: Rotation 3 Optio 19 File: IMGP1188
Segment 9 overview, view to the east. (View: east)



Folder: Rotation 3 Optio 31 File: IMGP2472
Overview of Segment 10, view to the east-southeast. (View: east-southeast)



Folder: Rotation 3 Optio 11 File: IMGP0309
Segment 12 overview, view to the soutwest. (View: southwest)



Folder: Rotation 3 Optio 24 File: IMGP1482
Segment 13 overview, view to the east-northeast. (View: east-northeast)



Folder: Rotation 3 Optio 26 File: IMGP0333
Segment 8 overview, view to the northwest. (View: northwest)

update 8/13

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

Primary# _____
HRI# _____
Trinomial CA-SBR-2910H UPDATE
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6 *Resource Name or #: (Assigned by recorder) Portion of National Old Trails Road (NOTR)(MR6)

P1. Other Identifier: N/A
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County: San Bernardino
*b. USGS 7.5' Quad Helendale T 7N; R 5W; __ ¼ of __ ¼ of Sec 24; S.B. B.M.
c. Address n/a City n/a Zip n/a
d. UTM: (Give more than one for large and/or linear resources) Zone 11; 468936.5205 mE/ 3839037.294 mN [northern end]
Zone11; 468834.7296 mE/ 3836708.254mN [southern end]
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The portion of National Old Trails Road (NOTR) in the Alamo Solar Project (Project) California Environmental Quality (CEQA) Indirect Area of Potential Effects (referred to as the I-CAPE) is located immediately west of the railroad, and travels north-south through the northern and southern limits of the CAPE. This segment of NOTR may be the earliest segment of the highway in the area, and has also been historically used as a railroad access road. It appears in historic maps and area general histories as being located west of the railroad. Eventually, a new segment of NOTR was constructed to the east (sharing the same alignment as Route 66) and this segment was used as an arterial roadway through the community..Some portions are buried in sand, but may be partially intact.

Both NOTR and the 1930s alignment of Route 66 have been recorded under site number CA-SBR-2910H in San Bernardino County. In the 1970s, the Bureau of Land Management recorded a segment of the 1912-era NOTR as part of the California Desert Project, and a segment of the 1930s Route 66 within the Eastern Mojave Planning Unit. Because remnants of both the 1912 alignment of the NOTR and the 1930s alignment of Route 66 are located within the I-CAPE, a separate update form was completed for Route 66 (refer to the update form prepared as part of the Alamo Solar Project).

SEE CONTINUATION SHEET.

P5a. Photo or Drawing



*P3b. Resource Attributes: (List attributes and codes) HP37 – Highway/Trail

*P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) Photograph 1. View of the trail, facing south,January 18, 2013
*P6. Date Constructed/Age and Source: ☒Historic ☐Prehistoric ☐Both 1912 (Bischoff 2005)
*P7. Owner and Address:
Bureau of Land Management
Barstow Field Office
2601 Barstow Road, Barstow CA 92311
*P8. Recorded by: (Name, affiliation, address)
J. Castells and S.DiDio
URS Corporation
4225 Executive Square, Suite 1600
La Jolla, CA 92037
*P9. Date Recorded: January 23, 2013
**P10. Survey Type: Intensive*
*P11. Report Citation: URS Corporation. *Historic Architecture Survey and Evaluation Report, Alamo Solar Project, San Bernardino County, California.* Prepared for Alamo Solar, LLC. Project No. 28907396.

*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):

P3a. Description (continued):

NOTR was designated by "booster" organizations in 1912, and by the late 1920s much of the highway was either oiled or surfaced with gravel. In 1926, NOTR was designated as Route 66, but in the 1930s it was abandoned in favor of a route to the south, which is the current alignment of historical Route 66. The CA-SBR-2910H site form was updated during a survey for the All American Pipeline replacement project in 2001. That update recorded the 1930s alignment.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Portion of National Old Trails Road (NOTR)(MR6)

B1. Historic Name: National Old Trails Road

B2. Common Name: National Old Trails Road

B3. Original Use: Road

B4. Present Use: Road

*B5. Architectural Style: utilitarian

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

Constructed in the early twentieth century; the portion through San Bernardino County was designated in 1912 (Bischoff 2005). Most rural roads in the 1900s had been constructed for wagon traffic and were not suited to automobile traffic. NOTR was part of the 2,448-mile ocean-to-ocean highway from Baltimore, Maryland to the California coast. The portions of this road, where it traverses the I-CAPE, are located along and in the vicinity of the alignment of the old wagon road that was constructed adjacent to the Santa Fe Railroad tracks in the 1880s. Around 1916, San Bernardino County applied oil to the segment of the road between Barstow and Needles. In the mid-1920s, the highway department began improvements to NOTR between Barstow and Needles. Initially, construction crews filled in the ruts and chuck holes and graded the road. Gravel was added to sandy sections. Between 1926 and 1927, the State Highway Department paved NOTR with an oil mix (Sullivan 1959). In 1926, federal funding allowed for improvements, such as the construction of road shoulders. In the 1930s, the original alignment of NOTR in the I-CAPE was abandoned in favor of a route to the south, which is the current alignment of historical U.S. Highway 66 (Route 66).

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

*B8. Related Features: n/a

B9a. Architect: n/a b. Builder: n/a

*B10. Significance: Theme Transportation Area Southern California/San Bernardino County
Period of Significance n/a Property Type Highway/Trail Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

Prior to the construction of the railroad between Needles and Barstow in 1883, travel across the Mojave Desert in the Project vicinity was limited to prehistoric trails; early trails developed by mountain men, early explorers, and gold seekers; and routes developed during the railroad surveys of the 1850s. After the railroad was completed, new roads were constructed between local mines and railroad sidings, and a wagon road was constructed adjacent to the railroad tracks from Barstow to the Arizona border (Hatheway 2001).

The automobile first made its appearance to the American public in the late 1890s, and by 1900 automobiles were still the toys of the rich with only one for every one thousand Americans. Although Henry Ford introduced his Model T in 1907, widespread use of the automobile did not occur until after World War I. In 1914, Ford perfected full assembly line production and two years later more than half a million automobiles were sold. As the use of the automobile rose, the demand for good roads increased. Most rural roads in the 1900s had been constructed for wagon traffic and were not suited to automobile traffic (Fischer and Carroll 1988; Keane and Bruder 2004; Lyman 1999; Paxson 1946).

SEE CONTINUATION SHEET

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

*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

*B14. Evaluator: J. Castells and S. DiDio

*Date of Evaluation: January 2013

(This space reserved for official comments.)

*Required information

***B10. Significance (continued):**

By 1910, national and local organizations promoted good roads in the United States, including the portion of NOTR in the I-CAPE. A precursor to Route 66, NOTR was part of the 2,448-mile ocean-to-ocean highway from Baltimore, Maryland to the California coast. NOTR also was part of the National Auto Trail System, an informal network of automobile routes marked by local organizations in the early twentieth century. The portion of NOTR in the I-CAPE was located along and in the vicinity of the alignment of the old wagon road that was constructed adjacent to the Santa Fe Railroad tracks in the 1880s. The highway was designated by highway booster organizations in 1912 and by 1914 the Auto Club of Southern California had signed the much of the highway (Keane and Bruder 2004; Robinson 2005).

In 1916, the Federal Highway Aid Act was passed to help fund rural roads, using a 50/50 funding match for states with a highway department. Route planning, however remained a local matter, which usually did not include engineering surveys. In 1919, Congress liberalized the funding match requirements, and by late 1921, Congress passed the Federal Highway Act that further reduced the state match to about 26 percent (Lyman 1999) and required federal aid to be concentrated upon "such projects as will expedite the completion of an adequate and connected system of highways, interstate in character" (Paxson 1946:245). Up to seven percent of a state's roads could be listed for reconstruction to create the national highway system. By 1923 a tentative plan had been developed linking every city with a population of 50,000 or more, with construction planned over a ten-year period (Paxson 1946).

During the 1920s automobile travel was an adventure for many Americans and was heavily promoted. By the late 1920s, much of the portion of NOTR in the Project vicinity had been widened and oiled or surfaced with gravelly sand. However, the segment of the highway across the Mojave Desert was notorious for its poor condition, and by 1925 the highway was full of ruts and chuck holes. The highway was narrow with no road shoulders or striping, tended to follow the natural topography of the area, and was vulnerable to the effects of erosion. The State of California had designated the highway as a public highway in 1919, but did not take any responsibility for the highway between Barstow and Needles until 1923, leaving the burden of maintenance to San Bernardino County. Despite the poor conditions of the highway, motorists were never more than four miles from the railroad where they could find help in the form of stations and section crews, and water was available every 5 to 10 miles (Bischoff 2005; Hatheway 2001; Scott and Kelly 1988).

In 1926, the American Association of State Highway and Transportation Officials designated NOTR in the Mojave Desert as Route 66. Route 66 was one of the main arteries of the National Highway System and was one of the first great highways in the United States, running from Chicago to the Pacific Ocean. Federal funding allowed for improvements, such as the construction of road shoulders. In the 1930s, the original alignment of NOTR was abandoned in favor of a route to the south, which is the current alignment of historical Route 66.

Segments of NOTR have been recorded under site number CA-SBR-2910H with the 1930s alignment of Route 66. Because both the original and the 1930s alignment of Route 66 are within the I-CAPE, a separate update form was created for the 1930s alignment.

Evaluation

The portion of NOTR in the I-CAPE is isolated, segmented, and in generally poor condition. According to existing management contexts, eligible Route 66 resources include properties such as motels, gas stations, restaurants and cafes, and roadside attractions that may be individually eligible for listing on the California Register of Historical Resources (CRHR), but it is more likely that their significance lies in how they relate the historic transportation corridor as a whole during the 1930s. The historic and management context for the Route 66 corridor in California, *Life in the Past Lane, The Route 66 Experience* (Bischoff 2005), provides guidance for evaluating and interpreting 1930s era Route 66 resources in the California desert. When determining eligibility of resources related to NOTR, this reference (Bischoff 2005) will be applied. However, it should be noted that this reference pertains to the 1930s era significance of the Route 66 corridor (to which NOTR is a precursor).

SEE CONTINUATION SHEET

***B10. Significance (continued):**

Transportation resources may be evaluated in a conventional way, such as emphasizing their local, regional, or statewide significance or considering them from the perspective of their original design, but they may also be evaluated by cognitive aspects such as their ability to illustrate the experience of the period of pre- chain-dominated roadside businesses and a sense of what travel before the interstate. In order to be eligible as a transportation resource, this resource must be able to reflect its association with the theme of automobile transportation in the early twentieth century. A resource's integrity is important in evaluating these properties. A resource must be able to reflect its association with the significant period of automobile travel, when buildings were generally of simple design and materials, reflecting the styles of the local area, and when businesses were small, individually owned properties. Buildings should be linked in some way to the roadway (physically, visually, etc.) and must remain in context, illustrating their importance in roadway-related business (Bischoff 2005:156-157). In addition, there are physical components of the roadway which are also important to the resource's eligibility, including the feel of the open road (vistas, panoramas, lack of encumbrances); ability to drive long distances; sense of adventure; proliferation of independently-owned roadside businesses); sense of travel before multi-lane interstates and pre-pavement roadways (Bischoff 2005:155).

Based on the preceding historic context and evaluative considerations, the portion of NOTR in the I-CAPE would not be considered a contributing element to the potential significance of the entire NOTR alignment or considered an individually significant segment of NOTR. Foremost, within the segment of the roadway within the I-CAPE, there are no standing structures or architectural properties associated with NOTR, such as businesses, roadside attractions, automobile court, etc. There are no properties within the I-CAPE associated with the theme of automobile transportation in the NOTR era. Further, the portion of the roadway within the I-CAPE does not reflect any important trend or accomplishment associated with road engineering, highway design, or construction. There are no major or significant erosion-control features or landscape modifications within the segment – rather than, just mundane utilitarian erosion control efforts which really do not contribute to the significance or the understanding of the roadway. There are no distinctive engineering features with the roadway in this segment. The general feeling of the open roadway within the desert in this segment has been affected by the modern non-historic visual and atmospheric intrusions,. These intrusions have diminished the property's visual narrative, context, and feeling. This portion of NOTR is not contiguous with rest of the NOTR system, and is not associated with events which reflect the important land use activities, traditional cultural activities, and development that has characterized (and is important) to San Bernardino County, California and the nation. There are no important people or events associated with this segment of the roadway. In addition, the property does not have the potential to yield important information. Therefore, the portion of NOTR within the I-CAPE does not appear to be a contributing element to the significance of the entire NOTR system, and the portion within the I-CAPE does not appear to be individually eligible for the CRHR or to be considered a historical resource for purposes of CEQA. Therefore, the portion of the road within the I-CAPE does not appear to be considered historically significant.

The portion of NOTR within the I-CAPE does not appear to possess sufficient historic integrity of setting, feeling, materials, workmanship, and association to be considered eligible for listing to the CRHR or to be considered a historical resource for purposes of CEQA. While the roadway's historic integrity aspect of design has been retained, the aspects of setting and feeling were impacted by the addition of non-historic period elements. Additionally, changes in the area's general character disrupt the original and historic-period physical features which characterize the roadway within the I-CAPE. While the portion of the roadway within the I-CAPE has retained some historic materials and fabric, overall the replacement and addition of certain materials from outside of the historic period impacts the property's historic configuration and appearance. Accordingly, the loss of the property's original and historic-period setting and materials affects its ability to convey a specific historic feeling. In its current condition, the portion of the road within the I-CAPE does not exhibit signs of high workmanship, since the property does not express ways people fashioned their environment during the early twentieth century.

The portion within the I-CAPE is representative of common utilitarian road construction and engineering from the early twentieth century, and does not express a vernacular method of construction or highly sophisticated configurations. There is little physical evidence of the crafts of a particular culture or people from the period of significance. Lastly, the portion of the roadway within the I-CAPE does not have any association or direct link between important events or people and the property. The portion of the property in the I-CAPE was not the location or place for any important event or activity, and is not sufficiently intact or distinctive to convey any type of historic-period relationship.

SEE CONTINUATION SHEET

***B10. Significance (continued):**

In summary, the portion of the road within the I-CAPE does not appear to be individually eligible for listing to the CRHR or to be considered a historical resource for purposes of CEQA, and does not appear to be contributing element or significant related feature/component to the larger linear NOTR/Route 66 system (if it is determined that such a resource exists). Further, the addition of a solar plant near the road would not create a new adverse effect or significant impact to the portion of the historic-period property within the I-CAPE.

***B12. References (continued):**

Bischoff, Matt C. *Life in the Past Lane, The Route 66 Experience, Historic and Management Contexts for the Route 66 Corridor in California: Volume I, Route 66 in the California Desert.* Tucson, AZ: Statistical Research, Inc, 2005

Fischer, Claude S. and Glenn R. Carroll. "Telephone and Automobile Diffusion in the United States, 1902-1937." *The American Journal of Sociology* 93 (1988):1153-1178.

Hatheway, Roger. *The Late "Prehistory" of Route 66 in the California Mojave Desert.* On file, Archaeological Research Center, San Bernardino County, 2001.

Keane, Melissa and J. Simon Bruder. *Good Roads Everywhere: A History of Road Building in Arizona.* Cultural Resource Report 2003-28(AZ). URS Corporation, 2004.

Lyman, E. L. "The Arrowhead Trails Highway: The Beginnings of Utah's Other Route to the Pacific Coast." *Utah Historical Quarterly* 67, no. 3 (1999):242-264.

Paxson, F. L. "The Highway Movement, 1916-1935." *American Historical Review* 51, no. 2 (1946):236-253.

Robinson, John W. *Gateways to Southern California.* Arcadia, CA: The Big Santa Anita Historical Society, 2005.

Scott, Q. and S.C. Kelly. *Route 66: The Highway and Its People.* Norman, OK: University of Oklahoma Press, 1988.

Sullivan, E.Q. *Profiles: Reminisces by E.Q. Sullivan, Former District Engineer.* San Bernardino, CA: California Division of Highways, District VIII, 1959. On file at the Transportation Library, California Department of Transportation, Sacramento, California.

Update 8/13

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

Primary# 36-002910
HRI#
Trinomial CA-SBR-2910H UPDATE
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 6 *Resource Name or #: (Assigned by recorder) Portion of U.S. Highway 66 (Route 66)(MR7)

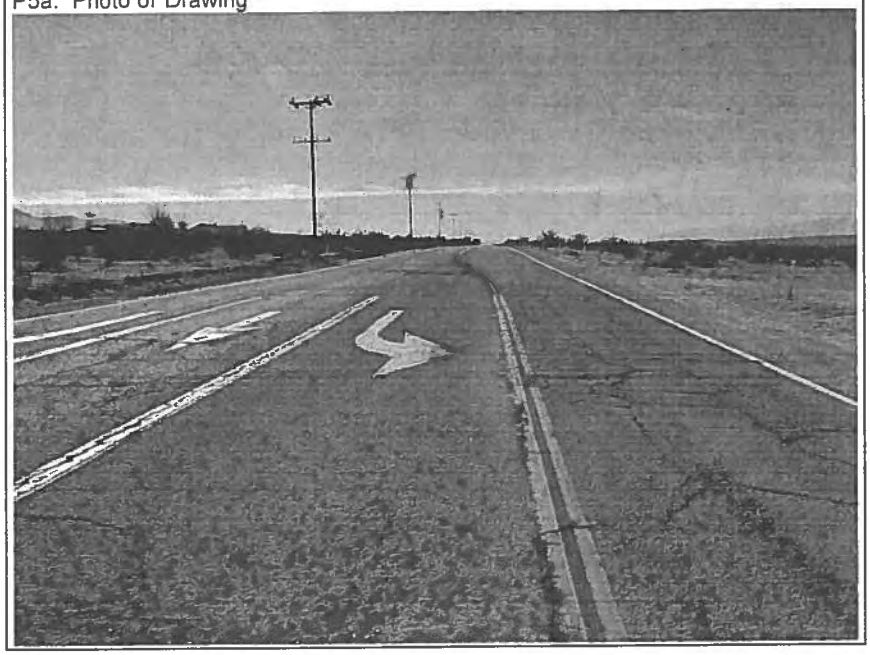
P1. Other Identifier: N/A
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County: San Bernardino
*b. USGS 7.5' Quad Helendale T 7N; R 5W; __ ¼ of __ ¼ of Sec 24; S.B. B.M.
c. Address n/a City n/a Zip n/a
d. UTM: (Give more than one for large and/or linear resources) Zone 11; 468774.2813 mE/3839034.397 mN [northern end]
Zone11; 468276.7299 mE/3836703.264 mN [southern end]
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The portion of U.S. Highway 66 (Route 66) in the Alamo Solar Project (Project) California Environmental Quality (CEQA) Indirect Area of Potential Effects (referred to as the I-CAPE) is a two-lane, paved roadway that currently serves as an arterial roadway through the community. This segment was originally constructed in the 1930s, south of the highway's original alignment which was known as National Old Trails Road (NOTR). NOTR was designated by "booster" organizations in 1912, and by the late 1920s much of the highway was either oiled or surfaced with gravel. In 1926, NOTR was designated as Route 66, but in the 1930s it was abandoned in favor for a route to the south, which is the current alignment of historical Route 66.

Both NOTR and the 1930s alignment of Route 66 have been recorded under site number CA-SBR-2910H in San Bernardino County. In the 1970s, the Bureau of Land Management recorded a segment of the 1912-era NOTR as part of the California Desert Project, and a segment of the 1930s Route 66 within the Eastern Mojave Planning Unit. The CA-SBR-2910H site form was updated during a survey for the All American Pipeline replacement project in 2001. That update recorded the 1930s alignment. Because remnants of both the 1912 alignment of the NOTR and the 1930s alignment of Route 66 are located within the I-CAPE, a separate update form was completed for NOTR (refer to the update form prepared as part of the Alamo Solar Project).

SEE CONTINUATION SHEET

P5a. Photo or Drawing



*P3b. Resource Attributes: (List attributes and codes) HP37 – Highway/Trail

*P4. Resources Present: ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)
P5b. Description of Photo: (view, date, accession #) View of the road, facing north, January 18, 2013
*P6. Date Constructed/Age and Source: ☒Historic ☐Prehistoric ☐Both 1930s (Bischoff 2005)
*P7. Owner and Address:
State of California
*P8. Recorded by: (Name, affiliation, address)
J. Castells and S.DiDio
URS Corporation
4225 Executive Square, Suite 1600
La Jolla, CA 92037
*P9. Date Recorded: January 23, 2013
P10. Survey Type: Intensive
*P11. Report Citation: URS Corporation. *Historic Architecture Survey and Evaluation Report, Alamo Solar Project, San Bernardino County, California.* Prepared for Alamo Solar, LLC. Project No. 28907396.

*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):

P3a. Description (continued):

In other areas of San Bernardino County, as well as in California and the United States, Route 66 has been previously evaluated as appearing eligible for the National Register of Historic Places (NRHP) under Criterion A as one of the first all-weather highways in the United States. However, while the entire segment as a whole has been evaluated as appearing eligible for the NRHP, the segment of Route 66 in the I-CAPE would not be considered a contributing element to the potential significance of the entire Route 66 alignment or considered an individually significant segment of Route 66. The portion of Route 66 in the I-CAPE does not embody distinctive characteristics of highway design from the early twentieth century – it features a common utilitarian construction – and due to existing intrusions from non-historic period infrastructure, no longer convoys a specific historic period, character, or sense of feeling. Further, the highway's original and historic-period features and materials have been impacted by alterations and non-historic period elements (e.g., new built-up asphalt surfaces, widened shoulders, metal guardrails, crossings) which disrupt the property's visual narrative and historic context.

Route 66 in the I-CAPE is an approximately one-and-a-half-mile segment of a much larger 2,448-mile interstate highway (of which, 314 miles are located in California). In the I-CAPE, Route 66 is a two-lane, built-up asphalt-paved roadway. This segment of Route 66 is in fair condition and shows evidence of maintenance and repair. As a result, the roadway has been resurfaced, restriped, has newer built-up asphalt surfaces, widened shoulders, guardrails, and other crossings improvements that are not original or from the historic period. There are no historic buildings associated with U.S. Route 66 along this segment of the road.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

 *NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Portion of U.S. Highway 66 (Route 66)(MR7)

B1. Historic Name: U.S. Highway 66
B2. Common Name: Route 66
B3. Original Use: Road
B4. Present Use: Road
*B5. Architectural Style: utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed in the 1930s (Bischoff 2005). Since the 1930s, and outside of the historic period, the roadway has been regularly maintained, which has led to resurfacing, re-striping, built-up asphalt surfaces, widened shoulders, guardrails, and other crossings improvements.
*B7. Moved? X No ____Yes ____Unknown Date: ____ Original Location: ____
*B8. Related Features: n/a
B9a. Architect: n/a b. Builder: n/a

*B10. Significance: Theme Transportation Area Southern California/San Bernardino County
Period of Significance n/a Property Type Highway/Trail Applicable Criteria n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

Prior to the construction of the railroad between Needles and Barstow in 1883, travel across the Mojave Desert in the Project vicinity was limited to prehistoric trails; early trails developed by mountain men, early explorers, and gold seekers; and routes developed during the railroad surveys of the 1850s. After the railroad was completed, new roads were constructed between local mines and railroad sidings, and a wagon road was constructed adjacent to the railroad tracks from Barstow to the Arizona border (Hatheway 2001).

The automobile first made its appearance to the American public in the late 1890s, and by 1900 automobiles were still the toys of the rich with only one for every one thousand Americans. Although Henry Ford introduced his Model T in 1907, widespread use of the automobile did not occur until after World War I. In 1914, Ford perfected full assembly line production and two years later more than half a million automobiles were sold. As the use of the automobile rose, the demand for good roads increased. Most rural roads in the 1900s had been constructed for wagon traffic and were not suited to automobile traffic (Fischer and Carroll 1988; Keane and Bruder 2004; Lyman 1999; Paxson 1946).

By 1910, national and local organizations promoted good roads in the United States, including the portion of NOTR in the I-CAPE. A precursor to Route 66, NOTR was part of the 2,448-mile ocean-to-ocean highway from Baltimore, Maryland to the California coast. NOTR also was part of the National Auto Trail System, an informal network of automobile routes marked by local organizations in the early twentieth century. The portion of NOTR in the I-CAPE was located along and in the vicinity of the alignment of the old wagon road that was constructed adjacent to the Santa Fe Railroad tracks in the 1880s. The highway was designated by highway booster organizations in 1912 and by 1914 the Auto Club of Southern California had signed the much of the highway (Keane and Bruder 2004; Robinson 2005).

SEE CONTINUATION SHEET

B11. Additional Resource Attributes: (List attributes and codes)
*B12. References: SEE CONTINUATION SHEET
B13. Remarks:
*B14. Evaluator: J. Castells and S. DiDio
*Date of Evaluation: January 2013

(This space reserved for official comments.)

*Required information

***B10. Significance (continued):**

In 1916, the Federal Highway Aid Act was passed to help fund rural roads, using a 50/50 funding match for states with a highway department. Route planning, however remained a local matter, which usually did not include engineering surveys. In 1919, Congress liberalized the funding match requirements, and by late 1921, Congress passed the Federal Highway Act that further reduced the state match to about 26 percent (Lyman 1999) and required federal aid to be concentrated upon "such projects as will expedite the completion of an adequate and connected system of highways, interstate in character" (Paxson 1946:245). Up to seven percent of a state's roads could be listed for reconstruction to create the national highway system. By 1923 a tentative plan had been developed linking every city with a population of 50,000 or more, with construction planned over a ten-year period (Paxson 1946).

During the 1920s automobile travel was an adventure for many Americans and was heavily promoted. By the late 1920s, much of the portion of NOTR in the Project vicinity had been widened and oiled or surfaced with gravelly sand. However, the segment of the highway across the Mojave Desert was notorious for its poor condition, and by 1925 the highway was full of ruts and chuck holes. The highway was narrow with no road shoulders or striping, tended to follow the natural topography of the area, and was vulnerable to the effects of erosion. The State of California had designated the highway as a public highway in 1919, but did not take any responsibility for the highway between Barstow and Needles until 1923, leaving the burden of maintenance to San Bernardino County. Despite the poor conditions of the highway, motorists were never more than four miles from the railroad where they could find help in the form of stations and section crews, and water was available every 5 to 10 miles (Bischoff 2005; Hatheway 2001; Scott and Kelly 1988).

In 1926, the American Association of State Highway and Transportation Officials designated NOTR in the Mojave Desert as Route 66. Route 66 was one of the main arteries of the National Highway System and was one of the first great highways in the United States, running from Chicago to the Pacific Ocean. Federal funding allowed for improvements, such as the construction of road shoulders. In the 1930s, the original alignment of NOTR was abandoned in favor of a route to the south, which is the current alignment of historical Route 66. The new Route 66 alignment eliminated sharp turns, reduced steep grades, and straightened the roadway to accommodate higher speeds. The use of heavy machinery allowed for large road cuts that had not been possible in the early days of road building. The section of Route 66 from Needles to Los Angeles was the most heavily traveled section of the highway, and in 1934 this segment of Route 66 was paved. Much of the paving of Route 66 was completed by the Works Progress Administration during the Great Depression of the 1930s. By 1938, all of Route 66 was paved (Bischoff 2005; Scott and Kelly 1988).

Route 66 was an important transportation route during the Great Depression. In his book, *The Grapes of Wrath*, John Steinbeck wrote about migration of Midwestern farmers to the Pacific coast along Route 66. World War II caused further migration to the west coast along Route 66 as millions of Americans went to work in war-related jobs in California. Route 66 became so famous that it was memorialized in Bobby Troup's popular song "Get Your Kicks on Route 66" (Scott and Kelly 1988) and was featured in many Hollywood movies.

Thousands of business opened along Route 66, mostly serving cross-country travelers. Businesses varied from grocery stores, service stations, restaurants, and motels to dance halls and tourist attractions. Barstow was the last stop from Los Angeles before crossing the desert or the first stop after the desert, and was a popular rest area along the highway even during the Depression. During that time, business from Route 66 was an important part of the economy of many towns and cities. By World War II, many businesses along Route 66 competed for travelers' money. Native American crafts sales became an important industry along the route. During the war, military use of the road also grew, especially in the vicinity of the military training bases in the Mojave Desert (Scott and Kelly 1988).

The era after World War II and before the opening of other major east-west interstate highways, such as Interstate 40, is known as the golden age of Route 66. However, the increased traffic along Route 66 also caused the end of the highway. Although the highway was an important east-west thoroughfare, it could no longer handle the volume of traffic and heavy military equipment using the road. After World War II, a new national interstate highway system was built and replaced much of Route 66.

Segments of Route 66 have been previously recorded under site number CA-SBR-2910H with the original NOTR. Because both the original NOTR and the 1930s alignment of Route 66 are within the I-CAPE, a separate update form was created for NOTR.

SEE CONTINUATION SHEET

***B10. Significance (continued):**

Evaluation

According to existing management contexts, eligible Route 66 resources include properties such as motels, gas stations, restaurants and cafes, and roadside attractions that may be individually eligible for listing on the California Register of Historical Resources (CRHR), but it is more likely that their significance lies in how they relate the historic transportation corridor as a whole during the 1930s. The historic and management context for the Route 66 corridor in California, *Life in the Past Lane, The Route 66 Experience* (Bischoff 2005), provides guidance for evaluating and interpreting 1930s era Route 66 resources in the California desert. When determining eligibility of resources related to the Route 66 corridor, resources may be evaluated in a conventional way, such as emphasizing their local, regional, or statewide significance or considering them from the perspective of their original design, but they may also be evaluated by cognitive aspects such as their ability to illustrate the experience of the period of pre- chain-dominated roadside businesses and a sense of what travel before the interstate. In order to be eligible as a transportation resource, this resource must be able to reflect its association with the theme of automobile transportation in the early twentieth century. A resource's integrity is important in evaluating these properties. A resource must be able to reflect its association with the significant period of automobile travel, when buildings were generally of simple design and materials, reflecting the styles of the local area, and when businesses were small, individually owned properties. Buildings should be linked in some way to the roadway (physically, visually, etc.) and must remain in context, illustrating their importance in roadway-related business (Bischoff 2005:156-157). In addition, there are physical components of the roadway which are also important to the resource's eligibility, including the feel of the open road (vistas, panoramas, lack of encumbrances); ability to drive long distances; sense of adventure; proliferation of independently-owned roadside businesses); sense of travel before multi-lane interstates and pre-pavement roadways (Bischoff 2005:155).

Based on the preceding historic context and evaluative considerations, the portion of Route 66 in the I-CAPE would not be considered a contributing element to the potential significance of the entire Route 66 alignment or considered an individually significant segment of Route 66. Foremost, within the segment of the roadway within the I-CAPE, there are no standing structures or architectural properties associated with Route 66, such as businesses, roadside attractions, automobile court, etc. There are no properties within the I-CAPE associated with the theme of automobile transportation in the Route 66 era. Further, the portion of the roadway within the I-CAPE does not reflect any important trend or accomplishment associated with road engineering, highway design, or construction. There are no major or significant erosion-control features or landscape modifications within the segment – rather than, just mundane utilitarian erosion control efforts which really do not contribute to the significance or the understanding of the roadway. There are no distinctive engineering features with the roadway in this segment. The general feeling of the open roadway within the desert in this segment has been affected by the modern non-historic visual and atmospheric intrusions. These intrusions have diminished the property's visual narrative, context, and feeling. Overall, this portion of Route 66 is not contiguous with rest of the Route 66 system, and is not associated with events which reflect the important land use activities, traditional cultural activities, and development that has characterized (and is important) to San Bernardino County, California and the nation. There are no important people or events associated with this segment of the roadway. In addition, the property does not have the potential to yield important information. Therefore, the portion of Route 66 within the I-CAPE does not appear to be a contributing element to the significance of the entire Route 66 system, and the portion within the I-CAPE does not appear to be individually eligible for the CRHR or to be considered a historical resource for purposes of CEQA. Therefore, the portion of the road within the I-CAPE does not appear to be considered historically significant.

The portion of Route 66 within the I-CAPE does not appear to possess sufficient historic integrity of setting, feeling, materials, workmanship, and association to be considered eligible for listing to the CRHR or to be considered a historical resource for purposes of CEQA. While the roadway's historic integrity aspect of design has been retained, the aspects of setting and feeling were impacted by the addition of non-historic period elements (such as new built-up asphalt surfaces, widened shoulders, metal guardrails, improved crossings). Additionally, changes in the area's general character disrupt the original and historic-period physical features which characterize the roadway within the I-CAPE. Overall the replacement and addition of certain materials from outside of the historic period impacts the property's historic configuration and appearance. Accordingly, the loss of the property's original and historic-period setting and materials affects its ability to convey a specific historic feeling. In its current condition, the portion of the road within the I-CAPE does not exhibit signs of high workmanship, since the property does not express ways people fashioned their environment during the early twentieth century.

SEE CONTINUATION SHEET

***B10. Significance (continued):**

The portion within the I-CAPE is representative of common utilitarian road construction and engineering from the early twentieth century, and does not express a vernacular method of construction or highly sophisticated configurations. There is little physical evidence of the crafts of a particular culture or people from the period of significance. Lastly, the portion of the roadway within the I-CAPE does not have any association or direct link between important events or people and the property. The portion of the property in the I-CAPE was not the location or place for any important event or activity, and is not sufficiently intact or distinctive to convey any type of historic-period relationship.

In summary, the portion of the road within the I-CAPE does not appear to be individually eligible for listing to the CRHR or to be considered a historical resource for purposes of CEQA, and does not appear to be contributing element or significant related feature/component to the larger linear NOTR/Route 66 system (if it is determined that such a resource exists). Further, the addition of a solar plant near the road would not create a new adverse effect or significant impact to the portion of the historic-period property within the I-CAPE.

***B12. References (continued):**

Bischoff, Matt C. *Life in the Past Lane, The Route 66 Experience, Historic and Management Contexts for the Route 66 Corridor in California: Volume I, Route 66 in the California Desert.* Tucson, AZ: Statistical Research, Inc, 2005

Fischer, Claude S. and Glenn R. Carroll. "Telephone and Automobile Diffusion in the United States, 1902-1937." *The American Journal of Sociology* 93 (1988):1153-1178.

Hatheway, Roger. *The Late "Prehistory" of Route 66 in the California Mojave Desert.* On file, Archaeological Research Center, San Bernardino County, 2001.

Keane, Melissa and J. Simon Bruder. *Good Roads Everywhere: A History of Road Building in Arizona.* Cultural Resource Report 2003-28(AZ). URS Corporation, 2004.

Lyman, E. L. "The Arrowhead Trails Highway: The Beginnings of Utah's Other Route to the Pacific Coast." *Utah Historical Quarterly* 67, no. 3 (1999):242-264.

Paxson, F. L. "The Highway Movement, 1916-1935." *American Historical Review* 51, no. 2 (1946):236-253.

Robinson, John W. *Gateways to Southern California.* Arcadia, CA: The Big Santa Anita Historical Society, 2005.

Scott, Q. and S.C. Kelly. *Route 66: The Highway and Its People.* Norman, OK: University of Oklahoma Press, 1988.

10067366 Update to 5/13

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

Primary # P-36-002910
HRI#
Trinomial CA-SBR-2910H

***Resource Name or #** CA-SBR-2910H

Site P-36-002910/CA-SBR-2910H
National Old Trails Highway (Route 66)

USGS DAGGETT, MINNEOLA, TROY LK, NEWBERRY SPRINGS, HECTOR

Approximately 25 mi. of site CA-SBR-2910H, the National Old Trails Highway (Route 66), lies in the rural desert community of Daggett, California, traveling east through Newberry Springs, California, and on to approximately Pisgah Crater Road, paralleling the Gale to Pisgah Substations Corridor. This iconic highway, as has been well documented, with the site record containing extensive physical descriptions of various segments of the highway and detailed historic data for the property. The route is listed on both the NRHP and the CRHR under Criterion A and Criterion 1, respectively.

Entrepreneurs Cyrus Avery of Tulsa, Oklahoma, and John Woodruff of Springfield, Missouri, deserve most of the credit for promoting the idea of an inter-regional link between Chicago and Los Angeles. However, their lobbying efforts were not realized until their dreams merged with a national program of highway and road development. While legislation for public highways first appeared in 1916, with revisions in 1921, it was not until Congress enacted an even more comprehensive version of the act in 1925 that the government executed its plan for national highway construction. Officially, the numerical designation 66 was assigned to the Chicago-to-Los Angeles route in the summer of 1926. With the designation came its acknowledgement as one of the nation's principal east-west arteries.

The approximately 25 mi. of the National Old Trails Highway (Route 66) that parallels the Gale to Pisgah Substations Corridor remains in good condition and in use. During the course of the inventory, ASM observed a copious amount of modern and sub-modern refuse, found mixed with a small quantity of historic period refuse along the shoulders of the highway extending out approximately 100 ft. A common behavioral pattern seen throughout the archaeological record, unwanted items are simply tossed or left alongside of trails, roads, or highways. When left undisturbed, these discarded materials can offer a "snap-shot in time" effect providing glimpses into human behavior and material usage. Unfortunately, in the case of the refuse found along the shoulders of CA-SBR-2010H, much of the material has been heavily disturbed by both natural and human means. Items determined to be historic in age and unique during the course of the inventory were treated as isolated finds; their GPS coordinates were recorded and the items were photographed.

Of particular interest were the number of locally bottled soft drink beverage bottles dating to the 1950s and 1960s. Soft drink brands observed included: Coca-Cola, Pepsi, 7-Up, Bubble-Up, Squirt, Nehi, Nesbitt's, Big Chief, Sun Crest, and Players. Soft drink beverages can trace their history back to the mineral water found in natural springs. Most found here were noted as having been bottled at the San Bernardino Bottling Company, which opened its first bottling facility in 1936 at 1248 N. Mount Vernon Avenue in San Bernardino, California. Operations were moved during the earlier 1960s to 1400 N. H. Street, next to Interstate 215 (Muckenfuss 2011).

In 1767, the first drinkable, man-made glass of carbonated water was created by an Englishman, Dr. Joseph Priestley. Three years later, the Swedish chemist, Torbern Bergman, invented a generating apparatus that made carbonated water from chalk by the use of sulfuric acid. In 1810, the first U.S. patent was issued to Simons and Rundell of Charleston, South Carolina for the "mean of mass manufacture of imitation mineral waters" (www.usfirehouse.com/SodaHistory.htm). By the late 1800s, American pharmacists who were primarily the purveyors of the mineral waters were adding favorable herbs (i.e., birch bark, dandelion, sarsaparilla, and fruit extracts) to the unflavored beverage. The early drug stores with soda fountains soon became a popular part of American culture, and consumers would eventually demand bottling of the soft drinks for home transport, making the soft drink an American mainstay (www.usfirehouse.com/SodaHistory.htm).

Modern and sub-modern refuse items observed during the inventory along Route 66 include: various beverage containers (glass and aluminum beer, plastic and aluminum soft drinks), food wrappers of various types, discarded oil cans and other vehicle fluid containers, discarded car parts and hub caps, along with quantities of locally dumped domestic trash. In addition to the refuse, 35 "C" Block Monuments were also observed and recorded. The monument markers were installed along state highway routes from 1914 to 1934, and define Caltrans right-of-way boundary lines. In an effort to correct what were deemed faulty survey records, the California Highway Commission re-surveyed and placed these markers along the side of roadways at each and every angle or curve point, and at fixed intervals along straight highway segments. The concrete monuments generally project 6 in. from the present ground surface, measure 6 in. square and 3½ ft. in height, including the below ground portion of the marker. The edges of the upper portion of the monuments are beveled, and a letter "C" is embossed on the highway-facing side for identification.

***Recorded by:** D. Winslow and S. Andrews
ASM Affiliates 2034 Corte del Nogal Carlsbad, CA 92011
***Date:** 12/2011☐ Continuation■ Update

A copper plug on the top center of the monument marks the exact point of the angle of the right-of-way (Route 66 "Mother Road" Museum, Barstow, California). "C" Block Monuments observed during the course of the inventory were GPS located and recorded as isolates, which are discussed later in this document.

Route 66 underwent many improvements and realignments over its lifetime, changing its path and overall length. Many of the realignments gave travelers faster and safer routes, or detoured around city congestion. Whether the original route or one of the realignments, the highway served as a major corridor for those migrating west, especially during the Dust Bowl of the 1930s, and it supported the economies of the communities it passed through such as Newberry Springs, Daggett, and other small communities found along it course from Chicago to Los Angeles. As this roadway remains in constant use, activity associated with the Granite Wind Telecommunication Lines project will have no impact on site CA-SBR-2910H. Furthermore, ASM has determined that the site record for this property is adequate at this time. As such no further update to the record was generated by ASM.

Cassity, Michael
2004 *Route 66 Corridor National Historic Context Study.* Prepared for Route 66 Corridor Preservation Program National Trails System Office – Intermountain Region National Park Service Santa Fe, New Mexico.

Muckenfuss, Mark
2011 San Bernardino: Bottling History Comes to Light. The Press-Enterprise. Published 23 April 2011. http:www.pecom/local-news/columns/mark-muckenfuss-headlines.

Project Report Reference:

Winslow, Diane L., and Sherri Andrews
2013 *Class III Inventory for the Granite Wind Energy Telecommunication Lines, Granite Mountain Gentie Line, and Jasper Substation Interconnection Projects, San Bernardino County, California.* Prepared for Bureau of Land Management, Barstow Field Office. ASM Affiliates, Inc., 2470 N. Decatur Blvd., Suite 160 Las Vegas, NV 89108.

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

PRIMARY RECORD

Primary # 36-2910 UPDATE
HRI #
Trinomial CA-SBR-2910 H
NRHP Status Code 2S2

Other Listings
Review Code **Reviewer** **Date**

 ***Resource Name or #:** National Old Trails Highway / Route 66

P1. Other Identifier: National Old Trails Highway / Route 66
***P2. Location:** ☑ **Not for Publication** ☐ **Unrestricted** ***a. County:** San Bernardino
and
***b. USGS 7.5' Quad:** Minneola **Date:** 1971 **T**9N **R**1E; NW¼ **of** NW¼ **of Sec** 25**; S.B.B.M.**
c. Address: N/A **City:** N/A **Zip:** N/A
d. UTM: Zone: 11 S; **East:** 514943 mE/ 3856385 mN (G.P.S.) **West:** 514853 mE/ 3856374 mN (G.P.S.) NAD 83
e. Other Locational Data: Elevation: 2080 feet AMSL

From Barstow, California travel eastbound on Interstate 40 toward Needles. Exit A Street turning north (left) and continue toward the town of Daggett. Turn east-southeast (right) onto National Trails Highway. Drive for approximately 3.0 miles to reach the western terminus of the updated segment. This portion lies under eastern-most line of the LADWP Boulder Transmission lines (P-36-7694).

***P3a. Description:** This record serves as an update to a segment of the previously recorded resource, National Old Trails Highway, between Camp Rock Road and Hidden Spring Road. At this location the historic route intersects the AT&T Fiber Optic Replacement Project's area of potential effect (APE).

The National Old Trails Highway/ Route 66 was first recorded in 1977 by P. Gallegos. In this record, he describes the western portions of the highway as one of the earliest trans-continental routes in the United States. Unpaved portions were first built between 1911 and 1914. These original roads paralleled the trails used by prehistoric and historic travelers crossing from the Colorado River Basin into California. By the time Gallegos recorded the site between Newberry and Essex California, re-alignments to the road had been constructed including Interstate 40. I-40 specifically was built along the same route and paralleling the National Old Trails Highway.

Portions of the National Old Trails Highway/ Route 66 have been updated 30 times since first recorded by Gallegos (refer to previous site updates). Only one previously recorded portion covered the segment of the route being updated within this record.

This portion of the highway was last recorded in 2003 by J. R. Wedding in association with the Henry Reid Center. The segment was noted as lying north of and paralleling Interstate 40 as a two lane, paved highway. No concerns over integrity were raised as this portion of the highway was still in use and actively maintained.

B. Bartram and B. Texier or Chambers Group, Inc. visited the segment of the Old National Trails Highway between Camp Rock Road and Hidden Spring Road that lies within the project APE on December 14, 2012. The resource was observed in the same condition as the 2003 recording. No significant changes have been made to the route and it remains in use to the public. No historic-period artifacts were observed within the updated segment.

***P3b. Resource Attributes:** AH16. Other (Linear Feature)
***P4. Resources Present:** ☐Building ☐Structure ☐Object ☑Site ☐District ☐Element of District ☐Other (Isolates, etc.)



P5b. Description of Photo:
Overview of the Road facing east
Photo 371 (12/14/2012)

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

***P7. Owner and Address:**
Unclassified lands

***P8. Recorded by:** B. Bartram and B. Texier
Chambers Group, Inc.
5 Hutton Center Drive, Suite 750
Santa Ana, CA 92707

***P9. Date Recorded:** 12/14/2012

***P10. Survey Type:** Class III Intensive Pedestrian Survey

***P11. Report Citation:**
Chambers Group, Inc.
2013 *A Class III Cultural Resources Inventory: AT&T Fiber Optic Cable Maintenance Project, Halloran Summit Road to Slash X Ranch Segment, San Bernardino County, California.*

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

LINEAR FEATURE RECORD

L1. Historic and/or Common Name: National Old Trails Highway / Route 66
L2a. Portion Described: ☐ Entire Resource ☑ Segment ☐ Point Observation **Designation:**
b. Location of point or segment: The location of this segment of the resource falls between Camp Rock Road and Hidden Springs Road. This portion lies under the eastern-most line of the LADWP Boulder Transmission lines (P-36-7694).
East end: 514943 mE/ 3856385 mN **West end:** 514853 mE/ 3856374 mN

L3. Description: Western portions of the National Old Trails Highway were opened between 1911 and 1914. The general route followed a Mojave Desert trade and travel route from the Colorado River to the California coast. The route was expanded between Los Angeles and Chicago by the 1920s; it was given the official designation as U.S. Route 66 in the summer of 1926. Route 66 was one of –if not the—most prominent east-west highways until the 1950s. Popularity of this route began to decline with the development of newer and more direct Interstates and highways. Today the route is listed on the National Registry of Historic Places and is designated State of California Historic Landmark number 781.

This segment of the historic linear feature, updated by Chambers Group archaeologists, is a paved, two-lane highway trending east-west. At this point, it lies approximately 0.4 miles north of I-40, between Camp Rock Road and Hidden Springs Road. This highway is currently in use and is well maintained.

L4. Dimensions:
a. Top Width: 50 feet (including dirt shoulder)
b. Bottom Width: 50 feet (including shoulder)
c. Height or Depth: N/A
d. Length of Segment: 217 feet

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

L5. Associated Resources: No associated historic-period structures or artifacts were observed in this updated segment. This portion of the resource does fall directly under the easternmost line of the LADWP Boulder Transmission Lines (P-36-7694) but does not appear associated with the feature.

L6. Setting: The site is located on an alluvial fan 3.0 miles south of the Mojave River (dry). The surrounding area is characterized by sandy soils with patches poorly developed desert pavement. Vegetation consists of the Creosote Bush Community primarily consisting of creosote (*Larrea tridentata*), burrobush (*Hymenoclea salsola*), bursage (*Ambrosia dumosa*), and the occasional pencil cholla (*Cylindropuntia ramosissima*). The area surrounding the road is fairly developed with few remnants of farming plats and houses, but none significantly historic.

L7. Integrity Considerations: The current highway does not exhibit any attributes indicating its history as an early 20th century transportation route. It can be assumed that the original structural design of the route has been destroyed during subsequent construction and maintenance activities as the National Trail Highway/ Route 66 evolved over the years.



L8b. Description of Photo, Map, or Drawing: Overview of AT&T fiber optic crossing the highway, facing south-southeast
Photo 369 (12/14/2012)

L9. Remarks: None.

L10. Form Prepared by:
K. Crosmer
Chambers Group, Inc.
5 Hutton Center Drive, Suite 750
Santa Ana, CA 92707

L11. Date: 3/26/2013

References:
Wedding, J. D.
2003 36-2910 Site Update.
On file at the Archaeological Information Center, San Bernardino County Museum. Redlands, California.

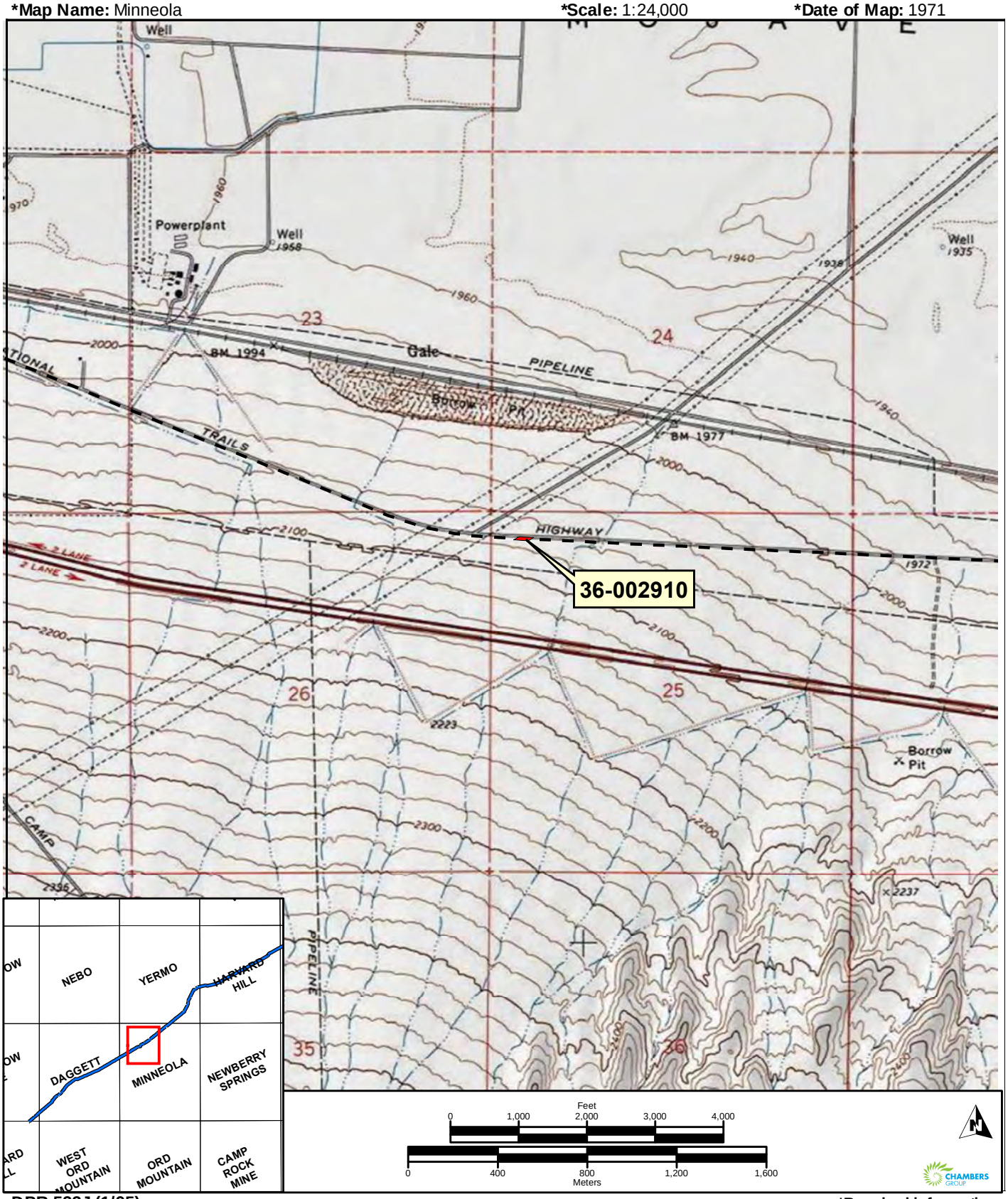
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 36-002910
HRI#
Trinomial CA-SBR-2910H

***Resource Name or #:**

***Map Name:** Minneola ***Scale:** 1:24,000 ***Date of Map:** 1971



*Required information

PHOTOGRAPH RECORD

Camera Format: Digital **Photo Log:** 20463-BB-36-2910H_14-12-2012
Film Type: Digital **Negatives Kept at:** Chamber Group, Inc. Santa Ana, CA

Mo.	Day	Exp./Frame	Subject/Description	View Toward
12	14	368	Overview of updated highway segment	South
12	14	369	Overview of updated highway segment	South-southeast
12	14	371	Overview of updated highway segment	East

1067366 Up to 5/13

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	**Primary #** P-36-002910 **HRI#** **Trinomial** CA-SBR-2910H
Page 1 **of** 2	***Resource Name or #** CA-SBR-2910H

Site P-36-002910/CA-SBR-2910H
National Old Trails Highway (Route 66)

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Cassity, Michael
2004 *Route 66 Corridor National Historic Context Study*. Prepared for Route 66 Corridor Preservation Program National Trails System Office – Intermountain Region National Park Service Santa Fe, New Mexico.

Muckenfuss, Mark
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Project Report Reference:

Winslow, Diane L., and Sherri Andrews
2013 *Class III Inventory for the Granite Wind Energy Telecommunication Lines, Granite Mountain Gentie Line, and Jasper Substation Interconnection Projects, San Bernardino County, California.* Prepared for Bureau of Land Management, Barstow Field Office. ASM Affiliates, Inc., 2470 N. Decatur Blvd., Suite 160 Las Vegas, NV 89108.

P3a. **Description:** CA-SBR-2910H is the National Old Trails Highway and has been determined eligible for the National Register of Historic Places. Only a small portion of the highway was examined during the current study (see location map). The examined highway segments are modern two-lane black top and appear to follow the highway alignment as found on a 30-Minute Historic Topographic map named Barstow and dating to 1932.

P8. **Recorded by:**
K. Chmiel, P. Shattuck, T. Sowles, J. Dunn and R. Hoffman
ICF International
9775 Businesspark Avenue, Suite 200
San Diego, CA 92131

P9. **Date Recorded:** 10/16/2011

P10. **Survey Type:** Pedestrian

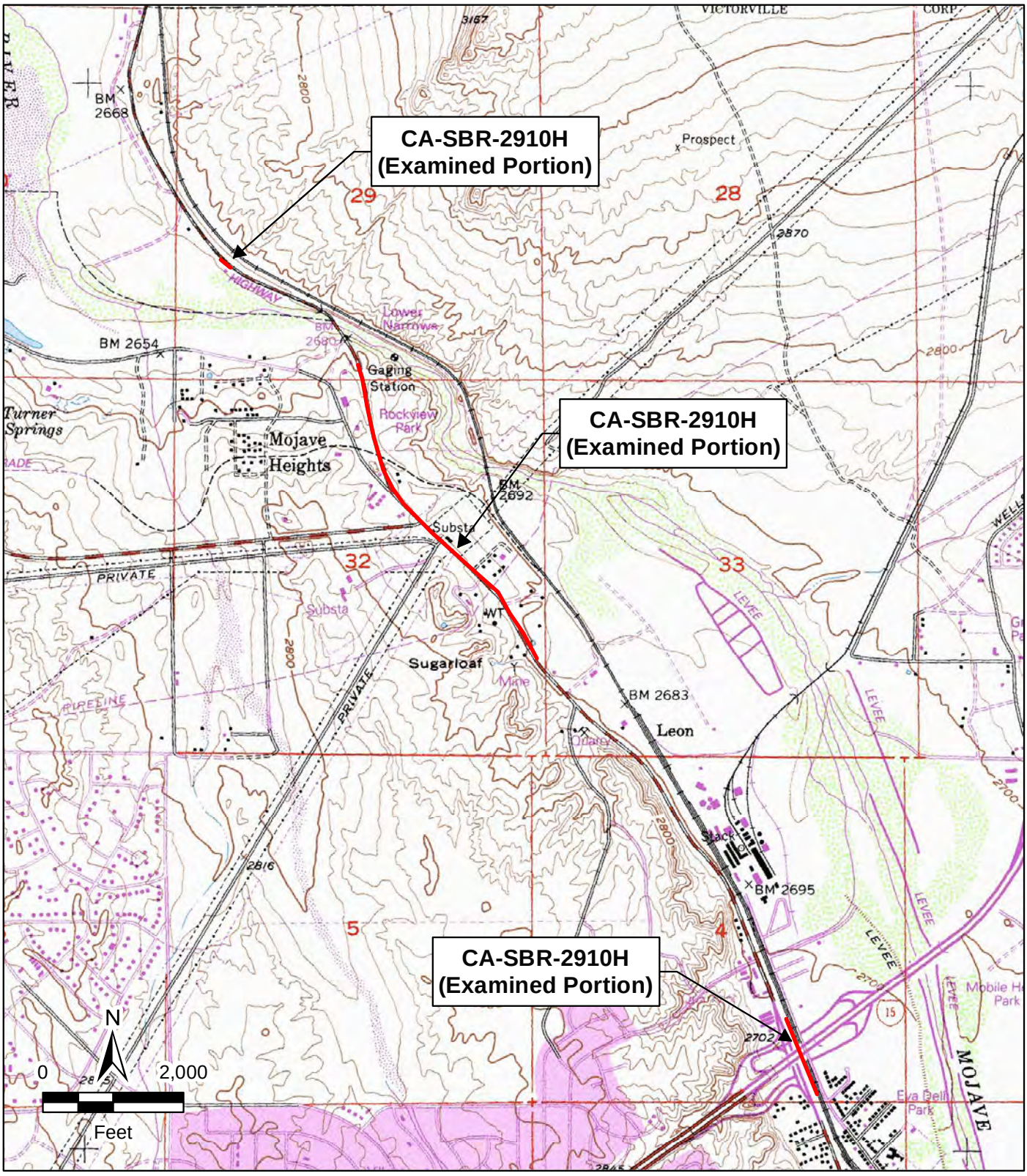
P11. **Report Citation:** ICF International. 2013. Archaeological Survey Report for High Desert Corridor/ SR 138 Widening Project from SR 14 to SR 18. Prepared for California Department of Transportation.

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

Primary #: P-36-002910 UPDATE
Trinomial: CA-SBR-2910H UPDATE

Resource Name or #: CA-SBR-2910H

Map Name: Victorville **Scale:** 1:24,000 **Date of Map:** 1956 (Revised 1981)



Required information is bold

1067068 update 7/12

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

Primary # 36-002910
HRI #
Trinomial CA-SBR-2910 H
NRHP Status Code

Other Listings
Review Code Reviewer Date

 *Resource Name or #: CA-SBR-2910H

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: Cajon Date: 1996 T 3N ; R 5W ; N 1/2 of Sec 18; SBD B.M.
c. Address: City: Zip:
d. UTM: Zone: 11 ; 459019 mE/ 3800973 mN (southwest end of segment: G.P.S. NAD 83)
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 4280 ft AMSL
Access to this section of the paved road may be gained through a locked gate along the west side of northbound Highway 15 approximately 0.7 mile southwest of Exit 165.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
An apparent isolated segment of Route 66 (The National Old Trails Highway) through the Cajon Summit area. This segment of paved road is approximately 0.425 mile in length and crosses the landform between the north and south bound lanes of the current Highway 15. Represented as a two lane asphalt paved roadway the segment is apparent on a ca. 1960 aerial photograph of the area published in a recent report by Statistical Research, Inc. (Bischoff 2005: pp 131) and on the US Army Corp of Engineers 15′ Hesperia Quadrangle (1942).

*P3b. Resource Attributes: (List attributes and codes) HP37 Highway/trail
*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 #) Overview (NE) of abandoned road alignment

*P6. Date Constructed/Age and Sources: ☒ Historic
☐Prehistoric ☐Both
Ca. 1930

*P7. Owner and Address:
USDA Forest Service, San Bernardino National Forest.

*P8. Recorded by: (Name, affiliation, and address)
James J. Schmidt
Compass Rose Archaeological, Inc.
6206 Peach Ave., Van Nuys 91411

*P9. Date Recorded: 09/04/11

*P10. Survey Type: (Describe)
Hill Fire emergency pole replacements

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Schmidt, James J. 2011. Letter Report: IO 319026: Hill Fire Emergency Pole Replacement Monitoring Program, Cajon 7.5′ Quadrangle, San Bernardino National Forest, San Bernardino County, California. Compass Rose Archaeological, Inc. Submitted to , Southern California Edison.

Bischoff, Matt C. 2005. *Life in the Past Lane, The Route 66 Experience: Historic and Management Contexts for the Route 66 Corridor in California. Volume 1: Route 66 in the California Desert.* Statistical Research, Inc.

*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):

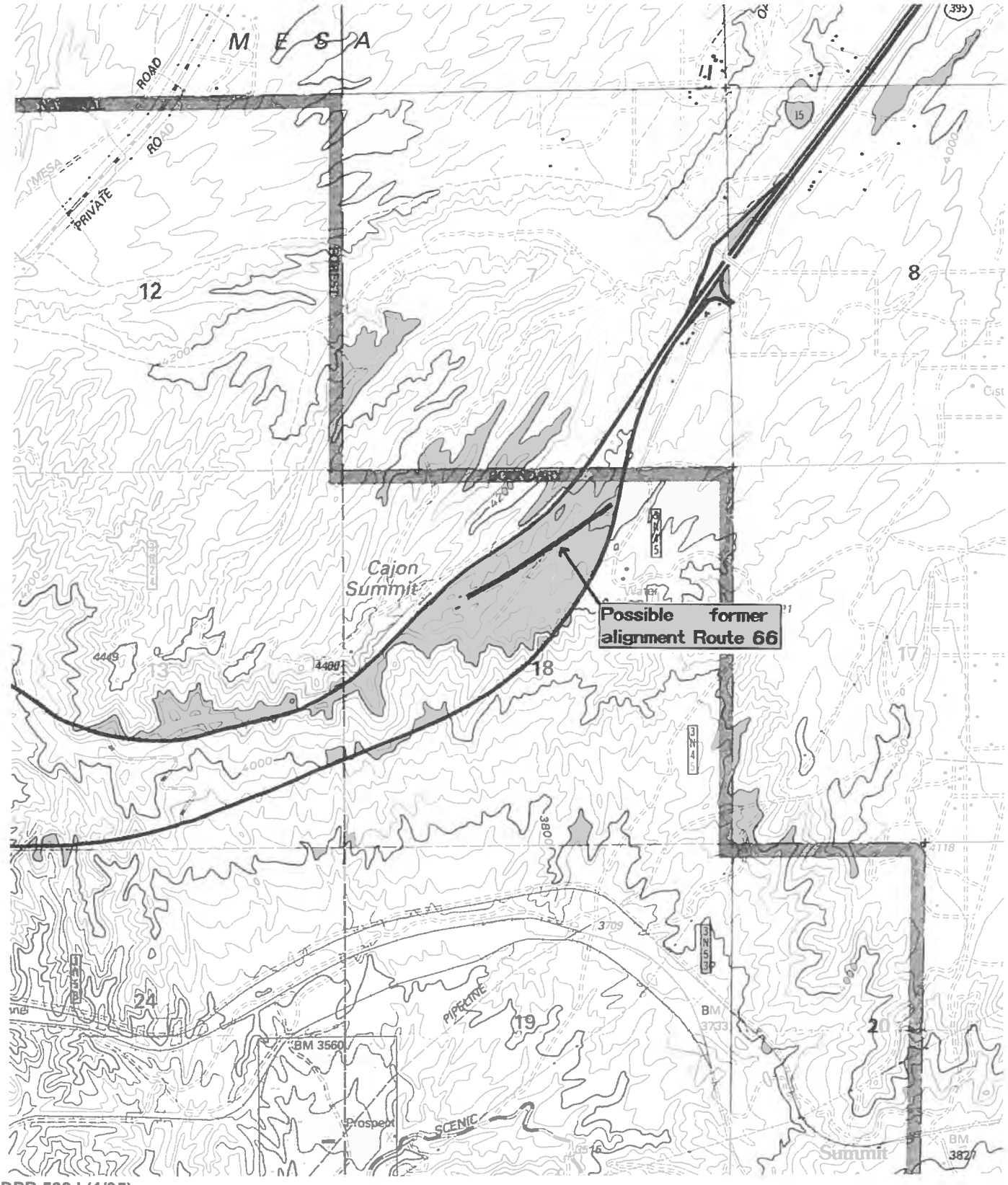
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: CA-SBR-2910H

*Map Name: Cajon 7.5′ *Scale: 1:24000 *Date of Map: 1996



*Required information

Update 7/12

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910 H
NRHP Status Code
Other Listings
Review Code Reviewer Date

 *Resource Name or #: SRI-4153 (UPDATE)

P1. Other Identifier: SRI-4153
*P2. Location: ☑ Not for Publication ☐ Unrestricted *a. County: San Bernardino
*b. USGS Quad: 7.5' BANNOCK (2009); T 10N R 21E, NE¼ of SE¼ of Sec. 19; SBBM
c. Address:
d. UTM: Zone 11; 698747 mE/ 3868596 mN NAD27 GPS
e. Other Locational Data:
Route 66 runs east and west across the Mojave Desert of California, beyond the Cajon Pass through the San Bernardino Mountains, eastward to the Arizona border at the Colorado River at Needles. This segment of the site is along Highway 95 at milepost 63.9.

*P3a. Description:
This is an update for P-36-002910. The site consists of a section of Route 66 that intersects with Highway 95. The current project only examines the first 15 meters from the edge of the highway pavement, corresponding to the Caltrans right-of-way. The site continues beyond the right-of-way, but these portions were not recorded.The road is a two lane asphalt paved road, with lanes separated by a single, solid yellow stripe at the intersection with Highway 95. The south lane is marked with the words STOP in white pavement paint on the lane, and a right-turn-lane that appears only at the edge of the intersection. No cultural material is associated with this feature.

*P3b. Resource Attributes: AH7 Historical-period road, HP37 Historical-period road
*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☑ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



*P5b. Description of Photo:
Facing SW; 7/12/2011; Road

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

*P7. Owner and Address:
GOVERNMENT PROPERTY,
ADDRESS UNKNOWN

*P8. Recorded by:
J. Lev-Tov, SRI

*P9. Date Recorded: 7/12/2011
*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:

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

Primary # P-36-002910
Trinomial

 *Resource Name or #: SRI-4153 (UPDATE)

*A1. Dimensions: a. Length 33 m (E/W) x b. Width 18 m (N/S)
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 current project only examines the first 15 meters from the edge of ...
Reliability of determination: ☑ High ☐ Medium ☐ Low
Explain: The road was well marked and easily visible.
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:
Feature 10265 is a section of Route 66 that intersects with Highway 95. The road is a two-lane, asphalt-paved road, with lanes separated by a single, solid-yellow stripe at the intersection with Highway 95. The south lane is marked with the word "STOP" in white pavement paint on the lane, and a right-turn-lane that appears only at the edge of the intersection. 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 observed.

*A6. Were Specimens Collected? ☑ No ☐ Yes

*A7. Site Condition ☐ Good ☑ Fair ☐ Poor
The western portion of this section of Route 66 is paved with asphalt and in good condition. However, Route 66 originally crossed Highway 95 at this point and continued east and south. That section of the highway no longer exists, neither within the right-of-way nor at all: only a vague outline, beyond the right-of-way, is visible to indicate the highway's original path.

*A8. Nearest Water: A seasonal wash appears to run approximately 150 meters southwest of the site.

*A9. Elevation: 504 m amsl

A10. Environmental Setting:
This section of the historic road is within the Mojave Desert's eastern section. It is an arid area with vegetation consisting mainly of creosote and saltbush. The topography at this section of the highway is largely flat; to the east, outside the right-of-way, the road originally curved to avoid the Sacramento Mountains.

A11. Historical Information:
Route 66, previously recorded as P-36-002910, is a famous road with a long history. Various formal and informal alignments of the road existed from the late nineteenth century, but the present section was a part of the 1927-1947 alignment (and later), which was designated Route 66 in 1926 and entirely paved by 1932. The road in general went from Chicago to Santa Monica, and became most famous during the Depression/Dust Bowl as a migration route for "Okies" from the western plains to agricultural operations in California.

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

A13. Interpretations:
None

A14. Remarks:
None

A15. References:
None

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

*A17. Form Prepared By: J. Lev-Tov Date: 7/12/2011
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-36-002910
HRI #
Trinomial

 *Resource Name or #: SRI-4153 (UPDATE)

L1. Historic and/or Common Name: Old Route 66

L2a. Portion Described: ☐ Entire Resource ☑ Segment ☐ Point Observation **Designation:** Feature 10265

L2b. Location of Point or Segment:
Zone 11; 698739 mE/ 3868594 mN NAD27 GPS
Zone 11; 698754 mE/ 3868597 mN NAD27 GPS

L3. Description:
Feature 10265 is a section of Route 66 that intersects with Highway 95. The road is a two-lane, asphalt-paved road, with lanes separated by a single, solid-yellow stripe at the intersection with Highway 95. The south lane is marked with the word "STOP" in white pavement paint on the lane, and a right-turn-lane that appears only at the edge of the intersection. 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.

L4. Dimensions:
a. Top Width: 7.00 m
b. Bottom Width: N/A
c. Height or Depth: None
d. Length of Segment: 15.00 m

L5. Associated Resources:
None

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

L6. Setting:
This section of the historic road is within the Mojave Desert's eastern section. It is an arid area with vegetation consisting mainly of creosote and saltbush. The topography at this section of the highway is largely flat; to the east, outside the right-of-way, the road originally curved to avoid the Sacramento Mountains.

L7. Integrity Considerations:
The western portion of this section of Route 66 is paved with asphalt and in good condition. However, Route 66 originally crossed Highway 95 at this point and continued east and south. That ...

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

L9. Remarks:
None

L10. Form Prepared By:
J. Lev-Tov

L11. Date: 7/12/2011

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

PHOTOGRAPH RECORD

Primary # P-36-002910
HRI #
Trinomial

*Resource Name or #: SRI-4153 (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 #
7/12/2011		45	Road	SW	
7/18/2011		3939	Old route 66	S	
7/18/2011		3940	Old route 66	W	

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

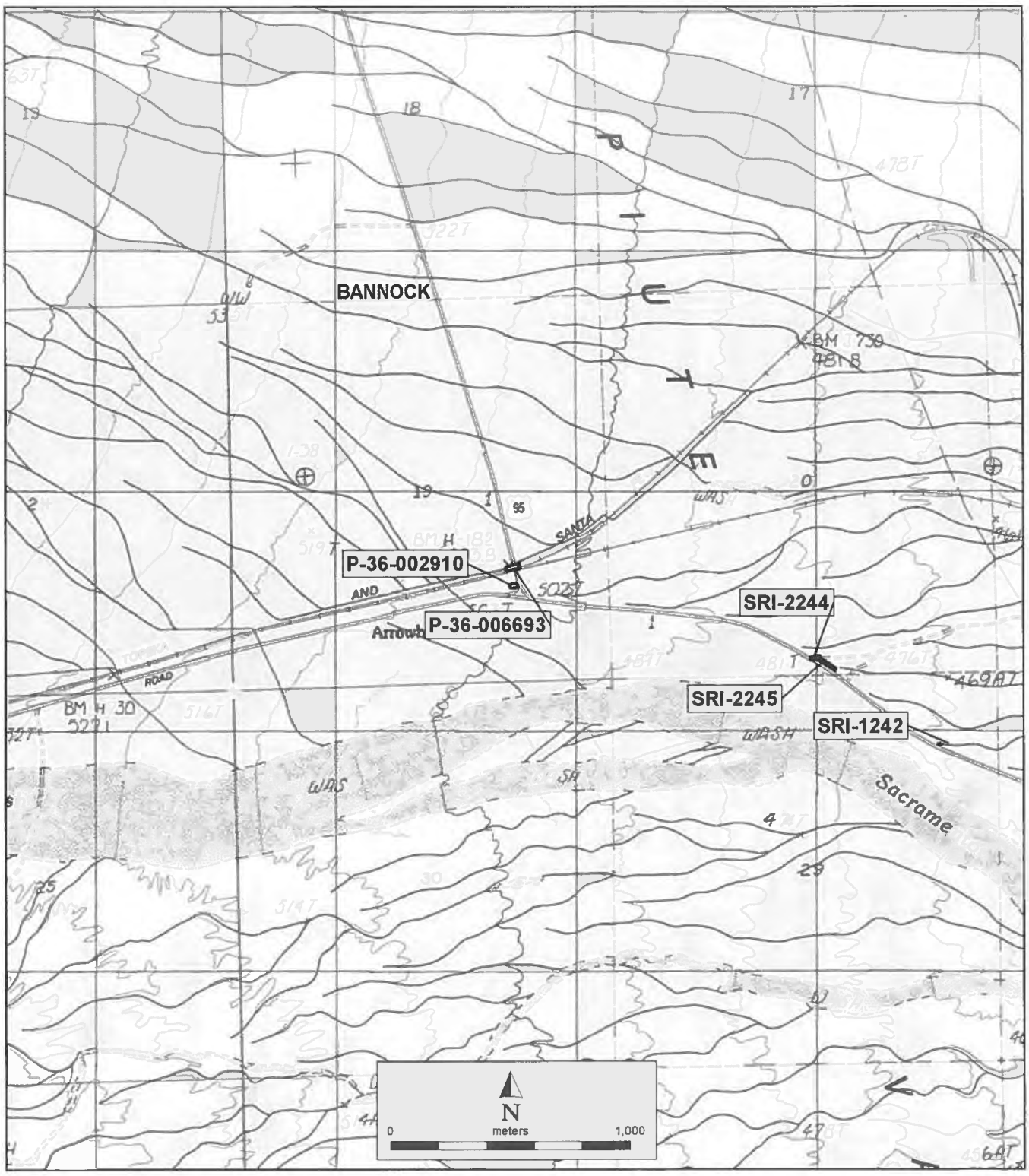
LOCATION MAP

Primary # P-36-002910
HRI #
Trinomial

*Resource Name or #: SRI-4153 (UPDATE)

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

*Year: 2009



*Required Information

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

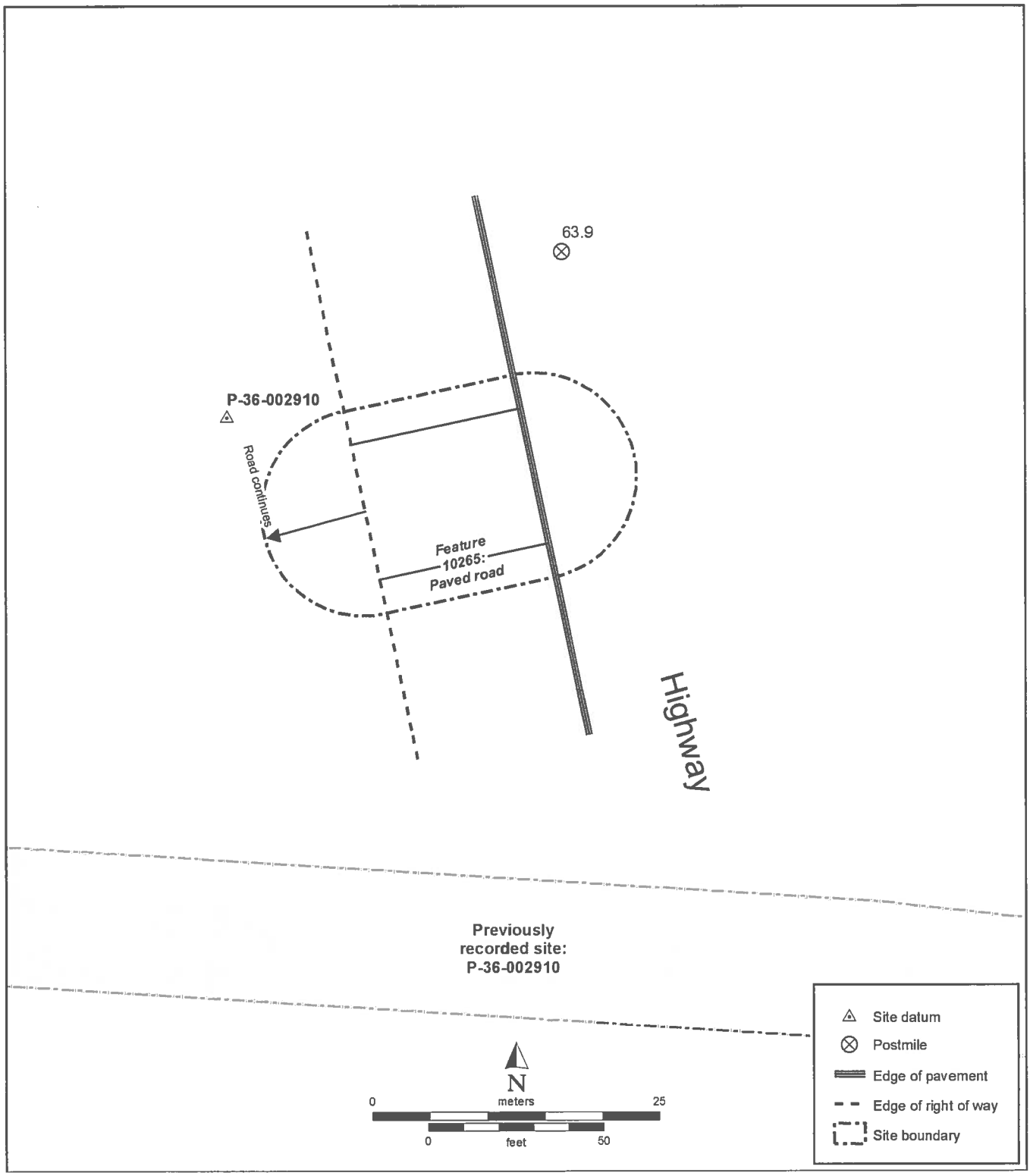
SKETCH MAP

Primary # P-36-002910
HRI #
Trinomial

*Resource Name or #: SRI-4153 (UPDATE)

*Drawn By: J. Lev-Tov

*Date: 07/12/2011



*Required Information

P2b. Legal description
T 10N R 21E; SE¼ of SE¼ of Sec 19; SBBM

P2d. UTM
Zone 11; 698754 mE/ 3868597 mN NAD27 GPS

P4. Resources Present
[X] Other (linear)

A1. Method of determination
pavement corresponding to the Caltrans right-of-way. The site continues beyond the right-of-way, but these portions were not recorded.

L7. Integrity considerations
section of the highway no longer exists, neither within the right-of-way nor at all: only a vague outline, beyond the right-of-way, is visible to indicate the highway's original path.

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

PRIMARY RECORD

Primary # P-36-002910 (UPDATE)
HRI # (UPDATE)
Trinomial CA-SBR-2910H (UPDATE)
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: U.S. Highway 66 (Route 66) (UPDATE)

P1. Other Identifier:

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

* USGS Quad(s): Barstow (1971)
NE ¼ of SE ¼ of Sec. 9, T9N R2W
NW ¼ of SW ¼ of Sec. 10, T9N R2W

c. Address:

d. UTM (NAD 83): Zone 01 ; 492391 mE 3860296 mN east end point (NAD 83)
Zone 01 ; 492483 mE 3860322 mN west end point (NAD 83)

e. Other Locational Data:

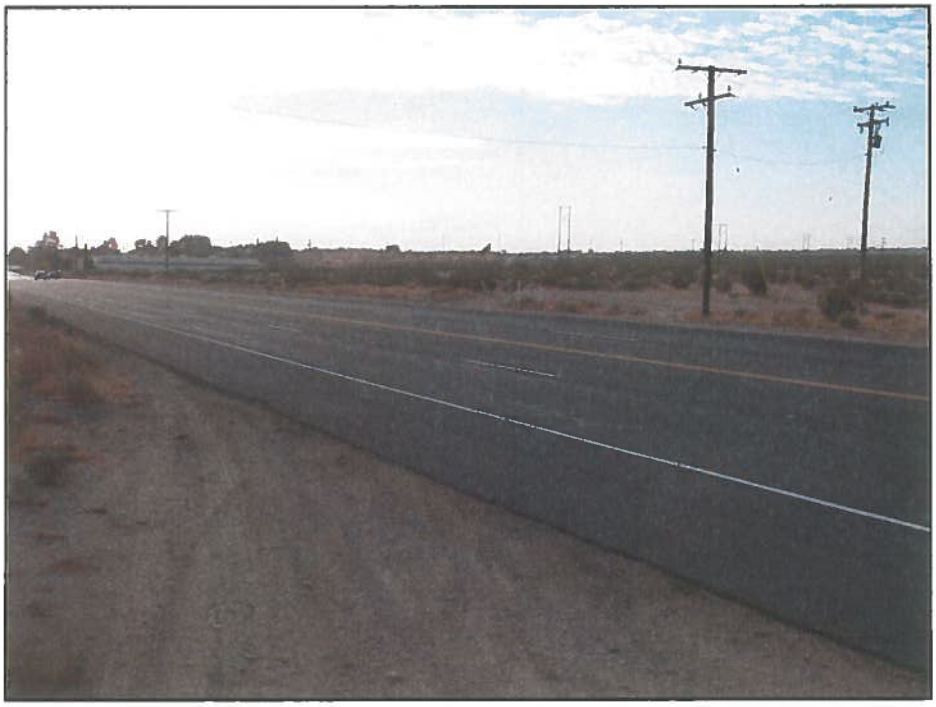
The site is located at the western extent of Barstow city limits in San Bernardino County, California. It is a small section of U.S. Highway 66 located 645 meters east of the U.S. Highway 58/Route 66 overpass. This portion of the highway sits approximately 1.7 kilometers northwest of Interstate 15.

* P3a. Description:

The site is a short, 95-meter-long segment of SR-66, formerly U.S. Highway Route 66, located at the western extent of Barstow. Although the road has been well documented, this section had not been previously recorded. In this location the road has been improved upon and is now a four-lane paved road. It is well-maintained. There are no historic resources or artifacts associated with this section of the highway. The segment is located in a flat area surrounded by gentle rolling hills. On-site vegetation consists of sagebrush, saltbush, creosote, and desert grasses. U.S. Highway Route 66 is one of the earliest modern automobile routes connecting the continental United States. Although portions of this route were in use as early as 1853, U.S. Highway 66 was fully established in this area around the mid-1910s. Construction and renovation history has been well documented in Caltrans district files. The road is still in use today, although the majority of trans-continental traffic has been re-routed to nearby Interstate 15.

* P3b. Resource Attributes: AH07 (Roads/trails/railroad grades)

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



*P5b. Description of Photo:
Section of Historic Route 66. Picture facing east.

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

*P7. Owner and Address:
Unknown

*P8. Recorded by:
C. Higgins and E. Mike, Far Western Anthropological Research Group, 2727 Del Rio Place Suite A, Davis CA 95618

*P9. Date Recorded: 7/6/2011

*P10. Survey Type:
Intensive Pedestrian Survey

* P11. Citation: Cultural Resources Inventory of a Hydrostatic Pressure Test Segment on L-300A between Mileposts 151.066 and 156.4, San Bernardino County, California (Higgins and Thomas 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:

*Required Information

Confidential Information – Not for Public Distribution

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

LINEAR FEATURE RECORD

Primary # P-36-002910 (UPDATE)
HRI # (UPDATE)
Trinomial CA-SBR-2910H (UPDATE)

***Resource Name or #:** U.S. Highway 66 (Route 66) (UPDATE)

L1. Historic and/or Common Name: U.S. Highway 66 (Route 66)

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

L2b. Location of Point or Segment:

The end points of the GPS recorded line (NAD 83) are 492391E/3860296N (east), 492483E/3860322N (west).

L3. Description:

The site is a short, 95-meter-long segment of SR-66, formerly U. S. Highway Route 66, located at the western extent of Barstow. Though the road has been well documented, this section had not been previously recorded. The road has been improved upon and is now a four-lane paved road. It is well maintained. There are no historic resources or artifacts associated with this section of the highway. U.S. Highway Route 66 is one of the earliest modern automobile routes connecting the continental United States. Though portions of this route were in use as early as 1853, U.S. Highway 66 was fully established in this area around the mid-1910s. Construction and renovation history is well documented in Caltrans district files. The road is still in use today, although the majority of trans-continental traffic has been re-routed to nearby Interstate 15.

L4. Dimensions:

a. Top Width: 21 m
b. Bottom Width: 21 m
c. Height or Depth: varied
d. Length of Segment: 95 m

L5. Associated Resources:

None at this segment.

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

L6. Setting:

The site is located in a flat area surrounded by gentle rolling hills. On-site vegetation consists of sagebrush, grasses, saltbush, and creosote.

L7. Integrity Considerations:

The original road has been improved upon and maintained; any original historic features are gone.

L8b. Description of Photo/Map/Drawing:

L9. Remarks:

L10. Form Prepared By:
C. Higgins and E. Mike

L11. Date: 7/6/2011

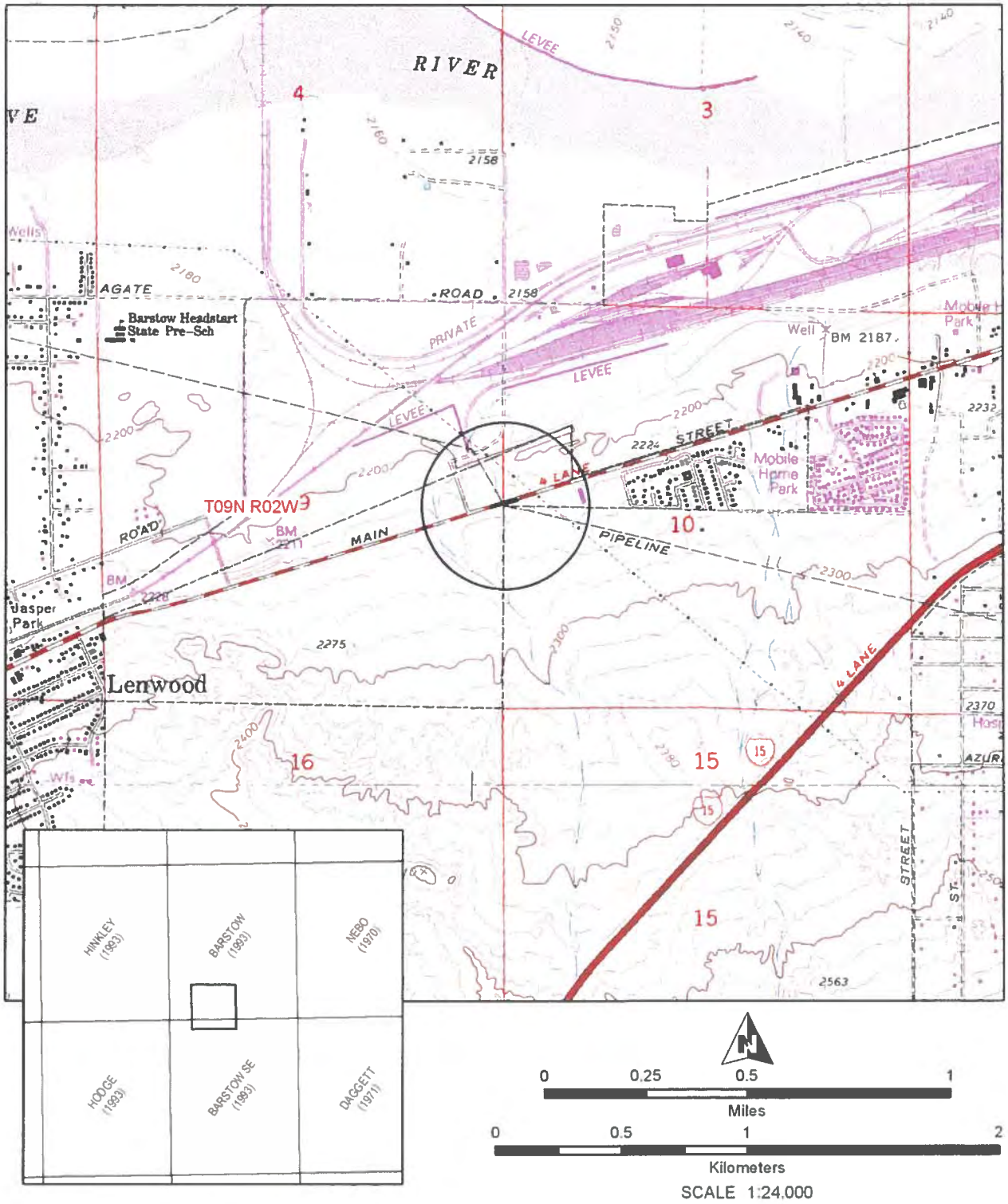
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State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-002910 (UPDATE)
HRI # (UPDATE)
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: U.S. Highway 66 (Route 66) (UPDATE)



sharlyn a 7/15/2011 2:43:52 PM

*Required Information

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

PRIMARY RECORD

36-00 Update 8/11

Primary # ~~CA-SBR-~~2910H (UPDATE)
HRI #
Trinomial CA-SBR-2910 H
NRHP Status Code
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 7 *Resource Name or #: (Assigned by recorder) CA-SBR-2910H

P1. Other Identifier: *National Old Trails Highway*

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

*b. USGS 7.5' quad Hector Date 1982 T 8N ; R 5E ; ____ ¼ of ____ ¼ of Sec 9 ; SB B.M.

c. Address _____ City Hector ZIP _____

d. UTM (Give more than one for large and/or linear resources) Zone 11S 548426 mE / 3851396 mN
549925 3851813

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
From Newberry Springs drive east on Interstate 40, exit at Hector Road and proceed north on Hector Road (CA-SBR-13118H)approximately ½ mile and turn west.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This previously 1548 meter segment of previously unrecorded CA-SBR-2910H. The road segment is a batched mix oil road and in moderate condition. Most of the road surface is eroded by the overall aesthetic is present. There is a can scatter, historic period ceramics and two historic hearths associated with this segment of the road. The can scatter is comprised of approximately 20 vent hole – match stick filler cans located to the south of the road. Hearth 1 is approximately 50cm in diameter with a match stick filler can and hearth 2 is approximately 50cm in diameter with over 100 machine cut nails within it. The ceramic bowl is white ware with blue transfer and makers mark reading "England" – "WH Grindley & Co".

*P3b. Resource Attributes: (List attributes and codes) *AH7(Roads / Trails / railroad grades), AH4 (trash scatter)*

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

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



P5b. Description of Photo: (View, data, accession #)
From can scatter north to SBR2910H

*P6. Date Constructed/Age and Sources:
x Historic ___ Prehistoric ___ Both
Date: _____

*P7. Owner and Address:
Bureau of Land Management – Barstow Field Office, 2601 Barstow Road, Barstow, CA 92311

*P8. Recorded by: Andrew Belcourt
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

*P9. Date recorded: *6.2.2011*

*P10. Survey Type: (Describe)
Reconnaissance Survey

*P11. Report citation: (Cite survey report and other sources or enter "none.")
2011 Lange, Fred
Report On a Class III Cultural Resources Inventory: (Calico Solar Project, San Bernardino County, California; LSA Project No. KRP-1101)

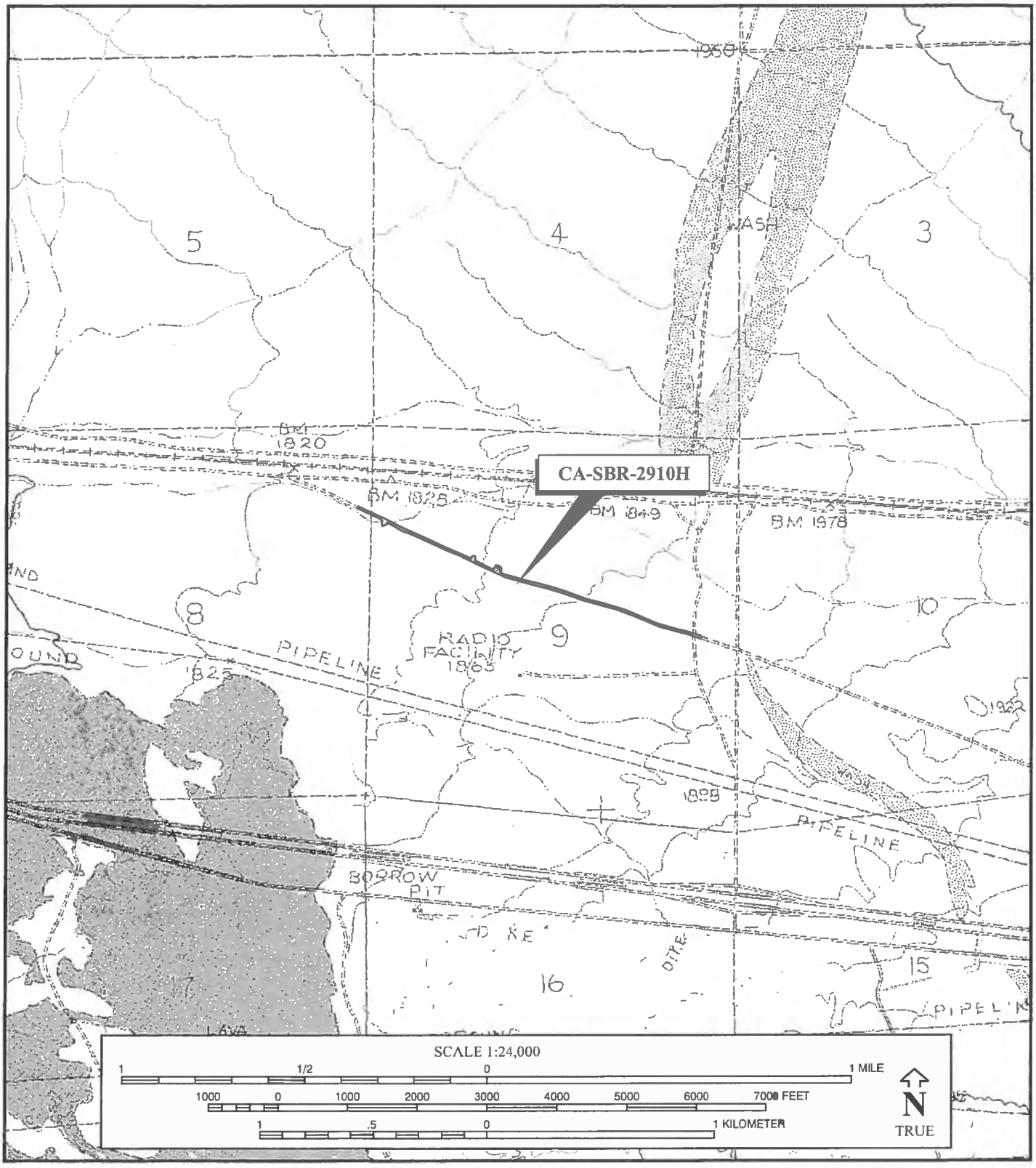
Attachments: ___ None x Location Map x Sketch Map ___ Continuation Sheet ___ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record x Photograph Record ___ Other (list): _____

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

Primary #
HRI #
Trinomial

*Resource Name or # (Assigned by recorder) CA-SBR-2910H

*Map Name: USGS 7.5' Quad, Hector, California *Scale: 1:24000 *Date of Map: 1992



I:\KRP1101\Reports\Cultural\DPR_location_CA-SBR-2910H.mxd (6/23/11)

*Required Information

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

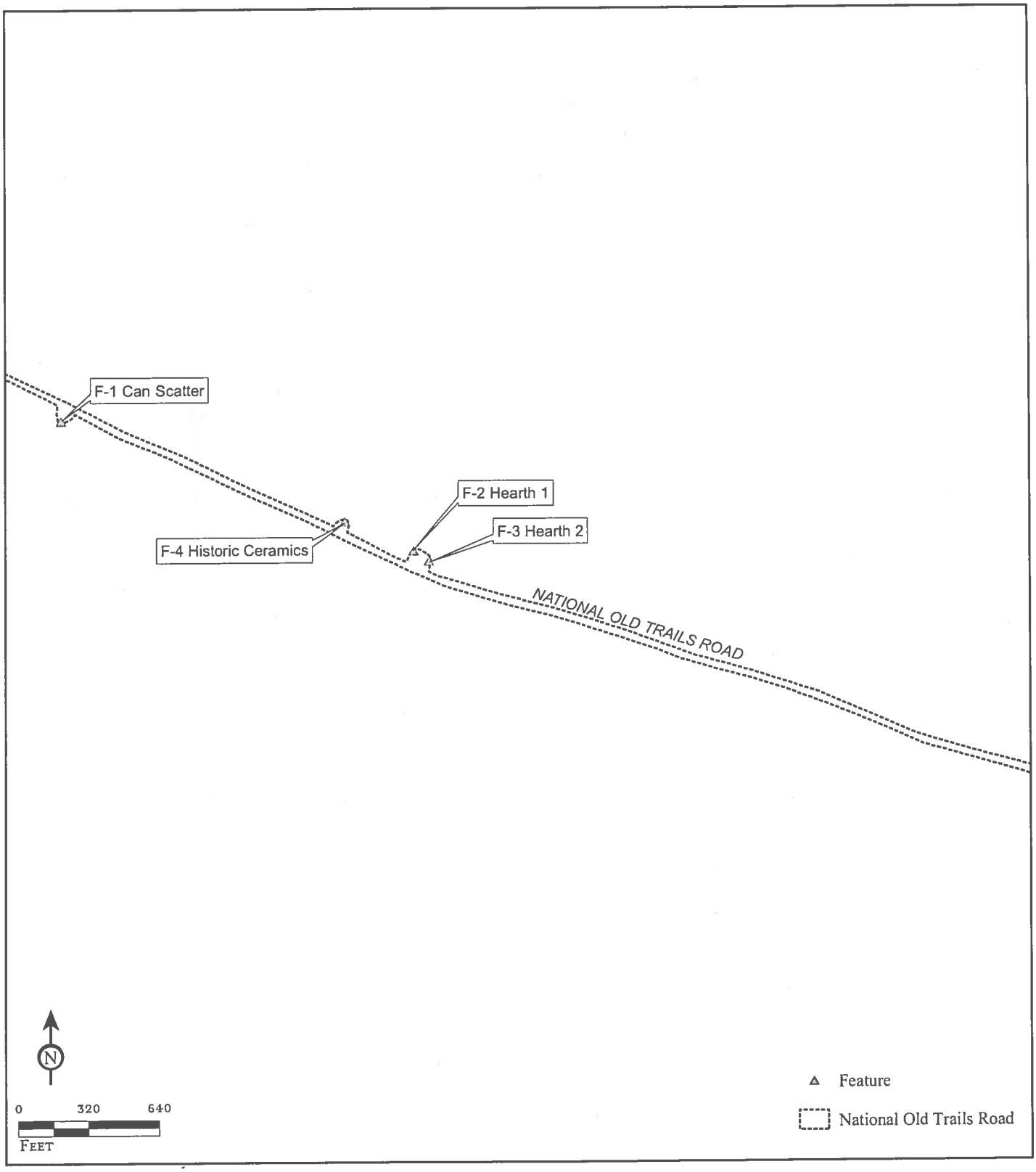
Primary # CA-SBR-2910H (Update)
HRI #
Trinomial

Page 3 of 7

*Resource Name or # (Assigned by recorder) CA-SBR-2910H

Drawn By: Andrew Belcourt

Date: June 17, 2011



I:\KRP1101\Reports\Cultural\DPRSketch_CA-SBR-2910H.mxd (06/23/11)

DPR 523K (1/95)

*Required Information

State of California C The Resources Agency

DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # CA-SBR-2910H (UPDATE)

HRI # _____

Trinomial _____

Page 4 of 7 *Resource Name or #: (Assigned by recorder) CA-SBR-2910H (UDPDATE)

*Recorded by Andrew Belcourt *Date: 6.17.2011 X Continuation _____ Update

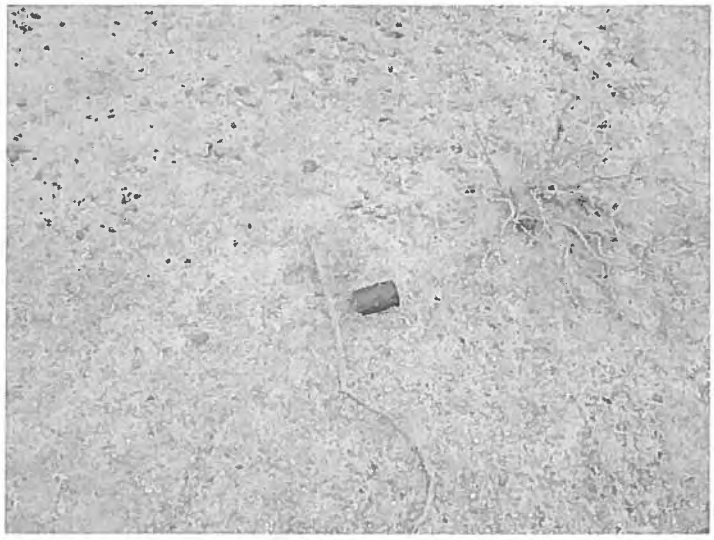


Photo 1: CA-SBR-2910H – vent hole can



Photo 2: CA-SBR-2910H – vent hole cans



Photo 3: CA-SBR-2910H – east from can scatter



Photo 4: CA-SBR-2910H – north from can scatter



Photo 5: CA-SBR-2910H – west from can scatter



Photo 6: CA-SBR-2910H – base historic ceramic



Photo 7: CA-SBR-2910H – historic ceramic

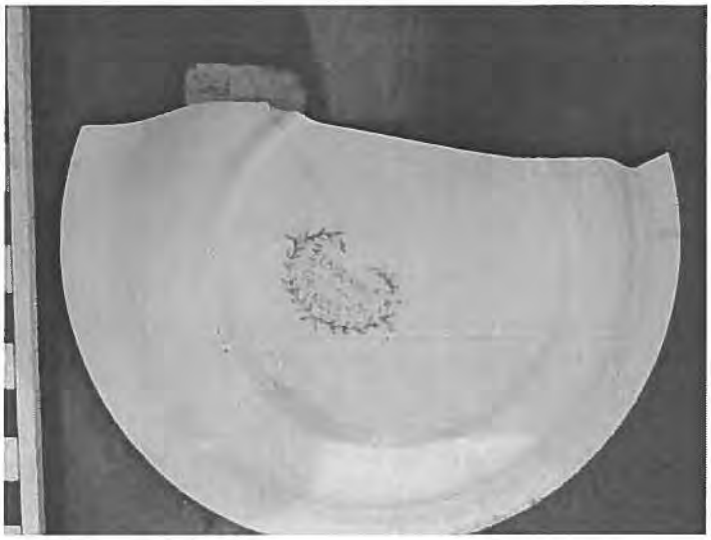


Photo 8: CA-SBR-2910H – historic ceramic makers mark

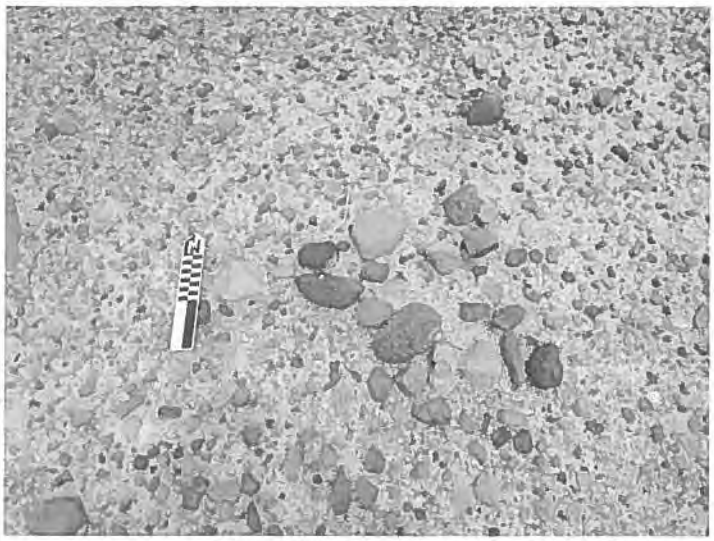


Photo 9: Hearth 1 – Planview

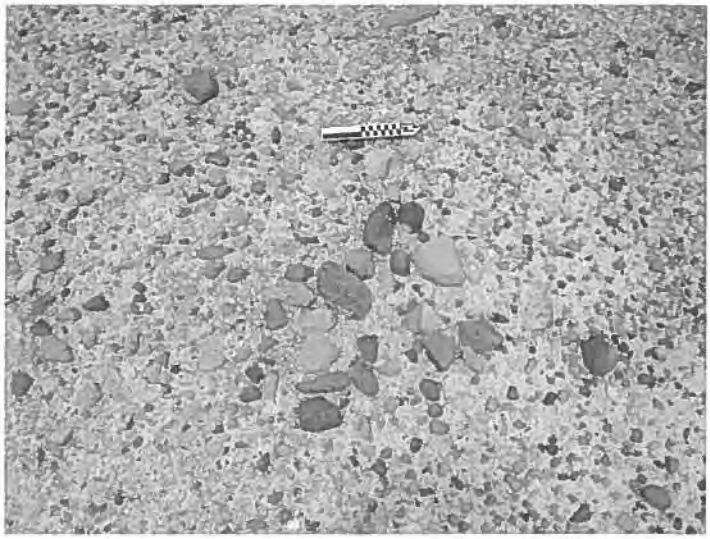


Photo 10: Hearth 1 – Planview



Photo 11: Hearth 1 – west view



Photo 12: Hearth 2 – north view



Photo 13: Hearth 2 – planview



Photo 14: Hearth 2 - Planview

***Recorded by:** S. Jow ***Date:** 10/19/2010 ☐ Continuation ☒ Update

P1. Other Identifier: Natinal Old Trails Highway; U.S. Route 66

***P2. Location:** ☒ Not for Publication ☐ Unrestricted
***a. County:** San Bernardino
***b. USGS 7.5' Quad:** Barstow SE **Date:** 1971 (photorevised 1993) **T**9N; **R**2W; SE¼ **of** NE¼ **of Sec** 18; S.B**B.M.**

c. Address: Vicinity **City:** Barstow **Zip:** 9231
d. UTM: Zone: 11; 489206 **mE/** 3858907 **mN** (NE point in APE) (NAD 83)
489157 **mE/** 3858873 **mN** (Sw point in APE)
e. Other Locational Data: From Barstow head south on Interstate 15 and exit Lenwood Road. Travel west on Lenwood for approximately 2.5 miles until it intersects with Main St. CA-SBR-2910H is Main St. and it is located between Tower Ave. and Coyote Road.

***P11.** Report Citation: Cultural Resources Class III Survey Report for the Proposed Mojave Solar Project and Lockhart Substation Connection & Communication Facilities, San Bernardino County, California. AECOM 2010.

CA-SBR-2910H was originally recorded in 1978 by Berg and revisted over 20 times since then. It was first ldetermined eligible for the National Register in 1990 as an early automobile transportation route across the Mojave Desert and as an early route for the historically significant U.S. Route 66.

In support of the Proposed Lockhart Substation Connection and Communication Facilities for the Mojave Solar Power Plant Project, AECOM relocated a small portion of the site during the current intensive pedestrian survey. The current project APE includes its intersection with Lenwood Road in the city of Barstow (see location map). Although this resource was determined eligible for the National Register in 1990, AECOM contends that the 200 ft paved and regularly maintained section within the APE, does not contribute to the road's eligibile status and is not eligible for the NRHP. Furthermore, it is unlikely that pole replacement efforts would disturb this section of CA-SBR-2910.

***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):

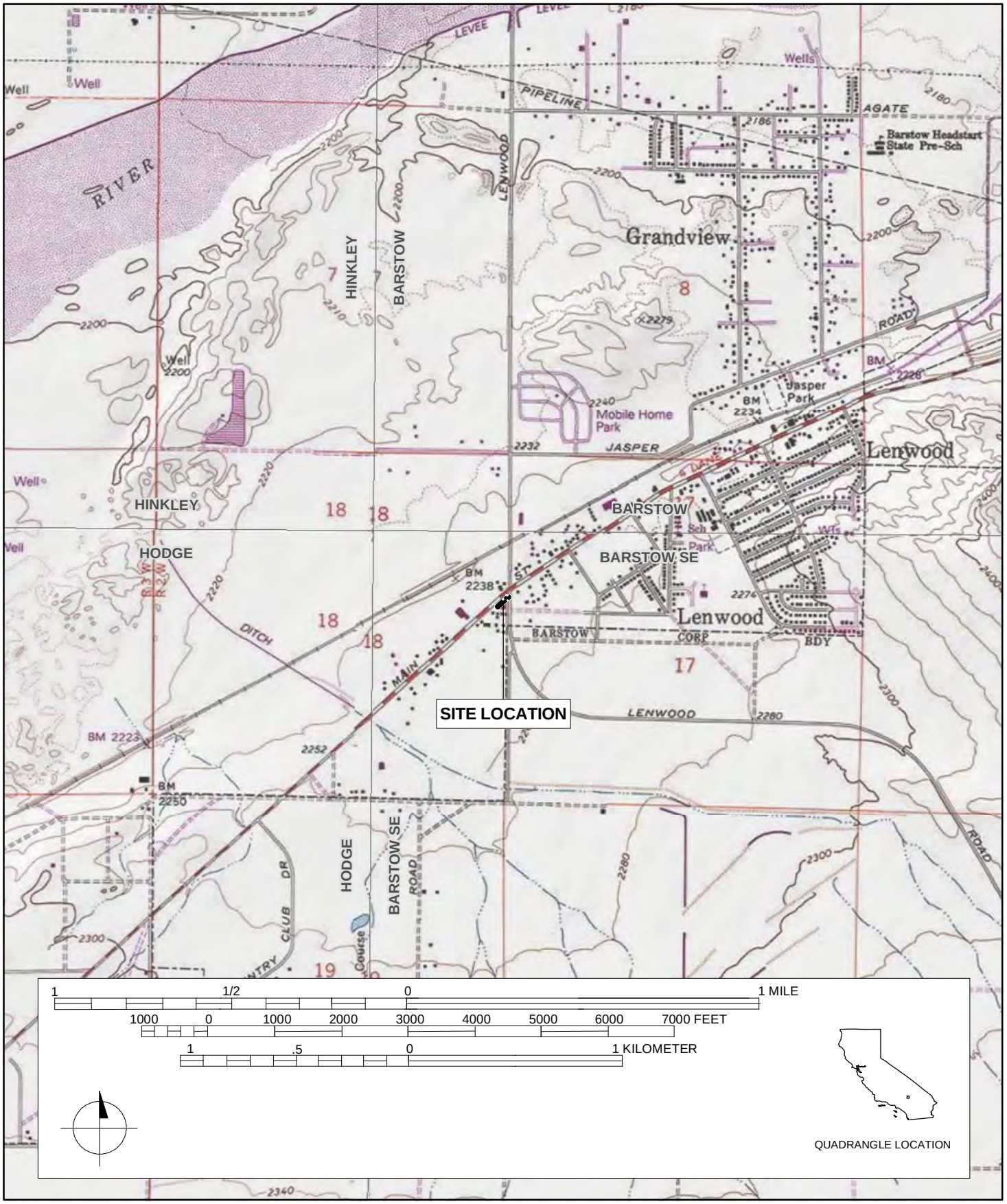
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-2910
HRI #
Trinomial

* Resource Name or # (Assigned by recorder)

* Map Name: CA 7.5' Quad BARSTOW SE * Scale: 1:24,000 * Date of Map: 1993



DPR 523J (1/95)

*Required Information

1066855

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
02910
CONTINUATION SHEET (UPDATE)
2910H

Primary #: P36-

Trinomial: CA-SBR-2910

Page 1 **of** 1 ***Resource Name or Number (Assigned by recorder):** National Old Trails Highway
***Recorded by:** Ecorp Consulting, Inc. ***Date:** 7/1/2010 ☐ **Continuation** ☒ **Update**

This NRHP-eligible historic road (NRHP-E-OHP-3926) was previously recorded by Petersen (1991) and Becker and Phillips (1993).

During a field check conducted by ECORP Consulting, Inc. on July 1, 2010 as part of a survey in support of proposed improvements to El Centro Road between Coyote Trail and Escondido Avenue, no evidence could be found of the historic road where it once intersected what is now El Centro Road. Grading and residential development that have occurred since the mid 1980s appear to have obliterated any trace of the road in the vicinity.

References

Becker, Kenneth, and Jodie Phillips
1993 Archaeological Site Record for P36-02910, the National Old Trails Highway. On file at the San Bernardino Archaeological Information Center, San Bernardino County Museum, Redlands, California.

Petersen, J.
1991 Archaeological Site Record for P36-02910, the National Old Trails Highway. On file at the San Bernardino Archaeological Information Center, San Bernardino County Museum, Redlands, California.

USGS Baldy Mesa

36-002910

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

Primary #
HRI #
Trinomial CA-SBR-2910H UPDATE
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

*Resource Name or #: Portion of U.S. Route 66 [CA-SBR-2910H UPDATE]

P1. Other Identifi1er: historic built environment 0.5-mile buffer

***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:** *Hector, CA* **Date:** 1982 Provisional **T** 8N;**R** 6E; **Sec** 18., 19, 20; **S.B.B.M.**
USGS 7.5' Quad: *Sleeping Beauty, CA* **Date:** 1982 Provisional **T** 8N;**R** 6E; **Sec** 20 and 21; **S.B.B.M.**

c. Address: City: Zip:

d. UTM: Zone: 11 NAD83 (Conus); 547256mE / 3849965mN (G.P.S.) [west end]
Zone: 11 NAD83 (Conus); 560883mE / 3845485mN (G.P.S.) [east end]

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

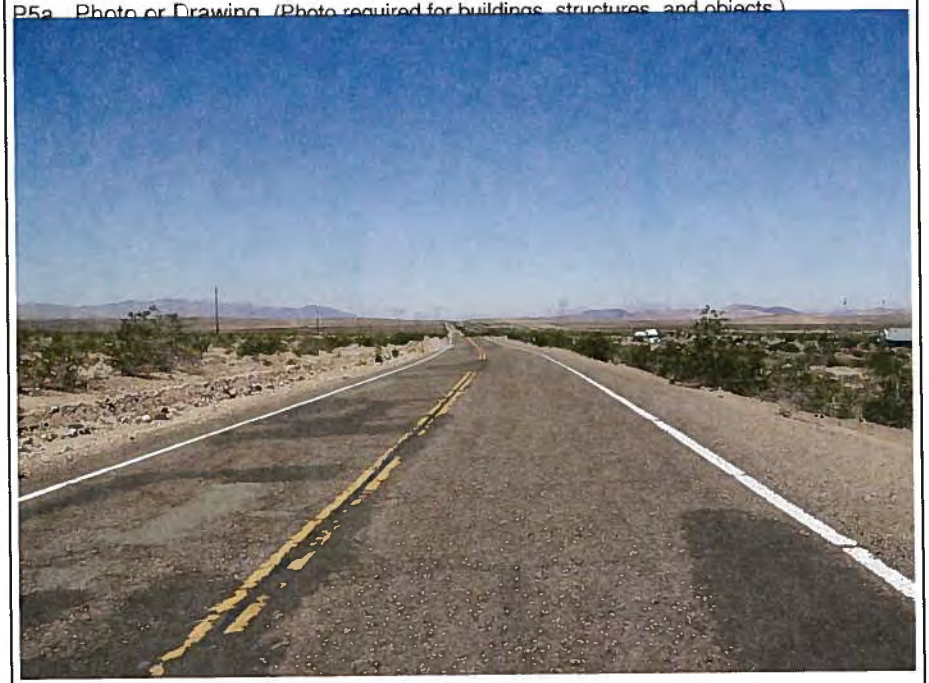
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Portions o f U.S. Route 66 occur in the Calico Solar Project (Project) Area of Potential Effect (APE), these portions respectively, occur within the one-half mile historic built environment defined as the area of indirect effect, The portion of U.S. Route 66 within the Project APE, is a two-lane, paved roadway that currently serves as an in-use frontage road for Interstate 40. This segment was originally constructed in the 1930s, south of the highway's original alignment, which was known as the National Old Trails Road (NOTR). The NOTR was designated by highway booster groups in 1912, and by the late 1920s much of the highway was either oiled or surfaced with gravel. In 1926, the NOTR was designated as U.S. Route 66, but in the 1930s it was abandoned in favor for a route to the south, which is the current alignment of historical U.S. Route 66.

***P3b. Resource Attributes:** (List attributes and codes) HP37 Highway/Trail

***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 #)
U.S. Highway 66, view northwest
Date: October 27, 2008

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both
1934

***P7. Owner and Address:**
State of California

***P8. Recorded by:** (Name, affiliation, and address)
Kirsten Erickson
URS Corporation
7720 N. 16th Street, Suite 100
Phoenix, Arizona 85020

***P9. Date Recorded:** October 27, 2008: revised June 14, 2010

***P10. Survey Type:** (Describe)
BLM Class III field survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Nixon, Rachael, S. Mattiussi, B. Glenn, G. Fink, J. Rehor, K. Erickson, M. Neal and K. Maeyama
2010 Final Class III Cultural Resources Technical Report for the Calico Solar Project (formerly Solar One), San Bernardino County, California. URS Corporation. Technical report prepared for Tessera Solar (Applicant). Submitted to the Bureau of Land Management – Barstow Field Office, Barstow, CA. Copies available from Bureau of Land Management – Barstow Field Office, Barstow, CA.

***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 #
Trinomial CA-SBR-2910H UPDATE

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder): Portion of U.S. Route 66 [CA-SBR-2910H UPDATE]
B1. Historic Name: Route 66
B2. Common Name: Route 66
B3. Original Use: Road
B4. Present Use: Road
*B5. Architectural Style: Engineering Structure
*B6. Construction History: (Construction date, alterations, and date of alterations)
1930s. Since the 1930s, and outside of the historic period, the roadway has been regularly maintained, which has led to resurfacing, re-striping, built-up asphalt surfaces, widened shoulders, guardrails, and other crossings improvements.

*B7. Moved? X No ❑ Yes ❑ Unknown Date: Original Location:
*B8. Related Features: Four bridge crossings (Features 1-4) within the one-half mile built environment buffer APE (refer to attached linear feature records for more information).
B9a. Architect/ Engineer: N/A
b. Builder: N/A
*B10. Significance:
Theme: Transportation
Area: Southern California/San Bernardino County/East Mohave Desert
Period of Significance: N/A
Property Type: Highway/Trails
Applicable Criteria: N/A

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

Both the NOTR and 1930s alignment of U.S. Route 66 have been recorded under site number CA-SBR-2910H in San Bernardino County. In the 1970s, the Bureau of Land Management recorded a segment of the 1912-era NOTR as part of the California Desert Project, and a segment of the 1930s U.S. Route 66 within the Eastern Mojave Planning Unit. In 2001, the CA-SBR-2910H site form was updated during a survey for the All American Pipeline replacement project. That update also recorded portions of the 1930s alignment that occurred within the All American Pipeline APE. Because remnants of both the 1912 alignment of the NOTR and the 1930s alignment of U.S. Route 66 are located within the Project APE (footprint and one-half mile built environment buffer), a separate update form was completed for the NOTR (refer to the update form prepared as part of the Calico Solar Project).

In other areas of San Bernardino County as well as California and the United States, U.S. Route 66 has been previously evaluated as appearing eligible for the NRHP under Criterion A as one of the first all-weather highways in the United States. However, while the entire segment as a whole has been evaluated as appearing eligible for the NRHP, the segment of U.S. Route 66 in the Project APE would not be considered a contributing element to the potential significance of the entire Route 66 alignment or considered an individually significant segment of Route 66. The portion of Route 66 in the Project APE does not embody distinctive characteristics of highway design from the early 20th century – it features a common utilitarian construction – and due to existing intrusions from non-historic period infrastructure, no longer convoys a specific historic period, character, or sense of feeling. Further, the highway's original and historic-period features and materials have been impacted by alterations and non-historic period elements (e.g., new built-up asphalt surfaces, widened shoulders, metal guardrails, crossings) which disrupt the property's visual narrative and historic context. **Refer to continuation sheet for additional information.**

B11. Additional Resource Attributes: (List attributes and codes) HP11 Engineering Structure, HP19 Bridge

*B12. References: Refer to continuation **sheet.**

B13. Remarks:

*B14. Evaluator: Kirsten Erickson
Date of Evaluation: September 22, 2008; revised June 14, 2010

*Required information

***P3a. Description:**

U.S. Route 66 in the Project APE (one-half mile built environment buffer) is an approximately nine-mile segment of a much larger 2,448-mile interstate highway (of which, 314 miles are located in California). In the study area, Route 66 is a two-lane built-up asphalt-paved roadway that serves as a frontage road for Interstate 40. The entire Route 66 network spans This segment of U.S. Route 66 is in fair condition and shows evidence of maintenance and repair. As a result, the roadway has been resurfaced, re-striped, has newer built-up asphalt surfaces, widened shoulders, guardrails, and other crossings improvements that are not original or from the historic period. Within the study area, the nine-mile segment features four single-span bridges (wash crossing) from 1939 to 1952. There are no historic buildings associated with U.S. Route 66 along this segment of the road. Historical buildings associated with U.S. Route 66 still exist in the town of Ludlow, located about 12 miles east of Pisgah and about 11 miles east of the project area, and in Newberry Springs, about 15 miles west of the Interstate 40 Hector exit and about 13 miles west of the project area. This segment of U.S. Route 66 has been impacted by existing modern visual intrusions, which have compromised the roadway's historical setting. These intrusions include the multi-lane Interstate 40, wooden and metal lattice tower power lines, transmission lines, and a fairly large electrical substation with associated infrastructure.

***B10. Significance:**

Prior to the construction of the railroad between Needles and Barstow in 1883, travel across the Mojave Desert in the project vicinity was limited to prehistoric trails; early trails developed by mountain men, early explorers, and gold seekers; and routes developed during the railroad surveys of the 1850s. After the railroad was completed, new roads were constructed between local mines and railroad sidings, and a wagon road was constructed adjacent to the railroad tracks from Barstow to the Arizona border (Hatheway 2001).

The automobile first made its appearance to the American public in the late 1890s, and by 1900 automobiles were still the toys of the rich with only one for every one thousand Americans. Although Henry Ford introduced his Model T in 1907, widespread use of the automobile did not occur until after World War I. In 1914, Ford perfected full assembly line production and two years later more than half a million automobiles were sold. As the use of the automobile rose, the demand for good roads increased. Most rural roads in the 1900s had been constructed for wagon traffic and were not suited to automobile traffic (Fischer and Carroll 1988; Keane and Bruder 2004; Lyman 1999; Paxson 1946).

By 1910, national and local organizations promoted good roads in the United States, including the Old National Trails Highway in the Project Area. The Old National Trails Highway was part of the 2,448-mile ocean-to-ocean highway from Baltimore, Maryland to the California coast. The Old National Trails Highway also was part of the National Auto Trail System, an informal network of automobile routes marked by local organizations in the early twentieth century. The Old National Trails Highway in the project area was located in the vicinity of the alignment of the old wagon road that was constructed adjacent to the Santa Fe Railroad tracks in the 1880s. The highway was designated by highway booster groups in 1912 and by 1914 the Auto Club of Southern California had signed the much of the highway (Keane and Bruder 2004; Wikipedia contributors 2008).

In 1916, the Federal Highway Aid Act was passed to help fund rural roads, using a 50/50 funding match for states with a highway department. Route planning, however remained a local matter, which usually did not include engineering surveys. In 1919, Congress liberalized the funding match requirements, and by late 1921, Congress passed the Federal Highway Act that further reduced the state match to about 26 percent (Lyman 1999) and required federal aid to be concentrated upon "such projects as will expedite the completion of an adequate and connected system of highways, interstate in character" (Paxson 1946:245). Up to seven percent of a state's roads could be listed for reconstruction to create the national highway system. By 1923 a tentative plan had been developed linking every city with a population of 50,000 or more, with construction planned over a ten-year period (Paxson 1946).

During the 1920s automobile travel was an adventure for many Americans and was heavily promoted. By the late 1920s, much of the Old National Trails Highway in the project vicinity had been widened and oiled or surfaced with gravelly sand. However, the segment of the highway across the Mojave Desert was notorious for its poor condition, and by 1925 the highway was full of ruts and chuck holes. The highway was narrow with no road shoulders or striping, tended to follow the natural topography of the area, and was vulnerable to the effects of erosion. The State of California had designated the highway as a public highway in 1919, but did not take any responsibility for the highway between Barstow and Needles until 1923, leaving the burden of maintenance to San Bernardino County. Despite the poor conditions of the highway, motorist were never more than four miles from the railroad where they could find help in the form of stations and section crews, and water was available every 5 to 10 miles (Bischoff 2005; Hatheway 2001; Scott and Kelly 1988).

***B10. Significance:**

In 1926, the American Association of State Highway and Transportation Officials designated the Old National Trails Highway in the Mojave Desert as U.S. Route 66. U.S. Route 66 was one of the main arteries of the National Highway System and was one of the first great highways in the United States, running from Chicago to the Pacific Ocean. Federal funding allowed for improvements, such as the construction of road shoulders. In the 1930s, the original alignment of the Old National Trails Highway was abandoned in favor of a route to the south, which is the current alignment of historical U.S. Route 66. The new U.S. Route 66 alignment eliminated sharp turns, reduced steep grades, and straightened the roadway to accommodate higher speeds. The use of heavy machinery allowed for large road cuts that had not been possible in the early days of road building. The section of U.S. Route 66 from Needles to Los Angeles was the most heavily traveled section of the highway, and in 1934 this segment of U.S. Route 66 was paved. Much of the paving of U.S. Route 66 was completed by the Works Progress Administration during the Great Depression of the 1930s. By 1938 all of U.S. Route 66 was paved (Bischoff 2005; Scott and Kelly 1988; Wikipedia contributors 2008).

U.S. Route 66 was an important transportation route during the Great Depression. In his book, *The Grapes of Wrath*, John Steinbeck wrote about migration of Midwestern farmers to the Pacific coast along U.S. Route 66. World War II caused further migration to the west coast along U.S. Route 66 as millions of Americans went to work in war related jobs in California. U.S. Route 66 became so famous that it was memorialized in Bobby Troup's popular song "Get Your Kicks on Route 66" (Scott and Kelly 1988) and was featured in many Hollywood movies.

Thousands of business opened along U.S. Route 66 mostly serving cross-country travelers. Businesses varied from grocery stores, service stations, restaurants, and motels to dance halls and tourist attractions. Barstow was the last stop from Los Angeles before crossing the desert or the first stop after the desert, and was a popular rest area along the highway even during the Depression. During that time business from U.S. Route 66 was an important part of the economy of many towns and cities. By World War II many businesses along U.S. Route 66 competed for travelers' money. Native American crafts sales became an important industry along the route. During the war military use of the road also grew, especially in the vicinity of the military training bases in the Mojave Desert (Scott and Kelly 1988).

The era after World War II and before the opening of other major east-west interstate highways, such as Interstate 40, is known as the golden age of U.S. Route 66. However, the increased traffic along U.S. Route 66 also caused the end of the highway. Although the highway was an important east-west thoroughfare, it could no longer handle the volume of traffic and heavy military equipment using the road. After World War II a new national interstate highway system was built and replaced much of U.S. Route 66.

According to existing management contexts, eligible Route 66 resources include properties such as motels, gas stations, restaurants and cafes, and roadside attractions that may be individually eligible for listing on the NRHP, but it is more likely that their significance lies in how they relate the historic transportation corridor as a whole. The historic and management context for the Route 66 corridor in California, *Life in the Past Lane, The Route 66 Experience* (Bischoff 2005), provides guidance for evaluating and interpreting Route 66 resources in the California desert. When determining eligibility of resources related to the Route 66 corridor, resources may be evaluated in a conventional way, such as emphasizing their local, regional, or statewide significance or considering them from the perspective of their original design, but they may also be evaluated by cognitive aspects such as their ability to illustrate the experience of the period of pre-chain-dominated roadside businesses and a sense of what travel before the interstate was like. In order to be eligible as a Route 66 resource, a resource must be able to reflect its association with the theme of automobile transportation in the Route 66 era. A resource's integrity is important in evaluating these properties. A resource must be able to reflect its association with the significant period of automobile travel, when buildings were generally of simple design and materials, reflecting the styles of the local area, and when businesses were small, individually owned properties. Buildings should be linked in some way to the roadway (physically, visually, etc.) and must remain in context, illustrating their importance in highway-related business (Bischoff 2005:156-157). In addition, there are physical components of the roadway which are also important to the resource's eligibility, including the feel of the open road (vistas, panoramas, lack of encumbrances); ability to drive long distances; sense of adventure; proliferation of independently-owned roadside businesses); sense of travel before multi-lane interstates and pre-pavement roadways (Bischoff 2005:155).

Based on the preceding historic context and evaluative considerations, the portion of Route 66 in the Project APE would not be considered a contributing element to the potential significance of the entire Route 66 alignment or considered an individually significant segment of Route 66. Foremost, within the nine-mile segment of the roadway within the study area, there are no standing structures or built environment properties are associated with Route 66, such as businesses, roadside attractions, automobile court, etc. There are no properties within the Route 66 study area associated with the theme of automobile transportation in the Route 66 era. Further, the portion of the roadway within the study area does not reflect any important trend or accomplishment associated with road engineering, highway design, or construction. There are no major or significant erosion-control features or landscape modifications within the segment – rather, just mundane utilitarian control efforts (such as Features 1, 2, 3, and 4) which really do not contribute to the significance or the understanding of the highway. There are no distinctive engineering features with the roadway in this segment. The general feeling of the open roadway within the desert in this segment has been affected by the

atmospheric intrusions, such as the multi-lane Interstate 40, wooden and metal lattice tower power lines, transmission lines, and a fairly large

***B10. Significance (continued):** electrical substation with associated infrastructure. These intrusions have diminished the property's visual narrative, context, and feeling modern non-historic visual and Changes in the roadway (resurfacing, re-striping, built-up asphalt application, widened shoulders) diminish the feeling of an open adventures trip on a small one- to two-lane long distance highway. Overall, this portion of Route 66 is not contiguous with rest of the Route 66 system, and is not associated with events which reflect the important land use activities, traditional cultural activities, and development that has characterized (and is important) to San Bernardino County, California and the nation. There are no important people or events associated with this segment of the roadway. In addition, the property does not have the potential to yield important information. Therefore, the portion of Route 66 within the study area does not appear to meet does not appear to be a contributing element to the significance of the entire U.S. Route 66 system, and the portion within the one-half mile built environment APE does not appear to be individually eligible for the NRHP, CRHR, or considered a historical resource for purposes of CEQA. Therefore, the portion of the highway within the one-half mile built environment APE does not appear to be considered historically significant.

The portion of Route 66 within the study area does not appear to possess sufficient historic integrity of setting, feeling, materials, workmanship, and association to be considered eligible for listing to the NRHP, CRHR, or considered a historical resource for purposes of CEQA (Though, it still retains its historic integrity aspect of design). The highway's historic integrity aspects of setting and feeling were impacted by the addition of non-historic period elements (such as new built-up asphalt surfaces, widened shoulders, metal guardrails, improved crossings). Additionally, changes in the area's general character disrupt the original and historic-period physical features which characterize the highway within the study area. While the portion of the highway within the one-half mile built environment APE has retained some historic materials and fabric (e.g., 1930s bridges/crossings), overall the replacement and addition of certain materials from outside of the historic period impacts the property's historic configuration and appearance. Accordingly, the loss of the property's original and historic-period setting and materials affects its ability to convey a specific historic feeling. In its current condition, the portion of the highway within the study area does not exhibit signs of high workmanship, since the property does not express ways people fashioned their environment during the early twentieth century. The portion within the study area is representative of common utilitarian highway construction and engineering from any period, and does not express a vernacular method of construction or highly sophisticated configurations. There is little physical evidence of the crafts of a particular culture or people from the period of significance. Lastly, the portion of the highway within the Project APE does not have any association or direct link between important events or people and the property. The portion of the property in the study area was not the location or place for any important event or activity, and is not sufficiently intact or distinctive to convey any type of historic-period relationship.

In summary, the portion of the highway within the Project APE (one-half mile built environment buffer) does not appear to be individually eligible for listing to the NRHP, CRHR, or considered a historical resource for purposes of CEQA, and does not appear to be contributing element or significant related feature/component to the larger linear Route 66 system (if it is determined that such a resource exists). Further, the addition of a solar plant near the highway would not create a new adverse effect or significant impact to the portion of the historic-period property within the Project APE.

References:

Bischoff, Matt C., 2005. *Life in the Past Lane, The Route 66 Experience, Historic and Management Contexts for the Route 66 Corridor in California: Volume I, Route 66 in the California Desert.* Technical Series 86. Statistical Research, Tucson.

Fischer, Claude S., and Glenn R. Carroll, 1988. Telephone and Automobile Diffusion in the United States, 1902-1937. *American Journal of Sociology* 93:1153-1178.

Hatheway, Roger, 2001. *The Late "Prehistory" of Route 66 in the California Mojave Desert.* On file, Archaeological Research Center, San Bernardino County Museum, Redlands.

Keane, Melissa, and J. Simon Bruder, 2004. *Good Roads Everywhere: A History of Road Building in Arizona.* Cultural Resource Report 2003-28(AZ). URS Corporation, Phoenix.

Lyman, E. L., 1999. The Arrowhead Trails Highway: The Beginnings of Utah's Other Route to the Pacific Coast. *Utah Historical Quarterly* 67(3):242-264.

Paxson, F. L., 1946. The Highway Movement, 1916-1935. *American Historical Review* 51(2):236-253.

Scott, Q. and Kelly, S.C., 1988. *Route 66: The Highway and Its People.* University of Oklahoma Press, Norman.

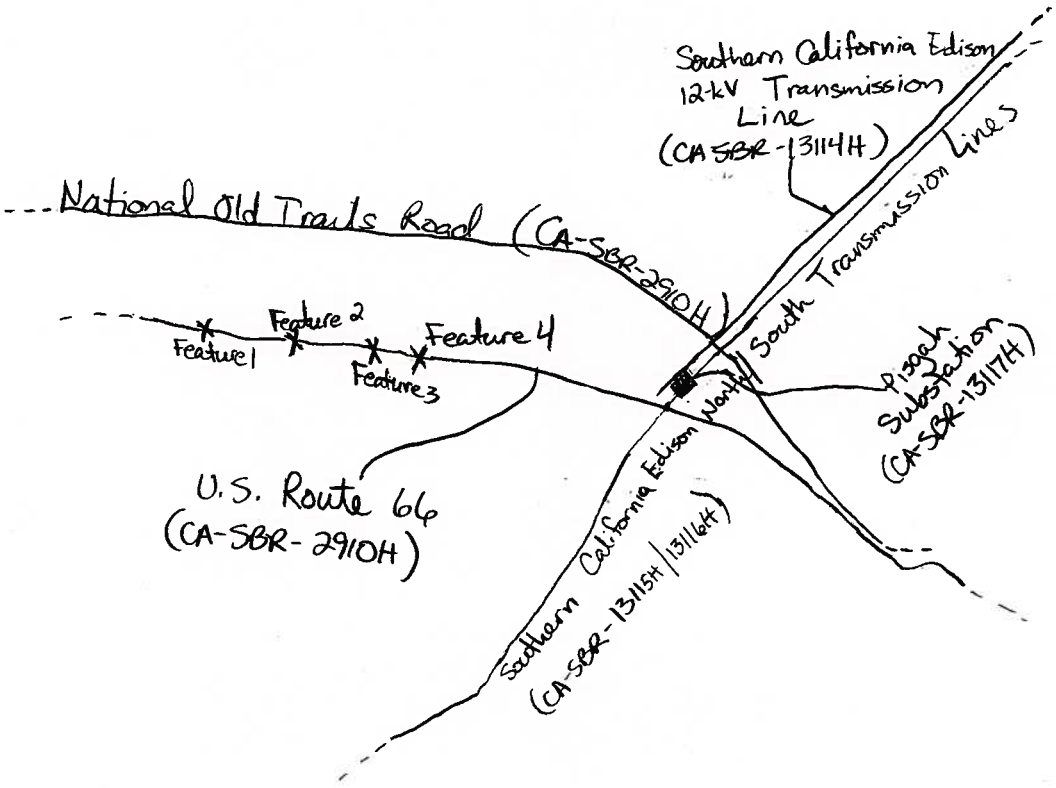
Smith, Gerald, L. Burr Belden, and Arda M. Haenszel, n.d. *San Bernardino County Registered State Historical Landmarks.* San Bernardino County Museum Association Quarterly, Volume 7, No. 1.

Wikipedia contributors, 2008. National Old Trails Road, *Wikipedia, The Free Encyclopedia.* Electronic document, http://en.wikipedia.org/w/index.php?title=National_Old_Trails_Road&oldid=230642661. Accessed 5 November 2008.

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

Primary #
HRI#
Trinomial CA-SBR-2910H UPDATE

Page 6 of 11 ***Resource Name or #** (Assigned by recorder): Portion of U.S. Route 66 [CA-SBR-2910H UPDATE]
***Drawn by:** Kerri Rastin ***Date of map:** June 6, 2010



*Required information

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

Primary #
HRI #
Trinomial CA-SBR-2910H UPDATE

 Resource Name or #: Portion of U.S. Route 66 [CA-SBR-2910H UPDATE]

L1. Historic and/or Common Name: U.S. Route 66

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

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)

UTMs for U.S. Route 66
West end is at 547256mE/3849965mN
Southeast end is at 560883mE/3845485mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
U.S. Route 66 in the one-half mile built environment buffer APE is an approximately nine-mile segment of two-lane paved roadway that serves as an in-use frontage road for Interstate 40. This segment of U.S. Route 66 is in fair condition and shows evidence of maintenance and repair. As a result, the roadway has been resurfaced, re-striped, has newer built-up asphalt surfaces, widened shoulders, guardrails, and other crossings improvements that are not original or from the historic period. Within the study area, the nine-mile segment features four single-span bridges (wash crossing) from 1939 to 1952.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width:
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: nine miles

L5. Associated Resources:
Four bridge features were recorded within the survey area. All four bridges span washes and a brief description of each is provided. **Refer to continuation sheet for additional information.**

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The site is located within an open desert plateau. The vegetation consists mainly of Mojave creosote/desert saltbush communities, including cholla. The sediments in the area are composed of silty sand alluvium and medium to large gravels with some areas of unconsolidated desert pavement.

L7. Integrity Considerations: The integrity of this segment of U.S. Route 66 is compromised. Its general condition is good, although the road surface is rough and a few pot holes are present. Modern intrusions have compromised its historical setting and feel, including Interstate 40, power lines, transmission lines, and an electrical substation that have compromised vistas and the feel, which are considered to be important aspects of the integrity of the resource (Bischoff 2005). This segment of U.S. Route 66 and its associated bridge features are not contributing elements of the NRHP-eligible and CRHR-eligible U.S. Route 66.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
U.S. Route 66 on the east side of the Project Area, view northwest

L9. Remarks:

L10. Form Prepared by:
Kirsten Erickson

Affiliation and Address:
URS Corporation
7720 N. 16th Street Suite 100
Phoenix, Arizona 85020

L11. Date: November 11, 2008

*Required information

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

Primary #
Trinomial CA-SBR-2910H UPDATE

***Resource Name or #:** Portion of U.S. Route 66 [CA-SBR-2910H UPDATE]
☒ **Continuation** ☒**Update**

Feature 1, Bridge 08-SBD-040-R31.37 is a single span bridge. The base of the bridge and angled wing head walls are constructed of wood. The bridge is supported by 12 pile-driven wood posts (six on each end). The bottom length is 17 feet, 5.5 inches east/west and the bottom width is 31 feet. There is a notation painted on the wood underneath the bridge indicating that two coats of paint were applied to the bridge on March 21, 1939. The bridge decking is concrete with metal guard rails. Date stamps imprinted in the concrete curbs adjacent to the roadway indicate that these were installed in 1952. The wood base of the bridge structure, together with the 1939 notation, indicates that this bridge feature likely is an original feature of U.S. Route 66. The concrete decking may also be original since reinforced concrete was used at the time this segment of U.S. Route 66 was constructed. The 1952 date stamps on the roadside curbing indicate that improvements to the bridge occurred at that time. Though this feature is in a good state of preservation, it does not embody the distinctive characteristics of a type, period, region, or method of construction, nor does it represent the work of a master or possesses high artistic values, therefore it is not considered a contributing element to CA-SBR-2910H.



Feature 1, Bridge 08-SBD-040-R31.37 from U.S. Route 66, view east, October 27, 2008



Feature 1, Bridge 08-SBD-040-R31.37, Wood Bridge Structure, view north; October 27, 2008

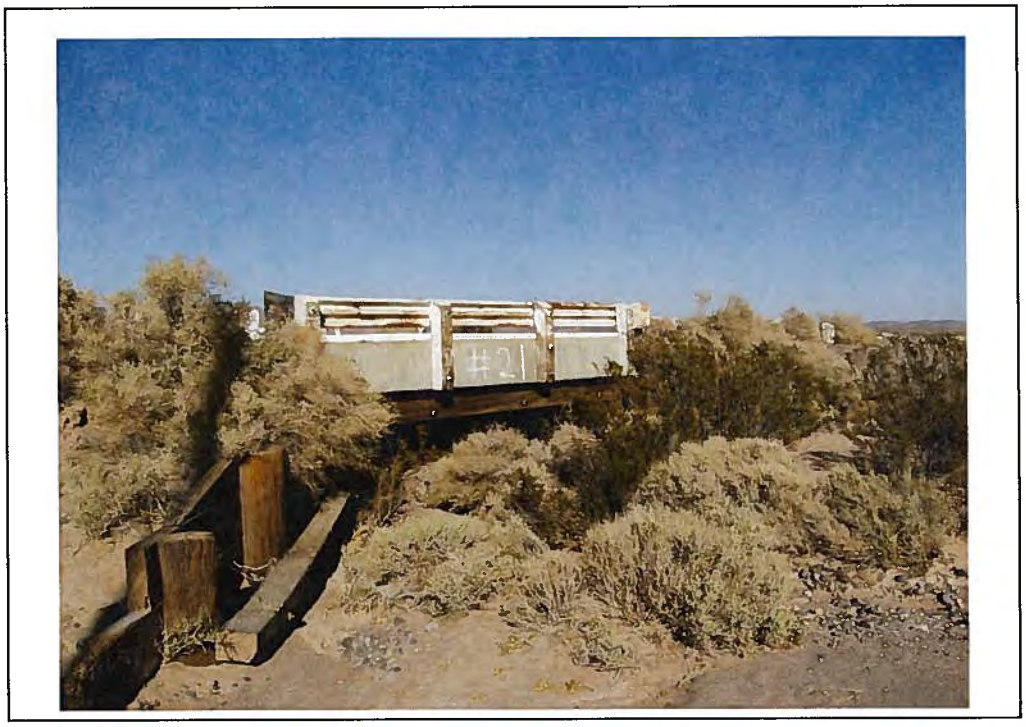
***Required information**

Feature 2, Bridge 08-SBD-040-R32.26 has the same design and is approximately the same size as Feature 1.



Feature 2, Bridge 08-SBD-040-R32.26, view north; October 27, 2008

Feature 3, Bridge 08-SBD-040-R33.11 has the same design and is approximately the same size as Features 1 and 2.



Feature 3, Bridge 08-SBD-040-R33.11, view northeast; October 27, 2008

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

Primary #
Trinomial CA-SBR-2910H UPDATE

***Resource Name or #:** Portion of U.S. Route 66 [CA-SBR-2910H UPDATE]
☒ **Update**

Feature 4, Bridge 08-SBD-040-R33.55 has the same design and is approximately the same size as Features 1, 2, and 3.



Feature 4, Bridge 08-SBD-040-R33.55, 1952 Date Stamp, October 27, 2008

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

LOCATION MAP

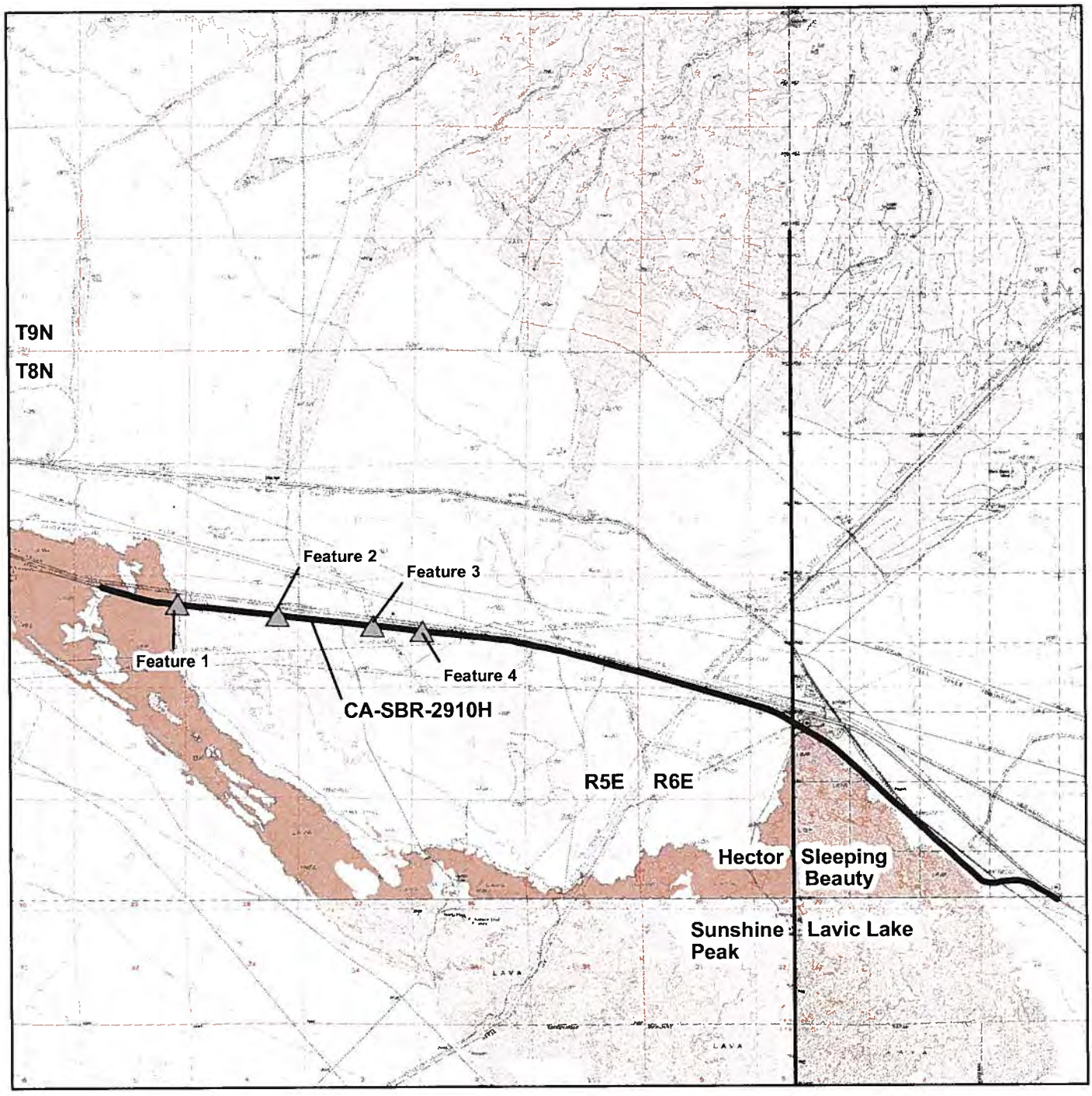
Primary #
HRI #
Trinomial CA-SBR-2910H UPDATE

*Resource Name or #: Route 66

*Scale: 84,000

Map Name: *Hector, Sleeping Beauty, Lavic Lake, Sunshine Peak, CA* 7.5' USGS Quadrangles

*Date: 1982



SCALE 1:84,000

2 1 0 2 Miles

2,000 0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 Feet

2 1 0 2 Kilometers

TRUE NORTH

*Required information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	**Primary #** 36-002910 **HRI #** **Trinomial** CA-SBR-2910H, Update **Status Code** 2S2
Other Listings **Review Code** **Reviewer** **Date**	

***Resource Name or #:** Historic U.S. Route 66

P1. **Other Identifier:** National Old Trails Highway / Cajon Boulevard

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

b. USGS 7.5′ Quad San Bernardino North **Date** 1967-1988 Within an un-sectioned portion of the Muscupiabe land grant; **T**1N; **R**5W; **S.B.B.M.**

c. Address: **City** **Zip**

d. Zone: 11; NAD 1927 **Point A:** 466,360 mE / 3,782,980 mN

Point B: 466,880 mE / 3,782,330 mN

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate): From the I-215 freeway take the Palm Avenue exit. Turn left on Palm Avenue and drive approximately 0.3 miles to the Burlington Northern Santa Fe Railroad (BNSF). As you cross over the BNSF Railroad, Route 66 (Cajon Blvd) is to the immediate southwest paralleling the railroad.

***P3a.** **Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): The segment of Cajon Boulevard crossing the Project APE and recorded and evaluated in this record measures approximately 2,750 feet long. An eight mile long segment of Route 66 (known locally as Cajon Boulevard) between Glen Helen Parkway and Mt Vernon Avenue was examined at a reconnaissance level from the windshield of an automobile to assess the integrity of this small segment of roadway. The recorded segment is an asphalt-paved and striped two-lane highway with a graded, narrow dirt shoulder. The pavement is cracked and eroded in many places,
(Continued on page 5)

***P3b.** **Resource Attributes** (List all attributes and codes): HP 37: Highway.

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

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



P5b. Description of Photograph: Segment of Cajon Boulevard approaching Palm Avenue, view to the southwest, June 10, 2010.

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

***P7. Owner and Address:** San Bernardino County

***P8. Recorded by** (Name, affiliation, address) M. Colleen Hamilton and Josh Smallwood, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544

***P9. Date Recorded:** June 2010

***P10. Survey Type:** Intensive-level for compliance with Section 106 of the NHPA

P11. **Report Citation** (Provide full citation or enter "none"): Hamilton, M. Colleen, and Josh Smallwood (2010) Historical Resources Evaluation Report for the Palm Avenue Grade Separation Project, San Bernardino County, California. Submitted to Caltrans District 8, by Applied EarthWorks, Inc., July 2010.

Attachments: ☐ None ☒ Location Map ☐ Site 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:

B1. Historic Name: U.S. Route 66 **B2. Common Name:** Cajon Boulevard/Historic Route 66
B3. Original Use: Highway/Road **B4. Present Use:** Local road
B5. Architectural Style: Standard asphalt-paved two-lane roadway

B6. Construction History (Construction date, alterations, and date of alterations): Various Native American trails and wagon roads preceded Route 66 during the nineteenth century, but basically followed a similar route from San Bernardino west to Los Angeles (known as the San Bernardino Road), and north through Cajon Canyon to the Mojave Desert (known as the Mojave Trail), providing an important transportation link between these areas. By the 1910s, an alignment was established that followed the same general course as that used throughout the historic period. This was an oiled dirt road at first, later to be paved and incorporated into a continuous system of highways known as the National Old Trails Road. A section of the roadway was paved from San Bernardino to the summit of Cajon Pass and opened in
(Continued on page 5)

B7. Moved? ☒ No ☐ Yes ☐ Unknown **Date:** **Original Location:**
B8. Related Features:
B9a. Architect: San Bernardino County, engineering department **b. Builder:** San Bernardino County
B10. Significance: Theme Transportation, Migration, Tourism **Area:** San Bernardino County south of Cajon Pass
Period of Significance 1914-1972 **Property Type** Highway **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity): While many segments of Historic U.S. Route 66 in San Bernardino County have been recorded and evaluated, the segment of Route 66 (known locally as Cajon Boulevard) within the Project APE has not been individually evaluated for historical significance under criteria of the National Register. Historic Route 66 in California was determined eligible by the OHP for listing on the NRHP in 1990 and 1998. The historical significance of Historic Route 66 lies primarily in its association with an event or pattern of events important in national, state, and local history. U.S. Route 66 was one of the first automobile routes across the U.S., bringing with it an influx of people, goods, and ideas that enhanced the settlement and growth of the southern California region. The period of significance established for the Route 66 corridor through California is from 1914 to 1972. The period of significance for that portion with the
(Continued on page 5)

B11. Additional Resource Attributes (List attributes and codes): HP 37: Highway
B12. References: Bischoff, Matt C. (2005) *Life in the Past Lane, The Route 66 Experience. Historic and Management Contexts for the Route 66 Corridor in California*. Volume I Route 66 in the California Desert. Technical Series 86. Statistical Research, Inc. Tucson, Arizona; Bricker, Lauren Weiss (1994) Archaeological Site Record for CA-SBR-2910H, 23 August 1994; *San Bernardino Sun* (1916) Cost of Every Bond Road Detailed: Figures Show the Amount Spent to Date and Estimate to Finish. 16 May: 5; Thompson, David G. (1921) *Routes to Desert Watering Places in the Mohave Desert Region, California*. Pp 118–119. U.S. Geological Survey Water Supply Paper 490-B. United States Geological Survey, Washington, D.C.
B13. Remarks:
***B14. Evaluator:** Josh Smallwood, M.A., RPA
Applied EarthWorks, Inc.
3292 E. Florida Ave., Suite A
Hemet, CA 92544
***Date of Evaluation:** June 5, 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

(See pg. 6)

LINEAR FEATURE RECORD

***Resource Name or #:** Historic U.S. Route 66

L1. Historic and/or Common Name: U.S. Route 66 (Cajon Boulevard)

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): **A:** 466,360 mE / 3,782,980 mN **B:** 466,880 mE / 3,782,330 mN.

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate): The segment of Cajon Boulevard crossing the Project APE and recorded and evaluated in this record measures approximately 2,750 feet long and 40 feet wide. It is an asphalt-paved and striped two-lane highway with a graded, narrow dirt shoulder. The pavement is cracked and eroded in many places, and resurfaced in others. A painted highway shield emblem labeled "Historic US 66" is found on one of the lanes along this recorded segment and measures approximately six feet across. In many towns along Route 66, painted emblems have been added along portions of the roadway during the last decade, commemorating the "Mother Road" while eliminating the need for road signs often stolen by collectors.

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

- **a. Top width** 40 ft
- **b. Bottom width** N/A
- **c. Height or Depth** N/A; at ground surface.
- **d. Length of Segment** 2,750 feet
- **e. Sketch of Cross-Section** N/A

L5. Associated Resources: None.

L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate): The adjacent countryside through which the road passes is largely rural in character and bordered by undeveloped land on one side and the AT&SF Railroad on the other, much the way it was during the historic period. Approximately one mile to the northwest, a large commercial building/warehouse is visible, as are water tanks to the north. Much like other segments of Historic Route 66, traffic has been diverted to the nearby interstate. Interstate 215, the primary thoroughfare in this part of the valley, is located approximately 1,500 feet to the east, nearly paralleling this segment of Route 66.

L7. Integrity Considerations: Overall, this segment appears to retain sufficient levels of historical integrity with regard to location, design, materials, setting, feeling, and association to relate its historical significance, and therefore, should be considered a contributing component to the significance of Historic Route 66 in San Bernardino County.

L8a. Photograph, Map, or Drawing:



L8b. Description of Photo, Map, or Drawing (View, scale, etc.): A painted highway shield emblem reading "Historic U.S. 66" painted on the roadway at intervals as part of a stenciling program piloted by the Route 66 Preservation Association in 2000 and maintained by the County of San Bernardino.

L9. Remarks: None.

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

Josh Smallwood
Applied EarthWorks, Inc.
3292 E. Florida Ave., Suite A
Hemet, CA 92544

L11. Date: June 11, 2010

PHOTOGRAPH RECORD

***Resource Name or #:** Historic U.S. Route 66

Page 4 **of** 6
Temporary Number/Resource Name: Cajon Blvd (Historic Route 66)
Project Name: Palm Avenue Grade Separation
Photographer: J. Smallwood
Notes: Frames 24 through 44 were taken progressively while driving south along Cajon Blvd from Glen Helen Pkwy to its convergence with North Mt. Vernon Avenue.
Image Type: ☐ (**bw**) 35mm B&W film ☐ (**cp**) 35mm Color Print film ☐ (**cs**) 35mm Color Slide film ☐ (**df**) Digital-Floppy disk ☒ (**dm**) Digital-Memory flash card
Camera Type and Model: Kodak EasyShare CX7430
Film Type and Speed: SD disk
Roll Number: Palm-3-dm
Year: 2010

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
6	9	1100	Picture 023	Cajon Blvd south of BNSF overhead bridge.	N
6	9		Picture 024	Cajon Blvd at intersection of Glen Helen Pkwy.	S
6	9		Picture 025	Cajon Blvd north of BNSF overhead bridge.	S
6	9		Picture 026	View of modern BNSF overhead bridge addition carrying single track.	S
6	9		Picture 027	View of BNSF overhead bridge dated 1936 carrying double track.	N
6	9		Picture 028	Detail of the two BNSF overhead bridges.	N
6	9		Picture 029	Detail of the board-formed poured concrete bridge dated 1936.	E
6	9		Picture 030	Cajon Blvd south of RR bridge w/ striped median and turn lane.	S
6	9		Picture 031	Cajon Blvd w/ paved shoulders.	S
6	9		Picture 032	Cajon Blvd approaching Palm Ave.	S
6	9		Picture 033	Verdemont siding along AT&SF parallel to Cajon Blvd.	S
6	9		Picture 034	Crossing at Palm Avenue from east side of tracks.	S
6	9		Picture 035	Crossing at Palm Avenue from east side of tracks, top of track bed	S
6	9		Picture 036	Crossing at Palm Ave from center of roadway.	S
6	9		Picture 037	Dirt shoulders along two-lane of Cajon Blvd.	S
6	9		Picture 038	Widened segment of Cajon Blvd at intersection of 5th Avenue.	N
6	9		Picture 039	Widened segment of Cajon Blvd at intersection of 5th Avenue.	S
6	9		Picture 040	Widened segment of Cajon Blvd at intersection of June St.	N
6	9		Picture 041	Widened segment of Cajon Blvd at intersection of June St.	S
6	9		Picture 042	SR 210 freeway bridge over Cajon Blvd.	N
6	9		Picture 043	Mt. Vernon Ave bridge over Cajon Blvd.	SE
6	9		Picture 044	Mt. Vernon Ave bridge over Cajon Blvd.	SE

***P3a. Description (continued):** and resurfaced in others. A painted highway shield emblem labeled "Historic US 66" is found on one of the lanes along this recorded segment and measures approximately six feet across. In many towns along Route 66, painted emblems have been added along portions of the roadway during the last decade, commemorating the "Mother Road" while eliminating the need for road signs often stolen by collectors. The segment of roadway parallels the BNSF Railway at this location, and the immediate area is a mix of undeveloped land and light industry, with several utilities infrastructure elements nearby, and residential development in the far off distance. Interstate 215 (I-215), the primary thoroughfare in this part of the valley, is located approximately 1,500 feet to the east, nearly paralleling this segment of Route 66. Much like other segments of this historic highway, traffic has been diverted to the nearby interstate. The site was determined eligible by the California Office of Historic Preservation (OHP) for listing on the National Register of Historic Places (NRHP) in 1990 and 1998.

B6. Construction History (continued): September of 1916. It was not until after the adoption of a nationwide highway numbering system in 1926 that this segment was signed as Route 66. The portion of Route 66 from Needles to Santa Monica, California was hard-surfaced by 1934, and by 1938, U.S. Route 66 was fully paved from Chicago to Los Angeles. Its heyday lasted until the development of a federal highway system in the late-1950s that cut off and bypassed many segments, ultimately leading to its demise. The segment through the Cajon Pass was bypassed by Interstate 15E in the late-1950s (SR 215 after 1969), and later cut off at the base of Cajon Pass by the construction of the Interstate 15/ SR 215 interchange, returning this segment of Route 66 to a local thoroughfare designated as Cajon Boulevard. Throughout the historic period, the area bordering this segment of Route 66 was primarily undeveloped land covered with chaparral, with the AT&SF railroad track running along the eastern side of the roadway.

***B10. Significance (continued):** APE is 1926 to 1972. This segment of Cajon Boulevard exhibits none of the early construction characteristics such as macadamized pavement. Because the highway is not associated with persons important to history, it is not considered eligible under Criterion B. Under Criteria C, it has been suggested that Route 66 would be eligible "for the way it reflects the early development of highway engineering" based on numerous aspects of roadway engineering found along the route (Bischoff 2005:154). The segment located within the APE, however, does not exhibit distinctive characteristics of a type, period, or method of construction, or other physical elements that would demonstrate its ability to meet Criteria C. While some portions of the roadway in San Bernardino County are considered archaeological remains and possibly eligible for the NRHP under Criterion D, the material elements of Historic Route 66 that are located within the Project APE do not appear eligible under Criterion D because they lack the potential to provide information important to answering established research questions.

The character of this segment of Historic Route 66 is unlike other segments through the San Bernardino Valley that are completely modernized and bordered by dense residential and commercial development. In part due to the cut-off and bypassing that has occurred, this segment has remained a two-lane asphalt paved road with dirt shoulders, bordered by the AT&SF railroad tracks and undeveloped land, much the way it may have looked during the historic period. Due to this occurrence, the roadway exhibits many of the primary character-defining roadway features that portray a historic appearance, despite the encroachment of residential, commercial, and public infrastructure during the last 50 years. At present, modern development along Interstate 215 is screened from the view of Route 66 at this location by undeveloped hillsides. Overall, this segment appears to retain sufficient levels of historical integrity with regard to location, design, materials, setting, feeling, and association to relate its historical significance, and therefore, should be considered a contributing component to the significance of Historic Route 66 in San Bernardino County.

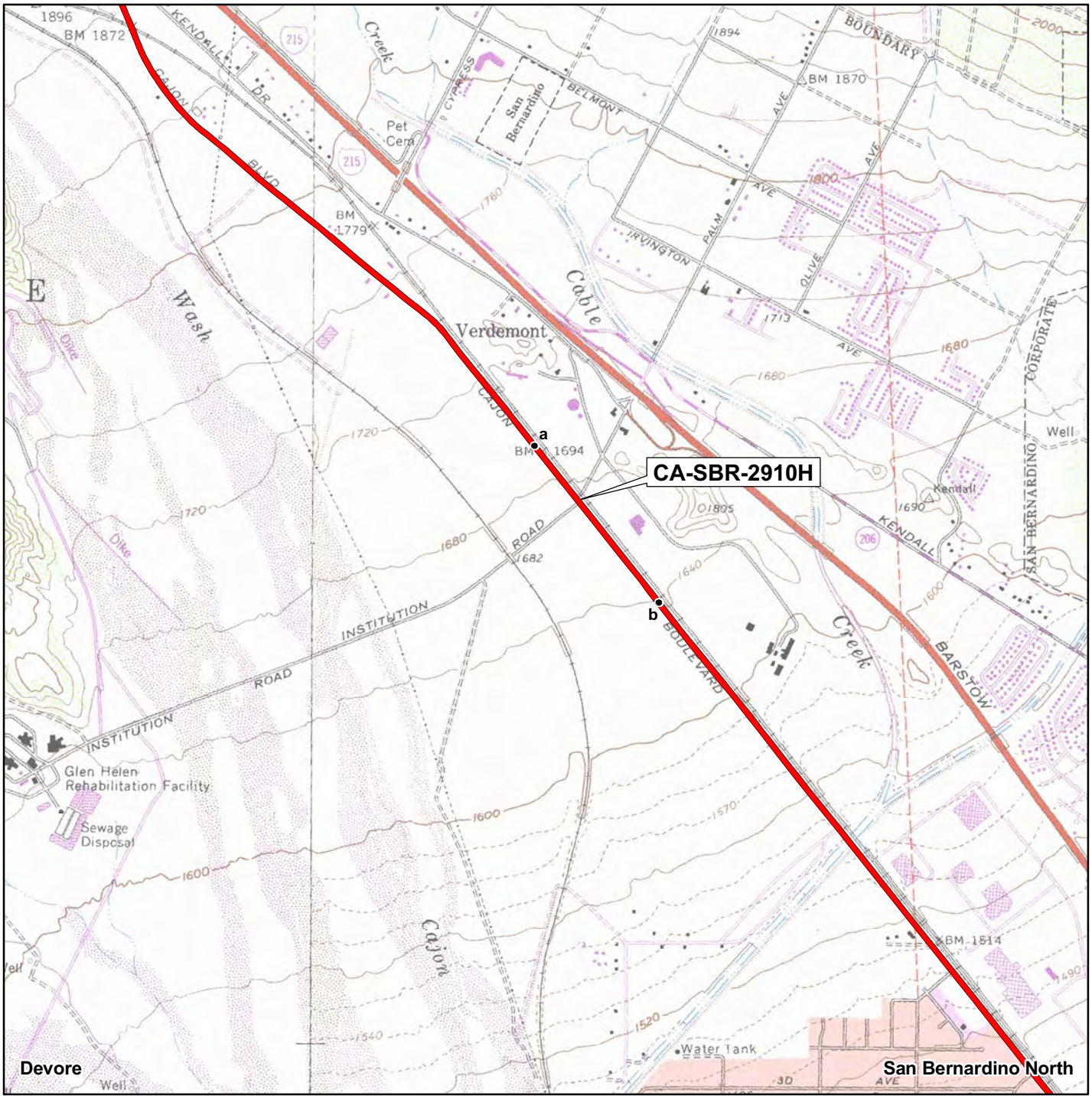
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P36-002910
HRI#
Trinomial CA-SBR-2910H; Update

Page 6 **of** 6 ***Resource Name or #:** U.S. Highway 66 (Route 66) ***Scale:** 1:24,000

***Map Name:** Devore (1966-1988) and San Bernardino North (1967-1988), CA ***Date:** 2009



SCALE 1:24,000

TRUE NORTH

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

1066954 Update 8/4

State of California	Primary # 36-002910
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial CA-SBR-2910(H)

Continuation Update X

 * Resource Name or # (Assigned by recorder) National Old Trails Highway/Route 66

USGS WHITTLE 1/7.5'

36-002910(H)

36-002910(H) is cross-referenced as CA-SBR-2910(H) and as the National Old Trails Highway/Route 66 (NHRP-E-OHP-3926). It has been recorded numerous times by various individuals at different locations across San Bernardino County. Basically, National Old Trails Highway/Route 66 enters California at the Colorado River crossing south of Park Moabi Regional Park and has, in places, been replaced by the modern Interstate 40 alignment. Abandoned or bypassed segments of the historic roadway are still present in some areas and have been demolished or redeveloped in other areas. At the time of this study, 36-002910(H) had been identified as a National Register of Historic Places resource, a California Historical Resource; and a California Historical Landmark (No. 781). The recognition on the National Old Trails Monument (on file, San Bernardino County Museum Archaeological Information Center) reads:

> Besides U.S. Highway 66 at the east side of Needles, a plaque, erected in 1923, commemorates the completion of the last portion of the National Old Trails Highway across the continental United States.
>
> The monument indicates the desert crossing that was used by prehistoric Indians, by historic Indians, especially Mojaves, and pathfinders such as Garces in 1776 and Jedediah Smith in 1826 and 1827. The boulder in which the plaque is set came frm Granite Springs near Needles, and is marked by ancient petroglyphs.
>
> The western section of the National Old Trails Highway was opened between 1911 and 1914. Much of the history of San Bernardino County has been made along this trail. The general route of the present U.S. Highway 66 was originally a Mojave travel and trade trail from the Colorado River to the California coast. The first white men to whom it was shown were Father Garces, the Franciscan missionary, and Jedediah Smith, an

American trapper. In 1854, also guided by Mojaves, Lt. Whipple surveyed it as a possible railroad route. Later, following much the same route, the Old Government Road was opened. Army forts were built at intervals along this road, and soldiers patrolled sections of it, for protection of immigrants, wagon freighters, and mail carriers traveling to and from California.

Today the Santa Fe Railroad and U.S. Highway 66 parallel portions of the ancient trail.

In the area of Needles and Park Moabi Regional Park, National Old Trails Highway/ Route 66 has been recorded by Gallegos (1977), Van Bueren (1986), Gothar et al. 2004, and McDougall (2008). Gallegos noted this resource as being "... one of the earliest modern trans-United States automobile routes ..." dating to ca. 1911. He described the 1911-1914 segment between Needles and Essex as a paved, two-lane state maintained highway (Smith, Burr, and Haenszel n.d.). Van Bueren (1986) described National Old Trails Highway/Route 66 within Park Moabi as:

... a portion of old Highway 66 represented by a deteriorating asphalt alignment and segments of cement-mortared slate gutters ... the future location of Route 66 was first surveyed by the War Department in response to the westward migration brought about by the Gold Rush of 1849, as part of a network of federal wagon roads ... this wagon road became one of the best travelled overland routes from Chicago to Santa Monica, and was soon paralleled by a railroad line built through the Topock area in 1893 ... In 1926 the road, which had gradually been improved over the years, was officially designated as U.S. Route 66 (Pew 1977:26). By 1932 Route 66 was completely paved and its various segments connected into a continuous highway. It was a major migration route to California during the Dust Bowl of the Depression.

Van Bueren's map illustrates his segment of National Old Trails Highway as being north of the BNSF Railroad alignment and east of Park Moabi Road – essentially in the vicinity of 36-011909(H) and paralleling the current alignment of Interstate 40.

In 2004, Gothar et al. recorded National Old Trails Highway/Route 66 within and adjacent to Park Moabi Regional Park. They noted four sections:

1) Between Park Moabi Road and the southern terminus of the Old Trails Arch Bridge (1916-1947);

2) A 200 foot segment between Interstate 40 and the BNSF railroad alignment;

3) Between Interstate 40 and the PGE Compressor Station;

4) Paralleling Park Moabi Road, north of the BNSF railroad alignment.

Of the four segments identified by Gothar et al., only Section 4 is located within the current project area. Gothar et al. (2004:2) states:

> Section 4 is a north-south oriented, 1,000 ft segment located immediately west and roughly parallel to Park Moabi Rd. north of the BNSF Railroad right-of-way. This segment had been cut into the steep eastern bank of a very broad wash and is partially covered with sediments pushed down-slope (west) from the construction of Park Moabi Rd. The roadbed has a buried gas pipeline entrenched along its western edge, and two power poles impact the road as well. Remnants of a cement and stone water diversion structure (Feature 1) are located on the eastern side of the roadbed at a point where a large erosional rill

intersects. The southern end of Section 4 begins at Park Moabi Rd. west of the two prominent water tanks and terminates on the north end in the wash near the edge of some sedimentation ponds.

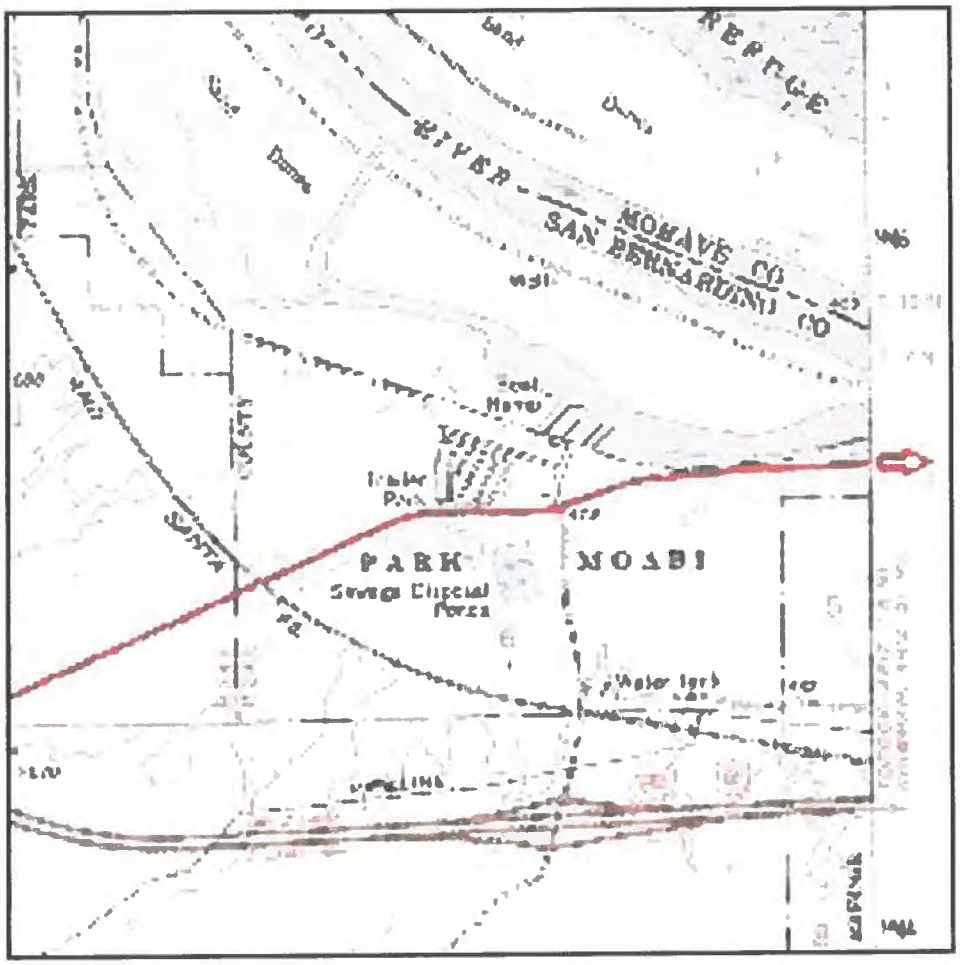
The site record filed by McDougall (2008) involves a segment of National Old Trails Highway/Route 66 outside the current project area and outside the boundaries of Park Moabi Regional Park. This section is located south of Interstate 40 and southeast of Park Moabi Road at Interstate 40.

As summarized above, the various segments of National Old Trails Highway/Route 66 are disjointed, have been identified both north and south of the current Interstate 40 alignment, and are present in various forms, including paved and unpaved, improved and deteriorated conditions.

The current USGS Whale Mountain Quadrangle (rev. 1975) illustrated the location of National Old Trails Highway as running along the western side of Interstate 40 until it veers east until it is interrupted by Interstate 40. To the immediate west and east of Interstate 40, the Trail is identified as a dirt road. When the Trail passes under the SF/BNSF railroad alignment, it appears as a paved road running through Park Moabi, exiting the park at its northeastern corner. The segments identified by the four site records presented above are not included in the mapped alignment.

In addition, a review of maps specifically pertaining to the alignments of National Old Trails Highway and Route 66 (there are places where these two alignments deviate from one another) show the main alignment running through Park Moabi, crossing the Colorado River near the eastern extent of the peninsula, and continuing into Arizona and the Town of Oatman. Later, Route 66 is realigned to run directly to Kingman via Interstate 40.

The recent survey by McKenna et al. identified the mapped National Old Trails Highway/Route 66 alignment within Moabi Park. This alignment enters the park near the SF/BNSF Railroad alignment, crosses at the Park's Trailer Park, continues past Park Moabi Road, and continues east, exiting the park near the Colorado River. The road alignment within the park is paved (for the most part) and, at Park Moabi Road, Route 66 is marked on the pavement (asphalt).



National Old Trails Highway Crossing Park Moabi.

The alignments identified by Van Bueren in 1986, Gothar et al. in 2004, and McDougall in 2008 appear to be auxillary roads or utility roads, not the historic alignment identified as National Old Trails Highway/Route 66. In the case of the Van Bueren alignment, this dirt road alignment fronts the railroad alignment and is associated with a buried pipeline, suggesting it is an access road. The segments identified by Gothar appear to be more directly related to the development of Park Moabi and/or the Wildlife Refuge.



Existing National Old Trails Highway/Route 66 in Park Moabi
(at Park Moabi Road, facing east).

The proposed trail development will involve portions of historic National Old Trails Highway, a National Register of Historic Places site, a California Register of Historical Resources site, a California Historical Landmark, and a roadway still in use. Therefore, any impacts to this alignment may result in an adverse environmental impact, depending on the nature of the improvements. McKenna et al. has concluded the adverse impacts will occur unless the improvements can be completed in a way that does not result in the loss of the resource. The avoidance of impacts can be addressed through project design.

1066652 Update 5/10

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

Primary # 36-002910
HRI#
Trinomial CA-SBR-2910H

 *Resource Name or # National Old Trails Highway (CA-SBR-2910H)

*Recorded by: Katherine Anderson,
ESA | 2600 Capitol Ave, STE 200.
Sacramento, CA 95816

*Date: 6/16/2009 ☐ Continuation ■Update

This site was not relocated during survey for the Department of Water Resources' East Branch Enlargement Project. Survey was conducted solely within the fenced California Aqueduct Right-of-Way (ROW).

This update includes a description of a segment of the National Old Trails Highway which is recorded as an unimproved dirt road crossing the vicinity of the East Branch of the California Aqueduct (EBA) between Cedar Street and Sage Street, in the City of Hesperia. The resource is not, however, visible within or adjacent to the ROW of the EBA. Outside of the ROW, the road appears on aerial maps, but is not distinctly visible from the ground examination.

Field inspection was unable to definitively relocate this resource in the area noted by previous site records, nor is the site visible within the ROW of the EBA.

Resource Identified: National Old Trails Highway

Reference: ESA, *Preliminary Archaeological Survey Report for 98 Linear Miles of the East Branch Extension of the California Aqueduct for the DWR East Branch Enlargement Project, Los Angeles and San Bernardino Counties (CA)*, April, 2010.

Becker, Ken. Site record for CA-SBR-2910H, On file at the San Bernardino Archaeological Information Center, 1993.

Petersen, J. Site record for CA-SBR-2910H, On file at the San Bernardino Archaeological Information Center, 1991.

LATT LONG.

Location of Resource: (approximately) GPS: 34.403572, -117.350796

USGS Quad: Hesperia (1956)

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

LOCATION MAP

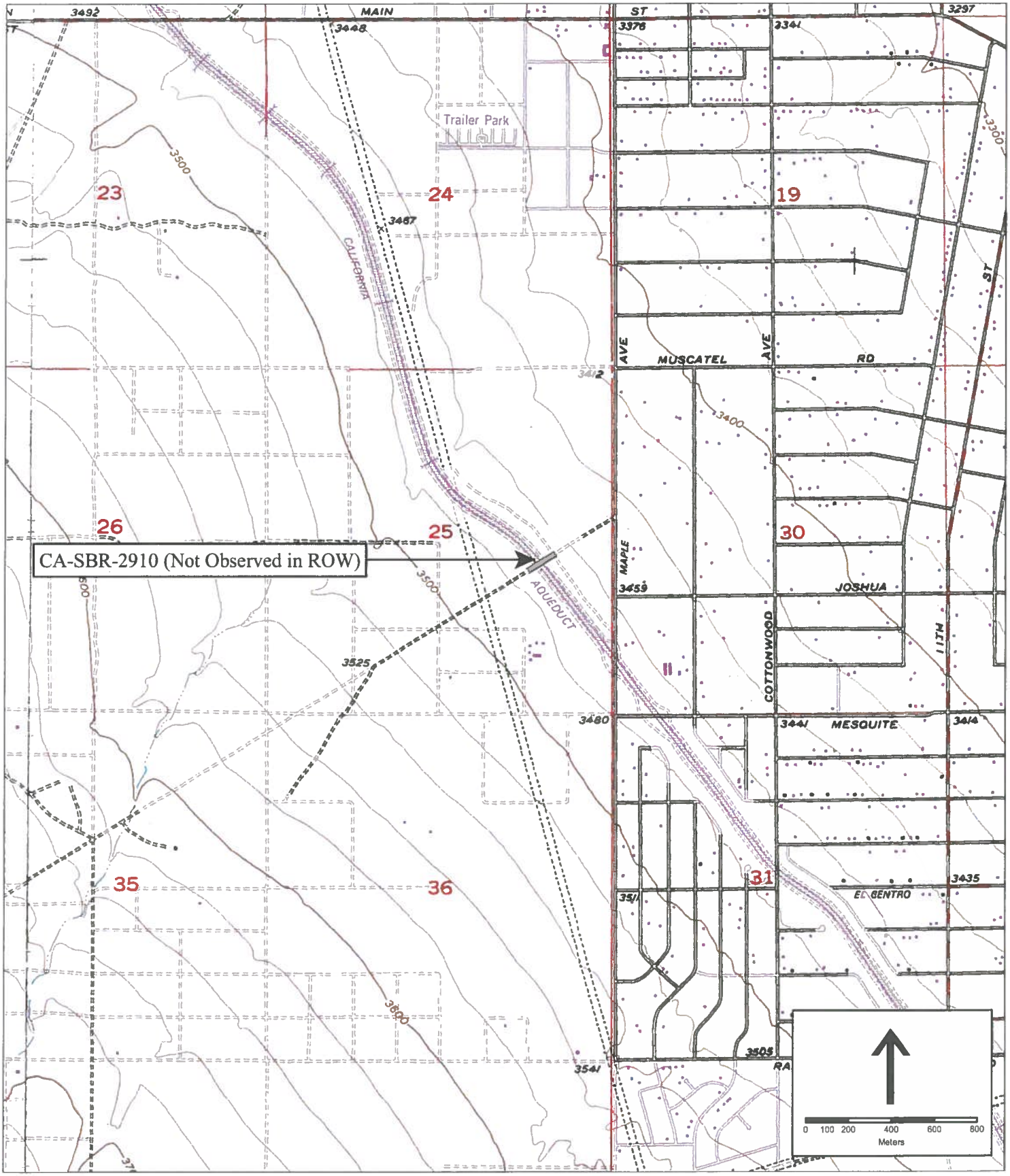
Primary #
HRI #
Trinomial CA-SBR-2910

* Resource Name or Number: CA-SBR-2910

*Map name: Hesperia

*Scale: 1:24000

*Date of Map: 1980



* Required Information

State of California — The Resources Agency	Primary #	P36-002910
DEPARTMENT OF PARKS AND RECREATION	HRI #	
PRIMARY RECORD	Trinomial	CA-SBR-2910H, Update
	Status Code	2S2
Other Listings		
Review Code	Reviewer	Date

***Resource Name or #:** U.S. Highway 66 (Route 66)

P1. **Other Identifier:** National Old Trails Highway / Cajon Boulevard

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

b. USGS 7.5′ Quad San Bernardino North **Date** 1967-1988

T 1 N; **R** 5 W; **of** unsectioned Muscupiabe Land Grant **Sec**; **S.B.B.M.**

c. Address: **City** **Zip**

d. Zone: 11 **a:** 466364 mE / 3782979 mN **b:** 466644 mE / 3782622 mN **(NAD 27)**

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate): From the I-215 freeway take the Palm Avenue exit. Turn left on Palm Avenue and drive approximately 0.3 miles to the Burlington Northern Santa Fe Railroad (BNSF). As you cross over the BNSF Railroad, Route 66 (Cajon Blvd) is to the immediate southwest paralleling the railroad.

***P3a.** **Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): This segment of Route 66, known as Cajon Blvd., within the Project Study Area is in relatively good condition. A "Historic U S 66" stamp is visible on the pavement. The single-lane highway (measuring ~30 feet across) within the southeastern section of the study area seems to be maintained, with wide dirt shoulders clear of trash and the north-bound lane appears to be resurfaced with a thin layer of asphalt. The segment of road located in the northwestern portion of the study area, however, has narrower dirt shoulders littered with modern trash and debris. With the exception of the lane mentioned above, the overall condition of the pavement within the Study Area is well worn and riddled with cracks. The adjacent countyside through which the road passes is largely rural in character and hence is intact. The immediate study area consists of undeveloped land and plowed fields. Approximately one mile to the northwest, a large commercial building/warehouse is visible, as are water tanks to the immediate north (~500ft). Much like other segments of this Historic Highway, traffic has been diverted to a freeway (I-215), located less than 2,000 ft away. The site was determined eligible by the California Office of Historic Preservation (OHP) for listing on the National Register of Historic Places (NRHP) in 1990 and 1998. Approximately 1,500 feet of Route 66 falls within the current Project Study Area (1,000 feet to the northwest of Palm Avenue and 500 feet to the southeast of Palm Avenue). Only the portion within the current Project Study Area has been examined and updated. The segment within the study area retains integrity.

***P3b.** **Resource Attributes** (List all attributes and codes): HP 37: Highway.

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

P5. **Photograph or Drawing:** (Photograph required for buildings, structures, and objects.) See photograph on next page and attached photograph record. All photographs documenting cultural resource investigations are currently being housed at Æ in Hemet, California.

***P6.** **Date Constructed/Age and Source:** **~**1909 ☐ Prehistoric ☒ Historic ☐ Both

***P7.** **Owner and Address:** County of San Bernardino

***P8.** **Recorded by** (Name, affiliation, address): K-Abdo-Hintzman, J. George, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

P9. **Date Recorded:** 6 May 2009

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

***P11.** **Report Citation** (Provide full citation or enter "none"): Draft Cultural Resources Report for the Palm Avenue Grade Separation Project, San Bernardino, California. Submitted to CH2MHILL, Santa Ana, California by Applied EarthWorks, Inc. May 2009.

***P11. Report Citation** continued:
Bricker, Lauren Weiss (1992)
Archaeological Site Record for CA-SBR-2910H, 23 August 1994. On file, Archaeological Information Center, San Bernardino County Museum, Redlands.

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



Overview of historic Route 66 stamp within the Project Study Area (view is to the northwest)



Overview of Route 66 within the Project Study Area (view is to the northwest)

PHOTOGRAPH RECORD

Temporary Number/Resource Name:
Project Name: Palm Avenue Grade Separation Project **Photographer:** K. Abdo-Hintzman
Image Type: 9 (**bw**) 35mm B&W film 9 (**cp**) 35mm Color Print film 9 (**cs**) 35mm Color Slide film
9 (**df**) Digital-Floppy disk ☒ (**dm**) Digital-Memory flash card
Camera Type and Model: Nikon Coolpix L-14 **Film Type and Speed:** SD disk **Roll Number:** Palm -1-dm
Year: 2009

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
5	6		DSCN0005	Overview northwest of Route 66 within the study area and railroad crossing.	NW
5	6		DSCN0006	Overview of historic Route 66 stamp on pavement.	NW
5	6		DSCN0007	Overview of Route 66 within the study area.	SE

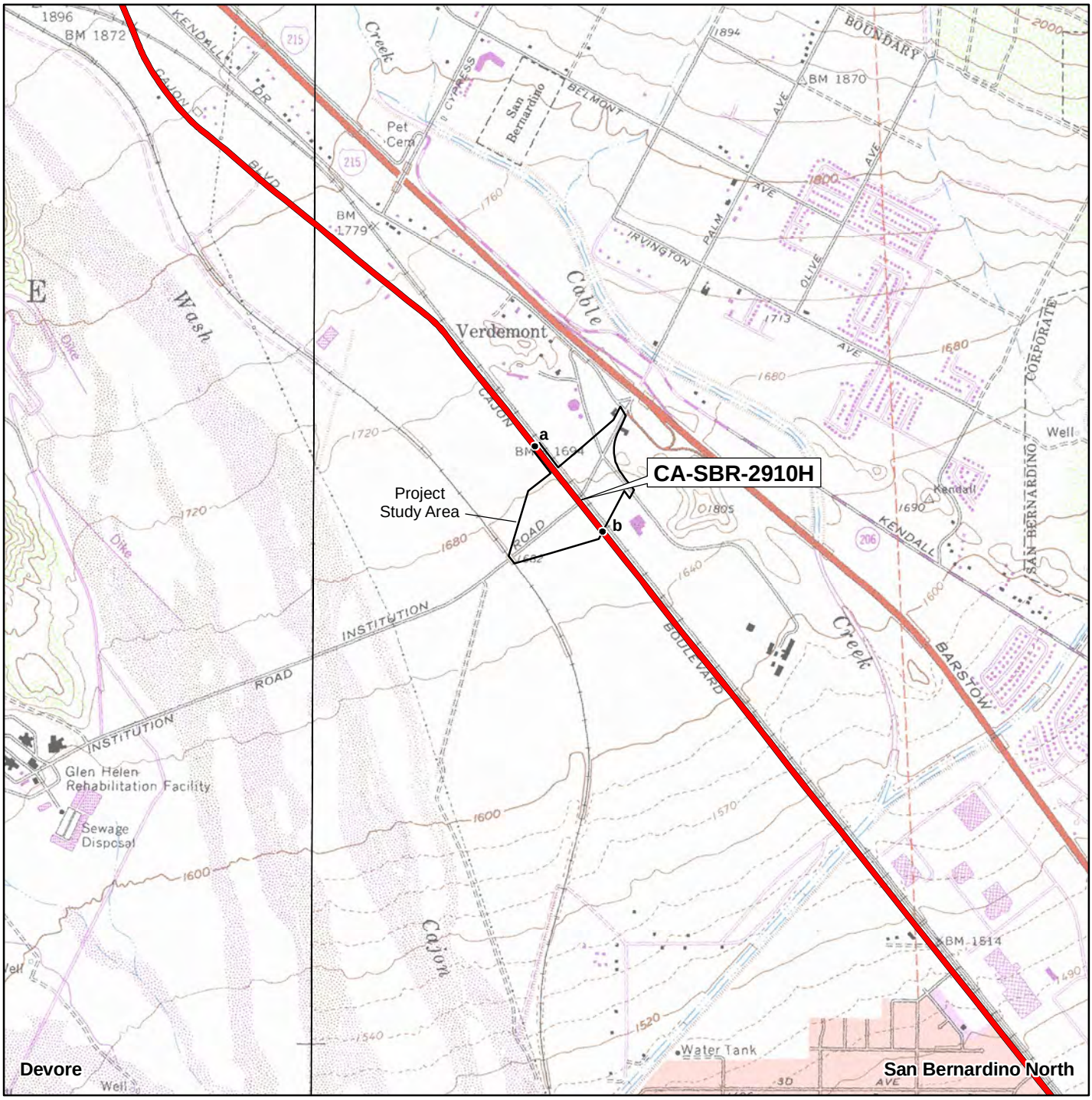
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P36-002910
HRI#
Trinomial CA-SBR-2910H; Update

Page 4 **of** 4 ***Resource Name or #:** U.S. Highway 66 (Route 66) ***Scale:** 1:24,000

***Map Name:** Devore (1966-1988) and San Bernardino North (1967-1988), CA ***Date:** 2009



SCALE 1:24,000

TRUE NORTH

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

4/13

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

Primary # P-36-002910 (UPDATE)
HRI # (UPDATE)
Trinomial CA-SBR-2910H (UPDATE)

*Resource Name or #: National Old Trails Highway (UPDATE)

*Recorded By: J. Berg, Far Western

*Date: 4/21/2009

*P2. Township and Range: (San Bernadino BM)

USGS Amboy + Cadiz

T5N R13E 27
NE 1/4 Sec. 5
NW 1/4 Sec. 4
NE 1/4 Sec. 4

T6N R13E 27
SW 1/4 of Sec. 34
SE 1/4 of SW 1/4 of Sec. 34
SW 1/4 of SE 1/4 of Sec. 34
SE 1/4 of Sec. 34

*P3a. Description:
Segments of this historic roadway have been recorded along various portions of its route (see previous site records). It is the old U.S. Route 66 built in the early 1920s and in use until the current alignment was built in 1932. The segment recorded here lies between Amboy and Chambless, south of the current alignment. Artifacts associated with the roadway include a widely dispersed scatter of roadside trash and debris, mostly discarded bottles and cans. They are somewhat intermixed with trash from the current alignment. See the Linear Feature Record for more information. A roadside camp with tent pads and trash scatter was recorded separately (Temp. No. JB-2) about half way along the recorded segment, south of the highway.

In addition to above material, there are numerous tank tracks paralleling the alignment. These are the result of U.S. Army, Desert Training Center maneuvers conducted by General Patton in preparation for the invasion of North Africa during WWII. It is possible that portions of this old highway were utilized during these maneuvers. Some of the tank tracks can also be attributed to the later Operation Desert Strike maneuvers conducted in the area in 1964.

*P11. Citation:
Carpenter, Kim, John Berg, and Mary Maniery. 2010 Cultural Resource Inventory of 7,580 Acres of BLM and Private Lands near Chambless, San Bernardino County, California.

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

LINEAR FEATURE RECORD

Primary # P-36-002910 (UPDATE)
HRI # (UPDATE)
Trinomial CA-SBR-2910H (UPDATE)

 ***Resource Name or #:** National Old Trails Highway (UPDATE)

L1. Historic and/or Common Name: U.S. Route 66

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

L2b. Location of Point or Segment:
This segment is between Amboy and Chambless, south of the current National Trails Highway. The eastern end of this segment intersects the current alignment 3.5 miles west of Chambless and runs west-southwest from there for a distance of 1.75 miles.

L3. Description:
This is a relatively intact segment of the old Route 66 (National Old Trails Highway) that was in use from approximately 1921 until the current alignment was built in 1932. This segment consists of a graded road bed about 13 feet wide with low berms along each side. Remnant pavement exists which was historically referred to as "desert mix" pavement. It is about 6.5 feet wide.

L4. Dimensions:
- **a. Top Width:** 13 ft (4 m)
- **b. Bottom Width:** n/a
- **c. Height or Depth:** n/a
- **d. Length of Segment:** 1.75 miles (2.8 km)

L5. Associated Resources:
See Continuation Sheet

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

L6. Setting:
The segment cuts across the South Bristol Fan surface crossing numerous small ephemeral drainages. Vegetation along this portion is Creosote desert scrub.

L7. Integrity Considerations:
Roadway is obscured and eroded at various drainage crossings.

L8b. Description of Photo/Map/Drawing:

L9. Remarks:
There are numerous tank tracks paralleling the roadway for a distance of about 150 meters on either side. They are from U.S Army maneuvers conducted in the area during WWII and in 1964.

Segment recorded by Far Western Anthropological Research Group, Inc. 2727 Del Rio Pl., Davis, CA 95618

L10. Form Prepared By:
J. Berg, Far Western

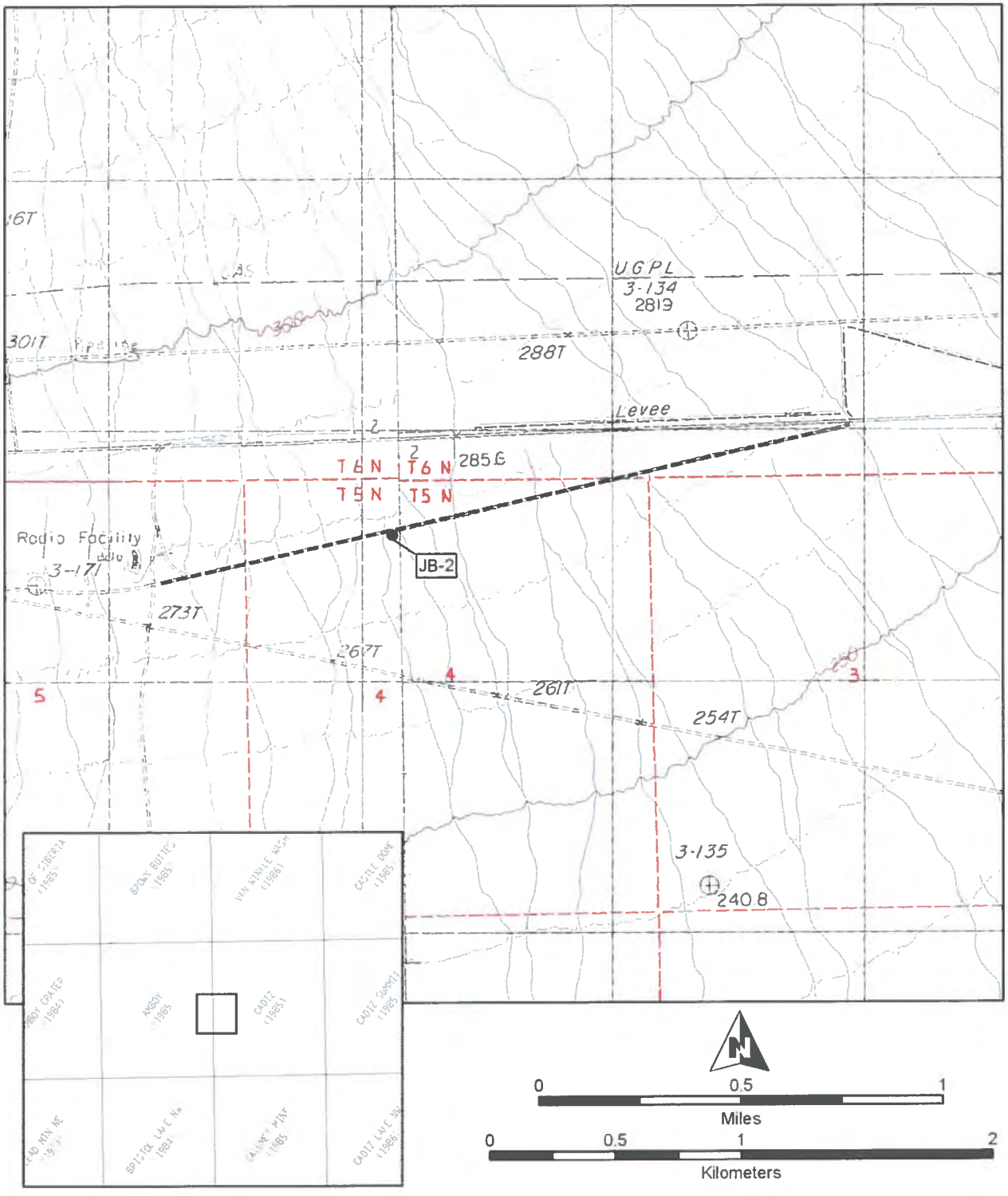
L11. Date: 4/21/2009

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

LOCATION MAP

Primary # P-36-002910 (UPDATE)
HRI # (UPDATE)
Trinomial CA-SBR-2910H (UPDATE)

***Resource Name or #:** National Old Trails Highway (UPDATE)



Key to USGS 7.5' quads depicted

Update 2/09

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

Primary # 36-002910
HRI #
Trinomial CA-SBR-2910H
NRHP Status Code 2S2; 2S

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

P1. Other Identifier: Solar 1, Phase 2; Pisgah Triangle Substation Area; access road corridors

*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: HECTOR Date: 1982 Provisional T 8N;R 5E; Sec 6, 7, 8, 10, 13, and 14; S.B.B.M.
USGS 7.5' Quad: HECTOR Date: 1982 Provisional T 8N;R 6E; Sec 17 and 18; S.B.B.M.
USGS 7.5' Quad: SLEEPING BEAUTY Date: 1982 Provisional T 8N;R 6E; Sec 17, 20, 21, and 28; S.B.B.M.

c. Address: City: Zip:

d. UTM: Zone: 11 NAD83 (Conus); 559322mE / 3846963mN (G.P.S.) [west end]
Zone: 11 NAD83 (Conus); 547955mE / 3851554mN (G.P.S.) [east end]

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

From Barstow proceed east on I-40 for approximately 36 miles to the Hector Road exit. Exit the I-40 and head due North (left) on Hector Road for approximately 0.70 miles to the point where an abandoned northwest-southeast oriented segment of the Old National Trails Highway intersects Hector Road. The western-most terminus of this linear resource within the current project area is approximately 3.7 miles east of Troy Lake, immediately south of the existing railroad. The eastern-most terminus reconnects with I-40 approximately 12.4 miles southeast of Troy Lake.

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

The National Old Trails Highway in the project area includes eight remnant segments of a batched mix oil road. The condition of the road segments is poor—most of the road surface is crumbled and cracked, and in places has eroded. Some segments are buried in sand, but may be partially intact. The National Old Trails Highway was designated by "booster" organizations in 1912, and by the late 1920s much of the highway was either oiled or surfaced with gravel. In 1926, the National Old Trails Highway was designated as U.S. Route 66, but in the 1930s it was abandoned in favor for a route to the south, which is the current alignment of historical U.S. Route 66. Both the National Old Trails Highway and 1930s alignment of U.S. Route 66 have been recorded under site number CA-SBR-2910H. Because remnants of both the 1912 alignment of the National Old Trails Highway and the 1930s alignment of U.S. Route 66 are located within the Solar 1 study areas, this update form was completed for the National Old Trails Highway and a separate update form was completed for U.S. Route 66. In the 1970s, the Bureau of Land Management recorded a segment of the 1912-era National Old Trails Highway as part of the California Desert Project, and a segment of the 1930s U.S. Route 66 within the Eastern Mojave Planning Unit. The CA-SBR-2910H site form was updated during a survey for the All American Pipeline replacement project in 2001. That update recorded the 1930s alignment. The National Old Trails Highway in the study area is isolated, segmented and in generally poor condition. These eight segments retain little historical integrity and are recommended as non-contributing elements of the highway. **Refer to continuation sheet for additional historical information.**

*P3b. Resource Attributes: (List attributes and codes) HP37 Highway/Trail

*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 #)
National Old Trails Highway, view west
Date: October 31, 2008

*P6. Date Constructed/Age and Sources:
☒Historic ☐Prehistoric ☐Both
1912

*P7. Owner and Address:
unknown

*P8. Recorded by: (Name, affiliation, and address)
Kurt McLean
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

*P9. Date Recorded: October 31, 2008

*P10. Survey Type: (Describe)
BLM Class III Intensive Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Nixon, Rachael A.
2008 *Class III Cultural Resources Technical Report for the Solar One Project, San Bernardino County, California.* URS Corporation. Archaeology Technical Draft Report prepared for Stirling Energy Systems. Submitted to the Bureau of Land Management - Barstow Field Office, Barstow, CA. Copies available from URS Corporation, San Diego, CA.

*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):

*Required information

☐ Continuation ☒ Update

Prior to the construction of the railroad between Needles and Barstow in 1883, travel across the Mojave Desert in the project vicinity was limited to prehistoric trails; early trails developed by mountain men, early explorers, and gold seekers; and routes developed during the railroad surveys of the 1850s. After the railroad was completed, new roads were constructed between local mines and railroad sidings, and a wagon road was constructed adjacent to the railroad tracks from Barstow to the Arizona border (Hatheway 2001).

The automobile first made its appearance to the American public in the late 1890s, and by 1900 automobiles were still the toys of the rich with only one for every one thousand Americans. Although Henry Ford introduced his Model T in 1907, widespread use of the automobile did not occur until after World War I. In 1914, Ford perfected full assembly line production and two years later more than half a million automobiles were sold. As the use of the automobile rose, the demand for good roads increased. Most rural roads in the 1900s had been constructed for wagon traffic and were not suited to automobile traffic (Fischer and Carroll 1988; Keane and Bruder 2004; Lyman 1999; Paxson 1946).

By 1910, national and local organizations promoted good roads in the United States, including the National Old Trails Highway in the project area. A precursor to U.S. Route 66, the National Old Trails Highway was part of the 2,448-mile ocean-to-ocean highway from Baltimore, Maryland to the California coast. The National Old Trails Highway also was part of the National Auto Trail System, an informal network of automobile routes marked by local organizations in the early twentieth century. The National Old Trails Highway in the project area was located along and in the vicinity of the alignment of the old wagon road that was constructed adjacent to the Santa Fe Railroad tracks in the 1880s. The highway was designated by highway booster organizations in 1912 and by 1914 the Auto Club of Southern California had signed the much of the highway (Keane and Bruder 2004; Robinson 2005; Wikipedia contributors 2008).

In 1916, the Federal Highway Aid Act was passed to help fund rural roads, using a 50/50 funding match for states with a highway department. Route planning, however remained a local matter, which usually did not include engineering surveys. In 1919, Congress liberalized the funding match requirements, and by late 1921, Congress passed the Federal Highway Act that further reduced the state match to about 26 percent (Lyman 1999) and required federal aid to be concentrated upon "such projects as will expedite the completion of an adequate and connected system of highways, interstate in character" (Paxson 1946:245). Up to seven percent of a state's roads could be listed for reconstruction to create the national highway system. By 1923 a tentative plan had been developed linking every city with a population of 50,000 or more, with construction planned over a ten-year period (Paxson 1946).

During the 1920s automobile travel was an adventure for many Americans and was heavily promoted. By the late 1920s, much of the National Old Trails Highway in the project vicinity had been widened and oiled or surfaced with gravelly sand. However, the segment of the highway across the Mojave Desert was notorious for its poor condition, and by 1925 the highway was full of ruts and chuck holes. The highway was narrow with no road shoulders or striping, tended to follow the natural topography of the area, and was vulnerable to the effects of erosion. The State of California had designated the highway as a public highway in 1919, but did not take any responsibility for the highway between Barstow and Needles until 1923, leaving the burden of maintenance to San Bernardino County. Despite the poor conditions of the highway, motorists were never more than four miles from the railroad where they could find help in the form of stations and section crews, and water was available every 5 to 10 miles (Bischoff 2005; Hatheway 2001; Scott and Kelly 1988).

In 1926, the American Association of State Highway and Transportation Officials designated the National Old Trails Highway in the Mojave Desert as U.S. Route 66. U.S. Route 66 was one of the main arteries of the National Highway System and was one of the first great highways in the United States, running from Chicago to the Pacific Ocean. Federal funding allowed for improvements, such as the construction of road shoulders. In the 1930s, the original alignment of the National Old Trails Highway was abandoned in favor of a route to the south, which is the current alignment of historical U.S. Route 66.

Segments of the National Old Trails Highway have been previously recorded under site number CA-SBR-2910H with the 1930s alignment of U.S. Route 66. Because both the original National Old Trails Highway and the 1930s alignment of U.S. Route 66 are within the Solar 1 project area, a separate update form was created for the original alignment.

As a whole, the National Old Trails Highway is significant as an early automobile transportation route across the Mojave Desert and as an early route for the historically significant U.S. Route 66. It is eligible for the NRHP and CRHR under Criterion A (Criterion 1). Further study of the highway may yield important information about the highway, and it also is eligible for the NRHP and CRHR under Criterion D (Criterion 4). Research did not reveal any associations with distinctive or significant persons, and road is a typical example of an early automobile roadway and most areas are in poor condition. The highway is not eligible for the NRHP or CRHR under Criterion B (Criterion 2) or Criterion C (Criterion 3).

The National Old Trails Highway in the study area is isolated, segmented and in generally poor condition. These eight segments retain little historical integrity and are recommended as non-contributing elements of the highway.

References:

Bischoff, Matt C., 2005. *Life in the Past Lane, The Route 66 Experience, Historic and Management Contexts for the Route 66 Corridor in California: Volume I, Route 66 in the California Desert.* Technical Series 86. Statistical Research, Tucson.

Fischer, Claude S., and Glenn R. Carroll, 1988. Telephone and Automobile Diffusion in the United States, 1902-1937. *The American Journal of Sociology* 93:1153-1178.

Hatheway, Roger, 2001. *The Late "Prehistory" of Route 66 in the California Mojave Desert.* On file, Archaeological Research Center, San Bernardino County Museum, Redlands.

Keane, Melissa, and J. Simon Bruder, 2004. *Good Roads Everywhere: A History of Road Building in Arizona.* Cultural Resource Report 2003-28(AZ). URS Corporation, Phoenix.

Lyman, E. L., 1999. The Arrowhead Trails Highway: The Beginnings of Utah's Other Route to the Pacific Coast. *Utah Historical Quarterly* 67(3):242-264.

National Park Service, 1995. *Special Resource Study: Route 66 (Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California.* Denver Service Center, National Park Service.

Paxson, F. L., 1946. The Highway Movement, 1916-1935. *American Historical Review* 51(2):236-253.

Robinson, John W., 2005. *Gateways to Southern California.* The Big Santa Anita Historical Society, Arcadia, California.

Scott, Q. and Kelly, S.C., 1988. *Route 66: The Highway and Its People.* University of Oklahoma Press, Norman.

Wikipedia contributors, 2008. National Old Trails Road, *Wikipedia, The Free Encyclopedia.* Electronic document, http://en.wikipedia.org/w/index.php?title=National_Old_Trails_Road&oldid=230642661. Accessed 5 November 2008.

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

Primary # 36-002910
HRI #
Trinomial SBR-2910H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:
L2a. Portion Described: ☐ Entire Resource ☒Segment ☐ Point Observation **Designation:** Segment A

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)

UTMs for Segment A
546097mE/3851755mN (west end)
546190mE/3851741mN (east end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
A partially intact portion of the "batch mix" oiled road.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: between 1 and 3 feet
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: 308 feet

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is very flat and road is approximately 35 meters south of the railroad tracks

L7. Integrity Considerations: Road surface is in a bad state of disrepair with the crumbled, oiled surface evidenced in the eroded slope north of an active dirt road, which runs parallel to the site.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
West end of Segment A, view east
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

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

Primary # 36-002910
HRI #
Trinomial SBR-2910 H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:

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

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)

UTMs for Segment B
546721mE/3851660mN (west end)
547073mE/3851626mN (east end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
A partially intact portion of the "batch mix" oiled road. Sections might be partially intact under blow sand.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width:** estimated 9 to 10 feet
- **b. Bottom Width:**
- **c. Height or Depth:**
- **d. Length of Segment:** 1,162 feet

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is very flat

L7. Integrity Considerations: Portions of Segment B that can be observed are generally intact, but surface is cracked and in places eroded. Much of Segment B appears to be buried under blow sand and its presumed to be intact.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Detail of Segment B, view east
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

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

Primary # 36-002910
HRI #
Trinomial SBR-2910 H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:
L2a. Portion Described: ☐ Entire Resource ☒Segment ☐ Point Observation **Designation:** Segment C

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)

UTMs for Segment C
547197mE/3851616mN (west end)
547736mE/3851574mN (east end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
A partially intact portion of the "batch mix" oiled road. Many sections presumed under blow sand.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: estimated 9 to 10 feet
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: 1,768 feet

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is very flat

L7. Integrity Considerations: Portions of Segment B that can be observed are generally intact, but surface is cracked and in places eroded. Much of Segment B appears to be buried under blow sand and its presumed to be intact.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
East end of Segment C, view west
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

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

Primary # 36-002910
HRI #
Trinomial SBR-2910 H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:

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

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)

UTMs for Segment D
547955mE/2851554mN (west end)
548179mE/3851508mN (east end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
A partially intact portion of the "batch mix" oiled road. Many sections presumed under blow sand.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: estimated 9 to 10 feet
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: 755 feet

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is very flat

L7. Integrity Considerations: Portions of Segment B that can be observed are generally intact, but surface is cracked and in places eroded. Much of Segment B appears to be buried under blow sand and its presumed to be intact. The east end of Segment D have been eroded as the road has turned into a stream course.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
East end of Segment D, view west
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

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

Primary # 36-002910
HRI #
Trinomial SBR-2910 H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:
L2a. Portion Described: ☐ Entire Resource ☒Segment ☐ Point Observation **Designation:** Segment E

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)

UTMs for Segment E
548203mE/3851502mN (west end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
A partially intact portion of the "batch mix" oiled road. Many sections presumed under blow sand. Historic artifacts found on both sides of area where road is presumed to be (hole in top cans, automotive related trash, bottle glass, etc.)

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: estimated 9 to 10 feet
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: 1,023 feet

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is very flat

L7. Integrity Considerations: West end of Segment E is not visible but presumed to be buried. Integrity varies between not visible/presumed intact to visible with very eroded surface, mostly destroyed to good condition.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
West end of Segment E, view east
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

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

Primary # 36-002910
HRI #
Trinomial SBR-2910 H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:
L2a. Portion Described: ☐ Entire Resource ☒Segment ☐ Point Observation **Designation:** Segment F

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)

UTMs for Segment F
550085mE/3850755mN (west end)
553400mE/3849773mN (west end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
A partially intact portion of the "batch mix" oiled road.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: estimated 9 to 10 feet
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: 2.17 miles

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
Flat desert to rolling hills

L7. Integrity Considerations: Integrity varies from good to very poor. Some sections buried within blow sand. Occasional wash outs from intermittent washes

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Segment F, detail of buried portion, view east
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

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

Primary # 36-002910
HRI #
Trinomial SBR-2910 H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:
L2a. Portion Described: ☐ Entire Resource ☒Segment ☐ Point Observation **Designation:** Segment G

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)

UTMs for Segment G
555174mE/3849454mN (west end)
557130mE/3849038mN (east end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
"Batch mix" oiled road segment with historic trash on either side

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: estimated 9 to 10 feet
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: 1.24 miles

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is very flat

L7. Integrity Considerations: Fair to poor condition from Pisgah Crater Road to west end of Segment G. Road surface is visible most of the time but partially buried in some areas. Surface is cracked and deteriorating where visible, from Pisgah Crater Road to intersection of railroad tracks oiled surface is only visible in a couple of spots. Surface may be buried. There is evidence of imported gravel (cinder) covering portions of this section.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
West end of Segment G, view west northwest
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

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

Primary # 36-002910
HRI #
Trinomial SBR-2910 H

 Resource Name or #: National Old Trails Highway [UPDATE CA-SBR-2910H]

L1. Historic and/or Common Name:
L2a. Portion Described: ☐ Entire Resource ☒Segment ☐ Point Observation **Designation:** Segment H

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)

UTMs for Segment H
557288mE/3848963mN (west end)
559321mE/3846964mN (east end)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
"Batch mix" oiled road segment with sparse scatter of historic trash on both sides.

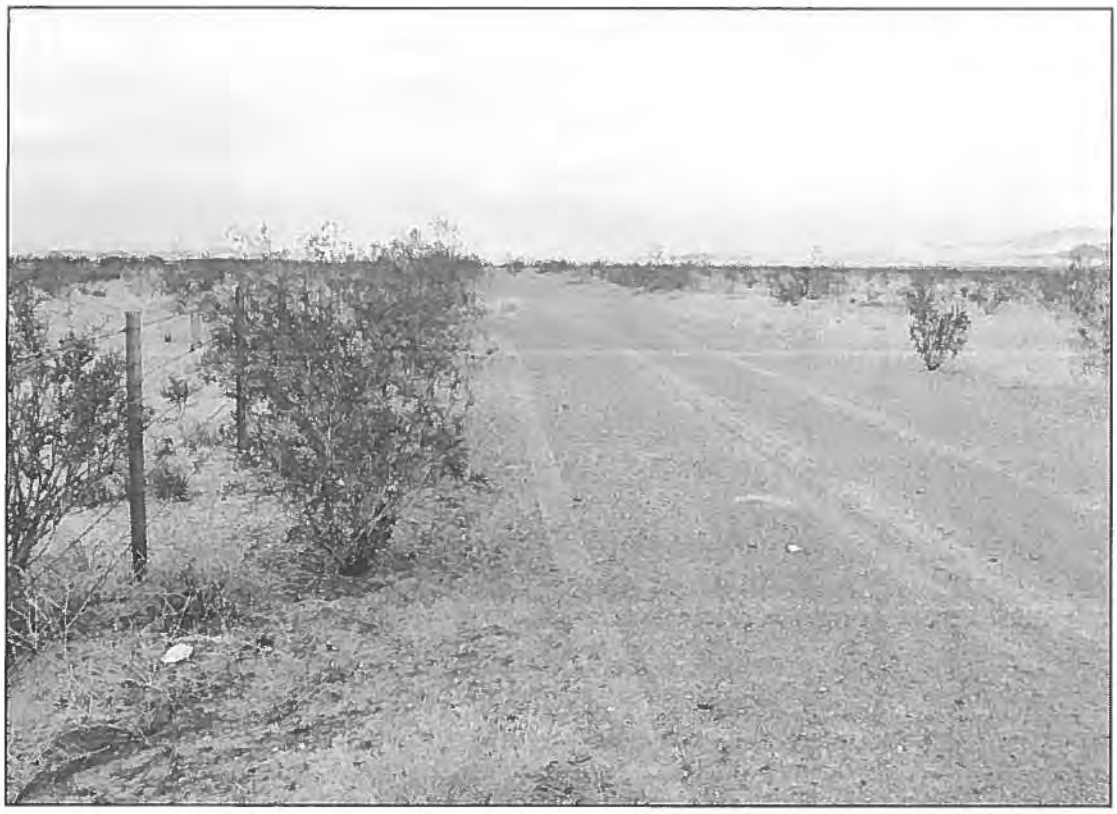
L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: estimated 9 to 10 feet
b. Bottom Width:
c. Height or Depth:
d. Length of Segment: 1.78 miles

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is very flat.

L7. Integrity Considerations: From the railroad tracks to intersection of graded road the oiled surface is mostly visible yet very cracked and deteriorated. From this intersection the oiled surface is mainly along the southern edge of the active graded road and in fair condition until the intersection with Interstate 40.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
East end of Segment H near Interstate 40, view northwest
Date: October 31, 2008

L9. Remarks:

L10. Form Prepared by:
Kurt McLean

Affiliation and Address:
URS Corporation
1615 Murray Canyon Road, Suite 1000
San Diego, California 92108

L11. Date: October 31, 2008

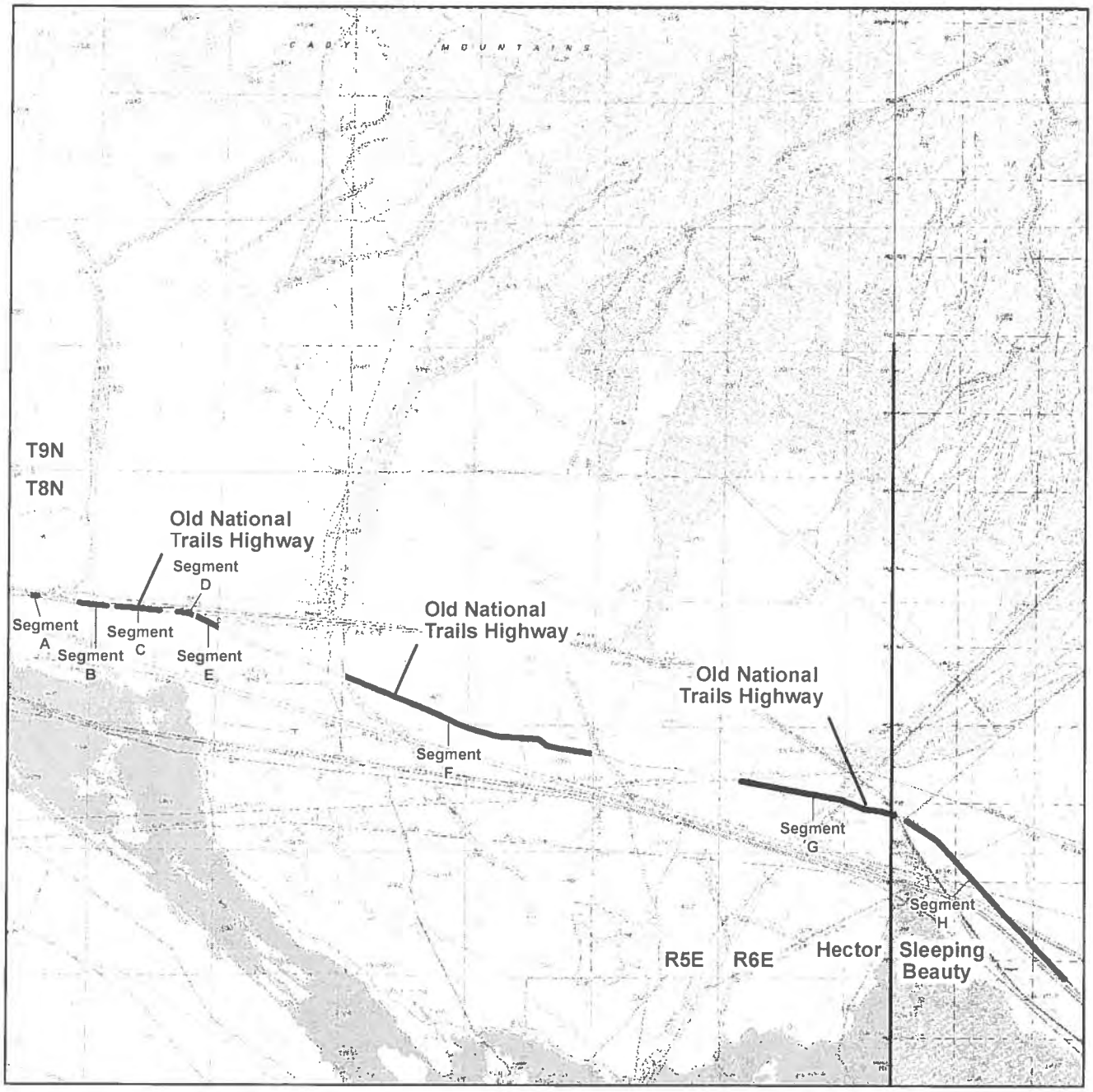
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 36-002910
HRI #
Trimomial SBR-2910 H

Page 12 of 12 *Resource Name or #: Old National Trails Highway *Scale: 1:75,000

Map Name: Hector and Sleeping Beauty, CA 7.5' USGS Quadrangles *Date: 1982



SCALE 1:75,000

2 1 0 2 Miles

2,000 0 2,000 4,000 6 000 8,000 10,000 12,000 14,000 Feet

2 1 0 2 Kilometers

TRUE NORTH

UPDATE 6/09

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

Primary # 36-002910
HRI #
Trinomial CA-SBR-2910H
NRHP Status Code

Other Listings
Review Code Reviewer Date

*P1. **Temporary Number/Resource Name:** National Old Trails Highway/Historic Route 66 (Section 1—Locus A, Feature 13)

*P2. **Location: a. County:** San Bernardino ■ **Not for Publication** ☐ **Unrestricted**
b. **USGS 7.5′ Quad:** Topock, CA **Date** 1973 **T** 7N; **R** 24E; SE ¼ of NW ¼ of Section 8 SB **B.M.**
c. **Address:** N/A
d. **UTM:** NAD 83, Zone 11; (west end) 730037 **mE /** 3844118 **mN** (at datum)
e. **Other Locational Data:** From Needles, California, travel southeast on Interstate 40 (eastbound). Take the Park Moabi Road exit and turn left (underneath I-40). Travel north on Park Moabi Road for 300 meters. Turn right on a gravel road just before two large water tanks to the right (east). This is the 1926–1947 alignment of Route 66. This segment extends to the east for a mile or more. At the bottom of the hill, at the Park Moabi resort, turn right. This is the 1947–1966 alignment of Route 66. The feature (Feature 13: culvert pipe/retaining wall) and refuse scatter (Locus A) recorded in this update are located along Section 1 of CA-SBR-2910H, just above the western bank of the Colorado River, approximately 700 ft due south of I-40. The feature passes under the roadway of Section 1, while the refuse scatter is situated within the ravine bordering the roadway to the immediate north (water passing through the Feature 13 culvert pipe empties into this ravine). A PG&E gas pipeline paddle located along the southern edge of the Section 1 roadbed approximately 10 ft west of Feature 13 at UTM coordinates of 730037 mE/ 3844118 mN serves as the Feature 13/Locus A datum.

*P3a. **Description:** Located along Section 1 of the National Old Trails Highway/Historic Route 66 (N.O.T.H./HR66) alignment dating from 1914–1947, Feature 13 consists of a 4-ft-diameter corrugated steel culvert that channels water coming down a small ravine under the roadbed of Section 1 to prevent erosion of the roadbed; on the downstream side the culvert is supported by a coursed rock and mortared wall. Locus A is a sparse scatter of historical and quasi-historical refuse (primarily metal cans and glass) measuring approximately 90 by 75 ft (NW-SE by NE-SW), located in the ravine along the northern edge of Section 1 immediately below the northeast end of the Feature 13 culvert. (See Continuation Sheet.)

*P3b. **Resource Attributes:** AH6 (Retaining Wall); AH6 (Culvert); AH4 (Trash Scatter)

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

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

*P5b. **Description of Photo:**

*P6. **Date Constructed/Age:** ☐ Prehistoric ■ Historic ☐ Both

*P7. **Owner and Address:** Havasu National Wildlife Refuge

*P8. **Recorded By:** D. McDougall; Applied EarthWorks, Inc., 1391 W. Shaw Ave., Suite C, Fresno, CA 93711

*P9. **Date Recorded:** 1/23/2008

*P10. **Survey Type:** ☐ Intensive ☐ Reconnaissance ■ Other
Describe: Feature/site recordation requested by PG&E

*P11. **Report Citation:**
Price, Barry A.
2008 *Archaeological and Historical Investigations, Topock Remediation Project East Ravine Groundwater Investigation*. Applied EarthWorks, Inc., Fresno, California. Prepared for Pacific Gas and Electric Company, San Francisco, California. Letter report submitted to Bureau of Land Management, Colorado River District, Lake Havasu Field Office, Lake Havasu City, Arizona.

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

Temporary Number/Resource Name: National Old Trails Highway/Historic Route 66 (Section 1—Locus A, Feature 13)

***P3a. Description (cont.): Feature 13:** Feature 13 is a culvert supported by a retaining wall that channels water underneath the roadbed of Section 1, preventing erosion to the roadbed. The pipe, oriented perpendicularly to the roadbed on a 35°/215° axis, measures approximately 60 ft. in length and 4 ft. in diameter, and is constructed of riveted, corrugated steel. The pipe sits approximately 6 ft. below the surface of the roadbed. Water enters the southwestern end of the pipe and exits the northeastern end, emptying into the ravine that bisects Locus A.

The downstream end of the pipe is supported by a retaining wall 38 ft. long, oriented perpendicular to the length of the pipe, and constructed by a maximum of 14 courses of undressed rock mortared with coarse aggregate cement; maximum height of the retaining wall is 5 ft. The wall's thickness could not be determined because only its outer face is visible. The floor of the ravine within the boundaries of Locus A is coated in coarse aggregate cement directly below the wall and extending downstream for approximately 20 ft. to prevent water from undermining the roadbed, culvert, and retaining wall.

Locus A: Measuring approximately 90 by 75 ft. (NW-SE by NE-SW), Locus A consists of a sparse scatter of historical and quasi-historical refuse located within the bottom of the ravine mentioned in Feature 13, extending up to onto the western slopes. The majority of refuse consists of metal cans that appear to date from the late 1940s and 1950s or later, and were most likely deposited during the "Desert Strike" military maneuvers in 1964. Other materials present within Locus A include fragments of bottle glass and miscellaneous ferrous sheet metal (possibly car body parts) and other ferrous metal hardware. The oldest materials observed include one clear glass cylindrical body/round bottom mineral water bottle, and 8–10 pieces of sun-colored amethyst glass bottle fragments (ca. 1870s–1920 [Lockhart 2006]). Metal items on the site include ±60 steel sanitary cans (juice, beverage, fruit, meat/fish), Spam cans, C-ration cans, peanut butter tins opened by church key, a hand-held rotary can opener (military P-38 can opener), one round snuff can, one bottle base marked "THERMOS," one large rectangular can (possibly olive oil), several tuna cans (opened by P-38 can opener), three rectangular fish/meat cans with key-wind opener, and 10+ automotive oil cans. Glass items include fragments of a paneled sun-colored amethyst glass medicine bottle, fragments of an oil lamp chimney (amethyst), approximately 20 fragments of brown glass export-style beer bottles (one embossed on the base with an interlocking LM in a circle; 1939–1957 [Toulouse 1971]), approximately 10 clear glass bottle fragments, fragments of brown and clear glass liquor bottles with screw-top finishes, Coca-Cola bottle fragments (clear and green), and one clear glass shrimp cocktail jar. Miscellaneous items include on car tire, iron straps/braces with cut-out, miscellaneous fragments of milled lumber, and large molded pieces of iron sheet metal.

More recent modern debris (tires, paint cans, bi-metal beer cans with pull-tabs, aluminum cans, terra cotta roof tiles, cinder blocks, aerosol cans, and plastics) is intermixed with the older materials throughout Locus A, and extending beyond the locus boundaries.

Lockhart, B.
2006 The Color Purple: Dating Solarized Amethyst Container Glass. *Historical Archaeology* 40(2):45–56.

Toulouse, J. H.
1971 *Bottle Makers and Their Marks*. Thomas Nelson, Nashville, Tennessee.

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

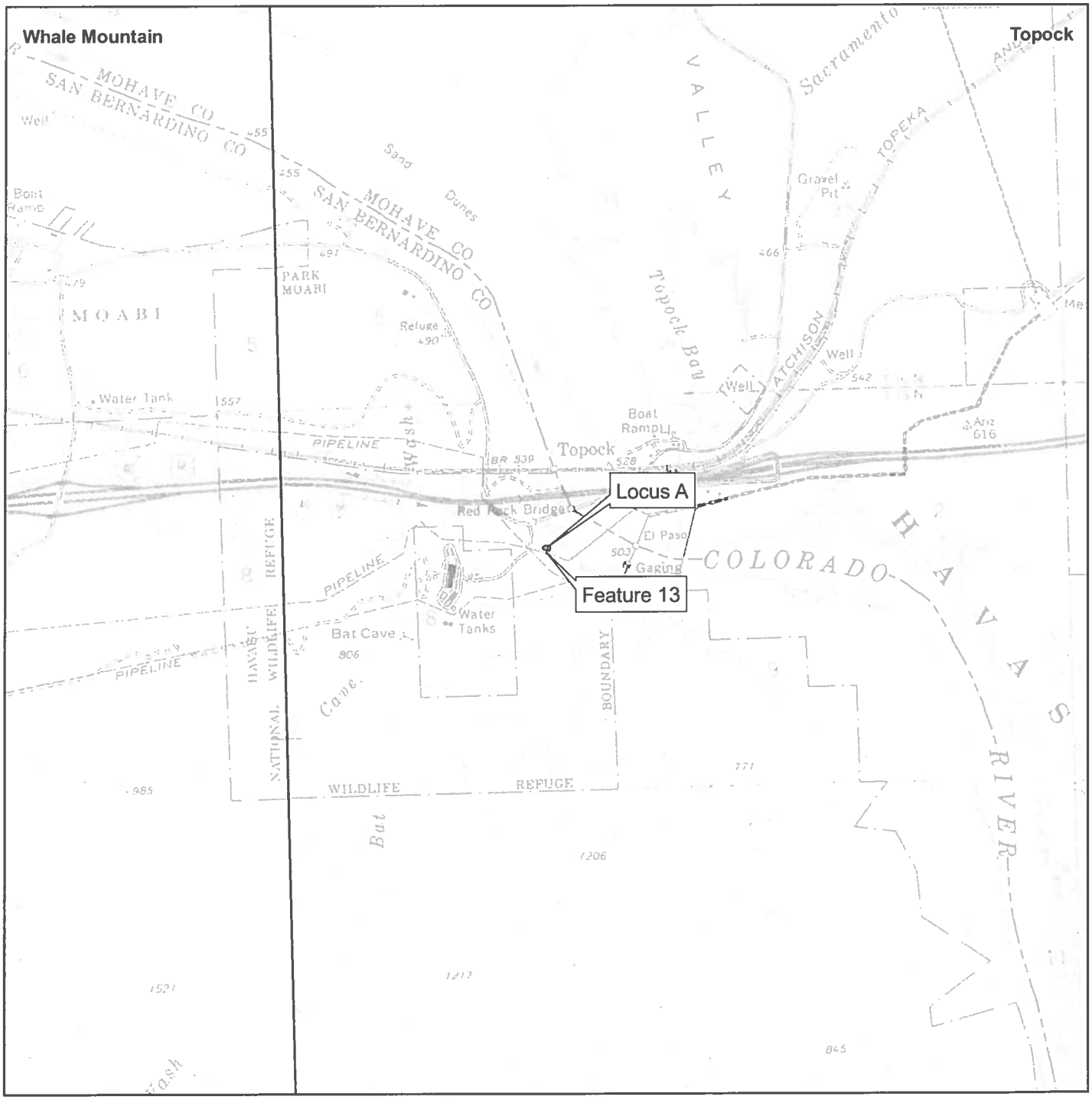
Primary #
HRI#
Trinomial CA-SBR-2910H

***Resource Name or #:** National Old Trails Highway/Historic Route 66 (Section 1)

***Scale:** 1:24,000

***Map Name:** Topock (1970) and Whale Mountain (1971), CA

***Date:** 2008



SCALE 1:24,000

TRUE NORTH

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

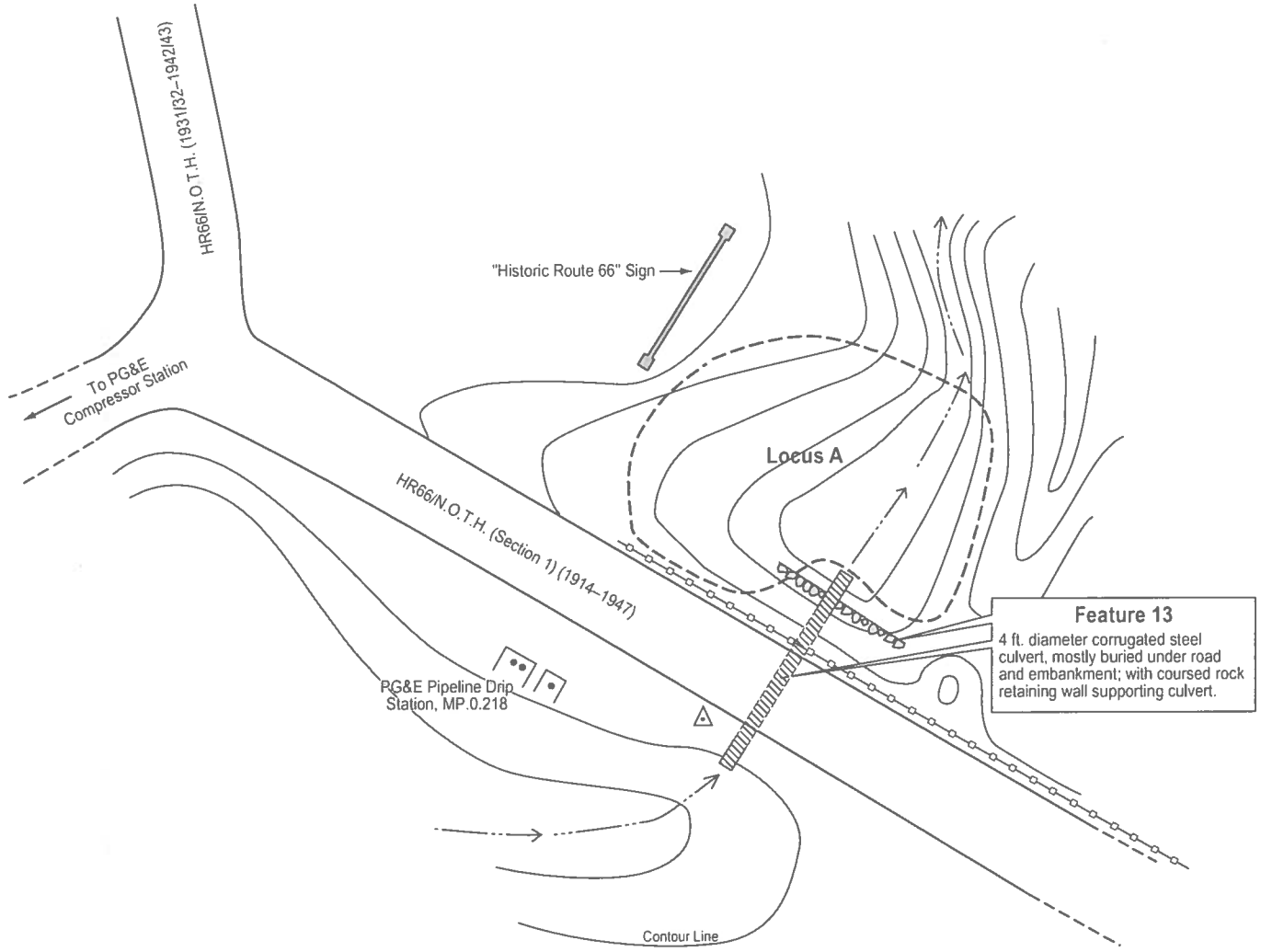
1 0.5 0 1 Kilometers

*Required information

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

Primary # P-
Trinomial CA-SBR-2910H

Temporary Number/Resource Name: National Old Trails Highway/Historic Route 66 (Section 1—Locus A and Feature 13)



LEGEND

- Locus A Boundary
- Locus / Feature Datum (PG&E Gas Pipeline Paddle at UTMs 730037 m E–3844118 m N)
- Ephemeral Creek Drainage
- Wooden Post and Rail Fence

Field Map: D. McDougall—23/JAN/08
Final Drawing: L. Meckstroth—07/FEB/08

Temporary Number/Resource Name: National Old Trails Highway/Historic Route 66 (Section 1—Locus A, Feature 13)
Project Name: PG&E Topock **Photographer:** D. McDougall
Image Type: □ (**bw**) 35mm B&W film □ (**cp**) 35mm Color Print film □ (**cs**) 35mm Color Slide film
□ (**df**) Digital-**F**loppy disk ☒ (**dm**) Digital-Memory flash card
Camera Type and Model: Nikon Coolpix 4300
Film Type and Speed: Flashcard **Roll Number:** Topock-1-08-dm **Year:** 2008

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
1	23	1330	DSCN0001	Roll I.D.	N/A
1	23	1335	DSCN0002	Feature 13 culvert (NE end) and retaining wall along Section 1 of CA-SBR-2910H from "Historic Route 66" sign on bluff north-northwest from site area.	155°
1	23	1335	DSCN0003	Upper (SW) end of Locus A below Feature 13 culvert from "Historic Route 66" sign.	125°
1	23	1340	DSCN0004	Looking down Section 1 of NOTH/HR66 where Feature 13 culvert crosses under road; datum (PG&E pipeline paddle) at right of frame along edge of road.	120°
1	23	1345	DSCN0005	Southwest end of Feature 13 culvert pipe exposed at edge of NOTH/HR66.	85°
1	23	1350	DSCN0006	Northeast end of Feature 13 culvert pipe and Locus A (below) from NOTH/HR66.	35°
1	23	1355	DSCN0007	Northeast end of Feature 13 culvert pipe with coursed rock retaining wall.	150°
1	23	1400	DSCN0008	Same as Frame 0007.	260°
1	23	1400	DSCN0009	Northwest edge of Locus A with "Historic Route 66" sign above site on bluff in background.	305°
1	23	1405	DSCN0010	Looking down drainage through Locus A from directly under Feature 13 culvert pipe.	15°

1067416 Update 8/13

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

Primary Number: P-36-002910
HRI Number:
Trinomial: CA-SBR-2910H (UPDATE)
NRHP Status Code: 2S2
Other Listings:
Review Code: Reviewer: Date:

Resource Name: CA-SBR-2910H (UPDATE)

P1. Other Identifier: National Trails Highway / Highway 66

P2. **Location:** ■ Not for Publication ☐ Unrestricted
a. County: San Bernardino
b. **USGS 7.5' Quad:** Helendale Date: 1956 (1993) T7N; R4W; NW ¼ of SE ¼ of Sec 18; S.B.B.M.
c. Address: City: Zip:
d. UTM: Zone 11; NAD 83; 468933mE/ 3838980mN (Observed Portion)
e. Other Locational Data: In San Bernardino County, approximately eight miles northeast of the City of Victorville, approximately 50m south from its intersection with Cardigan Street.

P3a. **Description:** This cultural resource is a historic Highway 66 / National Trails Highway. A portion of this highway was observed during the current survey. This two-lane Highway appears to be in fair condition. No apparent damage was observed. It appears to be resurfaced in the past.

P3b. **Resource Attributes:** HP37 Highway / Trail

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

P5a. Photograph or Drawing:



P5b. Description of Photo:
Northwest View (Digital DSCF1680)

P6. **Age and Sources:** ■Historic ☐Prehistoric ☐Both

P7. **Owner and Address:** State of California

P8. **Recorded by:**
Koji Tsunoda
Jones & Stokes
9775 Businesspark Avenue, Suite 200
San Diego, CA 92131-1120

P9. **Date Recorded:** 19 July 2007

P10. **Survey Type:** Intensive Pedestrian

P11. **Report Citation:** Patterson, Joshua D. and Koji Tsunoda
2007 Archaeological Survey Report for Southern California Edison Company Edison Voltage Imp. Project, San Bernardino County, California (WO#6073-5344, AI#7-5300, JO#6073-5344)

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):

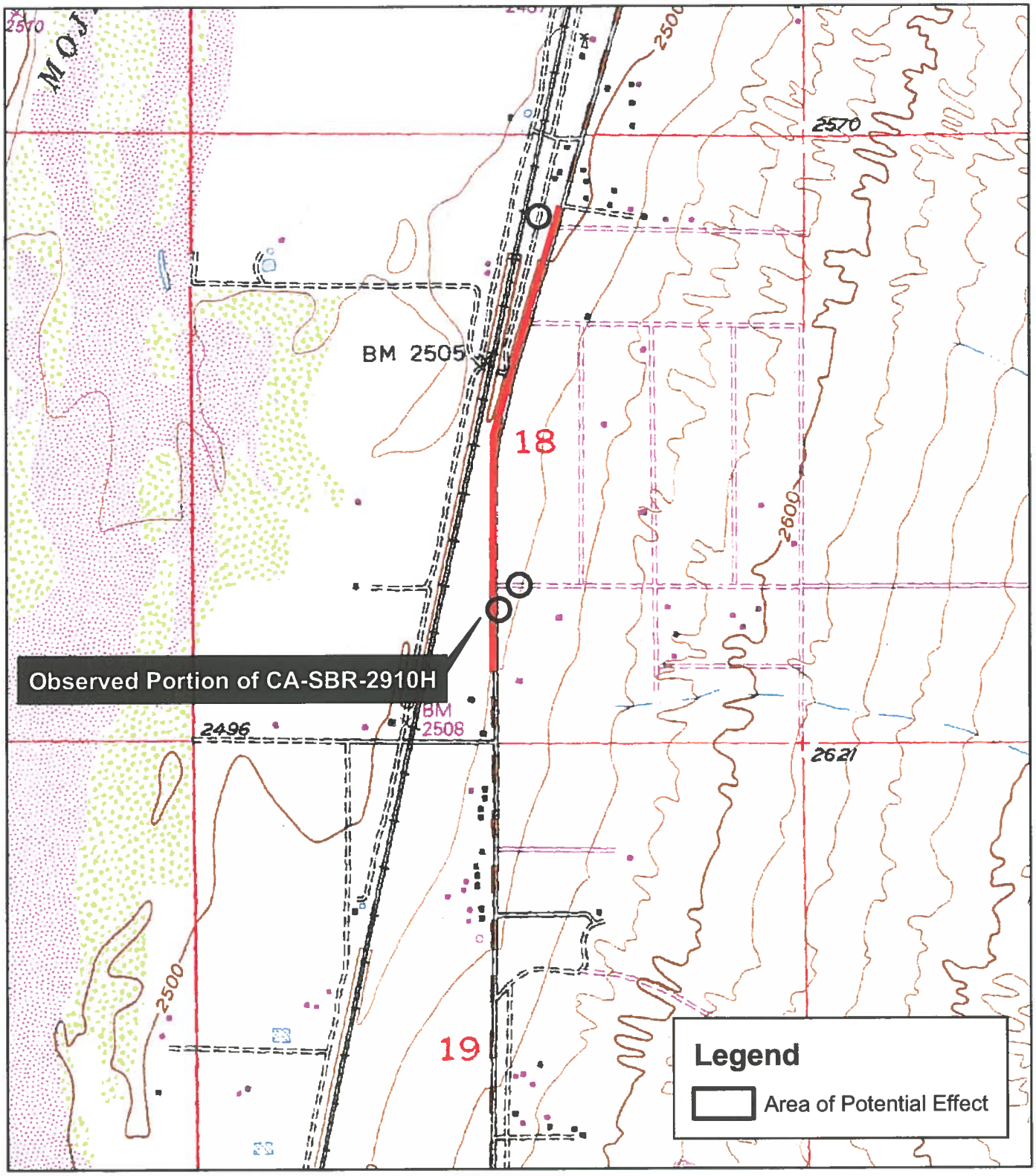
Required information is bold

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

Primary #: P-36-002910 (UPDATE)
Trinomial: CA-SBR-2910H (UPDATE)

Resource Name or #: National Trails Highway / Highway 66

Map Name: Helendale, California **Scale:** 1:24,000 **Date of Map:** 1956 (1993)



Required information is bold

1066971 update 12/11

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

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (update)
NRHP Status Code (refer to Linear Feature Records)
Other Listings
Review Code Reviewer Date

Page 1 of 14 Resource Name or #: National Old Trails Road/Route 66

P1. Other Identifier: Cajon Boulevard; Cajon Boulevard South; APE Map Reference No. CA-SBR-2910H Segments 1-5

*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: *Devore, California* Date: 1966 PR 1988 T2N ; R 5W ; in unsectioned lands; S.B.B.M.

c. Address: Cajon Boulevard City: Zip:

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Five segments of former National

- Old Trails Road/Route 66 located northwest and southeast of the I-15/I-215 interchange in the community of Devore.
- Segment 1 consists of an approximately 0.6-mile long segment of Cajon Boulevard extending southeast from the intersection with Glen Helen Parkway.
- Segment 2 consists of an approximately 1,800-foot long segment of Cajon Boulevard South between Glen HelenParkway and the I-15/I-215 interchange.
- Segment 3 consists of an approximately 1,300-foot long segment of Cajon Boulevard between Glen Helen Parkway and the I-15/I-215 interchange.
- Segment 4 consists of an approximately 0.72-mile long segment of Cajon Boulevard between the I-15/I-215 interchange and Kenwood Avenue (this segment is closed to public use).
- Segment 5 consists of an approximately 1,400-foot long segment of divided Cajon Boulevard extending northwest from Kenwood Avenue. The northbound section is closed to public use.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) These segments of former Route 66 are located within the unincorporated community of Devore in the historically important Cajon Pass transportation corridor. Based on aerial photographs, some of the segments date to as early as 1930, while others are associated with improvements that occurred in the 1950s. Development adjacent to Segments 1, 2, and 3 southeast of the I-15/I-215 interchange includes a mix of residences and commercial uses, most of which are modern or significantly altered. Although these segments appear to retain their historic alignments, integrity of setting, feeling, and association have been significantly compromised by modern construction, including the interstate freeways. There are no buildings adjacent to Segments 4 and 5 on the northwest side of the freeway interchange and, based on historic aerial photographs, this setting has remained relatively unchanged since at least the 1930s. However, all of Segment 4 and the northbound lanes of Segment 5 are closed to vehicular traffic. (*Detailed descriptions for each segment are provided in the attached Linear Feature Records pages 2–6.*)

*P3b. Resource Attributes: (List attributes and codes) HP37. Highway/trail

*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.)

(*see Linear Feature Records pages 2-6*)

P5b. Description of Photo: (View, date, accession #) (*see Linear Feature Records pages 2-6*)

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
1930s-1950s

***P7. Owner and Address:**
Public roadway

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

***P9. Dates Recorded:**
May 2007 and October 2009

***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 I-15/I-215 Interchange Project, Community of Devore, San Bernardino County, California, EA 08-0K710, 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

LINEAR FEATURE RECORD

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Resource Name or #: National Old Trails Road/Route 66 (Segment 1)

L1. Historic and/or Common Name: Route 66/Cajon Boulevard

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

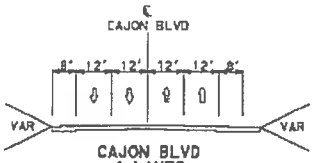
b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) Segment 1 consists of an approximately 0.6-mile long and approximately 130-foot wide (right-of-way) segment of Cajon Boulevard that extends southeast from the intersection with Glen Helen Parkway.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) The segment consists of two lanes in each direction with predominantly dirt shoulders. It has a double-yellow centerline and the Historic US 66 shield is painted on the road in some locations. The asphalt road is in good condition and is currently used as a local road. Its period of significance is 1955–1958, which represents when this segment opened in its current configuration to the time that it was bypassed by construction of I-215.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width Approximately 48 feet
b. Bottom Width
c. Height or Depth
d. Length of Segment Approx. 0.6 mile

L5. Associated Resources: None.

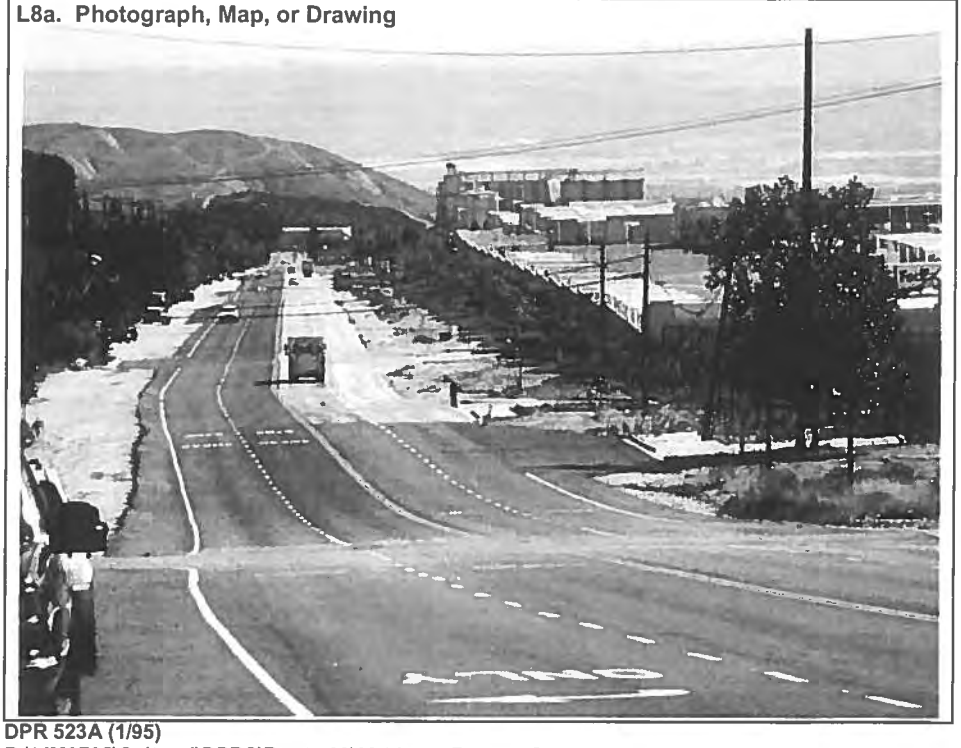
L4e. Sketch of Cross-Section (include scale) **Facing:**



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) This segment of Cajon Boulevard is characterized by predominantly modern residential and commercial development. Recently, a large Federal Express distribution center was constructed on the west side of the street where previously there was a large expanse of vacant land. There are a mix of historic-period and modern residences as well as a few small, historic-period, abandoned commercial buildings on the east side of the street. These buildings generally date from 1948 to the present and, with few exceptions, have been significantly altered. The former Cajon/Devore schoolhouse (1924), which has been altered, is located at the northeast end of this segment, but is set back approximately 200 feet from the street and is obscured from view by vegetation.

L7. Integrity Considerations: Although this segment retains integrity of location, its integrity of design, setting, materials, and feeling have been significantly compromised by adjacent modern development. Therefore, this segment does not appear eligible for listing in the National Register of Historic Places (National Register) either individually or as a contributing segment to the National Register-eligible alignment of Route 66. For the same reasons, it does not appear to qualify as a historical resource for the purposes of the California Environmental Quality Act (CEQA). (*See Continuation Sheets pages 10-12 for more detailed discussion*)

L8a. Photograph, Map, or Drawing



L8b. Description of Photo, Map, or Drawing: (View, scale, etc.)
Cajon Boulevard looking southeast from near Glen Helen Parkway

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:
October 21, 2009

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

LINEAR FEATURE RECORD

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

 Resource Name or #: National Old Trails Road/Route 66 (Segment 2)

L1. Historic and/or Common Name: National Old Trails Road; Route 66; Cajon Boulevard South

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

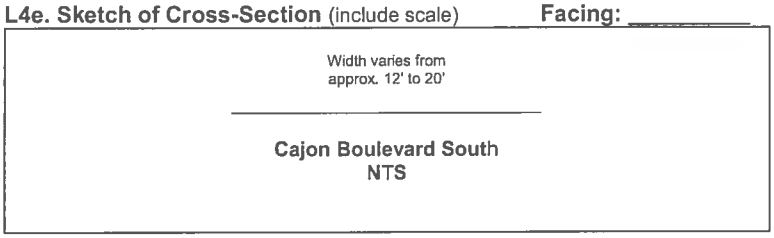
b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) Segment 2 consists of an approximately 1,800-foot long, slightly curved segment of Cajon Boulevard South, located west of Cajon Boulevard between Glen Helen Parkway and the I-15/I-215 interchange. The paving varies in width from 12 to approximately 20 feet with a depth of at least 2 inches.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) The southern approximately 750 feet of the segment is 12 feet wide and has modern surfacing. The remaining approximately 1,050 feet vary in width from 15 to 20 feet and the paving includes a patchwork of historic and modern surfaces. This part of the segment is in poor condition with crumbling edges and encroaching vegetation. The entire segment has dirt shoulders. The segment terminates at the north end south of I-15. Its period of significance is 1914 to 1931, which represents the earliest alignment of the National Old Trails Road in this location to the time this segment was bypassed.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width** 12–20 feet
- **b. Bottom Width**
- **c. Height or Depth** Approx. 2 inches
- **d. Length of Segment** Approx. 1,800 feet

L5. Associated Resources: None.

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



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) This segment of road is adjacent to vacant land sloping down to the Cajon Creek on the southwest. On the northeast, adjacent properties are developed with an altered 1951 ranger station (fronting on Cajon Boulevard), the Devore Reservoir and Hydroelectric facility (1983), an altered 1950s residence (fronting on Cajon Boulevard), and circa 1952 residential building remains.

L7. Integrity Considerations: This segment retains integrity of location and, to a small degree, materials. However, its integrity of design, setting and feeling have been significantly compromised by modern development (reservoir facility and freeways), which has resulted in termination of the segment and significant changes to the viewshed. Therefore, this segment does not appear eligible for listing in the National Register of Historic Places (National Register) either individually or as a contributing segment to the National Register-eligible alignment of Route 66. For the same reasons, it does not appear to qualify as a historical resource for the purposes of the California Environmental Quality Act (CEQA). (*See Continuation Sheets pages 10–12 for more detailed discussion*)

L8a. Photograph, Map, or Drawing



L8b. Description of Photo, Map, or Drawing: (View, scale, etc.) Cajon Boulevard South looking northwest from the tank facility

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:
November 11, 2009

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

LINEAR FEATURE RECORD

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Resource Name or #: National Old Trails Road/Route 66 (Segment 3)

L1. Historic and/or Common Name: Route 66/Cajon Boulevard

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

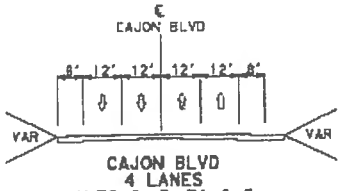
b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) Segment 3 consists of an approximately 1,300-foot long and approximately 100-foot wide (right-of-way) segment of Cajon Boulevard between Glen Helen Parkway and the I-15/I-215 interchange.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This segment consists of two lanes in each direction with some curbs, sidewalks, and dirt shoulders. It has been recently resurfaced and striped. The road terminates south of the I-15/I-215 interchange and is currently used as a local road. Its period of significance is from 1951 to 1958, which represents the beginning of construction in its current configuration to the time that it was bypassed by construction of I-215.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width Right-of-way width is approx. 100 feet
b. Bottom Width
c. Height or Depth
d. Length of Segment Approx. 1,300 feet

L5. Associated Resources: None.

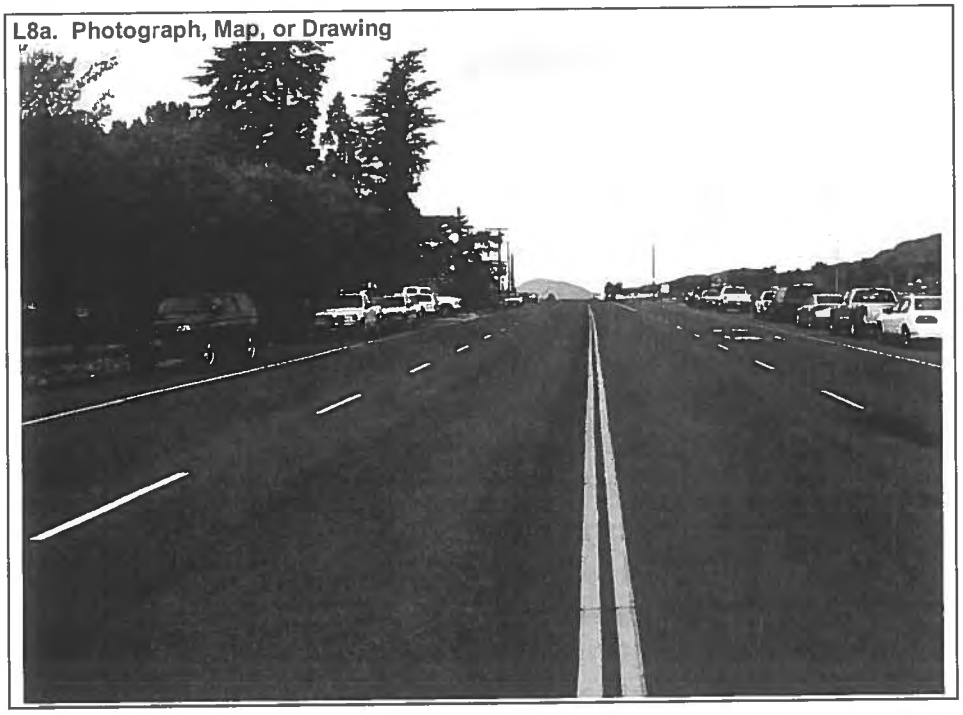
L4e. Sketch of Cross-Section (include scale) **Facing:**



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) Properties along the west side of this segment are developed with an altered 1951 Ranger station, the Devore Reservoir and Hydroelectric facility (1983), four post-1959 commercial buildings, and an altered 1950s residence. Properties on the east side include a gravel parking area, a freeway on ramp, and vacant land. All of the buildings along this segment have been altered or are modern.

L7. Integrity Considerations: This segment retains integrity of location, but integrity of design, setting, materials, feeling, and association have been significantly compromised by modern development, including the I-15 and I-215 freeways and the termination of the segment south of the I-15/I-215 interchange. Therefore, this segment does not appear eligible for listing in the National Register of Historic Places (National Register) either individually or as a contributing segment to the National Register-eligible alignment of Route 66. For the same reasons, it does not appear to qualify as a historical resource for the purposes of the California Environmental Quality Act (CEQA). (*See Continuation Sheets pages 10–12 for more detailed discussion*)

L8a. Photograph, Map, or Drawing



L8b. Description of Photo, Map, or Drawing: (View, scale, etc.)
Cajon Boulevard looking northwest from near Glen Helen Parkway

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:
November 11, 2009

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

LINEAR FEATURE RECORD

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)
NRHP Status Code 3D
Other Listings
Review Code Reviewer Date

Resource Name or #: National Old Trails Road/Route 66 (Segment 4)

L1. Historic and/or Common Name: Route 66/Cajon Boulevard

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 consists of an approximately 0.72-mile long and approximately 80-foot wide segment of Cajon Boulevard northwest of the I-15/I-215 interchange and southeast of Kenwood Avenue.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This segment consists of a divided roadway with two, 12-foot wide lanes in each direction. It has dirt medians (approximately 10 feet wide), asphalt shoulders, and asphalt curbs in a few places on the southbound side of the road. The Route 66 shield is painted in two places across the southbound lanes. Although roadway paving continues across Kenwood Avenue to Segment 5, a physical barrier to traffic has been installed on the south side of Kenwood Avenue (north end of Segment 4) making Segments 4 and 5 non-contiguous for vehicular purposes. At the south end, construction of the I-15/I-215 freeway has resulted in the termination of the segment. Its period of significance is 1951–1968, which represents the beginning of construction in its current configuration to the time that this segment was bypassed by I-15/I-215.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width:** Approximately 80 feet
- **b. Bottom Width**
- **c. Height or Depth**
- **d. Length of Segment** Approx. 0.72 mile

L5. Associated Resources: Traffic signs.

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

(See Continuation Sheets pages 7 and 8 for 1950s cross-section)

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) Properties adjacent to this segment are characterized primarily by natural and man-made slopes that have remained undeveloped as they were throughout the historic period. The slopes are covered with wild vegetation that, in some areas, is encroaching on the pavement and dirt median. The modern freeway is only visible from the northwest and southeast ends of the segment and from one other area where there is a small gap between slopes.

L7. Integrity Considerations: This approximately 0.72-mile long segment retains integrity of location, design, setting, materials, and feeling (refer to pages 8–10 for detailed discussion). It is part of an approximately 9-mile long segment of Route 66/Cajon Boulevard that extends from this segment north to Cleghorn Road. The entire 9-mile segment retains a high level of integrity of design, location, setting, and feeling. Although currently closed to vehicular traffic, it is clear that if driven on, Segment 4 would convey a strong sense of the 1950s Route 66 driving experience in Devore and the Cajon Pass. This is a distinctive example of a segment of Route 66 through Cajon Pass that retains its historic, undeveloped setting and conveys a sense of what it was like to travel through the Pass in the 1950s. Therefore, it appears eligible for listing in the National Register of Historic Places (National Register) at the local level under Criterion A as a contributing segment to the National Register-eligible alignment of Route 66. For the same reasons, this segment is also a historical resource under CEQA. (*See Continuation Sheets pages 10–12 for more detailed discussion*)

L8a. Photograph, Map, or Drawing



L8b. Description of Photo, Map, or Drawing: (View, scale, etc.) Looking southeast from near Kenwood Avenue

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:
October 17, 2007

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

LINEAR FEATURE RECORD

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)
NRHP Status Code 3D
Other Listings
Review Code Reviewer Date

 Resource Name or #: National Old Trails Road/Route 66 (Segment 5)

L1. Historic and/or Common Name: Route 66/Cajon Boulevard

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 consists of an approximately 0.27-mile long and approximately 80-foot wide (right-of-way) segment of divided Cajon Boulevard that extends northwest from Kenwood Avenue.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This segment consists of a divided highway with two, 12-foot wide lanes in each direction. It has dirt medians (approximately 10 feet wide), asphalt shoulders, and asphalt curbs in a few places on the southbound side of the road. On the north side of the Kenwood Avenue intersection, a barrier blocks vehicular access to the northbound lanes. This segment extends northeast beyond the project limits and is part of an approximately 9-mile segment of Route 66/Cajon Boulevard that retains a good degree of integrity. The period of significance for this segment is 1951–1968, which represents the beginning of construction in its current configuration to the time that segment of Route 66 was bypassed by I-15/I-215.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: Approximately 80 feet.
b. Bottom Width
c. Height or Depth
d. Length of Segment Approx. 0.27 mile

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

(See Continuation Sheets pages 7 and 8 for 1950s cross-sections)

L5. Associated Resources: None.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) Properties adjacent to this segment remain undeveloped as they were throughout the historic period. The historic-period viewshed is largely intact, although the modern freeway is visible in the distance at a higher elevation.

L7. Integrity Considerations: This segment retains a high level of integrity of location, design, setting, materials, and feeling and is located at the southern end of the historically significant Cajon Pass transportation corridor, which provides access between the high desert and the more urban San Bernardino Valley. Although the northbound lanes are closed to vehicular traffic, the roadway conveys a fairly strong sense of the 1950s Route 66 driving experience in Devore and the Cajon Pass. This is a distinctive example of a segment of Route 66 through Cajon Pass that retains its historic, undeveloped setting and conveys a sense of what it was like to travel through the Pass during the historic period. Therefore, it appears eligible for listing in the National Register of Historic Places (National Register) at the local level under Criterion A as a contributing segment to the National Register-eligible alignment of Route 66. For the same reasons, this segment is also a historical resource under CEQA. (*See Continuation Sheets pages 10–12 for more detailed discussion*)

L8a. Photograph, Map, or Drawing



L8b. Description of Photo, Map, or Drawing: (View, scale, etc.)
Looking northwest from near Kenwood Avenue

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:
November 11, 2009

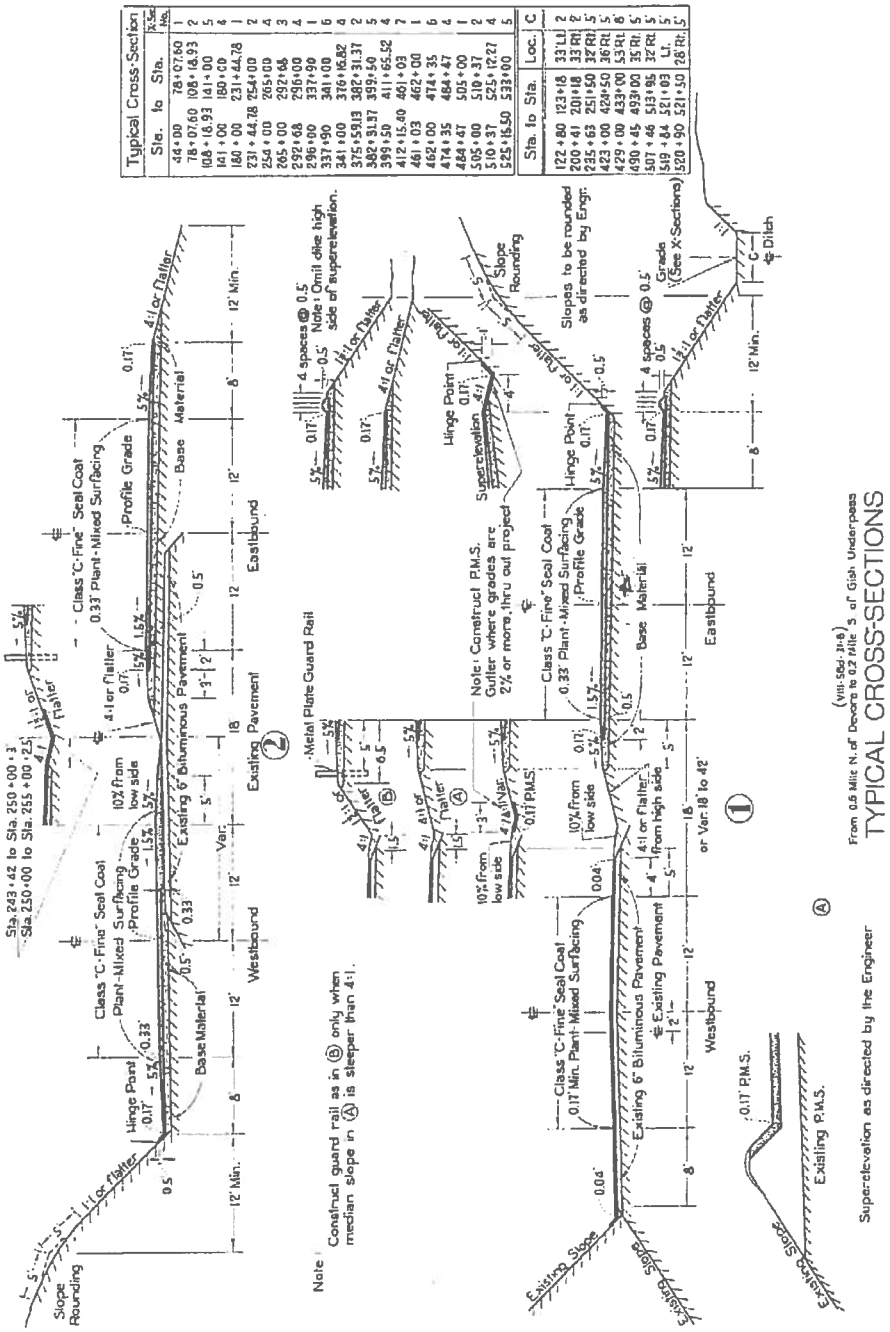
State of California ● The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)

Page 7 of 14 *Resource Name or #: (Assigned by recorder) National Old Trails Highway/Route 66
*Recorded by LSA Associates, Inc. *Date: October 2009 X Continuation X Update

L4e. Sketch of Cross-Section: Provided by Caltrans District 8 from the Special Provisions for Contract 52-8VC11-F.



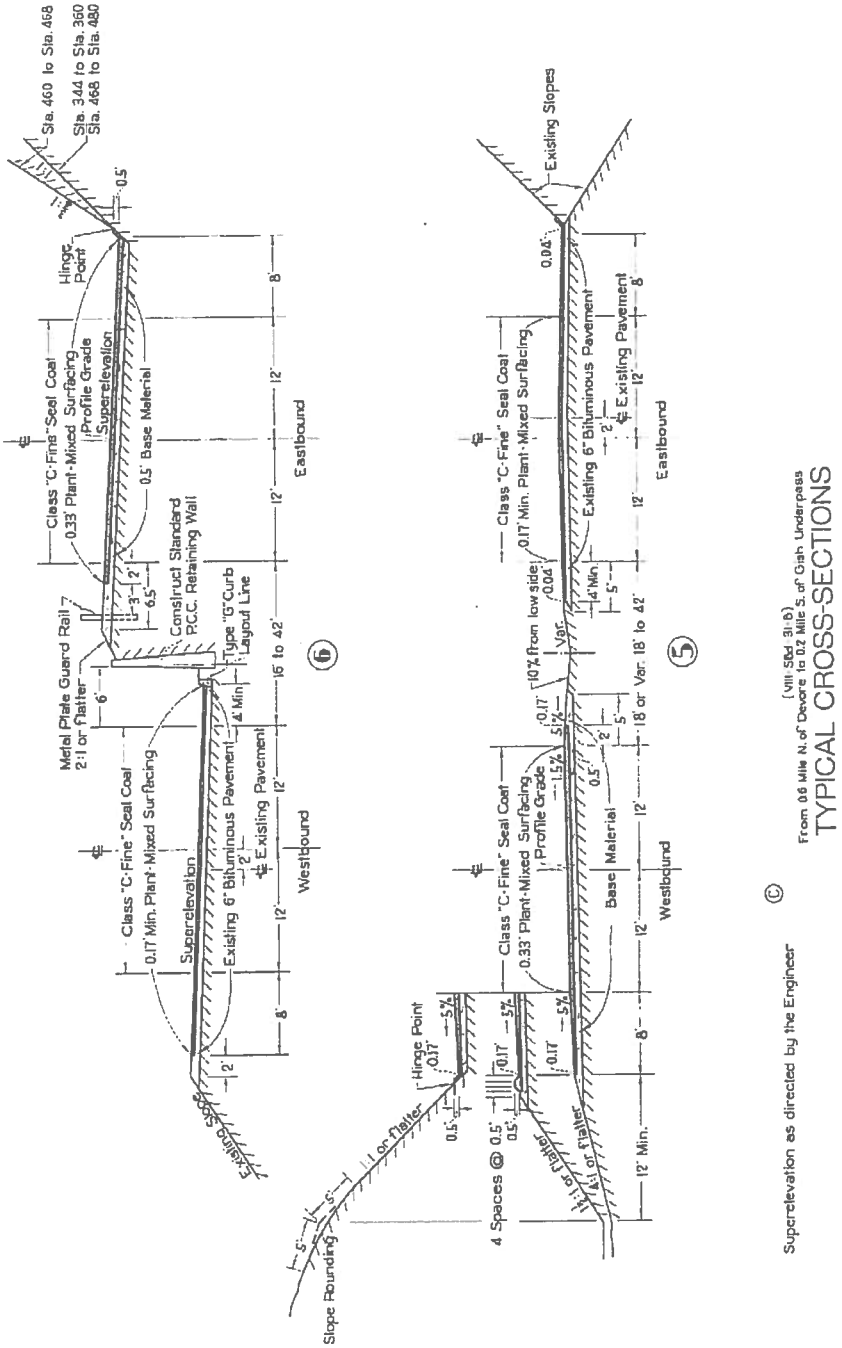
State of California ● The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

CONTINUATION SHEET

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)

Page 8 of 14 *Resource Name or #: (Assigned by recorder) National Old Trails Highway/Route 66
*Recorded by LSA Associates, Inc. *Date: October 2009 X Continuation X Update

L4e. Sketch of Cross-Section: Provided by Caltrans District 8 from the Special Provisions for Contract 52-8VC11-F.



DPR 523L (1/95)
R:\LIM0705\Cultural\DPRS\Route 66\08 Route 66 Cross section 2.doc

*Required Information

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

Primary # 36-2910 (Update)
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code See Linear Feature Records

*Resource Name or # (Assigned by recorder) National Old Trails Road/Route 66

B1. Historic Name: Route 66
B2. Common Name: Cajon Boulevard
B3. Original Use: Highway **B4. Present Use:** Local roadway
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alterations, and date of alterations)
See Linear Feature Records pages 2-6 for construction history for each segment

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**
See Linear Feature Records pages 2-6 for information regarding related features for each segment.

B9a. Architect: N/A **b. Builder:** N/A
***B10. Significance: Theme:** Transportation **Area:** Community of Devore, San Bernardino County
Period of Significance: See Linear Feature Records **Property Type:** Highway **Applicable Criteria:** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The historic alignment of the National Old Trails Road/Route 66 was previously determined eligible for listing in the National Register of Historic Places (National Register) and is listed in the California Register of Historical Resources (California Register), but the subject segments have not been previously documented or evaluated. The history and significance of the National Old Trails Road/Route 66, which extended 2,400 miles from Chicago to Los Angeles, is well documented, as is its association with southern California-bound tourists, the migration of Midwesterners during the 1930s, the expulsion of Japanese-Americans to internment camps, roadside businesses, and 1950s–1960s pop culture. Therefore, the information provided here focuses on the history of the highway through the Cajon Pass and the five segments being documented and evaluated.

Historical Background. Since prehistoric times, the Cajon Pass has been an important path of travel connecting the high desert with the San Bernardino Valley. Mountains sprawl across a large part of southern California and are formidable obstacles to travel, separating the coastal plains and valleys from the interior arid lands (Robinson 2005:1). Almost all overland passage into southern California was, and is, funneled through a small number of passes, including Cajon Pass, which is actually a series of notches in a ridgeline, rather than a true pass (ibid.). The Pass was used by Native Americans, Spanish soldiers and missionaries, Mexican ranchers, trappers, traders, miners, and settlers. It has accommodated foot, horse, wagon, train (1885), and automobile (1913) traffic. Historic roads through the Pass have included the Salt Lake–Los Angeles Trail, the Mormon Corridor, Sanford's Pass, Brown's turnpike/toll road, the National Old Trails Road, Arrowhead Trails Highway, and Route 66 (now Cajon Boulevard). Each of these has had to contend with steep, rocky terrain, land slides, and flooding from Cajon Creek. As a result, there have been many different road alignments through the Pass and even the creek has been shifted to accommodate road improvements. *(See Continuation Sheets pages 10–12)*

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

***B12. References:**
(See Continuation Sheets pages 12–13)

B13. Remarks:

(Sketch Map with north arrow required.)

See Linear Feature Records pages 2–6 for each segment and Location Map (page 14) for overview

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

***Date of Evaluation:** October 2009

(This space reserved for official comments.)

***B10. Significance:** (Continued from page 9)

In 1913, a single-lane dirt road known as the Santa Fe-Grand Canyon-Needles Highway opened through the Pass and was superseded by the National Old Trails Road the following year. The Arrowhead Trails Highway, which opened in 1916, also crossed the Cajon Pass. This highway ran from Los Angeles to Salt Lake City and followed the National Old Trails Road between Los Angeles and Barstow before turning northeast and paralleling today's Interstate 15 through Las Vegas (The Cajon Pass Group, n.d.). Also in 1916, Congress passed the Federal Highway Aid Act, commonly referred to as the Good Roads Act. This Act established the Bureau of Public Roads and authorized federal funding for state road projects that met certain criteria. Using prison labor, the County of San Bernardino made significant improvements to its section of the National Old Trails Road, including widening it, straightening it in some places, and paving it (Robinson 2005). In addition, the final eight miles up the Pass were completely realigned to the west.

According to the Automobile Club, 419 motor vehicles crossed the Pass in 1914 and 4,240 crossed it in 1918 when the oiled dirt road was 16 feet wide (Suydam 2009). In the 1920s, between Cajon Pass and Devore, the road was 16 feet wide with four-inch thick macadam pavement (Bischoff 2005:123). Traffic through the Pass frequently backed up behind the slowest car or truck since there was no room to pass. As a result, a number of businesses sprang up along the roadside. In 1926, the highway through the Pass was renumbered as Route 66 (Hockaday n.d.:282). Through today's Glen Helen/Devore area, the road followed what is now a segment of Cajon Boulevard, and there gasoline, water, and groceries could be obtained (Robinson 2005). By 1931, the road was so popular that it had to be improved and a wider, two-lane highway was constructed on higher ground with fewer curves (Hockaday n.d.). It was in conjunction with these improvements that Cajon Creek was realigned at Blue Cut (also known as Blue Cut slide) (Hatheway 2007). It was during this decade that the road became famous as the favored path among Depression-era migrants seeking new opportunities in California.

Despite these improvements, flooding in 1938 washed out a large section of Route 66 in the Pass area and it was later determined that extensive repairs and realignment of the road were necessary (Hatheway 2007:27). At that time, aerial photographs indicate that, with the exception of the Cajon/Devore schoolhouse (1924), there was little if any development adjacent to the segments of Route 66 (Cajon Boulevard) that are being evaluated here. By the summer of 1939, news articles reported that portions of the highway through the Pass (including portions of the segments being evaluated) were being moved to higher ground (Hatheway 2007:24). Building permits and aerial photographs reveal that development along these segments of Route 66 was sparse during the 1940s even though traffic through the area doubled during this decade.

In 1951, the California Department of Forestry completed a building, which is located just north of the intersection of Cajon Boulevard and Glen Helen Parkway adjacent to Segment 3 (Hall 2007:157). That same year, bids were accepted for the widening of Route 66 through the Pass and by September 1951, work had started on the 9.3-mile stretch from Devore to the Gish Underpass (Hatheway 2007:26; Contract 52-8VC11-F graphic provided by Caltrans District 8). News articles reported that the improvements would incorporate the existing two-lane highway, but another two-lane roadway would be constructed to handle half of the divided highway traffic (Hatheway 2007:26). In June 1953, Fredericksen & Kasler completed construction of the four-lane divided highway north of today's Glen Helen Parkway, including portions of Segments 3, 4, and 5 (Dekema 1953; Beer 1955). By June 1955, a southerly extension that included a portion of Segment 1 was completed (Beer 1955). This southerly extension was intended to be a temporary fix until a new freeway on a new alignment could be funded (Beer 1955:40).

After decades of finding engineering solutions to a myriad of problems including rock slides, flooding, road collapse, higher automotive speeds, and consistent increases in traffic volumes including truck traffic, most of Route 66, including segments 1-3, was bypassed. By 1956, today's I-15/I-215 was completed from Devore to Victorville (Bischoff 2005:128). In 1958, a four-lane freeway between Highland Avenue (in San Bernardino) and Devore was constructed, which superseded portions of Cajon Boulevard (Suydam 2009). This freeway was cosigned as US 91/US 66/US 395 (Faigin 1996–2006) and connected with the 1951 four-lane alignment of Route 66 just north of today's I-15/I-215 interchange (Suydam 2009). As part of that project, Cajon Boulevard was modified as an off-ramp where the current cul-de-sac south of the freeway interchange is located (Segment 3) (ibid.). None of the existing commercial buildings along the west side of Route 66 (Cajon Boulevard) north of Glen Helen Parkway was constructed until after Route 66 was bypassed (Aerial Photographs 1953 and 1959). In the mid- to late-1960s, today's I-15 was built through the Pass, bypassing segments 4 and 5 of Route 66 and resulting in additional realigning and widening of the existing corridor (Bischoff 2005:128). In 1972, today's I-215 was signed as I-15E and ten years later, north of SR-60 it became I-215. Freeway construction took many acres of Devore land, as well as a number of businesses and residences, including some that were located along Route 66.

With the emergence of the new interstate highway system, Route 66 was no longer needed as a national transportation artery. Various segments of the old highway have been abandoned over time while others survived as local thoroughfares and continue to serve that function to the present time.

Integrity Considerations. The seven aspects of integrity are: location, design, setting, materials, workmanship, feeling, and association. These aspects must be taken into consideration when evaluating historical significance. Their relative importance varies depending on the resource being evaluated. (*see Continuation Sheet page 11*)

*B10. Significance: (Continued from page 10)

Location. This is a fundamental aspect of a roadway's integrity. Segments 1–5 occupy the same locations they did during their periods of significance. However, alterations to Segments 1–3 and adjacent properties have resulted in different viewing and driving experiences than those of the historic period. Only Segments 4 and 5 provide viewsheds and experiences similar to those that prevailed during their periods of significance. Although minor changes have been made, including termination of Segment 4 at the southeast end, reconfiguration of the Kenwood Avenue intersection, and the closing of Segment 4 and portions of Segment 5 to vehicular traffic, these two segments carry the traveler through essentially the same terrain and maintain similar relationships to the surrounding landscape as they did historically. In addition, these two segments are part of a much longer segment of Route 66 that also retains integrity of location.

Design. Design incorporates the entire corpus of engineering, architectural, and landscape architectural techniques that establish the road's physical structure and experiential character (Davis n.d.:30). Segments 4 and 5 appear to retain at a good degree of integrity of design. Although in some places nature has encroached on the roadways, the overall impressions created by these segments are consistent with their periods of significance. In addition, with the exception of the Kenwood Avenue intersection, these segments appear to retain their vertical and horizontal alignments and lane widths. Segments 1 and 3 have been resurfaced and have a completely modern appearance. Segment 2 was originally had a 16-foot-wide oiled macadam surface. That surface has been patched with asphalt and a skin coat overlay has been applied to portions of it. In addition, it appears to have been widened in some places.

Setting. Setting includes both the immediate roadside corridor and the broader environment. Changes to the roadways (resurfacing, striping, etc.) and modern development on adjacent properties have compromised the integrity of setting for Segments 1–3. Segments 4 and 5 retain a relatively high degree of integrity of setting. During their periods of significance, there was no development on adjacent properties and that remains the case today. Although the I-15 is visible from some locations along Segments 4 and 5, it is not intrusive and the overall landscape, which consists of hilly terrain and natural vegetation (as opposed to ornamental landscaping), is consistent with that of the historic-period.

Materials. Because roadways are constantly being maintained and improved to accommodate current conditions, it is difficult to find a historic-period roadway that retains a high degree of integrity of materials. For reasons discussed above, Segments 1–3 do not retain integrity of materials. Segment 4, which has been closed to vehicular traffic for many years, appears to retain a good degree of integrity of materials. Similarly, portions of Segment 5 have also been closed to vehicular traffic so it retains a fair degree of integrity of materials.

Workmanship. Integrity of workmanship is usually associated with group or individual craftsmanship or a particular skill. With few exceptions, integrity of workmanship does not generally play a key role in the significance of roadways, although it may be important when evaluating related features such as bridges, walls, signs, etc. (Davis n.d.). For these segments, integrity of workmanship is not particularly applicable.

Feeling. Feeling, which may be described as the expression of a particular period of time, is a critical factor in evaluating historic roads (Davis n.d.:31). The overall impression conveyed should enable the modern viewer to partake in the same sensations that defined the road experience during the period of significance (Ingalls 2009:13). Segments 4 and 5, which retain a good degree of integrity of location, design, setting, and materials are able to give the viewer a sense of what it was like to be on Route 66 through the Cajon Pass in the 1950s. However, because of alterations and modern construction, Segments 1–3 do not retain connectivity with the past and are not able to convey this same sense of history.

Association. In order to have integrity of association, the roadway must be able to communicate the essential character of the road's historic identity. These segments are not only associated with famed Route 66, but also with Cajon Pass as a historically important and challenging path of travel connecting the high desert with the San Bernardino Valley. Unfortunately, alterations and modern construction have caused Segments 1 and 3 to appear modern and unremarkable. If they were not signed as part of historic Route 66, the majority of travelers would not recognize these segments as part of that historic highway. While Segment 2 is clearly an old road, lack of maintenance and use, as well as modern construction have compromised its ability to connect with its period of significance. Further, these three segments are located at the southern end of the Pass in a relatively level area and do not convey any sense of the challenges travelers through the Pass faced in the 1950s and earlier. Although Segments 4 and 5 are also relatively level stretches of roadway, the surrounding, undeveloped, hilly terrain gives the traveler a sense that he/she is beginning an ascent and entering a more desolate location where roadside assistance may not be available. The divided four-lane road with predominantly dirt shoulders and medians and few modern ancillary features (signs, lights, curbs, gutters, etc.) clearly conveys a sense of a much earlier driving experience. However, these segments do not necessarily convey their associations with Route 66 since in California people more typically associate the Route 66 experience with certain types of roadside architecture, rather than with open, natural spaces. (*See Continuation Sheet page 12*)

***B10. Significance:** (Continued from page 11)
In summary, Segments 1–3 retain only integrity of location, while Segments 4 and 5 retain moderate or better levels of integrity of location, design, setting, materials, and feeling.

Significance Evaluation.

Segments 1, 2, and 3 do not appear to meet any of the criteria for listing in the National Register either individually or as contributing segments to the historic Route 66 alignment. Under Criterion A, they are associated with events significant in history, namely early interstate highway construction and the famed Route 66. However, alterations to these segments and their settings, including termination of Segments 2 and 3 and construction of modern buildings and freeways, have significantly changed their viewsheds and impaired their ability to convey their association with this historic theme. Under Criterion B, Route 66 is associated with persons significant in history, but these segments are no more closely associated with these persons than any others. Under Criterion C, these segments are not important or unique examples of road construction. More specifically, Segments 1 and 3 have been resurfaced and modernized, completely obscuring the historic-period paving and striping. Some of the historic-period macadam is still visible in Segment 2, but it is not a particularly rare or unique example of this paving. Under Criterion D, which is usually related to archaeology, these segments do not have the potential to yield information important to prehistory or history. For these reasons, Segments 1, 2, and 3 are not eligible for listing in the National Register either individually or as contributing segments to the historic Route 66 alignment and are not historical resources for the purposes of CEQA.

Segments 4 and 5 appear eligible for listing in the National Register as contributing segments to the historic Route 66 alignment under Criteria A and C at the local level. These segments retain a good degree of integrity of location, design, setting, materials, and feeling and are distinctive examples of the early 1950s divided highway through the historically important Cajon Pass transportation corridor. These segments are part of a much larger segment of Route 66 that was not evaluated as part of this study, but that may also contribute to the significance of Route 66. Character-defining features of these segments are the horizontal and vertical road alignments, the asphalt-concrete type of paving, the dirt median, and the adjacent undeveloped landscape.

***B12. References.**

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(*See Continuation Sheet page 13*)

*B12. References. (Continued from page 12)

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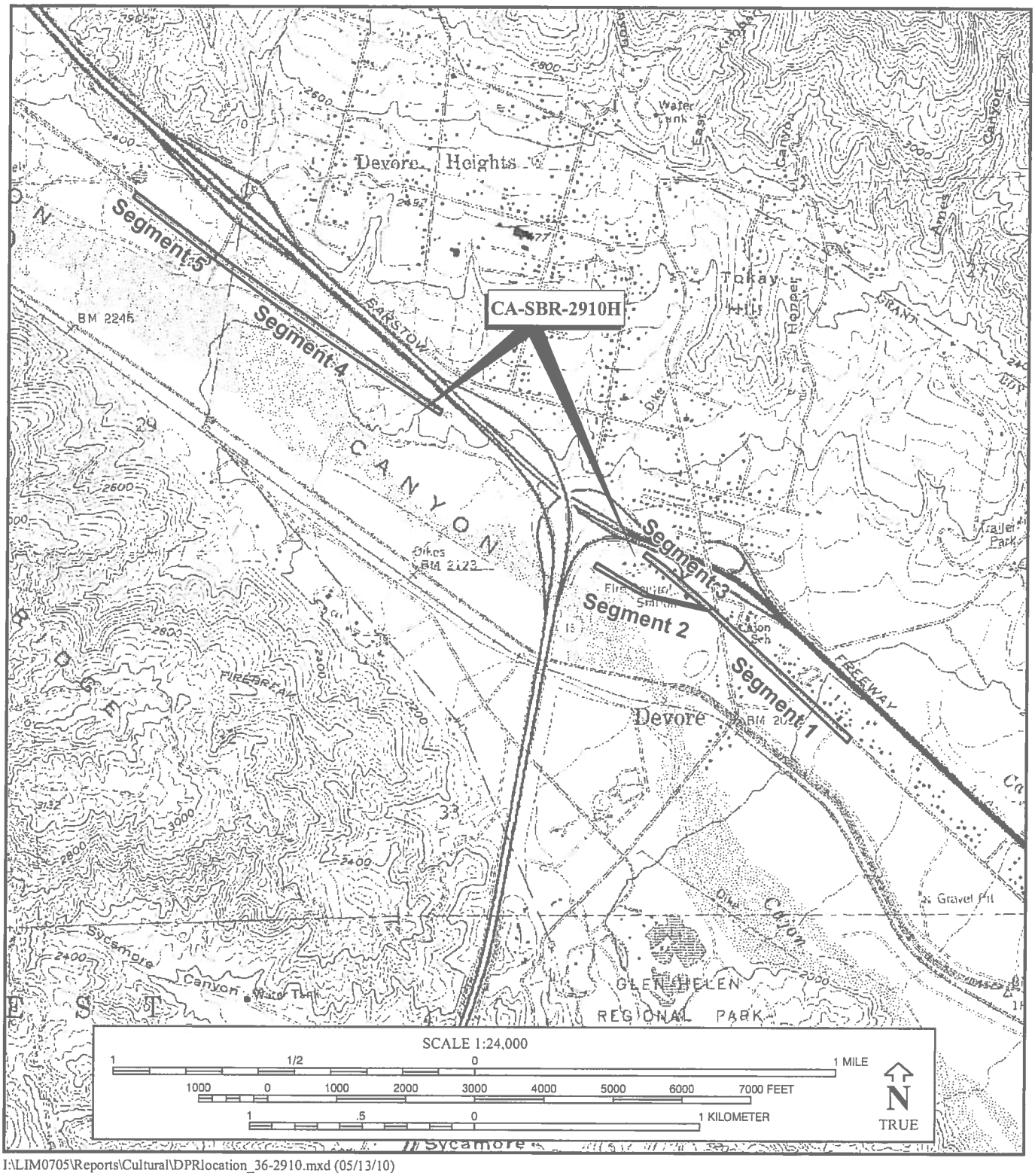
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State of California - Resource Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 36-2910 (Update)
HRI #
Trinomial CA-SBR-2910H (Update)

*Resource Name or # (Assigned by recorder) National Old Trails Highway/Route 66

*Map Name: USGS 7.5' Quad, Devore, California *Scale: 1:24000 *Date of Map: 1980



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*Required Information

1066038 update 12/08

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

PRIMARY RECORD

Primary # P36-002910
HRI #
Trinomial
NRHP Status Code: 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or #: US Highway 66 Caltrans Map Reference No.: 1
P1. Other Identifier: US Highway 66 (Route 66)
*P2. Location: *a. County San Bernardino County/Route/Postmile: SBd-66-0.0/4.08
b. Address
City City of Upland Zip 91786
*c. UTM: USGS Quad: Ontario d. UTM:
*e. Other Locational Data (APN #) Road segment located between the Los Angeles/San Bernardino county line and the eastern corporate boundary of the City of Upland

*P3a. Description: (Briefly describe resource below)
This segment of SR-66, locally designated as Foothill Boulevard, runs on an east-west axis through the City of Upland. It is a four lane roadway with either continuous center turn lane, painted median, or raised and landscaped median. There are also landscaped curb islands in areas along the segment where local access is provided parallel to the highway. Shoulders are generally paved, or curbed with sidewalk and/or bike lanes. The road is paved with asphaltic concrete, and has a maximum width of 50 feet from centerline on both sides.

This portion of Foothill Boulevard through the City of Upland is part of the historic alignment of former US Highway 66, which originally ran approximately 2,450 miles from Chicago, Illinois to Santa Monica, California. The Foothill Boulevard portion of this alignment currently runs between Interstate 215 in San Bernardino and State Route 210 in La Verne, a distance of approximately 28.5 miles through the cities of Fontana, Rancho Cucamonga, and Upland. Various portions of this alignment have been previously recorded and evaluated. Photograph 1 shows SR-66 in the vicinity of where it crosses Euclid Ave., and Photograph 2 depicts the west end of the segment near Monte Vista Ave.

*P3b. Resource Attibutes: HP 37 (Highway/Trail)
**P4. Resources Present: ___ Building X Structure ___ Object ___ Site ___ District ___ Elements of District ___ Other

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



P5b. Description of Photo: Photograph 1, Camera facing west from Euclid Ave., 01/16/07
*P6. Date Constructed/Age: 1913-15
X Historic ___ Prehistoric ___ Both
*P7. Owner and Address: State of California, Department of Transportation
*P8. Recorded by: Andrew M. Walters, Caltrans District 8, San Bernardino, CA
*P9. Date Recorded: January 16, 2007
*P10. Type of Survey: ___ Intensive X Reconnaissance ___ Other Describe:

*P11. Report Citation: Caltrans District 8, Historic Resources Compliance Report (HRCR) for the relinquishment of a portion of State Route 66 within the City Of Upland, San Bernardino County, California, January 2007

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

*Required Information.

State of California — The Resources Agency: Primary # P36-002910
DEPARTMENT OF PARKS AND RECREATION HRI#:

BUILDING, STRUCTURE, AND OBJECT RECORD

Map Reference No.: 1

***Resource Identifier:** US Highway 66 ***NRHP Status Code:** 6Z

B1. Historic Name: National Old Trails Highway, US Highway 66, State Route 66

B2. Common Name: Route 66, Foothill Boulevard **County/Route/Postmile:** SBd-66-0.0/4.08

B3. Original Use: Highway **B4. Present Use:** Highway

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

***B6. Construction History:** Originally paved in 1913, improved sporadiacally to the present. See B10 Significance

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

***B8. Related Features** (describe below):
Bridge 54 0013, 54 0038, 54 0039, 54 0040, 54 0313M

B9a. Architect: Unknown **B9b. Builder:** Unknown

***B10. Significance: Theme:** Transportation, Westward Migration, Tourism **Area:** San Bernardino / Los Angeles

Period of Significance: 1914-1972 **Property Type:** Road/Highway **Applicable Criteria:** Criteria A and C

This 4.08 mile segment of SR-66, formerly US Highway 66, does not appear eligible for listing in either the CRHR or NRHP because it does not retain sufficient integrity to convey its historical significance. While this segment of roadway is historically associated with historic US Highway 66, which has been found through previous studies to be significant Under Criteria A and C as the nation's first all-weather highway, its integrity has been severely compromised through sporadic roadway improvements over its lifetime and due to changes to its historic setting. (see Continuation Sheet)

B11. Additional Resource Attributes:

B12. References:
See Continuation Sheet

B13. Remarks:

B14. Evaluator: Andrew M. Walters, Caltrans Principal Architectural Historian, District 8

Date of Evaluation: January 16, 2007

(Sketch Map with north arrow required.)

See Location Map on Continuation Sheet

(This space reserved for official comments.)

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

Primary # _____
HRI# _____
Trinomial _____

Resource Identifier: US Highway 66 **Caltrans Map Reference No.:** 1
County/Route/Postmile: SBd-66-0.0/4.08
L1. Historic and/or Common Name: US Highway 66, State Route 66, Route 66
L2a. Portion Described: Entire Resource ___ X Segment ___ Point Observation ___ **Designation:** _____

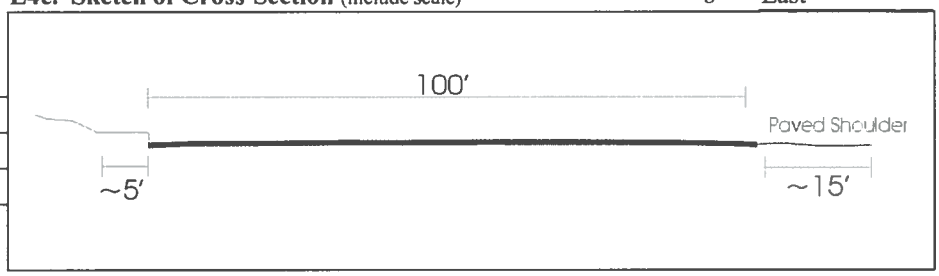
b. Location of point or segment: (Provide below UTM coordinates, legal description, other useful locational data. Show the field-inspected area on Location Map)
Road segment of Foothill Boulevard located between the Los Angeles/San Bernardino county line west of Monte Vista Ave. to the west and the eastern corpotate boundary of the City of Upland at Grove Ave.

L3. Description:
As stated above, this segment of SR-66 (Foothill Boulevard) runs on an east-west axis through the City of Upland. It is a four lane roadway with either continuous center turn lane, painted median, or raised and landscaped medians. The road is paved with asphaltic concrete, and has a maximum width of 50 feet from centerline on both sides.

L4. Dimensions: (In feet for historic, meters for prehistoric resources)
- **a. Top Width:** 100 feet
- **b. Bottom Width:** same
- **c. Height or Depth:** minimal crown
- **d. Length of Segment:** 4.08 miles

L5. Associated Resources: (list below)

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



L6. Setting: (briefly describe below)
The setting along this segment of roadway is urban, comprised primarily of a mix of commercial and service establishments. Most of the development at the east end of the segment is modern, while the west end is comprised of a mix of modern and older buildings.

L7. Integrity Considerations: (briefly describe below)
This segment retains integrity of location only. Roadway improvements over the years have compromised integrity of materials, workmanship, and design. Modern urban development along the roadway has comrimised its integrity of setting, feeling, and association.

L8a. Photograph, Map or Drawing



L8b. Description of Photo/Map/ Drawing (View, scale, etc.)
Photograph 2, Camera facing east from Monte Vista Ave. (west end of segment), 01/16/07

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
Andrew M. Walters
Caltrans District 8
San Bernardino, CA

L11. Date: January 16, 2007

*Required Information

B10. Significance (Continued):

The history of US Highway 66 and Foothill Boulevard has been presented in numerous studies over the years and will only be summarized here. The information presented below was adapted primarily from Paul G Chace and Lauren W Bricker, "Historic Resources Evaluation Report for the Foothill Boulevard Widening in the City of Fontana, San Bernardino County, California" (November 1994), and Christie Hammond, "Historic Resources Compliance Report for Relinquishment of State Route 66 (Foothill Boulevard) Between East Avenue and Maple Avenue, City of Fontana, San Bernardino County, California" (January 2004). For the purposes of the following discussion, US Highway 66 refers to Route 66 generally or as a whole, and State Route 66 refers to the portion of US-66 within California.

Various alignments of Foothill Boulevard have functioned as an important transportation link between the Los Angeles area and communities to the east for over 150 years. Predecessor roads to this portion of the alignment of US Highway 66 date to 1853, when Mormon settlers cut a road from San Bernardino to Los Angeles, known as the San Bernardino Road. During the next forty years, the alignment of the road changed, but by the mid-1910s the current alignment was established. The road remained unpaved until 1913-15, at which time it was incorporated into the National Old Trails Highway. With the adoption of a nationwide numbering system in 1926, US 66 (State Route 9 at the time) was officially designated.

During the first two decades of the twentieth century, American automobile ownership steadily increased as dirt roads were developed into a system of highways. By the 1920s, Americans in general were becoming more mobile and the demand for transportation facilities led to the development of a comprehensive system of local and interstate highways. There were two transcontinental highways of national importance developed during this period, the Lincoln Highway (1912-13), the more northern east-west route, and the Old National Trails Highway (1912-14), a more southerly east-west route.

By the mid-1920s the alignment of the Old National Trails Highway had become part of a comprehensive and uniform system of interstate highways. The eastern and western ends of the National Old Trails Highway followed old trails that were established road segments. In 1926, the National Old Trails Highway was superceded by US Highway 66. Route 66 ran approximately 2,450 miles from Chicago, Illinois to Santa Monica, California, and was the shortest year round route between these destinations. This highway represents an excellent example of the transition from unpaved roads to interstate highways, with Route 66 becoming one of the most well known twentieth century transportation routes in the United States. Development of this highway also led to a surge in establishing businesses and services along Route 66 to meet the needs of travelers. Tourist courts, autocamps, garages, service stations, and diners stimulated local economies for many communities along the route, and became an integral part of its character and mystique. The California portion of US-66 was approximately 300 miles long, almost entirely in San Bernardino County. Prior to the inclusion of this road within the interstate highway system, its western end where the segment under study is located, was the primary means of access between Los Angeles and San Bernardino. For 60 miles Foothill Boulevard follows along the base of the San Gabriel Mountains from Los Angeles to San Bernardino.

The construction history of SR-66 is well documented in Caltrans district files. The Foothill Boulevard portion of the National Old Trails Highway originally had an 18' roadway. Between 1929 and 1931 the roadway was widened to three lanes and paved with asphaltic concrete. Anticipating further widening in the future, a 100-foot R/W was acquired at that time. Thus, by the 1930s, roughly the current right of way of Foothil Boulevard had been acquired. In 1937/1938, a major widening project was undertaken, adding a fourth lane and a center, left-turn lane within the already-acquired right of way. Between the Los Angeles/San Bernardino County line and San Bernardino (the Foothill Boulevard portion of US-66) the existing 30'pavement was widened 16' with treated shoulders between 5' and 17' wide. The roadway was now the longest four-lane highway in the state. Since 1938, other minor and major roadway improvements have occurred.

Through the early 1950s, the portion of SR-66 from the county line through Upland remained predominantly rural. According to USGS mapping and Department of Public Works right of way mapping, land use was comprised predominantly of agricultural (orchards) uses with scattered buildings to the west of Euclid Ave., and mixed agricultural and residential uses to the east. As the population of Upland and its environs increased, commercial and residential development increased to meet the city's needs. From the 1950s onward, the development in the area has steadily grown more dense, and Foothill Boulevard was regularly improved to meet more modern demands. Between the early 1960s and the present, according to Caltrans As-builts, Foothill Boulevard has been

resurfaced numerous times, and has undergone numerous operational improvements including signalization upgrades and improvements to intersections, curb and shoulder improvements, landscaping, and bridge improvements. In general, most of the development alongside SR-66 in the City of Upland is modern, with some scattered older residences and commercial buildings toward the west end of the segment that possibly dates to the 1940s or 1950s.

Since the 1950s Route 66 has gradually been superseded in importance by newer interstate highways. During the 1950s Interstates 40 and 15 (I-40 and I-15) began to replace Route 66 as the main transcontinental highways. In California, SR-66 was superceded primarily by I-40, I-15, I-215 and the Foothill Boulevard portion, between I-215 and State Route 210 (SR-210). As an east-west traffic artery, SR-66 (Foothill Boulevard) has been superceded in importance by Interstate 10 to the south and more recently by SR-210 to the north. In 1985, U. S. Highway 66 was officially removed from the designated U.S. Highways, becoming SR-66. "Historic Route 66" signage was later installed along the Foothill Boulevard segment from LaVerne to San Bernardino. As more traffic diverted from this road to newer routes, the former alignment of SR-66 (Foothill Boulevard) has become a local roadway.

The National Park Service conducted a *Special Resource Study of Route 66* (July 1995) and found Route 66 to be significant as the "nation's first all-weather highway linking Chicago and Los Angeles, with a period of significance from 1933-1970." Although the entire "Route 66" has been found significant, most extant segments of the transcontinental highway have not been formally evaluated to determine their eligibility for listing in the NRHP.

Another, more recent study conducted for the US Department of the Interior, "Life in the Past Lane: The Route 66 Experience" (October 2005), provides an analysis of SR 66 specific to California. This study expands on the NPS study, concluding that Route 66 is eligible for the NRHP under Criteria A and C (with individual portions possibly also eligible under Criteria B and D), and that in California, its period of significance should be extended to include the period 1914 and 1972, coinciding with its designation as part of the National Old Trails Highway (1914) and when much of its route was superceded by US 40 (1972).

As a major transportation corridor from Chicago to Los Angeles between 1926 and the early 1960s, Route 66 has been credited with major social, economic, and cultural impacts on the local, state, and national levels. Route 66 was the shortest route from Chicago to Los Angeles and the highway played an important role in the migration of large segments of the population living in the northeast and Midwest to the southwest and California from the 1930s through the 1950s. Route 66 was also of national importance for the military during war and peacetime mobilization of troops and supplies. The character of Route 66 and its importance as a transportation corridor was superseded in the 1950s with the federally funded interstate system. Many segments of Route 66 became state and county roads or were completely abandoned. However, the fascination with the road has not diminished since its beginnings in 1926. Route 66 symbolized freedom and mobility for the many Americans, who could afford to own an automobile. With so many travelers utilizing Route 66, tourism became an important economic base for the many small towns along the highway. Today, new generations want to experience what remains of the "Mother Road" and American cultural phenomenon has grown out of the continued interest in Route 66.

While the overall historical significance of SR 66 has been firmly established, the 4.08-mile segment evaluated here has lost most of the important elements of historic integrity from its period of significance (1914-1972) and does not contribute to the overall significance of historic Route 66 at the national, state, or local level. Better preserved segments of this historic highway exist elsewhere. For example, a .88-mile segment of SR-66 located east of Upland between Hemlock Avenue (PM 13.08) and Almira Avenue (PM 13.96) was determined eligible for the NRHP in 2004 under Criterion A. Unlike the Upland segment evaluted here, this segment in the City of Fontana retains sufficient integrity to convey its significance. Many of the commercial and residential buildings and roadside landscape features along the segment date to its period of significance, including an associated bridge (Malaga Underpass) and pumping station.

The segment of SR-66 through the city limits of Upland in contrast, retains integrity of location only. As indicated above, roadway improvements over the years have compromised its integrity of materials, workmanship, and design. The road surface has been paved over numerous times, most recently in 2001, and all the major intersections have been improved since the 1960s. Thus, this portion of SR-66 appears as a modern roadway. In addition, modern urban development along the roadway has compromised its integrity of setting, feeling, and association. In general terms, modern buildings that appear to have been constructed within the last 30 years front the roadway with modern sidewalks, curbs and landscaping over most of the 4.08-mile segment of road that is the subject of this study. While this modern development is interspersed with some older commercial and residential buildings along

the western one third of this segment, the general character of the area is overwhelming modern and urban.

In sum, while Route 66 has been found eligible for the NRHP under Criteria A and C, the 4.08-mile segment evaluated here does not appear eligible as a contributing element to this historic property because it lacks integrity, and would not contribute to the eligibility of the whole resource if it were ever evaluated. This segment of roadway, therefore, is also not eligible for the CRHR and is not a historical resource for the purposes of CEQA.

B12. References:

Chace, Paul G., and Lauren W. Bricker, "Historic Property Clearance Report for the Foothill Boulevard Widening in the City of Fontana, San Bernardino County, California" 08-SBd-66-PM 10.7/13.2, November 1994.

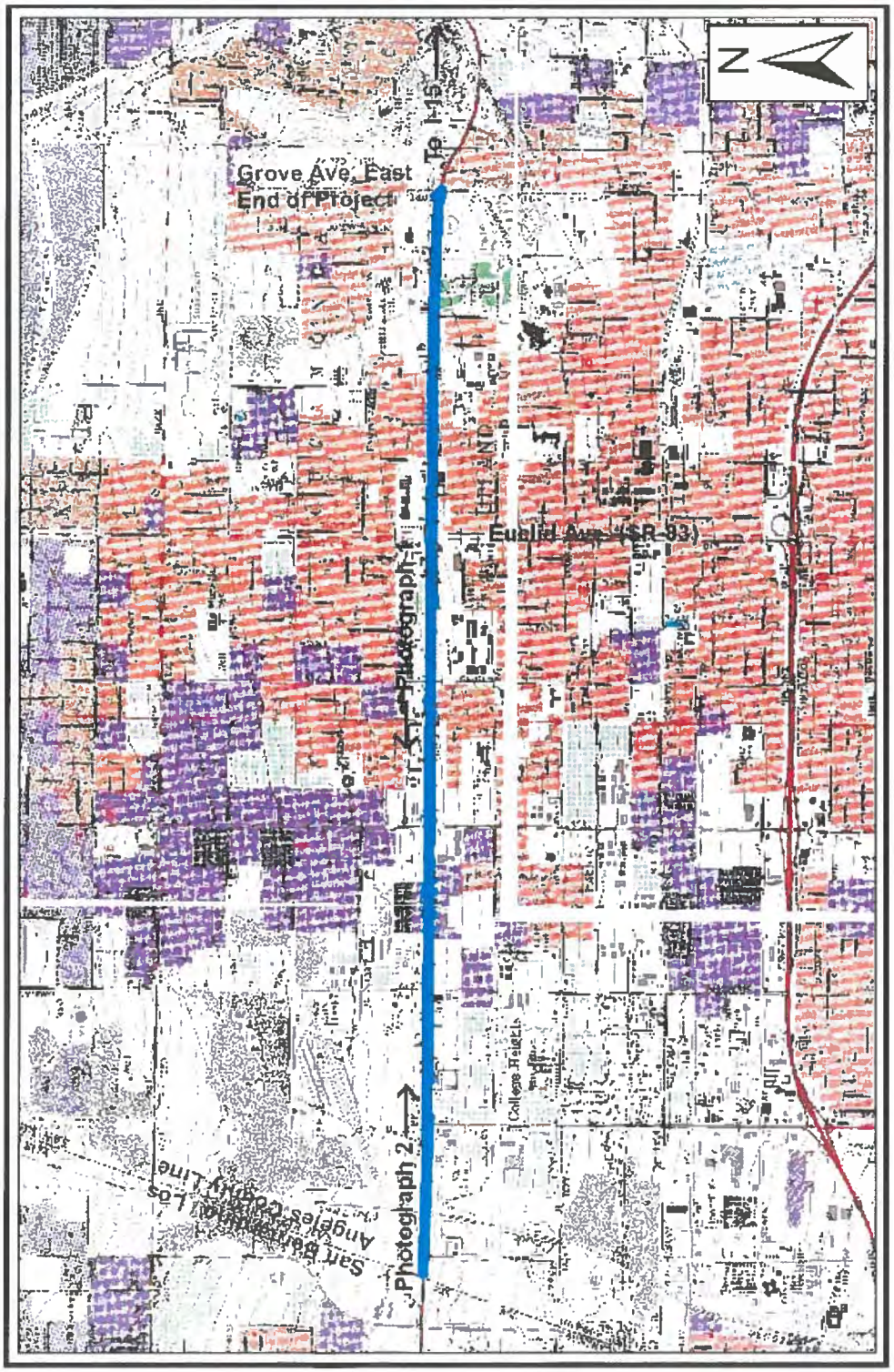
Caltrans District 8 Map Files and As-built records.

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National Park Service, " Special Resource Study of Route 66," July 1995. Available online at the National Park Service Route 66 Corridor Preservation Program website at http://www.cr.nps.gov/rt66/HistSig/index.htm.

US Department of the Interior, "Life in the Past Lane, The Route 66 Experience: Historic and Management Contexts for the Route 66 Corridor in California," prepared by Matt Bischoff, Statistical Research, Inc.,October 2005.

Location Map



7/06

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

PRIMARY RECORD

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910H Update
NRHP Status Code
Other Listings NRHP-E-OHP-3926
Review Code Reviewer Date

Page 1 of 2 *Resource Name or #: (Assigned by recorder) Old National Trails Highway, U.S. Route 66

P1. Other Identifier:

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

*b. USGS 7.5' quad *Needles SW* Date 1970 (Photorevised 1975) T 9N; R 22E; NE ¼ of Section 24; SBR Baseline and Meridian

c. Address City ZIP

d. UTM (Give more than one for large and/or linear resources) Zone 11 South 716990 mE/ 3859618mN; 716604mE/ 3860314mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
From I-40 in Needles, exit the Needles Highway north. The National Trails Highway and the Needles Highway converge at this point, and continue approximately ½ mile north, before diverging.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The resource is a small portion of the Old National Trails Highway, also known as U.S. Route 66. The highway has been recorded numerous times, most recently by J. Underwood and S. Rose in 2000. Former studies have found the highway eligible for listing on the National Register of Historic Places (NRHP-E-OHP-3926). LSA archaeologists revisited the resource on May 12, 2006. Within the current study area, the design is that of a completely modern asphalt highway. It has been paved over several times, and currently accommodates two lanes of traffic and is oriented northwest by southeast within the current study area. There is nothing to suggest a historic context, design, or materials within the current study area.

*P3b. Resource Attributes: (List attributes and codes) AH 7. Road/trail

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

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



P5b. Description of Photo: (View, data, accession #)
NW, Highway Overview, #1

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

*P7. Owner and Address:
Bureau of Land Management
Needles Field Office
101 West Spikes Road
Needles, California 92363

*P8. Recorded by: (Name, affiliation, and address):
David Brunzell
LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507

*P9. Date recorded: 5/12/06

*P10. Survey Type: (Describe)
Intensive

*P11. Report citation: (Cite survey report and other sources or enter "none.")
Brunzell, David
2006 *Cultural Resources Assessment and Historic Evaluations, Needles Highway*

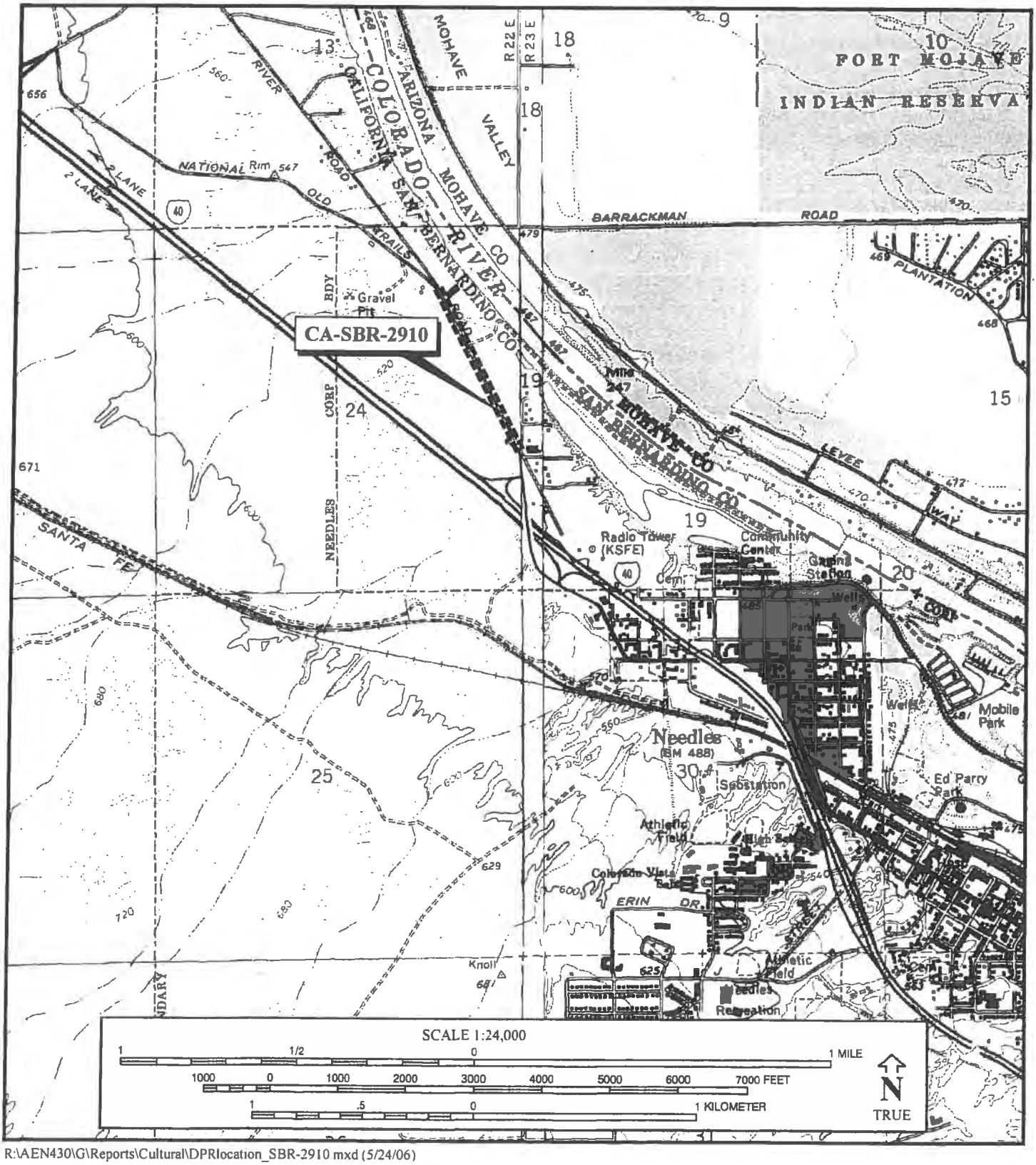
Attachments: ___ None x Location Map ___ Sketch Map ___ Continuation Sheet ___ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Feature Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (list):

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

Primary # P36-002910
HRI #
Trinomial CA-SBR-2910

*Resource Name or # (Assigned by recorder)

*Map Name: USGS 7.5' Quad, Needles SW, California *Scale: 1:24000 *Date of Map: 1975



R:\AEN430\G\Reports\Cultural\DPRlocation_SBR-2910 mxd (5/24/06)

*Required Information

1067712 Update 6/14

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

Primary # 36-002912
HRI# _____
Trinomial CA-SBR-2910H

CA-SBR-2910H (Old National Trails Highway alignment):

CA-SBR-2910H is the site number associated with numerous components identified in areas throughout San Bernardino County, including the Old National Trails Highway, the historic Route 66 alignment, and the current Interstate 40 right-of-way. Illustrated in the attached photograph, the alignment located within the current project area consists of an asphalt road with no curbing or shoulders. The pavement is broken and patched with road tar, the road is passable but is in poor condition, and the roadway is not conducive to heavy traffic. If the park expansion is permitted, improvements to this road may be necessary to accommodate the increased use.

Despite it current condition, this alignment is a segment of a significant historic alignment (and has already been determined to be eligible for listing in the National Register of Historic Places). Any impacts to this alignment should be considered adverse impacts requiring avoidance or mitigation approved by the lead agency (in this case, the Bureau of Land Management).

USGS ✓ Topock, (W) Hance NW

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

CONTINUATION SHEET

Primary #
HRI#
Trinomial CA-SBR-2910H

Page 2 of 2 * Resource Name or # (Assigned by recorder) Old National Trails Highway

*Recorded by: Jeanette A. McKenna, McKenna et al. *Date: April 2005 X Continuation ☐ Update



Update 2/05

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

Primary # 36-002910
HRI #
Trinomial CA-SBR-2910H Addendum
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: (Assigned by recorder)

P1. Other Identifier: Historic Route 66 (1927–1947)

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

*b. USGS 7.5' Quad Whale Mountain, CA & Topock, CA Date 1971 (Rev. 1975) & 1970

T 7 N; R 24 E; Section 1: SE ¼ of NE ¼ of Sec 8 (Topock) S.B.B.M.
And: SW ¼ of NW ¼ of Sec 9
Section 2: NW ¼ of NE ¼ of Sec. 8 (Topock)
Section 3: SW ¼ of NE ¼ of Sec 8 (Topock)
Section 4: SW ¼ of SE ¼ of Sec 6 (Whale Mtn.)

c. Address: City Zip

d. Zone 11

		mE/	mN	
Section 1:	729996		3844139	(west end)
	730370		3844027	(east end)
Section 2:	729692		3844432	(north end)
	729683		3844027	(south end)
Section 3:	729642		3844274	(north end)
	729642		3844185	(south end)
Section 4:	727981		3845039	(north end)
	728068		3844766	(south end)

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate): This addendum to CA-SBR-2910H refers to four previously recorded sections of Historic Route 66 (1927–1947) in and around the Park Moabi–Topock area that were located within the PGE-Topock-IM3 expanded Area of Potential Effect (APE). Section 1 is located between paved Route 66 (Park Moabi Rd.) and the southern terminus of the Old Trails Arch Bridge (1916–1947). The western end of Section 1 is located near the entrance gate of the Topock Compressor Station. From here, this segment of Route 66 runs east for approximately 1,550 ft, roughly paralleling the Colorado River until it reaches the southern end of the Old Trails Arch Bridge. Section 2 is a ~200 ft segment oriented north-south between Interstate 40 and the BNSF Railroad right-of-way. This segment is perched on the western flank of a hill approximately 50 ft above the highway and railroad line, and ~400 ft west of paved Route 66 (Park Moabi Rd.). Section 3 is located between Interstate 40 and the PGE Compressor Station. This ~300 ft segment is oriented north-south and lies on the western tip of a dissected bajada ridgeline east of Bat Cave Wash. Section 4 is located ~50 ft west and parallel to Park Moabi Rd. The southern end begins at the paved Park Moabi Rd. ~300 ft north of the BNSF Railroad. From this point, the road slopes down to the north into a broad wash where it becomes obscured by sediments. The length of the discernible section is ~1,000 ft, and it is oriented roughly north-south.

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): This addendum to CA-SBR-2910H refers to four sections of Historic Route 66 (1927–1947) constructed of an oil-soil batch mix roadbed.

Section 1 is an east-west oriented, ~1,550 ft segment that roughly parallels the Colorado River between the southern end of the Old Trails Arch Bridge (1916) and the entrance gate to the PGE Topock Compressor Station. This segment has been repeatedly bladed and has an above ground gas pipeline placed along the southern shoulder, and an underground utility entrenched on the northern shoulder. Two sections of wooden board rail remain along the northern edge of the road. The rail sections measure ~165 ft and 292 ft respectively, and are constructed of milled 8 x 8 in. posts (7 ¼ x 7 ¼ in. actual) with a horizontal rail made of seven 5/8 x 5 in. boards that have been nailed together, then bolted to the posts with ¾ x 14 in. carriage bolts.

Section 2 is a north-south oriented, ~200 ft segment located on the western flank of a hill between interstate 40 and the BNSF Railroad line. The southern end of this segment terminates in a bulldozed berm and the northern end contains a line of wooden posts, a large bulldozer berm, then two more posts before it terminates at the edge of a steep cut.

Section 3 is a north-south oriented, ~300 ft segment located on the western top of a dissected bajada ridgeline immediately east of Bat Cave Wash. It is situated between Interstate 40 and the fence that surrounds the PGE Topock Compressor Station. Section 3 appears to be quite disturbed by blading or bulldozing, but may retain some integrity along the southern portion, which appears to be partially covered with sediments.

Section 4 is a north-south oriented, ~1,000 ft segment located immediately west and roughly parallel to Park Moabi Rd. north of the BNSF Railroad right-of-way. This segment had been cut into the steep eastern bank of a very broad wash, and is partially covered with sediments pushed downslope (west) from the construction of Park Moabi Rd. The roadbed has a buried gas pipeline entrenched along its western edge, and two power poles impact the road as well. Remnants of a cement and stone water diversion structure (Feature 1) are located on the eastern side of the roadbed at a point where a large erosional rill intersects. The southern end of Section 4 begins at Park Moabi Rd. west of the two prominent water tanks and terminates on the north end in the wash near the edge of some sedimentation ponds.

In general, the roadbase on all four sections measures between 18 and 24 ft wide, and a light scatter of historic refuse (i.e., tin cans, broken glass, ceramics, car parts) can be found along the alignments.

***P3b. Resource Attributes** (List all attributes and codes): HP 37: Highway/Trail

***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☒ Other: Four previously unrecorded sections of Historic Route 66.

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

***P6. Date Constructed/Age and Source:** ☐ Prehistoric ☒ Historic ☐ Both
Designated as Route 66 from 1927 to 1947, but portions may overlay National Old Trails Road established in 1911.

***P7. Owner and Address:** Sections 1, 2 and 3 are on property owned by the Havasu National Wildlife Refuge (HNWR) managed by the U.S. Fish and Wildlife Service. Section 4 is on property managed by the BLM but leased to San Bernardino County.

***P8. Recorded by** (Name, affiliation, address): B. Gothar, J. Farrugia, D. Weinberg, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

P9. Date Recorded: 12/21/04

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

***P11. Report Citation** (Provide full citation or enter "none"): *Cultural Resources Investigations Third Addendum: Cultural Resources Survey of the Original APE and Expanded APE for Interim Measures No. 3: Topock Compressor Station Expanded Groundwater Extraction and Treatment System.*

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

*A1. **Dimensions:** a. Length: Section 1: ~1,550 ft (E-W) b. Width: 18–24 ft (N-S)
Section 2: ~200 ft (N-S) 18–24 ft (E-W)
Section 3: ~300 ft (N-S) 18–24 ft (E-W)
Section 4: ~1,000 ft (N-S) 18–24 ft (E-W)
Method of Measurement: ☐ Paced ☒ Taped ☐ Visual estimate ☒ Other GPS mapping.
Method of Determination (Check any that apply): ☐ Artifacts ☐ Features ☐ Soil ☐ Vegetation ☒ Topography ☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☒ Other (explain): Roadbed cuts were readily visible.
Reliability of Determination: ☒ High ☐ Medium ☐ Low Explain:
Limitations (Check any that apply): ☐ Restricted access ☒ Paved/built over ☒ Disturbances ☐ Site limits incompletely defined ☐ Other (Explain):

A2. **Depth:** <6 in. ☐ None ☐ Unknown Method of Determination: On other portions of this road where cross-sections are visible, the oil-soil mix was generally not thicker than 6 in.

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

*A4. **Features** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map): Feature 1, located at UTM coordinates 728017 mE/ 3844958 mN and associated with Section 4, is a cement and stone water diversion structure. A line of seven large boulders as much as 50 cm in diameter forms a check dam for a steep erosional cut east of the road. Another nine tabular boulders with cement lie in the drainage next to the road. The line of boulders is ~10 ft long and probably extended further up the road to channel water down the eastern side of the roadbed. If this diversion channel or gutter does exist south of Feature 1, it is buried under a substantial amount of sediment.

Two sections of wooden guardrail remain along the northern edge of Segment 1. The sections measure 165 ft and 292 ft respectively, and are constructed of milled 8 x 8 in. posts with a horizontal rail made of seven stacked 5/8 x 5 in. boards nailed together then bolted to the posts with ¾ x 14 in. carriage bolts.

*A5. **Cultural Constituents** (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with feature): A light scatter of historic refuse is present nearly everywhere along the historic roadbed. This "background noise" usually consists of tin cans, bottles, glass, occasional ceramics, and car parts etc. that one would expect to find today along modern highways. The historic refuse seems to be consistent with the 1917–1947 time frame, but some anomalies do occur. No large dumps were found associated with Sections 1–4 of CA-SBR-2910H..

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

*A7. **Site Condition:** ☐ Good ☒ Fair ☐ Poor (Describe disturbances): Section 1 has been repeatedly bladed, and two gas pipelines run along the southern shoulder on the eastern half. Also, a buried utility is entrenched along the northern shoulder. The oil-soil roadbase appears discontinuous throughout this segment and may be absent entirely on the eastern portion. In some places a thin veneer of asphalt appears to have been added, and one spot looks capped with concrete. The condition of the wooden guardrails varies from poor to fair. Section 2 is in fairly good condition as it has been isolated from modern traffic since the establishment of I-40. The northern end of Section 2 has been bulldozed into a berm surrounded by two lines of square wooden posts to prevent passage from south to north into the 50 ft deep railroad cut. Section 3 appears to have a fair amount of grading or bulldozing disturbance—most likely associated with the construction of the PGE Compressor Plant. Portions of the roadbed appear intact, but covered with sediments. It is impossible to ascertain integrity without some excavation. Section 4 has been impacted by a powerline, buried gas pipeline, natural erosion, and has been partially buried by the construction of Park Moabi Road. The buried gas pipeline runs along the western shoulder and two power poles directly impact the road. In addition, a 2 to 3 cm thick cap of asphalt has been applied to the northern portion of roadbed (north of Feature 1). Natural erosion has dissected the roadbed, especially toward the northern portion of the segment. The fill that has been pushed and eroded onto the roadbed surface might conceal a cement and stone gutter or water diversion channel similar to ones recorded ~500 ft east along the same alignment.

*A8. **Nearest Water** (Type, distance, and direction): The Colorado River lies ~1,500 ft east of Sections 2 and 3 and only 100 ft north of Section 1. Park Moabi Slough is located ~1,200 ft north of the north end of Section 4.

*A9. **Elevation:** ~500 ft amsl.

A10. **Environmental Setting** (Describe vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc., as appropriate): The general geology of the area consists of dissected bajada with steep canyons and broad washes. The exception is on Section 1, where the weathered schist hills come down to the Colorado River without an alluvial fan or bajada. The western portion of Section 1 cuts through a red sandstone conglomerate outcrop. The general vegetation is creosote scrub with mesquite, tamarisk, and palo verde in the low-lying drainages. Section 1 of CA-SBR-2910H is cut into bedrock and roughly parallels the Colorado River. This section is fairly level and contours around the outcrops of schist. Section 2 is a level portion of roadbed perched up on the western flank of an isolated hill between I-40 and the BNSF Railroad, and is situated ~50 ft above both the highway and the railroad line. Section 3 lies on the western top of a dissected bajada ridgeline immediately east of Bat Cave Wash. The roadbed slopes down to the north at approximately 8 to 10° as it descends into the wash.

A11. **Historical Information** (Note sources and provide full citations in Field A15 below):

*A12. **Age:** □ Prehistoric □ Pre-Colonial (1500–1769) □ Spanish/Mexican (1769–1848) □ Early American (1848–1880) □ Turn of century (1880–1914) ☒ Early 20th century (1914–1945) □ Post WWII (1945+) □ Undetermined Factual or estimated dates of occupation (explain): Road designated as Route 66 in 1927 and in service until 1947. Portions of this alignment are probably the same as the National Old Trails Road established in 1911. Section 1 terminates at the southern end of the Old Trails Arch Bridge that was built in 1916.

A13. **Interpretations** (Discuss scientific, interpretive, ethnic, and other values of site, if known): Between 1926 and 1947, this was the alignment of U.S. Highway Route 66.

A14. **Remarks:** Portions of this road, prior to the application of the oil-soil batch mix surface, was called the National Old Trails Highway established in 1911.

A15. **References** (Give full citations including the names and addresses of persons interviewed, if possible): None.

A16. **Photographs** (List subjects, direction of view, and accession numbers or attach a Photograph Record): See attached Photographic Record.

*A17. **Form Prepared by:** B. Gothar **Date:** 2/03/05
Affiliation and Address: Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

L1. Historic and/or Common Name: Historic Route 66 (1927–1947)

L2a. Portion Described: □ Entire Resource ☒ Segment □ Point Observation **Designation:** Section 1

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 of CA-SBR-2910H is located between paved Route 66 and the southern terminus of the Old Trails Arch Bridge, which is now supporting a pipeline. The western end of this east-west trending segment is located near the gate for the PGE Compressor Station.

UTM coordinates for Section 1:

729996 **mE/**	3844139 **mN**	(west end)
730370	3844027	(east end)

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate): This is a segment of Route 66 (1927–1947) constructed of an oil-soil mix roadbed running roughly east-west between paved Route 66 (i.e., Park Moabi Road) and the southern terminus of the original Route 66 Arch Bridge that spans the Colorado River. An aboveground gas pipeline is in place on the southern shoulder of the road on the eastern half of Section 1, and a below-ground utility line has been entrenched along the northern shoulder. Two sections of wooden guardrail remain along the northern edge of the road. The sections measure ~165 ft and 292 ft. The guardrails are constructed of milled 8 x 8 in. (7 ¼ x 7 ¼ in. actual) posts with a horizontal rail made of 7 5/8 x 5 in. boards that have been nailed together, then bolted to the posts with ¾ x 14 in. carriage bolts.

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

a. Top width ~18–22 ft
b. Bottom width N/A
c. Height or Depth N/A
d. Length of Segment ~1,550 ft

L4e. Sketch of Cross-Section

L5. Associated Resources: None.

L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate): Section 1 of CA-SBR-2910H is located along the Colorado River. It has apparently been cut into the slope as steep slopes are present north and south of the road. The western portion of Section 1 continues around the rugged topography until it terminates at the paved portion of Route 66 (Park Moabi Road) near the entrance to the PGE Compressor Station.

L7. Integrity Considerations: Section 1 of CA-SBR-2910H has been bladed and two gas pipelines run above ground along the southern edge of the road. Most of the original oil-soil mix is missing from the eastern one half of the segment, but some portions remain on the western half. The two sections of guardrail are in disrepair.

L8a. Photograph, Map, or Drawing: See Photo Record.

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

L9. Remarks: The Old Trails Arch Bridge was in use from 1916–1947 and this segment of Route 66 is likely the same alignment as the National Old Trails Road.

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

L11. Date: 12/21/05.

L1. Historic and/or Common Name: Historic Route 66 (1927–1947)

L2a. Portion Described: □ Entire Resource ☒ Segment □ Point Observation **Designation:** Section 2

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 of CA-SBR-2910H is located between I-40 and the BNSF Railroad right-of-way approximately 400 ft west of paved Route 66 (i.e., Park Moabi Road. UTM coordinates for Section 2: 729692 3844432 (north end)
729683 3844027 (south end)

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate): CA-SBR-2910H, Section 2, is a segment of Route 66 (1927–1947) constructed of an oil-soil mix roadbed running north-south between the I-40 and the BNSF Railroad right-of-ways. The southern end of this segment terminates in a bulldozed berm and the northern end contains a line of upright wooden posts, a large berm, then two more wooden posts, to prevent passage. A light scatter of tin cans are present near the historic road, but no major dumps were observed. This light scatter of historical refuse is predominant along all sections of Route 66 and is considered "background noise."

L4. Dimensions (In feet for historic features and meters for prehistoric features):
- **e. Top width** ~18–22 ft
- **f. Bottom width** N/A
- **g. Height or Depth** N/A
- **h. Length of Segment** ~200 ft

L4e. Sketch of Cross-Section

L5. Associated Resources: None.

L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate): This segment of Route 66 lies on the western flank of a hill that is truncated on the north by the BNSF Railroad and on the south by Interstate 40. The road had been cut into the hillslope and presently is perched approximately 50 ft above both the I-40 Highway and the railroad tracks.

L7. Integrity Considerations: Approximately two-thirds of this section of Route 66 is in good condition and should remain so due to its inaccessibility.

L8a. Photograph, Map, or Drawing: See Photo Record.

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

L9. Remarks: This section of Route 66 is likely superimposed over/on the National Old Trails Road.

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

L11. Date: 12/21/05.

L1. Historic and/or Common Name: Historic Route 66 (1927–1947)

L2a. Portion Described: □ Entire Resource ☒ Segment □ Point Observation **Designation:** Section 3

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 of CA-SBR-2910H is located between Interstate 40 and the PGE Compressor Station in Topock, California. It runs north-south from the edge of the I-40 cut slope to the chain link fence boundary of the Topock Compressor Station.

UTM coordinates for Section 3:

729642	3844274	(north end)
729642	3844185	(south end)

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate): CA-SBR-2910H, Section 3, is a segment of Route 66 (1927–1947) constructed of an oil-soil mix roadbed running north-south between I-40 and the chain link fence boundary of the Topock Compressor Station. The northernmost 100 ft of this ~300 ft section has been bladed, but the southern two-thirds may be intact and slightly buried under sediments. A very light scatter of historic refuse was noted along this section, which is consistent with all other sections of Route 66 that were investigated in the vicinity.

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

i. **Top width** ~18–20 ft
j. **Bottom width** N/A
k. **Height or Depth** N/A
l. **Length of Segment** ~300 ft

L4e. Sketch of Cross-Section

L5. Associated Resources: CA-SBR-2910H, Section 2, is located north across I-40. Also, the paved road that runs through the compressor plant was probably built atop Route 66.

L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate): This section of Route 66 is located on the western top of a dissected bajada ridgeline above and east of Bat Cave Wash.

L7. Integrity Considerations: It appears that much of this section has been bladed or bulldozed, probably during construction of the PGE Compressor Station. Some of the roadbed appears intact, but covered with sediments.

L8a. Photograph, Map, or Drawing: See Photo Record.

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

L9. Remarks: It is likely this section of Route 66 continues under the paved road that runs through the compressor plant and out to the entrance gate where Section 1 is located.

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

L11. Date: 12/21/05.

L1. Historic and/or Common Name: Historic Route 66 (1927–1947)

L2a. Portion Described: □ Entire Resource ☒ Segment □ Point Observation **Designation:** Section 4

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 of CA-SBR-2910H is located ~50 ft west and parallel to Park Moabi Rd. The southern end starts a the paved Park Moabi Rd. ~300 ft north of the BNSF railroad. From this point, the road slopes down to the north into a broad wash where it becomes lost in sediments. The length of the discernible section is ~1,000 ft and oriented roughly north-south.

UTM coordinates for Section 4:

727981	3845039	(north end)
728068	3844766	(south end)

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate): CA-SBR-2910H, Section 4, is a segment of Route 66 (1927–1947) constructed of an oil-soil mix roadbed that parallels Park Moabi Rd. for ~1,000 ft in a south-north direction as it descends down into a broad wash. An underground gas pipeline runs along the western edge of this road and a powerline also runs along the alignment. A 2–3 cm cap of asphalt has been applied to the oil-soil mix surface and natural erosion has also impacted the road. One feature is present on the east side of the road at N 728017/E 3844958. This feature consists of a line of boulders cemented in place and measuring ~10 ft long, but is likely incomplete/eroded. This feature is for water diversion. A light scatter of historical refuse was noted along this segment of Route 66, which appears consistent with other sections of Route 66 in the vicinity.

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

- **m. Top width** ~18–20 ft
- **n. Bottom width** N/A
- **o. Height or Depth** N/A
- **p. Length of Segment** ~1,000 ft

L4e. Sketch of Cross-Section

L5. Associated Resources: Feature 1 is a cement and stone water diversion structure that measures ~10 ft long with no fewer than 15–20 boulders. UTM coordinates are N 728017/E 3844958.

L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate): This section of Route 66 lies ~50 ft west and roughly parallel to Park Moabi Rd. Section 4 starts at paved Park Moabi Rd. and descends down to the north into a broad wash. Originally (before Park Moabi Rd.), this road must have been cut into the steep eastern bank of the wash.

L7. Integrity Considerations: The construction of Park Moabi Rd. has deposited a large amount of sediment onto Route 66. That, along with the gas pipeline, asphalt cap, telephone poles, and erosion, suggests that integrity is poor. There is, however, the possibility that a cement and flagstone gutter may be buried along the east edge of the alignment.

L8a. Photograph, Map, or Drawing: See Photo Record.

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

L9. Remarks: The Route 66 alignment could not be found past the northern end of this section where it is truncated by settling ponds.

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

L11. Date: 12/21/05.

Temporary Number/Resource Name:
Project Name: PG&E Topock Compressor **Photographer:** B. Gothar
Image Type: □ (bw) 35mm B&W film ☒ (cp) 35mm Color Print film □ (cs) 35mm Color Slide film
□ (df) Digital-Floppy disk □ (dm) Digital-Memory flash card
Camera Type and Model: Pentax ZX-L 35 mm
Film Type and Speed: Portra 400 Color Print **Roll Number:** PGE-BG-8-cp
Year: 2004

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
11	9	1000	2	CA-SBR-2910H, site overview.	E
11	9	1004	3	CA-SBR-2910H, site overview looking north.	N
11	9	1006	4	CA-SBR-2910H, site overview looking south.	S
11	9	1006	5	CA-SBR-2910H, Feature 1 stone work.	E
11	9	1007	6	CA-SBR-2910H, erosion at headcut.	S
11	9	1008	7	CA-SBR-2910H, erosion at headcut, looking south.	S
11	9	1008	8	CA-SBR-2910H, Feature 1 with tape for scale.	E

Temporary Number/Resource Name:
Project Name: PG&E Topock Compressor **Photographer:** B. Gothar
Image Type: □ (**bw**) 35mm B&W film ☒ (**cp**) 35mm Color Print film □ (**cs**) 35mm Color Slide film
□ (**df**) Digital-Floppy disk □ (**dm**) Digital-Memory flash card
Camera Type and Model: Pentax ZX-L 35 mm
Film Type and Speed: Portra 400 Color Print **Roll Number:** PGE-BG-18-cp
Year: 2004

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
12	21	1203	26	CA-SBR-2910H where Route 66 enters bridge, Segment 1.	NNE
12	21	1205	27	CA-SBR-2910H from near the bridge, Segment 1.	W
12	21	1209	28	CA-SBR-2910H, stone work on south end of bridge, Segment 1.	NNE`
12	21	1215	29	CA-SBR-2910H, stone work at east end of bridge, Segment 1.	ESE
12	21	1220	30	CA-SBR-2910H from point where pipeline diverges, Segment 1.	E
12	21	1241	31	CA-SBR-2910H, Segment 2 between I-40 and BNSF Railroad.	N
12	21	1245	32	CA-SBR-2910H, Segment 2 showing bulldozed pile of oiled surface.	NNE
12	21	1248	33	CA-SBR-2910H, Segment 2 showing bulldozed pile of oiled surface.	S

Temporary Number/Resource Name:
Project Name: PG&E Topock Compressor **Photographer:** B. Gothar
Image Type: □ (**bw**) 35mm B&W film ☒ (**cp**) 35mm Color Print film □ (**cs**) 35mm Color Slide film
□ (**df**) Digital-Floppy disk □ (**dm**) Digital-Memory flash card
Camera Type and Model: Pentax ZX-L 35 mm
Film Type and Speed: Portra 400 Color Print **Roll Number:** PGE-BG-19-cp
Year: 2004

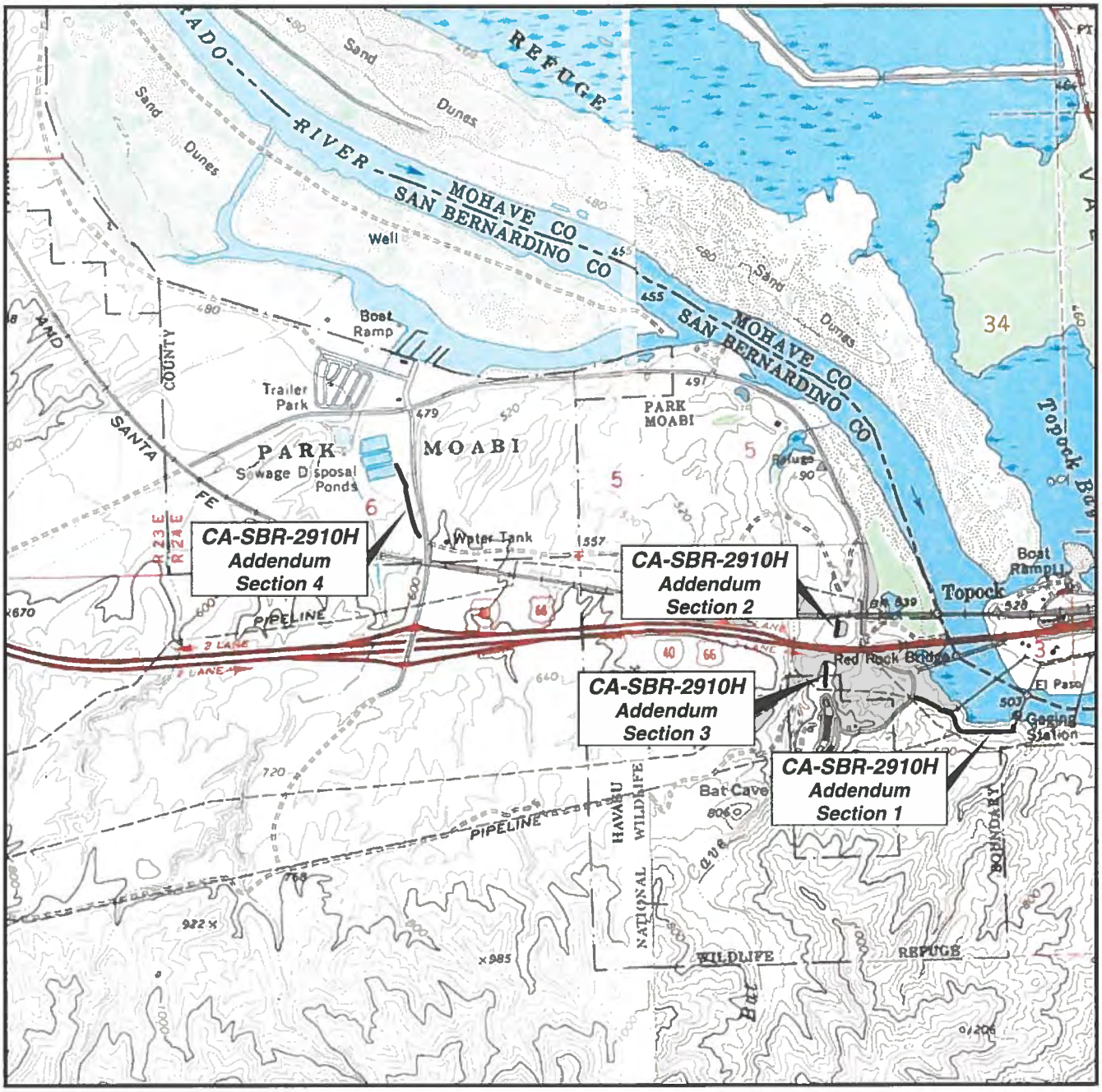
Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
12	22	1048	21	CA-SBR-2910H, Segment 3 from PG&E Compressor Station fence.	N
12	22	1050	22	CA-SBR-2910H, Segment 3 from I-40 ROW fence.	S

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

LOCATION MAP

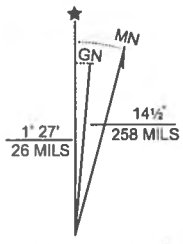
Primary #
HRI #
Trinomial CA-SBR-2910H Addendum

 Resource Name or # (Assigned by recorder): **Date:** November 2004



SCALE 1:24 000

1 MILE
7000 FEET
1 KILOMETER



UTM GRID AND 1970 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET (Topock Quad)



WHALE MTN., CALIF. - ARIZ. 7.5' USGS Quad 1971 (1975)
TOPOCK, ARIZ. - CALIF. 7.5' USGS Quad 1970

106537 Update

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

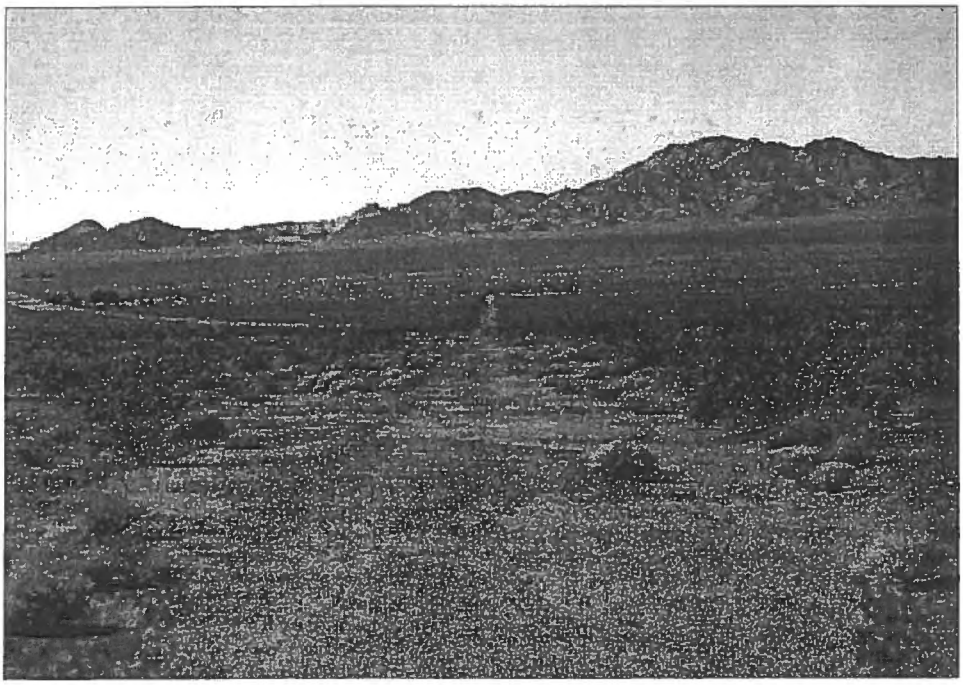
Primary # P-36-002910
HRI #
Trinomial CA-SBR-2,910H Update
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 3 *Resource Name or #: (Assigned by recorder) National Old Trails Highway

P1. Other Identifier: State Highway 66/Route 66
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Bernardino
and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)
*b. USGS 7.5' Quad Cadiz ~~Summit~~ Date 1981 T 5N ; R14E : SE ¼ of NW ¼ ; NW ¼ of SE ¼ of Sec 33 ; S.B. B.M.
c. Address City Zip
d. UTM: (Give more than one for large and/or linear resources) Zone: 11; A: 635483 mE/ 3825703 mN; B: 635795 mE/ 3825651 mN
*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate.) In eastern San Bernardino County, take Interstate 40 to Kelbaker Road (about 100 miles east of Barstow). Exit the freeway and head south about 11 miles to Route 66. Turn east and travel approximately 6 miles to Chambless. Continue for another 1.25 miles to a north-northwest- by south-southeast-trending dirt road (pipeline access road). The recorded segment of the National Old Trails Highway is approximately 0.25 mile to the north.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
This is an early segment of the National Old Trails Highway approximately 1.1 miles east of Chambless and about 0.25 mile north of modern Route 66. Although previously recorded as a dirt road (Underwood and Hilliard 2004), this segment of the National Old Trails Highway is paved and measures approximately 13 ft. across. Much of it lies under 3 to 7 in. of alluvial overburden. This segment was evidently part of a road straightening project of the mid-1920s that bypassed the older, southern version of the National Old Trails Highway which passed south of the Marble Mountains (about 1.75 miles east of Cadiz West). The segment evaluated here was probably built in the mid-1920s and paved at that time or shortly thereafter. It was, in turn, bypassed by the current, "modern" version of Route 66 in 1932.

*P3b. Resource Attributes: (See attributes and codes) AH7. Road
*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) West, 11/2/04, 1K052-04-CG-D1, frame 1219

*P6. Date Constructed / Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
mid-1920s

*P7. Owner and Address:
Cadiz Real Estate LLC

*P8. Recorded by:
J. Underwood and C. Gregory
EDAW, Inc.
1420 Kettner Boulevard, Suite 620
San Diego, California 92101

*P9. Date Recorded: 11/2/04

*P10. Survey Type: (Describe)
Testing and evaluation

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") Underwood and Gregory 2004. *Cultural Resources Evaluation of CA-SBR-11,582H (A 1964 Military Camp at Cadiz) and a Segment of CA-SBR-2,910H, The National Old Trials Highway, San Bernardino County, California.* Prepared for ENSR International. Prepared by EDAW, Inc. - San Diego.

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

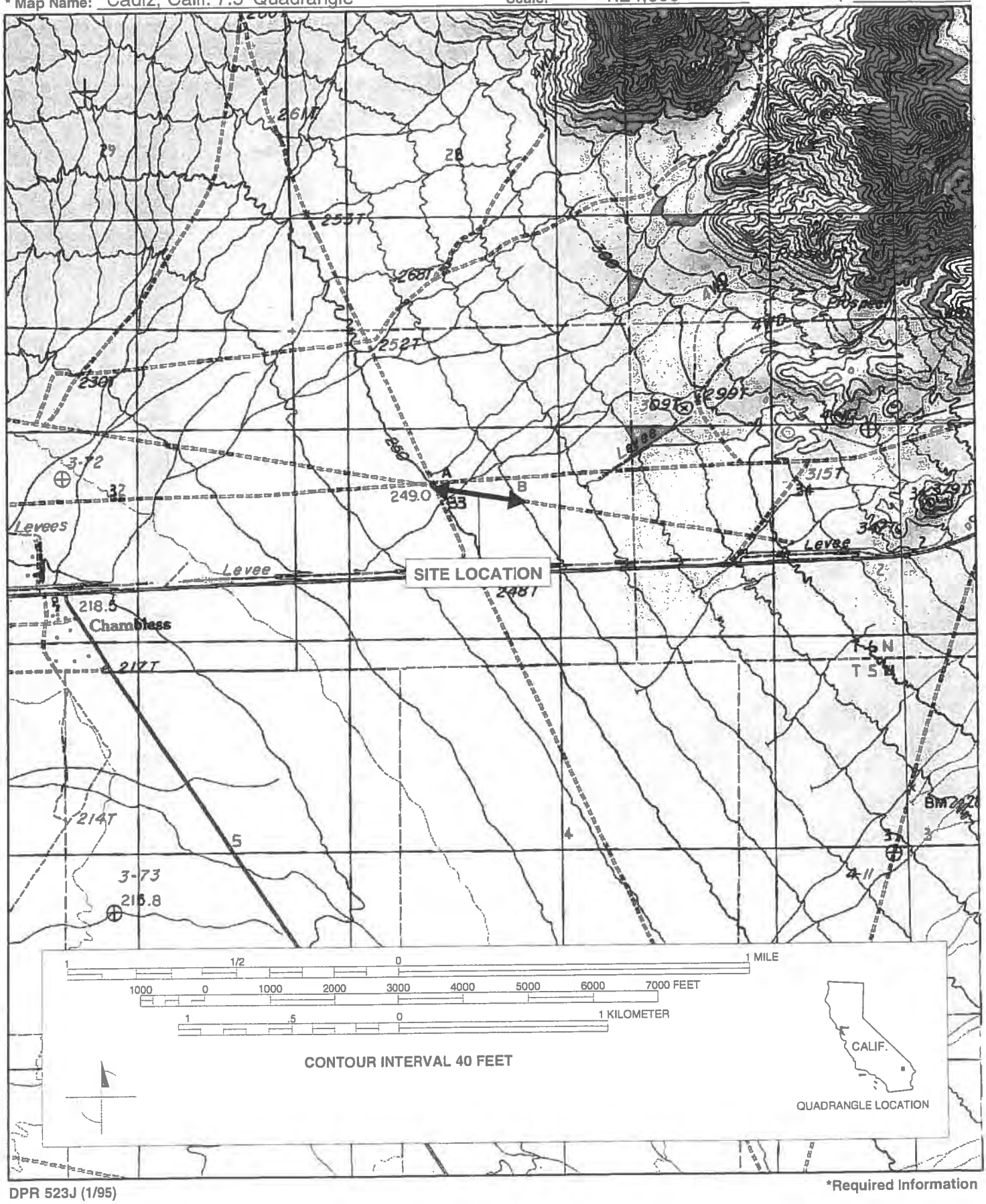
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2,910H Update

* Resource Name or # (Assigned by recorder) National Old Trails Highway

* Map Name: Cadiz, Calif. 7.5' Quadrangle * Scale: 1:24,000 * Date of Map: 1980



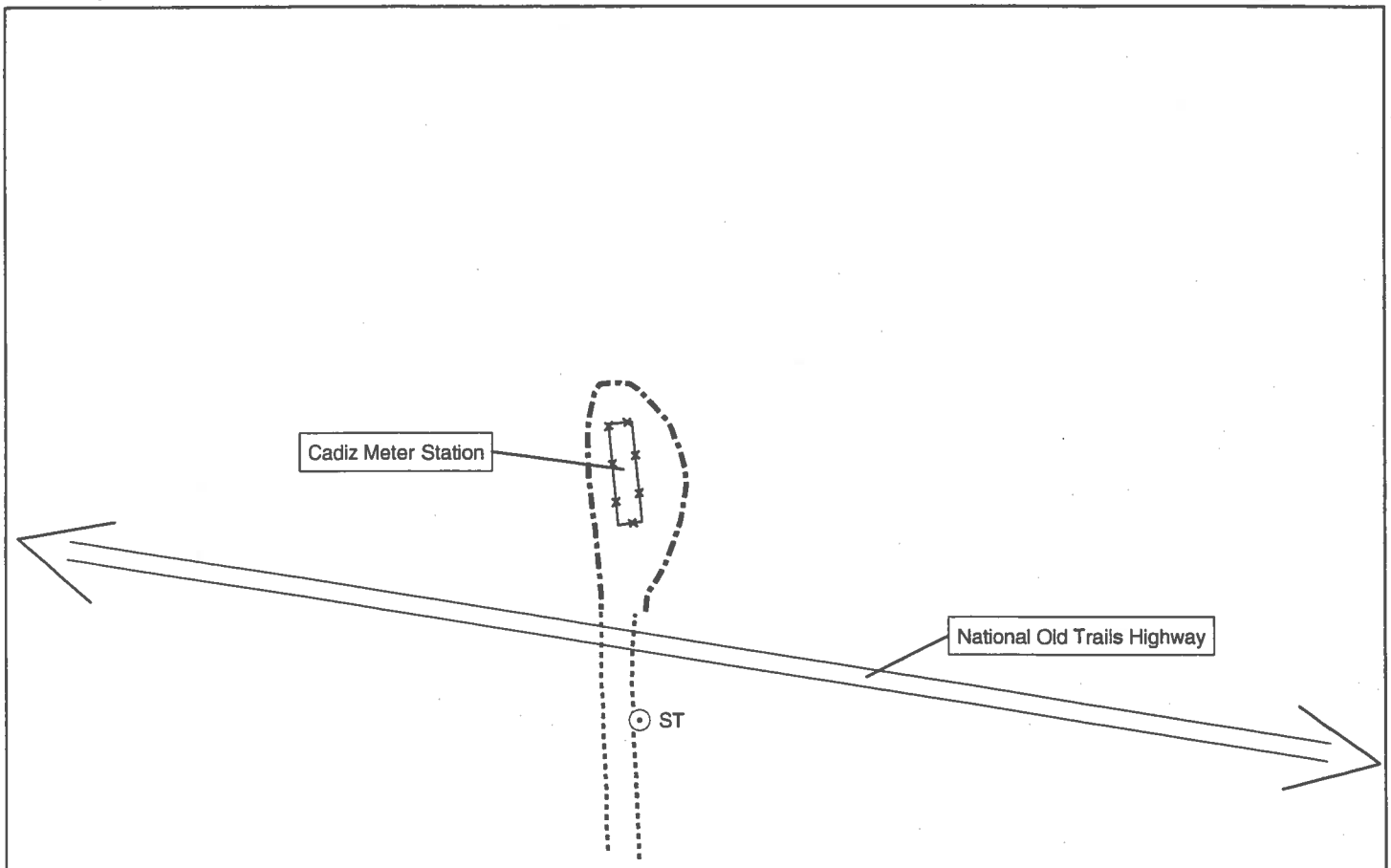
*Required Information

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2,910H Update

Page 3 of 3 * Resource Name or # (Assigned by recorder) National Old Trails Highway

* Drawn By: C.Gregory * Date: 11/2004



National Old Trails Highway
Dirt Road
Disturbed Area
Fence
Pipeline Sign
ST Stake

150 75 0 150 Feet

*Required Information

DPR 523K (1/95)

update 2/05

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

Primary # 36-002910
HRI #
Trinomial CA-SBR-2910H; Update
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: (Assigned by recorder)

P1. Other Identifier: National Old Trails Road Extension

*P2. Location: *a. County San Bernardino, CA ☒ Not for Publication □ Unrestricted

*b. USGS 7.5' Quad Topock, CA Date 1970

T 7 N; R 24 E; SE ¼ of SE ¼ of Sec 5; S.B.B.M.

c. Address: City Zip

d. Zone 11 729380 mE/ 3845070 mN

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate): This supplemental update for CA-SBR-2910H (U.S. Route 66/National Old Rails Road) pertains to a short, previously undocumented extension of the pre-1926 National Old Trails Road that was identified within the boundaries of a historical site recorded recently, designated with the Temporary No. Æ-Topock-3H. This previously undocumented extension of the National Old Trails Road is also described as Feature 1 on the site record for Æ-Topock-3H. Access: From the intersection of Park Moabi Road (old Route 66) and Hwy. 40, proceed north on Park Moabi Road along the western edge of the Colorado River for 0.6 mi. Park. An unimproved gravel road cuts upslope to the southwest, passing an old, cement structure foundation (Feature 3 at Locus 2 of Site Æ-Topock-2H; the El Rancho Colorado Road House and Gas Station site), to an upper mesa. Follow the unimproved dirt road up onto the upper mesa for 0.1 mi to the northern end of the National Old Trails Road extension, which is clearly defined from the surrounding area and the unimproved dirt road by a roadbed cleared of all larger rocks with a compacted road base of small, gray-colored, crushed gravels. A windrow of cobbles borders the eastern edge of the National Old Trails Road extension.

*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): The extension of the National Old Trails Road cuts off to the north-northwest from a hairpin turn on a documented segment of the National Old Trails Road located along the western side of Bat Cave Wash. The road extension extends for approximately 250 ft from the hairpin turn, extending out onto a flat mesa within the central portion of Site Æ-Topock-3H. A locus of the Topock Maze (i.e., CA-SBR-219C) is located immediately to the west of the road extension. The National Old Trails Road extension ranges from 21–25 ft wide, and similar to other previously documented portions of the National Old Trails Road, the roadbed is cleared of all larger rocks, and contains a compacted road base of small crushed gravel. As noted above, a windrow of local rock borders the eastern edge of the road extension.

Æ-Topock-3H appears to have functioned as a tourist rest stop for travelers on the National Old Trails Road visiting the Topock Maze. The extension of the National Old Trails Road was constructed as access into this rest stop area, which contains a rock alignment foundation of a small, multi-room structure, as well as the remains of a shower stall. A sparse scatter of early to mid-1900s historical refuse (metal cans, bottle fragments, etc.) is scattered throughout the site area along both sides of the National Old Trails Road extension.

*P3b. Resource Attributes (List all attributes and codes): AH 7: Historic Road.

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

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

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

*P7. Owner and Address: Metropolitan Water District of Southern California, Los Angeles, California.

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

P9. Date Recorded: 9/16/04

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

*P11. **Report Citation** (Provide full citation or enter "none"): *Cultural Resources Investigations Third Addendum: Cultural Resources Survey of the Original APE and Expanded APE for Interim Measures No. 3: Topock Compressor Station Expanded Groundwater Extraction and Treatment System.*

Attachments: □ None ☒ Location Map ☒ Site Map □ Continuation Sheet □ Building, Structure, and Object Record ☒ Archaeological Site Record □ District Record ☒ Linear Feature Record □ Milling Station Record □ Rock Art Record □ Artifact Record ☒ Photograph Record Other:

L1. Historic and/or Common Name: National Old Trails Road Extension

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

b. Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map): The northern end of the newly discovered extension of the National Old Trails Road is located at UTM coordinates 729418 mE/ 3845080 mN; the southern end (where the extension meets the hairpin turn on the previously recorded segment of the National Old Trails Road) is at UTM coordinates 729380 mE/ 3845110 mN.

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate): Similar to other previously recorded segments of the National Old Trails Road, the new extension is comprised of a cleared roadbed with a base of small, gray-colored, crushed gravel. A windrow of larger local rock borders the eastern edge of the road extension through historical site Æ-Topock-3H. The National Old Trails Road extension measures approximately 21–25 ft wide and 250 ft long from the hairpin turn on the previously recorded segment of the National Old Trails Road to the extension's northernmost extent.

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

- **a. Top width** 21–25 ft
- **b. Bottom width** N/A
- **c. Height or Depth** N/A; at ground surface.
- **d. Length of Segment** 250 ft.

L4e. Sketch of Cross-Section

L5. Associated Resources: Æ-Topock-3H (see Site Record) and CA-SBR-219C (a locus of the Topock Maze).

L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate): Mesa top with moderately developed desert pavement overlooking the Colorado River approximately 200 m to the northeast.

L7. Integrity Considerations: Site integrity appears to be retained; no disturbance to the road bed is apparent..

L8a. Photograph, Map, or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.): View of National Old Trails Road extension from northern end looking south-southwest towards hairpin turn on previously recorded segment of the National Old Trails Road.

L9. Remarks: None.

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

L11. Date: 9/21/04

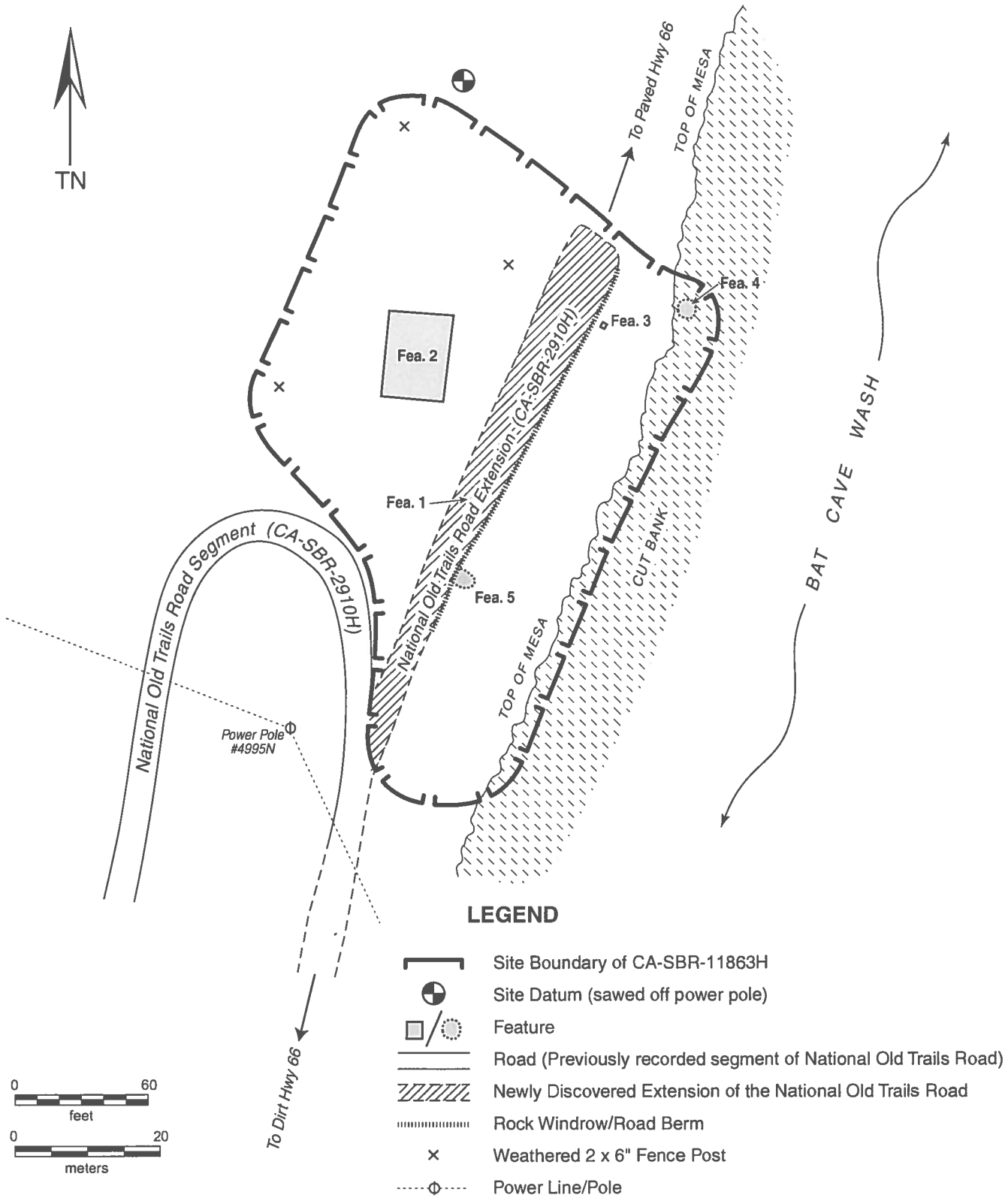
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary #
HRI #

Trinomial CA-SBR-2910H Extension
(National Old Trails Road Extension, as shown passing through site CA-SBR-11863H)

Page 4 **of** 5 **Resource Name or #** (Assigned by recorder):
Drawn By: B. Gothar **Scale:** 1" = 20 m **Date:** September 2004



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

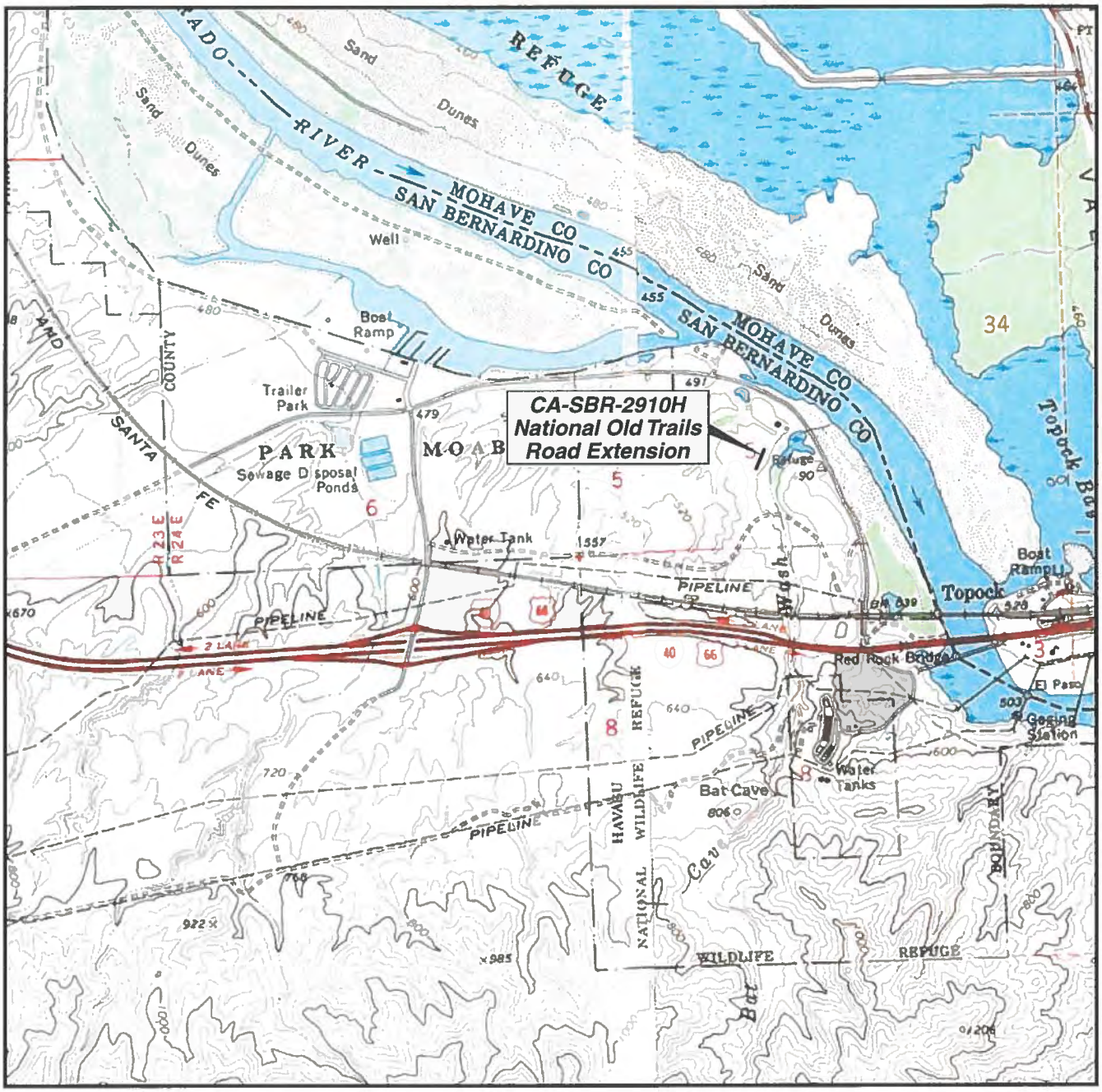
LOCATION MAP

Primary #
HRI #

Trinomial CA-SBR-2910H Extension
(National Old Trails Road Extension)

Resource Name or # (Assigned by recorder):

Date: September 2004

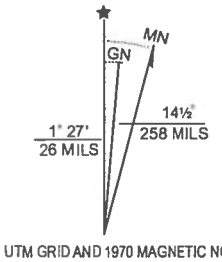


SCALE 1:24 000

1 0 1/2 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER



UTM GRID AND 1970 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET
(Topock Quad)



WHALE MTN., CALIF. - ARIZ. 7.5' USGS Quad 1971 (1975)
TOPOCK, ARIZ. - CALIF. 7.5' USGS Quad 1970

Update 3/06

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

Primary # P36-002910
HRI #
Trinomial CA-SBR2910H
NRHP Status Code 4CM
Other Listings
Review Code Reviewer Date

*Resource Name or #: (Assigned by recorder) Route 66

P1. Other Identifier: U. S. Highway 66

*P2. Location: Not for Publication ☐ Unrestricted
*a. County San Bernardino
*b. USGS 7.5' Guasti; 7.5' Fontana Date: 1966, photorevised 1981; 1967, photorevised 1980
c. Address N/A City Zip
d. UTM: (Give more than one for large and/or linear resources) Zone
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Map Reference No. 1b, Map 3, Project Study Area Map
State Route 66 (formerly U. S. Highway 66), locally designated Foothill Boulevard between Hemlock Avenue and Almeria Avenue

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

This segment of SR-66 (formerly U. S. Highway 66), locally designated Foothill Boulevard is oriented on an east-west axis and located in an unincorporated portion of San Bernardino County. The roadway consists of four lanes with a continuous left-hand turn lane. The narrow roadway is paved with asphaltic concrete and has gravel shoulders along most of the segment. (See Continuation Sheet, page 4 of 12)

*P3b. Resource Attributes: (List attributes and codes) Highway /Trail HP 37

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



*P5b. Description of Photo: (View, date, accession #) 3/2003
SR-66, east of Hemlock, looking east
(photos, Continuation Sheets7-12)

*P6.Date Constructed/Age and Sources: ☑Historic ☐Prehistoric ☐Both
1937-1938

*P7. Owner and Address:
State of California

*P8. Recorded by: (Name, affiliation, and address)
Christie Hammond
Caltrans—District 8
San Bernardino, CA

*P9. Date Recorded
8/2003

*P10. Survey Type (Describe):
intensive, CEQA/Relinquishment

*P11. Report Citation: (Cite survey report and other sources or enter "none")
Christie Hammond, August 2003 (revised, December 2003). Historical Resources Compliance Report (HRCR) for the Relinquishment of State Route 66 (Foothill Boulevard), City of Fontana, San Bernardino County, Caltrans –District 8

*Attachments: 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)

*Required information

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

Primary # P36-002910
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 4CM

*Resource Name or # (Assigned by recorder) Route 66

B1.Historic Name U. S. Highway 66
B2.Common Name: Foothill Boulevard
B3.Original Use: highway B4.PresentUse: highway
*B5. Architectural Style: N/A
*B6. Construction History: (Construction Date, alterations, and date of alterations)
1937-1938

*B7. Moved? ☑No ☐Yes ☐Unknown Date

*B8. Related Features:
Malaga Underpass Bridge (P36-015397; CHS 2335-1); Malaga Underpass Pumping Station

*B9a. Architect: unknown b. Builder: unknown
*B10. Theme: Transportation, Migration, Tourism Area: San Bernardino County, near City of Fontana
Period of Significance 1937-1950s Property Type Applicable Criteria Criterion A

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

This segment of Route 66 appears eligible for listing in the NRHP and the CRHR; it does not appear to be within any potential historic district.

(See Continuation Sheet, page 3 of 12)

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

*B12. References:

Chace, Paul G. & Lauren W. Bricker, "Historic Property Clearance Report for the Foothill Boulevard Widening in the City of Fontana, San Bernardino, California" 08-SBd-66-PM 10.7/13.2, November 1994.

National Park Service, "Special Resource Study of Route 66," July 1995.

Sullivan, E. Q., "New Foothill Boulevard Will Be Four Lanes," California Highways and Public Works, 15, no. 9 (September 1937), 6-7.

Smith, A. Everett, "New Foothill Highway Link Is Dedicated," California Highways and Public Works, 16, no. 7 (July 1938), 16-17.

"San Bernardino County," California Highways and Public Works, 4, no. 12 (December 1927), 34.

"Widening 52 Miles of Foothill Boulevard," Riverside Press Enterprise (3 June 1929), 4.

Caltrans, District 8 Map Files and Records

(Sketch Map with north arrow required)

See Map 1, attached

*B14. Evaluator: Christie Hammond, Architectural Historian
Caltrans, District 8

*Date of Evaluation: 8/1/2003, revised 12/2003

(This space reserved for official comments.)

*Required information

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

Primary # P36-002910
HRI #
Trinomial P36-SBR-2910H

Resource Name or #: (Assigned by recorder) Route 66

L1. Historic and/or Common Name: State Route 66 (Foothill Boulevard)
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**
b. Location of point or segment:
Segment of State Route 66 (Foothill Boulevard) between Hemlock Ave (PM 13.08) and Almeria Ave.(PM 13.96), located in a portion of unincorporated San Bernardino County.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The SR-66 segment has a 4-lane roadway, paved with asphaltic concrete. There is a continuous center turn lane and gravel shoulders in most locations. The maximum pavement width is approximately 100 feet.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width
b. Bottom Width
c. Height or Depth
d. Length of Segment **.88 miles** (map reference no. 1b)

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

L5. Associated Resources:
Malaga Underpass Bridge (PM 13.70) and
Malaga Underpass Pumping Station
(PM 13.70)

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The SR-66 highway segment is situated on a gently sloping alluvial plain composed of sand, gravel, cobbles, and boulders, emanating from Etiwanda, Henderson, Morse, and San Sevaine Canyons in the San Gabriel Mountains to the north. Native vegetation has been removed in the late 19th -early 20th century agricultural development and mid to late 20th century residential and commercial development.

L8a. Photograph, Map or Drawing

L7. Integrity Considerations:
This segment of SR-66 retains a high degree of historic integrity from the period of significance, 1937-1950s.

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

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address): Christie Hammond (Caltrans, District 8, 464 West Fourth St., San Bernardino, CA 92401)
L11. Date: 8/1/2003, revised 12/2003.
DPR 523E (1/95)

P3. Description (continued from page 1 of 12)

This segment of State Route 66 (SR-66) (See Map 1) is part of the state highway, locally designated Foothill Boulevard and are segments of the roadway alignment that follows along the base of the San Gabriel Mountains within an urban/suburban setting, traversing the Pomona and San Bernardino valleys. Beginning in the City of La Verne at State Route 210 (SR-210) junction in Los Angeles County, SR-66 (Foothill Boulevard) terminates at Interstate 215 (I-215) in the City of San Bernardino with 5.34 miles of roadway in Los Angeles County and 23.15 miles of roadway in San Bernardino County.

This historic road is a segment of the former U. S. Highway 66, which extended approximately 2, 450 miles from Chicago, Illinois to Santa Monica, California. The highway received its official designation in 1926. The highway was one of the first comprehensive and uniform systems of interstate highways. Old trails and roads were linked with newly constructed road segments.

The alignment of these segments of road, located in the City of Fontana, date to 1853 when Mormon settlers cut the road from San Bernardino to Los Angeles. Known as the San Bernardino Road, it was later named Foothill Boulevard. The road remained unpaved until 1913-15. In 1926, Foothill Boulevard (State Route 9) with its 18' roadway became a segment of U. S. Highway 66. In 1985, U. S. Highway 66 was officially removed from the designated U.S. Highways, becoming SR-66. "Historic Route 66" signage was installed along the Foothill Boulevard segment from LaVerne to San Bernardino.

In 1929 the roadway was widened to three lanes and paved with asphaltic concrete. Anticipating further widening in the future, a 100-foot R/W was acquired. In 1937/1938, a major widening project was undertaken, adding a fourth lane and a center, left-turn lane. The roadway was now the longest four-lane highway in the state.

The .88-mile segment of SR-66 between Hemlock Avenue and Almeria Street is located within an unincorporated area of San Bernardino County, linking the western and eastern city limits of the City of Fontana. This segment of SR-66 retains the original four-lane roadway, dating to the 1937/1938. The roadway has been periodically resurfaced over the years, but the roadway width has not changed. Most of this segment has unpaved gravel shoulders. Many of the extant buildings along the roadway date to the period of significance and are reminders of the time when this road was heavily traveled by tourists and others making their way across country to find work, relocate, or seek recreational opportunities. Along some of the roadway, there are still Eucalyptus and Palm trees, which date to period of significance. (See Photographs, Continuation Sheets, pages 7-12 of 12)

Today, Route 66 has gradually been superseded in importance as an east-west traffic artery by Interstate 10 (1960s) to the south and State Route 210 (SR-210) to the north (first segments dedicated 2002). With more traffic diverted from this road in the future, SR-66 (Foothill Boulevard) will become more of a local roadway.

P10. Significance

The .88-mile segment of SR-66 (Foothill Boulevard, PM 13.08/13.96), located in San Bernardino County appears eligible for listing in the National Register of Historic Places at the state level of significance. As a linear resource and a segment of the former U.S. Highway 66 (Route 66), it appears eligible under Criterion A: its association with important events in the history of transportation, migration and tourism.

The National Park Service conducted a *Special Resource Study of Route 66* (July 1995) and found Route 66 to be significant as the "nation's first all-weather highway linking Chicago and Los Angeles, with a period of significance from 1933-1970." Although the entire "Route 66" has been found significant, the linear resource has not been formally evaluated to determine eligibility of the extant portions of the highway for listing in the NRHP.

The significance of Route 66 has been well established in the *Special Resource Study of Route 66*. As a transportation corridor, Route 66 is considered an outstanding example of the transition from the network of state/county roads to federally subsidized complex of uniform, well-designed interstates. The transcontinental route facilitated the largest movement of people in history during the decades of the 1930s and 1940s. Because of this migration of large population segment from the northeast to the west, the west population transitioned from mostly rural to metropolitan areas. Symbolically, Route 66 represented hope and optimism for thousands of people as they migrated to California in search of jobs during the 1930s and the Great Depression.

From the beginning, Route 66 became a symbol of freedom and mobility for those who owned automobiles. With more travelers on the road, tourism provided an economic base for the many small towns and communities along the route. Today, new generations want to drive extant segments of Route 66 in order to experience the road and roadside culture. The road is considered by many to be the "essence of American highway culture."

The .88-mile segment of SR-66 (San Bernardino County) within the project area retains a high degree of historic integrity of location, design, workmanship, setting, feeling, and association for its period of significance. This linear resource retains the essential features that identify it as a highway. The roadway retains its integrity of location and design with the 1937/38 four-lane widening and alignment. There are still gravel shoulders in most locations with limited setbacks for roadside buildings and landscape. Since the period of significance, resurfacing has occurred along this segment of SR-66. Adjacent segments to the east and west of the county portion have undergone extensive widening with medians, gutters, and sidewalks added as commercial and residential development has occurred.

The setting, feeling, and association of Route 66 are still evident along this segment. Unlike many segments of Route 66 in San Bernardino County, this highway is still used as a main east-west traffic artery for the San Bernardino and Pomona valley. Much of the agricultural land along SR-66, which was so prevalent in the 1920s and 1930s was lost to commercial and residential development, beginning in the post World War II period. There are motels, gas stations/garages, and restaurants, which date to the period of significance, contributing to the historic integrity of the setting outside the boundary of the property. Development of this county area has been slower than the adjacent city-owned land. Although it is evident some buildings and agricultural enterprises are gone within this county portion of the project area, the introduction of newer development has been limited. Because the roadway is located in an urban/suburban setting, most of segments of SR-66 from San Bernardino to Los Angeles have been widened and altered over the past fifty years, losing their historic integrity.

(See Continuation Sheet, page 6 of 12

P10. Significance (continued from page 5 of 12)

Of the 300 miles of original U. S. Highway 66 roadway in California, only 60 miles of highway traversed urban/suburban areas of San Bernardino and Los Angeles Counties. This San Bernardino County segment of SR-66 and the associated bridge and pumping station is one of the few remaining segments of highway that retains a high level of historic integrity from its period of significance.

While Route 66 was often the more favored transcontinental highway in the 1930s, there was another important highway in California. The Lincoln Highway was the northern transcontinental route from New York to San Francisco. Like Route 66, the highway was completed in the 1930s and was a toll-free, hard-surfaced, all-weather road. The vision and planning of the Lincoln Highway had taken twenty years and was undertaken by Carl G. Fisher and a group of Indiana automobile enthusiasts. The group traveled state to state, enlisting the cooperation of state and local agencies to make the Lincoln Highway a reality.

Route 66 and the Lincoln Highway have highway enthusiasts, who have organized national and state organizations dedicated to preserving and promoting these highways. Both highways have been recognized for their importance to transportation history of the United States and the need to preserve, not only extant portions of the roadway, but also the historic integrity of the buildings, structures, and roadside landscape. Special Resource Studies, mandated by the United States Congress have been undertaken for Route 66 (completed 1994) and the Lincoln Highway (in progress).

In conclusion, the .88-mile San Bernardino County segment of SR-66 (Foothill Boulevard) retains a high degree of historic integrity of location, setting, feeling, and association. The design of the highway alignment retains a high degree of integrity from its period of significance with only very minor widening and resurfacing of the roadway in the since the 1930s. The segment is the longest and one of the very few remaining extant segments of SR-66 in an urban/suburban setting in San Bernardino and Los Angeles Counties or in the state of California. This segment of SR-66 and the associated bridge and pumping station appear eligible for listing in the NRHP at the state level of significance under Criterion A.

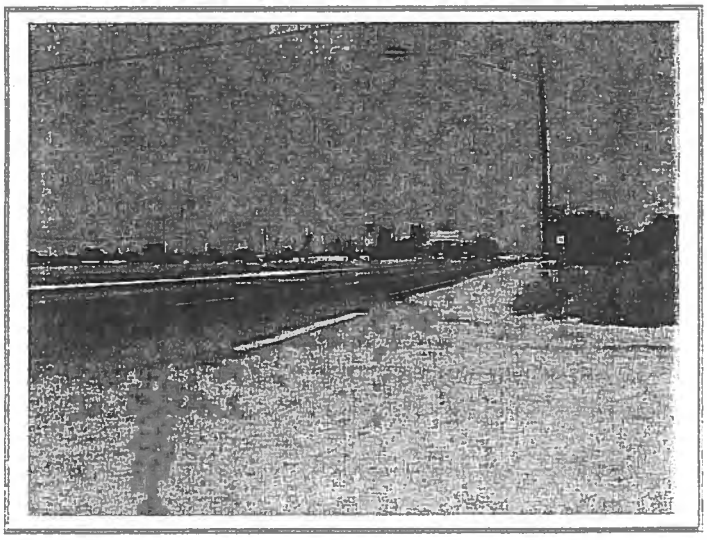
08-SBd-66-PM 13.08
SR-66 (Foothill Blvd)
At Hemlock Avenue
County of San Bernardino
Relinquishment
Looking east
Photograph taken 8/2003

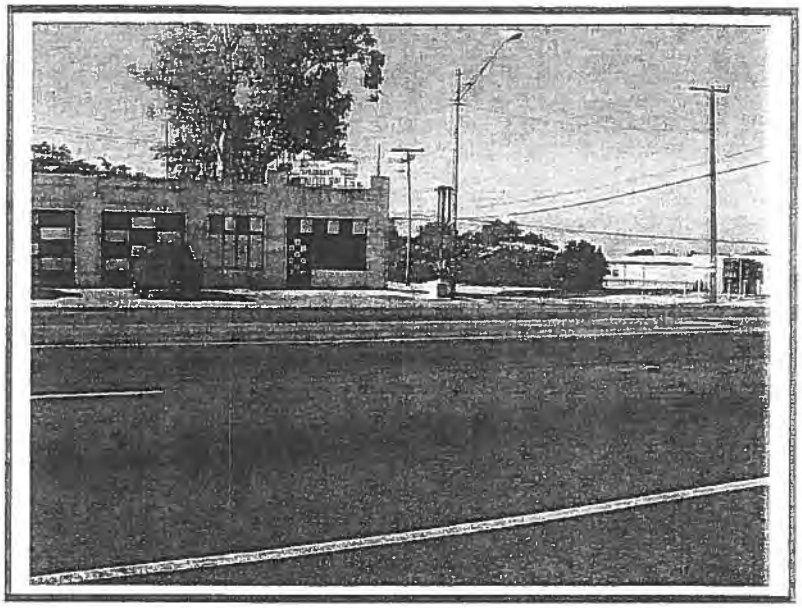
EA 08-0C5400



08-SBd-66-PM 13.08
SR-66 (Foothill Blvd)
At Hemlock Avenue
County of San Bernardino
Relinquishment
Looking west
Photograph taken 8/2003

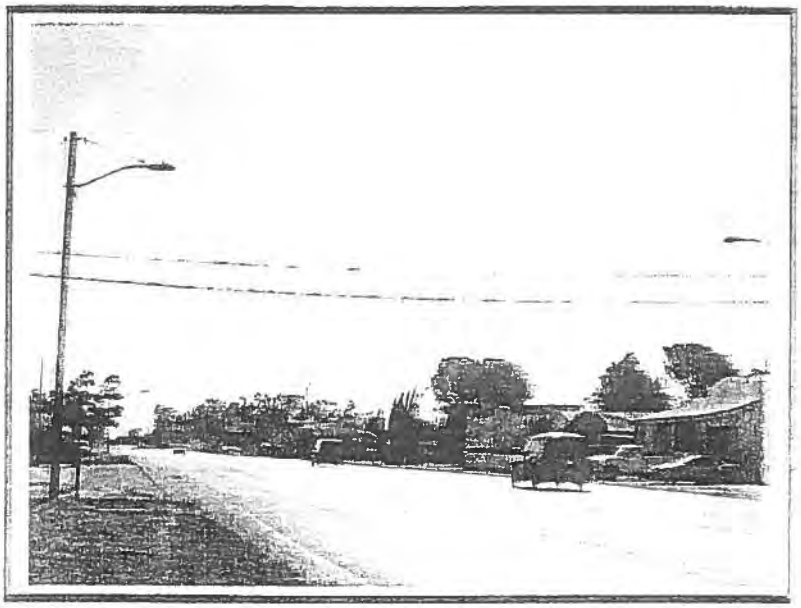
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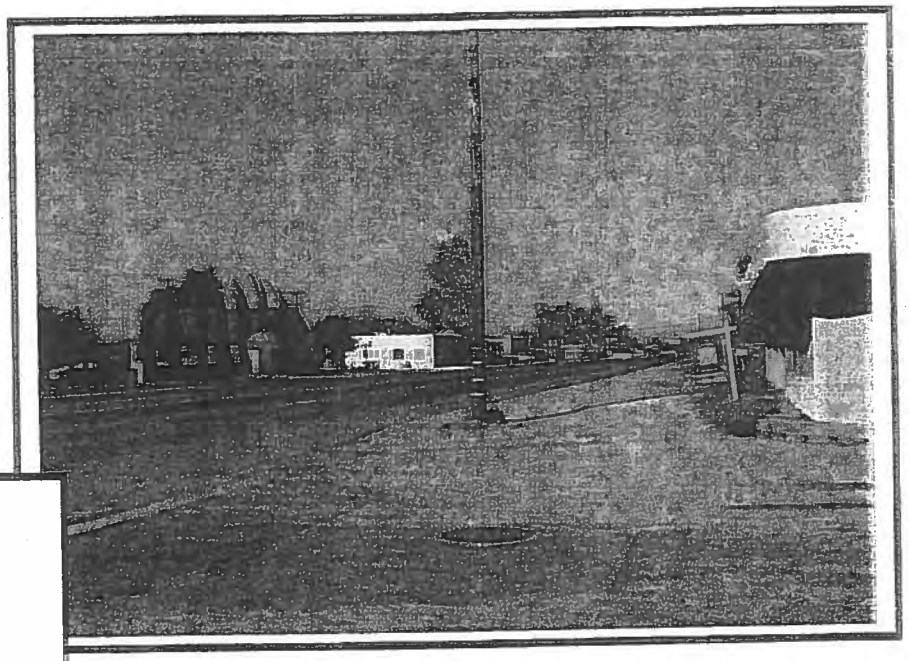
08-SBd-66-PM 13.33
SR-66 (Foothill Blvd)
At Beech Avenue
County of San Bernardino
Relinquishment
Looking southwest
Photograph taken 8/2003

EA 08-0C5400



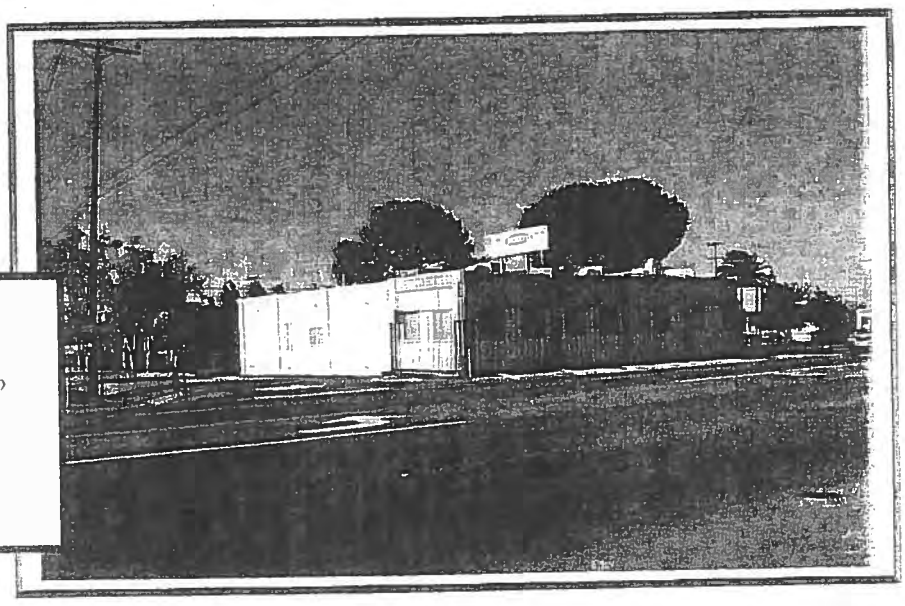
08-SBd-66-PM 13.46
SR-66 (Foothill Blvd)
West of Sultana Avenue
County of San Bernardino
Relinquishment
Looking east
Photograph taken 3/2003

EA 08-0C5400



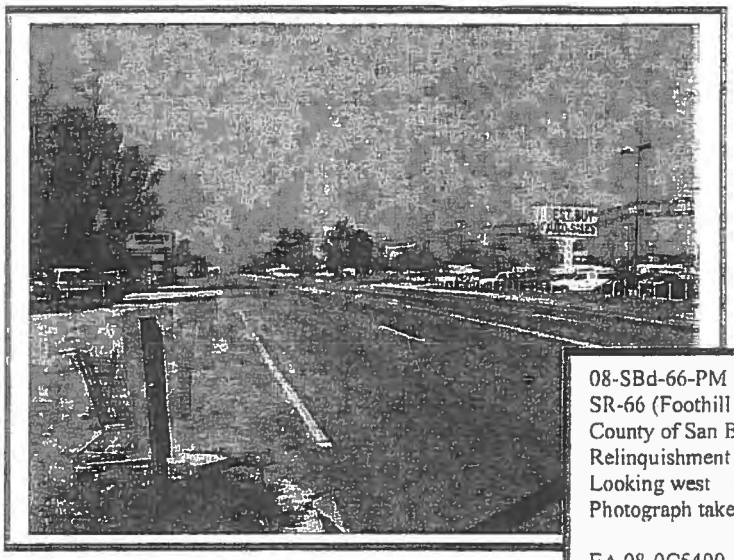
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SR-66 (Foothill Blvd)
Sultana Avenue
County of San Bernardino
Relinquishment
Looking west
Photograph taken 3/2003

EA 08-0C5400



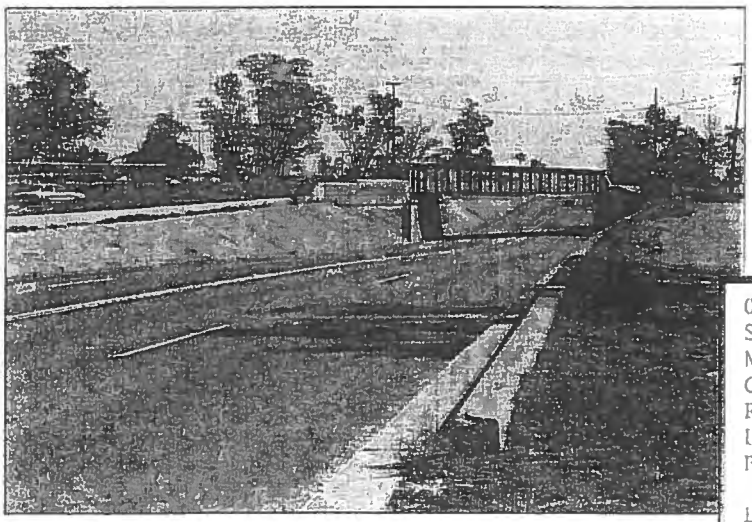
08-SBd-66-PM 13.46
SR-66 (Foothill Blvd)
Sultana Avenue
County of San Bernardino
Relinquishment
Looking south
Photograph taken 3/2003

EA 08-0C5400



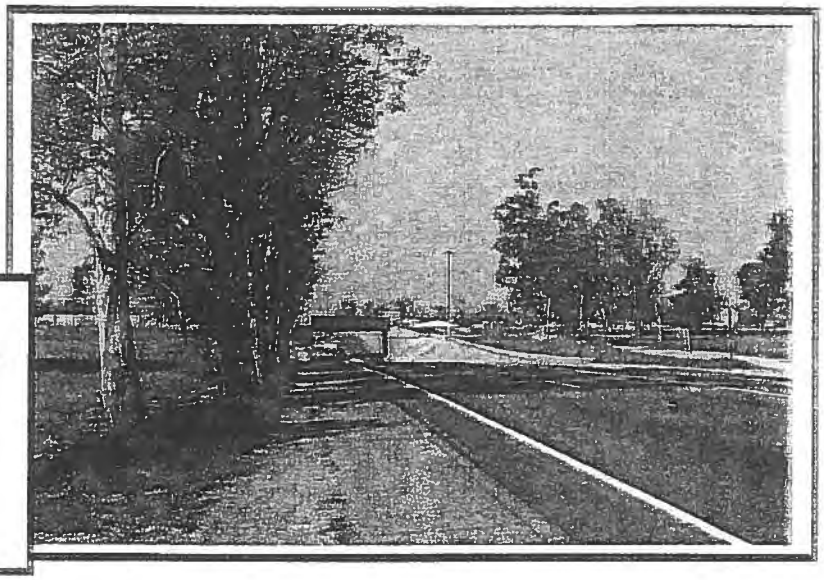
08-SBd-66-PM 13.63
SR-66 (Foothill Blvd)
County of San Bernardino
Relinquishment
Looking west
Photograph taken 3/2003

EA 08-0C5400



08-SBd-66-PM 13.70
SR-66 (Foothill Blvd)
Malaga Underpass & Pumping Station
County of San Bernardino
Relinquishment
Looking east
Photograph taken 3/2003

EA 08-0C5400



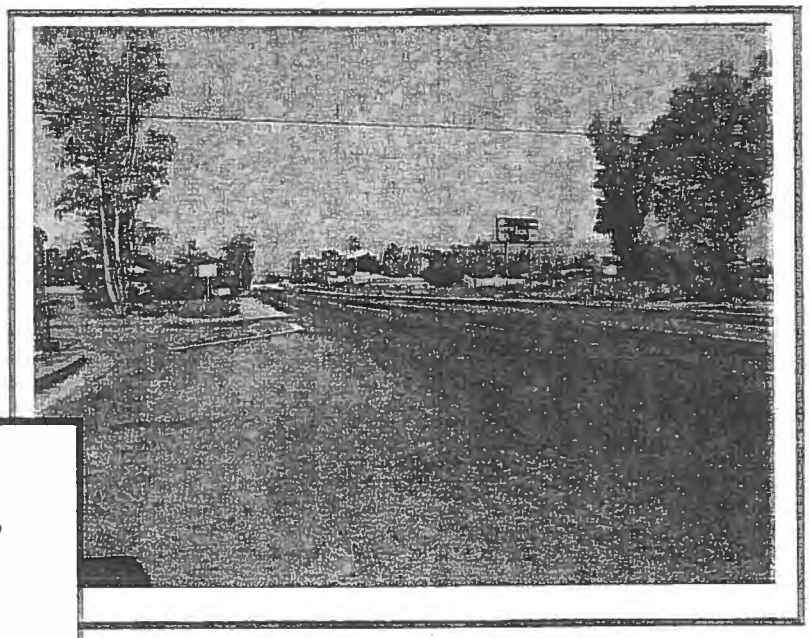
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SR-66 (Foothill Blvd)
Malaga Underpass & Pumping Station
County of San Bernardino
Relinquishment
Looking west
Photograph taken 3/2003

EA 08-0C5400



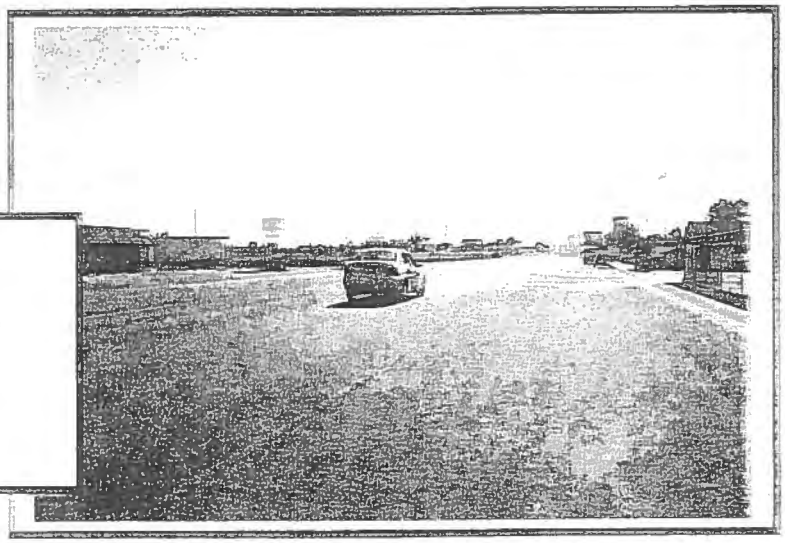
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SR-66 (Foothill Blvd)
County of San Bernardino
Relinquishment
Looking east
Photograph taken 3/2003

EA 08-0C5400



08-SBd-66-PM 13.96
SR-66 (Foothill Blvd)
At Almeria Avenue
County of San Bernardino
Relinquishment
Looking west
Photograph taken 8/2003

EA 08-0C5400



08-SBd-66-PM 13.96
SR-66 (Foothill Blvd)
At Almeria Avenue
County of San Bernardino
Relinquishment
Looking east
Photograph taken 8/2003

EA 08-0C5400

HARRY REID CENTER FOR ENVIRONMENTAL STUDIES
UNIVERSITY OF NEVADA, LAS VEGAS
PRIMARY RECORD

Primary # **Supplement** P36-002910
HRI#
Trinomial CA-SBR-2910H
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

Page ***Resource Name or #:** (assigned by recorder)

P1. **Other Identifier:** National Old Trails Highway/Route 66

***P2.** **Location:** √ Not for Publication ☐ Unrestricted

***a.** **County:** San Bernardino

***b.** **USGS 7.5' Quad:** Minneola, CA USGS 7.5' Topographic Map
T9N, R1E, Crossing SW 1/4 of Section 23; B.M. SBM

c. **Address** **City** **Zip**

d. **UTM:** (Give more than one for large and/or linear resources) See existing site documentation

e. **Other Location Data:**

***P3.Description:** Although entrepreneurs Cyrus Avery of Tulsa, Oklahoma, and John Woodruff of Springfield, Missouri deserve most of the credit for promoting the idea of an interregional link between Chicago and Los Angeles, their lobbying efforts were not realized until their dreams merged with a national program of highway and road development. While legislation for public highways first appeared in 1916, with revisions in 1921, it was not until Congress enacted an even more comprehensive version of the act in 1925 that the government executed its plan for national highway construction. Officially, the numerical designation 66 was assigned to the Chicago-to-Los Angeles route in the summer of 1926. With that designation came its acknowledgment as one of the nation's principal east-west arteries. From the outset, public road planners intended U.S. 66 to connect the main streets of rural and urban communities along its course for the most practical of reasons: most small towns had no prior access to a major national thoroughfare.

Previously documented and NRHP listed site CA-SBR-2910H, the National Old Trails Highway/Route 66, has previously been encountered and updated for the 2003 KREP (Blair *et al.* 2001b). HRC recommends that construction of the proposed pipeline and the use of the yard location will result in no adverse effect to the property. As development continuously creates new structures and graded lots adjacent to the roadway, the temporary use of the yard location for the proposed project will not create a visual impact on the historic property.

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

P5a. **Photograph or Drawing:** None

P5b. **Description of Photo:** None

***P6.** **Date Constructed/Age and Source:** √ Historic ☐ Prehistoric ☐ Both
Age indicated by artifacts and archival record.

***P7.** **Owner and Address:**

***P8.** **Recorded By:** Jeffrey R. Wedding, Archaeologist
Harry Reid Center for Environmental Studies (HRC)
4505 Maryland Pkwy, Box 454009
Las Vegas, NV 89154-4009

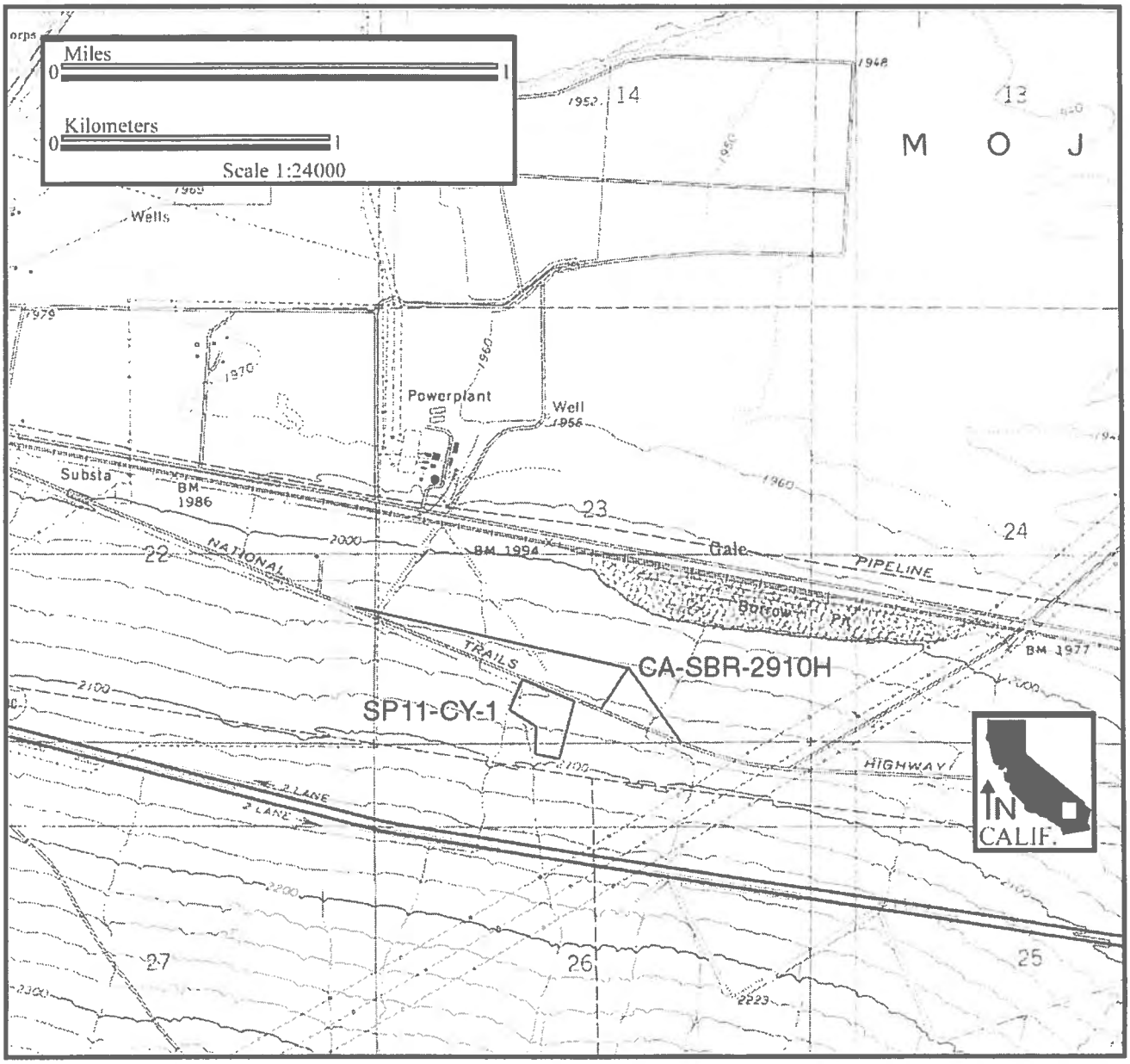
***P9.** **Date Recorded:** 10/29/01

***P10.** **Survey Type:** Pedestiran Class III block inventory

***P11.** **Report Citation:** HRC Report 5-150-14(7)

***Attachments:** Project map from report

P36-002910
SBR-2910H



Legend:
Yard Location

HARRY REID CENTER
FOR ENVIRONMENTAL STUDIES
UNIVERSITY OF NEVADA-LAS VEGAS

Project: 2003 KREP OFF-ROW
County: San Bernardino
Quad: Minneola, CA 1971
7.5' USGS Topographic Map

HRC Report 5-150-14(7)

Map Location of Archaeological Site CA-SBR-2910H.

5/09

HARRY REID CENTER FOR ENVIRONMENTAL STUDIES
UNIVERSITY OF NEVADA, LAS VEGAS
PRIMARY RECORD

Primary # **SUPPLEMENT**
HRI#
Trinomial CA-SBR-2910H
NRHP Status Code 2s2

Other Listings

Review Code	GRPR NAT OLD TRAILS HWY	**Reviewer** ADOE	**Date** 12/07/98
	GRPR	FHWA981013A	12/07/98
	RJPR	ADOE	09/05/90
	NDPR	BLM930329A	04/26/93
	RJPR	FERC850826A	09/05/90

***Resource Name or #:** (assigned by recorder)

P1. Other Identifier:

***P2. Location:** √ **Not for Publication** □ **Unrestricted**

***a. County:** San Bernardino

***b. USGS 7.5'** Quad: Barstow SE , CA 7.5' USGS Topographic Map
TN, RE, ¼ of the ¼ of the ¼ of Section ; B.M. SBM

c. Address **City** **Zip**

d. UTM: **(Give more than one for large and/or linear resources)** Zone 11/488495mE 3858281mN

e. Other Location Data:

***P3. Description:** The site was originally recorded by D. Gallegos on 1/5/77 where it was described as one of the earliest modern trans-United States automobile routes. On 1/20/78, F. Berg recorded the site as an early 20th century gravel auto road with historic debris along both sides. Later, T. Van Bueren recorded the site on 3/13/86 and described it as a transportation route located 0.2 miles north of Interstate 40/Park Moabi Road overpass. Then, J. Berg of Far Western Anthropological Research Group, Inc recorded the site on 11/24/89 during the Mojave Pipeline Survey when it was described as crudely paved road with historic glass debris located one mile northeast of Chambless and two miles west of Cadiz Summit. Next, M. Lerch recorded the site on 5/30/90 as an historic oiled dirt road segment located from its junction with Kelbaker Road. On 8/7/91 during the UCRARU #1151 survey, J. Peterson could not relocate the previously recorded portion of Old Route 66 within the project boundaries. Kevin Rafferty of Archaeological Research of Southern Nevada recorded the site on 3/20/93 during the Needles Powerline Right-of-Way survey, and described it as an important historic route and trail through the Mojave Desert, being part of the first Interstate Highway System. This segment was located adjacent to and south of US 40, between 3.9 and 6.2 miles northwest of the city of Needles.

Far Western Anthropological Research Group, Inc. archaeologists L. Glover, R. Bethard, D. Wheeler, and P. Strader recorded the site on 4/3/93 during the Mojave Northward Expansion Cultural Resources Survey and described the site as an old road bed with two trash dumps along its edges with neither dump appearing to be over 50 years old. Their recorded segment was located 1.2 miles northwest of Chambless. Kenneth Becker and Jodie Phillips recorded the site on 4/28/93 during the Adelanto-Lugo Transmission Project and described the site as a portion of a previously recorded historic road. Finally, Lauren Weiss Bricker of the Keith Companies visited the site on 8/23/94 and described the site as a segment of the former U. S. Highway 66 located within the city of Fontana.

During field work conducted by HRC crews for the proposed Kern River Expansion Project, CA-SBR-2910H was relocated and visited. This segment of Route 66 is southwest of Lenwood. Existing pavement is approximately 33 feet wide with double lanes and graded shoulders.

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

P5a. Photograph or Drawing: See Attached

P5b. Description of Photo: See Attached

*P6. **Date Constructed/Age and Source:** √ Historic □ Prehistoric □ Both
Age indicated by artifact types

*P7. **Owner and Address:** Bureau of Land Management
1695 Spruce Street Riverside, CA 92507

*P8. **Recorded By:** Jeffrey R. Wedding, Archaeologist
Harry Reid Center for Environmental Studies (HRC)
University Nevada, Las Vegas
4505 Maryland Pkwy, Box 454009
Las Vegas, NV 89154-4009

*P9. **Date Recorded:** 07/31/01

*P10. **Survey Type:** Revisits and updates to previously recorded archaeological sites along the proposed centerline of the Kern River Expansion Project.

*P11. **Report Citation:** Addendum to HRC Report

Blair, Lynda M., Jeffrey R. Wedding, William G. White, Diane L. Winslow, Susan Murphy, David Smee, Wendy Andrejack, and Amy Brock
2001 *Cultural Resource Class I and Class III Investigations for the Proposed 2003 Kern River Expansion Project - California.* Williams Gas Pipeline Company. Harry Reid Center for Environmental Studies, Marjorie Barrick Museum of Natural History, University of Nevada-Las Vegas. HRC Report 5-150-14(2).

***Attachments:** DPR 523 Forms I, J, K, and Photographs

HARRY REID CENTER FOR ENVIRONMENTAL STUDIES
UNIVERSITY OF NEVADA, LAS VEGAS
PHOTOGRAPHIC RECORD

Primary # **SUPPLEMENTS**

Trinomial CA-SBR-2910H

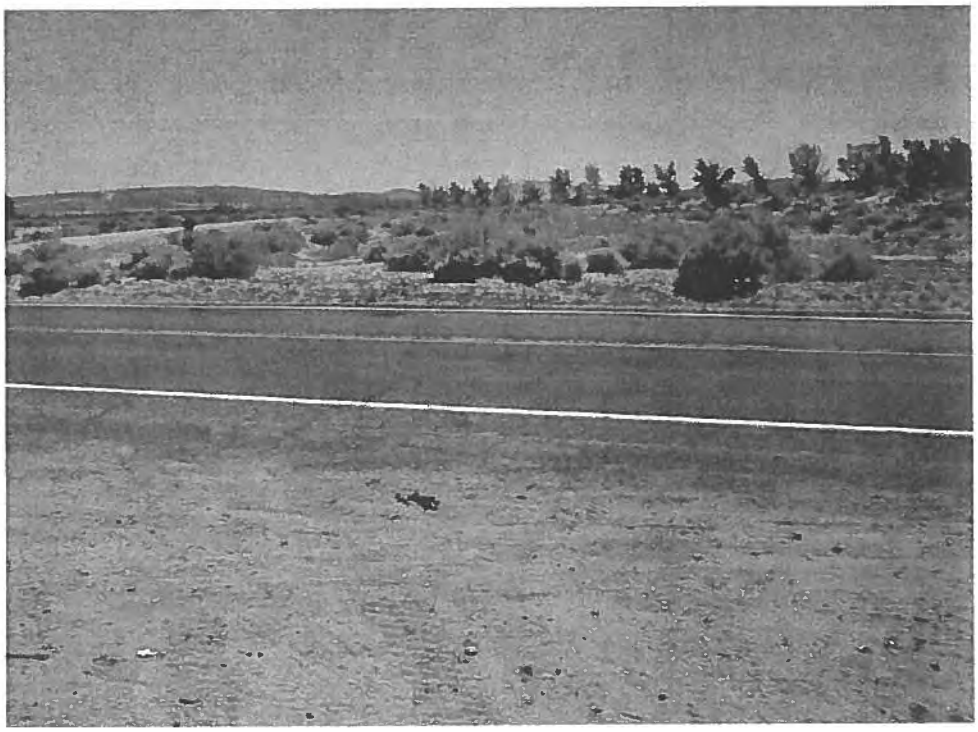
***Resource Name or #:** (assigned by recorder)
Project Name: 2003 Kern River Expansion Project (KREP)
Camera Format: Olympus D360L Digital Camera
Film Type: Digital Images in .jpg Format **Kept at:** HRC-UNLV

Month	Day	Time	File Number	Subject/Description	View Toward	Accession #
July	31		7310007	Route 66	Toward Lenwood	
July	31		7310008	Along Alignment	Toward Outlet Mall	

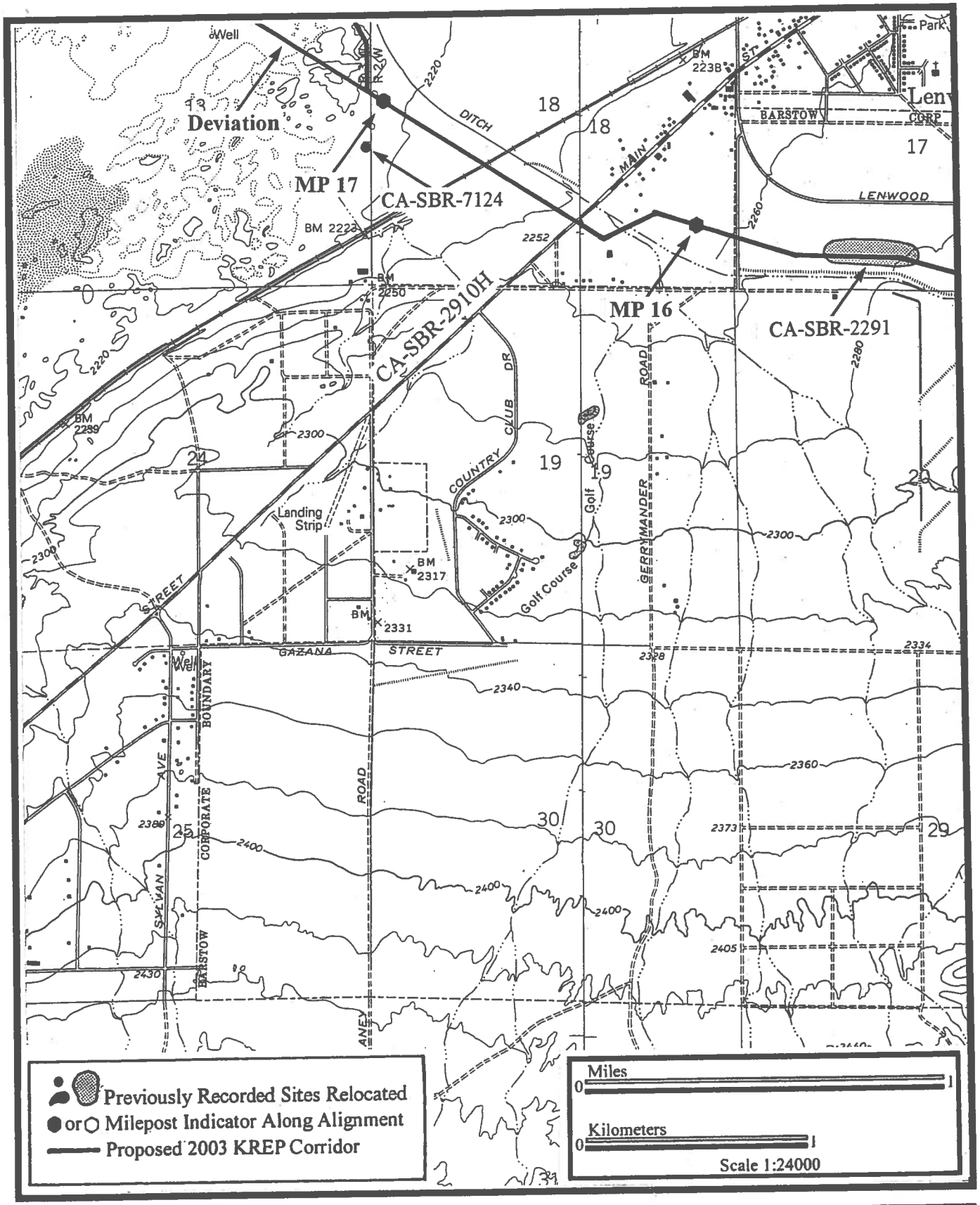
DPR 523I



Photograph 1. Route 66, site CA-SBR-2910H, at pipeline crossing looking northeast towards Lenwood.



Photograph 2. Route 66, site CA-SBR-2910H at pipeline crossing looking east.



HARRY REID CENTER
FOR ENVIRONMENTAL STUDIES
UNIVERSITY OF NEVADA-LAS VEGAS

Project: 2003 Kern River Expansion Project
County: San Bernardino

Map #41. Project Location (41 of 65).
Quad: Barstow SE, CA and Hodge, CA
7.5' USGS Topographic Maps
(Williams Supplied USGS.DRGs)



4/07 ©

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

Primary #: P-36-002910
HRI #:
Trinomial: CA-SBR-2910H Update
NRHP Status Code: NRHP-E-OHP-3926
Other Listings:
Review Code: Reviewer: Date:

 Resource Name or #: (Assigned by recorder):

P1. Other Identifier: National Old Trails Highway, Highway 66

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

b. **USGS 7.5' Quad:** MP 141: Newberry Springs, Date: 1982; MP 167: Lavic Lake, Date: 1955, Photoinspected 1973 MP 183: Ludlow SE, Date: 1954; MP 141: T 9N ; R 3E; SE ¼ of NE ¼ of Section 31; MP 167: T 7N ; R 7E; SE ¼ of NE ¼ of Section 5; MP183: T 6N ; R 9E; SE ¼ of SW ¼ of Section 11; SBM

c. Address: None

d. UTM: Zone 11 ; NAD 1927 ; MP 141: 527530 mE/ 3854300 mN; MP 167: 568160 mE/ 3842910 mN; MP 183: 590020 mE/ 3831140 mN

e. Other Locational Data (e.g., parcel #, directions to resource, elevation, etc., as appropriate): This previously recorded site crosses the project area in three locations, according to the record search. These include just before its intersection with Route 40 at Newberry Springs at milepost 141 of the All American Pipeline, between Lavic and Ludlow at milepost 167, and between Siberia and Bagdad at mile post 183.

P3a. **Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries):This site is the National Old Trails Highway/Highway 66. It is a two lane paved road at the mile post 141 crossing and remains the same as original records. The highway is in fair condition at this point. It has recently been paved and the older surfaces appear to be buried beneath this recent pavement. At the milepost 167 crossing it is also a two lane paved road in good condition. At the mile post 183 crossing, on the other hand, the highway is a graded dirt road. The highway was not relocated at this junction with the pipeline and it may have become one of the ephemeral drainages which cross the area and trend the same direction as the road.

P3b. **Resource Attributes** (List attributes and codes): HP37. Highway/Trail.

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, date, accession #):

P6. **Age and Sources:**
■ Historic ☐ Prehistoric
☐ Both

P7. **Owner and Address:**
State of California

P8. **Recorded by** (Name, affiliation, and address):
John Dietler, Julianne Toenjes, Stephanie Rose, and Iain Berdzar
Tierra Environmental Services
9903-E Businesspark Avenue
San Diego, CA 92131

P9. **Date Recorded:**
February 23 and 27, 2001

P10. **Survey Type** (Describe):
Intensive Surface Inventory

P11. **Report Citation** (Cite survey report and other sources, or enter "none"): Pigniolo, Andrew R., John Dietler, and Stephanie Murray 2001 Cultural Resources Survey Report for the All American Pipeline Replacement Project, Daggett to Blythe Segment, San Bernardino 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):

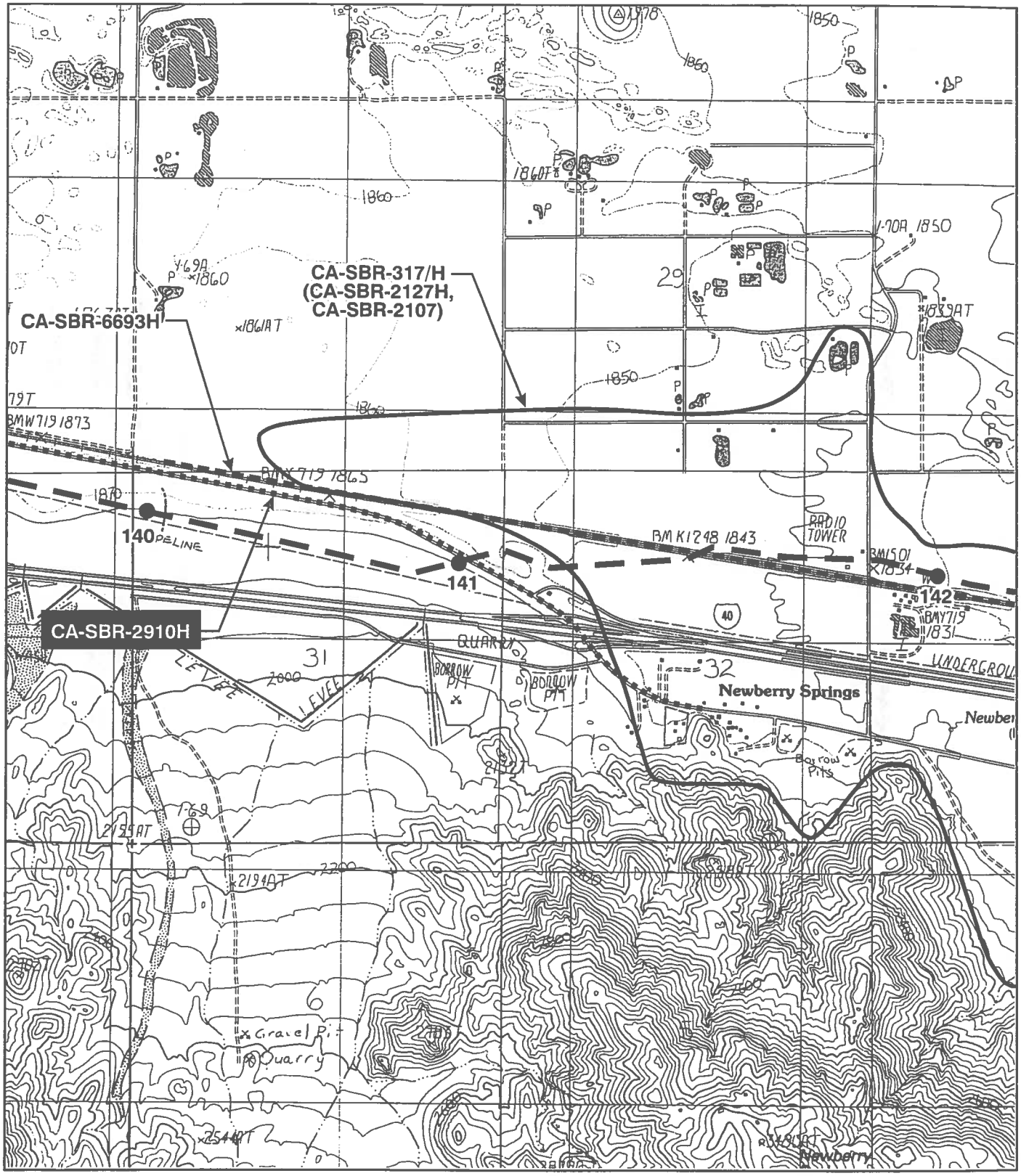
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #:
Trinomial: CA-SBR-2910H

LOCATION MAP

Resource Name or #: (Assigned by recorder): CA-SBR-2910H

Map Name: Newberry Springs, CA **Scale:** 1:24,000 **Date of Map:** 1982



Required information is bold

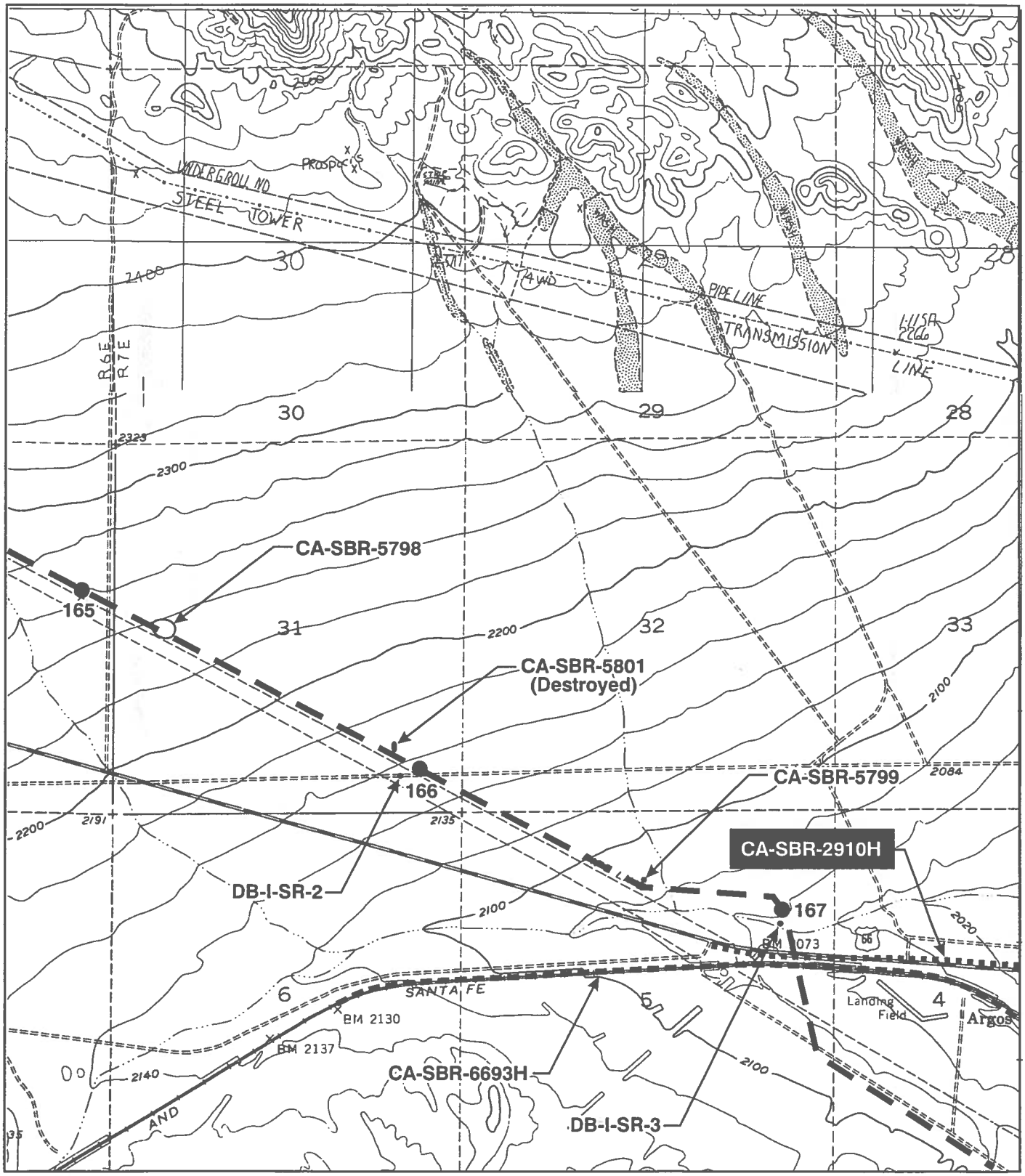
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #: _____
Trinomial: CA-SBR-2910H

LOCATION MAP

Resource Name or #: (Assigned by recorder): CA-SBR-2910H

Map Name: Lavic Lake, CA **Scale:** 1:24,000 **Date of Map:** 1973



Required information is bold

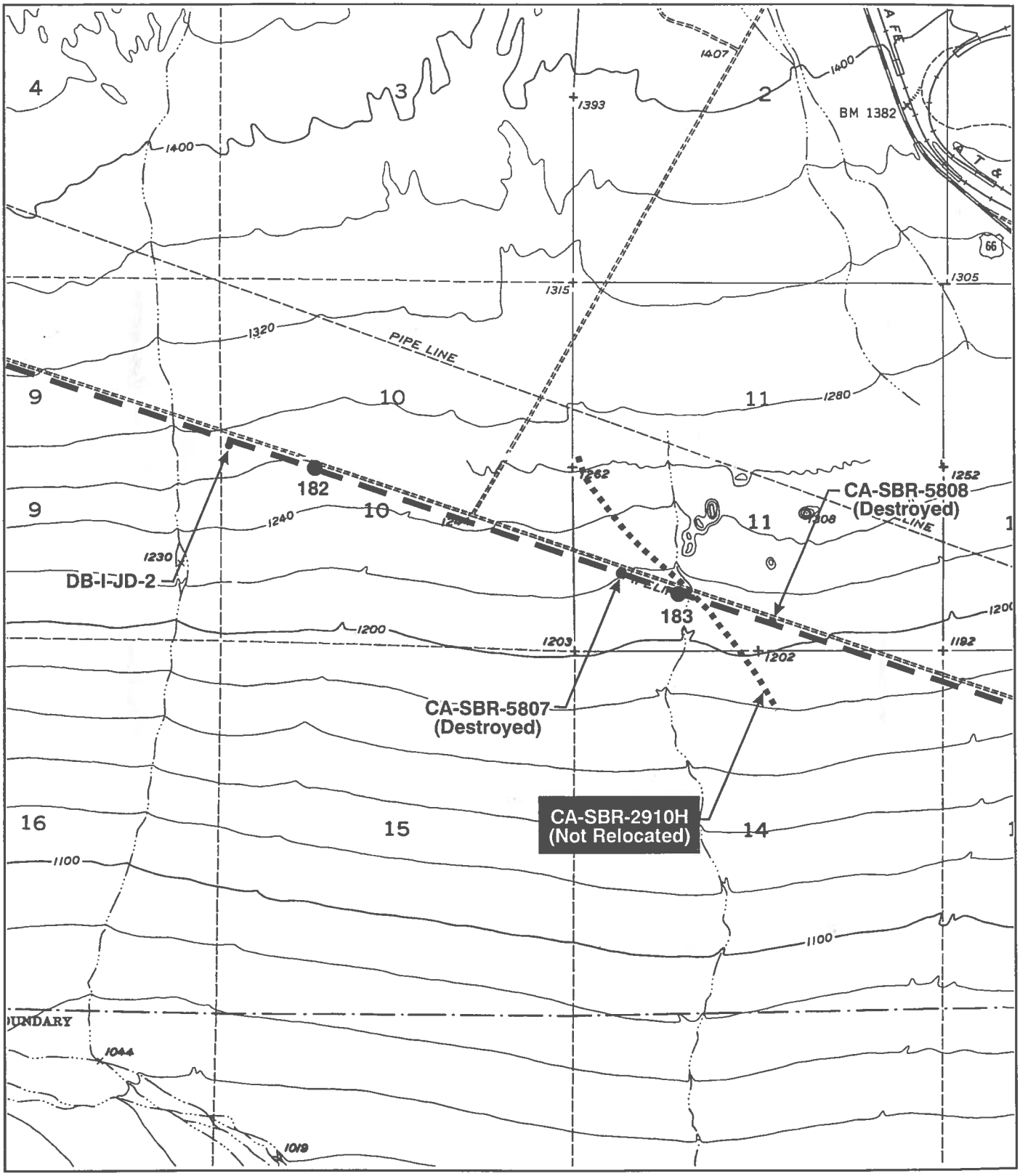
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary #:
Trinomial: CA-SBR-2910H

LOCATION MAP

Resource Name or #: (Assigned by recorder): CA-SBR-2910H

Map Name: Ludlow SE, CA **Scale:** 1:24,000 **Date of Map:** 1993



Required information is bold

update 6/02

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910H Update
NRHP Status Code
Other Listings
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: (Assigned by recorder)

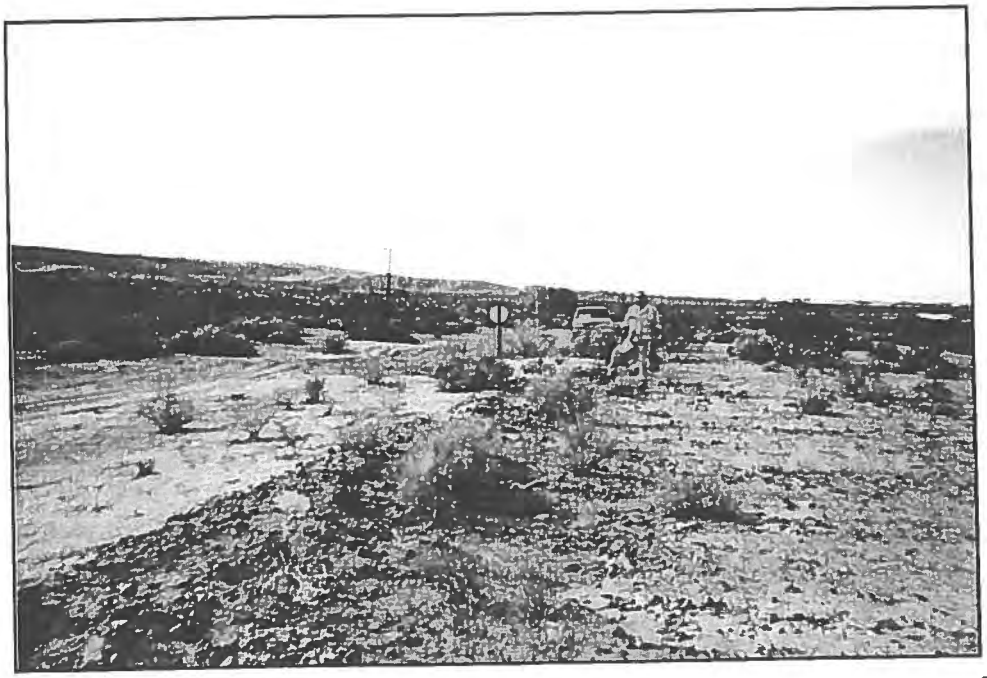
P1. Other Identifier: Old National Trails Road, Old National Trails Highway

*P2. Location: ☒ Not for Publication ☐ Unrestricted
*a. County San Bernardino and P2c, P2e, and P2b or P2d. (Attach Location Map as necessary.)
*b. USGS 7.5' Quad Daggett Date 1971 T 9 N; R 1 E: SW ¼ of SW ¼ of Sec 18 ; SB B.M.
c. Address City Zip
d. UTM: (Give more than one for large and/or linear resources) Zone: 11 ; 507250 mE / 3858050 mN
*e. Other Locational Data: (E.g., parcel #, directions to resource, elevation, etc., as appropriate) From Barstow take Interstate 40 east to the Nebo exit. Proceed north on Nebo Street. In about 400 m Nebo Street curves east and becomes Old National Trails Road (or Highway). The current 100' survey corridor crosses Old National Trails Road about 750 m east of this point. The UTMs listed above reflect the point where the current All American Pipeline survey corridor crosses Old National Trails Road.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.) Old National Trails Road is now a modern highway. The road and an associated trash scatter was originally recorded in 1978 by F. Berg as a segment of early 20th century gravel automobile road. The historic dirt track was probably obliterated by the All American Pipeline corridor, which is a bladed area approximately 40 m wide and now utilized as a powerline access road. The portion of the Old National Trails Road in this area, is also famous U.S. Route 66, but it now lacks integrity within the 100' survey corridor. Nearby historic refuse is associated with standing structural ruins and lies well outside of the survey corridor.

*P3b. Resource Attributes: (See attributes and codes) AH 7. Road/trail

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



P5b. Description of Photo: (View, date, accession #) Roll AAPL-SR-2, Frame 2, view to the east.

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

*P7. Owner and Address: Atchison, Topeka, & Santa Fe Railroad

*P8. Recorded by: (Name, affiliation, and address) J. Underwood, S. Rose
KEA Environmental, Inc.
1420 Kettner Blvd., Ste. 620
San Diego, CA 92101

*P9. Date Recorded: 12/14/00

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

*P11. Report Citation: (Cite Survey report and other sources, or enter "none.") *Cultural Resources Survey of the All American Pipeline Conversion Project from Mettler, Kern County, California to Daggett, San Bernardino County, California.*

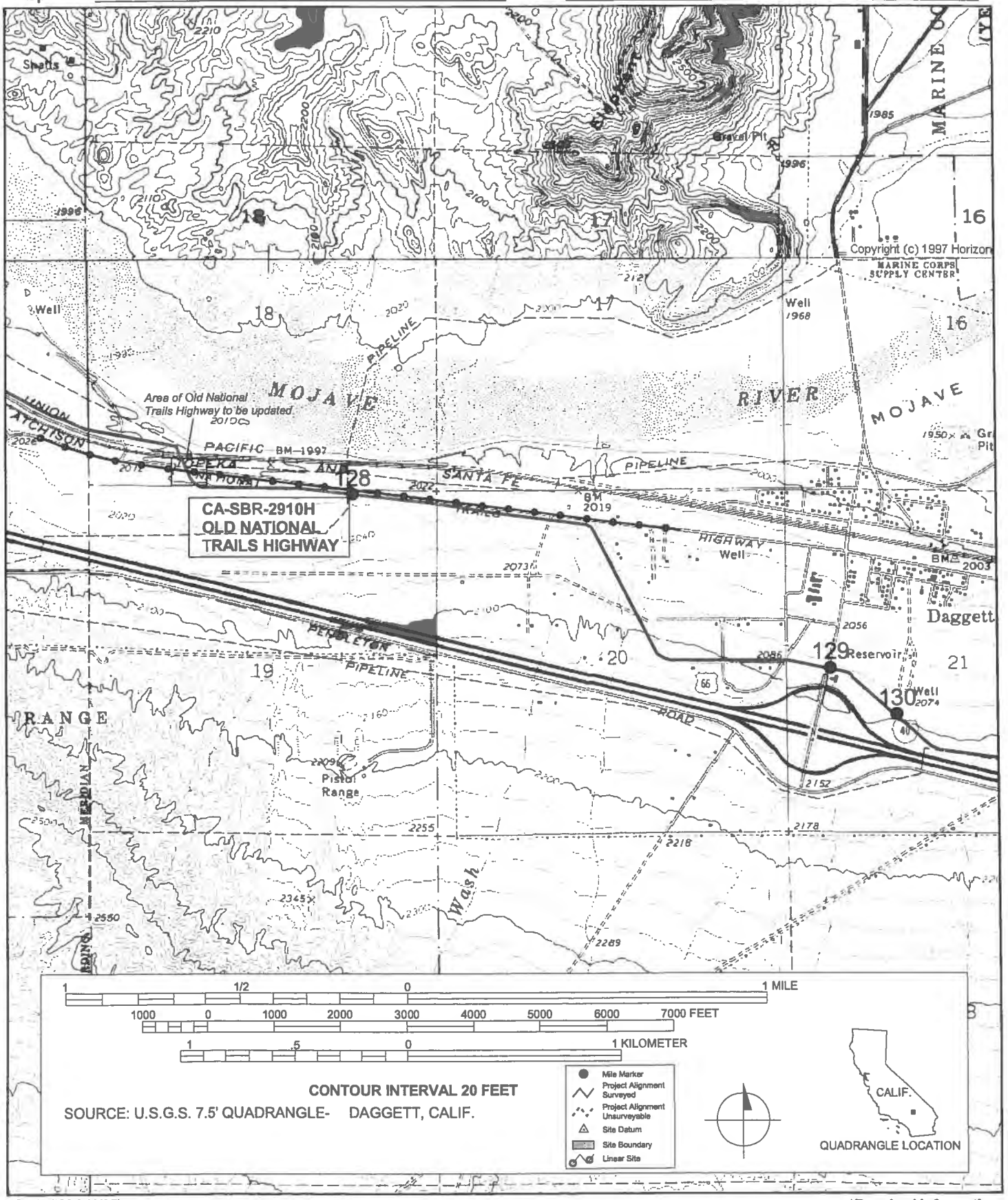
*Attachments: ☐ None ☒ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (List)

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910H Update

* Resource Name or # (Assigned by recorder)

* Map Name: DAGGETT * Scale: 1:24,000 * Date of Map: 1971



*Required Information

PRIMARY RECORD

Primary # P36-002910-H
HRI #
Trinomial CA-SBR-002910-H
NRHP Status Code
Other Listings

 Review Code_____ Reviewer_____ Date_____

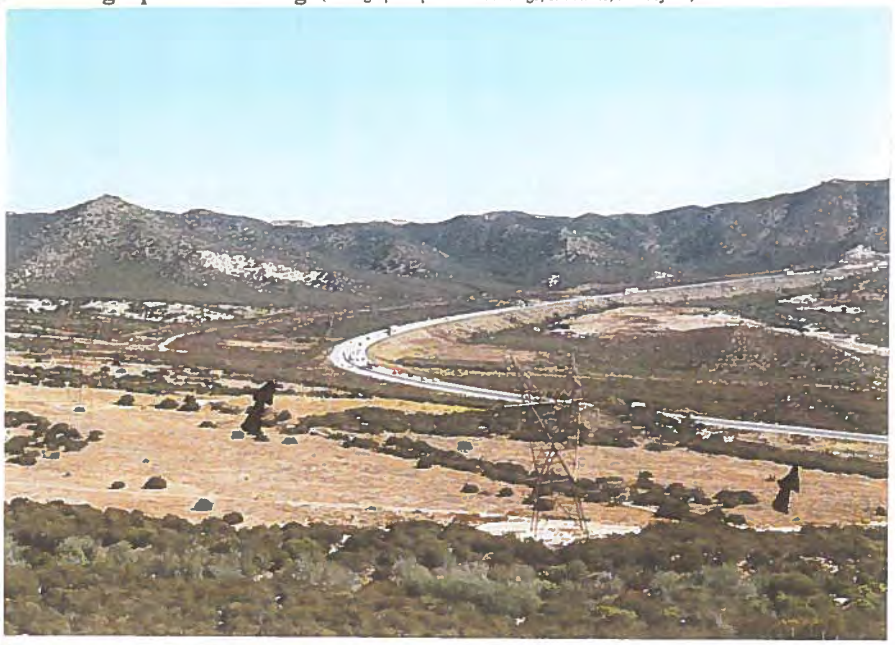
P1. Property Name/Temporary No.: FS 05-12-53-074

P2. Location: County - San Bernardino
a. **Address:** n/a
City: n/a **Zip:** -- b. **Parcel Number:** --
c. **USGS Quad:** Cajon, Calif. 7.5' (1996)
UTM: Zone 11, **mE** **mN** d. Elevation: (See attached for UTMs and elevations).
Twp. 3N, **Rng.** 6W: of **Sec.** 13, 14, 23, 26
e. **Other Locational Data:** Northwest of Cajon Junction Forest Road 3N21 (Baldy Mesa Road) was constructed over the former U. S. Route 66 roadbed (and older National Old Trails Road) across the western portions of Sections 26 and 23. In Section 14 the alignment swings northeast in a gradual arc following the hillside contours and then merges into the present I-15 roadbed in the south-central area of Section 13. Remnant sections of the National Old Trails Road are up-slope/north of the Route 66 alignment in this area; both alignments are as much as 200 m north of I-15 (southbound lane) in the northeastern area of Section 13. Two conspicuous linear brush alignments (large chamise) flank the two remnant road beds, with historical roadside refuse primarily in and along these brush alignments. Much of the southern project area was graded with heavy equipment and has a general scatter of asphalt-and-gravel road chunks.

P3. Description: Two historic road alignments (Route 66 and the National Old Trails Road) and associated refuse that braid through the project area (the northern half of Section 23, all of Section 14, and the SW corner of section 13.

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

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



P6. Date Constructed/Age:
_ Prehistoric ✓ Historic _ Both

P7. Owner: Name & Address)
San Bernardino Nat'l Forest
Cajon Ranger District
1209 Lytle Creek Rd.
Lytle Creek, CA 92358

P8. Recorded by:
John D. Goodman II;
Sharon L. Rushing;
Melinda S. Benton

P9. Date Recorded:
1 September 2000

P10. Reason Recorded:
Baldy Mesa OHV Survey

P11. Report Citation:
ARR-05-12-CA-091

Attachments: _NONE ✓Site Map ✓Location Map ✓Continuation Sheet _Building, Structure, and Object Record ✓Linear Resource Record ✓Archaeological Record _District Record _Milling Station Record _Rock Art Record _Artifact Record _Photograph Record _Other (list)

Continued from Page 1:

P2c. **USGS Quad:** Cajon, Calif. 7.5' (1996)
Twp. 3N, **Rng.** 6W: of **Sec.** 13, 14, 23, 26

Route 66

UTM: Zone 11, 456060 **mE** 3798840 **mN**	d. Elevation: 3440'
UTM: Zone 11, 456100 **mE** 3799500 **mN**	d. Elevation: 3560'
UTM: Zone 11, 455780 **mE** 3799740 **mN**	d. Elevation: 3640'
UTM: Zone 11, 455840 **mE** 3800240 **mN**	d. Elevation: 3720'
UTM: Zone 11, 456200 **mE** 3800640 **mN**	d. Elevation: 3800'
UTM: Zone 11, 456760 **mE** 3800780 **mN**	d. Elevation: 3920'
UTM: Zone 11, 457200 **mE** 3800520 **mN**	d. Elevation: 4000'
UTM: Zone 11, 457300 **mE** 3800280 **mN**	d. Elevation: 4040'
UTM: Zone 11, 458580 **mE** 3800380 **mN**	d. Elevation: 4200'

National Old Trails Road

UTM: Zone 11, 455880 **mE** 3798140 **mN**	d. Elevation: 3340'
UTM: Zone 11, 455900 **mE** 3798640 **mN**	d. Elevation: 3400'
UTM: Zone 11, 456080 **mE** 3798920 **mN**	d. Elevation: 3440'
UTM: Zone 11, 455780 **mE** 3799340 **mN**	d. Elevation: 3520'
UTM: Zone 11, 455760 **mE** 3799800 **mN**	d. Elevation: 3640'
UTM: Zone 11, 455960 **mE** 3800120 **mN**	d. Elevation: 3700'
UTM: Zone 11, 456300 **mE** 3800480 **mN**	d. Elevation: 3760'
UTM: Zone 11, 456120 **mE** 3800640 **mN**	d. Elevation: 3840'
UTM: Zone 11, 456360 **mE** 3800860 **mN**	d. Elevation: 3880'
UTM: Zone 11, 456360 **mE** 3800900 **mN**	d. Elevation: 3880'
UTM: Zone 11, 456420 **mE** 3800880 **mN**	d. Elevation: 3880'
UTM: Zone 11, 457060 **mE** 3800820 **mN**	d. Elevation: 4040'
UTM: Zone 11, 457520 **mE** 3800260 **mN**	d. Elevation: 4240'
UTM: Zone 11, 457800 **mE** 3800180 **mN**	d. Elevation: 4120'
UTM: Zone 11, 458280 **mE** 3800140 **mN**	d. Elevation: 4040'
UTM: Zone 11, 458580 **mE** 3800200 **mN**	d. Elevation: 4080'

A1. Temporary No./Name: FS 05-12-53-074

A2. Dimensions: a. Linear features approximately 2 miles long and approximately 30-70 meters wide.
Method of measurement: ✓ Paced _ Taped _ Visual estimate _ Other:
Method of determination: (Check any that apply) ✓ Artifacts ✓ Features _ Soil _ Vegetation _ Topography _ Cut Bank _ Animal Burrow _ Excavation _ Property Boundary _ Other: (Explain)
Reliability of determination: ✓ High _ Low Explain:
Limitations: (Check any that apply) _ Restricted Access ✓ Paved/built over ✓ Disturbances _ Site limits incompletely defined _ Other: (Explain)

A3. Depth: _ None ✓ Surface _ Unknown _ Method of determination: Observation.

A4. Human Remains: _ Present ✓ Absent _ Possible _ Unknown (Explain):

A5. Features: The National Old Trails Road and Route 66 alignments (both with the same trinomial) with some associated components are the primary linear features. Within the survey area portions of these two roads are intact and other short segments in the northern area are covered in colluvial slope wash. In general, however, the entire area has been heavily impacted by grading, vegetation "scrubbing"/removal, road construction, and other operations; most of the former asphalt roadbeds of these two roads have been destroyed and the entire area is littered with small asphalt-and-gravel "chunks." The National Old Trails Road was initially constructed in 1914, this portion of Route 66 was paved in the early 1920s and upgraded in 1932, and the two-lane Route 66 was completed in 1953. In some areas it was difficult to determine which remnant road segment was represented, new roads have been constructed over the older roads, various road segments braid across each other, and it was therefore difficult to accurately assign the chronology and associations of numerous feature components (at the survey level). Specific data on these features are in the attached Linear Feature Record.

A6. Cultural Constituents: A number of concrete retaining walls, drainages ditches, culverts, a lumber debris catchment rack, isolated refuse dumps, and linear refuse scatters occur along the remnant road alignments in various areas (listed in the attached Linear Feature Record). Some road segments have clearly associated artifacts (roadside refuse) such as the linear refuse scatter lodged in the brush/chamise alignment flanking the eastern drainage and associated with the old northbound/eastern (two-lane) Route 66 alignment, while the associations of other components are problematic.

A7. Were Specimens Collected? ✓ No _ Yes (If yes, attach Artifact Record or catalog)
A8. Site Condition: _ Good ✓ Fair _ Poor (Describe disturbances): The asphalt paving for both the National Old Trails Road and Route 66 were obliterated in most areas by heavy equipment. Portions of the existing roads were ripped or obliterated during the construction of later roads, cattle grazing areas were scrubbed of native vegetation, and the construction of Interstate 15 impacted portions of the old roads. The road segments in the northeastern areas are covered in colluvium. In graded areas associated structures and artifacts were destroyed and/or moved, and in less disturbed areas feature components are obscured in dense brush growth. When Interstate 15 was constructed in the early 1970s the southbound lanes near the top of the pass were built over the existing Route 66 alignment. Additional impacts include overhead transmission lines and maintenance roads, underground fiberoptic cables (MCI and U.S. Sprint) and gas lines, the addition of a third set of railroad tracks, and a series of possible military training-activity trenches. In the 1970s approximately 10 acres were cleared for a eucalyptus plantation to provide fuelwood for the general public, however, most of the trees did not survive. Remnants of a ~1953 site (pipes and bricks) are to the east of the roadbeds in the south-central area of Section 14. Cattle grazing has been both an historical and recent impact up until the late 1980s. Barbed-wire fencing was installed to provide a series of rotating pastures. In the 1960s most of the area was type-converted from the native brush species to annual and perennial grasses with the use of herbicides and brush-removing heavy equipment. In the 1980s a seven-mile-long watering system consisting of 4"-diameter PVC pipe and a series of cinder-block troughs was installed to provide additional water for cattle and the three existing small-game guzzlers. Bottle collectors may have removed specimens from the area. Hunting and unauthorized "plinking" have impacted the site as well as off-road travel by four-wheel drive vehicles and motorcycles.

A9. Nearest Water: Cajon Creek approximately 1.5 to 3.5 miles south.

A10. Environmental Setting: Vegetation Community (site vicinity): Mixed chaparral
Vegetation (on site): Chamise, manzanita, California buckwheat, scrub oak, yucca, and introduced annual and perennial grasses.

Soil: Decomposed granite/grus
Geology: Quaternary
Slope: <10%

Surrounding Soil: sand w/gravel, cobbles
Landform: Alluvial fan
Exposure: Open

A11.Historical Information: Following the introduction of automobiles after the turn of the century and increased traffic through Cajon Pass, it became clear that the old wagon trails through the canyon were not sufficiently constructed for automobile traffic. Old routes through the canyon and pass included the Spanish Trail up Coyote/Crowder Canyon to the southeast, the rough 1850-1855 Sanford Wagon Road/"Mormon Trail" (CA-SBR-4411H] 2+ miles to the west of the Route 66 corridor, and the1855-1861 Sanford Pass Road (CA-SBR-4413H) approximately 1.5 mile to the west of the Sanford Wagon Road. After the discoveries of gold in Holcomb Valley in 1860 and the construction of the John Brown Toll Road in 1861, most freighters and travelers again began traversing the pass in the east Cajon area. It is not clear when the first road was constructed through the "Route 66 corridor," although by 1914 a road through this area was designated as being part of the National Old Trails Road system.

Many publications and articles have been written about Route 66 and older roads and trails of the area (see Carrico et al 1982; La Fuze 1971:1; Leadabrand 1964; Ingersol 1904; and others). In a report that address a portion of Route 66 in nearby Victorville, Lerch (1995) provides a concise history of the National Old Trails Road and Route 66 which applies to the roads in the study area:

> Victorville's growing prosperity during the 1910s was given tremendous assistance when, in 1913, it was prominently positioned along the National Old Trails Highway, a transcontinental road that extended from Chicago to Los Angeles . . . local newspaper articles reveal that the arrival of the road was greeted with great enthusiam . . . Articles that appeared during 1914 cited statistics provided by the Automobile Club of Southern California . . . [anticipated throngs] of automobiles and their parties would travel the transcontinental highway to reach the expositions planned for San Diego and San Francisco in 1915. In 1922, San Bernardino County re-paved the roadbed from Cajon Summit to Victorville, along the direct route that bypassed Hesperia. In 1923, the state of California took over the road, and it was designated as SR 31 (Lerch 1995:4-6).

By 1936 thousands of travelers used the National Old Trails Highway. Lerch (1995:6) collected some data on the road from historical newspaper articles that provides some insights regarding the importance of this road. A newspaper article from September 1926 reported that in August of that year 30,000 vehicles traveled through Victorville. The article ends with high appraisal of the importance of the highway stating "The National Old Trails is the most important highway across the continent, the most direct and easiest to travel. It has the longest continued pavements, and is in fact the leading highway route in the world. There is evidence that it will eventually become the best improved for a transcontinental route ("Record Showing Travel on the Old Trails Route," Victor Valley *News-Herald* (September 1926, p. 2., as cited by Lerch 1995:11).

Addressing an intact segment of Route 66 in the Amboy area to the northeast, Lerch (1992:19) mentioned that the "National Old Trails road was first plotted on an Automobile Club map of 1914; he continues with the following data:

> [the National Old Trails Road] was described by Thompson (1921:123) as an oiled road [in some areas]. . . . [Route 66] was paved through the California desert in 1934 (Scott and Kelly 1988:31). Route 66 was eventually bypassed as a major automobile route when Interstate 40 was completed in 1972 (Scott and Kelly 1988:183). . .[in 1926] a comprehensive and uniform system of interstate highways was adopted by the U. S. Department of Agriculture (Bureau of Public Roads) as a means of avoiding overlapping duplication and at times confusion caused by route markings of private trail associations. This system eventually came under the designation of U.S. Route 66. . . .Today, the romanticized view of Route 66 is based on an image of the road as it developed from the mid-1920s through the early post-World War II period. In response to the tide of tourists, migrants, and the recently motorized American public, a variety of new building types, or modified versions of types found in more intensively developed urban areas were introduced along Route 66 and other American highways. These architectural types included roadside cafes, markets, service stations, auto courts, and later, motels. . . .In general, the demise of U.S. 66 occurred as a result of new road alignments, initiated by the Federal-Aid Highway Act of 1956 which by-passed or replaced existing routes.

The Cajon area experienced considerable development and population growth between the two World Wars. Carrico et al. (1982:4-33) attributed this growth primarily due to new homestead and transportation improvements, although the most massive land use changes were caused by tourism. Discussing later-period roads and developments, Carrico et al. mentioned that "U.S. Highway 66, originally paved in the early 1920s, carried increasing traffic through the 1930s, 40s, and 50s. In 1953 a major widening project became necessary with the construction of a four-lane divided highway. In the upper Cajon pass area the road was replaced by the southbound lanes of Interstate 15, built to further ease the flow of traffic in 1970."

In 1960 a natural gas transmission line was constructed through the pass by Southern Counties Gas Company (now Southern California Gas Company), followed by a second line 5 years later. California-Nevada (CalNev) Corporation routed its jet-fuel line from Edwards Air Force Base to Colton through the pass. Two years later Pacific Telephone built an underground communications cable through the area. Southern Pacific Railroad constructed a third track through the area in 1967, roughly paralleling that of the AT&SF (Santa Fe) Railroad (Carrico et.al.).

Some additional information on the construction of Route 66 through the project area is in a 1932 Special Uses Permit granted to the San Bernardino California State Highway Commission (on file at the Supervisor's Office, San Bernardino National Forest). The 1932 permit was for upgrading the highway from Alray (north of Cajon Junction in the southwest corner of Section 23) to Cajon summit. The permit granted the Highway Commission a corridor that was 2 "chains" in width; a chain is 66 feet, therefore the corridor width was 132 feet. The California Department of Transportation (CALTRANS) probably has archival records on the various construction phases of the road. The 1932 Special Uses permit is as follows:

SPECIAL USES PERMIT FOR ROAD RIGHT OF WAY
L

Uses, San Bernardino
California State Highway Commission
Road, 10-22-32
Alray to Summit

In accordance with the provisions of Regulation L-7, as approved by the Secretary of Agriculture on February 9, 1929, and subject to the following stipulations, the Division of Highways of the State of California is hereby granted a right of way not exceeding two chains in width over National Forest land in the San Bernardino National Forest for the purpose of constructing and maintaining a State Highway, located more specifically in Section 18, T. 3 N., R. 5W, and Sections 13, 14, and 23, T. 3 N., R.. 6 W, S.B.M., as shown on plans designated Right of Way Map S B'd. 31 as submitted to the Regional Forester on October 22, 1932 by the State Highway Engineer,
lying between stations 584+06.33 and Station 790+69.62.

1. The permittee shall comply with the regulations of the Department of Agriculture governing the National Forrest, shall observe all sanitary laws and regulations applicable to the premises, and shall keep the premises in a neat and orderly condition and dispose of all refuse and locate latrines and cesspools as required by the Forest officer in charge.
2. This permit is subject to all prior valid claims, which shall include rights granted by the Secretary of Agriculture under the Acts of June 4, 1897 or March 4, 1915.

The permittee shall pay for all damages to the improvements or personal property of permittees on National Forest land resulting from the road construction or the use of this right of way.

3. No timber shall be cut from the right of way except such as is necessary for actual construction and reasonable roght of way clearance on the width as agreed to in advance by the Forest Officer.
4. The permittee shall require its employees, contractors and employees of the contractors, both independently and at the request of the Forest Officer, to do all reasonably within their power to prevent and suppress fires.
5. The permittees or the contractors employed by the permittee shall equipt all gasoline and diesel shovels, tractors and other internal combustion engines used in the construction and maintenance of this road with spark arresters kept in constant use and repair, and shall equip and maintain in a good condition such that they may be used at any time the following tools: Each tractor shall be equipped with one shovel, one axe and a fire extinguisher of 1-1/2 quarts capacity or more; each gasoline or Diesel shovel shall be equipped with 2 shovels, q axe, and 1 back pump of 5 gallons capacity kept filled with water.

A12. **Age:** _ Prehistoric _ Pre-Colonial (1500-1779) _ Spanish/Mexican (1769-1848) _ Early American (1848-1880) _Turn of Century (1880-1914) ✓ Early 20th Century (1914-1945) ✓ Post WWII (1945+)
_Undetermined _Factual or estimated dates of occupation (explain):

A13 **Remarks and interpretations:** Intact portions of the double-lane Route 66 are to the south of the project area in Cajon Canyon. Thorough descriptions of Route 66 to the north in Victorville are found in Lerch (1995), and further to the east near Amboy in Lerch (1992). Both historic Route 66 and the National Old Trails Road were assigned the same trinomial; much of the alignment of Route 66 was formerly the National Old Trails Road alignment(s). Although the historic road alignments are very impacted in the southern portion of the project area (in Sections 23 and 26), intact segments are to the north (although colluvium has covered most of these road segments in this area). Various areas have significant refuse deposits/linear trash scatters that maintain high integrity. It was interesting to note that the most dense linear refuse scatter (ca. 1940-1960s), consisting primarily of beverage cans and soft drink bottles, was associated with the northbound/right lane of the road; apparently travelers on the road would purchase beverages in San Bernardino and then finish them and discard the containers at about the area of the pass.

A14 **References:** –

Carrico, Richard L., Frank Norris, Allan Schilz, Dr. Richard Minnich.
1982 *Cultural Resource Overview San Bernardino National Forest, California*, Volume I, pp. 4-33 - 4-35. WESTEC Services, Inc. San Diego, California.

Ingersol, Luther A.
1904 *Century Annals of San Bernardino County. 1769-1904.* Los Angeles: privately published.

La Fuze, Paulina
1971 Saga of the San Bernardinos, 2 vols. San Bernardino County Museum Association.

Leadabrand, Russ
1965 *A Guidebook to the San Bernardino Mountains of California.* Ward Ritchie, Los Angeles.

Lerch, Michael K.
1992 *Cultural Resources Inventory and Significance Evaluation: Rail . Cycle Bolo Station Facilities, San Bernardino County, California.* MS on file, San Bernardino Archaeological Information Center, San Bernardino County Redlands, California

1995 *Historic Property Survey Report: Vivtor Valley Transit Center, City of Victorville, California.* MS on file, San Bernardino Archaeological Information Center, San Bernardino County Redlands, California

A15. **Photograph:** (overview shots only)

A16. **Form Prepared By:** John D. Goodman II and Melinda S. Benton **Date:** 1-8-2001

***Resource Name or #** (National Old Trails Highway/Route 66)

L1. **Historic and/or Common Name**: National Old Trails Highway and Route 66

L2a. **Portion Described**: __ Entire Resource ✓ Segment(s) __ 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.) **See the locational information on the Primary Record** (Sections 23, 14, and 13 on the USGS Cajon, California 7.5 quadrangle). Two intact segments of the National Old Trails Highway occur, with one segment in the northeast area of Section 14, and a smaller segment in the southwest area of Section 13 (see attached site map). Perhaps these small segments are actually parts of the southbound/ double-lane Route 66 rather than remaining portions of the National Old Trails Highway; numerous bottles and jars clustering around a date of 1955 are associated with these two segments.

L3. **Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) The table below provides a summary of the ancillary structures and artifacts associated with the road segments. Portions of the National Old Trails Highway were paved with asphalt using large aggregate/cobbles, and Route 66 was paved with asphalt using smaller aggregate.

L4e. **Sketch of Cross-Section** (include scale) : some small intact segments are on a raised roadbed with a height of about 2 feet (no sketch).

L4. **Dimensions:** (In feet for historic features and meters for prehistoric features). Data on one intact segment:
a. Top Width: 13 feet
b. **Bottom Width:** 19 feet
c. Height or Depth: approximately 4-foot high built-up roadbed
d. Length of Segment: 260 feet

L5. **Associated Resources:** (see the table below)

L6. **Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.): These two historic road alignments are where the route makes a large turn to the east, between Cajon Junction to the south and Cajon Summit to the northeast. This area is a wide colluvial fan that slopes to the southwest and supports a disturbed Upper Desert Scrub plant regime.

L7. **Integrity Considerations:** The road segments are mostly too impacted to determine their morphology; two remnant lanes of Route 66 and the National Old Trails Highway alignment braid across each other at various points. Much of the double-lane (actually four lane)Route 66 alignment is marked by a large graded swath. Two (in places three) linear chamise alignments mark where the old alignments were formerly situated; remnant asphalt from the roads have facilitated the trapping of rain water, which was then used by chamise and other plants. An intact segment of the National Old Trails Highway is in the central-northeast area of Section 14 (see the Linear Record). A relatively large road segment (about 3/4-mile long) of the National Old Trails Highway is buried under hillside colluvial debris in the northeast area of Section 14 and the southwest area of Section 13; small portions of the asphalt roadbed are exposed in several drainages in this area. One intact segment has a width of 13' and a length of 260'. Although the entire area has been subjected to numerous disturbances, a number of isolated "automobile break down" localities with associated refuse occur on the property. In several areas there are significant linear refuse scatters of roadside trash, especially the linear scatter associated with the northbound/right lane of Route 66.

L8b. **Description of Photo, Map, or Drawing**: Overview Photo, Site Map, 1938 Areal Map, 1858 Map, and Location Map

L9. Remarks: The small exposed sections of the Old National Trails Highway were paved with asphalt using large gravel/aggregate, and the exposed sections of Route 66 was paved with asphalt using smal-sized gravel/aggregate. Many chunks from both roads are scattered across Sections 23 and 14. Significant archaeological data remains to be gathered in the linear refuse scatters.

L10. Form Prepared by: John D. Goodman II and Melinda S. Benton of the San Bernardino National Forrest, Heritage Resources Archaeologists, 1824 South Commercenter Circle, San Bernardino, CA 92408

L11. Date: 1-8-01

During the recording of the roads and associated components these resources were documented from the north to south, starting in the southwest corner of Section 13 where the old roads intersect with the southbound/western lane of Interstate 15; using an odometer, the northeastern beginning point at the junction was designated as mile 0.0. The following table provides the relative location of associated structures and artifacts along the approximately 2-miles-long road alignments.

Features and Artifacts Along the Historic Road Alignments

Odometer Reading	Associated Road(s)	Structure/Artifacts	Location	Relative Date(s)	Additional Information
0.0	both (NOTH* & R 66**)	wire gate and chain link fence; engineered and cut bank of old alignments; roadbed asphalt chunks only; refuse in bushed on lower south side (mixed dates; most are modem)	at intersection of old roads and I 15	modern	this area was "chunked" to keep out motorists; I 15 impacted the old roads northeastwards
0.1	NOTH	small intact road segment exposed in drainage cut; large aggregate in asphalt; several aluminum cans (pre 1971); 1948 brown bottle base made by the Owens Illinois Glass Company	110m N of 3N21in small drainage	1932?	Most of the roadbed is covered in colluvial debris
0.2	NOTH	lumber debris catchment rack in drainage; some intact roadbed pieces; two mortared stone retaining walls; 30'-length roadbed; concrete marker with beveled corners with letter "C" engraved on north side (75' S of 3N21 and 5' S of raised roadbed); 7 post-1934 flat-top beverage cans; Squirt bottle (yellow applied-color label with boy; 1 base of Glass Containers Corporation (1945-1971).	30 m north of 3N21	1932?	On N side of 23-wide roadbed is a V-culvert/ditch to retain water; the culvert parallels the roadbed; the chamise line with artifacts is approximately 17 m south of 3N21
0.3-0.4	NOTH	segment of intact road on a 4'-high bed with a width of approximately 13' and a length of 260"; two discrete refuse concentrations: dump #1 with 6 flat-top beverage cans, 1 oil can, 1 sanitary can all dating to after 1934, 1brown base dating to after 1952 (Owens Illinois Glass Company), 1 base made in 1949 by the Armstrong Cork Company, Glass Division; and some tire rubber; dump # 2 60" west of dump 1, with one 1946 base made by the Owens Illinois Glass Co., 1 base made by the Maywood Glass Co. (1930-19617 flat-top beverage cans	30 m north of 3N21	1932?	The chamise line is south of the roadbed; refuse in chamise

LINEAR FEATURE RECORD continued

Primary #P36-002910-H
HRI #_____
Trinomial CA-SBR-002910H
NRHP Status Code
Other Listings FS#05-12-53-074
Review Code_____ Reviewer_____
___ Date_____

Features and Artifacts Along the Historic Road Alignments (continued)

Odometer Reading	Associated Road(s)	Structure/Artifacts	Location	Relative Date(s)	Additional Information
0.45	NOTH	17 flat-top beverage cans; 1 brown whiskey bottle fragment; 1 soft-top (1950s)	S. of 3N21	1950±	
0.5	NOTH	small intact road segment with a width of approximately 26'; most of road is covered in soil; a small burm with a width of 16' is directly north of the roadbed (serving as a water retaining feature; on S side are some 1950s refuse	10 m N of 3N21		on a 2'-high roadbed
0.6	NOTH/R 66	very impacted area by grading with chunks of asphalt roadbed and displaced refuse items. On north side of 3N21 is a small intact paved roadbed segment			confusing area with various road alignments crossing and impacted
0.9	NOTH	alignment swings to the east; several older refuse concentrations in area with old tires and other refuse	east of 3N21		confusing area with various alignments crossings; area impacted by fiber optic cable lines and other disturbances
1.0	NOTH	excavated ditches on both sides of a roadbed segment; small refuse scatter of sun-colored amethyst jars, hole-in-top/"solder dot milk cans, sanitary cans, coffee cans, rectangular beef cans, tobacco cans; one jar base made by the Owens Bottle Company (1911-1929); placer mining pits or military training pits? (one with post-1954 refuse); BEST FOODS Mayonnaise jar (ca. 1922-present); GEBHEART EAGLE chili powder jar (ca.1880-?); 1 base of Pacific Coast Glass Co. (1925-1930); 2 CHAMPION park plugs (1907-?); several red bricks. Another refuse scatter is on W side of knoll at 150' east of 3N21. This 60'-diameter dump has many hole-in-top milk cans, sanitary food cans, several lard buckets, 1 5-gallon rectangular oil/kerosene can, and several barrel hoops	39' N of 3N21 and ~400" W of 3N21	some pre 1911	A conspicuous knoll is in this area; one lane of R 66, the southbound lane, is to the west of the knoll and west of the southbound lane of I 15. Another raised roadbed alignment flanks the eastern side of the knoll; this roadbed also crosses I 15 and turns considerably west of I 15.

LINEAR FEATURE RECORD continued

Primary #P36-002910-H
HRI #_____
Trinomial CA-SBR-002910H
NRHP Status Code
Other Listings FS#05-12-53-074
Review Code_____ Reviewer_____
___ Date_____

Features and Artifacts Along the Historic Road Alignments (continued)

Odometer Reading	Associated Roads(s)	Structure/Artifacts	Location	Relative Dtae	Additional Information
1.6	NOTH/R 66	concrete retaining wall and large concreted boulder incorporated into the wall	100 m E of the northbound I 15 and about 500 m west of 3N21		
1.9	R. 66	small asphalt segment in the 3N21 roadbed	north of the railroad underpass		directly north of the OHV staging area

Key: NOTH* = National Old Trails Highway; R 66** = Route 66

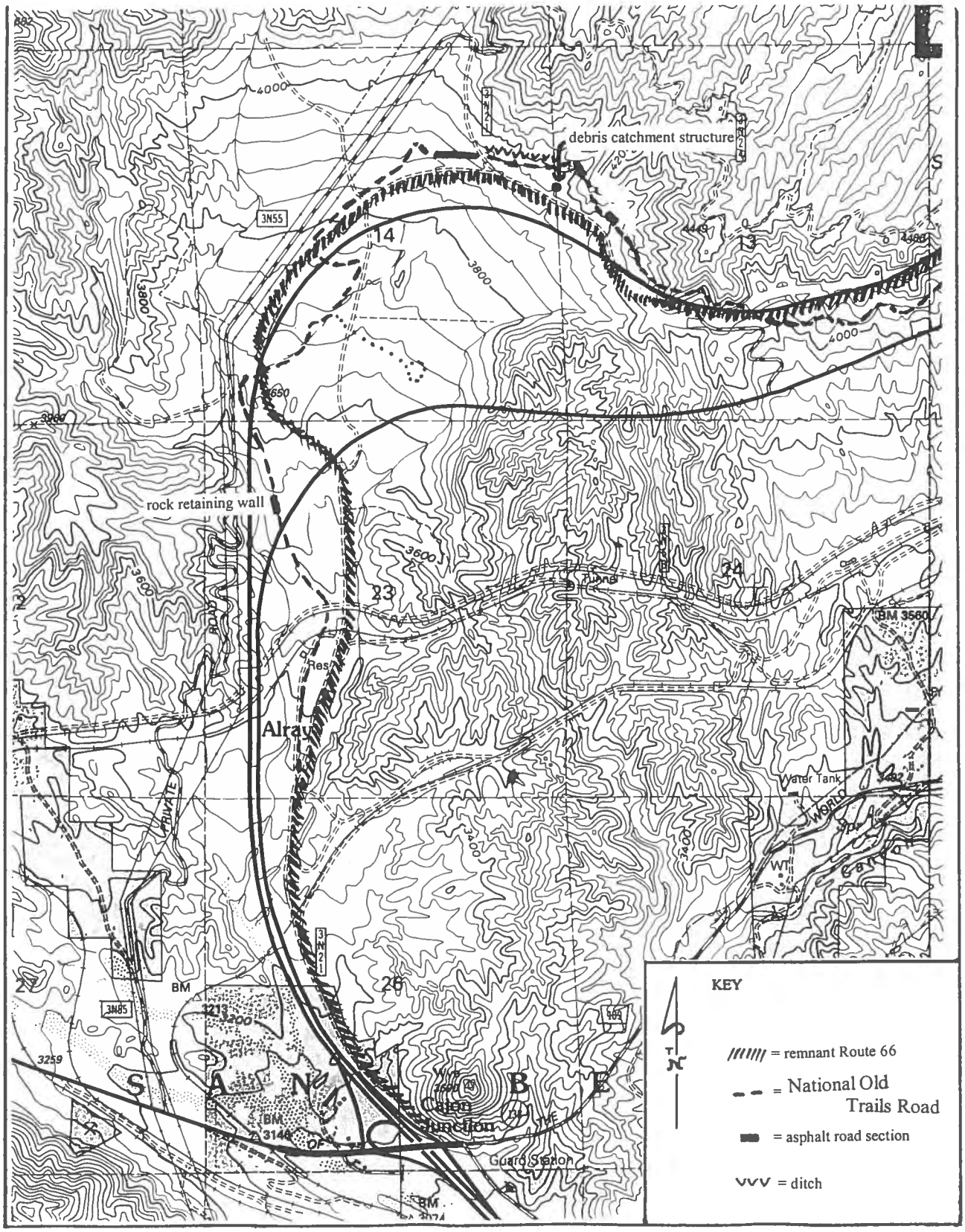
SITE MAP

Primary # P36-002910-H

HRI #

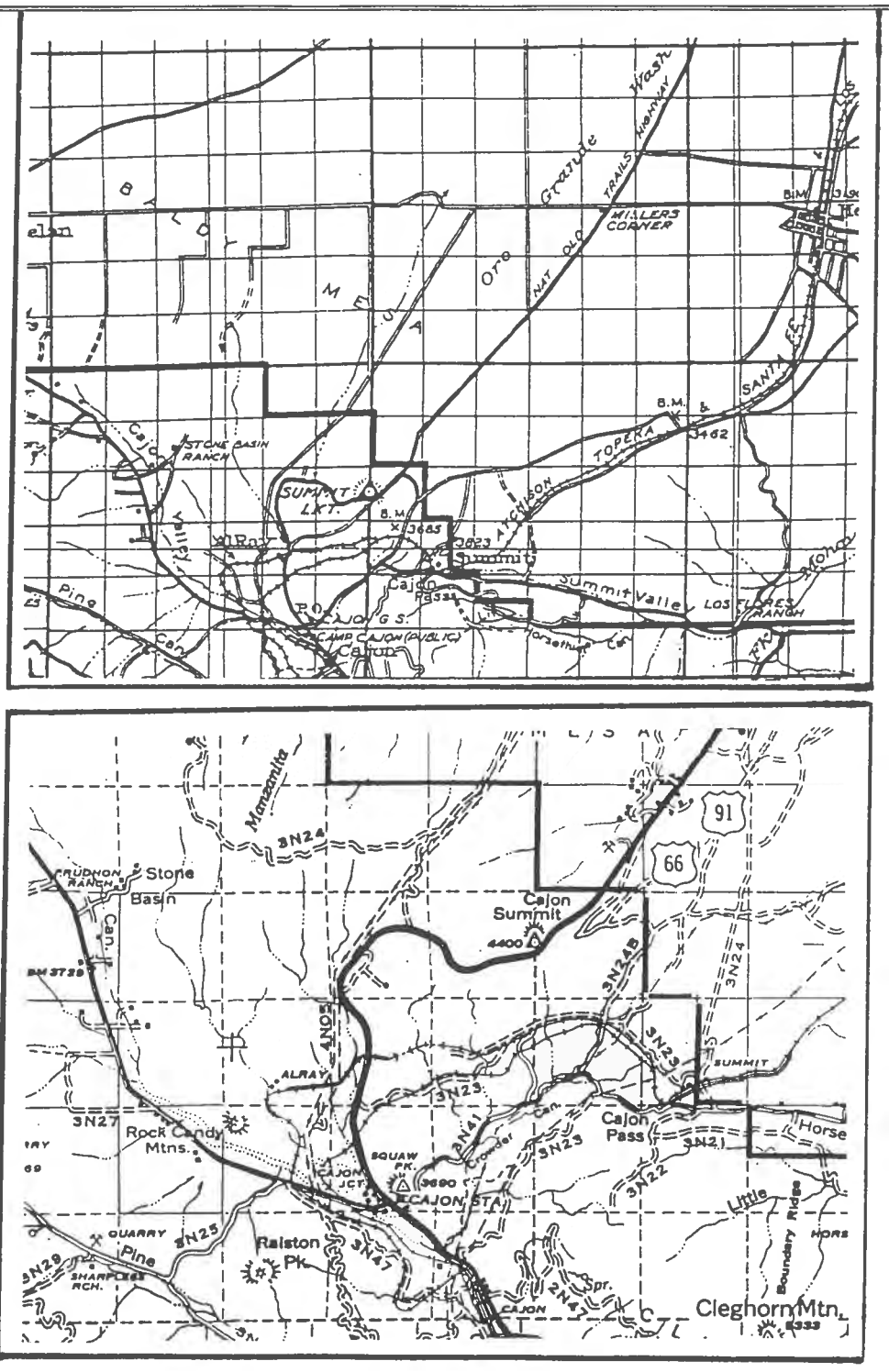
Trinomial SBR-002910

Temporary No.: FS 05-12-53-074



Areal map taken August 4, 1938, Flight Number RE-AXL-83-4 (on file at the San Bernardino National Forest Supervisor's Office)



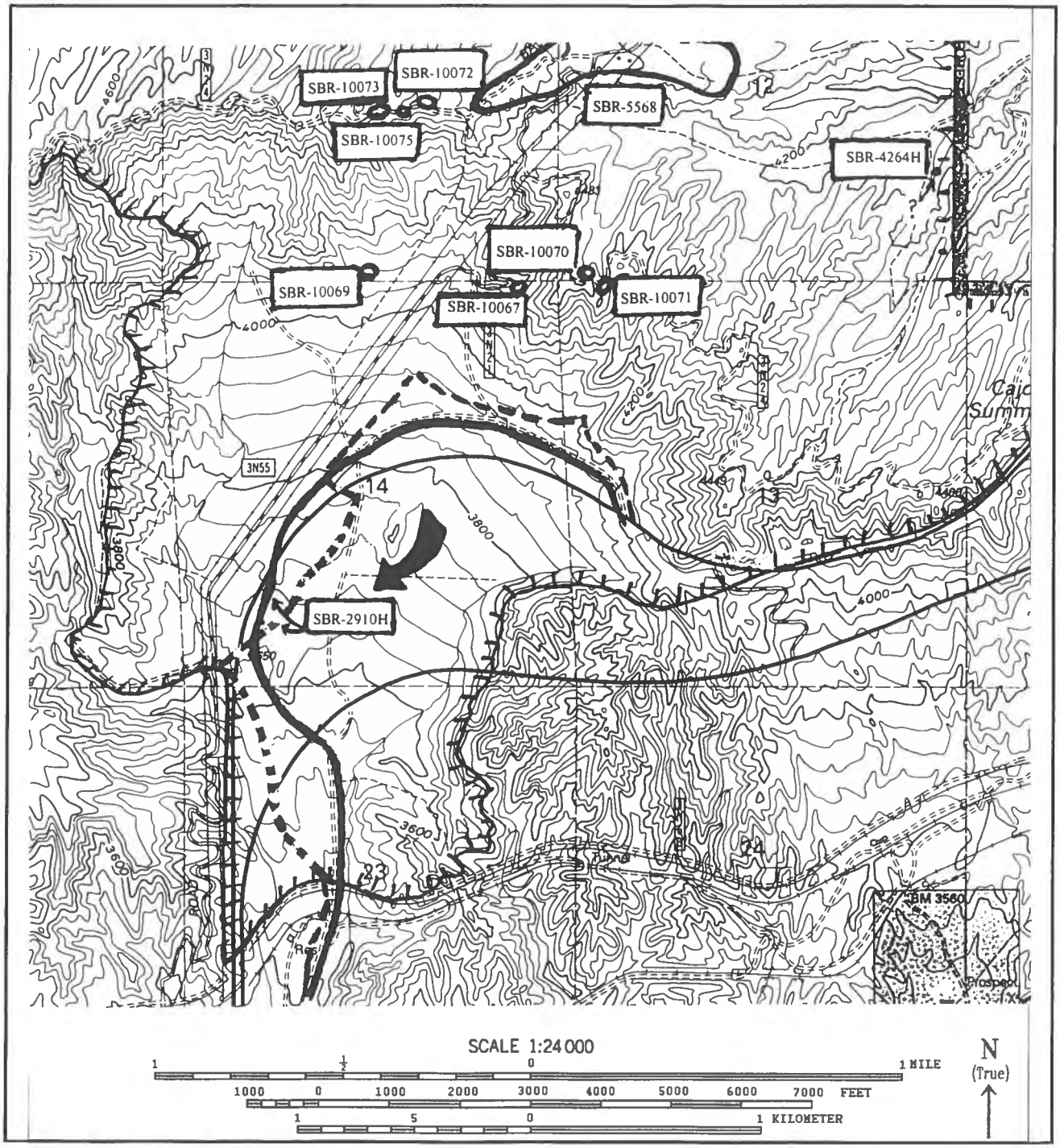


Maps of the National Old Trails Highway and Route 66: portions of a 1926 San Bernardino National Forest Map with "Nat. Old Trails Highway" (upper); portions of a 1959 San Bernardino National Forest Map with a highway symbol for Route 66 (lower).

LOCATION MAP

Primary # P36-002910-H
HRI #
Trinomial CA-SBR-002910-H
Property Name/Temporary No.: FS 05-12-53-074

Map Name: Cajon, Calif. 7.5' (1996)



P36002410

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

LINEAR RESOURCE RECORD

Primary # P36-003410
HRI #
Trinomial CA-SBR-2910H

L1. Resource Identifier: U.S. Highway 66 (Route 66)
L2. Historic Name: U.S. Highway 66 (Route 66)
L3. Common Name: Foothill Blvd.
L4. Detailed Record of: ☐Entire Resource ☒Segment (Describe entire resource on Primary Record before recording a segment in detail.)
L5. Length: 1.43km/2.3 miles Method of Determination: Area of Potential Effects from East Ave. to Hemlock Ave.; direct measurement.
L6. Width: _____ Method of Determination: _____
L7. Depth/Height: _____ Method of Determination: _____
L8. Features (Describe construction details, dimensions, and artifacts found with each feature. Provide plans/sections as appropriate.): None observed.

L9. Natural Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate.):

L10. Historical Information: Please see continuation sheet.

L11. Resource Attributes (List attributes and codes.): HP37--Highway

L12. Significance: Theme _____ Area _____
Period of Significance _____ Property Type _____ Applicable Criteria _____
(Discuss importance of resource within a historic context as defined by theme, period of significance, and geographic scope when appropriate.)

L13. Resource Integrity: Please see continuation sheet.

L14. Associated Resources: _____
L15. References: Please see continuation sheet.

L16. Form Prepared by: Lauren Weiss Bricker, Ph.D. Date: 23 August 1994
Affiliation and Address: The Keith Companies, 2955 Red Hill Ave., Costa Mesa, CA 92626

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

Primary # P36-002910
HRI #/Trinomial CA-SBR-2910H

☒ Continuation ☐ Update
Resource Identifier: U.S. Highway 66 (Route 66)

L10. Historical Information:

Prior to the inclusion of this road within the interstate U.S. Highway 66, it was a prime means of access between Los Angeles and San Bernardino. The impetus for its creation was to provide better access for transporting lumber and wheat produced in the San Bernardino region to the Los Angeles market. With the arrival of the automobile at the turn-of-the-century, the road offered the opportunity to visit the dramatic countryside of the region. Seeing the economic potential of recreational travel, between 1907-08 members of the Los Angeles and San Bernardino Highway Commissions promoted improvements to the road, that would create an attractive "foothill boulevard linking Redlands to the Pacific Ocean." In 1909, the State Legislature authorized bonds for a road building and improvement program that included the new Foothill Blvd.

In 1913 the road was incorporated in the National Old Trails Road (or Highway) which would link existing roads extending from Washington, D.C. to Los Angeles, California. During the following year the Automobile Club of Southern California initiated a program of signing the road from Los Angeles to Kansas City, Missouri.

In 1926, a comprehensive and uniform system of interstate highways was adopted by the U.S. Department of Agriculture (Bureau of Public Roads) as a means of avoiding overlapping, duplication and occasional confusion caused by the route markings of private trail associations. Foothill Blvd. was originally designated U.S. 60, but was changed to U.S. 66.

The current romanticized view of Route 66 is based on an image of the road as it developed from the mid-1920s through the early Post World War II period. In response to the tide of tourists, migrants and the newly motorized American public, a variety of new building types or modified versions of types found in more intensely developed urban areas were introduced along Route 66 and other American highways. These architectural types included roadside cafes, markets, service stations, auto courts and later motels. Visibility and accessibility from an automobile was the primary design consideration in the formulation of these types.

In general, the demise of U.S. 66 occurred with new road alignments resulting from the Federal-Aid Highway Act of 1956, which resulted in by-passes or replacement of existing routes. In the case of the segment of U.S. 66 that runs through Fontana, there had always been an alternative southern route; gradually this road, which was designated Interstate 10 in 1964, superseded Route 66 as the principal access to Los Angeles, draining its prominence as a conduit for tourism and high-speed traffic. By the 1950s, the dominant land use of this segment of U.S. 66 became increasingly residential. The majority of the new buildings constructed from the late 1940s to the present have been single family and multi-unit dwellings. In several cases, where commercial buildings were constructed, dwelling units were sited to the rear of the lot. In one case, a former motel was converted to long-term apartment units.

Archives consulted:

Public Affairs, Caltrans, District 8, San Bernardino, CA

San Bernardino Public Library, San Bernardino, CA

E.Q. Sullivan Collection, San Bernardino County Museum, Redlands, CA

San Bernardino County Archives, San Bernardino, CA

P36 002910

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

Primary # P36 002910
HRI #/Trinomial NPL-SBR-3910-H

Page 3 of 4 ☒ Continuation ☐ Update
Resource Identifier: U.S. Highway 66 (Route 66)

L15. References

Books, Articles, Manuscripts:

"Bids and Awards for April," *California Highways and Public Works* 20:5 (May 1942): 5.

California, State of. Department of Parks and Recreation. *California Historical Landmarks*. Sacramento: California State Printing Office, 1990.

California, State of. California Highway Commission. *Fifth Biennial Report of the California Highway Commission of the State of California, November 1, 1926*. Sacramento: California State Printing Office, 1926.

"Commission Approves California Routes in System of United States Highways," *California Highways and Public Works* 3:1 (January 1926): 13.

Dennis, T.H., March Storms Took Big Toll," *California Highways and Public Works* 16:4 (April 1938): 1-8.

Haenszel, Arda M., "The Base Line Road," *Odyssey* 1:4 (July 1979): 29, 31.

Haenszel, Arda, "The Other Mormon Road," *Odyssey* 14:2 (May-August 1992): 1, 4-6.

"National Old Trails Highway". Vertical File. California Room, San Bernardino Public Library, San Bernardino.

"National Park Service. National Register of Historic Places; Annual Supplemental Listing of Historic Properties-- Listed and Eligible Properties," *Federal Register* 44-53 (February 6, 1979 - May 24, 1988).

"1963-64 Budget," *California Highways and Public Works* 41:11-12 (November-December 1962): 73-80.

O'Brien, M.A., "History of United States Numbered Highways," *California Highways and Public Works* 31:5-5 (May-June 1952): 54-55.

Parker, O.K., "Transcontinental Touring," *Southern California Panoramic Road Map and Tourist Guide Book* (Los Angeles: The Cadmus Press, 1913): 100-102.

"Roads". Vertical File. California Room, San Bernardino Public Library, San Bernardino.

"San Bernardino County," *California Highways and Public Works* (December 1927): 34.

"San Bernardino County," *California Highways and Public Works* (January 1928): 37.

"San Bernardino County," *California Highways and Public Works* (November 1929): 36

"San Bernardino County," *California Highways and Public Works* 8:1 (January 1930): 34.

"Scene on Foothill Boulevard, State Route No. 9 near Fontana Looking Toward Mr. San Bernardino," *California Highways and Public Works* 13:4 (April 1935): cover.

P36 002410

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

Primary # P36-002410
HRI #/Trinomial CA-SBR-2410d

Page 4 of 4 ☒ Continuation ☐ Update
Resource Identifier: U.S. Highway 66 (Route 66)

L15. **References** (Continued)

Scott, Quinta and Susan Croce Kelly. *Route 66: The Highway and Its People*. Norman: University of Oklahoma Press, 1988.

Smith, A. Everett, "New Foothill Highway Link is Dedicated," *California Highways and Public Works* 16:7 (July 1938): 16-17.

Sullivan, E.Q., "New Foothill Boulevard Will Be Four Lanes," *California Highways and Public Works* 15:9 (September 1937): 6-7.

CA-SBR-2910H
NRHP-E-OHP-3920

1360 2910

BUILDING EVALUATION FORM

1. Common name: State Highway 66 (Foothill Boulevard)
2. Historic name: U.S. Route 66
3. Street or rural address: Lion Street to Grove Avenue
   City Rancho Cucamonga Zip 91730 County San Bernardino
4. Parcel number: N/A
5. Present Owner: N/A Address N/A
   City N/A Zip N/A Ownership is: Public X Private
6. Present Use: State Highway Original use: U.S. Highway
7a. Architectural Style: None
7b. Briefly describe the present physical description of the site or structure and describe any major alterations from its original condition:

Route 66 has become a legendary symbol of travel in the western United States from the depression era into the 1950's. The existing road between Lion Street and Grove Avenue is a four lane highway with many central turn-lanes. Most of the structures lining its shoulders post-date the historic era of the highway (the principal exceptions are the Cucamonga Winery, the Sycamore Inn, and the Sports Final Bar). Foothill Boulevard did not exist west of Hellman Ave. in 1894. The alignment of Foothill Boulevard as it exists today was dedicated sometime between 1928 and 1932. This road probably became a segment of U.S. Route 66 at the time it was dedicated or shortly thereafter. Originally a two-lane roadway, Foothill Blvd. became a four-lane highway about 1956.

USGS Guasti



8. Construction date: 1930's
   Estimated __ Factual X
9. Architect Unknown
10. Builder Unknown
11. Approx. property size (in feet)
    Frontage 100 ft. wide
    Depth 4 lanes or approx. acreage ---
12. Date(s) of enclosed photograph(s):
    4/16/93

P56 002410

13. Condition: Excellent__ Good_X_ Fair__ Deteriorated__ No longer in exist._
14. Alterations: Modern resid. construction on route, repaving, addition of lanes
15. Surroundings: (Check more than one if necessary) Open land__X_____
    Scattered buildings_____ Densely built-up__X____
    Residential_X__ Industrial___ Commercial_X_ Other:_____
16. Threats to site: None known_X_ Private development__ Zoning__ Vandalism
    Public works project___ Other:_____
17. Is the structure: On its original site?__X___ Moved?_____ Unknown?_____
18. Related features: None

SIGNIFICANCE

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

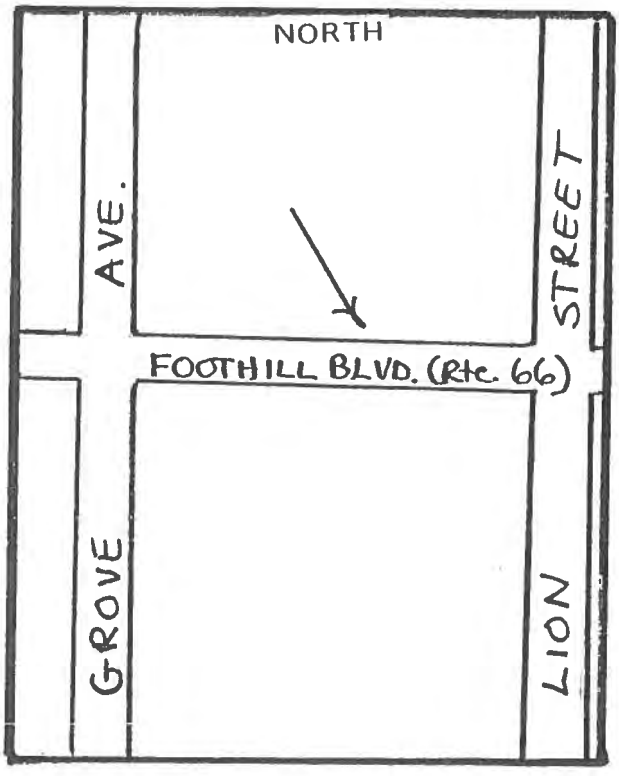
The appearance of this segment of Route 66 is not sufficiently representative of the highway's heyday to merit consideration under criterion C of the National Register. While Route 66 as an entire entity is definitely "associated with events that have made significant contributions to the broad patterns of our history," only a tiny, heavily altered segment of that road lies between Lion Street and Grove Avenue. Better preserved segments survive elsewhere. Consequently, this portion is not regarded as potentially eligible under criteria A.

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_X_ Government__ Military__
    Religion__ Social/Education____

21. Sources (List books, documents, surveys, personal interviews and their dates).

    Route 66- The Mother Road by M. Wallis (1990).

22. Date form prepared__4/29/93_____
    By (name)__Laurie S. White_____
    Organization_Archaeological Associates_
    Address:_P.O. Box 180_____
    City:_Sun City_____ Zip_92586____
    Phone:__(909) 244-1783_____



P36 002410

ARCHAEOLOGICAL SITE RECORD **Permanent Trinomial:** CA-SBr-2910H and CA-SBr-4255H **Supplement [x]**

Other Designations:_____

 Common Name:_____

1. **County:** San Bernardino

2. **USGS Quad:** Hesperia 7.5' (x) 15' ( ) **Year** 1956 **(Photorevised)** 1980

3. **UTM Coordinates: Zone** 11 467670m **Easting** 3806650m **Northing**

4. **Township** 4 N **Range** 5 W; NW **1/4 of** SE **1/4 of** NW **1/4 of** SE **1/4 of Sec.** 25 **Base Mer.** SBM

5. **Map Coordinates:** 450mmS 88mmE **(from NW map corner)** 6. **Elevation** 3490 feet.

7. **Location:** From the intersection of Main Street and Maple Avenue in Hesperia proceed south on Maple Avenue approximately 2.0 miles to Mesquite Road. Proceed west on Mesquite Road approximately 0.25 mile to the crossing of the Southern California Edison power lines. Proceed northwest along the power line access road approximately 0.35 mile to the intersection of the access road and a narrow northeast southwest trending road. This road is historic road CA-SBr-2910H/CA-SBr-4255H.

8. **Prehistoric ( ) Historic (x) Protohistoric ( )**

9. **Site Description:** This is a portion of a previously recorded historic road. Apparently, this is a portion where two separate roads have converged and share a common route. CA-SBr-2910H is the National Old Trails Highway and is reported to be one of the earliest modern trans-United States automobile routes (Gallegos 1977). It has been determined eligible for the National Register of Historic Places (NRHP-E-OHP-3926). CA-SBr-4255H is the Hesperia Pole Line (Reynolds 1980). The poles have been removed but the access road remains. The portion of the road recorded within the current project boundaries measures approximately 60 meters long by 2.5 meters wide. The road has been truncated by the construction of the California Aqueduct to the northeast but continues for an unknown distance to the southwest. According to aerial photographs, the road stops at the aqueduct and continues on the northeast side.

10. **Area:** 60m (NE-SW) x 2.5m (NW-SE) = 150 **square meters**
Method of Determination: Pacing. Interference by the power lines precluded the use of magnetic compass. The area provided above includes only that portion within the study area. The road continues beyond the study area to the northeast and southwest.

11. **Depth:** Unknown **cm.** **Method of Determination:** N/A.

12. **Features:** None observed.

13. **Artifacts:** None observed. A small scatter of historic refuse was noted approximately nine meters south of the road and is being recorded as a separate site. The temporary designation of that site is 390+66.

14. **Non-Artifactual Constituents and Faunal Remains:** None observed.

15. **Date Recorded:** 28 April 1993 16. **Recorded By:** Kenneth Becker and Jodie Phillips.

17. **Affiliation and address:** RMW Paleo Associates. 23352 Madero Suite J, Mission Viejo, California 92691.

18. **Human Remains:** None observed.

19. **Site Disturbances:** The road is approximately 50cm lower than the existing ground surface and appears to carry water during periods of heavy runoff. The power

P36-002910

ARCHAEOLOGICAL SITE RECORD **Permanent Trinomial:** CA-SBr-2910H, CA-SBr-4255H **Supplement [x]**

Other Designations:_____

 Common Name:_____

lines have been removed. See Site Description item #9 for details.

20. **Nearest Water (Type, distance and direction):** Intermittent wash 1.1 kilometers east.

21. **Vegetation Community (site vicinity):** Creosote Bush Scrub. **(Plant List [ ])**

22. **Vegetation (on site):** See item # 21.

23. **Site soil:** Sand.

24. **Surrounding soil:** Light tan sandy loam.

25. **Geology:** Recent alluvium.

26. **Landform:** Desert plain

27. **Slope:** Essentially flat 28. **Exposure:** Open.

29. **Landowner(s) and Address:** Lessee, Southern California Edison Company, 2244 Walnut Grove Avenue, Rosemead, California.

30. **Remarks:** A small scatter of historic refuse was noted approximately nine meters south of the road and is being recorded as a separate site. The temporary designation of that site is 390+66-B

31. **References:**

Gallegos, D.
1977 Archaeological Site Record for CA-SBr-2910H. On file at the Archaeological Information Center, San Bernardino County Museum.

Reynolds, Robert E.
1980 Archaeological Site Record for CA-SBr-4255H. On file at the Archaeological Information Center, San Bernardino County Museum.

32. **Name of Project:** Adelanto-Lugo Transmission Project.

33. **Type of Investigation:** Surface reconnaissance.

34. **Site Accession Number:** No collections. **Curated at:** N/A

35. **Photos:** 35mm black and white prints. **Taken by:** Becker, Roll 2, Frames 21 and 22.

P36-002410

RMW Paleo Associates

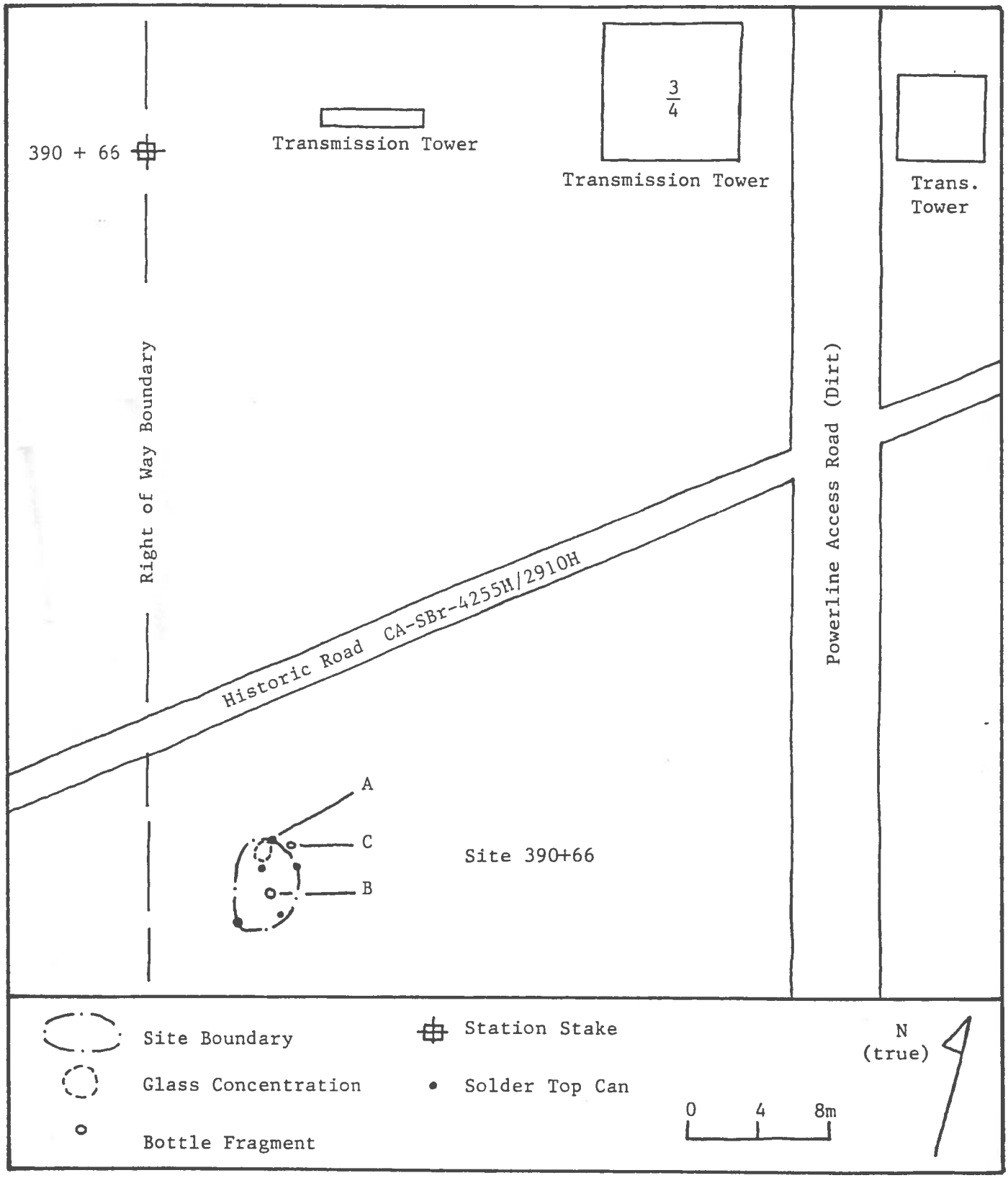
ARCHAEOLOGICAL SITE MAP

Page 3 of 4

Permanent Trinomial: CA-SBR-2910H, -4255H Supplement [x]

Other Designations: _____ _____

Common Name: _____



P36 002910

RMW Paleo Associates

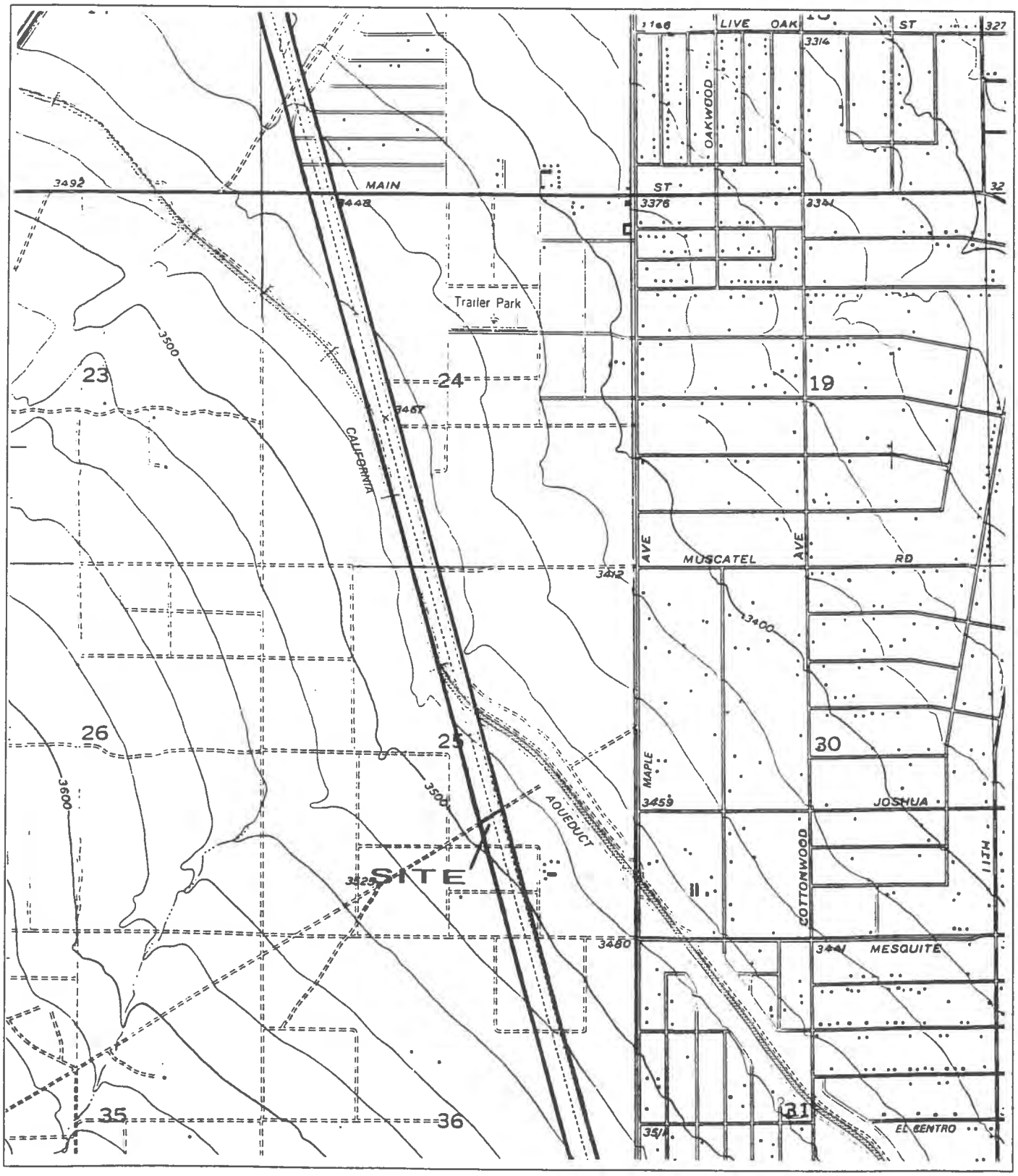
ARCHAEOLOGICAL SITE LOCATION MAP

Page 4 of 4

Permanent Trinomial: CA-SBR-2910H, -4255H Supplement [x]

Other Designations: _____

Common Name: _____



P36-002910

ARCHAEOLOGICAL SITE RECORD SUPPLEMENT

Permanent Trinomial: CA-SBR-2910H Supplement

Other Designation: Old Trails Highway (Route 66)

1. County: San Bernardino

2. USGS Quad: Cadiz (7.5') 1985 (Provisional)

3. UTM Coordinates: Zone 11 631,530 m Easting 3,825,730 m Northing
631,840 m Easting 3,825,770 m Northing

4. Township: 16N Range: 14E Base Meridian: SBM

NW & NE1/4 of SE1/4 of SW1/4 of NW1/4 Section 31
NW & NE1/4 of SW1/4 of SW1/4 of NW1/4

5. Map Coordinates: 267-269 mmS 225-237 mmE

6. Elevation: 230 ft (70 m)

7. Location: The site is a linear road feature that passes through the proposed pipeline compressor station site approximately 1.2 miles northwest of Chambless and roughly 0.4 mile north of the current Route 66/National Trails Highway.

8. Site Type: Historic

9. Site Description: The site consists of an old road bed measuring approximately 10 m across (including associated berms on each side of the road). The segment which lies within the current project area has two trash dumps along its edge. Neither dump appears to be over 50 years old (see # 12).

10. Area: Current segment = 300 m long How determined: Paced

11. Depth: Unknown

12. Features:
Feature 1: small diffuse trash scatter measuring 2 m NS x 5 m EW. Material present includes: Lucky Lager church-key; Coors beer can; broken glass (clear, brown, cobalt); food can with paper label still partially attached (Sweetpeas); miscellaneous wire, metal, rubber, plastic.

Feature 2: small debris scatter measuring 3 m in diameter. Material present includes: approximately 80 cans (food, beverage, oil); metal bucket; springs (probably to car seat); catsup bottle; Coca Cola bottle (San Bernardino 1958); green glass bowl fragment; aerosol can (flying insect spray).

P36002910

ARCHAEOLOGICAL SITE RECORD SUPPLEMENT

Permanent Trinomial: CA-SBR-2910H Supplement

Other Designation: Old Trails Highway (Route 66)

13. Artifacts: A variety of 20th century debris (see #12 for listing of material by feature area).

14. Non-Artifactual Constituents: None noted

15. Date Recorded: April 03, 1993

16. Recorded by: L. Glover, R. Bethard, D. Wheeler, P. Strader

17. Affiliation and Address: Far Western Anthropological Research Group, Inc. P.O. Box 413, Davis, California 95617

18. Human Remains: None noted

19. Site Disturbance: Road surface has been subject to sheet wash.

20. Nearest Water (type, distance, and direction): Numerous intermittent ephemeral drainages cut across the road

21. Vegetation Community (site vicinity): Mojave Creosote Bush

22. Vegetation (on site): Same

23. Site Soil: Loose sandy alluvium with gravels and rubble

24. Surrounding Soil: Same as #23.

25. Geology: Non-marine sedimentary

26. Landform: Valley piedmont

27. Slope: 1-3 degrees

28. Exposure: Open all directions

29. Landowner and Address: Unknown

30. Remarks: Update deals with segment of the road which lies within the proposed project area only.

PB6-002910

ARCHAEOLOGICAL SITE RECORD SUPPLEMENT

Permanent Trinomial: CA-SBR-2910H Supplement

Other Designation: Old Trails Highway (Route 66)

31. **References:** Barbour and Major, 1977, *Terrestrial Vegetation of California*, California Native Plant Society. Previous site records on file at the California Archaeologiacal Information Center, San Bernardino, CA:D. Gallegos 1/05/77; J. Berg 11/24/89; M. Lerch 5/30/90. "Class III Cultural Resources Report for the Mojave Northward Expansion Project." Report prepared for the Mojave Pipeline Co., Bakersfield. Woodward-Clyde Consultants, Oakland, 1993.

32. **Name of Project:** Mojave Northward Expansion Cultural Resources Survey

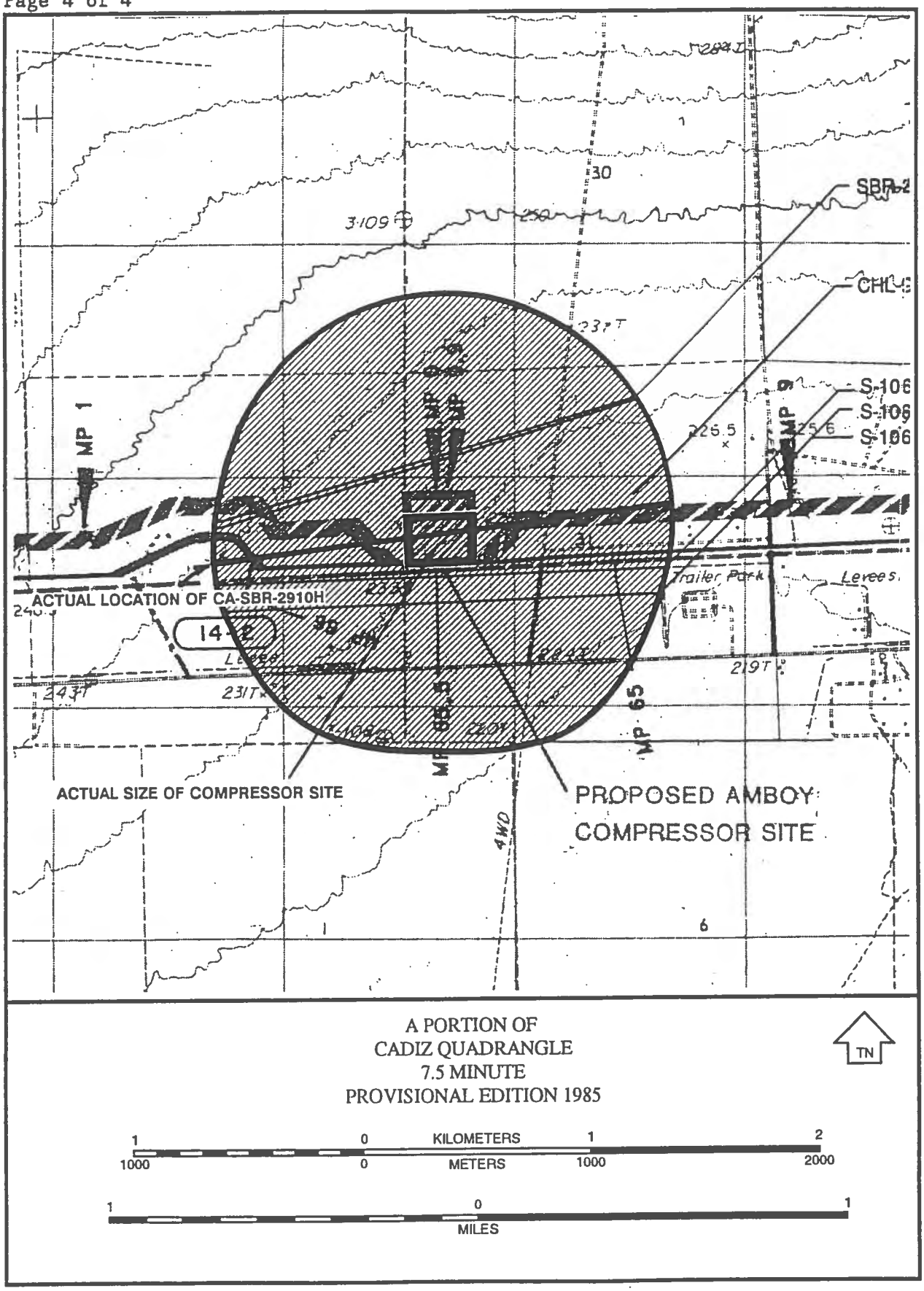
33. **Type of Investigation:** Surface survey

34. **Site Accession Number:** None **Curated At:** No Collection

35. **Photos:** Roll #1, frames: 1-4 (B&W PRINTS)

P36-002910

Permanent Trinomial: CA-SBR-2910H
Other Designation:



P3600291D

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

ARCHEOLOGICAL SITE RECORD

Permanent Trinomial: CA-SBr-2910H Supplement ☐

Other Designations: National Old Trails Road
Route 66

Page 1 of 17.

1. County: San Bernardino

2. USGS Quad: Needles, CA-AZ SW/NW (7.5') X (15') Photorevised 1975

3. UTM Coordinates: Zone 11 NW/SE 714120 m Easting 3862700 m Northing ( )

4. Township 9N / 9N Range 22E / 22E ; SE / NW¼ ¼ of NE / SW¼ ¼ of NE / SE¼ ¼ of SE / SE¼ ¼ of Section 9 / 14 Base Mer. MDM ( )

5. Map Coordinates: _____ mmS _____ mmE (from NW corner of map) 6. Elevation 850' AMSL ( )

7. Location: Located adjacent to and south of U.S. 40, Between 3.9 and 6.2 miles northwest of the City of Needles ( )

8. Prehistoric ____ Historic X Protohistoric ____ 9. Site Description See attached Continuation Sheet ( )

10. Area 3795 m(long) x 118 m (400') m( ) 1,418,000 m². ( )

Method of Determination: Odometer mileage/Pedestrian Transects ( )

11. Depth: Surficial cm Method of Determination: Observation, Historic Record ( )

12. Features: N/A – Actually there is a 5m (16') wide sunken right-of-way and macadam road pavement remnants ( )

13. Artifacts: Beverage cans, beverage bottles, automotive parts, fast food containers, ( )

14. Non-Artifactual Constituents and Faunal Remains: ( )

15. Date Recorded: March 20, 1993 16. Recorded By: Dr. Kevin Rafferty ( )

17. Affiliation and Address Archaeological Research of Southern Nevada, 1600 Camarillo Drive, North Las Vegas, Nevada 89031 ( )

See Continuation Sheet (X)

DPR 422 A (Rev. 4/86)

P36-002910

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

ARCHEOLOGICAL SITE RECORD

Permanent Trinomial: CA-SBr-2910 H ____ (Mo. ____ Yr. ____)

Other Designations: Rt. 66, National Old Trails Road

18. Human Remains: N/A ( )

19. Site Disturbances: Severe Erosion, neglect, blading damage

( )

20. Nearest Water (type, distance and direction): Colorado River 1-1.5 miles to the East ( )

21. Vegetation Community (site vicinity): Creosotebush Community Plant List ( )

22. Vegetation (on site): Creosote, Bursage, Rabbitbrush, Desert Trumpet, Catclaw, Tamarisk

( )

23. Site Soil: Alluvial Silts, Sands, and Gravels ( )

24. Surrounding Soil: Same as above ( )

25. Geology: River Cobbles of basalt and rhyolite ( )

26. Landform: Alluvial Terrace: 2ND Terrace above the Colorado River ( )

27. Slope: Gentle Downslope to East ( ) 28. Exposure: Open ( )

29. Landowner(s) (and/or tenants) and Address: Needles Resource Area, Bureau of Land Management, Needles, California ( )

30. Remarks: Important historic route of trail through the Mojave Desert - part of the first Interstate Highway System

( )

31. References: See attached Continuation Sheet

( )

32. Name of Project: Needles Powerline Right-of-way

( )

33. Type of Investigation: Class III (Intensive) Section 106 Inventory ( )

34. Site Accession Number: No Collections Curated At: ( )

35. Photos: 35 mm Color Prints ( )

See Continuation Sheet (X)

P36002910

State of California
Department of Parks and Recreation

Permanent Trinomial: CA-SBr-2910H
Other Designations: Rt. 66, National Old Trails Road

Archaeological Site Record
Continuation Sheet

Continuation

Item 9. Historic Route 66 (CA-SBr-2910H) was encountered at several points south of the proposed right-of-way. Between the western end of the right-of-way in the SW1/4NW1/4SW1/4 of Sec. 10, T9N, R22E, and where Route 66 is impacted by the access road right-of-way and U.S. 40 in the NW1/4NW1/4NE1/4 of Sec. 15, T9N, R22E, the road parallels the right-of-way at an average distance of 328 feet (100 m) south of the right-of-way and U.S. 40 (Map 3). It runs for a distance of 1.1 miles in this area, and stretches for a considerable distance to the northwest past the western end of the powerline right-of-way. In consultation with Thomas Holcomb, Needles Resource Area archaeologist, it was decided to place this fragment of Route 66 under the numeric designation for the portion recorded earlier and discussed above, rather than give the site and new number and name. The original site sheet for Route 66 (CA-SBr-2910H) is attached to the site sheet.

The road remnant consists of a sunken, distinct linear feature approximately 16 feet (4.9 m) wide. Along the margins of the road are fragments of macadam that the road was paved with. At points the macadam consists of fragments a maximum of 20 feet (6.1 m) long by 3.2 feet (1 m) wide, but the majority of the macadam is in fragments little more than 6-8 inches in diameter. There has been severe damage due to erosion from water and wind effects, so little of the road is intact at any point that was examined.

On either side of the roadway, and between the roadway and the powerline right-of-way, are numerous artifacts associated with the use of U.S. 66 and U.S. 40 as corridors of travel. Much of the debris consists of automotive parts (tire fragments, shock absorbers, oil cans, springs, etc.), beverage containers (beer and soda cans, clear and green glass bottles), nuts and bolts, modern food containers (fast food wrappers and containers), and miscellaneous metal fragments. These are quite typical of the types of materials that are usually discarded from moving or parked vehicles along modern routes of automotive travel. There is what can be described as a "chuck factor" in the distribution of artifacts; that is, the distance artifacts are from the road is related to the weight of the artifact itself. Heavier artifacts tend to be immediately adjacent to the road or quite near it, while lighter artifacts that can or could be thrown from the moving vehicles tend to be slightly farther away from the old and new road beds.

This major automotive transportation route in the area has undergone several incarnations as it has been developed through the Mojave Desert in the Needles area. Its current incarnation is U.S. 40, the interstate highway that services the southern portions of California and Arizona by Needles. However,

P36-002910

State of California
Department of Parks and Recreation
Archaeological Site Record

Permanent Trinomial: CA-SBr-2910H
Other Designations: Rt. 66
National Old Trails Road

Continuation

Item 9 (cont.) : it was preceded by U.S. Route 66, the most famous interstate highway in the country, which has been designated as an Historic Highway. U.S. Route 66 was merely one of many roads that traversed the area in the early twentieth century. It was preceded in the area by the "Ocean to Ocean Highway" or "National Old Trails Road" which paralleled the railroad tracks between Needles and San Bernardino (Thompson 1929, In Warren 1980). The original "National Old Trails Road" was opened up between 1911 and 1914, providing important service for early automobile users in the southern California deserts.

U.S. Route 66 superceded it in the 1920s when it became one of the first interstate highways to be paved. In the 1920s, prior to paving, it was a graded clay road, that became slippery and muddy when rained upon, but developed into the earliest main artery of the Interstate Highway System in the late 1920s and 1930s. The road was one of the first to standardized construction techniques along the whole route. It originally consisted of two lanes, each 9 feet wide, with slabs of asphalt/macadam 6-10" deep. It followed a string of telephone poles across the desert, incorporating the "National Old Trails Road" along portions of its right-of-way. By 1934 the entire portion of Route 66 in California was paved in concrete, replacing large portions of the original alignment (Scott and Kelly 1988). This road helped to facilitate travel and communication between the west coast and the rest of the country, and was important in the development of southern California as a population and business/industrial center (Norris and Carrico 1978, In Warren 1981). In particular it formed a significant migration route for "Okies" from the Dust Bowl country of the Midwest who moved to California in search of work and a better life in the mid-1930s. Their story was movingly documented by Steinbeck's novel The Grapes of Wrath (1939). It also brought populations into southern California to work in defense industries in World War II. For years the road was a factor in millions of vacations, provided a living for people and towns along the route, and facilitated communication between California and the rest of the country (Scott and Kelly 1988).

U.S. 40 was built later in the century (post-World War II) and in some places was constructed over the top of portions of the U.S. Route 66 right-of-way, particularly in the project area. The building of U.S. 40 diminished the role of U.S. Route 66. In some areas the original roadway was abandoned and left to deteriorate, while in other areas Route 66 became a local road that carried surface traffic and served a local transportation network. In recent years U.S. 66 has been declared an historic road and is signed as such along intact portions of the paved right-of-way. It has been given the designation CA-SBr-2910H, and was determined to be eligible for nomination to the National Register of Historic Places (NRHP) on September 5, 1990 (Office of Historic Preservation 1990: 30).

P36-002910

Continuation

REFERENCES

Norris, Frank, and Richard L. Carrico
1978 A History of Land Use in the California Desert Conservation Area. MS. Prepared for the United States Department of the Interior, Bureau of Land Management, Desert Planning Staff, Riverside, California.

Office of Historic Preservation
1990 Directory of determinations of Eligibility, California Office of Historic Preservation, Volume II: Archaeological Sites Listing. Office of Historic Preservation, Department of Parks and Recreation, Sacramento.

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1988 Route 66, The Highway and Its People. University of Oklahoma Press, Norman.

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1939 The Grapes of Wrath. The Viking Press, New York.

Thompson, David G.
1929 The Mojave Desert Region. Water Supply Paper No. 578. U.S. Government Printing Office, Washington.

Wallis, Michael
1992 Route 66, The Mother Road. St. Martin's Press, New York.

Warren, Elizabeth von Till
1980 History of the Amargosa-Mojave Basin Planning Units. In A Cultural Resource Overview for the Amargosa-Mojave Basin Planning Units, by Claude N. Warren, Martha Knack, and Elizabeth von Till Warren, pp. 195-250. Cultural Resources Publications: Anthropology-History. Bureau of Land Management, Desert Planning Staff, Riverside, California.

1981 History. In A Cultural Resources Overview of the Colorado Deserts Planning Units, by E. von Till Warren, R.H. Crabtree, C.N. Warren, M. Knack, and R. McCarty, pp. 83-105. Cultural Resources Publications: Anthropology-History. Bureau of Land Management, California Desert District, Riverside, California.

P36002910

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

ARCHEOLOGICAL PHOTOGRAPHIC RECORD

Page 6 of ~~40~~ 7

Permanent Trinomial: CA-SBr-2910H 3 (Mo.), 93 (Yr.)

Other Designations: National Old Trails Highway / Rt-66

Camera and Lens Types: Pentax 35mm

Film Type and Speed: Kodak ASA 100

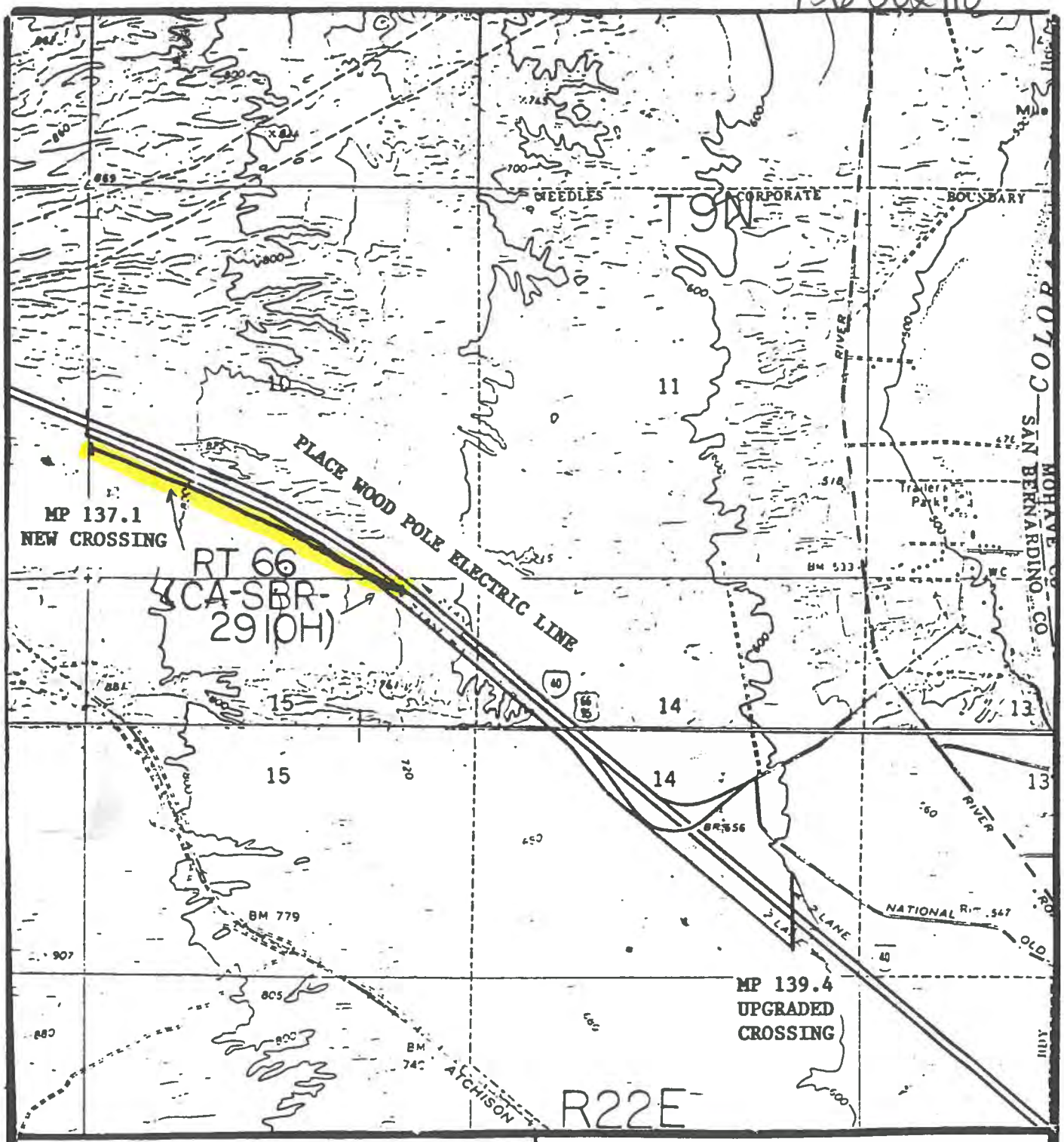
On File at: Arch. Research of Southern Nevada
1600 Camarillo Drive
North Las Vegas, NV 89031

Mo.	Day	Time	Exposure/ Frame	Subject/Description	View Toward	Accession Number
3	20	93	1	Route 66 · Roadway at Junction of U.S. 40 and Rt-66	Northwest	
3	20	93	2	Damage to old Rt-66 From blading access road	Northwest	
3	20	93	3	View of erosional damage to Rt-66, Closeup at southeastern end	North	
3	20	93	4	Rt-66 macadam, Showing erosional damage Southeastern end of roadway	South	
3	20	93	5	Contact Zone between Old 66 and U.S. 40, at U.S. 40 overpass - rip rap to protect overpass	East	
3	20	93	6	Ibid	East	
3	20	93	7	Overview of project area from Southeast end, showing bladed access road	Northwest	
3	20	93	8	Same view, looking Southeast	Southeast	
3	20	93	9	Powerline Highway Crossing at southeast end of right-of-way, looking across I-40	North	
3	20	93	10	Project Area overview from eastern end of Project Area	Northwest	

DPR 422 E (Rev. 4/86)

P36-002910

19



0 MILES 1

0 KILOMETERS 1

0 METERS 1000

LOCATION OF OLD ALIGNMENT OF US 66

ARCHAEOLOGICAL RESEARCH OF SOUTHERN NEVADA

PROJECT: CITY OF NEEDLES RIGHT-OF-WAY

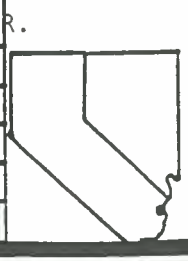
COUNTY: SAN BERNAR.

T9N, R22E

QUADS: NEEDLES

NW & SW (1970)

7.5' USGS



P36002910

APPENDIX C
CONFIDENTIAL - SITE RECORDS

ARCHAEOLOGICAL SITE RECORD
Archaeological Research Unit
University of California
Riverside, CA 92521

Supplement: yes
Permanent Trinomial: CA-SBr-2910H

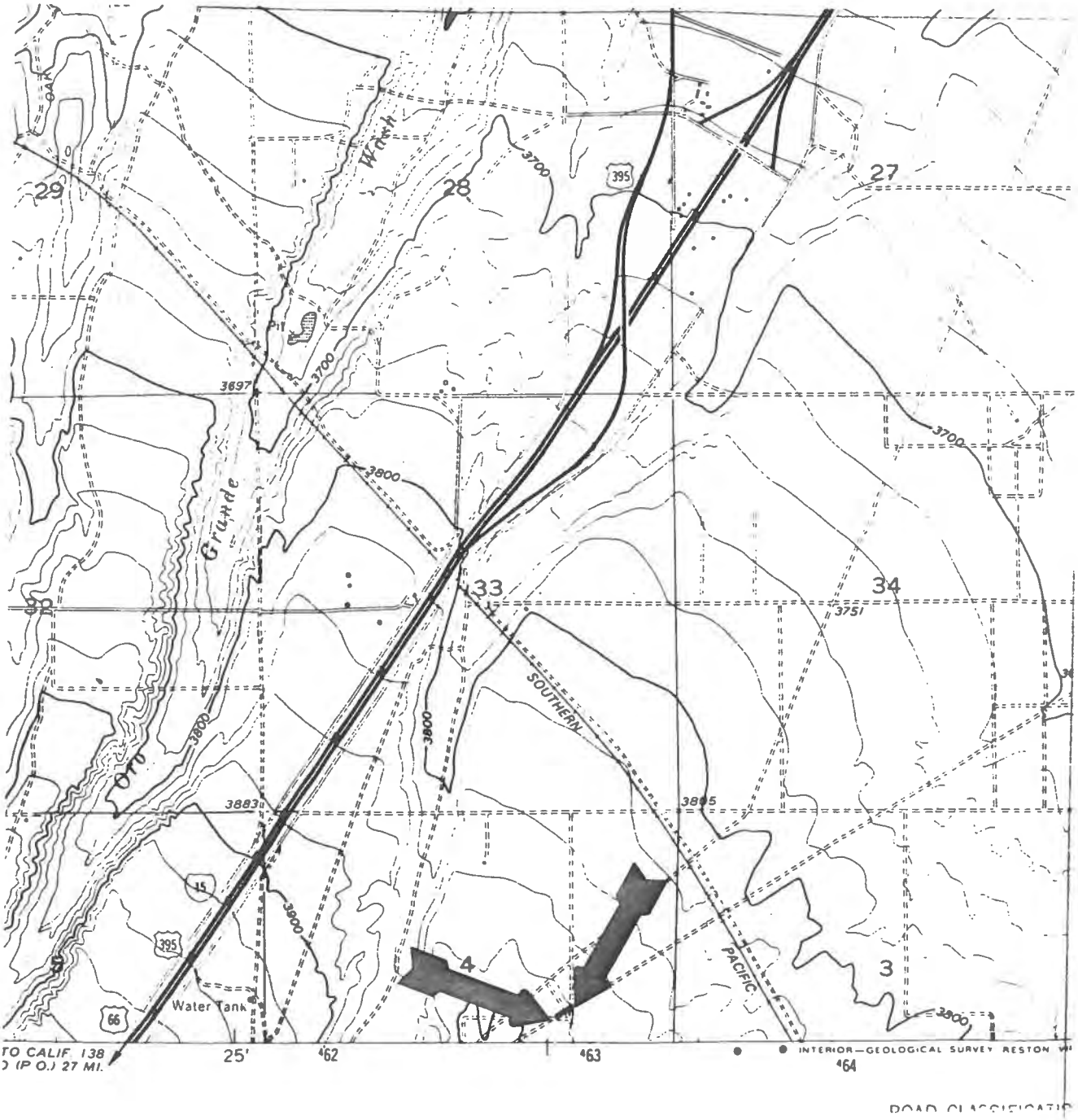
Page 1 of 2

1. **County:** San Bernardino
2. **USGS Quad:** Baldy Mesa 7.5' dated 1956 photorevised 1980
3. **UTM Coordinates:** Zone 11: 462940 mE, 3803720 mN
   to 463000 mE, 3803760 mN
4. **Twp.** 3N.; **Rng.**5W.; **SBBM,** SE 1/4 of SE 1/4 of SW 1/4 of NE 1/4 of Section 4
5. **Map Coordinates:** n/a
6. **Elevation:** n/a
7. **Location:** Could not relocate that portion of Old Route 66 within the project boundaries as previous recorded.
8. **Prehistoric:** **Historic:** X **Protohistoric:**
9. **Site Description:** n/a
10. **Area:** n/a m (N/S) x m (E/W): **square meters:** n/a
    Method of Determination: n/a
11. **Depth:** n/a
12. **Features:** n/a
13. **Artifacts:** n/a
14. **Non-artifactual Constituents:** n/a
15. **Date Recorded:** 8/7/91
16. **Recorder:** J. Petersen
17. **Affiliation and Address:** Archaeological Research Unit, U C Riverside
18. **Human Remains:** n/a
19. **Site Integrity:** n/a
20. **Nearest Water:** n/a
21. **Vegetation Community (site vicinity):** Joshua tree, juniper, Whipple's yucca, tumbleweed, buckwheat, chia, bunch grass, desert aster, saltbush, Ephedra, milkweed, and other misc. plants.
22. **Vegetation (on site):** n/a
23. **Soil:** n/a
24. **Surrounding Soil:** n/a
25. **Geology:** n/a
26. **Landform:** n/a
27. **Slope:** n/a
28. **Exposure:** n/a
29. **Landowner and Address:** private
30. **Remarks:** Only the the SE 1/4 of the SW 1/4 of the NE 1/4 of Section 4, T.3N, R.5W was surveyed. In this area there were no visible remnants.
31. **References:** n/a
32. **Name of Project:** UCRARU #1151
33. **Type of Investigation:** Surface survey and collection.
34. **Site Accession Number:** n/a **Curated at:** San Bernardino County Museum
35. **Photos:** n/a **Taken by:** n/a
36. **Photo Accession #:** n/a **On File at:** n/a

P36-002910

ARCHAEOLOGICAL SITE LOCATION MAP

Permanent Trinomial: CA-SBr-2910H
USGS Map: Baldy Mesa 7.5'
Recorder: J. Petersen



P3600 2910

Archaeological Site Record

Michael K. Lerch & Associates

Trinomial: CA-SBr-~~5524H~~ 2910H Supplement

Field No.: HS-11 (ML-11)

Site Name: Nat'l Old Trails Road

1. County: San Bernardino
2. USGS Quad: Amboy and Cadiz 7.5', provisional editions 1985
3. UTM Coordinates: Zone 11; (west end of road in project) 623920 mE; 3824400 mN; (east end of road in project) 625540 mE; 3824480 mN.
4. Township 5N Range 13E; NW ¼ and NE ¼ of Section 5, SBBM
5. Map Coordinates: mmS; mmE. 6. Elevation: 279± meters
7. Location: From its junction with Kelbaker Road, take National Old Trails Highway (U.S. Route 66) east for 3/10 mile, turn south on gravel road and travel for 3/10 mile to intersection with pre-1934 route of National Old Trails Road (this site).

8. Prehistoric Historic X Protohistoric
9. Site Description: Historic oiled dirt road segment. This road dates from prior to 1914 and was the original route of the National Old Trails Road from Amboy for a distance of 7½ miles east. It is shown on a 1914 Auto Club map, and, with greater precision, on Thompson's map of 1921. Thompson (1921:123) described it as an oiled road from mile 173.9 to mile 187.7 in a road log from San Bernardino to Topock. This segment was apparently abandoned when the National Old Trails Road was paved in 1934 (Scott and Kelley 1988:31), after which the main route ran approximately ¼-mile further north.

10. Area: 1 mile in project; ca. 7½ miles total Method of Determination: scaled on map
11. Depth: surface cm. Method of Determination: observed
12. Features: none
13. Artifacts: none
14. Non-artifactual constituents/Faunal Remains: none

15. Date Recorded: 30 May 1990 16. Recorded By: M. Lerch
17. Affiliation and Address: Michael K. Lerch & Associates
P. O. Box 55134, Riverside, CA 92517-0134

18. Human Remains: none observed nor likely
19. Site Disturbance: none; old oiled surface is still more or less intact
20. Nearest Water: none within 1 km
21. Vegetation Community (vicinity): creosote bush scrub
22. Vegetation Community (onsite): same
23. Site Soil: oiled dirt 24. Surrounding Soil: rocky
25. Geology: granitic 26. Landform: alluvial fan
27. Slope: very gentle to south 28. Exposure: open

29. Landowner(s)/Tenants, Address: Santa Fe Railroad
30. Remarks: Site is not considered eligible for listing in the NRHP

P36002911

29104

Archaeological Site Record

Michael K. Lerch & Associates

Trinomial: CA-SBr-~~5524H~~ Supplement

Field No.: HS-11 (ML-11)

Site Name: Nat'l Old Trails Road

31. References: Class III Cultural Resources Inventory of the Amboy Landfill Project, San Bernardino County, California, by Michael K. Lerch; and

Scott, Quinta, and Susan Croce Kelly
1988 Route 66: The Highway and Its People. Norman: University of Oklahoma Press.

Thompson, David G.
1921 Routes to Desert Watering Places in the Mohave Desert Region, California. U. S. Geological Survey Water Supply Paper 490-B. Washington: Government Printing Office.

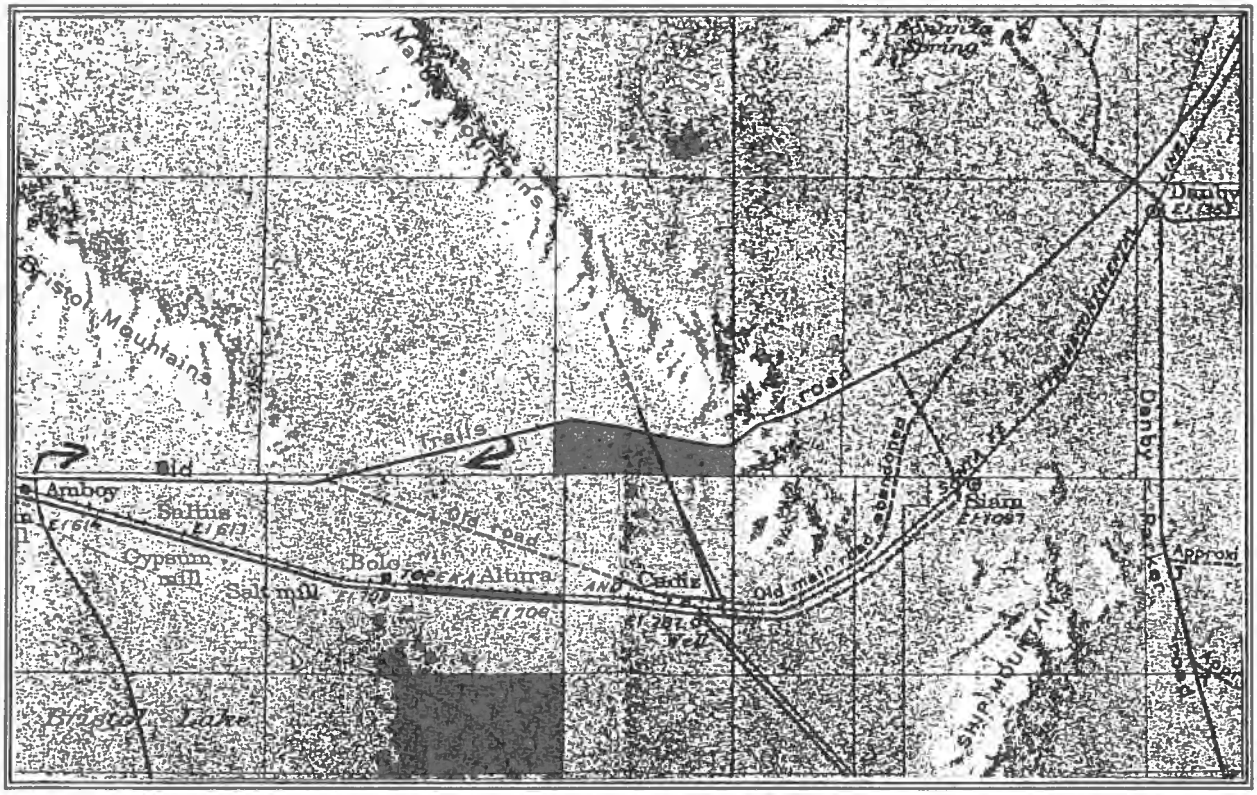
32. Name of Project: Waste Management of North America Site Characterization Study, Jacobs Engineering Group, Pasadena, CA

33. Type of Investigation: Intensive (Class III) Surface Inventory

34. Site Accession No.: -- Curated At: --

35. Photos: no

Archaeological Site Map



(Source: Thompson 1921:Plate XII)

MKLA:rev.1/90

P3600 2910

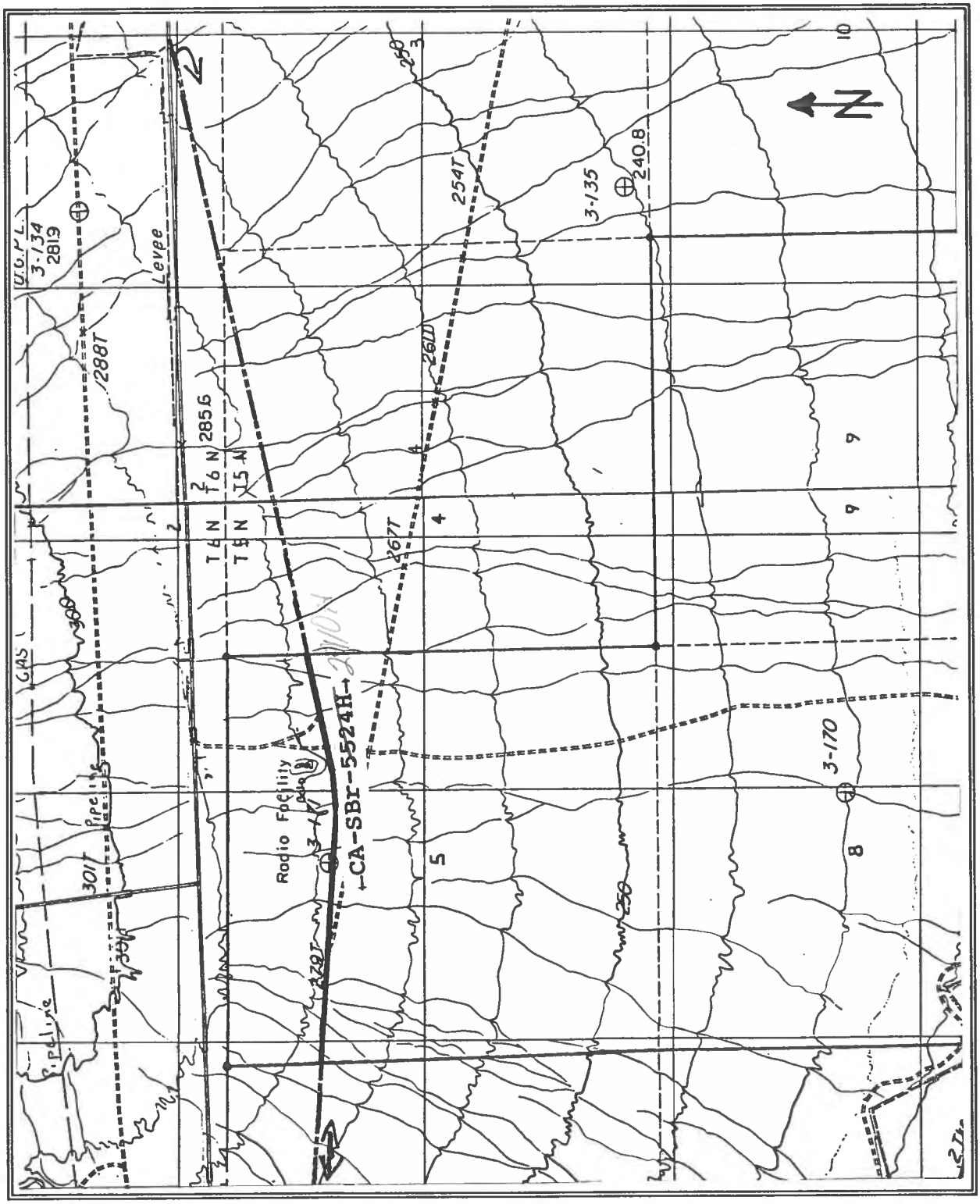
Archaeological Site Location

Michael K. Lerch & Associates

Trinomial: CA-SBr-~~5524H~~ Supplement

Field No.: HS-11 (ML-11)

Site Name: Nat'l Old Trails Road



USGS Quad: Amboy and Cadiz 7.5' provisional editions, 1985

MKLA:rev.1/90

CHL-781

California Historical Landmarks

Office of Historic Preservation
California Department of Parks and Recreation

State of California—The Resources Agency
Department of Parks and Recreation
P. O. Box 942896
Sacramento, CA 94296-0001

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ISBN: 0-941925-08-0

Front Cover: California Historical Landmark #1: *Aduana Maritima de Monterrey*, the Custom House at Monterey as it appeared in Spring 1846 just before the American occupation of Monterey by Commodore Sloat. Pencil sketch by Olof Dahlstrand, September 1982.

discovery has proved to be the world's richest chemical storehouse, containing half the natural elements known to man.

Roadside rest area, Trona Rd at Center St, Trona

NO. 781

NATIONAL OLD TRAILS MONUMENT

An old Indian trail, still visible in some places, ran roughly parallel to the Colorado River on the California side. This is the route followed by Garces and his Mojave guides in 1776 and by Jedediah Smith in 1826.

On shoulder of NW corner of Colorado River Bridge, North K St, Needles

NO. 782

TOWN OF CALICO

The Calico Mining District, which had a peak population of 3,000, produced between $13 and $20 million in silver and $9 million in borate minerals between 1881 and 1907. On April 6, 1881, several claims were located that formed the Silver King, largest mine in the district. Profitable mining of silver in the area ceased in 1896.

4 mi NW of I-15 on Ghost Town Rd, Yermo

NO. 859

VON SCHMIDT STATE BOUNDARY MONUMENT

This boundary monument, a cast iron column erected in 1873, marks the southern terminus of the California-Nevada State boundary established by A. W. Von Schmidt's 1872-73 survey. Von Schmidt's line, the first officially recognized oblique state line between California and Nevada, erred slightly; the boundary was later corrected to the present line, 3/4 mile to the north.

On E side of Pew Rd (River Rd), 2.6 mi S of state line, 14 mi N of Needles

NO. 892

HARVEY HOUSE

In 1893 Fred Harvey, founder and operator of the Santa Fe Harvey Houses, took over the operation of all hotel and restaurants on the Santa Fe line, including the one at Barstow (then Waterman Junction) constructed in 1885. In 1908 this Harvey House burned, and in 1910-13 the present Spanish-Moorish structure designed by architect Mary E. J. Coulter was constructed. It is the best surviving example of California's depot-hotels of the turn of the century.

Santa Fe Depot, SW corner of First Ave and Riverside Dr; plaque located at Mojave River Museum, 270 E Virginia Way, Barstow

NO. 939

Twentieth Century Folk Art Environments (Thematic)— POSSUM TROT

Calvin and Ruby Black began building Possum Trot in 1954 as an attraction for their rock shop as well as an artistic expression. Calvin carved the dolls, each representing someone important in his life, and Ruby made clothes for them. The animated displays were designed to entertain visitors.

Ghost Town Rd, 1.5 mi N of I-15, 4 mi NW of Yermo

Old Route 66 back on the map

AMBOY — The shooting of a country music video took place Saturday at the Mojave Desert hamlet of Amboy as a promotion for the preservation of historic Route 66, which passes through the privately held town.

The remake by cinematographer Dale Scarberry of the old hit, "Get Your Kicks on Route 66," is expected to be aired in January on the Country Music Television Network cable station, according to the San Bernardino County Tourism Development Council.

The council wants to redevelop the road, whose drivable portion in the desert runs from Victorville, under the name National Trails Highway, through Helendale to Barstow, then south of and very roughly parallel to modern Interstate 40 to Needles.

But the council doesn't want too much of a good thing, according to vice president Fred Burkhardt. "With the promotion of the nostalgic highway comes the heavy responsibility of preserving and protecting it," he said.

Accordingly, a meeting to discuss proper care of the venerable highway will take place at 3:30 p.m. Wednesday at the Barstow Station Inn, Barstow.

Bill Blankenship, aide to local Assemblyman Paul Woodruff, R-Yucaipa, will represent the state, as will officials from Caltrans.

"The consensus is that we must act promptly to restore the road to its former dignity in order to properly serve the expanding market seeking this authentic 1950s experience," Burkhardt said. Meetings will continue through 1990 in other Southland locations.

For more information, call Burkhardt in West Covina at (818) 338-8496 or Bob Lundy, the council's executive director, in Ontario at (714) 986-4050.

DAILY PRESS (VICTORVILLE) DEC. 11, 1989

P36-002910

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: SBR-2910H

Page 1 of 4

Other Designations: MP-90

1. **County:** San Bernardino

2. **USGS Quad (provisional edition):** Cadiz (15') 56

3. **UTM Coordinates:** Zone 11 630000 m Easting 3825550 m Northing
632950 m Easting 3826525 m Northing
637450 m Easting 3825200 m Northing

4. **Township:** 6N **Range:** 14E **Base Meridian:** SBM

Linear site: runs through **Section** 31, 32, 33, 34

5. **Map Coordinates:** 313-335 mmS: 244-363 mmE: 6. **Elevation:** 800-1000 ft

7. **Location:** The site is a linear road feature that passes through the pipeline study area approximately one mile northeast of Chambless and two miles west of Cadiz Summit. It is oriented in an east-west direction paralleling the present course of Highway 66. This site record provides information only on the new extended portion of the site.

8. **Site Type:** Historic

9. **Site Description:** The road is some 12-18 feet wide and crudely paved. It has not been maintained in some time as evinced by large amounts of sheetwash alluvium on its surface. Several isolated adjacent occurrences of purple glass attest to its age. Road appears to be old route 66 (SBR-2910H). Visually tracing the road course to the west, it skirts the north edge of Chambless.

10. **Area:** 4.8 miles long **How determine:** Map

11. **Depth:** Unknown **Method of Determination:** NA

12. **Features:** Paved road surface

13. **Artifacts:** Some isolated occurrences of broken glass; a modern can dump is contained with the pipeline corridor area

14. **Non-Artifactual Constituents:** None

15. **Date Recorded:** Nov 24, 1989 16. **Recorded by:** J. Berg, et al.

17. **Affiliation and Address:** Far Western Anthropological Research Group, Inc.
P.O. Box 413, Davis, California 95617

P36-002910

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial:

Other Designation: MP-90

18. **Human Remains:** None noted

19. **Site Disturbance:** The road surface has been subject to sheetwash

20. **Nearest Water:** Many intermittent drainages cut across site (type, distance, and direction)

21. **Vegetation Community** (site vicinity): Mojave Creosote Bush

22. **Vegetation** (on site): Same as #21

23. **Site Soil:** Alluvial sand and rubble

24. **Surrounding Soil:** Same as #23

25. **Geology:** Nonmarine sedimentary rocks and alluvium

26. **Landform:** Valley piedmont

27. **Slope:** 1-3%

28. **Exposure:** Open

29. **Landowner and Address:** Cuts through BLM and private property (owner unknown)

30. **Remarks:** This site appears to be an older route of Highway 66.

31. **References:** Barbour and Major, 1977, Terrestrial Vegetation of California, California Native Plant Society

32. **Name of Project:** Mojave Pipeline Survey

33. **Type of Investigation:** Surface survey and limited evaluation

34. **Site Accession Number:** None **Curated At:** NA

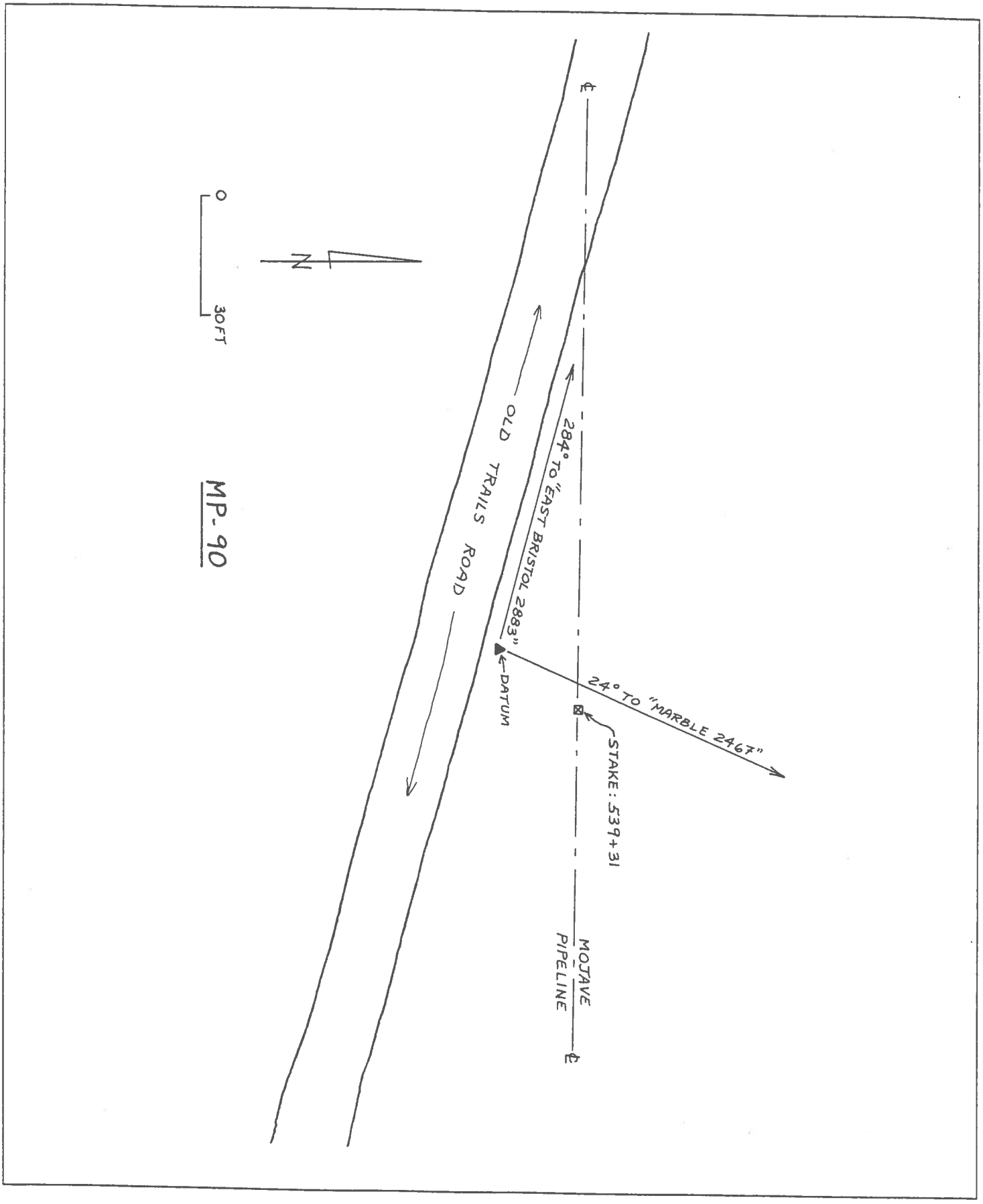
35. **Photos:** B & W prints: Roll MP1 Fr 13-14

P36002910

ARCHAEOLOGICAL SITE MAP

Permanent Trinomial: _____

Other Designation: MP-90



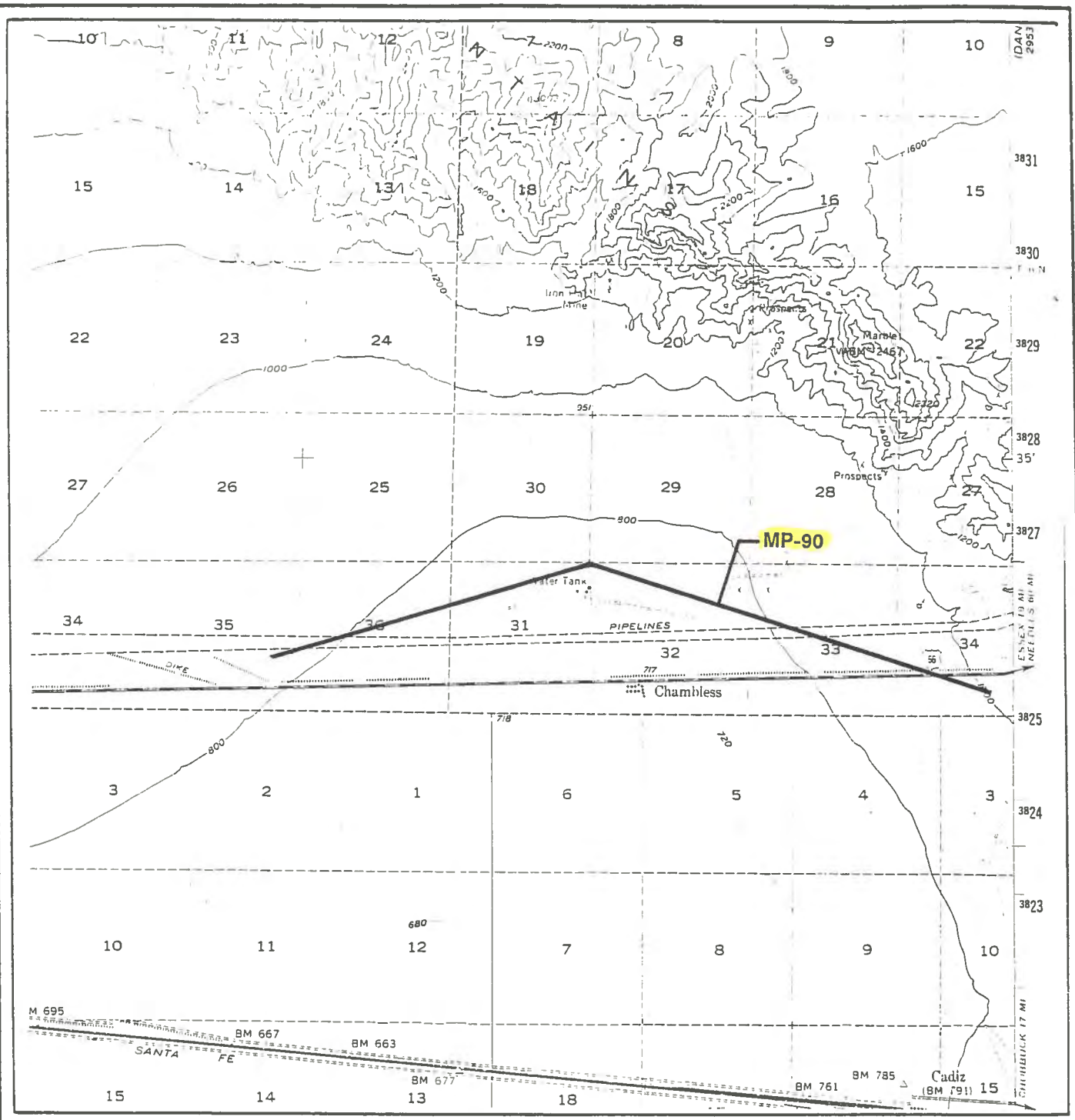
SITE LOCATION MAP

Page 4 of 4

P36-002910

Permanent Trinomial: _____

Other Designation: MP-90



Cadiz, Calif.
San Bernardino Co.
15 Minute Series (Topographic)
1956

N

1 0 1 2 3 4 5
Kilometers

1 0 1 2 3 4
Miles

Antiquec
research incorporated

PB6002910
2910H
STATE # CA-SBR ~~-5524-H~~

CULTURAL SITE RECORD

FIELD # (optional): Top-2 USFS #:
MAP: Topock , ', 1970 AERIAL PHOTO: PG&E
COUNTY: San Bernardino CONTOUR: 470 ; 570 ; 520 feet amsl

MERIDIAN: T 7 N , R 24 E , 1/4 of 1/4, Sec. 5 & 8
U.T.M.G.: Zone 11 ; (cont.) mE/ mN

SITE LOCATION: This portion of old U.S. Route 66 begins 0.2 mi north of Interstate 40/Park Moabi Road overpass at Park Moabi Road and continues for 1.3 mi to the east.

ACCESS: From Needles travel 10 mi east on Interstate 40; take Park Moabi Exit and proceed north across highway; cross Atchison Topeka and Sante Fe Railroad line and turn right immediately on gravel (cont.)

SITE DESCRIPTION: This site consists of a portion of old U.S. Highway 66 represented by a deteriorating asphalt alignment and segments of cement-mortared slate gutters. The mortared slate gutters have 1.0 m high creosote bushes overgrowing them, confirming the abandonment of this alignment many years ago when it was replaced by current Interstate 40. The future location of U.S. Route 66 was first surveyed by the War Department in response to the westward migration brought about by the Gold Rush of 1849, as part of a network of federal wagon roads. A route from Fort Smith in Arkansas to Santa Fe in the New Mexico Territory was surveyed in 1849 by Captain Randolph B. Marcy and Lieutenant James H. Simpson (Jackson 1965). In 1857-1858 Lieutenant Edward F. Beale surveyed (cont.)

SITE TYPE: Transportation route

DIMENSIONS: 8 meters wide x 2.1 kilo meters long
ESTIMATED AREA: square meters. METHOD USED TO DETERMINE SITE EXTENT: Visual inspection of surficial features. It should be noted that this is merely one segment of old U.S. Highway 66, and before it, a federal wagon road.

DEPTH OF CULTURAL DEPOSIT: Maximum 10 cm; Mean cm.
METHOD USED TO DETERMINE DEPTH: Disintigrating asphalt has a thickness of 10 cm visible in some areas.

BIOTIC SETTING (Life zones, communities/associations): Creosote Bush community with hygrophillic species present in washes.

2910H
SBR-~~5524-H~~
P36-002910

Site #:
Field #: Top-2

ON-SITE VEGETATION TYPE(S): Creosote bush, prickly pear and fishhook cacti, ocotillo, and palo verde in Bat Cave Wash

Species:					
Barren	75	%	Cacti	2	%
Creosote bush	15	%	Ocotillo	1	%
Palo verde	3	%	Other	4	%

SURROUNDING VEGETATION TYPE(S): Same as on site, except near Colorado River where Riparian species predominate

Species:					
		%			%
		%			%
		%			%

LOCAL FAUNA: Grasshoppers, jack rabbit noted in field

SOIL OF SITE: Undetermined; site consists of deteriorating pavement and mortared stone gutters.

ADJACENT SOIL(S): Desert pavement covers silty sands of various colors.

GEOLOGY: Alluvial fan disected by numerous gullies including Bat Cave Wash

LANDFORM: Ridges and gullies

SLOPE: 0-20 % Aspect: Various

INSOLATION: Open exposure to insolation throughout alignment of site.

EXPOSURE TO WIND AND PRECIPITATION: Portions of site within gullies are relatively sheltered from prevailing E/W winds.

NEARBY WATER: Distance ca. 300 meters; Direction East
Nature of water source/name Colorado River
Flow direction NW to SE Amount of water plenty

SITE MODIFICATIONS (cultural or natural, including erosion, grading, illicit digging, etc.: Pavement is deteriorating, with most pronounced modification in the gullies where erosion has altered or destroyed portions of this former highway.

PREVIOUS STUDY (nature of work, date, investigator, reference):
W. Turrentine Jackson (1965) Wagon Roads West: A Study of Federal Road Surveys and Construction in the Trans-Mississippi West, 1846-1869, Yale University Press, New Haven; Thomas W. Pew, Jr. (1977) Route 66: (cont.)

ARTIFACTS: Collected ____ Left in situ ____ Describe types numbers, materials, distribution: None noted

2910 H
SBR-~~5524-H~~
P36-002910

Site #:
Field #: Top-2

FEATURES: Site consists of paved alignment (the old highway) and several segments of cement-mortared slate gutter (see photos of gutter)

CULTURE HISTORICAL INFERENCES: This site was a major transportation route not only during the period after 1849, but also during earlier history and probably into prehistory too. As such, it facilitated the movement of goods and people during a long period of time, and (cont.)

APPARENT SIGNIFICANCE OF SITE: The significance of the archaeological remains recorded here connot be judged independently of the national significance of the entire resource, including its contribution (cont.)

NATIONAL REGISTER STATUS: Probably eligible, but not nominated as (cont.)

POTENTIAL IMPACTS TO SITE AND/OR ITS INTEGRITY: Erosion poses the greatest threat to the material remnants of this site, with on going occassional vehicular traffic also creating impacts.

COMMENTS: U.S. Route 66 is an important part of this Nations's heritage, as attested by John Stienbeck's The Grapes of Wrath, several popular songs, and a considerable body of literature.

OWNER (Name and address): This portion of old U.S. Highway 66 is owned by the U.S. Fish and Wildlife Service and San Bernadino County

TENANT: Same as owners

PHOTOGRAPHS (Number b/w, color, chrome; subjects): Two black and white photographs were taken of a gutter segment in Survey Area 2

PHOTO REPOSITORY: INFOTEC Research, Inc., 19524 Hillsdale Dr., Sonora, CA 95370

PHOTO CATALOGUE Nos.: Roll Topock-1, Frames

SITE RECORDER(S): T. Van Bueren

DATE: 3/13/86

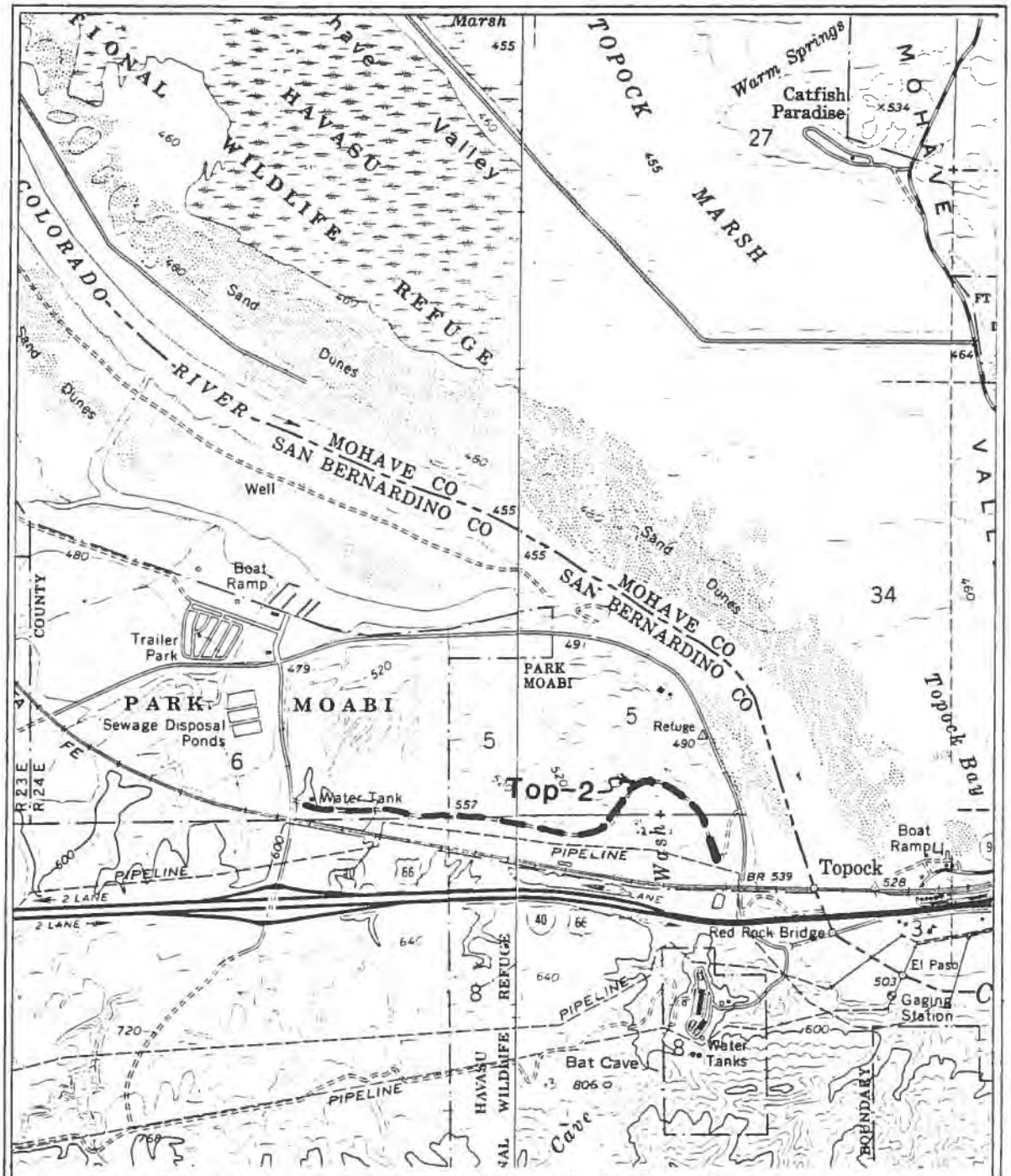
APPENDED DOCUMENTS:
1. Continuation Form
2. Photographic Record
3. Archaeological Photographs
4.
5.
6.

PORTION OF U.S.G.S. See Page 4

MAP SHOWING SITE LOCATION

2910H
SBR-~~5524-H~~
PB-002910

Site #: _____
Field #: Top-2



Portion of U.S.G.S. Whale Mtn. and Topock 7.5' quadrangles

(1) Indicate magnetic north. (2) Show scale, if appropriate. (3) Use conventional U.S.G.S. map symbols to the extent possible. (4) Clearly identify all special symbols. COMMENTS: Site alignment shown with heavy dahsed line

DRAWN BY: T. Van Bueren DATE: 3/13/86

2910
SBR-~~5524-H~~
P36002910

Infotec research incorporated

Field# Top-2
Site
Unit
Depth to cm

Item	CONTINUED DATA
U.T.M.G.	728080 m E/3844750 m N to 729240 m E/3844650 m N to center of Bat Cave Wash at 729470 m E/3844845 m N, then to 729600 m E/ 3844740 m N and from there to 729690 m E/3844550 m N at which point the site alignment is obscured.
Access	road. This gravel road with an underlying, deteriorating asphalt base is the former route of U.S. Highway 66 according to Wayne Granny (Assistant Plant Manager, PG and E Topock Gas Compression Plant, 1986: personal communication) who has worked at Topock PG&E Plant for 31 years.
Site Description	a wagon road route from Fort Defiance in the New Mexico Territory to the Colorado River near Needles using seventy camels, and during 1858-59 he surveyed the entire alignment from Fort Smith to the Colorado River. Subsequently, this wagon road became one of the best travelled overland routes from Chicago to Santa Monica, and was soon paralleled by a railroad line built through the Topock area in 1893. In 1926 the road, which had gradually been improved over the years, was officially designated as U.S. Route 66. (Pew 1977:26). By 1932 Route 66 was completely paved and its various segments connected into a continuous highway. It was a major migration route to California during the Dust Bowl of the Depression.
Previous Study	Ghost Road of the Okies, American Heritage 28(5):24-33; many additional references, both primary and secondary are available on the history of this transportation route.
Cultural Historical Inferences	concommitantly permitted a variety of cultural developments and trade between distant populations. Particularly after its definition as a wagon route following 1849, it became a key link between California and the eastern United States, in part accounting for the development of the Los Angeles Region.
Apparent Significance	to American history, its meaning to still living generations of Americans, and its overall historical associations.
National Register Status	yet in either California or Arizona.
Recorders: T. Van Bueren	Date 3/13/86

P-36-002910 SBR-5524-H 2910-H

PHOTOGRAPHIC RECORD

ROLL No. Topock-1

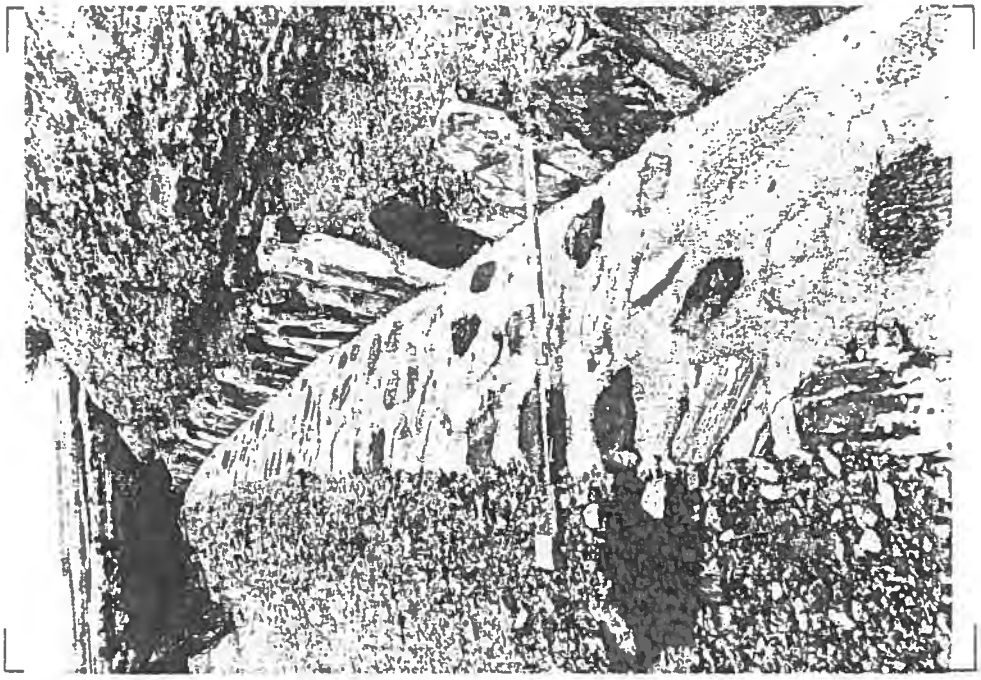
YEAR	FILM TYPE	CAMERA & LENS TYPE	Film Speed	Day	Tung	Page No.
1986	FX135-36	Nikon FG with 28 mm f 2.8 Nikkor		32		

Mo.	Day	Time	exp. #	SUBJECT	Site	Unit	Level	Facing
3	13	12:00	1	Quartzite core/chopper(?), obverse	Top-I-1			
"	"	"	2	" , "	"			
"	"	"	3	" , reverse	"			
"	"	"	4	Overview of specimen location	"			SE
"	"	12:15	5	Quartzite cores	Top-I-2			
"	"	12:20	6	Mortared stone gutter, old Hwy 66	Top-2			NE
"	"	"	7	" , "	"			SW
"	"	14:30	8	Circumferentially-pecked quartzite flat cobble disk, obverse	Top-1			
"	"	"	9	" , side	"			
"	"	"	10	" , reverse	"			
"	"	"	11	Quartzite core	"			
"	"	"	12	Chalcedony core	"			
"	"	"	13	Split quartzite cobble	"			
"	"	"	14	4 quartzite flakes	"			
"	"	"	15	Split quartzite cobble	"			
"	"	"	16	Overview of site; tripod on datum	"			S
"	"	"	17	Overview from datum	"			SW
"	"	"	18	Gully east of site	"			NE
"	"	"	19	Overveiw with geological drilling in background	"			E
"	"	"	20	Overview	"			NE
"	"	"	21	Overview from slope of gully	"			N
"	"	15:30	22	Overview of the Needles from Topock Exit on Interstate 40				SE
			23					
			24					
			25					
			26					
			27					
			28					
			29					
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			31					
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			36					

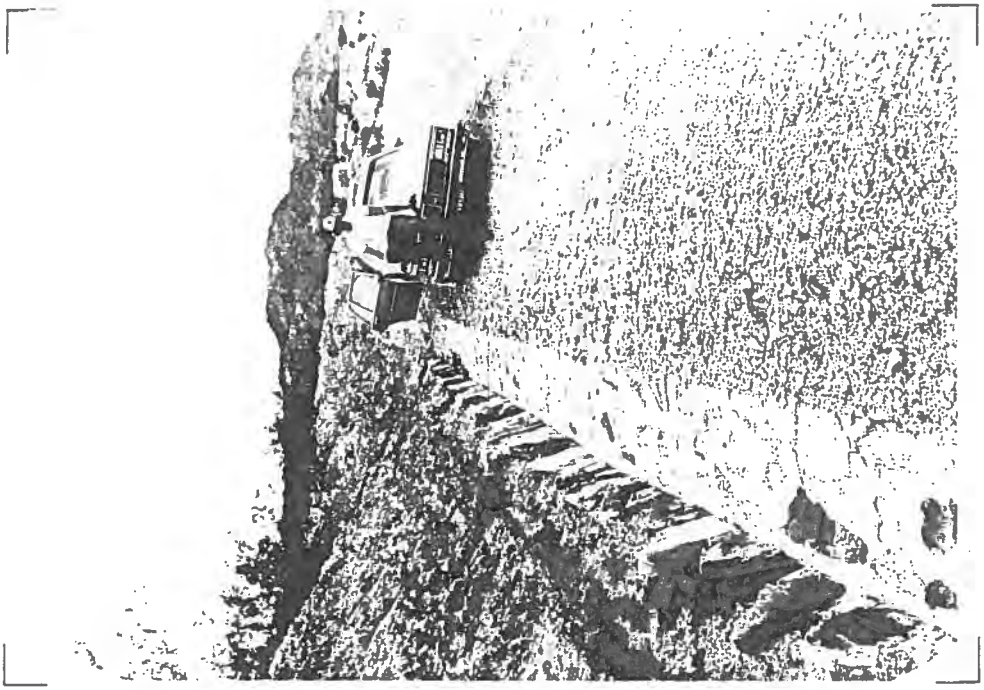
(G. & A.)

2910H
SBr-~~5524-H~~
P3600 2910

ARCHAEOLOGICAL PHOTOGRAPHS



Roll: Top-1 Frame: 6 Date: 3/13/86 Site: Top-2
Subject: Mortared slate gutter along a former segment of old U.S. Route 66



Roll: Top-1 Frame: 7 Date: 3/13/86 Site: Top-2
Subject: Mortared slate gutter along a former segment of old U.S. Route 66.

What sayeth the
Bretheren



Satisfactory !

BILLY HOLCOMB CHAPTER

E CLAMPUS VITUS

BILLY HOLCOMB CHAPTER, E CLAMPUS VITUS

SPRING 1982 CLAMPOUT



NATIONAL OLD TRAILS

This bridge marks the site where the national old trails Highway, later Highway 66, crossed the Colorado River. It links the Mojave Indian Lands visited by Father Garces in 1776. Near this location the American explorer, Jedediah Smith and his band of Rocky Mountain Men, crossed the river in 1826 and opened the Pioneer Trail into Southern California.

California Registered Historical Landmark No .781

Plaque placed by the State Department of Parks and Recreation in cooperation with Fort Mojave Indian tribe, City of Needles, County of San Bernardino, and Arizona County of Mojave.

June 17, 1978

Dedicated May 2, 1982
By Billy Holcomb Chapter of E Clampus Vitus in cooperation with Needles Chapter of San Bernardino County Museum Association.

Dedication of
California Registered Historical
Landmark No. 781

at Needles, California

May 2, 1982

Clampcrew present March 13, 1982 for NATIONAL OLD TRAILS historical marker construction at Needles Bridge:

Glenn Hearrell, Clamplaquesupervisor
John Burleigh, Poor Blind Candidate
Everett Knapp, Vice Humbug
Bruce Moore
Bill Pearson, Gold Dust Receiver
Phil Porretta, Clamphistorian
Bill Reeves
Ron Rezes
Terry Rhind
Frank Sepulveda, Damnfool Doorkeeper
George Spooner, Graybeard
Jim Waltrip

Historical marker construction sponsored by:

Billy Holcomb Chapter, E Clampus Vitus
Needles Chapter, San Bernardino County Museum Association

Plaques provided by State of California, Department of Parks & Recreation

NATIONAL OLD TRAILS state landmark plaque stored since 1978 at San Bernardino County Museum, Redlands.

Special thanks to:

Mac & Maggie McShan of Needles
David Daniel, Needles Mayor
Needles City Council
Gerald Smith, San Bernardino County Museum Director

Text by Phil Porretta

THE MOHAVE TRIBE

Mohave Valley, home territory of the Mohave Indians, is roughly 5 miles wide and extends for 40 miles along the Colorado River in the Needles area. The Colorado, like the Nile River, annually overflowed its banks and could be used to irrigate crops. The Mohaves effectively used the river for farming. They cultivated corn, beans, pumpkins, watermelons, cantaloupes, and a little cotton and wheat. The farmed food was supplemented by fish and small game. Mohave Valley had the densest Indian population in what is now the American Southwest.

Mohave men were powerfully built and normally 6 to 6-1/2 feet in height. Although Mohave women were much shorter, many of the young girls were gracefuly proportioned. The men usually wore only a loincloth and the women usually wore only a short skirt of bark strips. The Mohaves were excellent swimmers. The men were fantastic long-distance runners and sturdy travelers. Mohave trade routes were long and well-established. The Mohave trail to the coast became a U.S. military road.

Probably the first European to visit Mohave Valley was the Spanish padre Francisco Garces. The Franciscan missionary visited the Mohaves in 1776 and recorded in his diary the favorable impressions of the friendly and attentive Mohaves: "...none are thieves; they seem valiant, and nowhere have I been better served...The female sex is the most comely on the river; the male very healthy and robust."

Jedediah Smith led the first American expedition to enter California via a land route. Smith was the senior partner of a St. Louis based fur trading company. On October 26, 1826, he arrived with 14 trappers at the Mohave villages along the Colorado near the present city of Needles. Here Smith rested his weary men and pack animals for 15 days.

Seeking to replenish their supplies, Smith and his men took to the Mojave Trail west from Needles. They crossed the desert to the Mojave River, went over the San Bernardino Mountains, and crossed the San Bernardino Valley to the hospitality of Mission San Gabriel.

The Mexican governor of California was suspicious that Smith was on a military mission. Smith did not have a proper visa and was ordered to leave California. He "left" by traveling up the San Joaquin Valley and trapping the American and Stanislaus Rivers. On May 20, 1827, he became the first white man to cross the Sierra Nevada range. He then returned to the Salt Lake area where the expedition had begun.

A monument honoring Jedediah Smith for blazing the overland trail into California is located in San Bernardino at the southeast corner of Fourth and Arrowhead on the grounds of the county courthouse. The monument was built by the Native Daughters of the Golden West and dedicated on April 1, 1951.

Lieutenant Joseph Ives explored the Colorado River in 1858 and reported the Mohaves to be "as fine physically as any people seen." He recorded the impressive stature of a Mohave chief: "Cairook came to bid us farewell, I was never before so struck with his noble appearance. When he shook hands, his head was almost on a level with mine as he stood beside the mule on which I was sitting."

In the January 15, 1865 issue of the "Daily Alta California" is recorded the reaction of Mohave Chief Irataba to a correspondent's question of what he thought of Americans: "He put his hand on my shoulder [and said] 'Mericanas too much talk, too much eat, too much drink, no work, no raise pumpkins, corn, watermelons. All the time, talk, drink...no good!'"

Some scholars theorize that Mohave ancestry is Caucasoid rather than Mongoloid. They claim that the height and shape of the Mohaves cannot be explained from Asiatic people. These scholars type Mohaves and related tribes as Paleo-Alpine.

NATIONAL OLD TRAILS ROAD

The idea of federally built and maintained interstate carriage roads was conceived by George Washington in 1785. Thomas Jefferson approved a national road bill while he was president, Congress passed the bill in 1806, and work began on the Cumberland Road across the Allegheny Mountains.

Interstate roads were a major issue by which John Quincy Adams was elected president in 1824. The next year congress voted that the national Cumberland Road be planned to extend to Santa Fe (then in Mexico). Henry Clay politically supported the national road and the Cumberland Road was also known as "Clay's Road".

Federal backing of the Cumberland Road slackened after 1836 although plans continued to extend the road from Wheeling on the Ohio River to the Mississippi River. Gradually the road fell into disrepair.

It wasn't until 1907 that pressure could successfully be applied to revitalize the national road. And then it would be for use by the new-fangled automobiles.

In April 1912 a large pressure group convened at Kansas City. "National Old Trails Road" was the name they proposed for the interstate road to be the backbone of a vast network of interstate roads. They called themselves the National Old Trails Road Association. Led by Judge Joseph M. Lowe, they successfully gained federal support.

The National Old Trails Road soon became a reality which included the Old Cumberland Road and its westward extension. The National Old Trails route in 1924 was shown on a map published by the National Old Trails Road Association. The eastern termini were Washington, D.C. and Baltimore, Md. The two roads soon united and went west through Maryland and the southwest corner of Pennsylvania to Wheeling, West Virginia.

The route continued to Zanesvile, Columbus, and Dayton, Ohio; to Indianapolis, Indiana; across southern Illinois to Saint Louis; across Missouri to Kansas City. From there it paralleled the previously laid Santa Fe Railway tracks - which roughly followed the Santa Fe Trail - through Kansas and the southeast corner of Colorado to Santa Fe and Albuquerque, New Mexico. There the road had an alternate route. One section went on to Socorro, New Mexico - this followed the oldest road in North America (built in 1606). This section went on to Springerville, Arizona and met the other section at Holbrook, Arizona. The other section reached Holbrook via Gallup, New Mexico. At Williams, Arizona, there was a

spur road to the Grand Canyon. The main road continued on to Kingman and Oatman, Arizona, and entered California at Needles. In California the road ran through Goffs, Amboy, Ludlow, Barstow, Victorville, and San Bernardino - where as Foothill Boulevard it went on through Rialto, Fontana (home of Billy Holcomb Chapter!), Cucamonga, Upland, Claremont, Glendora, Azusa, Monrovia, Pasadena, and Los Angeles, the western terminus.

The Daughters of the American Revolution also supported the national roads effort. Eventually the D.A.R. built an "Old Trails" monument in every state through which the National Old Trails Road passed. In California, their impressive monument is the large "Pioneer Mother" statue on Foothill Boulevard at Euclid Avenue in Upland.

For pioneer American motorists the most usable trans-continental highway network was the National Old Trails system. An important link of the system was where it crossed the Colorado River at the Arizona-California border near Needles, California.

Until 1914 the Needles Ferry was used to carry cars across the river. The type of barge employed was only large enough to ford one car at a time. This limit was not a problem because traffic was very light there in those days. At Springerville Arizona, on the National Old Trails Road, a count of west-bound cars was kept. In 1912, only 113 cars were counted; in 1913, 194; in 1914, 419.

In 1914 a flood took out the Needles Ferry. This caused the magnificent Red Rock Railroad Bridge, 12 miles downriver of the washed-out ferry, to be planked for auto travel as an emergency highway crossing of the river. A tower man signaled motorists that no trains were coming.

The first railroad bridge to span the Colorado in the Needles area was completed on August 13, 1883. The bridge was about 2-1/2 miles downriver from the railroad town of Needles founded that year. The railroad has remained a major industry of Needles. The first bridge was destroyed May 4, 1884 and replaced by a timber bridge which washed out May 9, 1890.

The Red Rock Bridge, when completed on June 25, 1890, was the longest cantilever bridge in the Americas. It lost its cantilever status in 1911 when a mid-channel pier was added to accommodate the newer and heavier trains of that era.

On March 25, 1916 the delicate and beautiful Old Trails Arch Bridge opened to motorists. It was located 800 feet downriver from the massive Red Rock Bridge which reverted to railroad use only. For 12 years the Arch Bridge was the longest 3-hinged arch bridge in the U.S. It was posted for 11-ton load limit and one-way for trucks and buses.

Eventually a Chicago to Los Angeles section of the National Old Trails highway system became the heavily-traveled U.S. 66. Route 66 was publicized by the old popular song "Get Your Kicks on Route 66".

In June 1947 the Red Rock Bridge rail deck was replaced with a concrete highway deck. U.S. 66 was rerouted to the Red Rock Bridge and the Arch Bridge carried the huge Texas-California gas line. A new railroad bridge opened 500 feet upriver from the Red Rock Bridge.

Eventually the Red Rock Bridge was replaced by the Interstate 40 Bridge at the same location near Topock, Arizona.

About 1952 a narrow bridge was built across the Colorado about one-half mile downriver from the old Needles Ferry site. When the ferry was in use, the river was a quarter mile farther east. The bridge was used by the Bureau of Reclamation for desperately needed river control work. After most of the work was done, the one-way Bureau Bridge was opened to limited public use. The California end of the bridge, at Jack Smith Park in Needles, was the Spring 1982 Clampsite of Billy Holcomb Chapter.

The Bureau Bridge was dismantled shortly after the June 17, 1978 opening of the new Needles Bridge about 1-1/2 upriver. This new Needles Bridge is near where the National Old Trails originally crossed the Colorado River and entered California. It is at this new bridge that the historical marker commemorating NATIONAL OLD TRAILS was erected by Billy Holcomb Chapter.

Submitted by Phil Torretta
historian for
Billy Holcomb Chapter
E Clampus Vitus

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We can make
Our lives sublime

And departing
Leave behind us---

FOOTPRINTS

-- on the sands
of time
Longfellow.

VOLUME 10 NUMBER 4
APRIL 1982

Wildflowers - Field trips - Rockhounding - Archaeology
Fishing - Gardening - Cooking - History - Travel.



Dune primroses are plentiful in their favorite habitats on the desert this spring. The popular "bird cages" used for dried arrangements, are formed by these plants, when they dry up and make seed. Sand verbenas are among the primroses. Sand dunes are preferred growing places, but primrose may be seen in disturbed ground along some roadsides.

A MINI-MAGAZINE DEVOTED TO DESERT AND COLORADO RIVER TOPICS. PRODUCED, PUBLISHED, AND PRINTED AT NEEDLES, CALIFORNIA. by MAC & MAGGIE McSHAN.

"KEEP SMILING"

thusiastically that it's much more rewarding to study the desert right out there where the action is rather than in a stuffy classroom.



Sue Hoagland and a university student display banner of the reenactment of the Owen's Survey on the Calif. Nev. border. The reenactment started from the Colorado River near Needles on Feb. 13. This scene is at the Needles Rodeo Grounds, where the entourage camped overnight prior to starting the 60 day trek, which made television coverage and the Los Angeles Times. It is to end on April 24, in Visalia, CA.

Then there were the camels, a special treat of living history in action.

Bulletin!! Letters sent on the Camel Dispatch Service reached their destination by camel and were placed in U.S.Mail at Visalia Ca. April 7. The venture was "Wanderful" according to Dr. Lew Fallanshee.

CACTUS STRIKES BACK

"Cactus Kills Man" was heading of an Associated Press story which related that a 27 year old man was killed when a saguaro cactus he shot fell on him, according to authorities.

Maricopa County sheriff's deputies said the man had fired a shotgun at least two times at a 27 foot cactus, with the result that a section fell and crushed him to death. He had already felled one saguaro.

Destruction of cactus is a misdemeanor under Arizona law. This may be the first time the death penalty has been given for such an offense, and by the victim at that!

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NEW HISTORICAL MONUMENT

At the California end of the Needles Bridge across the Colorado River is a new historical landmark monument.

The beautiful bronze plaque reads:

NATIONAL OLD TRAILS

"This bridge marks the site where the National Old Trails Highway, later Highway 66, crossed the Colorado River. It links the Mojave Indian lands visited by Father Garces in 1776. Near this location the American explorer, Jedediah Smith and his band of Rocky Mountain men crossed the river in 1826 and opened the Pioneer Trail into Southern California. California Registered Historical Landmark No. 781.

Plaque placed by the State Department of Parks and Recreation in cooperation with Fort Mojave Indian Tribe, City of Needles, County of San Bernardino and Arizona County of Mohave."

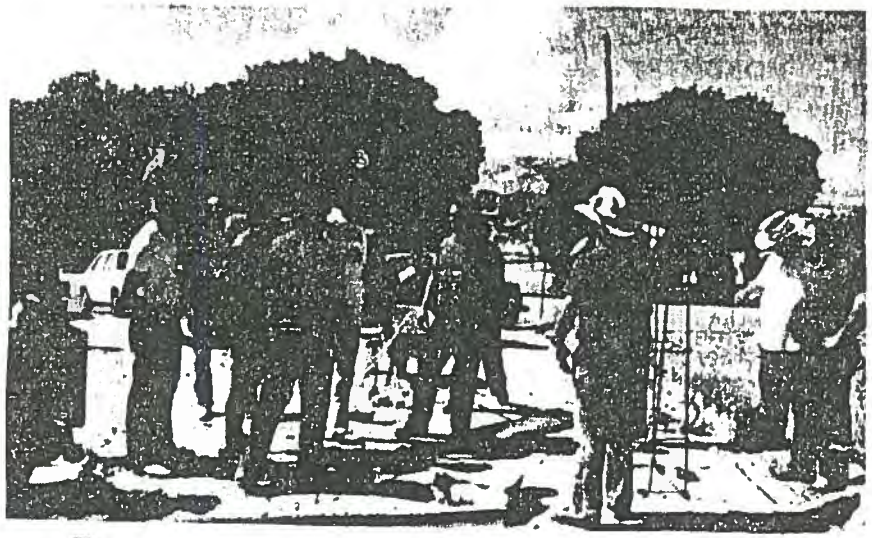
A second smaller plaque is worded:

"Dedicated May 2, 1982 by the Billy Holcomb Chapter of E Clampus Vitus in cooperation with Needles Chapter of San Bernardino County Museum Association."

The second plaque announces in advance the dedication ceremonies to take place May 2, at 10:30 a.m.

Representatives of the Billy Holcomb Chapter of E Clampus Vitus, and of the Needles Museum Chapter met at the site on Saturday, March 13, 1982 to perform the actual labor of erecting the monument, which commemorates the Old Trails travel routes, as well as the building of the first highway quality bridge ever to span the river at Needles. Prior to this structure was the old one way wooden Bureau Bridge, never meant for public use, but converted to that purpose after being used by the Bureau of Reclamation for river front work during the 1950's. Long, long ago, in 1883, the first railroad bridge was constructed a few miles below Needles. That bridge was in use for less than 10 years when it washed out and

PACIFIC FEDERAL
SAVINGS AND LOAN ASSOCIATION
"OUR Interest Starts With YOU"
Needles Office 1019 Broadway Needles, CA 92363



This group is very organized about installing historical landmarks, which is done as a service project. Shown is the work party of Billy Holcomb Chapter of E Clampus Vitus, preparing the site for erecting Old Trails plaque, a California Historical Landmark, at the Needles Bridge. In background can be seen "Two Trees" a popular meeting place for some of the young folks in the area. The trees are native Colorado River basin cottonwoods.

was replaced by the Red Rock Bridge at Topock, now also gone.

When the construction of the monument was in progress, workers were very pleased when Mayor David Daniel, Vice Mayor Bob Prochaska and council members Louise T. Corey, Shirley Lackey and Frank Valenzuela came by to offer encouragement.

Those present from the Billy Holcomb Chapter were George R. Spooner, XNGH (which means Ex Noble Grand Humbug) of Riverside; Ronald M. Rezes, Fontana; Bruce E. Moore, San Bernardino; Terence K. Rhind, Riverside; Bill Pearson, Jim Waltrip, West Covina; Frank Sepulveda, Redlands; Phil Poretta, historian, Diamond Bar; John Burleigh (pledge) Yorba Linda; Glenn Hearrell CPS (Clam

JUNE'S ICE CREAM PARLOR
Home made pies, Catering birthday parties for kids, Home made Mexican Food.
Main Street Oatman, Az. Next to Gen Store.

Plaque Supervisor) and Everett Knapp, VHB (Vice Hum Bug) San Bernardino.

Mac and I were present to represent the Museum Chapter, after having made advance arrangements locally for the construction work, including obtaining city approval of the site.

The site had been approved by the State Department of Parks and Recreation for landmark status at the time of completion of the bridge, and the plaque was cast but never sent to Needles. The fraternal organization above mentioned heard of the plaque, and since the group makes a service project of setting such monuments, an offer was made to complete the project. The group will come out 100 strong for the dedication and a camp-out on the river.

The dedication will be a pre-centennial event since next year 1983 Needles will celebrate it's 100th birthday.

When Arda Haenszel, noted historian of San Bernardino County and member of the Museum Chapter, was advised that the marker had been set, she dug into her marvelous files and sent the following information on National Old Trails Highway.

Judge J.M. Lowe, who was president of National Old Trails Road Association, Kansas City, Mo., wrote a copyrighted piece in 1924, in which he stated that the National Old Trails Road (then called Cumberland Road) was approved by President Thomas Jefferson and by Albert Gallatin of his cabinet, and was started in 1806 by the federal government. This was the precedent for national highways, supported by federal tax, in addition to local roads. The government started building the main trunk lines first, then feeder roads. One purpose was to cement the states and save the

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Union.

A bill introduced into Congress in 1913 authorized as Road No. 1 the National Old Trails Road from Washington, D.C. to Los Angeles, via Needles and San Bernardino.

From the San Bernardino Sun "Yesterdays" column, each "50 years ago", appeared the following notes:

December 12, 1912. Barstow business leaders will join with Needles in urging the Mojave Desert crossing for the new transcontinential highway.

Dec. 15, 1912. The Automobile Club of Southern California has voted support of the San Bernardino-Needles route for a transcontinental highway rather than the opposing route through Yuma. Dec. 4, 1912. Supervisor George E. Butler has returned from a good roads conference at the Grand Canyon. He announced both Arizona and New Mexico will support the through road as proposed from Needles to San Bernardino.

Nov. 29, 1913. O.K. Parker, Chief Engineer for the Automobile Club of Southern California, reports the Old Trails route through Needles is the best for travel to the east.

Sept. 11, 1914. A sign-posting truck of the Auto Club of Southern California has posted the National Trails Highway as far as Needles and will continue east to Kansas City.

Mar. 14, 1913. O.K. Parker, Chief Engineer of the Auto Club of Southern California, has left for the east to speak, boosting the transcontinental road through Needles and San Bernardino.

Mar. 8, 1915. Arizona has finished grading the National Trails Road from Topock to the New Mexico line.

Thus we learn that the National Old Trails Highway was very important indeed, and was actually the first of the national

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City Council members came by to meet workers at landmark site and observe some of the action. The project had the council's stamp of approval. Left to right are councilmembers Frank Valenzuela, Shirley Lackey and Louise T. Corey. Next is Mayor David Daniel and vice-mayor Robert Prochaska. At far right is Phil Poretta, historian, of Billy Holcomb Chapter. In background is the beautiful Colorado River and clouds over "Ghost Mountain" of Mojave Indian legend.

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system.

So what does a marker at the "new" Needles Bridge have to do with Old Trails?

It was near the site of the bridge that a ferry set travelers across the river long before the bridges were constructed.

From a tattered copy of the NEEDLES EYE newspaper, dated December 13, 1913, comes the following items verifying this to be the case.

"Mr. and Mrs. William A. Studley passed through Needles Monday morning in their automobile, crossing the ferry here and going to Kingman, their home. They have been residing in Los Angeles for...months."

"An automobile with a party of two arrived here last evening from Searchlight and cross the river by ferry this morning on its way to Kingman. The names of the parties were not obtained."

A third item in the same edition stresses the importance of the route:

"Better Roads for December contains a very nice map of the Old Trails National Highway from New York to Los Angeles. The Santa Fe-Grand Canyon-Needles National highway from Santa Fe west through New Mexico, northern Arizona and Needles is a part of this magnificent national route. Just underneath the map is the trite sentence, Congress should appropriate money to re-build this Old Road at once."

BURRO ROUND UP

Recently Hiram Wilson, of the Bureau of Land Management, took Mac and I to the Woods Hackberry Wash area in the hope of observing one of the federal burro captures that are now in progress. We got to see the cowboys, equipment, and some burros previously captured, but didn't get to see an actual round up.

Although some had been reported in the area, none were spotted by the helicopter, which searched a wide range. Besides, the weather failed to cooperate. The wind came up and blew so hard that the chopper could not venture as close to the hills as he would otherwise. The wily burros were probably hiding out in some sheltered canyon.

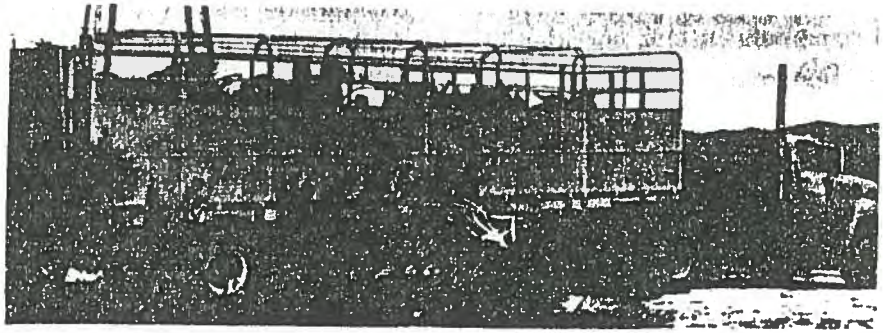
KWONG'S CAFE
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941 FRONT STREET (FORMERLY YEE'S VILLAGE) PHONE 326-3642
NEEDLES, CA.

It was an enjoyable trip though we missed the excitement of a chase and capture. We drove as far as Cedar Canyon, where there was snow on the nearby hills. Noted a good many flowers in bloom, including turpentine broom, marigolds, alyssum and bead pod.

We met the capture party on the west side of Cedar Canyon Road, and all returned together to some ranch corrals in Lanfair Valley. There we watched as 13 burros were unloaded. They had been captured earlier in the Providence Mountains.

We met Gene Nunn, chief wrangler from Susanville, Calif., and boss of the operation. This capture crew serves the whole state of California.

We talked to Tim Overson, range technician for the Needles Resource area. Tim said the helicopter finds burros and herds them into an area where they can be roped. The animals are then loaded into a stock trailer and hauled to the nearerst corrals for holding. Ultimately they are sent to the Burro Adoption Center in Redlands. Many of them are sent to Florida and the southeast. Fee



Large truck was part of burro round-up equipment which also included a "chopper".

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NEEDLES 2nd & 4th SATURDAYS
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PARKER EVERY SUNDAY
MEETS HELD IN CLAYPOOL PARKING LOTS
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Submitted by Phil Porretta
Billy Holcomb Chapter ECV

Bridge Marker Is Set

By Maggie McShan

Representatives of the Billy Holcomb Chapter, E. Clampus Vitus, and the Needles Chapter of the San Bernardino County Museum Association met at the Needles Bridge across the Colorado River on Saturday, March 13, to erect California State Historic Landmark Number 781, which commemorates Old Trails travel routes.

Workers were very pleased when Mayor David Daniel, Vice Mayor Bob Prochaska, and council members Louise T. Corey, Shirley Lackey and Frank Valenzuela came by to offer encouragement. The mayor even made a few cuts with the handsaw, in form building.

Present from Billy Holcomb Chapter were George R. Spooner, XNGH (which means Ex Noble Grand Humbug), of Riverside; Ronald M. Rezes, Fontana; Bruce E. Moore, San Bernardino; Terence K. Rhind, Riverside; Bill Pearson, Jim Waltrip, West Covina; Frank Sepulveda, Redlands; Phil Porretta, historian, Diamond Bar; John Burleigh (pledge) Yorba Linda; Glenn Hearrell, CPS (Clam Plaque Supervisor) and Everett Knapp, VHB (Vice Hum Bug) San Bernardino.

Representing the Museum Chapter were Mac and Maggie McShan of Needles, who made advance arrangements locally for the construction work, including the obtaining of city approval of the site.

When the new bridge across the Colorado River was completed and dedicated during the summer of 1978. The State Department of Parks and Recreation approved the site for landmark status and the bronze plaque was cast, but never sent to Needles.

E. Clampus Vitus, a fraternal organization, heard of the plaque, and since the organization makes a public service of setting up landmarks, members took on the project of erecting the Old Trails plaque.

The marker reads:

NATIONAL OLD TRAILS

This bridge marks the site where the National Old Trails Highway, later Highway 66, crossed the Colorado River.

It links the Mojave Indian lands visited by Father Garces in 1776.

Near this location the American explorer, Jedediah Smith and his band of Rocky Mountain men, crossed the river in 1826 and opened the Pioneer Trail into Southern California.

California registered Historical Landmark No. 781.

Plaque placed by the State Department of Parks and Recreation in cooperation with Fort Mojave Indian Tribe, City of Needles, County of San Bernardino and Arizona County of Mohave.

A second smaller plaque is worded: Dedicated May 2, 1982 by Billy Holcomb Chapter of E. Clampus Vitus in cooperation with Needles Chapter of San Bernardino County Museum Association.

As indicated above, the official dedication of the monument will be held on May 2 at 10:30 in the morning with Billy Holcomb Chapter coming out 100 strong to camp on the Colorado River by permission of the city and the Bureau of Reclamation, and conduct the ceremonies. The dedication will be a pre-centennial event, since next year, 1983, Needles will celebrate it's 100th birthday.



Billy Holcomb Chapter, E. Campus Vitus, members of the Needles Museum Chapter, and of the City Council gathered at the construction site for California Historical Landmark No. 781 on Saturday morning. The monument was erected at the California end of Needles Bridge and commemorates Old Trails Highway.

S U R V E Y

of

California Registered Historical Landmarks

Name NATIONAL OLD TRAILS MONUMENT Number 781

County San Bernardino

Location ~~Intersection of Broadway and A Streets, Needles~~

On shoulder of NW corner of Colorado River Bridge, North K Street, Needles

Type of Plaque PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN COOPERATION WITH FORT MOJAVE INDIAN TRIBE, CITY OF NEEDLES, COUNTY OF SAN BERNARDINO, AND ARIZONA COUNTY OF MOHAVE, JUNE 17, 1978.

Condition of Plaque Excellent, new

Condition of Base ~~Not mounted yet.~~ excellent

Condition of Surroundings Excellent

Wording on Plaque NATIONAL OLD TRAILS

THIS BRIDGE MARKS THE SITE WHERE THE NATIONAL OLD TRAILS HIGHWAY, LATER HIGHWAY 66, CROSSED THE COLORADO RIVER. IT LINKS THE MOJAVE INDIAN LANDS VISITED BY FATHER GARCES IN 1776. NEAR THIS LOCATION THE AMERICAN EXPLORER, JEDEDIAH SMITH AND HIS BAND OF ROCKY MOUNTAIN MEN, CROSSED THE RIVER IN 1826 AND OPENED THE PIONEER TRAIL INTO SOUTHERN CALIFORNIA.

Are there Highway Directional Signs? ~~No~~ yes

If so, where? ~~Not needed until plaque is set.~~ Needed on I-40 at J Street exit and along route to site. Landmark sign at "B" Street and Broadway needs to be removed.

Remarks: ~~Plaque is in storage at the San Bernardino county museum.~~

State plaque on county road right of way. Additional E Clampus Vitus plaque mounted on same base below state plaque..

Submitted by J. Arbuckle Date 10/8/80 8-14-82

S U R V E Y

of

California Registered Historical Landmarks

Name NATIONAL OLD TRAILS MONUMENT Number 781

County San Bernardino

Location Intersection of Broadway and 'A' Streets, Needles

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If so, where? Not needed until plaque is set

Remarks: Plaque is in Storage at the San Bernardino county museum.

CAL STATE DEPT. OF PARKS AND REC. 1982 p. 101

Submitted by J. Arbuckle Date 10/8/80

BLM CALIFORNIA DESERT PROJECT

HISTORIC SITE SURVEY FORM

County SBR
District RIV
Planning Unit WHIPPLES
Sample Unit A1
Photos #18 ONE COLOR SLIDE
Date 1/20/79
Recorder F. BERG

1. Site Number SBR 2910 2. Site Name OLD TRAILS ROAD P36002910
Other (numbers/names) WH-40
Location: Twn 16N, Rng 23E, NE¼ of NE¼, of Sec 34, Quad SAWTOOTH 15', Elev 6410'
Reference Points: APPROX 250 METERS DUE SOUTH OF AGRIC. INSP. STA. ON ROUTE 40. 1.1 MI SE ALONG OLD 66 FROM INTERSECTION OF 40.
UTM Grid Loc: Zone _____ North _____ East _____
5. Ownership: BLM __, Other Federal __, State __, Private __, Unk __,
6. National Register Status: Candidate __, Potential __, Determined not Elgible __, No Determination ✓,
7. Disturbance: Animal __, Burning __, Vandalism __, ORV __, Other ✓, Explain ACTIVE ALLUVIAL WASH EROSION
8. Present Condition: Good __, Fair ✓, Poor __, Explain _____
9. Activity: Mining __, Railroad __, Military __, Homesteading __, Exploration/Traveling ✓, Settlement __, Ranching __, Other __, Explain HISTORIC AUTO ROAD (GRAVEL)
Site Type: Town __, Camp __, Homestead __, Road X, Trail __, Mine __, Railroad __, Graveyard __, Trashdump __, Military __, Other _____
11. Features: Structure __, Dugout __, Fire Hearth __, Cairn __, Rock Alignment __, Trashdump __, Irrigation __, Trail __, Road X, Corral __, Burial __, Well __, Spring __, R&R Grade (berm) __, Tram (road/way) __, Tailings __, Other __, Explain _____
12. Artifacts: Wood (size,type) ✓, Glass (color) ✓, Metal (type) ✓, Bone (species) __, Ceramic (color) __, Adobe (condition) __, Nails (size,type) __, Cans (size,type) ✓, Ordnance __, Other ✓, Explain SEE ATTACHED CONTINUATION SHEET
13. Temporal Period: Circa 1900→1920, Era AMERICAN

(continue on reverse side, refer by number)

TS-1

BLM CALIFORNIA DESERT PROJECT

ARCHAEOLOGICAL SITE SURVEY RECORD

(Continuation Sheet)

[8] Site # SBr 2910 [9] Other # WH-40 (SBr-002910)

[10] Site Name OLD TRAILS ROAD

[1]	County	SBr
[2]	District	RIV
[3]	Planning Unit	WHPA65
[4]	Sample Unit	A1
[5]	Photos	#18 ONE COLOR SLIDE
[6]	Date	1/20/78
[7]	Recorder	F. BERG

ROAD WIDTH 20 → 22 FEET.

LEAF SPRING PORTION (AUTO), CYLINDER HEAD BOLT

WOODEN BOARD (POSSIBLY RUNNING BOARD OR BODY FRAMING-AUTO)

RUBBER TIRE (INNER-RED), NARROW GAUGE.

BODY MOULDING OF OPEN AUTO (ROADSTER/PHAETON)

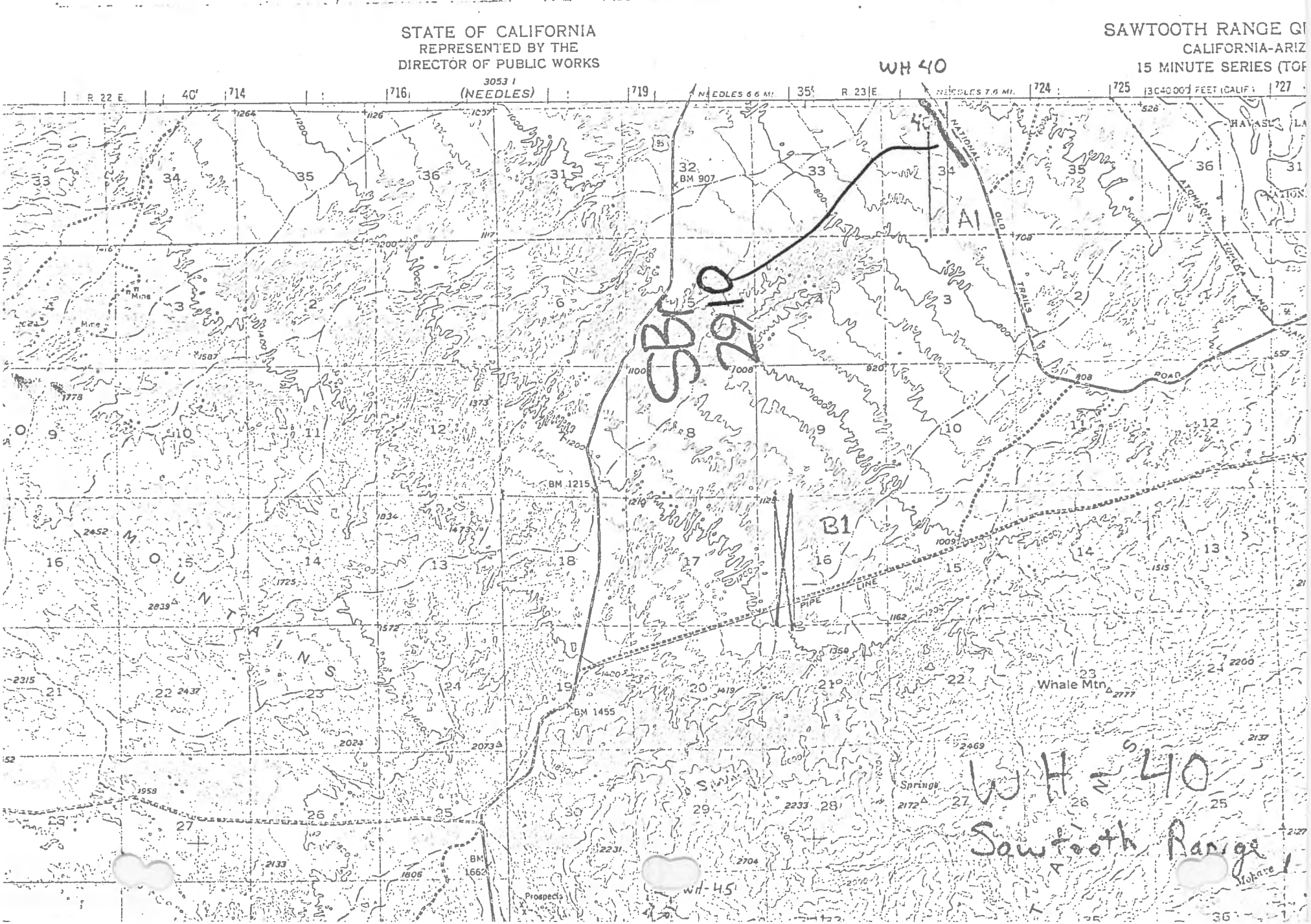
GLASS: PURPLE JAR FRAGMENTS
AQUA, BROWN, CLEAR BOTTLE FRAGMENTS
8½" GLASS LID.
DARK (COBALT) BLUE-MILK OF MAGNESIA BOTTLE

CANS: 2 TOBACCO TINS (ONE PRINCE ALBERT),
EVAPORATED MILK CANS.
RECTANGULAR TINS (1 POUND SIZE).
OIL CAN (QUART SIZE).
SARDINE TINS.
1 POUND COFFEE TIN (IN NEAR WASH)
METAL SHEETING THIN GAUGE.

SIGN: FACING NORTHWEST, GALVANIZED SHEETING ON WOODEN FRAME AFFIXED TO TWO 2½ INCH PIPES AS POSTS. SIGN SIZE 3FT HORIZONTAL



HAD BEEN REUSED BUT PAINT OXIDIZED.


STATE OF CALIFORNIA
REPRESENTED BY THE
DIRECTOR OF PUBLIC WORKS
SAWTOOTH RANGE QI
CALIFORNIA-ARIZ
15 MINUTE SERIES (TOP
WH 40
(NEEDLES)
R 22 E
R 23 E
NEEDLES 6.6 MI.
NEEDLES 7.6 MI.
BM 907
BM 1215
BM 1455
A1
B1
MOUNTAINS
Whale Mtn.
Springs
Prospects
WH-45
WH-40
Sawtooth Range

BLM CALIFORNIA DESERT PROJECT

ARCHAEOLOGICAL SITE SURVEY RECORD 36002910

PLOTTED

[1] County	SBr
[2] District	RIV
[3] Planning Unit	WHIPPLES
[4] Sample Unit	A1
[5] Photos Color Slide	1 #18
[6] Date	1/20/78
[7] Recorder	F. BERG

1] S #SBr-2910-H [9] Other # WH-40

0] Site Name OLD TRAILS ROAD

1] Cadastral Location: Twn 16N Rng 23E NE¼ of NW¼ of Sec 34

2] Quadrangle SAWTOOTH RANGE CA. 15' [13] Elevation 640'

4] UTM Grid Loc. Zone _____ Northing _____ Easting _____

5] Reference Points: 1. 1 MILE SE ALONG OLD ROUTE 66 FROM INTERSECTION OF ROUTE 40 AND NATIONAL OLD TRAILS ROAD APPROX 250 METRES DUE SOUTH OF AGRICOUTURAL INSPECTION STA.

[16] OWNER					[17] NAT'L REGISTER (A) STATUS					(B) TYPE			[18] DISTURB					[19] CNDT			[20] COMMENTS
OTHER FED.	STATE	PRIVATE	UNKNOWN		LISTED	CANDIDATE	POTENTIAL	NOT ELG.	NO DET.	DISTRICT	SITE	OTHER	DEVELOPMENT	ANIMAL	VANDALISM	ORV	OTHER WASH	GOOD	FAIR	POOR	(18) ALLUVIAL WASH DISTURBANCE
			X						✓								X		X		

[21] SITE TYPES																	[22] AREA						[23] DEPTH				
TEMPORARY CAMP	SHELL AVE	MILLING STA.	LITHIC SCATTER	QUARRY SITE	POTTERY LOCUS	CEMETERY	CREMATION LOCUS	INTAGLIO	ROCK ALIGNMENT	PETROGLYPH	PICTOGRAPH	TRAIL	ROASTING PIT	ISOLATED FIND	CAIRN	HISTORIC	OTHER	0-10 Sq. M.	11-50	51-250	251-1000	1001-5000	over 5000	SURFACE	1-20 Cm.	21-100	over 100	UNKNOWN
																X							X	X				

24] General Site Description: EARLY 20TH CENTURY GRAVEL AUTO ROAD WITH LITTER ALONG BOTH SIDES.

[25] FEATURES											[26] ARTIFACTS											[27] ECO.				[28] MAT.			
ROCK RING	ROCK STRUCTURE	CAIRN /SHRINE	ROASTING PIT/FAR	HEARTH	PETROGLYPHS	PICTOGRAPHS	BEDROCK MORTAR	GRINDING SLICK	OTHER		PROJECTILE POINT	FLAKED STONE TOOL	CORE-DETRITUS	MILLING TOOL	OTHER GROUND STONE	CERAMIC	BONE	PERISHABLE	ORNAMENT	HISTORIC	OTHER		FIRE AFFECTED ROCK	FAUNA	FLORA	OTHER		CRYPTOCRYSTALLINE	OBSIDIAN	FELSITE	OTHER
									X											X										

29] Describe: (25) HISTORIC SIGN FOR HOTEL? IN TOPOCK, CA.

(26) SEE CONTINUATION SHEET.

[30] VEGETATION

	BARREN
	SALTBUSH
X	CREOSOTE
	JOSHUA/CREOSOTE
	JOSHUA/YUCCA
	YUCCA/CACTUS
	BLACKBRUSH
	SAGEBRUSH
	PINYON/JUNIPER
	CONIFER
	SHADSCALE
	CHAPARRAL
	OAK WOODLAND
	MESQUITE
	RIPARIAN
(X)	WASH
	GRASSLAND
	OTHER

[31] COVERAGE

	CONTINUOUS (over 75%)
	INTERRUPTED (50-75%)
	PARK-LIKE (25-50%)
X	RARE (6-25%)
	BARELY PRESENT (1-5%)
	ABSENT (0-1%)

[32] WATER

X	INTERMITTENT STREAM
	PERMANENT STREAM
	SPRING
	PLAYA
	OTHER

[33] Describe
(30) WASH IS SECONDARY
(32) EPHEMERAL INTERMITTENT WASHES.

[34] LANDFORM

	MOUNTAIN
	HILL
	TERRACE
	RIDGE
X	ALLUVIAL FAN
	CANYON
	ARROYO
	SAND DUNE
X	DESERT PAVEMENT
	BADLANDS
	PLAYA
	OTHER

[35] BEDROCK

	EXTRUSIVE IG.
	INTRUSIVE IG.
	METAMORPHIC
	SEDIMENTARY
X	QUATERNARY ALLUV.
	OTHER

[36] TEXTURE

	SAND
	LOAM
	SILT
	CLAY
X	OTHER GRAVEL

[37] SOILS

	MIDDEN
X	ALLUVIAL
	COLLUVIAL
	EOLIAN
	BEDROCK
	OTHER

[38] Describe
ALLUVIAL FAN (ACTIVE) WITH DESERT PAVEMENT ON LOW LYING TERRACE TOPS AND WASHES CROSSING ROAD (NORTHEASTERLY SLOPE).

[39] SLOPE

	POINT OF INFLEX
✓	LOWER 1/3
	MID 1/3
	UPPER 1/3
X	0-5°
	6-15°
	16-30°
	31-60°
	over 60°

[40] ASPECT

	NORTH
	NORTH/EAST
	EAST
X	SOUTH/EAST
	SOUTH
	SOUTH/WEST
	WEST
	NORTH/WEST

[41] EROSION

	DEFLATION
	RILLING
X	GULLYING
X	SHEET/WASH
	ROCK/DEBRIS
	SLUMPING
	OTHER

[42] DRAIN.

	CONVERGING
	DIVERGING
X	BRAIDED
	OTHER

[43] Remarks
SEE ATTACHED HISTORIC SITE RECORD AND CONTINUATION SHEETS

TS-1

BLM CALIFORNIA DESERT PROJECT

HISTORIC SITE SURVEY FORM

County	
District	
Planning Unit	
Sample Unit	
Photos	
Date	
Recorder	

1. Site Number SBR 2910 2. Site Name P36-002910 EM-364
3. Other (numbers/names) National Old Trails Highway
4. Location: Twn ____, Rng ____, ____ of ____, of Sec ____, Quad _____, Elev _____

Reference Points: _____

UTM Grid Loc: Zone _____ North _____ East _____

5. Ownership: BLM __, Other Federal __, State __, Private __, Unk __
6. National Register Status: Candidate __, Potential __, Determined not Elgible __, No Determination __,
7. Disturbance: Animal __, Burning __, Vandalism __, ORV __, Other __, Explain _____
8. Present Condition: Good __, Fair __, Poor __, Explain _____
9. Activity: Mining __, Railroad __, Military __, Homesteading __, Exploration/Traveling ✓, Settlement __, Ranching __, Other __, Explain _____
10. Site Type: Town __, Camp __, Homestead __, Road ✓, Trail __, Mine __, Railroad __, Graveyard __, Trashdump __, Military __, Other _____
11. Features: Structure __, Dugout __, Fire Hearth __, Cairn __, Rock Alignment __, Trashdump __, Irrigation __, Trail __, Road ✓, Corral __, Burial __, Well __, Spring __, R&R Grade (berm) __, Tram (road/way) __, Tailings __, Other __, Explain _____
12. Artifacts: Wood (size,type) __, Glass (color) __, Metal (type) __ Bone (species) __, Ceramic (color) __, Adobe (condition) __, Nails (size,type) __, Cans (size,type) __ Ordnance __, Other ✓, Explain unknown
13. Temporal Period: Circa 1911-1912, Era American

(continue on reverse side, refer by number)

BLM CALIFORNIA DESERT PROJECT

ARCHAEOLOGICAL SITE SURVEY RECORD

P36002910.

[1] County SBr
[2] District 06
[3] Planning Unit EM
[4] Sample Unit —
[5] Photos —
[6] Date 1/5/77
[7] Recorder P. Gallegos

[8] Site # SBr 2910-H [9] Other # EM 364

[10] Site Name NATIONAL OLD TRAILS Highway

[11] Cadastral Location: Twn ____ Rng ____ ____of____ of Sec ____

[12] Quadrangle _____ [13] Elevation _____

[14] UTM Grid Loc. Zone _____ Northing _____ Easting _____

[15] Reference Points: OLD Route 66 PRESENTLY INTERSTATE 4

[16] OWNER

BLM	OTHER FED.	STATE	PRIVATE	UNKNOWN
		✓		

[17] NAT'L REGISTER

(A) STATUS

LISTED	CANDIDATE	POTENTIAL	NOT ELG.	NO DET.
				X

(B) TYPE

DISTRICT	SITE	OTHER

[18] DISTURB

DEVELOPMENT	ANIMAL	VANDALISM	ORV	OTHER
				X

[19] CNDT

GOOD	FAIR	POOR

[20] COMMENTS

[21] SITE TYPES

VILLAGE	TEMPORARY CAMP	SHELTER/CAVE	MILLING STA.	LITHIC SCATTER	QUARRY SITE	POTTERY LOCUS	CEMETERY	CREMATION LOCUS	INTAGLIO	ROCK ALIGNMENT	PETROGLYPH	PICTOGRAPH	TRAIL	ROASTING PIT	ISOLATED FIND	CAIRN	HISTORIC	OTHER
																	X	

[22] AREA

0-10 Sq. M.	11-50	51-250	251-1000	1001-5000	over 5000

[23] DEPTH

SURFACE	1-20 Cm.	21-100	over 100

[24] General Site Description:

ONE OF THE EARLIEST MODERN TRANS-UNITED STATES AUTOMOBILE ROUTES

1911

[25] FEATURES

STRUCTURAL DEP.	ROCK RING	ROCK STRUCTURE	CAIRN /SHRINE	ROASTING PIT/FAR	HEARTH	PETROGLYPHS	PICTOGRAPHS	BEDROCK MORTAR	GRINDING SLICK	OTHER

[26] ARTIFACTS

PROJECTILE POINT	FLAKED STONE TOOL	CORE-DETRITUS	MILLING TOOL	OTHER GROUND STONE	CERAMIC	ECHE	PERISHABLE	DEBAKENT	HISTORIC	OTHER

[27] ECO.

FIRE AFFECTED ROCK	FAUNA	FLORA	OTHER

[28] MI

CRYPTOCRYSTALLINE	OBSIDIAN	FELSITE

[29] Describe:

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

HISTORIC RESOURCES INVENTORY

1. County San Bernardino

Site CHL-781 *(State Use Only)*

NATIONAL OLD TRAILS MONUMENT

2. Common Name _____

3. Location A plaque commemorating the completion of the final portion of the National Old Trails Highway across the continental United States may be seen beside U.S. Highway 66 along the east side of Needles.

4. Date of Inventory August 1974

5. Status: Occupied_____ Unoccupied_____ Preservation Work in Progress_____

6. Accessible to Public: Yes, Restricted_____ Yes, Unrestricted X____ Not Accessible to Public_____

7. Owner of Property: Name_____ Address_____
City_____ State_____ Zip_____ Phone_____

8. Approximate Acreage_____ or Approximate Lot Size monument size

9. Representation in existing historic or prehistoric survey (see instructions): Yes X No_____ Unknown _____
Name of Survey California History Plan - Inventory

10. Depository for Records: Name _____
Address_____ City_____ State_____ Unknown_____

11. Representation on current Historic Landmark Registery programs: Yes X No _____ Unknown _____
Which Program California State Historical Landmark (# 781)

12. Description (multiple choice): Altered___ Unaltered___ Condition Excellent___ Good___ Fair___
Deteriorated___ Ruins___ Unexposed (archeological site) ___

13. Briefly describe the present and original physical appearance of site or structure and note any major alterations:
The monument points out the desert crossing which was used by aboriginal Indians, historic Indians, Father Garces, Jedidiah Smith, and Lt. Whipple. The western section of the Old Trails Highway was opened between 1911 and 1914. The general route of U.S. Highway 66 was a Mojave trade and travel trail which extended from the Colorado River to the California coast. Presently, the Santa Fe railroad line and U.S. Highway 66 parallel parts of the old trail.

14. Event of Historical Importance: None____ Local X___ State X___ National____ Unknown____ Describe briefly (see instructions for architectural exceptions): Use of the trail by Father Garces, Smith, and Whipple. (Garces: 1776, Smith: 1826 & 1827, Whipple: 1854).

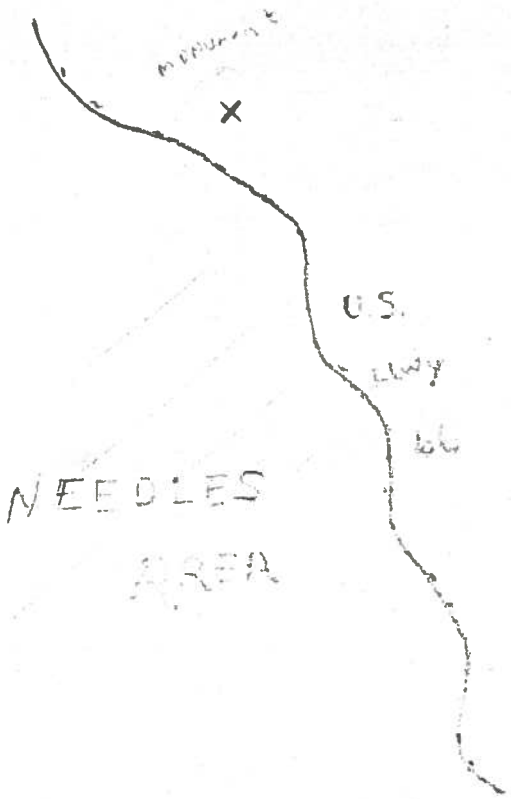
15. Person of historical importance: Name Father Garces, Jedidiah Smith, Lt. Whipple.
Local X___ State X___ National_____ Unknown _____ None _____

16. Statement of Significance: The ancient trail was used by people of many cultures and backgrounds. Before Garces' penetrating journey into California and prior to Smith's swashbuckling ventures into the region, the Indians (especially the Mojave) traversed the trails and paths while on trading excursions or traveling and hunting expeditions. In a sense, the monument marks the crossing of different men and cultures upon essentially the same trail to history.

17. Documents and Books (bibliography): John Galvin ed. A Record of Travels in Arizona and California, Elliott Coues, On The Trail Of A Spanish Pioneer: Garces Diary, David G. Thompson, Routes To Desert Watering Places In The Mohave Desert Region, California "Opening the Mojave River Trail", SBCM Quarterly, Vol. XVIII, No. 4., SBCM Quarterly.

18. Photographs of site or structure: Yes_____ No_____ (see instructions) Vol. XVII, No 1.

19. Sketch map:
In the space below, draw a sketch map showing the location of the site or structure being inventoried. Label streets and roads and show the distance from the nearest major intersection. Add an arrow to show north on the map.



20. Form prepared by: Name Mr. Terry Suss-Dr. Smith Address 18860 Orange Ave.
City Bloomington Phone 877-2272 Organization San Bernardino County Museum

THE FOLLOWING (21-26) ARE FOR STRUCTURES ONLY.

21. Date of Construction_____ Factual____ Estimated____ Unknown____
Architect_____ Unknown____ Builder_____ Unknown____

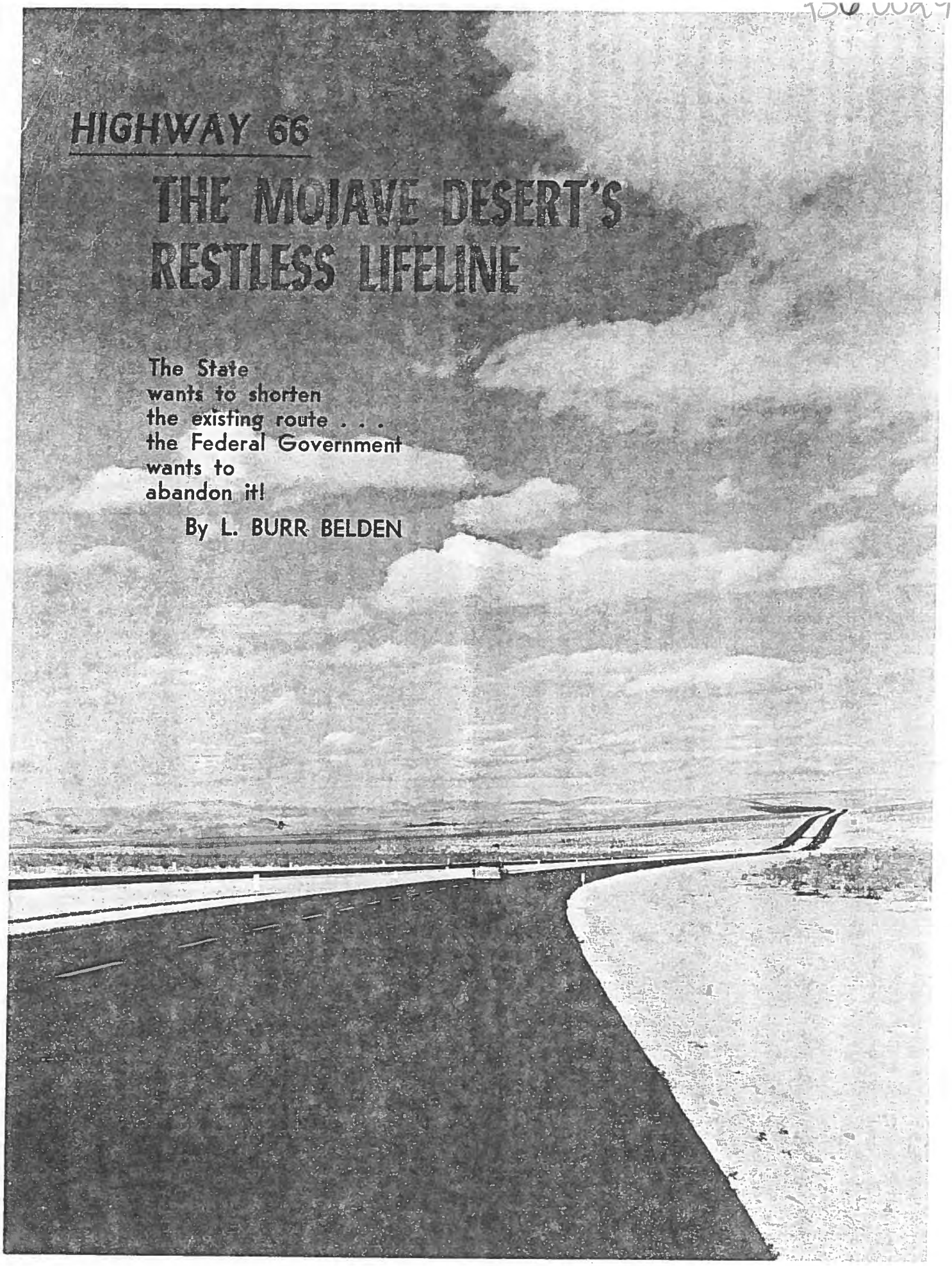
22. Basic historic use of structure (see instructions):_____

23. Basic present use of structure (see instructions):_____

24. Is structure on original site? Yes _____ No _____ Unknown_____

25. Present Environment and Threat of Destruction (see instructions)_____
Secure____ Threatened____ Unknown____

26. Area of structure at ground level: Width_____ Length _____ Unknown_____



HIGHWAY 66

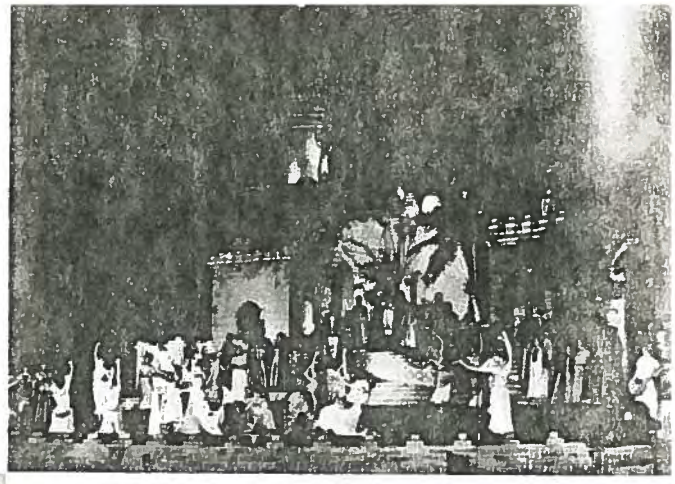
THE MOJAVE DESERT'S RESTLESS LIFELINE

The State wants to shorten the existing route . . . the Federal Government wants to abandon it!

By L. BURR BELDEN

—THE DESERT IN FEBRUARY

FAIR TIME. We who live in Riverside County are proud of our county fair, otherwise known as the "National Date Festival." The thing that makes it "different" is the nightly Arabian Nights pageant (photo at right), which visitors enjoy free under the desert stars, performed before an authentic Arabian setting designed some years ago by the old mirage salesman, Harry Oliver. Dates for this year's Festival at the Indio fairgrounds are February 15 thru the 24th. The nightly pageant begins at 6:45—and we recommend you come early—and with a blanket or two to ward off the usually chilly night air. One other recommendation to fairgoers: please stop by Desert Magazine's pueblo in nearby Palm Desert . . . you'll enjoy the paintings in the gallery, and we'll enjoy meeting you.



Part of the 150-member cast of the Arabian Nights Pageant

* * *

WATER RECORD. The Metropolitan Water District reports that record delivery of more than one million acre feet of Colorado River Water was made to member cities and agencies in Southern California during 1962. Putting it another way, the Colorado River contributed enough water during the past year to cover a square mile of Southern California land to a height of 1600 feet.

* * *

THE REAL VERMIN. Suppose your mortal enemy could not resist a certain sound—like the ringing of a dinner gong. So one night this enemy sneaks into your backyard and rings the dinner gong. Instinct controls your actions. You rush out the door and are greeted—not by a home-cooked meal—but by a shotgun blast in the face. Simple killing is bad enough—but doesn't this sort of murder border on the hideous, horrible side? And yet, a variation of it is growing into one of the desertland's most popular "sports." They call it "Varmint Calling"— the callers being armed men; the varmint victims, coyotes, bobcats and foxes. Instead of a dinner gong, the callers use a device which produces the sound of a rabbit in distress (a high-pitched scream). Predatory animals

continued on next page

Desert

MAGAZINE OF THE SOUTHWEST • 26TH YEAR

Volume 26 Number 2

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Photographer Carlos Elmer pointed his camera at the snow-clad San Francisco Peaks, Arizona's highest point; view is from U. S. Highway 66 west of Flagstaff. For a timely report on U. S. 66 farther west, see page 8.

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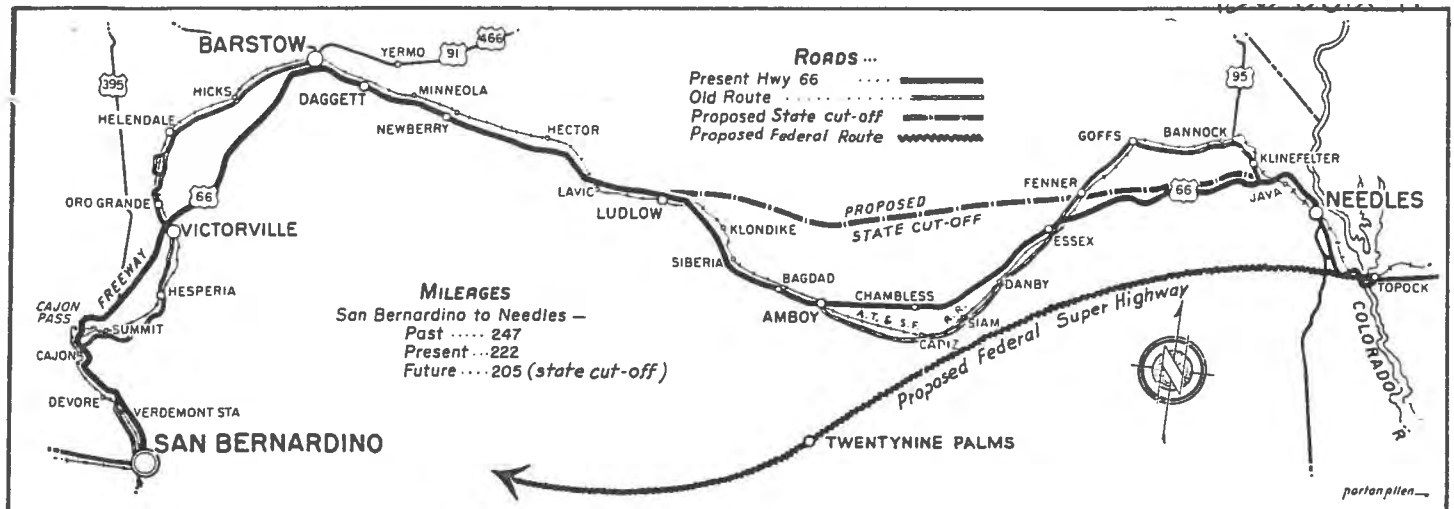
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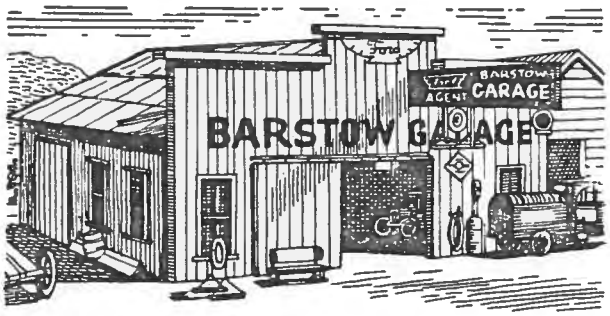
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EUGENE L. CONROTTO, *editor & publisher*

Address Correspondence To: Desert Magazine, Palm Desert, Calif. Phone: FI 6-8037



The routing of Interstate Highway 40, to be completed in the early 1970s as part of the nation's superhighway system, is the cause of deep concern—and high hope—in San Bernardino County. Needles-Bastow-Victorville interests favor Interstate 40 following the Highway 66 right-of-way; Twentynine Palms - Morongo Valley partisans are organizing to push the proposed new routing through their community. The San Bernardino County Board of Supervisors are caught in the crossfire.



The old Barstow Garage, since dismantled, was a Mojave Desert landmark in Model T days. It was a welcome sight to the daring motorists who braved the dusty roads which converged at Barstow. Sketch courtesy Calif. Interstate Telephone Co.

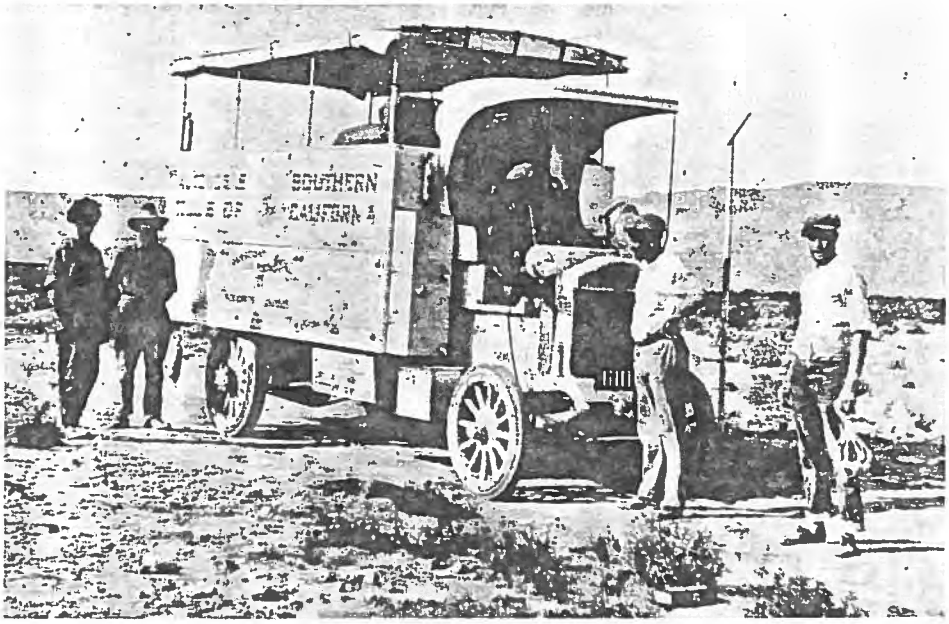
STRETCHING across the desert vastness of San Bernardino County is a string of small towns whose individual fortunes have waxed and waned according to what the current alignment of Highway 66 might be at a given time. The State Highway Department recently announced a proposed new routing of a portion of the famed transcontinental road—and thus we are about to see still another replaying of the drama which retards life in some desert towns, spurs it on in others.

The most recent major realignment took the highway on a straight course from Victorville to Barstow—leaving behind both the Mojave River and the railroad. Victims of this development were Oro Grande, Helendale, and Hicks.

The chief players in this newest rendition are Ludlow, Bagdad, Amboy, Cadiz, Essex, Fenner and Goffs —familiar names to three generations of Mojave Desert motorists. The new road will link Ludlow with Fenner, by-passing Siberia, Bagdad, Amboy and Essex. Cadiz and Goffs will still be a long way from the main stream of traffic. The map above tells the realignment story.

During the past few weeks the Highway 66 realignment story has been uppermost in local desert news. Hard on the heels of the state's proposal to cut a straight line from Fenner to Ludlow came the report that the U. S. Bureau of Public Roads wants a much more drastic realignment: a complete re-routing of a Highway 66 superhighway from Topock, Arizona, to Los Angeles via Twentynine Palms, Morongo Valley, and San Gorgonio Pass (see map).

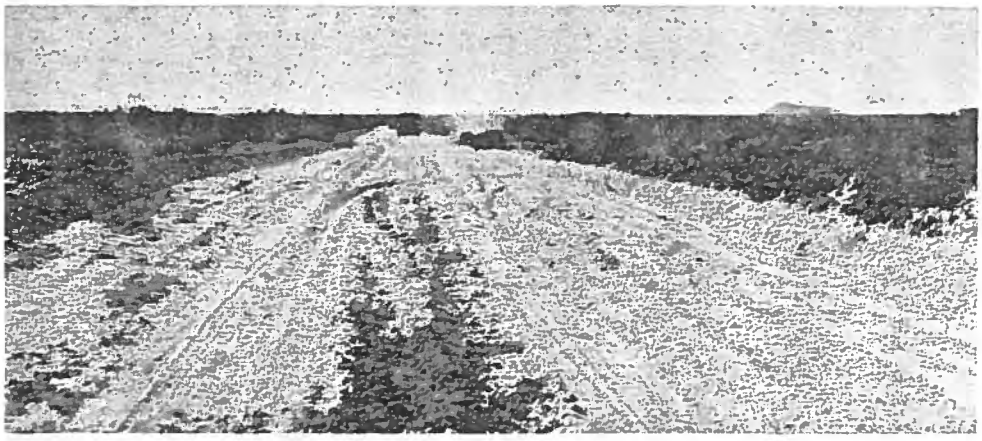
If the state's proposed realignment was a bombshell, the Federal Government's recommendation was a cosmic explosion! The fight is on. Various



TRANSCONTINENTAL SIGNPOSTING CREW OF SOUTHERN CALIFORNIA AUTO CLUB ERECTING SIGNS ALONG NATIONAL OLD TRAIL (NOW U.S. 66) IN 1914. THIS WAS NATION'S FIRST EFFORT TO SIGN CROSS-COUNTRY ROADS, AND WAS DONE TO ENCOURAGE TOURIST TRAVEL TO CALIFORNIA.



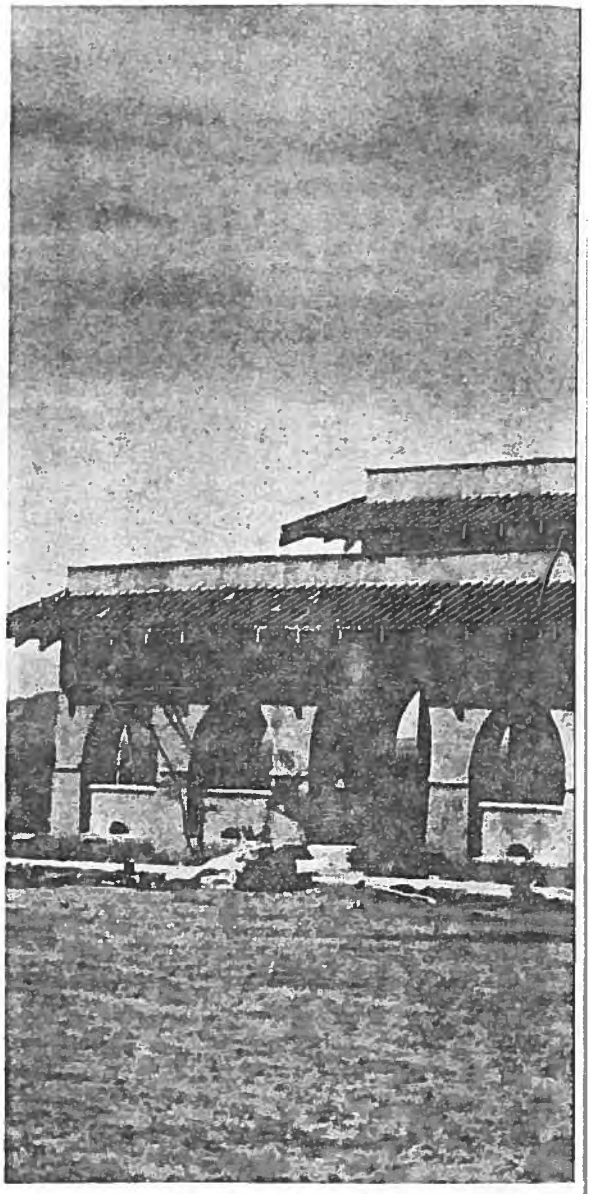
A STRETCH OF U. S. 66 NEAR NEWBERRY IN 1923 WHEN GRADING WAS STARTED BY THE STATE



THE SAME U. S. 66 STRETCH IN 1924—AFTER ONLY ONE SEASON OF GRADING WITH DRAGS



A ONCE-FAMILIAR MODEL T WAS DRIVEN FROM SAN BERNARDINO TO NEEDLES IN ONE DAY IN 1924—SENSATIONAL TIME CONSIDERING THE STATE SPEED LIMIT THEN WAS 35 MILES-PER-HOUR



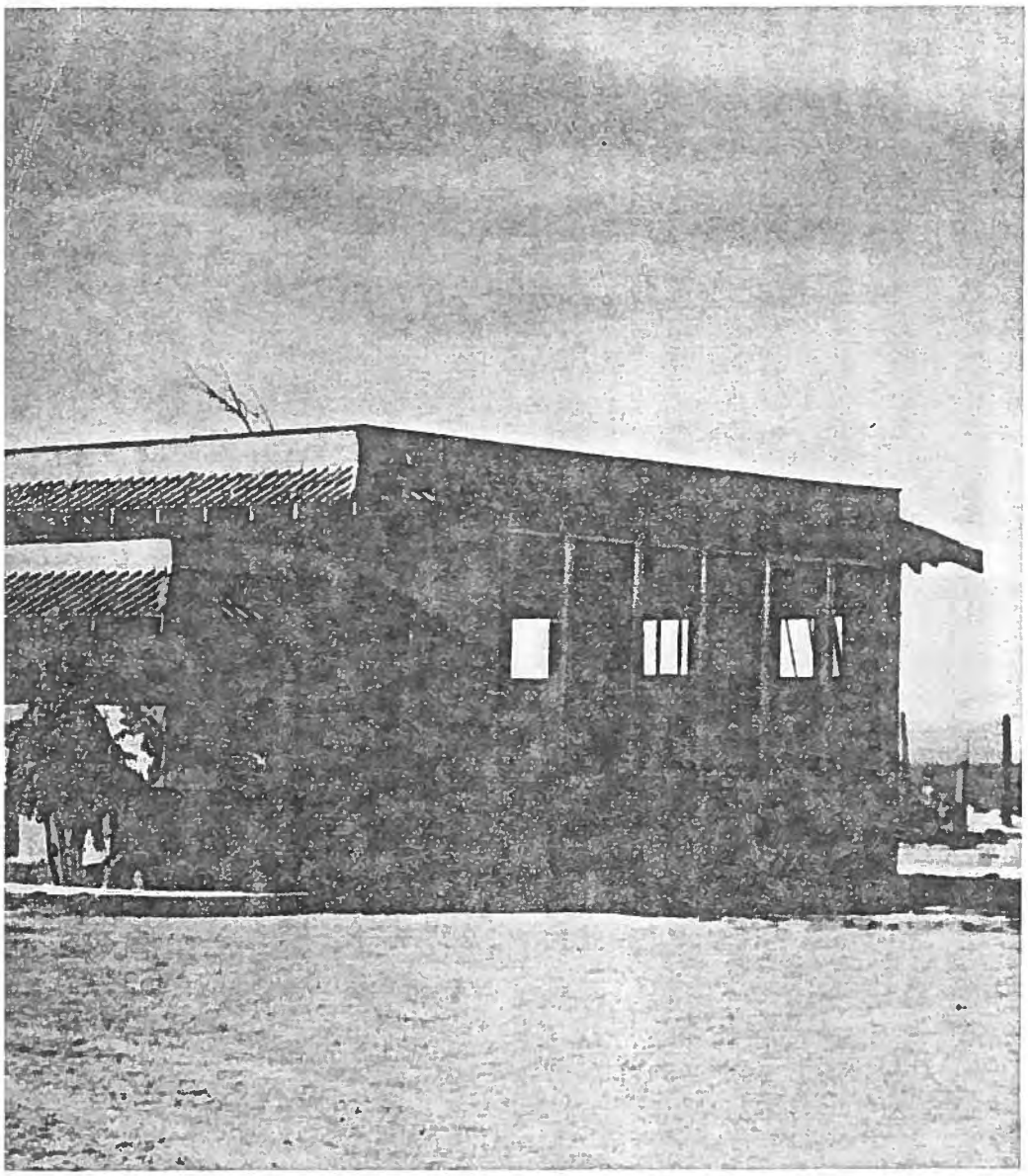
community and county groups have issued the call to arms! Everyone who lives or works on the Mojave Desert appreciates the economic importance of Highway 66.

The original highway from San Bernardino to Needles—247 miles in length—followed the somewhat winding route of the Sante Fe Railway. The existing highway—the result of countless minor and a couple of major realignments—has cut the San Bernardino to Needles distance to 222 miles. Tomorrow's highway, thanks to the Ludlow-to-Fenner link, will shave the distance to 205 miles.

In the first decade of this century, the enthusiastic but small corps of men who dared drive horseless carriages began demanding not only

P360290

BELOW: THE VACANT SCHOOL AT GOFFS



"good" roads, but "through" roads. Two great transcontinental routes were envisioned by these early motorists. One was designated to link the East with San Francisco via the Overland Trail which the '49ers had traveled to the Golden Gate. This became, in time, the Lincoln Highway. But prior to the advent of paving, the stretches of this road through Utah and Nevada were often impassable, and sections farther east were closed in winter.

What was needed was an "all-season" road—a continuation westward of the Sante Fe Trail from St. Joseph Missouri, to Santa Fe — and thence across northern Arizona, along the course of the Mojave River in California, to Cajon Pass, San Bernardino and the promised land of Los Angeles. Thus was born U.S. 66—known in its infant days as the National Old Trails.

To the Automobile Club of Southern California goes chief credit for the creation of the pioneer highway. In 1914, the Auto Club erected more than 4000 signs along the route — the project taking a full year. The signing cars were delayed as long as 10 days in some places when they twisted off drive shafts or plunged through flimsy bridge floors. The project paid big dividends, however. Automobile traffic into Southern California totalled less than 200 cars in 1913. The next year, when the

continued on page 33

NOTHING NEW IN A DESERT HIGHWAY FIGHT

Highway improvements seldom come easily. Often they are fraught with emotion by sincere partisans. So stated Edwin Q. Sullivan, who for 36 years was in charge of District VIII (San Bernardino County) of the California Division of Highways.

Sullivan, who retired in 1950, could afford to sit back and chuckle over incipient protests which mounted from the Amboy area when the proposed shortening of U. S. 66, from Ludlow to Needles, was recently proposed. "The heat over this latest shortening is nothing to that engendered over the State's routing of U. S. 60-70 direct from Blythe to Indio," Sullivan recalled. "Why even the county supervisors joined in demanding the transcontinental route stay in its roundabout path through Mecca and Thermal. The present routing, I say, had God's assistance. A cloudburst wiped-out much of the old Mecca Road and buried both cars and trucks. It took the cloudburst to convince many the change was needed."

Through, paved roads connecting Southern California and the East were evolved after much experiment under Sullivan's direction. A wind tunnel model opened the way for U.S. 80 paving from El Centro to the Colorado replacing the old plank road. When critics said paving desert routes would bankrupt the state, the highway engineer first transformed sandy and rocky trails into graded routes, then evolved the oil-earth mixture that has become so familiar. In the 1920s, however, the idea was so revolutionary that far off Australia, Chile and French Africa sent engineers to study and learn at the San Bernardino district headquarters.

HIGHWAY 66

(continued from page 11)



FENNER'S ONE REMAINING BUSINESS BUILDING IS THE POSTOFFICE. THERE ARE 28 MAIL CUSTOMERS, MOSTLY FROM CATTLE RANCHES. WHEN FENNER WAS ON THE MAIN HIGHWAY, IT HAD STORES, CORRALS, AND WAS TERMINAL OF TWO MAIL AND EXPRESS STAGE LINES.

signing job was partly completed, 419 cars entered the state through Needles. The 1915 figure zoomed to 1367 cars; by 1917, despite some wartime restrictions on travel, more than 4000 vehicles rolled across the desert.

The link from San Bernardino to Barstow was largely a joining of ranch roads along the Mojave River. Barstow was two days by car from San Bernardino over a road that was alternately rocky or sandy — almost never smooth. From Barstow, the old road crossed the lava flow from Mt. Pisgah much as does U.S. 66 today, and dropped into Ludlow, then the busy terminus of the Tonopah & Tidewater as well as the Ludlow & Southern railways.

In Ludlow, the old road turned a half-mile south to continue through the town's principal business streets, and then left paralleling the railroad to Klondike, Siberia, Bagdad and Amboy. From the latter town, the road continued on to Cadiz, Siam (now non-existent), Danby, Essex, Fenner and Goffs—always sticking close to the railroad.

At Goffs, the pioneer motorist had three choices. He could: 1) follow the railroad to Needles by way of Bannock and Klinefelter (the route preferred after 1914); 2) make an arc to the south in the Piute Mountains to avoid sharp canyon curves alongside the railroad; or 3) sell or abandon his car and take the next westbound train back to San Bernardino.

The Santa Fe assisted materially in both the signing and improving of the National Old Trails. The railroad made possible the only non-ferry crossing of the Colorado River by planking its Topock bridge. Auto travel was not seen as competitive, but rather as a means of boosting patronage at the many Harvey Houses along the iron rail.

Costs of signing the road were shared by Los Angeles and San Bernardino counties. Outside California, however, the Southern California Auto Club shouldered the entire expense. There was a cooperative agreement under which the National Old Trails Association signed, or helped pay for signing, the highway between Kansas City and New York.

Over the years, the straightening of the road has had dire consequences for some Mojave Desert towns. Chief victim of an early Cajon Pass realignment was Hesperia.

In 1926, Clement C. Young became California's governor. He named a onetime Highland grocery boy, Bert Meek, as director of public works. Bert looked over the state's highway system and didn't like what he saw.

Meek was the 1920s' version of Benedict Arnold, so far as the Mojave Desert was concerned. His realignment of the National Old Trails discarded the historic rail-highway partnership. He took the highway off Daggett's main street and left the Ludlow business district a half mile south of its course. Meek's highway stranded Bagdad. It paralleled the old routing in Amboy, but was 300 feet away. It passed through Needles on Broadway instead of Front Street.

What the Meek realignment did to these towns was nothing as compared to its treament of Fenner, Goffs, Ban-

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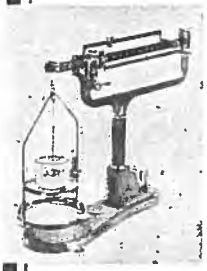
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FENNER POSTMASTER MRS. ROSE STINGHAM RECEIVES THE DAY'S MAIL FROM ALFRED CORDOVA, STAR ROUTE CARRIER WHO SERVES THE SMALL DESERT TOWNS EAST OF BARSTOW

nock and Klinefelter. The new road left the railroad at Essex and struck out boldly to the east, not to rejoin the old route until Java was reached about eight miles west of Needles. Also mortally stranded by realignment were Cadiz, Siam and Danby.

Goffs was left seven miles from the highway. Some traffic still used the old route, which became a county road, but one by one the business places were forced to close. Finally, the Goffs school closed and the children who remained were taken to Essex by bus.

Few people remain on the Mojave who remember the days when Goffs was a "tourist resort." It all sounds a bit fantastic today, but in the days before mechanical air conditioning, Goffs was indeed a summertime mecca.

In those days it was a commonly accepted axiom that few white women could survive the desert summers. Goffs, at the top of the hill, was 15 degrees cooler than Needles —a fact that brought a sizable summer population. Mother and the children enjoyed the luxury of a cottage at Goffs while papa either commuted by rail or kept bachelor quarters in Needles.

Restaurants, tourist camps, small hotels, and even rival gasoline stations sprouted in Goffs. In the early '20s the old frame school house was abandoned, and a new one of solid concrete was erected. It had partially tiled roof and thick heat-resistant walls.

Today Goffs is but a skeleton of its former self. The stout walls of its concrete school stand surrounded by brush.

Apparently the new state alignment of Highway 66 will not alter the course of history in Goffs, but it will deal a kinder hand to Fenner —that is, *if* the state and not the Federal Government prevails in the choosing of the future course of the 66 lifeline. No one knows what will happen. What is known is that whatever happens will reshape the face of the Mojave.

The National Old Trails is not a static thing. ///

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NAME NATIONAL OLD TRAILS MONUMENT, NEEDLES

COUNTY San Bernardino County

APPROVAL COMMITTEE:

Richard F. McCarthy

Eileen G. Dismuke

Richard R. Emparan

Noel F. Moholy

Harold F. Taggart

Approved at the November 16, 1962 meeting at Sacramento
STATE PARK COMMISSION

DIRECTOR, DEPARTMENT OF ~~NATURAL RESOURCES~~
PARKS AND RECREATION

REGISTERED LANDMARK NUMBER 781

DATE NOV 20 1962

APPLICATION FOR REGISTRATION OF HISTORICAL POINT OF INTEREST

Name of Historical Point National Old Trails Monument, Needles

Location In a small triangular parkway on U.S.Highway 66, at the east entrance to Needles.

County San Bernardino

Name of Owner City of Needles

Street Box 568

City Needles, California

HISTORY AND DESCRIPTION A crossroads of prehistoric Indian trails, a place known to explorers from Alarcon to Ives, a campsite of Whipple, a landing in the steamboat era on the Colorado, a pioneer railroad town, a trading center for desert mines, a stop-over for pioneer travel on the National Old Trails road, and now a busy city on one of the nation's transcontinental highways, Needles merits consideration as a historic site.

An old Indian trail, still visible in some places, and marked at points by petroglyphs, ran roughly parallel to the Colorado River on the California side.(1) The well-known "Old Mohave Trail" crossed the river at the "Mohave Villages", dropped south a bit, then followed Piute Wash through Kleinfelter to Piute Springs, and then west across the Mojave Desert. This is the route followed by Garces and his Mojave guides in 1776, and by Jedediah Smith in 1826.(2)

Whipple, surveying for a railroad route, came north along the east bank of the river, mentioned the pinnacles which he named "The Needles", and crossed at the site of the present city. He made his Camp 134 on Feb. 27,1854 approximately at the site of the Santa Fe Depot.(3) Beale with his camels apparently crossed the river about 18 miles farther up,(4) near where Fort Mohave was established by Col. Hoffman in 1859.(5)

Alarcon, exploring up the river in his small boat in 1540, is believed to have reached or passed the site of Needles.(6) Capt. Alonzo Johnson in 1858, followed a couple of months later by Ives, explored the river past the site of Needles as far as Eldorado Canyon, to which point it was found to be navigable.(7) In that period there was much steamboat traffic, carrying both passengers and supplies, military and civilian, and Needles was a boat landing.(8) From 1890 to 1921 a Needles Ferry was operated intermittently.(9)

The Southern Pacific railroad line from Mojave to Needles, soon afterward bought by the Santa Fe, was completed in 1883, and Needles developed not only as a railroad town, but also as a commercial center for the mines in the district.(10)

At that time, stretches of road were built along the railroad right-of-way for hauling construction supplies. Eventually these stretches were joined.(11) By 1914 an old map showed a continuous automobile route along the railroad, and a contemporary San Bernardino County road foreman is quoted as saying in part, "---in 1914 when the Los Angeles to Phoenix Road Races came through Needles. They only came once---".(13)

PERMISSION FOR REGISTRATION

As authorized representative for the legal owner of the site, I hereby give my permission for the registration of the National Old Trails Monument, at Needles, with the California Division of Beaches and Parks as a historical landmark. It is understood that such registration in no way effects or limits such ownership.

Name Charles F Calder

Position CITY MANAGER

Address City Hall Box 247 Needles

Date Oct 19 - 61

HISTORY AND DESCRIPTION (Continued)

The first railroad bridges built across the Colorado River at Needles in 1883 and 1884 were washed out.(14) In 1890 the railroad completed the permanent "Red Rock" bridge down the river 12 miles at Topock where it could be anchored in banks of solid rock. Motorists crossed the river on planks laid between the rails until 1916, when the Old Trails Cantilever Arch bridge, the longest of its kind at the time, was completed. This bridge, XXXXI is now used by the Pacific Lighting's gas pipeline, and, since the railroad completed a new bridge in 1945, the present Highway 66 has been alligned to use the Red Rock bridge again.(15)

The designation "National Old Trails" for the important highway now called U.S. 66 was probably made about 1914. A bill to that effect was introduced in Congress in 1913,(16) and the Automobile Club of Southern California stated that in 1914 "194 touring parties traveled over the National Old Trails Road into Southern California".(17) A U.S.G.S. Water Supply Paper published in 1921 referred to the highway by that name, and recommended it for the safety factor of proximity to the railroad and its frequent way stations.(18)

Dedicated in 1923 by the Daughters of the American Revolution, the National Old Trails Monument is a metal plaque appropriately set into a boulder marked with ancient petroglyphs from one of the Indian trail sites nearby.

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2. Van Dyke,Dix - "A Modern Interpretation of the Garces Route", in An.Publ.Hist.Soc. So.Calif. XIII:4,1927; Beattie,George W. & Helen Pruitt Beattie - Heritage of the Valley,San Pasqual Press, Pasadena,1939,p.3, 23-4, 327-9; Morgan,Dale L. - Jedediah Smith and the Opening of the West,Bobbs-Merrill,1953,p.200 & note 14 on p.415.

3. Foreman,Grant (ed.) - Pathfinders in the Southwest,U.of Okla.Press,1941; Coues, Elliott, On the Trail of a Spanish Pioneer, Garces' Diary 1775-6, Harpers,1900, Vol.I,p.228, n.34.

4. Woodward,Arthur - Feud on the Colorado,Westernlore,1955,p.88 & 99.

5. Beattie, op.cit., p.323.

6. Hanna,Phil Townsend - "Hail to Alarcon, Unsung Discoverer of California", in Westways, Aug.1940, p.8-9.

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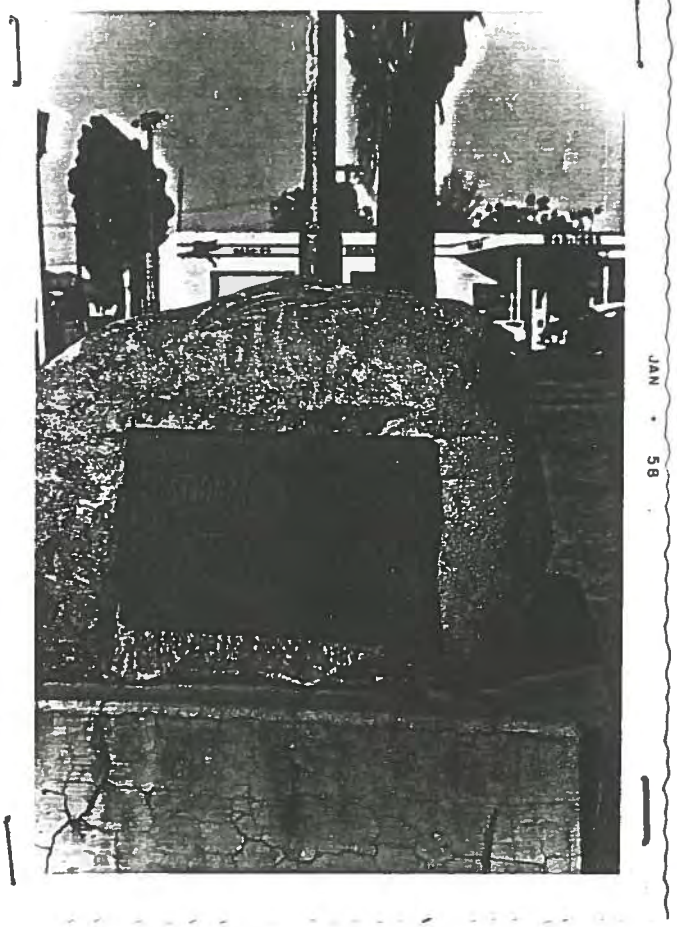
8. Belden, L. Burr - Historical Series in San Bernardino Sun-Telegram, Mar.30,1952, and Mar.14, 1954.

9. Rowe,R. Robinson in California Highways and Public Works, July-Aug.1947,p.22; Belden, Sun-Telegram, Mar.21,1954 (incl. photo), and Oct.10,1954.

10. Belden, Sun-Telegram, Mar. 14, 1954.

11. Belden, Sun-Telegram, Oct. 10, 1954, and Apr. 20, 1958.

PHOTOGRAPHS



JAN • 58



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13. Nelson, Billy, letter in Profiles, publ. of State Hwy. Dist. VIII, Aug. 1961, p.17. Nelson was a county road foreman in the Needles area in the period prior to 1923, when Dist. VIII was formed and he went to work for the state Div. of Hwys.

14. Belden, Sun-Telegram, May 25, 1952.

15. Calif. Hwys. & Public Works Centennial Booklet, 1950, p.124; Calif. Hwys. & Public Works, July-Aug. 1947, and May-June 1961; Touring Topics, Mar. & Apr. 1916; Belden, Sun-Telegram, Mar. 21, 1954.

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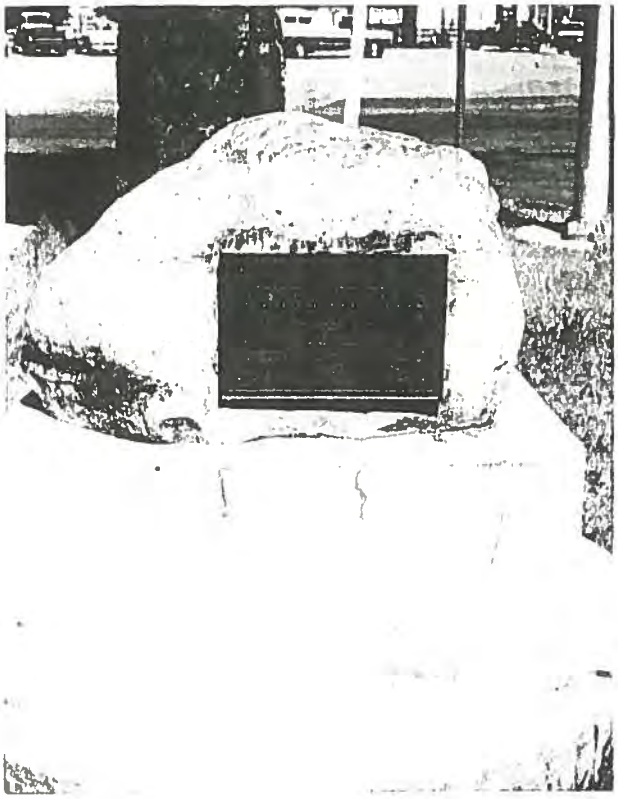
San Bernardino Sun-Telegram, Feb. 11, 1924 (editorial remarking on condition of National Old Trails Road).

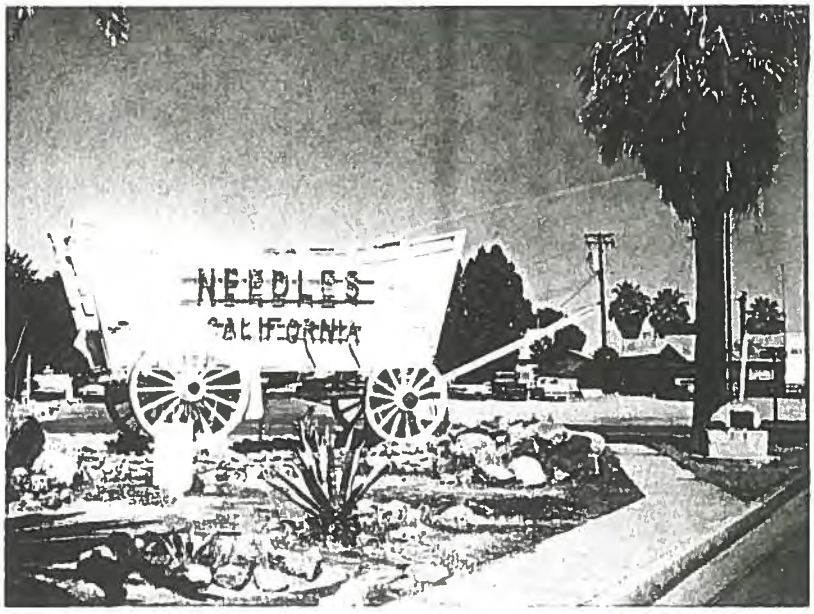
ARE PICTURES ATTACHED? yes

IS STATEMENT OF OWNER ATTACHED? yes

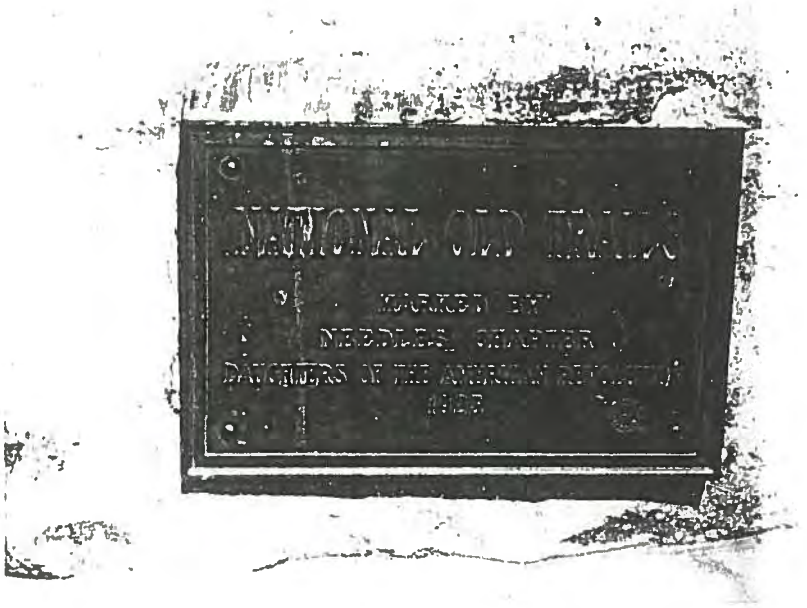
Signed Arda M. Haenszel
San Bernardino County Museum Association
City San Bernardino
Date July 18, 1962

(This form when filled out completely is to be sent to the Historical Landmarks Advisory Committee, P. O. Box 2390, Sacramento 11, California.)

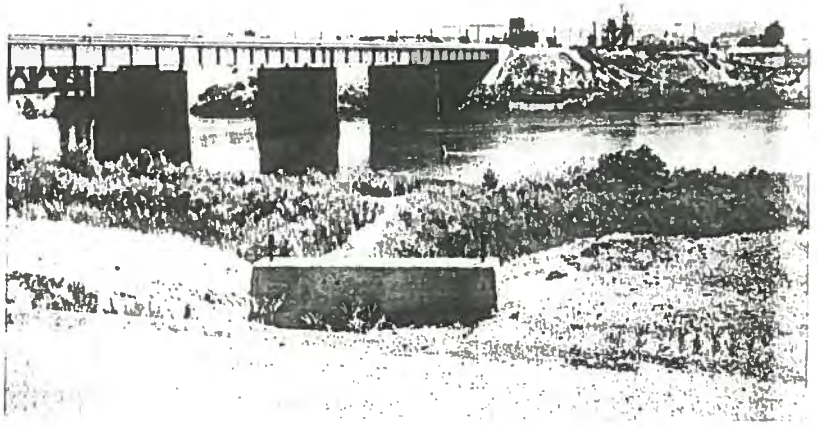



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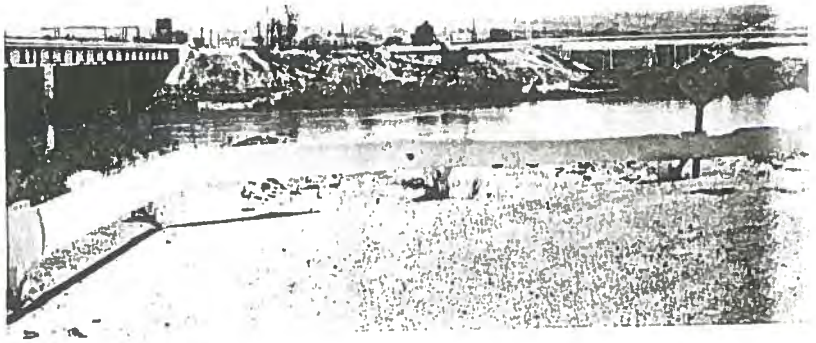

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NATIONAL OLD TRAILS

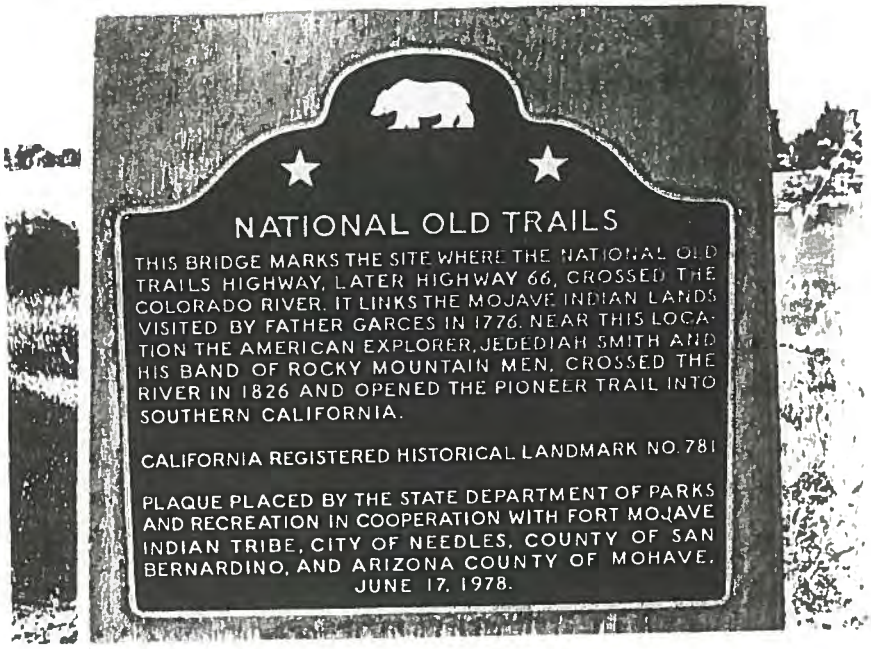




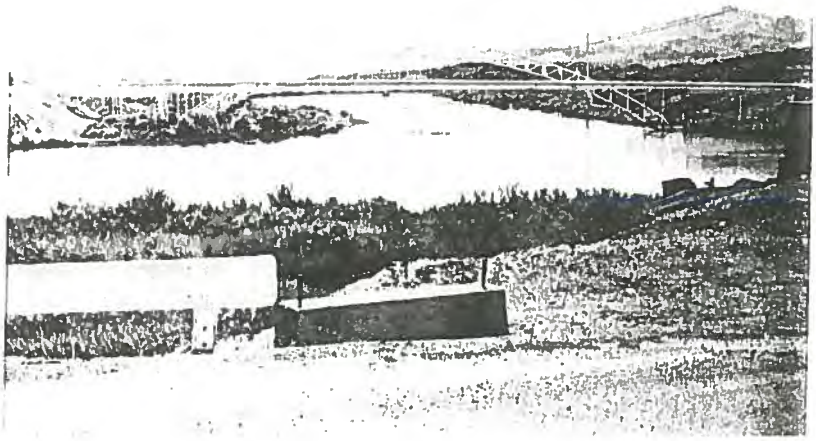


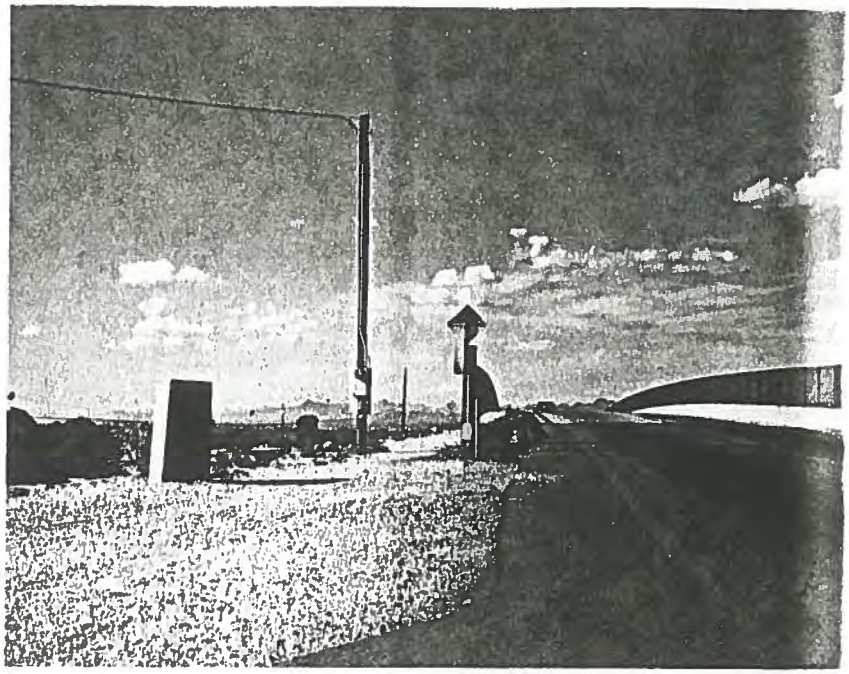
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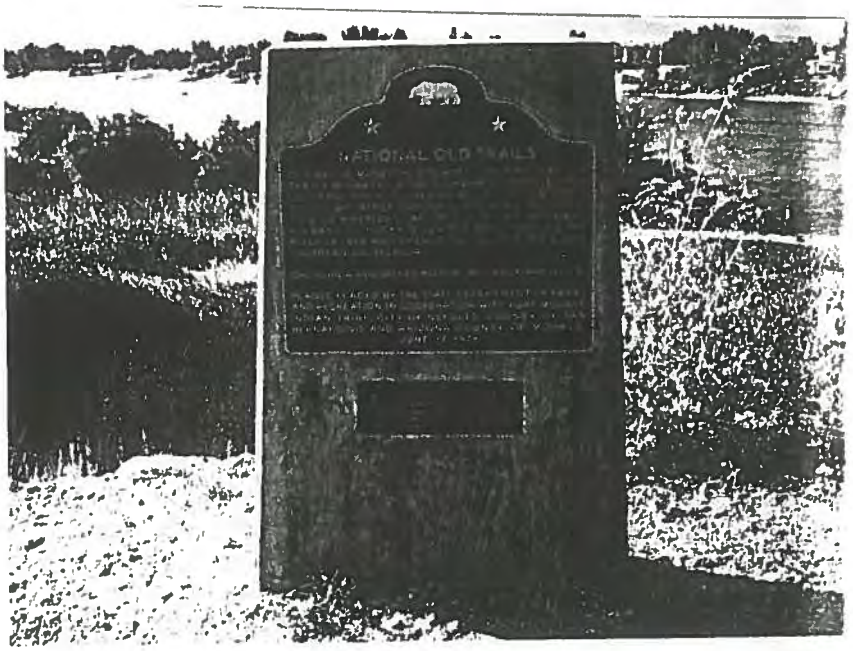

ARDINO, AND ARIZONA COUNTY OF
JUNE 17, 1978.
DEDICATED MAY 2, 1982
BY THE BILLY HOLCOMB CHAPTER OF
E CLAMPUS VITUS, IN COOPERATION
WITH THE NEEDLES CHAPTER OF THE
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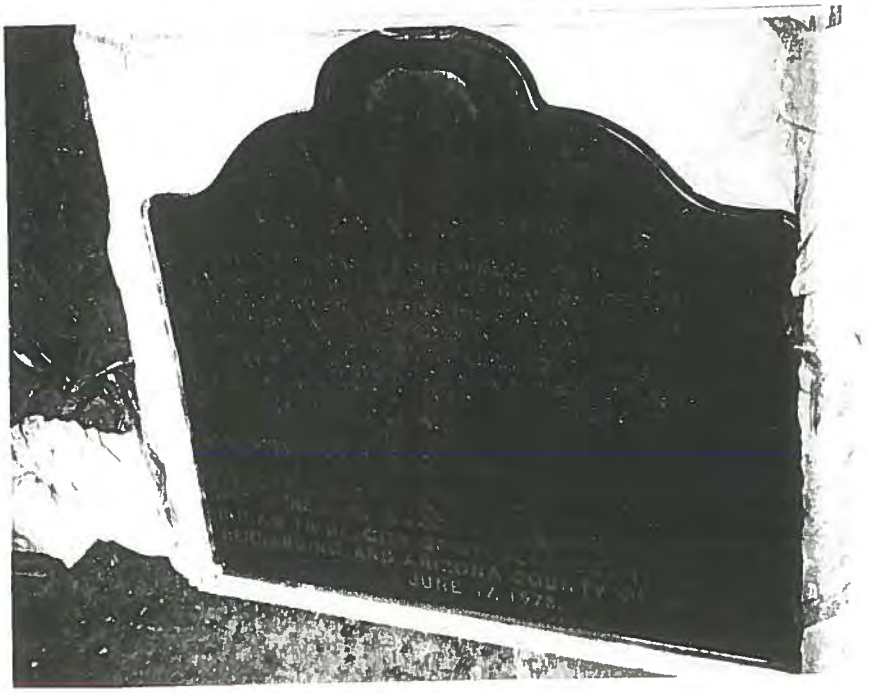

NATIONAL OLD TRAILS
THIS BRIDGE MARKS THE SITE WHERE THE NATIONAL OLD TRAILS HIGHWAY, LATER HIGHWAY 66, CROSSED THE COLORADO RIVER. IT LINKS THE MOJAVE INDIAN LANDS VISITED BY FATHER GARCES IN 1776. NEAR THIS LOCATION THE AMERICAN EXPLORER, JEDEDIAH SMITH AND HIS BAND OF ROCKY MOUNTAIN MEN, CROSSED THE RIVER IN 1826 AND OPENED THE PIONEER TRAIL INTO SOUTHERN CALIFORNIA.
CALIFORNIA REGISTERED HISTORICAL LANDMARK NO. 781
PLAQUE PLACED BY THE STATE DEPARTMENT OF PARKS AND RECREATION IN COOPERATION WITH FORT MOJAVE INDIAN TRIBE, CITY OF NEEDLES, COUNTY OF SAN BERNARDINO, AND ARIZONA COUNTY OF MOHAVE.
JUNE 17, 1978.

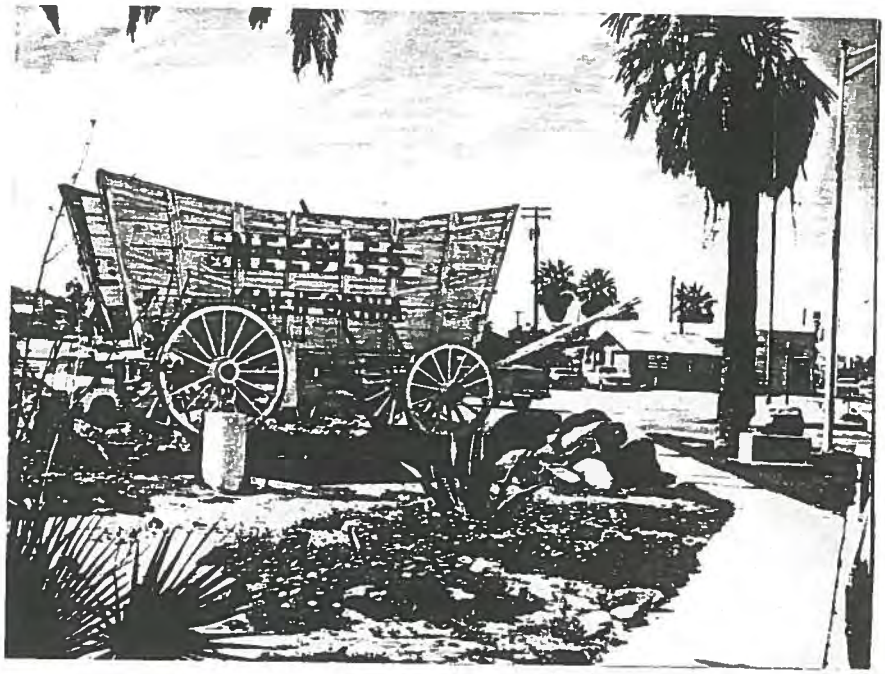
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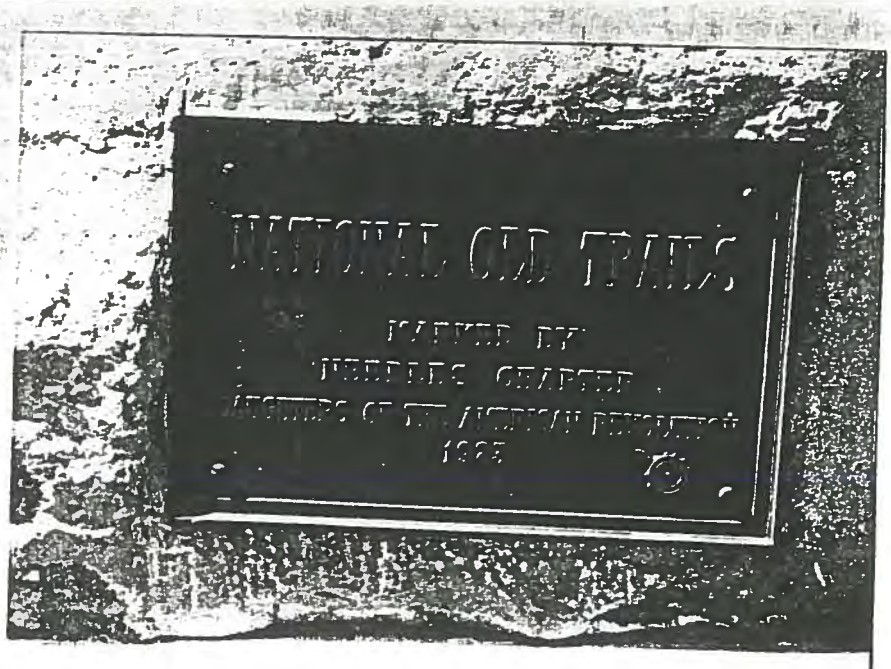



NATIONAL OLD TRAILS








NATIONAL OLD TRAILS
MARKED BY
DAUGHTERS OF THE AMERICAN REVOLUTION
1928

781

National Old Trails Monument

(California Historical Landmark No. 781)
Map Site 25

A plaque erected in 1923 beside U.S. Highway 66 in Needles commemorates the completion of the last portion of the National Old Trails Highway across continental United States.

The plaque is in the city of Needles.

The monument indicates the trail that was used by prehistoric Indians, by historic Indians, especially the Mojaves, by pioneers such as Garces in 1876 and Jedediah Smith in 1826. The plaque is set in a boulder marked by ancient petroglyphs which came from Granite Springs near Needles.

The western section of the National Old Trails Highway was opened between 1911 and 1914. Much of the history of San Bernardino County has been made along this trail. First starting as a prehistoric Indian trail which can still be seen in certain locations, later becoming the Mojave trade trail to the California coast, then came the explorer priest Father Garces. Jedediah Smith opened the door for the American pioneers by his exploration journey in 1826, later the old Government Road was established for protection of travelers coming to California. Certain army forts were built and soldiers patrolled sections of the old trail. Later came the railroad and highway to parallel portions of the ancient trail.

SBR-2910N

National Old Trails Monument

(California Historical Landmark No. 781)
Map Site 25

Beside U. S. Highway 66 at the east side of Needles, a plaque, erected in 1923, commemorates the completion of the last portion of the National Old Trails Highway across continental United States.

The monument indicates the desert crossing that was used by prehistoric Indians, by historic Indians, especially Mojaves, and pathfinders such as Garces in 1776 and Jedediah Smith in 1826 and 1827. The boulder in which the plaque is set came from Granite Springs near Needles, and is marked by ancient petroglyphs.

The western section of the National Old Trails Highway was opened between 1911 and 1914. Much of the history of San Bernardino County has been made along this trail. The general route of the present U. S. Highway 66 was originally a Mojave travel and trade trail from the Colorado River to the California coast. The first white men to whom it was shown were Father Garces, the Franciscan missionary, and Jedediah Smith, the American trapper. In 1854, also guided by Mojaves, Lt. Whipple surveyed it as a possible railroad route. Later, following much the same route, the Old Government Road was opened. Army forts were built at intervals along this road, and soldiers patrolled sections of it, for protection of immigrants, wagon freighters, and mail carriers traveling to and from California.

Today the Santa Fe railroad and U. S. Highway 66 parallel portions of the ancient trail.

T36 00 2910
E-7 365

SBr 2910

qq. National Old Trails Highway (H-43)

(1) Location. This is the route of Old Highway 66 through the southern portion of the East Mojave Planning Unit, from Needles to Essex.

(2) Description. The western section of the National Old Trails Highway was opened up between 1911 and 1914. Contrary to many erroneous accounts, the highway parallels the ancient trails used by the early explorers and is not on the land of the actual trails itself. The Mohave Indian Trail, later becoming the Old Government Road, lies 10 to 15 miles north of the highway.

(3) Present Condition. The highway is a paved, two-lane state maintained highway. The major east-west automobile traffic now utilizes the new Interstate 40.

(4) Significance. The highway was one of the earliest modern trans-United States automobile routes.

(5) Status and Protection. Existing California State Highway.

(6) Formal Recognition. California Historical Landmark No. 781.

(7) References.

Smith, Gerald, L. Burr Belden and Arda M. Haenszel, San Bernardino County Registered State Historical Landmarks. San Bernardino County Museum Association Quarterly, Vol. 7, No. 1, N.D.

NATIONAL OLD TRAILS HIGHWAY

FM 364

SBr 2910

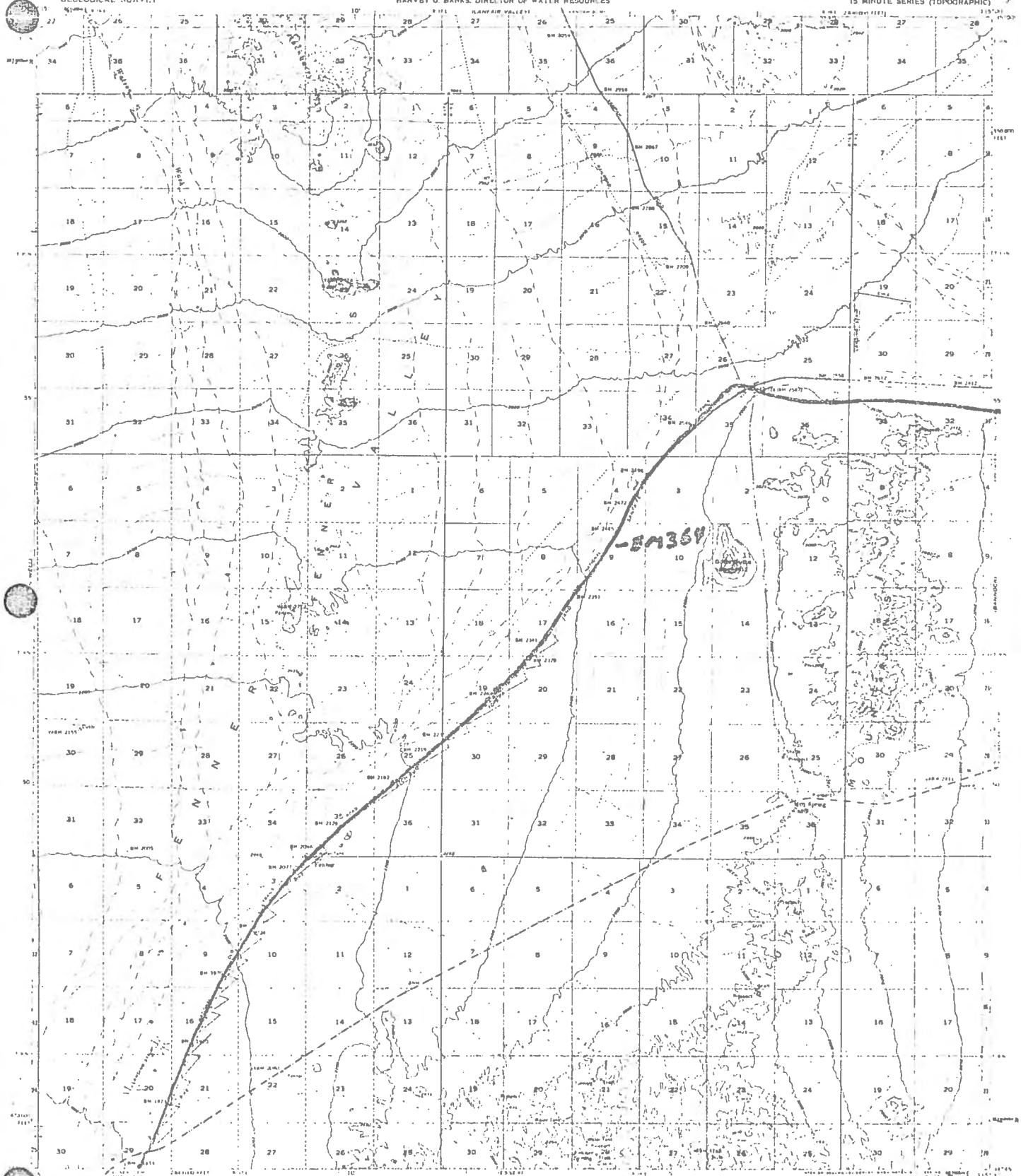
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DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF CALIFORNIA
GOODWIN J. KNIGHT, GOVERNOR
HARVEY O. BANKS, DIRECTOR OF WATER RESOURCES

FENNER QUADRANGLE
CALIFORNIA-SAN BERNARDINO CO
15 MINUTE SERIES (TOPOGRAPHIC)



Topography by photogrammetric methods from aerial photographs taken 1953. Field checked 1954

Polyconic projection. 1927 North American datum
10,000-foot grid based on California coordinate system, zone 5
1000-foot ticks on neat line
Shoreline datum not applicable
Land lines not surveyed
Unchecked elevations are shown in brown

Compiled, edited and published by the Geological Survey
Control by USGS and USC&GS

SCALE 1:62500

CONTOUR INTERVAL 40 FEET
DATUM IS MEAN SEA LEVEL

ROAD CLASSIFICATION
Medium duty
Unimproved dirt
U.S. Route

APPROXIMATE MEAN DECLINATION 1956

FENNER, CALIF
N3445—W11530—15
1954

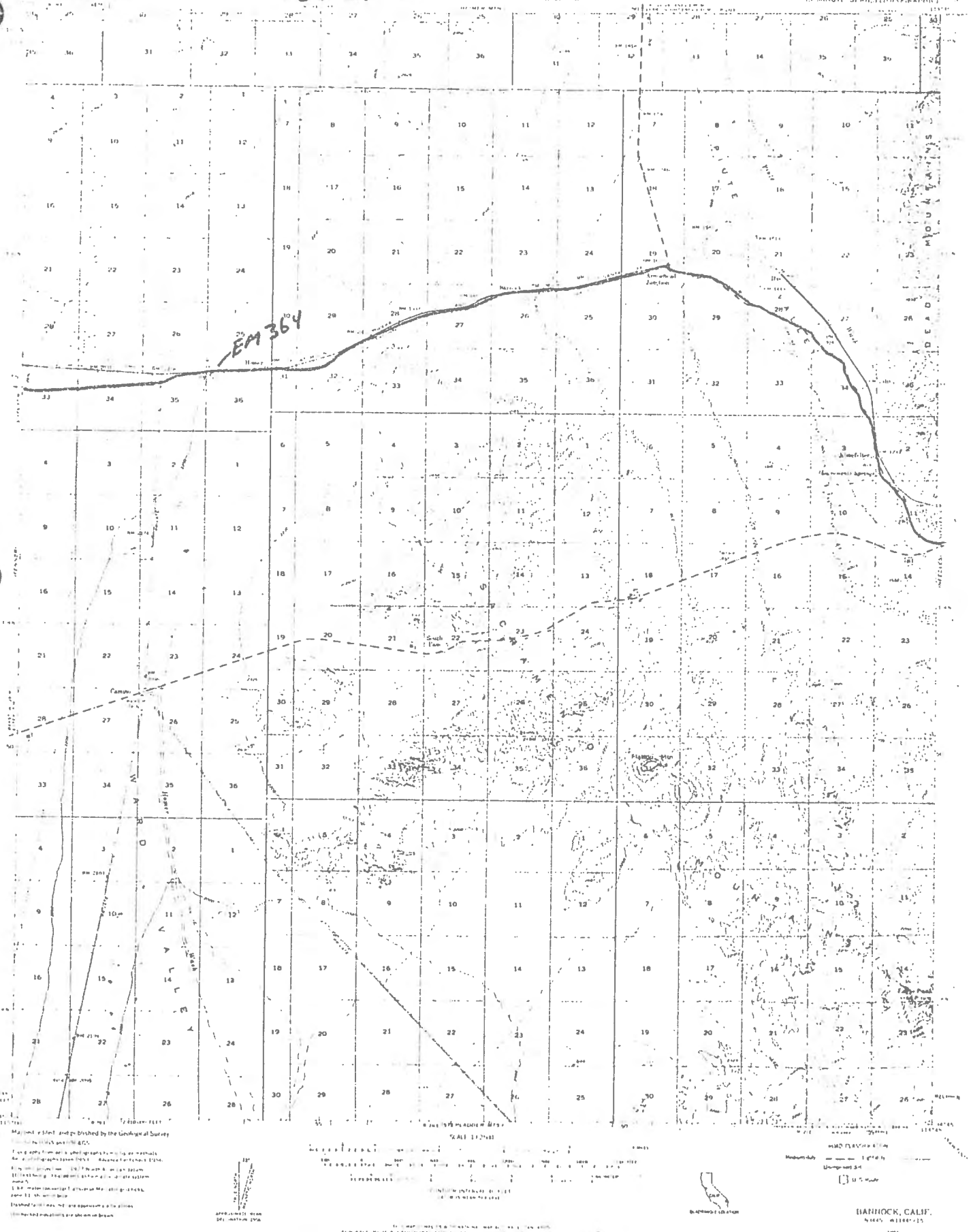
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P36 002910
2 of 3

NATIONAL OLD TRAILS HIGHWAY

EM-364

SBr 2910



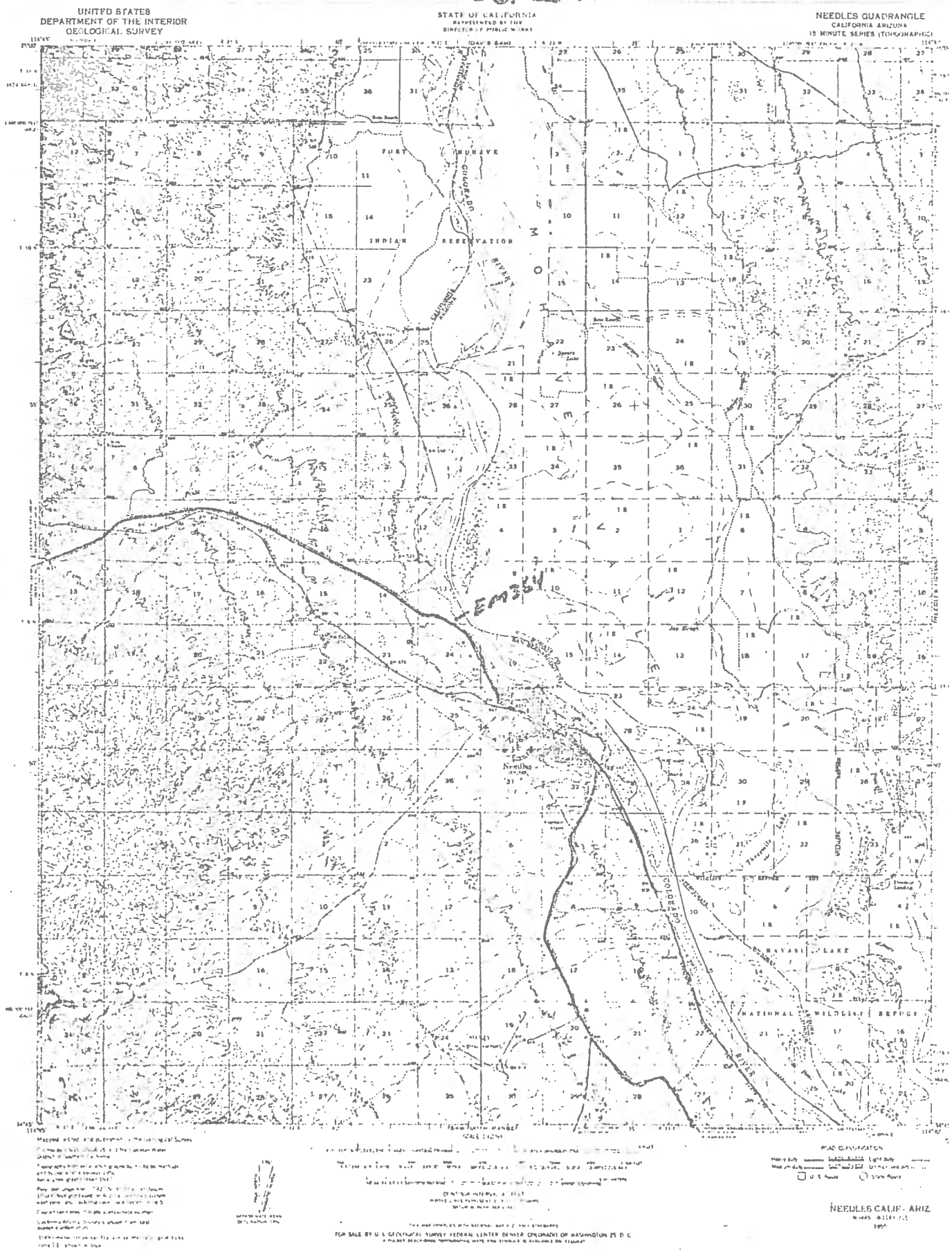
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NATIONAL OLD TRAILS HIGHWAY

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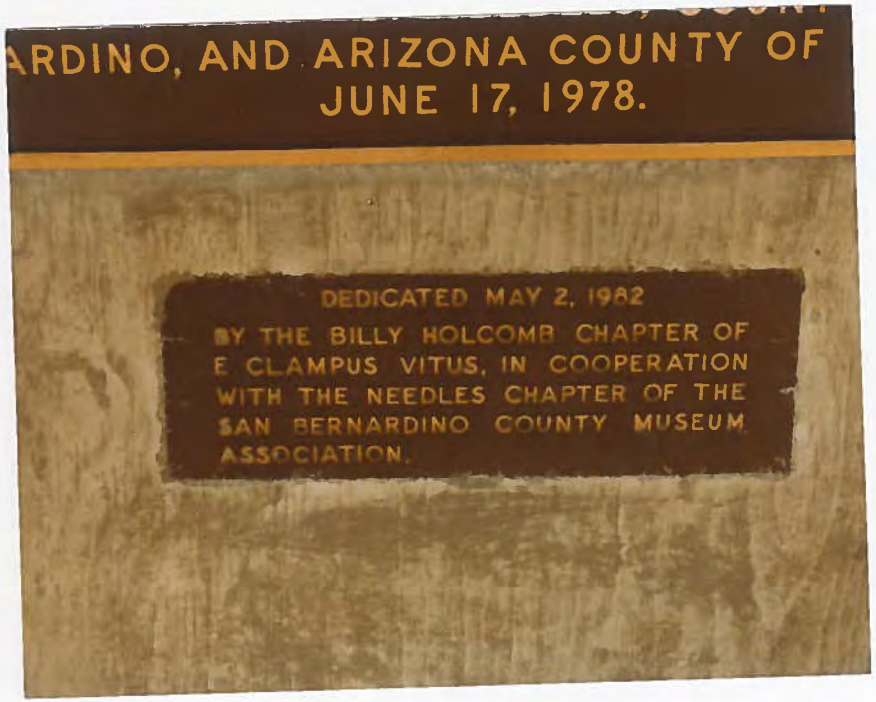
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NATIONAL OLD TRAILS
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ARDINO, AND ARIZONA COUNTY OF
JUNE 17, 1978.
DEDICATED MAY 2, 1982
BY THE BILLY HOLCOMB CHAPTER OF
E CLAMPUS VITUS, IN COOPERATION
WITH THE NEEDLES CHAPTER OF THE
SAN BERNARDINO COUNTY MUSEUM
ASSOCIATION.

Recorded by Daniel Ballester **Date** August 3 2017 ___ Continuation √ Update
Form Prepared by Terri Jacquemain **Date** March 15, 2018
Affiliation: CRM TECH, Colton **Project No:** CRM TECH 3212

As previously recorded, Site 36-006793 represents the Atchison, Topeka and Santa Fe (ATSF) Railway mainline between Barstow and San Bernardino, which was built in 1885 as the California Southern Extension Railroad, an ATSF subsidiary. Site 36-006847 represents the entire course of the ATSF's once-famed Kite-Shaped Track within San Bernardino County, which incorporated the southernmost portion of the California Southern Extension Railroad. From the ATSF San Bernardino Yard (now the Burlington Northern Santa Fe [BNSF] Railway San Bernardino Intermodal Yard) to the north, the two sites co-exist along the present-day BNSF line to the Highland Junction near 16th street, where 36-006793 departs from 36-006847 and continues along the BNSF line toward the Cajon Pass while 36-006847 extends along the now-dismantled "Redland Loop" toward Highland and Redlands.

A field survey on August 3, 2017, covered a 4.06-mile segment of the BNSF line (MP 76.55-MP 80.61) in the northwestern portion of the City of San Bernardino, generally between Sixth Street on the south and the BNSF crossing at State Street/University Parkway on the north. The entire length of this segment was a part of the former California Southern Extension Railroad (36-006793), and the southerly 1.2-mile portion was also a part of the Kite-Shaped Track (36-006847).

Today, the former California Southern Extension Railroad remains under regular use in the BNSF system (Cajon Subdivision), while the portion of the Kite-Shaped Track extending to the north and then east from the Highland Junction have been completely obliterated. The BNSF line in this area consists of a multiple track system of standard gauge rails affixed to concrete or wood ties embedded in a slightly raised ballast of crushed rock. As with other rail lines of historical origin that remain in service, the physical components of this segment have been repeatedly replaced and upgraded over the years, leaving it completely modern in appearance, with no particularly historic characteristics. Due to the significant loss of integrity in design, setting, materials, workmanship, feeling, and association, this segment of the railroad does not appear to contribute to the historic significance of the ATSF system as a whole.

Report Citation:

Tang, Bai "Tom," Terri Jacquemain, and Daniel Ballester
2018 Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California.

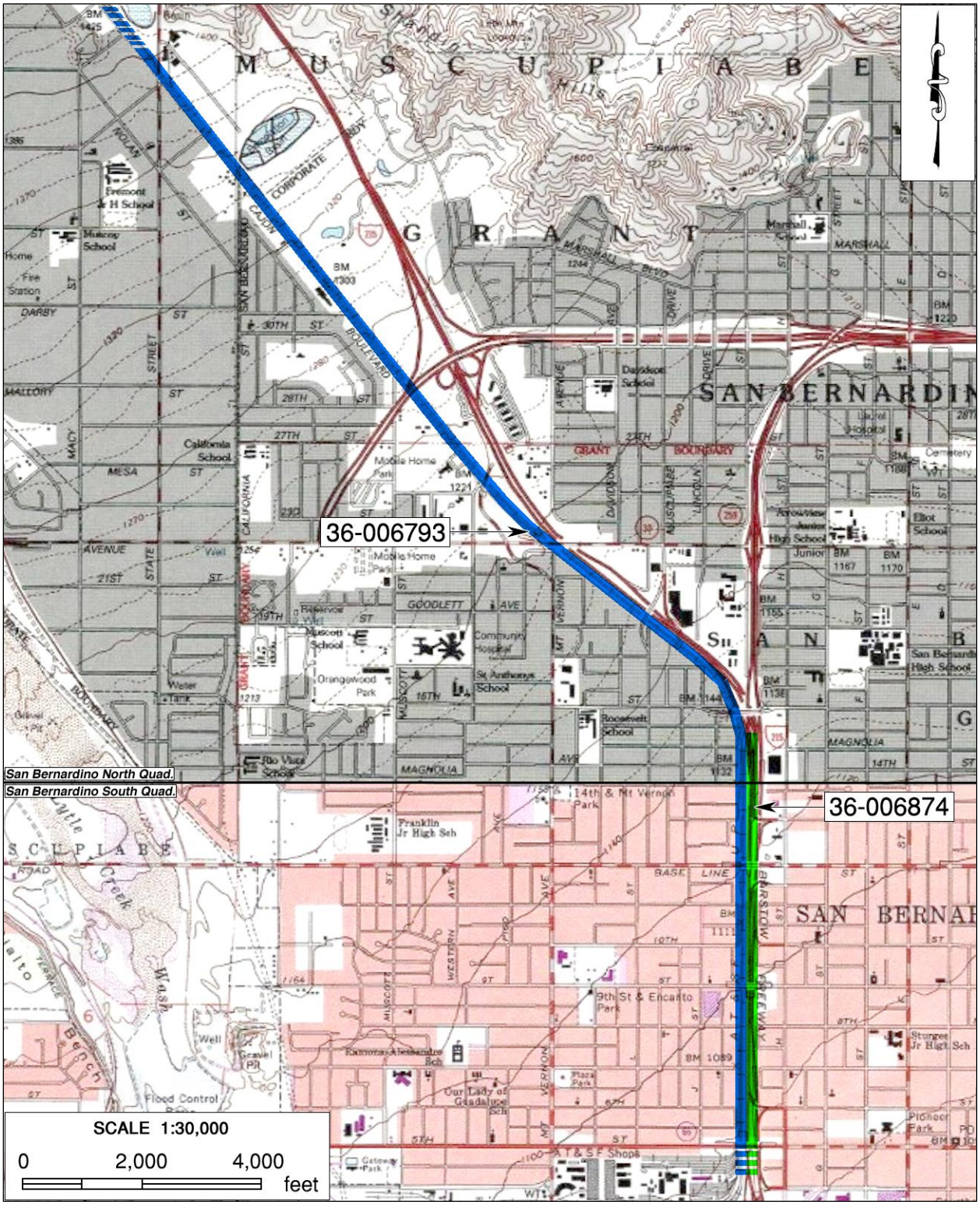
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 36-006793/006847 (Update)
HRI #
Trinomial CA-SBR-6793H/6847H (Update)

***Resource Name or #** (Assigned by recorder)

***Map Name:** San Bernardino North and San Bernardino South, Calif.
***Scale:** 1:24,000 (reduced to 1:30,000) ***Date of Map:** 1980/1996



*Required information

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

PRIMARY RECORD

Primary # P-36-006793 (UPDATE)
HRI #
Trinomial CA-SBR-6793H (UPDATE)
NRHP Status Code
Other Listings
Review Code Reviewer Date

*Resource Name or #: Atchison, Topeka & Santa Fe Railroad (via Cajon Pa (UPDATE)

P1. Other Identifier: Atchison, Topeka & Santa Fe Railroad

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

* USGS Quad(s): Barstow (1971)
Sec. 10, T9N R2W SBB&M
Sec. 9, T9N R2W SBB&M

c. Address:

d. UTM (NAD 83): Zone 11; 492767 mE 3860631 mN (Begin)
Zone 11; 491731 mE 3860244 mN (End)

e. Other Locational Data:
This linear resource straddles the PG&E Line 300 A pipeline and is located between Barstow and the small community of Lenwood, just south of the Mojave River.

* P3a. Description:
This branch of the Atchison, Topeka and Santa Fe Railroad connected Los Angeles with San Bernardino via Cajon Pass in 1885. Other segments of the railroad have been documented near Victorville, Hesperia, and along Cajon Pass, and were determined eligible in 1998. In 2007, Statistical Research Inc. recorded 88 structures directly along the rail line and determined that SBR-6793H and its associated elements are central to the Cajon Pass Burlington Northern Santa Fe Railroad National Register Multiple Property listing.

This segment of the Atchison, Topeka, and Santa Fe Railroad was encountered within the right-of-way of the PG&E 300 A pipeline between the communities of Lenwood and Barstow; it was surveyed one-quarter mile to the east and west. The segment, which has not been previously documented, consists of an abandoned grade with the tracks completely removed. The remnants of a board-formed concrete bridge crossing were identified about 460 feet (140 meters) west of the pipeline centerline. The eastern half of the segment is actively eroding.

* P3b. Resource Attributes: AH07(Roads/trails/railroad grades), HP19(Bridge)

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



*P5b. Description of Photo:
Overview of eastern half of abandoned grade, note erosion in mid-ground. View to the east.

*P6. Date Constructed/Age & Sources:
☑ Historic ☐ Prehistoric ☐ Both
Ca. 1880s

*P7. Owner and Address:
Caltrans/Local Roads, Private

*P8. Recorded by:
D. Martinez and C. Connolly, Far Western, 2727 Del Rio Place Suite A, Davis CA 95618

*P9. Date Recorded: 4/23/2013

*P10. Survey Type:
Intensive

* P11. Citation: Higgins, Courtney, Rebecca Kellawan, Daron Duke and Thomas Lucas (2013) Cultural Resource Inventory of Approximately 5,300 Acres for PG&E Pipelines 300 A and B, San Bernardino and Kern Counties, California. And Kern Counties, California

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

Primary # P-36-006793 (UPDATE)
HRI #
Trinomial CA-SBR-6793H (UPDATE)
NRHP Status Code
Other Listings
Review Code Reviewer Date

*Resource Name or #: Atchison, Topeka & Santa Fe Railroad (via Cajon Pa (UPDATE)

* 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:

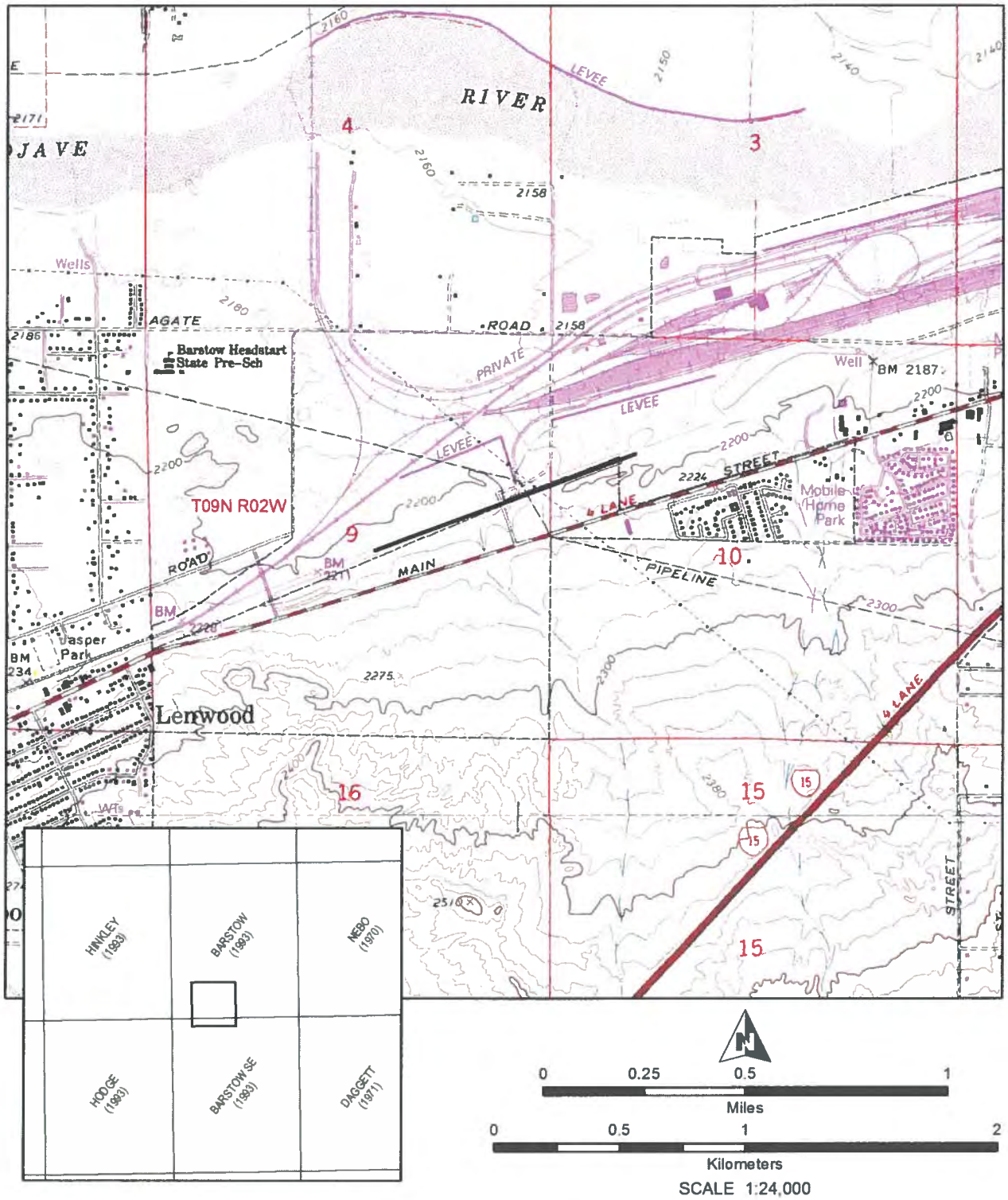
*Required Information

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

LOCATION MAP

Primary # P-36-006793 (UPDATE)
HRI #
Trinomial CA-SBR-6793H (UPDATE)

*Resource Name or #: Atchison, Topeka & Santa Fe Railroad (via Cajon Pa (UPDATE)



darla 7/22/2013 8:23:32 AM

*Required Information

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

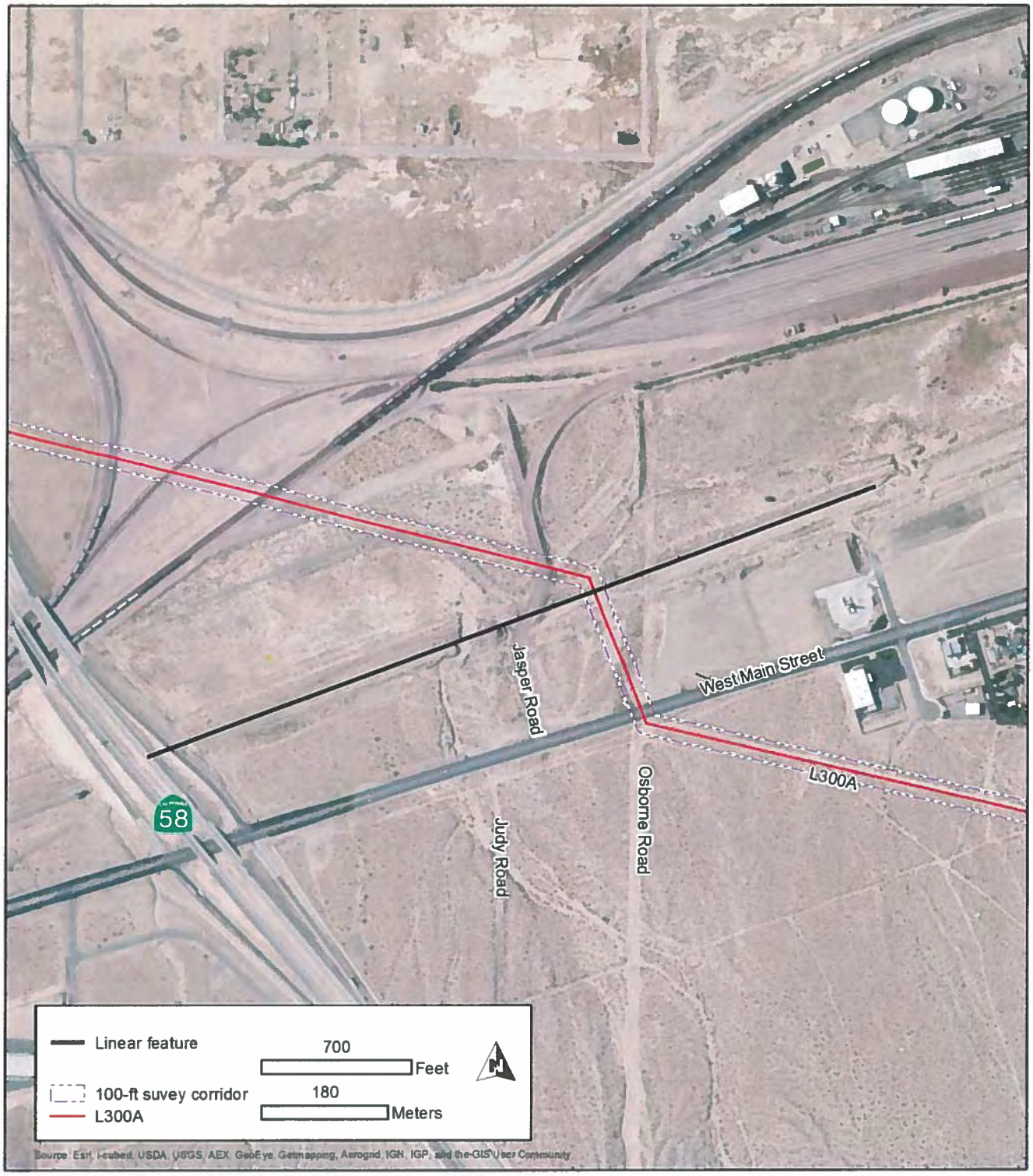
SKETCH MAP

Primary # P-36-006793 (UPDATE)
HRI #
Trinomial CA-SBR-6793H (UPDATE)

***Resource Name or #:** Atchison, Topeka & Santa Fe Railroad (via Cajon Pa (UPDATE)

***Drawn by:** Darla Rice

***Date:** 4/23/2013



darla 7/22/2013 9:17:39 AM



Folder: Rotation 1 Optio 35 File: IMGP1952
Overview of abandoned railroad bridge, view to the south. (View: south)

10&7283 Update 4/13

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

Primary # 36-006793
HRI #
Trinomial CA-SBR-6793H Supplement
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: BNSF MP 22.8 Supplement to CA-SBR-6793H

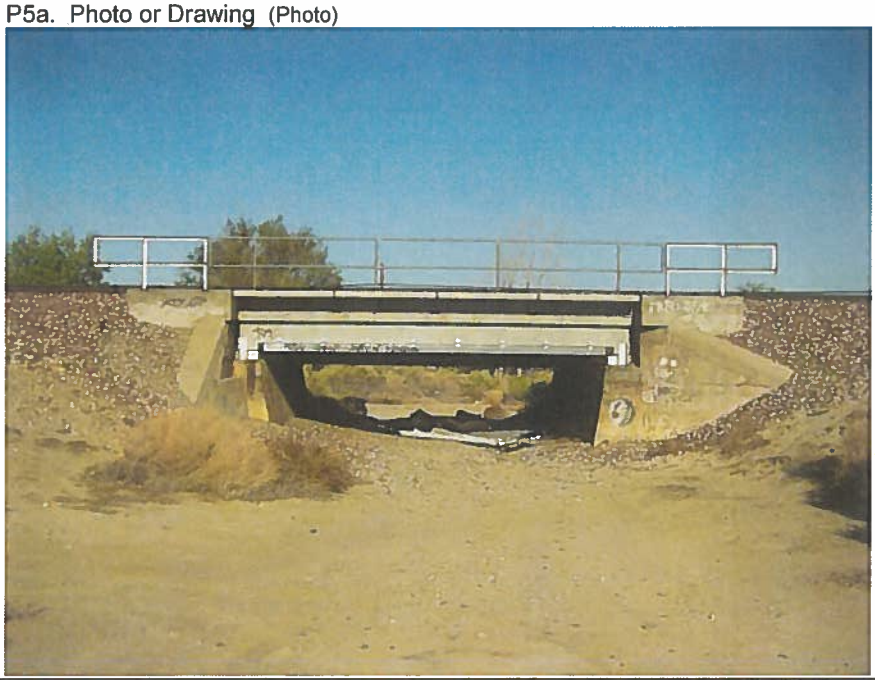
P1. Other Identifier:
*P2. Location: ■ Not for Publication ☐ Unrestricted *a. County: San Bernardino
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad: Helendale Date: T 7N; R 4W; SW/NE¼ of SE¼ of Sec 6; B.M. San Bernardino
c. Address: Bad # City: Zip:
d. UTM: Zone: 11 1539619.541mE/ 12602404.78 mN (G.P.S.)NAD 83
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 750 ft
West of National Highway

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The BNSF Railroad was originally recorded in May 1990, and was described as a railroad line originally built in 1885 as a single track line. A second track was added in 1923. The line was originally built for the Atlantic and Pacific Railroad Company by Southern Pacific. In 1890 Atchison, Topeka & Santa Fe Railroad purchased the line. The line is currently operated by the BNSF Railroad Company. The bridge at MP 22.3 and the surrounding area was surveyed as part of a bridge renewal project. This is a 2 track bridge, 1 span bridge approximately 30 feet in length and approximately 24 feet wide. The concretesupport on the sw corner has a USGS geodetic survey point from 1956 on it (see photo on continuation page).

The bridge is scheduled for renewal, which means it would receive a new deck. This bridge is supported entirely from concrete supports along the wash banks. The first step in the bridge renewal process at these sites is to remove the tracks and existing bridge structure (or deck) from one side of the bridge so that the other set of tracks can remain in service. Then a new bridge deck is placed on the existing supports at the wash banks. The tracks are then replaced on top of the new deck and the line is put back in service, allowing the other half of the bridge to go through the same process.The railroad has been previously evaluated as being a significant historical linear cultural resource and eligible for the National Register under Criterion A for its association with the history of transportation in California. This specific bridge is not recommended as a contributing element of the eligible historic resource. Regular maintenance and upgrades to the gravel track bed, rails and ties have replaced the original historic materials.

*P3b. Resource Attributes: (List attributes and codes) HP19 Railroad Bridge
*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo)



P5b. Description of Photo: (View, date, accession #) looking west at bridge

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

*P7. Owner and Address:
BNSF

*P8. Recorded by: (Name, affiliation, and address)
S. Underbrink
TRC
123 Technology Dr
Irvine, CA 92618

*P9. Date Recorded: September 27, 2012
*P10. Survey Type: (Describe)
Pedestrian survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Class III Cultural Resource Survey For The BNSF Railway Five Bridge Renewal Project San Bernardino County, California

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



Looking west towards bridge-note this side is metal beams



looking east towards bridge note that this side is concrete



The geodetic survey point on the southwestern concrete support



Under bridge different heights of the steel beams vs concrete

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

Primary # 36-006793
HRI#
Trinomial

*Resource Name or #: MP 22.8 Supplement to CA-SBR-6793H

*Map Name: USGS 7.5' Quad, Helendale, CA

*Scale: 1:24,000 *Date of Map: 09/27/2012



0 250 500 1,000 1,500 2,000 2,500 Meters

0 1,000 2,000 4,000 6,000 8,000 Feet

*Required information

1067283 Update 11/12

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

Primary # 36-006793
HRI #
Trinomial CA-SBR-6793H Supplement
NRHP Status Code

Other Listings
Review Code Reviewer Date

Page 1 of 2 *Resource Name or #: BNSF MP 51.4 Supplement to CA-SBR-6793H

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: Silverwood Lake Date: T 3N; R 5W; ~~SW~~ NE ¼ of SE ¼ of Sec 12; B.M. San Bernardino
c. Address: Badger City: Zip:
d. UTM: Zone: 11 1531558.75 mE/ 12474691.41 mN (G.P.S.)NAD 83
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 3,560 ft
North of Summit Valley Road

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The BNSF Railroad was originally recorded in May 1990, and was described as a railroad line originally built in 1885 as a single track line. A second track was added in 1923. The line was originally built for the Atlantic and Pacific Railroad Company by Southern Pacific. In 1890 Atchison, Topeka & Santa Fe Railroad purchased the line. The line is currently operated by BNSF Railroad Company.

The wooden box culvert at MP 54.1 and the surrounding area was surveyed as part of a bridge/culvert renewal project. The culvert is a wooden frame and wood lined culvert. The culvert is approximately 70 feet long and the dimensions of the box are 35 inches wide x 28 inches tall. The actual date of construction is unknown, but it is thought to have been built in the 1940's. The culvert is being retired and will be filled with slurry.

The railroad has been previously evaluated as being a significant historical linear cultural resource and eligible for the National Register under Criterion A for its association with the history of transportation in California. This specific culvert is not recommended as a contributing element of the eligible historic resource.

*P3b. Resource Attributes: (List attributes and codes) HP18 Railroad Bridge/culvert
*P4. Resources Present: ☐Building ■Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing (Photo)



P5b. Description of Photo: (View, date, accession #) looking north at culvert

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

*P7. Owner and Address:
BNSF

*P8. Recorded by: (Name, affiliation, and address)
S. Underbrink
TRC
123 Technology Dr
Irvine, CA 92618

*P9. Date Recorded: September 27, 2012

*P10. Survey Type: (Describe)
Pedestrian survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Class III Cultural Resource *Survey For The* BNSF Railway Five Bridge Renewal Project San Bernardino County, California

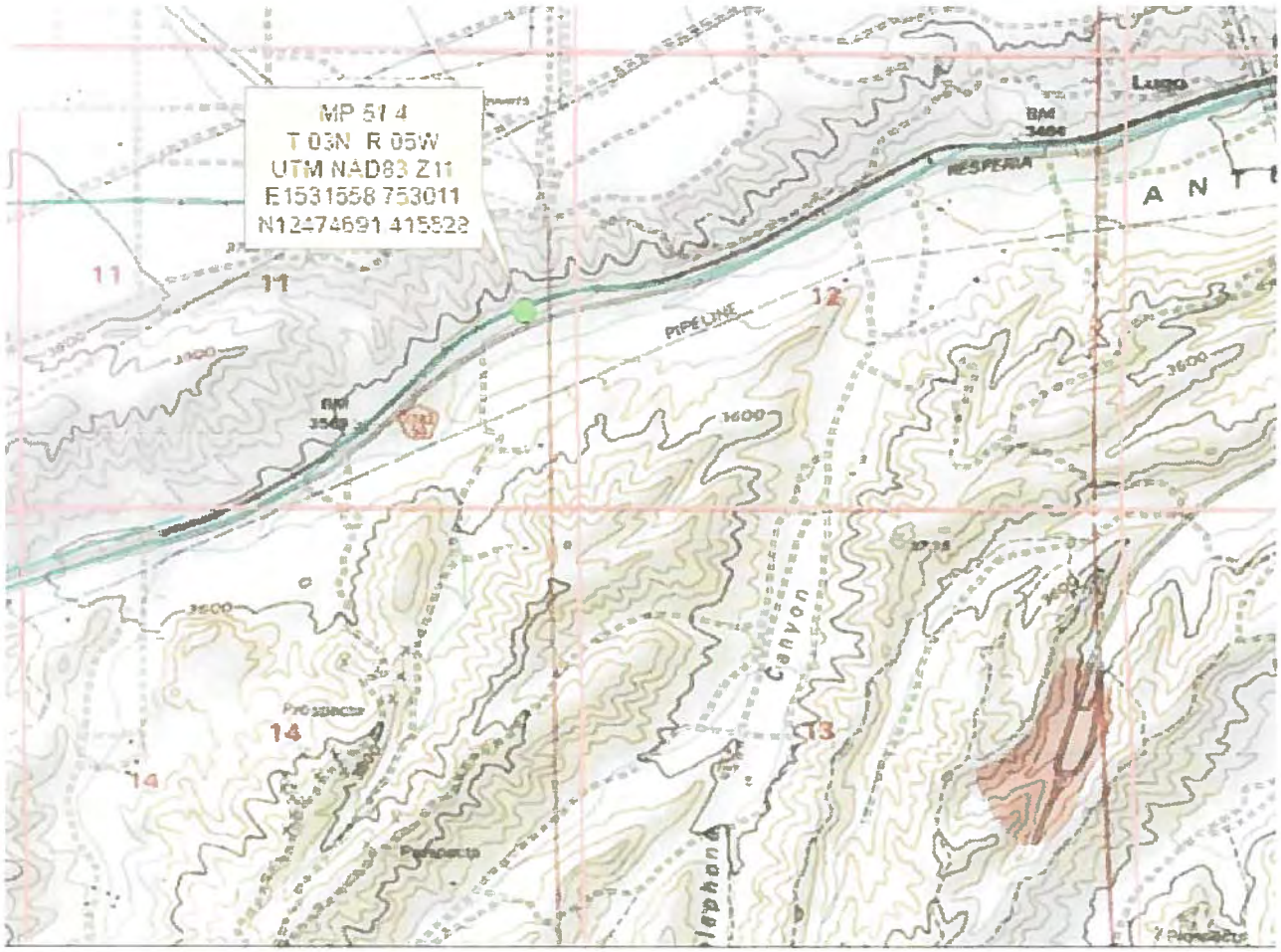
*Attachments: ☐NONE ■Location Map ☐Sketch Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

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

Primary # 36-006793
HRI#
Trinomial

Page 2 of 2 *Resource Name or #: MP 51.4 Supplement to CA-SBR-6793H

*Map Name:USGS 7.5' Quad, Silverwood Lake, CA *Scale: 1:24,000 *Date of Map: 09/27/2012



0 250 500 1,000 1,500 2,000 2,500 Meters

0 1,000 2,000 4,000 6,000 8,000 Feet

DPR 523J (1/95)

*Required information

1067283 Update 11/12

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

Primary # 36-006793
HRI #
Trinomial CA-SBR-6793H Supplement
NRHP Status Code

Other Listings
Review Code Reviewer Date

*Resource Name or #: BNSF MP 23.3 Supplement to CA-SBR-6793H

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: Helendale Date: T 7N; R 4W; SW ¼ of NE ¼ of Sec 7; B.M. San Bernardino

c. Address: Bnd # City: Zip:

d. UTM: Zone: 11 1539768.611 mE/ 12603233.953 mN (G.P.S.)NAD 83

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 750 ft west of National Highway

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The BNSF Railroad was originally recorded in May 1990, and was described as a railroad line originally built in 1885 as a single track line. A second track was added in 1923. The line was originally built for the Atlantic and Pacific Railroad Company by Southern Pacific. In 1890 Atchison, Topeka & Santa Fe Railroad purchased the line. The line is currently operated by the BNSF Railroad Company.

The bridge at MP 23.3 and the surrounding area was surveyed as part of a bridge renewal project. The bridge has been modified as one side is wooden frame and the other side which is a different height is steel. The base is concrete. It is a 2 track bridge over an unnamed wash. It is a 1 span bridge approximately 30 feet in length and approximately 24 feet wide. The estimated date of construction was in the 1940's. The deck of the bridge will be replaced in 2013, the concrete base will remain in place.

The railroad has been previously evaluated as being a significant historical linear cultural resource and eligible for the National Register under Criterion A for its association with the history of transportation in California. This specific bridge is not recommended as a contributing element of the eligible historic resource. Regular maintenance and upgrades to the gravel track bed, rails and ties have replaced the original historic materials.

*P3b. Resource Attributes: (List attributes and codes) HP18 Railroad Bridge

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

P5a. Photo or Drawing (Photo)



P5b. Description of Photo: (View, date, accession #) looking west at bridge

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

*P7. Owner and Address:
BNSF

*P8. Recorded by: (Name, affiliation, and address)
S. Underbrink
TRC
123 Technology Dr
Irvine, CA 92618

*P9. Date Recorded: August 23, 2012

*P10. Survey Type: (Describe)
Pedestrian survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Class III Cultural Resource Survey For The BNSF Railway Five Bridge Renewal Project San Bernardino County, California

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



Looking down at bridge (west) from adjacent slope.



Looking underneath bridge to the right steel beams and on the left concrete.

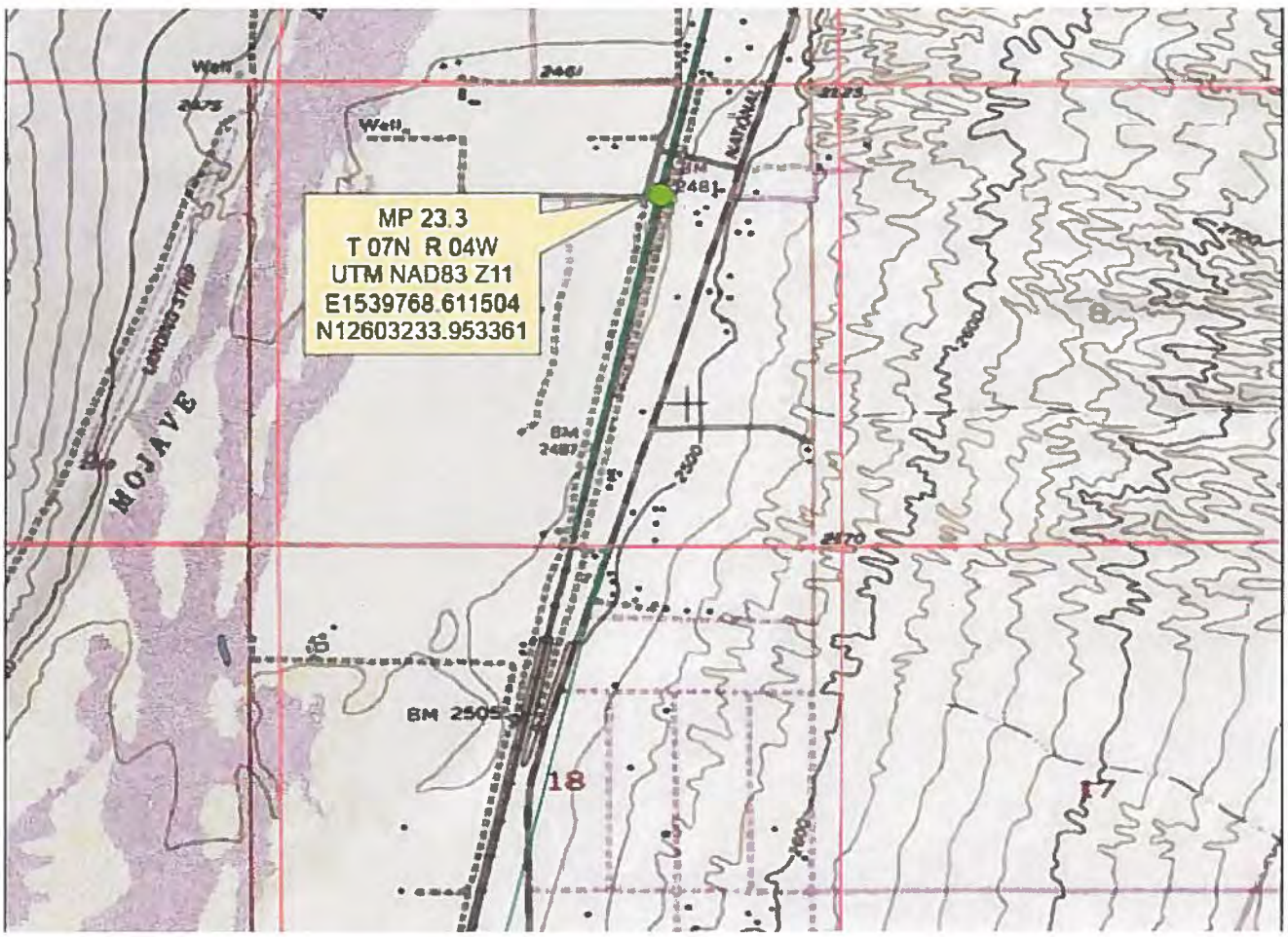
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 36-006793
HRI#
Trinomial CA-SBR-6793H

*Resource Name or #: MP 23.3 Supplement to CA-SBR-6793H

*Map Name:USGS 7.5' Quad, Helendale, CA

*Scale: 1:24,000 *Date of Map: 09/27/2012



*Required information

Update 7/12

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

Primary # P-36-006793
HRI #
Trinomial CA-SBR-10793 H
NRHP Status Code
Other Listings
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: SRI-2578 (UPDATE)

P1. Other Identifier: SRI-2578
*P2. Location: ☑ Not for Publication ☐ Unrestricted *a. County: San Bernardino
*b. USGS Quad: 7.5' CAJON (2009); T 3N R 6W, NW¼ of SE¼ of Sec. 27; SBBM
c. Address:
d. UTM: Zone 11; 454980 mE/ 3796914 mN NAD27 GPS
e. Other Locational Data:
The site is located in the Cajon Pass between Victorville and San Bernardino at postmile 14.3 along Highway 138.

*P3a. Description:
This site consists of a segment of historical Atchinson, Topeka and Santa Fe railroad track and its associated berm. The site was previously recorded as P-36-006793. The sites is oriented northwest to southeast on both sides of Highway 138. According to previous site records, this site was determined eligible for the NHRP in 1998 (NHRP-E-98-031).

This site was identified on the 7.5-minute Cajon (1956) USGS topographic quad. 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: AH7 Historical-period railroad
*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☑ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



*P5b. Description of Photo:
Facing SE; 4/5/2011; Railroad

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

*P7. Owner and Address:
ATCHISON TOPEKA AND SANTA FE RR CO (BNSF Railway Company), 2601 W 82nd St

*P8. Recorded by:
Joshua Trampier

*P9. Date Recorded: 7/14/2011
*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:

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

Primary # P-36-006793
Trinomial

*Resource Name or #: SRI-2578 (UPDATE)

*A1. Dimensions: a. Length 86 m (NW/SE) x b. Width 10 m (NE/SW)
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 track 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:

This site consists of a segment of historical Atchinson, Topeka and Santa Fe railroad track (Feature 9297) and its associated berm. The site was previously recorded as P-36-006793. The sites is oriented northwest to southeast on both sides of Highway 138. The track width is 62 inches, and each rail measures 3 inches wide. The rails are attached to a series of concrete ties spaced at 14 to 18 inch intervals. Each tie measures 102 by 9 inches, with an unknown height. The ties are stamped with "9-09 / ABO" and with a unique alphanumeric tie identifier, e.g., "06V09-1." Loop clamps secure each rail to the railroad tie on either side of the rail. This railroad alignment is currently in use. The tracks are laid upon a berm roughly 40 inches tall with a 10 percent gradient on either side. According to previous site records, this site was determined eligible for the NHRP in 1998 (NHRP-E-98-031).

This site was identified on the 7.5-minute Cajon (1956) USGS topographic quad. 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.

*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: A large seasonal wash is located approximately 160 m north of the intersection of the site and ...

*A9. Elevation: 984 m amsl

A10. Environmental Setting:
The site is surrounded by a built urban environment paved with asphalt and concrete, with sporadic Coastal Sage Scrub community plants inhabiting the interstitial areas.

A11. Historical Information:
This site was identified on the 7.5-minute Cajon (1956) USGS topographic quad. The previous site record indicates that segments of the railroad are associated with a 1910 to 1938 date range. The alignment for this railroad was established in 1885.

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

A13. Interpretations:
None

A14. Remarks:
There is no change 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: 7/14/2011
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-36-006793
HRI #
Trinomial

 ***Resource Name or #:** SRI-2578 (UPDATE)

L1. Historic and/or Common Name: None
L2a. Portion Described: ☐ Entire Resource ☑ Segment ☐ Point Observation **Designation:** Feature 9297
L2b. Location of Point or Segment:
Zone 11; 454957 mE/ 3796947 mN NAD27 GPS
Zone 11; 455005 mE/ 3796883 mN NAD27 GPS

L3. Description:
This site consists of a segment of historical Atchinson, Topeka and Santa Fe railroad track (Feature 9297) and its associated berm. The site was previously recorded as P-36-006793. The sites is oriented northwest to southeast on both sides of Highway 138. The track width is 62 inches, and each rail measures 3 inches wide. The rails are attached to a series of concrete ties spaced at 14 to 18 inch intervals. Each tie measures 102 by 9 inches, with an unknown height. The ties are stamped with "9-09 / ABO" and with a unique alphanumeric tie identifier, e.g., "06V09-1." Loop clamps secure each rail to the railroad tie on either side of the rail. This railroad alignment is currently in use. The tracks are laid upon a berm roughly 40 inches ...

L4. Dimensions:
a. Top Width: 8.00 m
b. Bottom Width: N/A
c. Height or Depth: 2.00 m
d. Length of Segment: 80.00 m
L5. Associated Resources:
None

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

L6. Setting:
The site is surrounded by a built urban environment paved with asphalt and concrete, with sporadic Coastal Sage Scrub community plants inhabiting the interstitial areas.

L7. Integrity Considerations:
No disturbances noted.

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

L9. Remarks:
There is no change from previous site records.

L10. Form Prepared By:
Joshua Trampier

L11. Date: 7/14/2011

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

PHOTOGRAPH RECORD

Primary # P-36-006793
HRI #
Trinomial

***Resource Name or #:** SRI-2578 (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		3025	Railroad	SE	
7/14/2011		1463	Railroad	SE	
7/14/2011		1464	Railroad	SW	

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

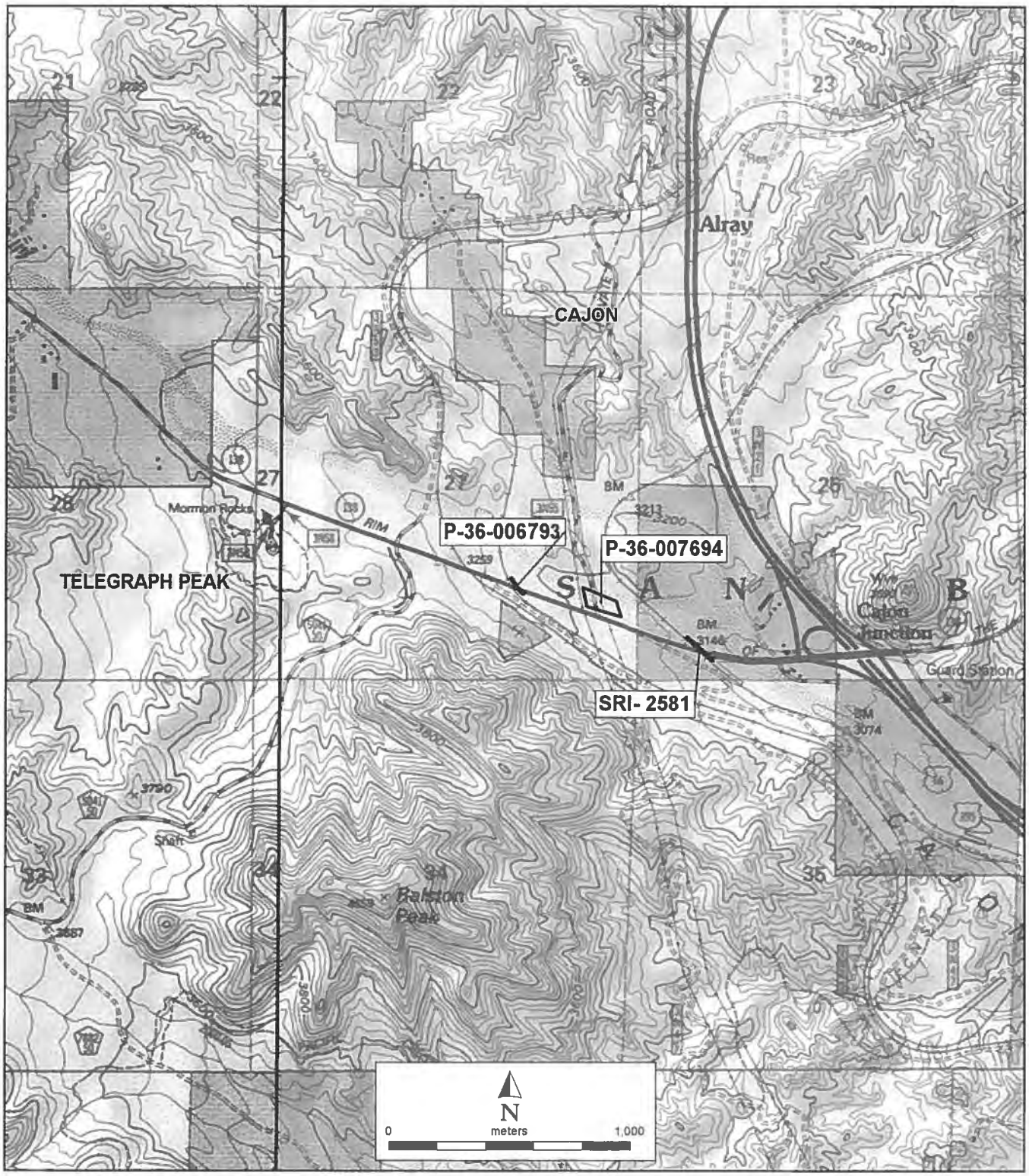
LOCATION MAP

Primary # P-36-006793
HRI #
Trinomial

*Resource Name or #: SRI-2578 (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

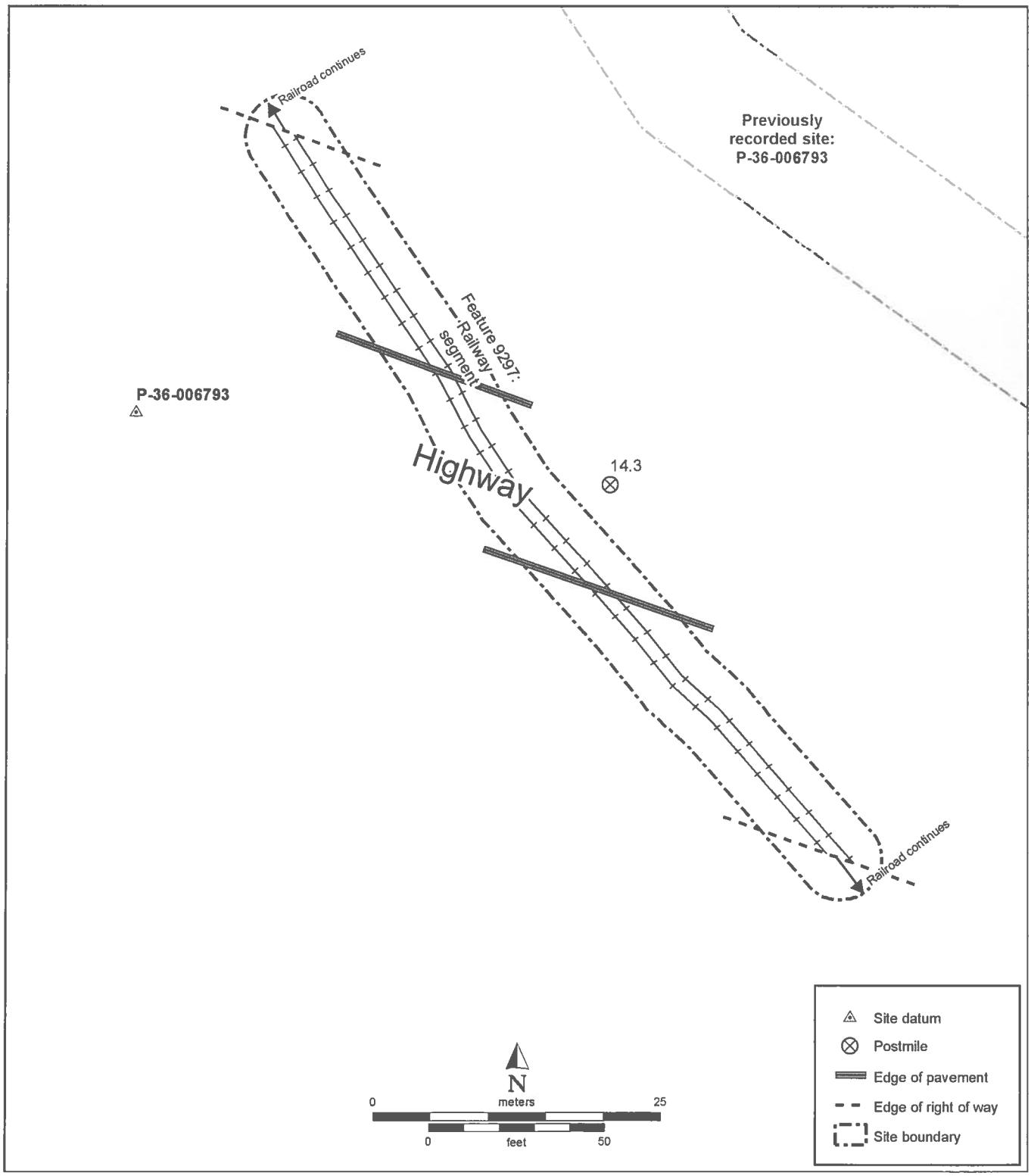
SKETCH MAP

Primary # P-36-006793
HRI #
Trinomial

*Resource Name or #: SRI-2578 (UPDATE)

*Drawn By: Joshua Trampier

*Date: 07/14/2011



*Required Information

P2b. Legal description
T 3N R 6W; SW¼ of SE¼ of Sec 27; SBBM

P2d. UTM
Zone 11; 455005 mE/ 3796883 mN NAD27 GPS

P4. Resources Present
[X] Other (linear)

P7. Owner and Address

SAN BERNARDINO NATIONAL FOREST
602 S. TIPPECANOE AVE.
SAN BERNARDINO, CA

A1. Method of determination
by Caltrans. The right-of-way extends 15 m from the edge of the pavement. **T**he site continues beyond the right-of-way, but these portions were not recorded. This site was identified on the 7.5-minute Cajon (1956) USGS topographic quad.

A8. Nearest water
Highway 138. **T**he wash is oriented roughly east to west.

L3. Description
tall with a 10 percent gradient on either side. According to previous site records, this site was determined eligible for the NHRP in 1998 (NHRP-E-98-031).

This site was identified on the 7.5-minute Cajon (1956) USGS topographic quad. 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.

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

PRIMARY RECORD

Primary # _____
HRI # (UPDATE)
Trinomial CA-SBR-6793H (UPDATE)
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: AT&SF Railroad (UPDATE)

P1. Other Identifier:

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

* USGS Quad(s): Barstow (1971)
SE ¼ of NE ¼ of Sec. 9, T9S R2W

c. Address:

d. UTM (NAD 83): Zone 01 ; 492332 mE 3860463 mN east end point (NAD 83)
Zone 01 ; 492405 mE 3860488 mN west end point (NAD 83)

e. Other Locational Data:

The site is located at the western edge of the Barstow city limits in San Bernardino County, California. It sits 180 meters north of and runs parallel to U.S. Highway 66 (Route 66) and 655 meters northeast of U.S. Highway 58.

* P3a. Description:

The site is a linear feature segment of the historic Atchison, Topeka, and Santa Fe (AT&SF) Railroad measuring 78 meters in length. Although the railroad has been well documented, this section of the line had not been previously recorded. This portion of the line has been abandoned, all materials have been removed, and the line has been repositioned to the north where it is currently still in use. The original alignment in this area is not well defined and the only remaining evidence is an artificially created berm. It is currently being used as a road, and it is difficult to determine how much of the original setting is intact as opposed to current day road maintenance. There are several gas lines, pipelines, and telephone lines also disrupting the area. There are no ties, rails, fasteners, or historic artifacts present at this location. The remains of a railroad bridge can be seen to the west of this site, beyond the present project's survey corridor. The AT&SF Railroad was commissioned in 1885 to connect Los Angeles and San Bernadino to the larger United States. It consisted of numerous components typically associated with railroad activities including a line, structures, features, landforms, and historic artifacts.

* P3b. Resource Attributes: AH07 (Roads/trails/railroad grades)

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



*P5b. Description of Photo:
Site overview, facing northwest.

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

*P7. Owner and Address:
Unknown

*P8. Recorded by:
C. Higgins and E. Mike, Far Western, 2727 Del Rio Place Suite A, Davis CA 95618

*P9. Date Recorded: 7/7/2011

*P10. Survey Type:
Intensive Pedestrian Survey

* P11. Citation: Cultural Resources Inventory of a Hydrostatic Pressure Test Segment on L-300A between Mileposts 151.066 and 156.4, San Bernardino County, California (Higgins and Thomas 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:

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

LINEAR FEATURE RECORD

Primary # _____
HRI # (UPDATE)
Trinomial CA-SBR-6793H (UPDATE)

*Resource Name or #: AT&SF Railroad (UPDATE)

L1. **Historic and/or Common Name:** AT&SF Railroad

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

L2b. **Location of Point or Segment:**
The end points from the GPS recorded line (NAD 83) are 492332E/3860463N (east), 492405E/3860488N (west).

L3. **Description:**
This site is a 78-meter-long segment of the historic AT&SF railroad. The line has been relocated to the north and this section is presently being used as a road. It has one artifically created berm that is most likely associated with the historic railroad, but it is difficult to determine how much of the original setting is intact due to modern road maintainence. Although this segment of the line had not been previously recorded, this railroad, in general, has been well documented and recorded.

L4. **Dimensions:**
- a. **Top Width:** Disrupted from the road
- b. **Bottom Width:** Unknown
- c. **Height or Depth:** N/A
- d. **Length of Segment:** 78 meters

L5. **Associated Resources:**
None

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

L6. **Setting:**
The site is located in a generally flat setting, although there is a raised artificial berm.

L7. **Integrity Considerations:**
Site integrity is poor as the railway has been removed and the alignment is presently being used as a road.

L8b. **Description of Photo/Map/Drawing:**

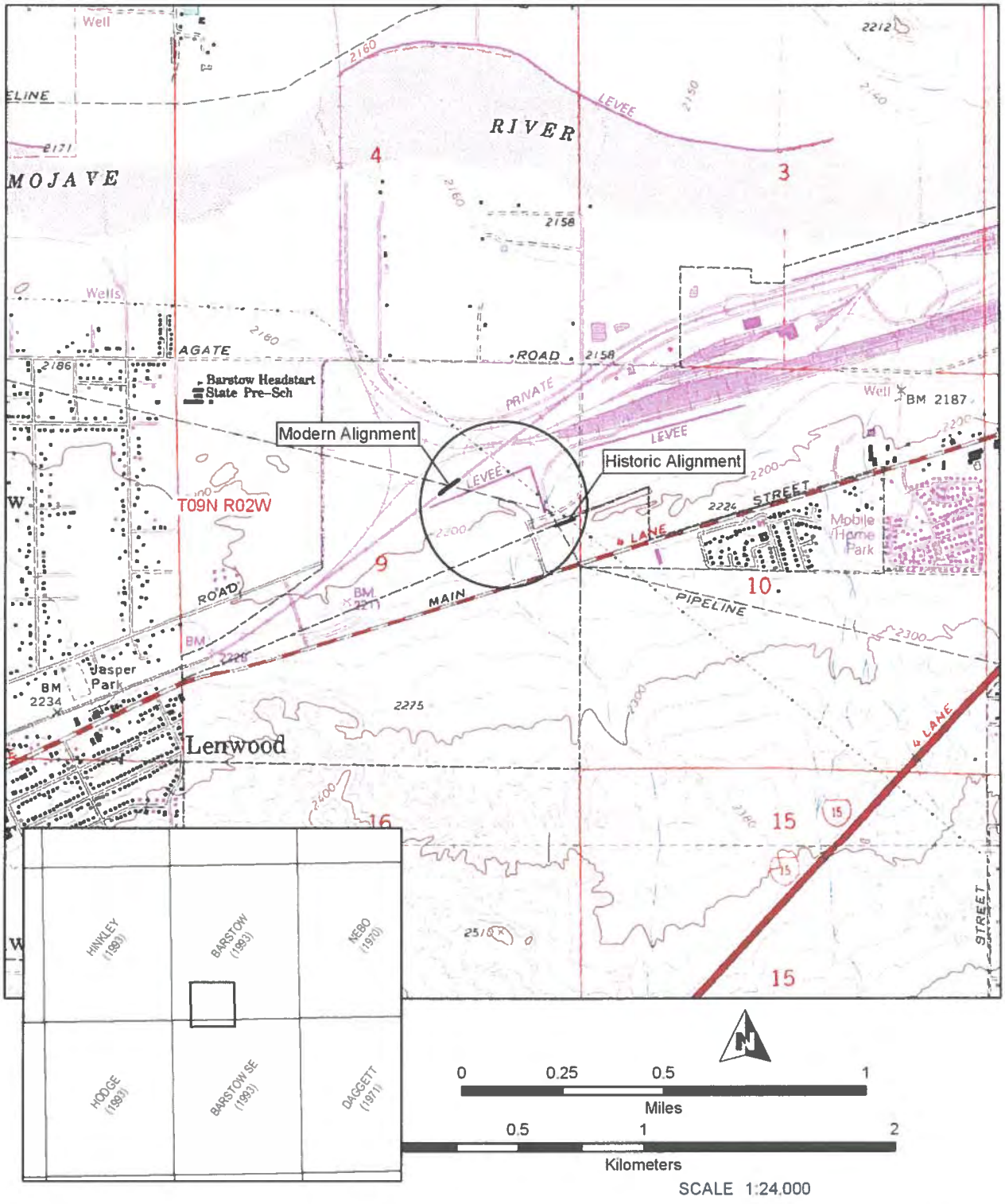
L9. **Remarks:**

L10. **Form Prepared By:**
C. Higgins and E. Mike

L11. **Date:** 7/7/2011

Confidential Information – Not for Public Distribution

*Resource Name or #: AT&SF Railroad (UPDATE)



jennifert 8/24/2011 11:05:48 AM

Page 1 of 2 ***Resource Name or # :** CA-SBR-6793H

***Recorded by:** S. Jow ***Date:** 10/18/2010 ☐ Continuation ☒ Update

P1. Other Identifier: Atchison, Topeka & Santa Fe Railroad Tracks

***P2. Location:** ☒ Not for Publication ☐ Unrestricted
***a. County:** San Bernardino
***b. USGS 7.5' Quad:** Barstow SE **Date:** 1971 (photorevised 1993) **T**9N; **R**2W; SE¼ **of** NE¼ **of Sec** 18; S.B.**B.M.**

c. Address: Vicinity **City:** Barstow **Zip:** 9231
d. UTM: Zone: 11; 489227 **mE/** 3859150 **mN** (NE point in APE) (NAD 83)
489159 **mE/** 3859111 **mN** (Sw point in APE)
e. Other Locational Data: From Barstow head south on Interstate 15 and exit Lenwood Road. Travel west on Lenwood for approximately 2.7 miles. CA-SBR-6793H is the A.T. & S.F. Railroad tracks that cross Lenwood between Tower Road and Coyote Road.

***P11.** Report Citation: Cultural Resources Class III Survey Report for the Proposed Mojave Solar Project and Lockhart Substation Connection & Communication Facilities, San Bernardino County, California. AECOM 2010.

CA-SBR-6793H, a railroad alignment, was recorded by Lerch in 1990 and again by Mckenna at al. in 1992. Mckenna et al. recommended that portions of the line near the intersection of SR 138 and I15 are eligible for the NRHP. Elements that contribute to its eligibility include: a stretch of early tracks, associated siding, a 1931 birdge crossing, and a pre-1943 drainage tunnel.

CA-SBR-6793H was determined eligible for the National Register in 1998.

In support of the Proposed Lockhart Substation Connection and Communication Facilities for the Mojave Solar Power Plant Project, AECOM relocated a small portion of the site during the current intensive pedestrian survey. The current project APE includes the intersection of the railroad line with Lenwood Road in the city of Barstow (see location map). Although this railroad line was determined eligible for the National Register in 1998, AECOM contends that the Project will not affect the character defining features of the railroad that make it eligible. Furthermore, Project efforts will not disturb this resource and no adverse effects will occur.

***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):

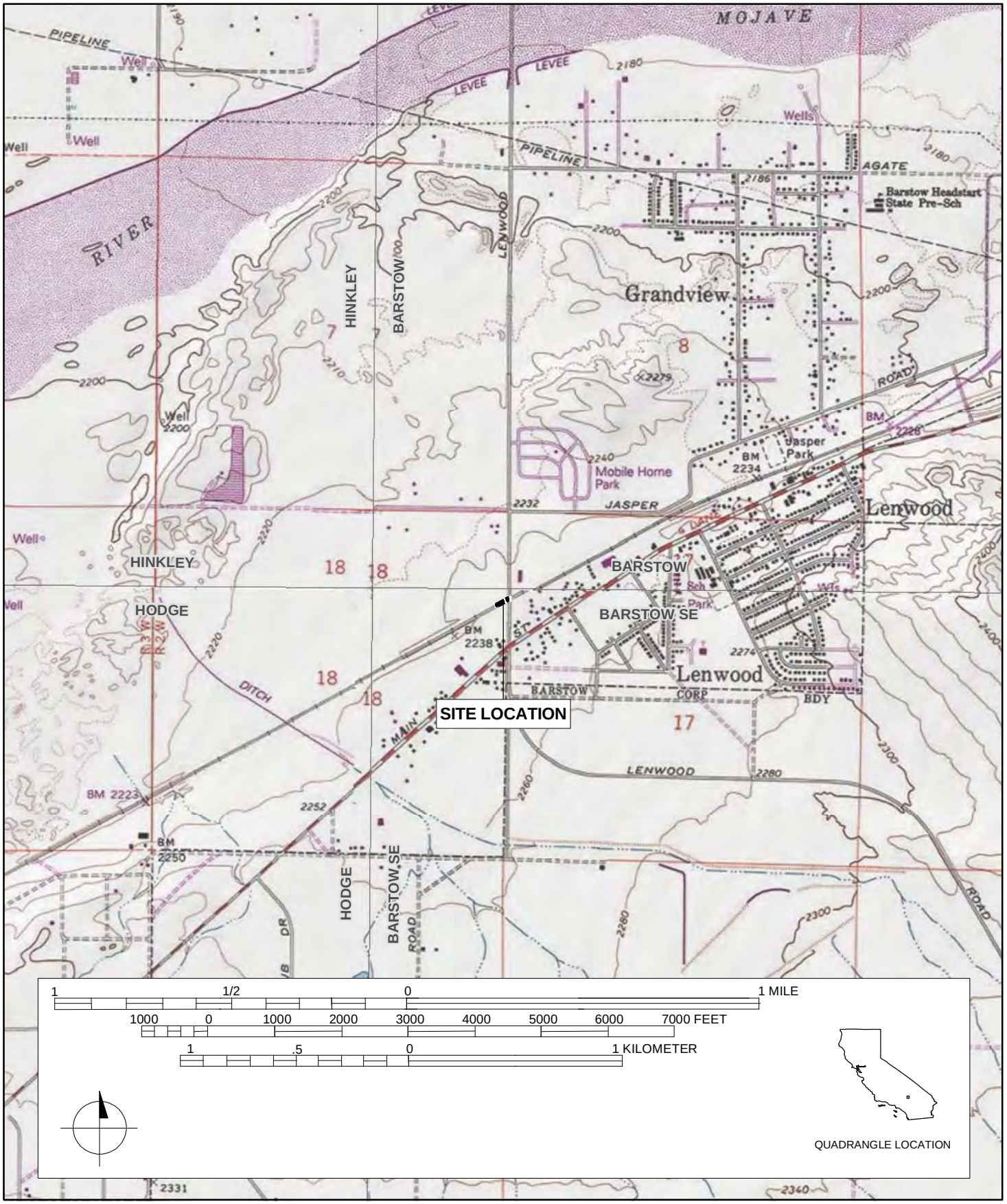
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-6793H
HRI #
Trinomial

* Resource Name or # (Assigned by recorder)

* Map Name: CA 7.5' Quad BARSTOW SE * Scale: 1:24,000 * Date of Map: 1993



*Required Information

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	**Primary #** 36-006793 **HRI #** **Trinomial** CA-SBR-6793H, Update **Status Code** 6Z
Other Listings **Review Code**	**Reviewer** **Date**

***Resource Name or #:** Atchison, Topeka & Santa Fe (AT&SF) Railway

P1. **Other Identifier:** Burlington Northern & Santa Fe (BNSF) Railroad

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

b. USGS 7.5′ Quad San Bernardino North **Date** 1967-1988 Within an un-sectioned portion of the Muscupiabe land grant; **T**1N; **R**5W; **S.B.B.M.**

c. Address: **City** **Zip**

d. Zone: 11; NAD 1927 **Point A:** 466,375 mE / 3,783,015 mN

Point B: 466,900 mE / 3,782,345 mN

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate): From the I-215 freeway take the Palm Avenue exit. Turn left on Palm Avenue and drive approximately 0.3 miles to the Burlington Northern Santa Fe Railroad (BNSF), formerly the Atchison, Topeka & Santa Fe Railroad (AT&SF).

***P3a.** **Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): Approximately 2,800 feet of the BNSF falls within the current Project study area. This segment of railroad consists of a three track system, comprising a main line and two additional tracks for passing trains. Each track consists of a pair of standard gauge steel rails laid on wood ties supported by a raised bed of earth and crushed rock ballast. Some of the ties within the third track along this segment are concrete instead of wood. The track crossing at *(Continued on page 5)*

***P3b.** **Resource Attributes** (List all attributes and codes): HP 39: Other—Railroad.

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

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



P5b. Description of Photograph: Segment of AT&SF crossing Palm Avenue, view to the southwest, June 10, 2010.

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

***P7. Owner and Address:** Burlington Northern & Santa Fe Railroad, Corporate Headquarters, 2650 Lou Menk Drive, Fort Worth, Texas 76131

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

***P9. Date Recorded:** June 2010

***P10. Survey Type:** Intensive-level for compliance with Section 106 of the NHPA

P11. **Report Citation** (Provide full citation or enter "none"): Hamilton, M. Colleen, and Josh Smallwood (2010) Historical Resources Evaluation Report for the Palm Avenue Grade Separation Project, San Bernardino County, California. Submitted to Caltrans District 8, by Applied EarthWorks, Inc., July 2010.

Attachments: □ None ☒ Location Map □ Site 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:

B1. Historic Name: California Southern Railroad/Atchison, Topeka and Santa Fe Railroad
B2. Common Name: Burlington Northern Santa Fe Railroad
B3. Original Use: Railroad **B4. Present Use:** Same
***B5. Architectural Style:** Standard design
***B6. Construction History** (Construction date, alterations, and date of alterations): In November, 1885, the California Southern Railroad, financially backed by the Atchison, Topeka and Santa Fe (AT&SF), completed a line from Barstow through Cajon Pass to San Bernardino. In 1936, operations along this segment of the railway had expanded to include the addition of a second track paralleling the main line, carried over U.S. Route 66 to the north of the APE by a board-formed poured concrete bridge (personal observation). By the 1950s, passenger traffic on the railroads had been almost completely displaced by the automobile, and truck transport along the newly constructed interstate system challenged the railroad's role as the principal transporter of freight from local agricultural regions to the coastal markets. The AT&SF officially ceased operations in 1996, when the company merged with Burlington Northern Railroad to form the Burlington Northern and Santa Fe (BNSF) Railway. Since that time, a third segment of track has been constructed through the APE at the Palm Avenue intersection, complete with road grade improvements and signal system. Some of the ties along this segment are concrete instead of wood.

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** **Original Location:**
***B8. Related Features:** crossing at Palm Avenue
B9a. Architect: California Southern/AT&SF/BNSF **b. Builder:** Same
***B10. Significance: Theme** Transportation, migration, tourism **Area** San Bernardino County, CA
Period of Significance 1885-1950s **Property Type** Railroad **Applicable Criteria** A (event)
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity): The AT&SF Railroad through San Bernardino County has been previously evaluated and determined eligible for listing on the NRHP by OHP in 1998 (OHP 2000). The AT&SF is eligible for inclusion on the NRHP under Criterion A as a driving and enabling force in economic development of the western United States. The AT&SF line marked the second coming of a transcontinental railroad line to southern California, and functioned as an important transportation system for movement of goods and people. The establishment of the railroads was instrumental in the 1880s land boom that resulted in the settlement of much of southern California. Competition between the AT&SF and the Southern Pacific Railway in the late 1880s spurred a drop in fares that boosted the movement of land speculators, winter tourists, and emigrants into southern California, resulting in a major real estate boom during that era.
(*Continued on page 5*)

B11. Additional Resource Attributes (List attributes and codes):
B12. References: Gustafson, Lee, and Phil Serpico (1992) *Santa Fe Coast Lines Depots: Los Angeles Division.* Omni Publications, Palmdale, California; Lozano, Donald, BNSF Assistant Director of Structural Design (2010) Personal communication with the author June 10, 2010; Office of Historic Preservation (2000) *Office of Historic Preservation Archaeological Determinations of Eligibility List (ADOE)*, 30 August.
B13. Remarks:
***B14. Evaluator:** Josh Smallwood, M.A., RPA
Applied EarthWorks, Inc.
3292 E. Florida Ave., Suite A
Hemet, CA 92544
***Date of Evaluation:** June 5, 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

(See pp. 6, 7)

LINEAR FEATURE RECORD

***Resource Name or #:** AT&SF Railway

L1. Historic and/or Common Name: Atlantic & Pacific Railroad/Atchison, Topeka & Santa Fe Railway

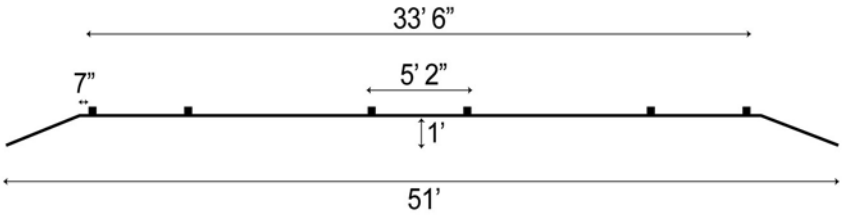
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map): **A:** 466,375 mE / 3,783,015 mN **B:** 466,900 mE / 3,782,345 mN.

L3. Description (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate): The railroad segment consists of a triple track system of standard gauge rails constructed on a raised bed of earth and crushed rock ballast. Some of the ties within the third track along this segment are concrete instead of wood. A ballast of crushed rock measuring about one foot high supports each set of tracks. The track crossing at Palm Avenue is raised slightly above the grade of the roadway, and features poured concrete sidewalks, a decorative cobble-stone divider, a large steel-pole frame signal light that spans the width of the roadway, and an electronic crossing guard and signal on each side of the intersection.

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

- **a. Top width** 33 ft 6 in.
- **b. Bottom width** 51 feet
- **c. Height or Depth** 1.0 ft
- **d. Length of Segment** 2,800 feet
- **e. L4e.** Cross section of AT&SF Railway segment.



(Not to Scale)

L5. Associated Resources: Crossing at Palm Avenue.

L6. Setting (Describe natural features, landscape characteristics, slope, etc., as appropriate): The AT&SF railroad along this segment is bordered by Cajon Boulevard on the west and by parcels of primarily undeveloped land, much the way it may have looked during the early and mid-twentieth century. At present, modern development along Interstate 215 is screened from the view of this segment of the AT&SF by undeveloped hillsides. Approximately one mile to the northwest, a large commercial building is visible, as are water tanks approximately 500 ft to the north.

L7. Integrity Considerations: Refer to DPR 523B, Building, Structure, Object Record, page 2.

L8a. Photograph, Map, or Drawing:



L8b. Description of Photo, Map, or Drawing (View, scale, etc.): Crossing at Palm Avenue, view to the southwest.

L9. Remarks: None.

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

L11. Date: June 11, 2010

PHOTOGRAPH RECORD

***Resource Name or #:** Atchison, Topeka & Santa Fe Railway

Temporary Number/Resource Name:
Project Name: Palm Avenue Grade Separation Project **Photographer:** K. Abdo-Hintzman
Image Type: ☐ (**bw**) 35mm B&W film ☐ (**cp**) 35mm Color Print film ☐ (**cs**) 35mm Color Slide film
☐ (**df**) Digital-Floppy disk ☒ (**dm**) Digital-Memory flash card
Camera Type and Model: Nikon Coolpix L-14 **Film Type and Speed:** SD disk **Roll Number:** Palm -1-dm
Year: 2009

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
5	6		DSCN0005	Overview northwest of Route 66 within the study area and railroad crossing.	NW
5	6		DSCN0012	Overview of the BNSF RR within the study area.	SW
5	6		DSCN0013	Overview of railroad crossing over Institution Road.	SW
5	6		DSCN0014	Overview of railroad crossing over Institution Road.	SW
5	6		DSCN0018	Overview of overcrossing at Institution Road.	NE
5	6		DSCN0019	Overview of railroad.	NW

***P3a. Description (continued):** Palm Avenue is raised slightly above the grade of the roadway, and features poured concrete sidewalks, a decorative cobble-stone divider, a large steel-pole frame signal light that spans the width of the roadway, and an electronic crossing guard and signal on each side of the intersection. The center median along the roadway approaching this intersection is constructed of concrete and decorative cobble-stone, while the road shoulder is slightly raised and formed of either concrete or loose gravel. The AT&SF Railroad through San Bernardino County has been previously evaluated and determined eligible for listing on the NRHP by the California Office of Historic Preservation (OHP) in 1998.

***B10. Significance (continued):** According to OHP, the period of significance under Criterion A of the NRHP extends from its construction in 1885, to the 1950s, at which time passenger traffic on the railroads had been almost completely displaced by the automobile, and truck transport along the newly constructed interstate system challenged the railroad's role as the principal transporter of freight from local agricultural regions to the coastal markets.

After a review of the initial significance evaluation, Caltrans PQS has concluded that this particular 2,800-foot-long segment of the AT&SF railway has been substantially altered and does not retain sufficient levels of historical integrity. Furthermore, nothing about the BNSF railroad along this segment conveys its significance from the late nineteenth or early twentieth century. On the contrary, the overall feeling and association at this location is that of a contemporary, working railroad. As such, this particular segment of the AT&SF Railway does not appear to meet any of the criteria of the NRHP.

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

LOCATION MAP

Primary # P36-006793
HRI#
Trinomial CA-SBR-6793H; Update

Page 6 **of** 6 ***Resource Name or #:** Atlantic & Pacific Railroad/Atchison, Topeka & Santa Fe Railway ***Scale:** 1:24,000

***Map Name:** Devore (1966-1988) and San Bernardino North (1967-1988), CA ***Date:** 2009



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

1066652 8/10

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

Primary # 36-006793
HRI#
Trinomial CA-SBR-6793H

 *Resource Name or # Atchison, Topeka & Santa Fe Railroad (CA-SBR-6793H)

*Recorded by: Katherine Anderson,
ESA | 2600 Capitol Ave, STE 200.
Sacramento, CA 95816

*Date: 6/16/2009 ☐ Continuation ■Update

As previously recorded, site SBR-6793H consists of a segment of the historic Atchison, Topeka & Santa Fe Railroad (ATSFRR). This update includes a description, photographs, and location map for a segment of ATSFRR that intersects the right of way (ROW) of the East Branch of the California Aqueduct (EBA). ATSFRR crosses the EBA ROW at the Antelope Siphon, south of Hesperia.

Field inspection determined this resource to be similar to other nearby segments of the railroad which have been previously evaluated and determined eligible for listing in the National Register (Lerch, 1990; McKenna, 1992, nd), and would therefore also be potentially eligible for listing in the National Register.

Resource Identified: Atchison, Topeka & Santa Fe Railroad

Date of Field Survey: 6/16/09

Reference: ESA, *Preliminary Archaeological Survey Report for 98 Linear Miles of the East Branch Extension of the California Aqueduct for the DWR East Branch Enlargement Project, Los Angeles and San Bernardino Counties (CA)*, April, 2010.

Lerch, Michael, Site record for CA-SBR-6793H, on file at the San Bernardino Archaeological Information Center, 1990

McKenna et al., Site record for CA-SBR-6793H, on file at the San Bernardino Archaeological Information Center, 1992.

McKenna et al., Site record for CA-SBR-6793H, on file at the San Bernardino Archaeological Information Center, nd.

Location of Resource: GPS: 34.37256, -117.32459 (see page 3)

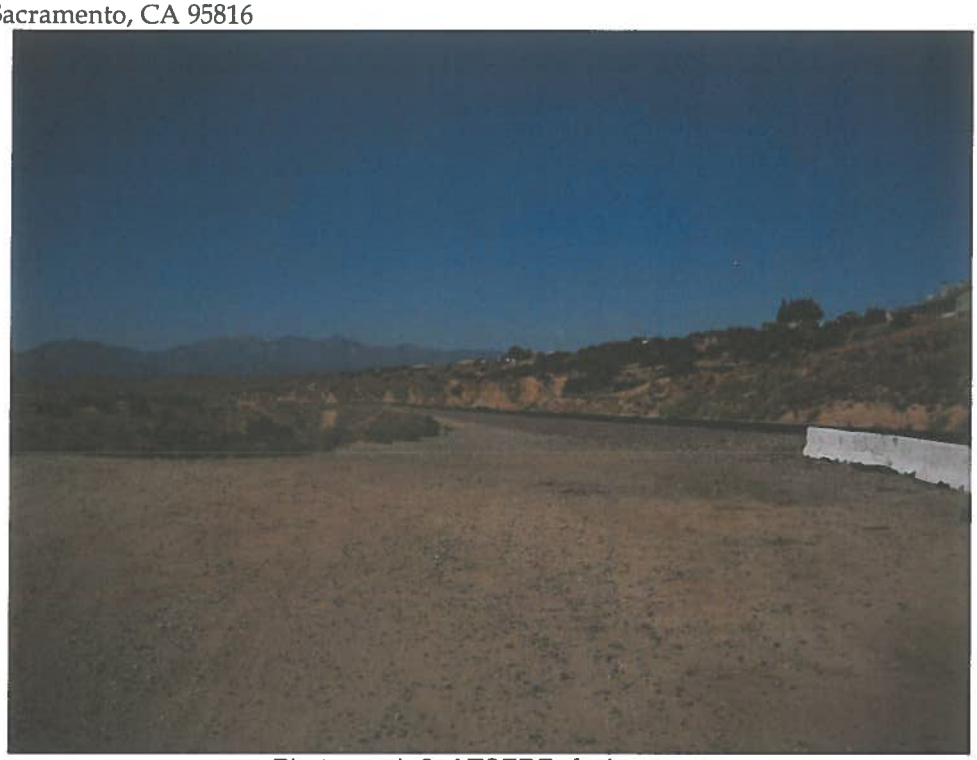
USGS Quad: Silverwood Lake



Photograph 1. ATSFRR, facing east, on the Antelope Siphon

***Recorded by:** Katherine Anderson,
ESA | 2600 Capitol Ave, STE 200.
Sacramento, CA 95816

***Date:** 6/16/2009 ☐ Continuation ■Update



Photograph 2. ATSFRR, facing west

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

LOCATION MAP

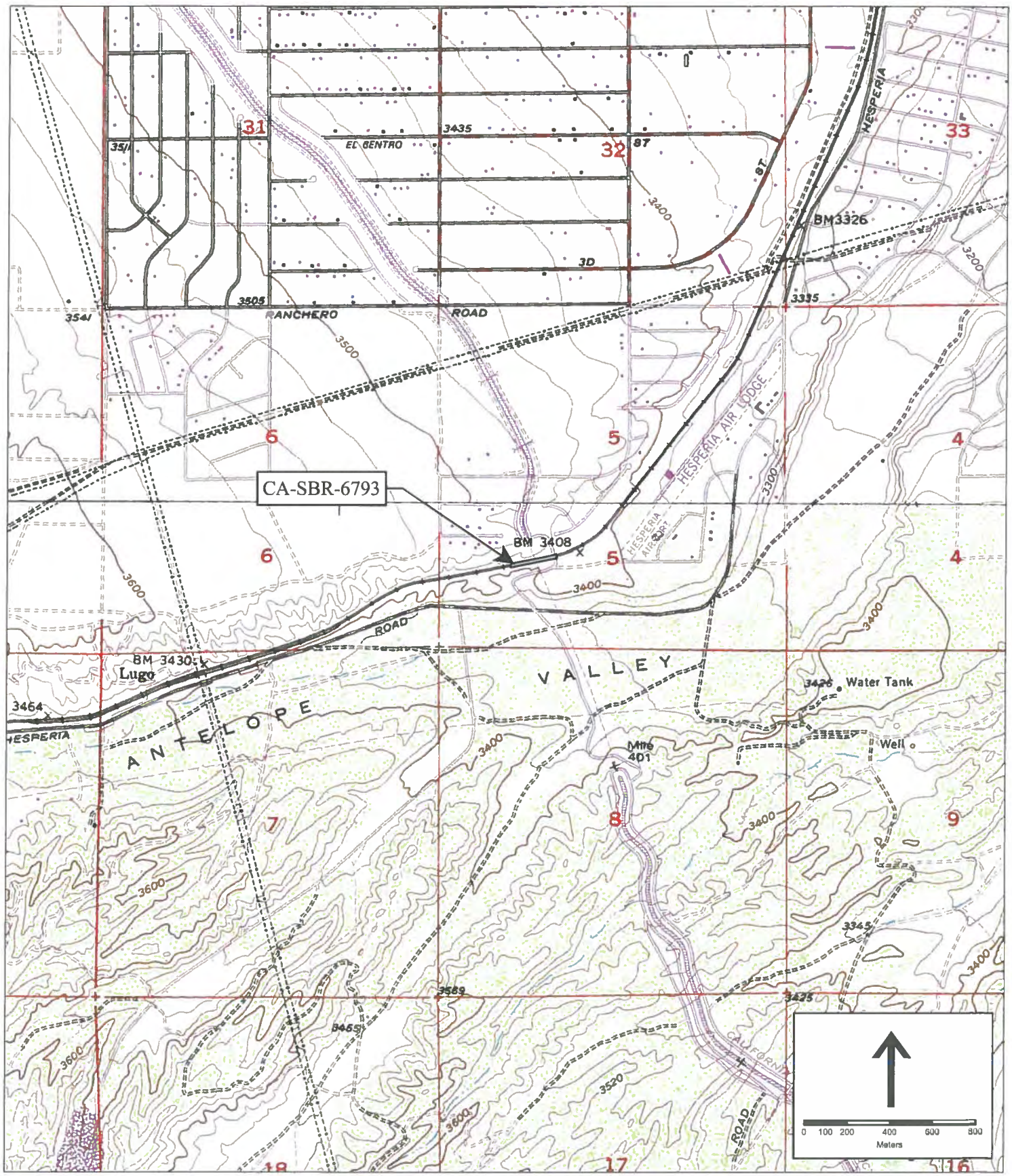
Primary #
HRI #
Trinomial CA-SBR-6793

*Map name: Silverwood Lake

* Resource Name or Number: CA-SBR-6793

*Scale: 1:24000

*Date of Map: 1973, Photorevised 1978



* Required Information

State of California — The Resources Agency	Primary #	P36-006793
DEPARTMENT OF PARKS AND RECREATION	HRI #	
PRIMARY RECORD	Trinomial	CA-SBR-6793H, Update
	Status Code	2S2
Other Listings		
Review Code	Reviewer	Date

***Resource Name or #:** Atlantic& Pacific Railroad/Atchison, Topeka & Santa Fe Railway

P1. **Other Identifier:** Burlington Northern & Santa Fe Railroad (BNSF)

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

b. USGS 7.5′ Quad San Bernardino North **Date** 1967-1988

T 1 N; **R** 5 W; **of** unsectioned Muscupiabe Land Grant **Sec**; **S.B.B.M.**

c. Address: **City** **Zip**

d. Zone: 11 **a:** 466463 mE / 3782897 mN **b:** 466657 mE / 3782652 mN **(NAD 27)**

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate): From the I-215 freeway take the Palm Avenue exit. Turn left on Palm Avenue and drive approximately 0.3 miles to the Burlington Northern Santa Fe Railroad (BNSF), formerly the Atchison, Topeka & Santa Fe Railroad (AT&SF).

***P3a.** **Description** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): Originally, the Atlantic and Pacific Railroad it was subsequently subsumed by the Atchison, Topeka & Santa Fe (AT&SF), which operated the railway from 1890 until 1996 when it merged with the Burlington Northern Railroad forming the Burlington Northern & Santa Fe Railroad (BNSF). This segment of the Atlantic and Pacific Railroad was established in 1885 to connect Los Angeles and San Bernardino with the Las Vegas area. The line follows the general alignment of the Mojave Trails across desert (McKenna 1992).

Approximately 1,000 feet of the BNSF falls within the current Project Study Area (500 feet to the northwest of Palm Avenue and 500 feet to the southeast of Palm Avenue). Only the portion within the current Project Study Area has been examined and updated. The segment of this active railroad within the study area is in good condition and consists of three tracks with standard gage and a ~one foot high berm. The rural setting within the study area is largely intact. The immediate study area consists of undeveloped land and plowed fields. Approximately one mile to the northwest, a large commercial building/warehouse is visible, as are water tanks to the immediate north (~500ft). While, the crossing at the intersection of Palm Ave. and the railroad has been recently modified with the addition of poured concrete sidewalks and a stone cobble divider, the traditional signage is original (including a black-and-white crossing sign). This site was determined eligible by the California Office of Historic Preservation (OHP) for listing on the National Register of Historic Places in 1992.

***P3b.** **Resource Attributes** (List all attributes and codes): HP 39: Other—Railroad.

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

P5. **Photograph or Drawing:** (Photograph required for buildings, structures, and objects.) See photograph on next page and attached photograph record. All photographs documenting cultural resource investigations are currently being housed at Æ in Hemet, California.

***P6.** **Date Constructed/Age and Source:** 1885-present ☐ Prehistoric ☒ Historic ☐ Both

***P7.** **Owner and Address:** Burlington Northern & Santa Fe Railroad

***P8.** **Recorded by** (Name, affiliation, address): K-Abdo-Hintzman, J. George, Applied EarthWorks, Inc., 3292 E. Florida Ave., Suite A, Hemet, CA 92544.

P9. **Date Recorded:** 6 May 2009

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

***P11.** **Report Citation** (Provide full citation or enter "none"): Draft Cultural Resources Report for the Palm Avenue Grade Separation Project, San Bernardino, California. Submitted to CH2MHILL, Santa Ana, California by Applied EarthWorks, Inc. May 2009.

***P11. Report Citation** continued:

McKenna, Jeanette A. (1992)
Archaeological Site Record for CA-SBR-6793H, 7 March 1992. On file, Archaeological Information Center, San Bernardino County Museum, Redlands.

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



Overview of BNSF Railroad within the Project Study Area (view is to the southwest)



Overview of BNSF Railroad within the Project Study Area (view is to the northwest)

PHOTOGRAPH RECORD

Temporary Number/Resource Name:
Project Name: Palm Avenue Grade Separation Project **Photographer:** K. Abdo-Hintzman
Image Type: 9 (**bw**) 35mm B&W film 9 (**cp**) 35mm Color Print film 9 (**cs**) 35mm Color Slide film
9 (**df**) Digital-Floppy disk ☒ (**dm**) Digital-Memory flash card
Camera Type and Model: Nikon Coolpix L-14 **Film Type and Speed:** SD disk **Roll Number:** Palm -1-dm
Year: 2009

Mo.	Day	Time	Frame/ File Name	Subject/Description	Facing
5	6		DSCN0005	Overview northwest of Route 66 within the study area and railroad crossing.	NW
5	6		DSCN0012	Overview of the BNSF RR within the study area.	SW
5	6		DSCN0013	Overview of railroad crossing over Institution Road.	SW
5	6		DSCN0014	Overview of railroad crossing over Institution Road.	SW
5	6		DSCN0018	Overview of overcrossing at Institution Road.	NE
5	6		DSCN0019	Overview of railroad.	NW

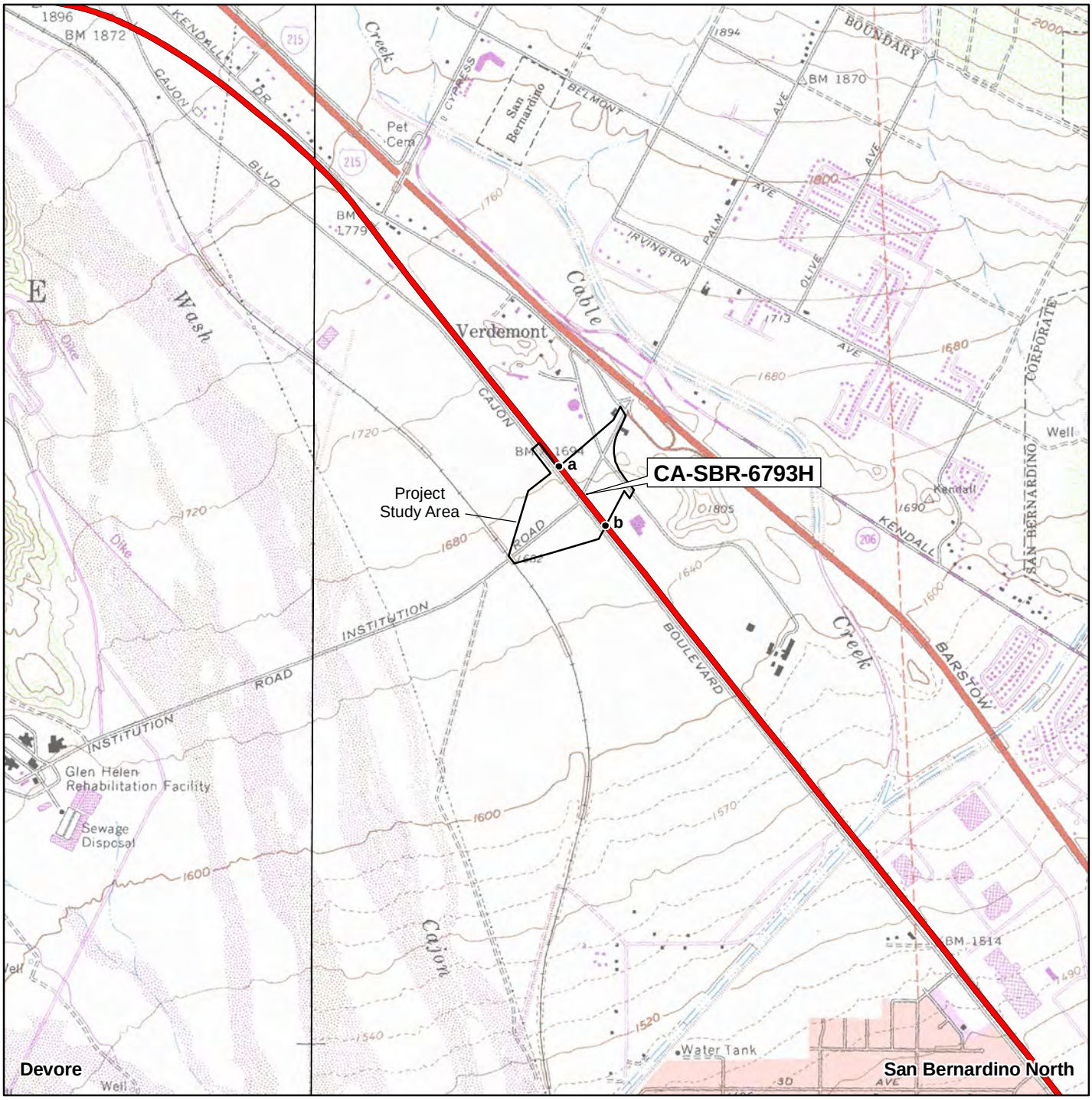
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P36-006793
HRI#
Trinomial CA-SBR-6793H; Update

Page 4 **of** 4 ***Resource Name or #:** Atlantic & Pacific Railroad/Atchison, Topeka & Santa Fe Railway ***Scale:** 1:24,000

***Map Name:** Devore (1966-1988) and San Bernardino North (1967-1988), CA ***Date:** 2009



SCALE 1:24,000

TRUE NORTH

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

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

Primary # P-36-006793
HRI #
Trinomial CA-SBR-6793H
NRHP Status Code

Other Listings
Review Code **Reviewer** **Date**

Page 1 **of** 198 ***Resource Name or #:** Cajon Rail Alignment UPDATE

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:** Cajon, CA **Date:** P.R. 1988 T3N; R5W; SW¼ of SW¼ of Sec 21; S.B. **B.M.**

***b. USGS 7.5' Quad:** Devore, CA **Date:** P.R. 1988 **T** 2N; R5W; SE¼ of SE¼ of Sec 29 ; S.B. **B.M.**

c. Address: City: Zip:
d. UTM: Zone: 11; 461774mE / 3798603mN (northern end)
Zone: 11; 461200mE / 3787178mN (southern end)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 2160 to 3880 m
BNSF 3MT APE in Cajon Pass between San Bernardino and Victorville.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Historic Cajon Pass Railroad Alignment. See Continuation Sheet

***P3b. Resource Attributes:** (List attributes and codes) HP19 Bridge, HP20 Canal/aqueduct, HP22 Reservoir/holding tank, AH2 Foundations/structure pads, AH4 Dump/trash scatter, AH5 Well/cisetern, AH11 Fences, AH16 Other (railroad tunnel, asphalt layers, kiln)

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

P5a. Photo or Drawing

P5b. Description of Photo: (View, date, accession #) None

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

***P7. Owner and Address:**
BNSF Railway Company
550 East Hospitality Lane,
Suite 300
San Bernardino, Ca 92408-4205

***P8. Recorded by:**
Statistical Research, Inc.
P.O. Box 390
Redlands, CA 92373

***P9. Date Recorded:**
June 2007

***P10. Survey Type:**
NHPA Section 106 intensive survey

***P11. Report Citation:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

***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):

Connecting Los Angeles and San Bernardino to the greater United States, opening of the AT&SF railroad alignment through Cajon Pass in 1885 dramatically affected demographic, commercial and cultural trends in Southern California. This long, winding alignment was previously determined eligible for the NRHP in 1998 and is recorded as NHRP-E-98-031, with the Smithsonian Trinomial site designation CA-SBR-6793H.

The site SBR-6793H consists of a complex physical assemblage of features, structures, landform modifications, and artifacts along the historic and current route of the AT&SF Railroad (ca. 1885 to present). With modifications accommodating technological developments and commercial demands (e.g., larger trains, second track, automated switches), reconstruction following flood events, and other ongoing maintenance, many of the original elements of the rail line have been repaired, replaced, or abandoned over time. In general, the current condition of the original alignment is directly associated with the geographic location of the alignment relative to the current active alignment as well as ruggedness of the terrain (i.e., susceptibility to erosion etcetera).

Two site records for SBR-6793H describe various components of the site: one is documented in Cajon Pass west of Alray, near Davis Ranch (Lerch et al., 1990), and the second is documented as within the Mojave Narrows Pass between Victorville and Apple Valley (McKenna et al., 1992). In Cajon Pass, Lerch et al. (1990) recorded a roughly 20 m (E/W) by 1000 m (N/S) railroad berm from which all of the tracks, ties, and associated hardware had apparently been salvaged; they estimated that the railroad berm was constructed prior to 1940 and abandoned by 1970. At the time of their visit, Lerch et al. (1990) noted that the berm supports a dirt road used by local ranchers to access areas along Cajon Creek.

In the Mojave Narrows Pass, McKenna et al. (1992) re-recorded the portion of SBR-6793H which had been previously recorded by Hampson et al. (1991). In this area, Mckenna and colleagues recorded a historic bridge and two tunnels embossed with the dates 1931, 1913 and 1943 respectively, which remained in active service. Northwest of the bridge, McKenna et al. (1992) also recorded an abandoned segment of track paralleling the modern alignment. Examination of this stretch of track revealed components with manufacturing dates of 1903, 1913, 1915, and 1917. McKenna et al. (1992) concluded that this segment of track was a remnant of the historic Allray (sic) siding through Cajon Pass (ca. 1885+), which over the years witnessed repeated reconstruction.

SBR-6793H and its associated elements are central to the Cajon Pass BNSF railroad National Register Multiple Property listing. SRI recorded 88 structures directly along the rail line. These structures include two arched tunnels, 12 bridges (including one abandoned bridge footing), and 66 culverts. The culverts include 34 corrugated-metal pipe culverts located mostly from the summit area to about old Cajon Station, three older rolled-steel culverts, 10 concrete-pipe culverts scatter along the line, 6 concrete arch culverts located mostly in the northern segment and out of the floodplain, and 13 concrete-box culverts all dating to 1938 or 1939 after the flood of 1938, and they are all south of old Cajon Station and continue to the south of Keenbrook. The bridges, which date to various periods, are scattered along the line. The two impressive arch tunnels and the neighboring arch culverts, all dating to about 1913, are mostly situated along the upper portion of the line from the Alray /Mormon Rocks area to west of the Summit. In addition to culverts, bridges and tunnels, SRI documented nine other features within the BNSF 3MT APE that appear to be clearly associated with construction, operation or maintenance of the railroad. These sites range from erosion control features to artifact scatters, are considered elements of SBR-6793H.

In some instances, associated elements include previously recorded sites that formerly had trinomials—in these instances, in consultation with the AIC, we de-accessioned the site trinomials and assigned these sites a temporary number (e.g., B-7 – for railroad bridge 7).

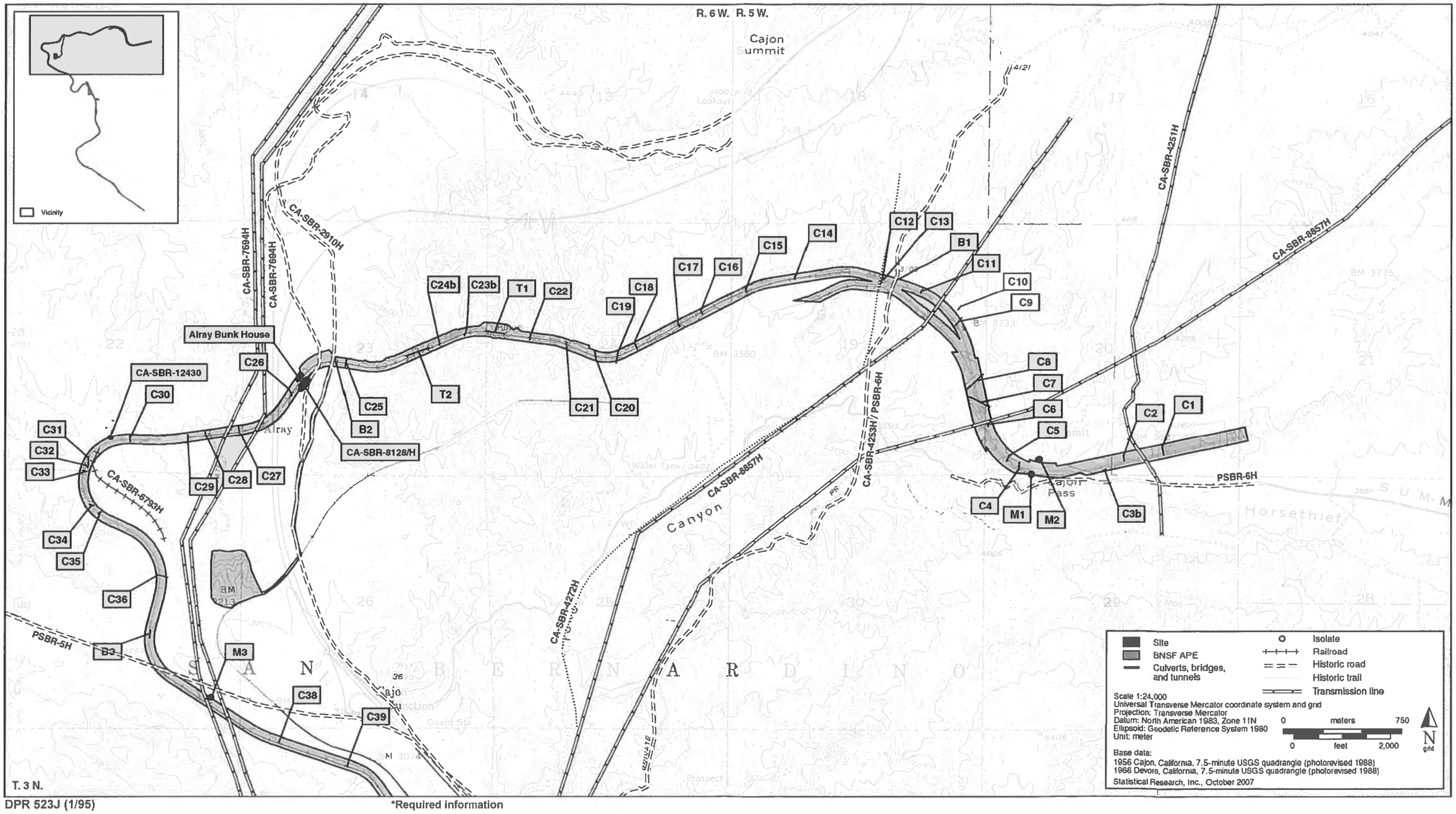
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-006793
HRI#
Trinomial CA-SBR-6793H

 ***Resource Name or #:** Cajon Pass Rail Alignment

***Map Name:** 1956 Cajon, California, 7-5 minute USGS quadrangle; 1966 Devore, California, 7-5 minute USGS quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1956 and 1966 (Photorevised 1988)



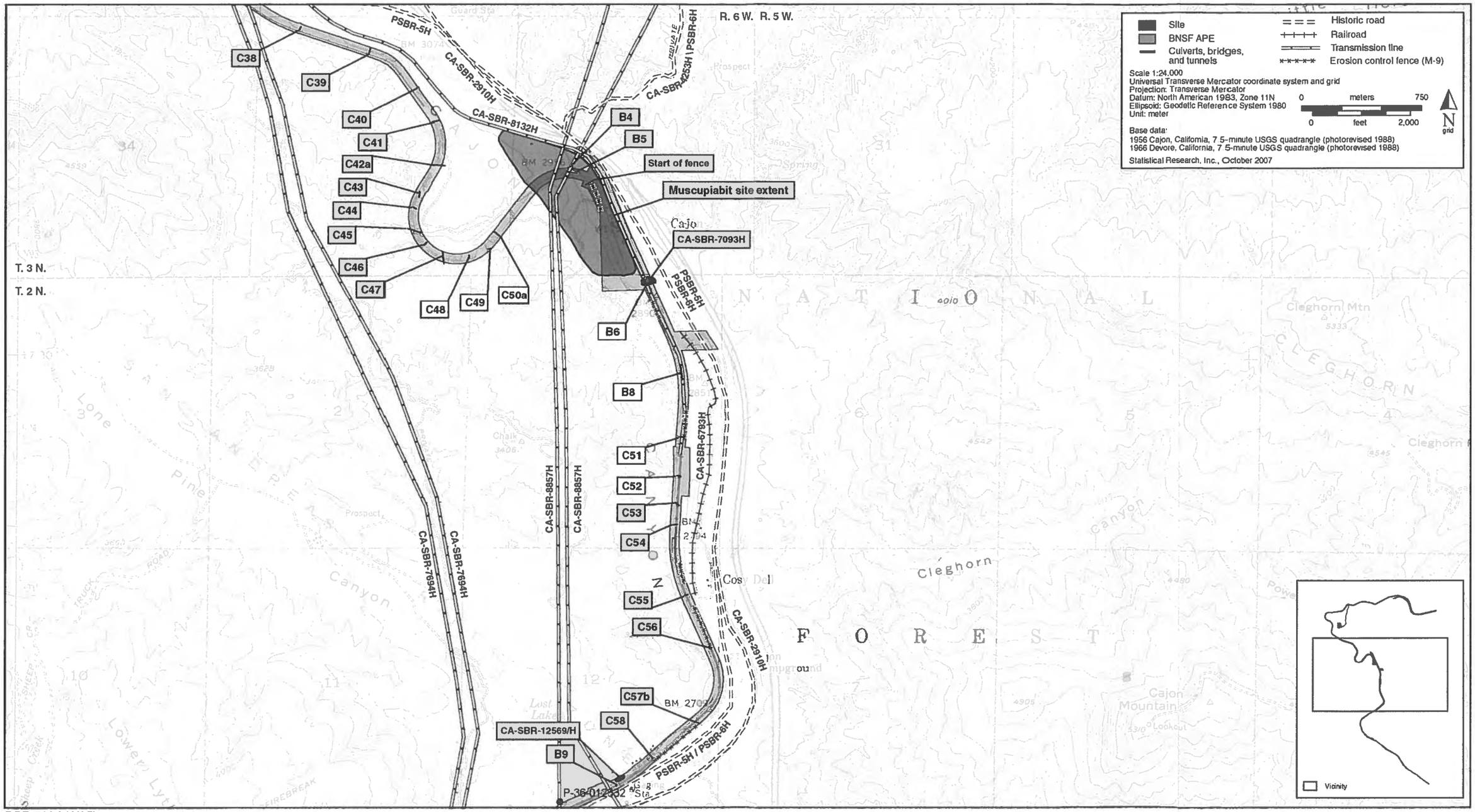
DPR 523J (1/95) *Required information

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

Primary # P-36-006793
HRI#
Trinomial CA-SBR-6793H

 ***Resource Name or #:** Cajon Pass Rail Alignment

***Map Name:** 1956 Cajon, California, 7-5 minute USGS quadrangle; 1966 Devore, California, 7-5 minute USGS quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1956 and 1966 (Photorevised 1988)



DPR 523J (1/95) *Required information

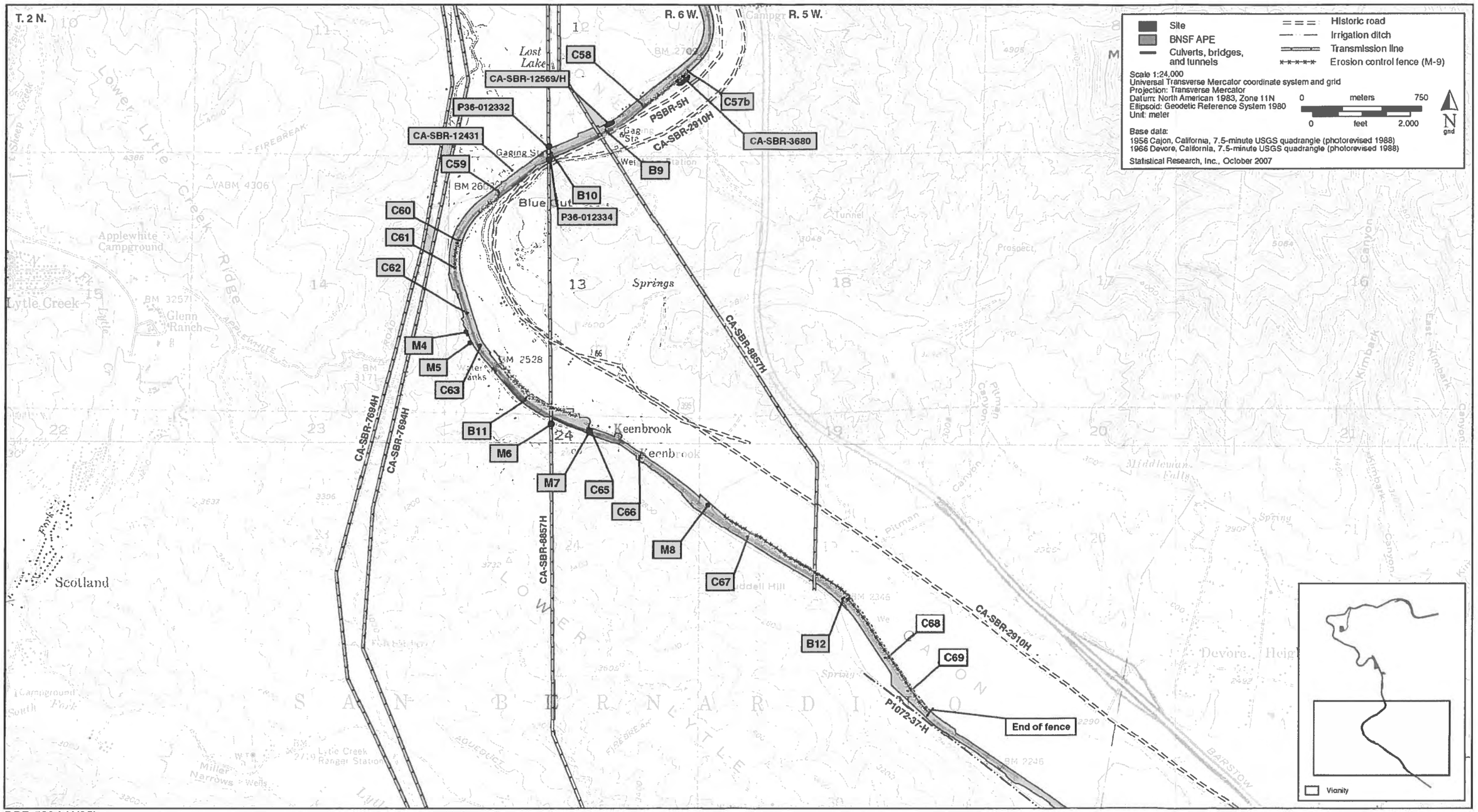
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-36-006793
HRI#
Trinomial CA-SBR-6793H

 ***Resource Name or #:** Cajon Pass Rail Alignment

***Map Name:** 1956 Cajon, California, 7-5 minute USGS quadrangle; 1966 Devore, California, 7-5 minute USGS quadrangle ***Scale:** 1:24,000 ***Date of Map:** 1956 and 1966 (Photorevised 1988)



 *Required information

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

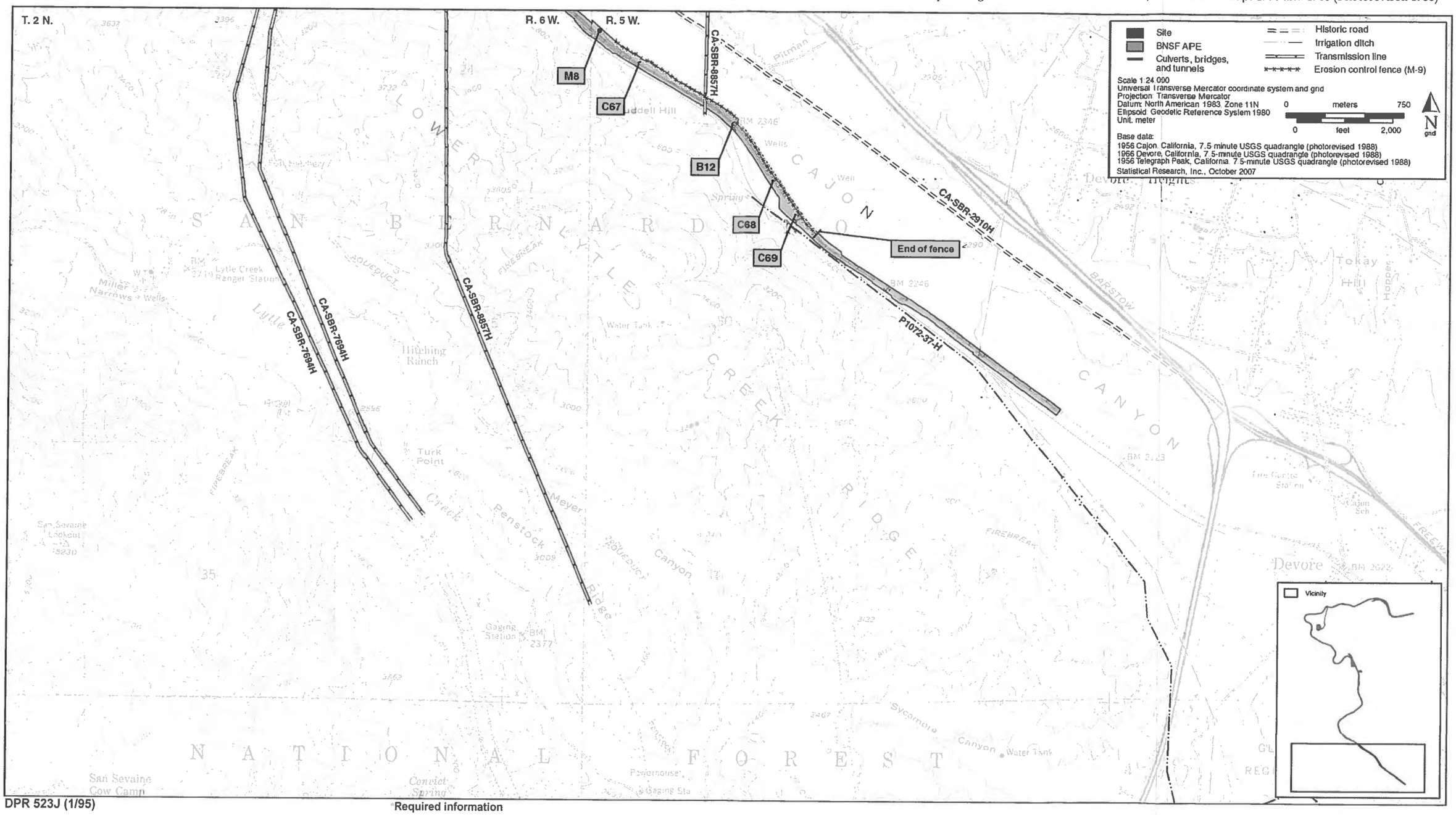
LOCATION MAP

Primary # P-36-006793
HRI#
Trinomial CA-SBR-6793H

***Resource Name or #:** Cajon Pass Rail Alignment

***Map Name:** 1956 Cajon, California, 7-5 minute USGS quadrangle; 1966 Devore, California, 7-5 minute USGS quadrangle; 1956 Telegraph Peak, California, 7-5 minute USGS quadrangle

***Scale:** 1:24,000 ***Date of Map:** 1956 and 1966 (Photorevised 1988)



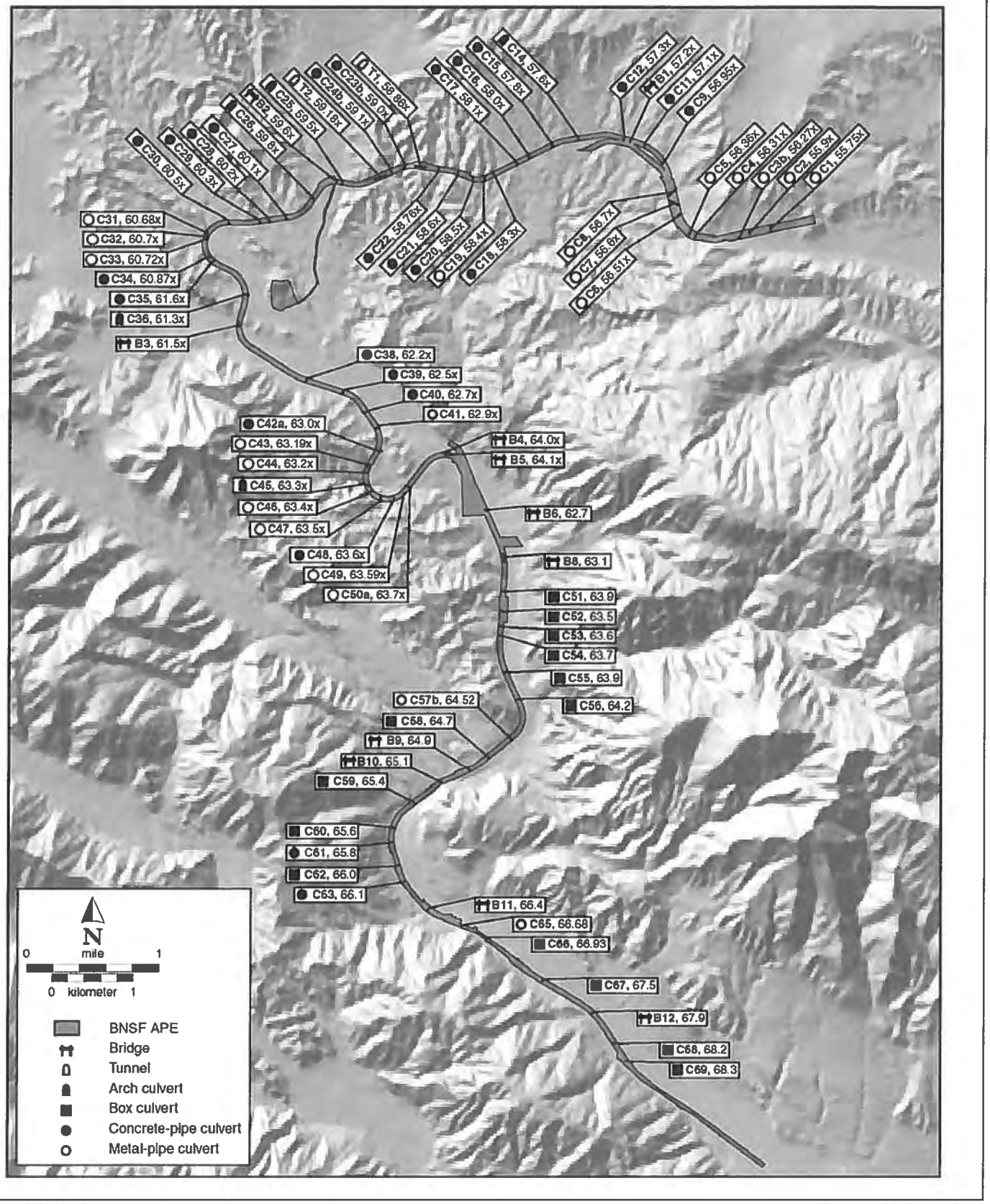
DPR 523J (1/95)

*Required information

State of California — The Resources Agency	Primary # P-36-006793
DEPARTMENT OF PARKS AND RECREATION	HRI#
SKETCH MAP	Trinomial CA-SBR-6793H

Page 7 of 198 *Resource Name or # Cajon Pass Rail Alignment

*Drawn By: Statistical Research, Inc. *Date: June 2007



DPR 523K (1/95) *Required information

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H : Bridge 1

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 57.2X
B3. Original Use: Bridge
B4. Present Use: Bridge

***B5. Architectural Style:** Prestressed concrete girders

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period abutments (ca. 1912), upper girders installed in 2002

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Rinker Omaha / Burlington Northern & Santa Fe **b. Builder:** Rinker Omaha / Burlington Northern & Santa Fe

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Bridge **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The abutments of this bridge are historical, but the upper girders and deck are modern. The historical architectural integrity of this bridge has been compromised. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 57.24X
UTM (NAD 83) 459546E / 3799564mN
UTM (NAD 83) 459539mE / 3799536mN

Bridge 1 (BNSF Structure 57.2X) is located at Milepost 57.24X, across a dirt track (Forest Service Road 3N45) about 1 1/2 miles to the northeast of the Cajon Summit area near Interstate 15. The bridge abutments date to the historical period, but the upper bridge deck was replaced ca. 2002. The bottom of the bridge and roadbed measures 11 feet wide, and the main part of the bridge, not including the wings on both sides, measures 19 1/2 feet long. The bridge stands 24 feet high from the roadbed to the top of the bridge, not including upper pipe guardrails of modern construction. See continuation sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H.)

Bridge 1 (BNSF Structure 57.2X) is located at Milepost 57.24X, across a dirt track (Forest Service Road 3N45) about 1½ miles to the northeast of the Cajon Summit area near Interstate 15. The bridge abutments date to the historical period, but the upper bridge deck was replace ca. 2002. This bridge has modern prestressed concrete girders where taught steel cables are set in the concrete girders rather than traditional rebar as with rienforced concrete structures. The bridge has a general V-shaped profile that widens toward the top and has wings on both sides of the central support. The bottom of the bridge and roadbed has a width of 11 feet, and the main part of the bridge, not including the wings on both sides, has a length of 19½ feet. The bridge stands at a height of 24 feet from the roadbed to the top of the bridge, not including upper pipe guardrails of modern construction. A small retaining wall with a height of 3 feet constructed with plywood form boards and three sections of precast concrete "pavers" are set on both sides of the upper bridge; this retaining wall and the pavers facilitate holding the roadbed ballast from falling over both sides of the bridge. The modern pipe guardrail is anchored to the pavers. On one of these pavers there is a plaque that reads "PB / 20 / 5W / SLAB / 41,400 LBS / 2002/ RINKER OMAHA," referring to the manufacturer and the specifications of the prestressed beams that are anchored to the top of the bridge. The Rinker Company, an industry leader in the concrete business with products such as Readymix and prestressed concrete beams. The Rinker Materials Corporation was founded in 1926 in West Palm Beach, Florida, which later was acquired by CSR Limited of Australia; currently the company goes by the name of Rinker Group Limited.

The two angled wings walls on both sides of the main bridge are 2 feet outward (with a reveal) from the edge of the main central bridge; the northern wings extend outward for a length of 24 feet, and southern wings extend outward for a length of 28 feet. These wings have a thickness of 2 feet, and were formed with form boards having a width of 6 inches; the outside edges are beveled. Not including the top bridge beams, the main part of the bridge inside of the lateral wings also was formed primarily with form boards having a width of 6 inches; the main bridge body and wings probably date to the historical period and the top of the bridge was replaced in recent years.

As mentioned above, Forest Service Road 3N45 passes under this bridge. Some investigators have suggested that John Brown's Toll Road (CA-SBR-4253H) follows the general route of Forest Service Road 3N45.



Bridge 1



Bridge 1

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 2

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 59.6X
B3. Original Use: Bridge

B4. Present Use: Bridge

***B5. Architectural Style:** I-beam bridge

***B6. Construction History:** (Construction date, alterations, and date of alterations) ca. 1931

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

***B8. Related Features:** (View, scale, etc.) Route 66 and the National Old Trails Road

B9a. Architect: American Bridge Company **b. Builder:** American Bridge Company

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 59.56X
UTM (NAD 83) coordinates of northern end 456009mE / 3799061mN
UTM (NAD 83) coordinates of southern end 456007mE / 3799043mN

Bridge 2 (BNSF Structure 59.6X) is located at Milepost 59.56X, in the Alray area close to the San Bernardino National Forest Off-Highway-Vehicle (OHV) staging area. The main, lower concrete structure of the bridge has a length of 31 feet 8 inches, a width of 37 feet, and a height of 7 feet. The bridge, from the top of the guardrail to the road, has a height of 24 feet. A plaque on the underside of the bridge is embossed with "AMERICAN BRIDGE COMPANY / U.S.A./ 1931."

See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site record CA-SBR-6793H)

Bridge 2 (BNSF Structure 59.6X) is located at Milepost 59.56X, in the Alray area close to the San Bernardino National Forest Off-Highway-Vehicle (OHV) staging area. The bridge passes over a dirt road (Forest Service Road 3N21) that was the alignment of the former Old National Trails Road and Route 66 (CA-SBR-2910). This I-beam bridge, or at least the upper portion, dates to 1931. The main, lower concrete structure of the bridge has a length of 31 feet 8 inches, a width of 37 feet, and a height of 7 feet. The bridge, from the top of the guardrail to the road, has a height of 24 feet. Most of the form-board impressions on this central bridge structure have a width of $5^{3}/_{4}$ inches.

Wing walls are attached to only the south side of the bridge. The western wing walls are comprised of two different segments. The segment closest to the main bridge structure has a length of 31 feet 3 inches and the angled outside wing segment has a length of $12^{1}/_{2}$ feet. A small "step" is at the bottom of the wing closest to the main bridge structure with a height of 16 inches and a width of 24 inches. The eastern wing walls of the bridge are mostly obscured by soil. The upper, exposed part of the wings were constructed with plywood form boards, and extends for a distance of $7^{1}/_{2}$ feet after a 3-foot-wide reveal from the main bridge structure. Large eye bolts and a rod-iron strand, as well as a cable with a diameter of 1 inch, are secured to the upper portion of this wing.

The bridge roadbed was made with a combination I-beams, heavy lumber beams, and an upper guardrail made of 4-by-4-inch posts and an upper guardrail made of 2-by-6-inch. There are eight I-beams measuring 16 by 34 inches in two sets of four beams each. A series of 6-by-8-inch treated-lumber beams are set diagonally on top of the I beams, and the roadbed ballast and ties were set above these heavy beams. A plaque on the underside of the bridge is embossed with "AMERICAN BRIDGE COMPANY / U.S.A./ 1931." The I-beams are set on upper formed-and-poured concrete support walls. The date 1931 is stamped on this upper concrete wall. The famous American Bridge Company, with headquarters located in Coraopolis, Pennsylvania, was founded in 1900; they were pioneers in the steel bridge business, and they constructed many famous U.S. bridges, including the first steel bridge over the Mississippi River, the San Francisco Bay Bridge, and many others. In addition to bridges this company also constructs buildings using steel components. For instance, they constructed many famous buildings, including the Sears Tower in Chicago, the Empire State Building in New York, and the Houston Astrodome.

This bridge will be subjected to Historic American Engineering Record mitigation measures.



Bridge 2



Bridge 2

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 3

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 61.5X
B3. Original Use: Bridge

B4. Present Use: Bridge

***B5. Architectural Style:** Steel plate girder

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1914

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 61.50X
UTM (NAD 83) coordinates of NE corner 454843mE / 3797346mN
UTM (NAD 83) coordinates of SE corner 454839mE / 3797300mN
UTM (NAD 83) coordinates of SW corner 454830mE / 3797301mN
UTM (NAD 83) coordinates of NW corner 454833mE / 3797350mN

Bridge 3 (BNSF Structure 61.5X) is located at Milepost 61.50X, across wide Cajon Creek in the southeastern Mormon Rocks area. The bridge has an overall span of 164 feet, a width of 17 feet, and a height of $11\frac{1}{2}$ feet from the bottom of the deck to the creek. Including the upper box girder/deck, which has a height of 5 feet, the total height of the bridge is $16\frac{1}{2}$ feet. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 3 (BNSF Structure 61.5X) is located at Milepost 61.50X, across wide Cajon Creek in the southeastern Mormon Rocks area. This long four-span bridge has three reinforced concrete support piers, lateral abutments, and each span has two steel-plate girders. The bridge has an overall span of 164 feet, a width of 17 feet, and a height of 11½ feet from the bottom of the deck to the creek. Including the upper box girder/deck, which has a height of 5 feet, the total height of the bridge is 16½ feet.

The two lateral bridge abutments and the central piers were made using reinforced concrete. The steel-plate girders are encased in sheet-metal panels. The eastern abutment has a length of 22 feet and a height of 10 feet. Extending from both sides of this abutment are wing walls that each have a length of 15 feet. The wing walls begin after a 3-foot-wide reveal from the outer edge of the abutment. The southeastern wing of this abutment has an upper, more recent extension that has sheet-plywood impressions. This upper extension has a height of 6 feet with L-iron guardrails attached to the top. The western abutment has a length of 21 feet 8 inches, and stands at a height of 10 feet. The wing walls of this abutment have a length of 13 feet. Most of the form-board impressions on the abutments and wings have a variety of widths, with the most frequent ones having widths of 11, 12, and even 15 inches. Metal ladders are anchored to the abutments.

The three central piers are all essentially the same, and they are spaced at an average distance of 33 feet. Each pier is shaped with tapered "boat-prow-type" ends to facilitate water flow around the piers. The piers have a length of 21½ feet and a height of 10 feet; the tapered ends each have a length of 6 feet.

Attached to the top of the piers and abutments are rubber bearings that are secured with cast-iron footings/brackets that are 24 by 18 inches and have a height of 12 inches. These footings are secured by heavy bolts and 2-inch-wide hexagonal nuts. Attached to the top of the bearings on the outer/lateral sides of the bridge, structural components of the bridge deck, are two I-beams that measure 6 by 17 inches. Between these four I-beams are spaced 4-by-4-inch beams, and attached to the top of these beams are abutted planks that have a width of 6 inches. To provide additional support, the bottom of the 4- by 4-inch beams are secured with cross ties having an average width of 6 inches. The upper girder/"box" is attached to these "roadbed" planks. The upper box girder is constructed of L-iron brackets and sheet-metal panels. Individual panels of the single box girder measure 4 feet 9 inches, and these panels are secured to the outer L-iron brackets with 1½-inch carriage bolts. Structural cross members are probably inside of the box girder. This bridge was undoubtedly constructed after the great flood of late winter 1938.

This bridge will be subjected to Historic American Engineering Record mitigation measures.



Bridge 3: View southwest



Bridge 3: View southwest



Bridge 3: View northwest



Bridge 3: View northwest

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 4

5B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Milepost 64.11
B3. Original Use: Bridge

B4. Present Use: none

***B5. Architectural Style:** unknown

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

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Railroad transportation **Area:** Cajon Pass
Period of Significance: 1881-1910 **Property Type:** Bridge **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The remnants of this bridge maintain integrity, but the more significant upper girders and deck are missing, therefore this bridge has overall low historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 64.11X
UTM (NAD 83) coordinates of east end 457360mE / 3795791mN
UTM (NAD 83) coordinates of west end 457318mE / 3795774mN

Bridge 4 (no BNSF structure number) is a large bridge foundation located at Milepost 64.11X, northeast of old Cajon Station, across wide Cajon Creek. The remains of this bridge include abutments on both sides of the creek with a long spillway between them. This bridge footing may be associated with an abandoned route, or it may have been impacted by the flood of late winter 1938 after which a new bridge was constructed to the south. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 4 (no BNSF structure number) is a large bridge foundation located at Milepost 64.11X, northeast of old Cajon Station, across wide Cajon Creek. A portion of a raised, abandoned railroad grade, at a distance of 45 feet to the north of the existing track, leads directly to the old bridge footing. The bridge that is currently being used by BNSF (Bridge 5; BNSF Structure 64.1X) and will be expanded to the north is only 50 feet south of this historical-period bridge footing. Obscured by dense riparian foliage, the remains of this bridge include abutments on both sides of the creek with a long spillway between them. The eastern abutment actually may be a pier of the bridge rather than the eastern abutment because the current drainage bottom extends considerably eastward from this structure.

The abutment on the west side of the creek has a length of 25 feet, a height of 14 feet, and a width of 3 feet across the top. The abutment has two angled wing walls, with the northern wing wall having a length of 8 feet, and southern wing wall having a length of 17 feet. Soil has obscured the southern end of this wing wall, and it probably extends outward for at least an additional 3 feet. At the top of the abutment, 5 feet down from the top, is a step with a width of 3 feet. The top of this step is 9 feet away from the spillway. Three anchor bolts with a width of 1 inch are set on the top of the abutment. Form-board impressions on the abutment and wings have alternating widths of 6 inches, 8 inches, and 10 inches. The distance between the two abutments is 70 feet. The exposed portion of the spillway has an upper angled component with a length of 12 feet; it then continues nearly horizontally for a distance of 9 feet and then has a step/drop with a length of $3^1/_2$ feet.

The eastern abutment has a length of 25 feet, a height of 11 feet, and a width of 3 feet. As with the western abutment, at the top, facing the creek, is a step-down portion with a length of 5 feet; the horizontal step has a width of 3 feet. Attached and extending to the north of this abutment for a distance of about 60 feet is a curved retaining wall with a height of 8 feet and a thickness of 2 feet. Most of the form-board impressions on the abutment and retaining wall have a width of $11^1/_2$ inches.

To the east of this bridge foundation and in a direct alignment with it, in the upper Cajon Station area on the east side of the creek, is the remains of the freight train "Union Pacific Oro Grande" (SBR-10285H) that crashed in this area on July 15, 1923. It is currently unclear if the train had been traveling on the original 1885 track (Main Track 2) that enters Cajon Station from the northwest or if the train had been traveling along the ca. 1912 route (Main Track 1) that enters the station after following the large southwestern loop into the station. An abandoned railroad grade section along the route (SBR-6793H) is within the general alignment of Main Track 2/1913+ track, and there may be other cuts and grades that were constructed but then abandoned for more favorable routes.

This bridge footing may be associated with an abandoned route, or it may have been impacted by the flood of late winter 1938 after which a new bridge was constructed to the south.



Bridge 4 Spillway



Bridge 4

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 5

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 64.1X
B3. Original Use: Bridge
B4. Present Use: Bridge

***B5. Architectural Style:** I-beam bridge on H-pile with four spans

***B6. Construction History:** (Construction date, alterations, and date of alterations) ca. 1977

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Bridge **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high architectural integrity, but it is not of historical vintage.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 64.11X
UTM (NAD 83) coordinates of east end 457385mE / 3795742mN
UTM (NAD 83) coordinates of west end 457318mE / 3795774mN

Bridge 5 (BNSF Structure 64.1X) is located at Milepost 64.11X, across Cajon Creek and northwest of old Cajon Station. This bridge is located approximately 50 feet to the south of an older bridge footing and an abandoned railroad grade (Bridge 4; BNSF structure 64.1X). This modern bridge has a length of 217 feet, an upper roadbed/deck width of 19½ feet, and the distance from the top of the deck to the creek is 22½ feet. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 5 (BNSF Structure 64.1X) is located at Milepost 64.11X, across Cajon Creek and northwest of old Cajon Station. This relatively modern bridge has a length of 217 feet, an upper roadbed/deck width of 19½ feet, and the distance from the top of the deck to the creek is 22½ feet. Pipe guardrails were secured to both sides of the upper bridge deck. Abutments are on the east and west ends of the bridge. It is supported by four sets of tall I-beams, and each set is comprised of four I-beam members and cross ties with a width of 4 inches. The I-beams are made from sheet steel with a thickness of 1 inch, a base width of 15 inches, and a web depth of 14 inches. The flared bases of the I-beam sets are set in tapered concrete bases with a length of 17 feet, a width of 12 feet, and a height of 15 feet. The distance between each set of I-beams is approximately 29 feet. The I-beams sets taper toward the top where they are connected to prestressed-concrete girders set parallel to the track. These girders that have a height of 2½ feet. Only the eastern abutment has wings. Plywood form-board impressions are evident on all of the concrete surfaces.

This bridge is located approximately 50 feet to the south of an older bridge footing and an abandoned railroad grade (Bridge 4; BNSF structure 64.1X). When the new track is laid across this drainage, plans have been drawn to extend this bridge to the north, in the direction of the older bridge footing.



Bridge 5



Bridge 5

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 6

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 62.7
B3. Original Use: Bridge

B4. Present Use: Bridge

***B5. Architectural Style:** I beam

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 62.69
UTM (NAD 27) coordinates of SW corner 457800mE / 3795078mN
UTM (NAD 27) coordinates of SE corner 457808mE / 3795061mN
UTM (NAD 27) coordinates of NE corner 457830mE / 3795074mN
UTM (NAD 27) coordinates of NW corner 457825mE / 3795092mN

Bridge 6 (BNSF Structure 62.7) is located at Milepost 62.69, to the southeast of old Cajon Station, across a substantial drainage tributary of Cajon Creek. This bridge has abutments at both ends and a single pier in the middle. The date 1939 is stamped on the eastern abutment. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 6 (BNSF Structure 62.7) is located at Milepost 62.69, to the southeast of old Cajon Station, across a substantial drainage tributary of Cajon Creek. This bridge has abutments at both ends and a single pier in the middle. The date 1939 is stamped on the eastern abutment. A retaining wall connects this bridge to another bridge to the east-northeast at a distance of 55 feet. The other bridge is a relatively elaborate concrete bridge dating to 1930 that was constructed for Route 66. Both bridges had been previously assigned the same trinomial (SBR-7093H). Contrary to Hampson et al. (1991) and McKenna et al. (1992b), SRI thinks the vehicular bridge is a contributing element to U.S. Route 66 and as such should be considered eligible for listing in the NRHP under Criteria A. Similarly, combining two unique structures associated with different types of activities (railroad versus historic road) is problematic in terms of managing cultural resources. As such, SRI updated the site form for SBR-7093H to include only the historic vehicular bridge. The railroad bridge has been de-accessioned from this site number is herein documented as a contributing element to SBR-6793H, Bridge No. 6.

Bridge 6 is an I-beam bridge built after the late winter 1938 flood. It has a length of 60 feet from the inside of the of the abutments, a deck width of 30 feet, and the distance from the top of the deck to the creek bottom is approximately 10 feet. A spillway was constructed on the downstream/east-facing side of the bridge. The primary bridge structure is supported by 32 I-beams in two sets of 16 each with a space left between the sets. Each beam has a width of 8 inches and a height of 24 inches. Timbers of various sizes are set diagonally on top of the I-beams; stacked three-timbers high, the bottom timbers measure 8 by 8 inches, above which are 6-by-6-inch timbers, followed by the upper deck timbers of 4 by 6 inches. An upper guardrail with a height of $3^1/_2$ feet constructed with a combination of 2-by-4-inch and 2-by-6-inch boards is secured to the tops of the deck timbers.

The abutments at the ends of the bridge have slightly different measurements. The northern abutment has a length of 63 feet, in the upper area of the abutment is an approximately 4-foot step-down that supports the I beams, the foot end has a wing wall with a length of 14 feet, and the head end has a wing wall with a length of 15 feet. Most of the form-board impressions on the abutment and wings have a width of $11^1/_4$ inches. The southern abutment has a length of $68^1/_2$ feet, and it also has an upper step-down to support the I beams. The wing wall at the foot has a length of 10 feet, and the wing at the head end has a length of 11 feet. The date 1939 is stamped in the upper area of the abutment.

A spillway at a distance of 10 feet in front of the eastern/downstream bridge side has a width of 2 feet and a height of about 3 feet where it is exposed in the stream rubble.

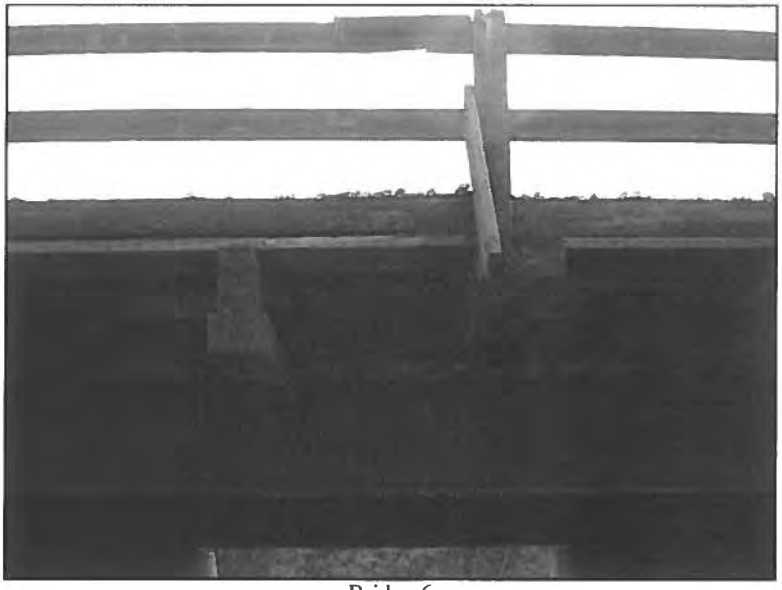
The central pier has pointed ends to facilitate water flowing through the bridge and has a length of 75 feet. Each wall of the pointed ends spans a distance of 3 feet 4 inches. The date 1939 is stamped on the pier. All exposed concrete edges have a bevel with a width of $2^1/_2$ inches.

The retaining wall which connects this bridge with the ornate concrete road bridge constructed for Route 66 is between the southeastern railroad bridge wing wall and the southwestern road bridge wing wall. This wall has a maximum (exposed) height of $7^1/_2$ feet. The aesthetic, 2-span reinforced-concrete road bridge has two bullnose piers, high wing walls, main girders in three sections, upper concrete retaining walls with small arches standard for the period, and a date of 1930 stamped into the northeastern guardrail end block.

This bridge will be subjected to Historic American Engineering Record mitigation measures.



Bridge 6



Bridge 6

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 8

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.1
B3. Original Use: Bridge
B4. Present Use: Bridge

***B5. Architectural Style:** I-beams with box girder

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high historical architectural integrity for this period.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.08
UTM (NAD 83) coordinates of SW corner 458024mE / 3794477mN
UTM (NAD 83) coordinates of SE corner 458058mE / 3794450mN
UTM (NAD 83) coordinates of NE corner 458045mE / 3794536mN
UTM (NAD 83) coordinates of NW corner 458016mE / 3794544mN

Bridge 8 (BNSF Structure 63.1) is located at Milepost 63.08, across Cajon Creek south of the old Cajon Station area. This has an overall span of 240 feet, a maximum width of 37 feet, and the distance from the bottom of the bridge deck to the creek bottom spans a distance of approximately 15½ feet. The bridge is stamped in several areas with the date 1938. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 8 (BNSF Structure 63.1) is located at Milepost 63.08, across Cajon Creek south of the old Cajon Station area. This bridge has the longest span of all the bridges located between old Summit Station and Keenbrook. It has an overall span of 240 feet, a maximum width of 37 feet, and the distance from the bottom of the bridge deck to the creek bottom spans a distance of approximately 15½ feet. The bridge is stamped in several areas with the date 1938, and it was therefore constructed after the immense flood of late winter 1938.

The construction type and overall morphology of this bridge is very similar to Bridge 3 (BNSF Structure 61.5X) located to the northwest in the southeastern Mormon Rocks area. The bridge is supported by two lateral abutments, two central piers, and girders made of sheet-metal panels. The abutments have a length of 81 feet, a height of 18 feet 10 inches, and the upper portions have step-downs to support the girders. These abutment steps begin 8 feet 10 inches down from the top of the abutments and extend outward horizontally for a distance of 4 feet; the abutments then continue downward for an additional 10 feet. The abutment wing walls on the northern and southern end extend outward for a distance of 24 feet and 45 feet, respectively. These wing walls have a thickness of 24 inches, and the edges are beveled with a width of 2½. The distances between the piers have variable lengths: from north to south, the distance between the northern abutment and the first pier spans a distance of 62 feet, the distance between the two piers is 50 feet, and the distance of the southern pier to the southern abutment is 54 feet. The two piers were constructed in the same fashion, and each pier is shaped with tapered "boat-prow-type" ends to facilitate water flow around the piers. The piers have a length of 41 feet, and the tapered ends each have a length of 6½ feet. Attached to the top of these piers and the abutments are rubber bearings that are secured with cast-iron footings/brackets that measure 28 by 21 inches and have a height of 27 inches.

The girders are comprised of sheet-metal panels secured on their edges with L-iron brackets bolted onto the panels; each L-iron piece has one "branch" with a length of 3½ inches and another "branch" of 6½ inches. Each panel has a height of 5½ feet and a width of 5 feet. These "box" girders are supported by 16 L-iron brackets that are bolted together; each of the L-iron pieces have a length of 8 inches.



Bridge 8



Bridge 8

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 9

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure Number 64.9
B3. Original Use: Bridge
B4. Present Use: Bridge

***B5. Architectural Style:** Concrete T-beam/rail bridge with one span

***B6. Construction History:** (Construction date, alterations, and date of alterations) prior to 1938

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938
Property Type: Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 64.89
UTM (NAD 83) coordinates of SW corner 457631mE / 3791936mN
UTM (NAD 83) coordinates of NW corner 457636mE / 3791924mN

Bridge 9 (BNSF Structure 64.9) is located at milepost 64.89, close to the mouth of Lone Pine Canyon and northwest of the Blue Cut area. This simple bridge is the smallest one along the line, measuring only 10 feet long. Construction details and weathering suggest it probably dates to before the 1930s. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 9 (BNSF Structure 64.9) is located at milepost 64.89, close to the mouth of Lone Pine Canyon and northwest of the Blue Cut area. Lone Pine Canyon was formed by block faulting along a branch of the San Andreas Fault. This simple bridge is the smallest one along the line, and the SRI team was surprised that this structure was classified as a bridge rather than a culvert. This bridge has a length of only 10 feet, it is low to the ground, and it has girders comprised of 18 metal T-beams/rails; the girders and lumber support beams rest on lower concrete abutments. The primary difference between the head end and foot end of this bridge is that the head end has an extended culvert to channel water from the hillside to flow under the bridge. The form-board impressions on the weathered abutments all have a width of 12 inches (true), indicating that this bridge is relatively old, and it was therefore probably not impacted (and rebuilt) after the later winter 1938 flood. The two lateral abutments are essentially the same, and the inside distance between them is 7 1/2 feet. The "floor" (stream level) of the bridge is obscured by sand and debris, and the current distance from the bottom of the T-beam girders to the floor measures about 4 feet. Both abutments have a lower step, and these steps have an exposed height of about 3 feet (they extend below the rubble to the floor) and a width of 18 inches. All corner bevels have a width of 2 inches. Above the top of the lower steps the concrete abutments continue toward the deck for a distance of 2 feet.

At the head end a large cast-iron pipe with a diameter of 7 inches was set just below the top of the abutment steps, parallel to the bridge. One heavy beam with a length of 14 feet, a height of 16 inches, and a width of 16 1/2 inches was secured across the top of the abutment step (on each side); at the head this new beam serves as a retaining wall for the ballast. Uphill from the head end is a long chute-like culvert that extends in a southwestward direction for a distance of 65 1/2 feet. This rectangular culvert channels water from the hillside to go under the bridge, and it has a width of 7 1/2 feet; the walls have a height of 24 inches and a thickness of 10 inches.

The foot end is higher above the drainage bottom than the head end, and therefore the construction methods of the bridge were more visible at the foot end. Similar to the head end, two heavy beams were secured to the tops of the lateral abutment steps. One heavy beam (new) with a length of 14 feet, a height of 5 3/4 inches, and a width of 16 inches, was secured to the tops of the abutment step beams, set parallel to the track. Behind this beam are the relatively small T-beams that have a length of 10 feet, a web height of 4 inches, and the top has a width of 3 inches. These abutted T-beams run parallel to the track. On top of the T-beams are a series of abutted 3-by-10-inch "roadbed" planks set diagonally to the T-beams. On top of these roadbed planks, a single heavy beam was secured (14 1/2 feet by 16 inches by 8 inches) to help retain the ballast. An angled wing wall with a height of 3 3/4 feet, connected to the southwestern abutment, continues in a southwestward direction for 11 feet. The concrete of this small bridge is weathered, and it probably dates to before the 1930s.

This bridge will be subjected to Historic American Engineering Record mitigation measures.



Bridge 9 – head



Bridge 9 – foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 10

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Milepost 65.1
B3. Original Use: Bridge
B4. Present Use: Bridge

***B5. Architectural Style:** Concrete arch bridge

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical, probably circa 1913

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Bridge 10 is a tall arch bridge constructed across a deep drainage associated with Lost Lake. This bridge is a complex structure with numerous spillways and ancillary concrete features at various levels. It was constructed, however, in a similar fashion to the two tunnels, suggesting that it was also built in 1913. A modern galvanized steel catwalk was added to this complex structure, but does not significantly diminish the integrity of this property.

B11.Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13.Remarks:
Milepost 65.16
UTM (NAD 83) coordinates of SW corner 457275mE / 3791766mN
UTM (NAD 83) coordinates of SE corner 457301mE / 3791781mN
UTM (NAD 83) coordinates of NE corner m457302E / 3791793mN
UTM (NAD 83) coordinates of NW corner 457281mE / 3791782mN

Bridge 10 (BNSF Structure 65.1) is an arch bridge located at milepost 65.16 in the northern area of Blue Cut. This arch bridge has an overall length of 49 feet, and the distance from the deck to the upstream side of the creek stream is 33 feet. Construction attributes suggests that it was constructed in 1913. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 10 (BNSF Structure 65.1) is an arch bridge located at milepost 65.16 in the northern area of Blue Cut, and this impressive arch bridge in one of the tallest along the line. The bridge was constructed across a relatively deep but narrow drainage associated with Lost Lake, located about ½-mile to the northwest. Lost Lake is a sag pond (a geological feature associated with faulting) in lower Pine Canyon, which was formed by movements along a branch of the San Andreas Fault. This arch bridge has an overall length of 49 feet, and the distance from the deck to the upstream side of the creek stream is 33 feet. This bridge is complex with numerous spillways and ancillary concrete structures at various levels. At the head end of the bridge, on the northwest side of the creek, is a high retaining wall and platform, and on this platform is a small rectangular service building that resembles a telephone booth; this building may be a gauging station. A modern galvanized steel catwalk was constructed across the creek, which begins on the southeast side of the creek, and it connects to the platform and small building on the northwest side of the creek. On the foot end of the creek are numerous concrete walls, platforms, and remnants of a concrete bridge footing.

On the head side of the bridge, approximately 25 feet upstream from the arch bridge headwall, is a long steel catwalk with a length of 43 feet and a bottom deck width of 3 foot 8 inches; attached to the deck is an angled-iron railing that stands at a height of 3 feet. This catwalk is secured to a landing built into the side of the cliff, and this platform measures approximately 28 by14 feet. The formed-and-poured retaining wall below the platform has a height 10 feet, and the form-board impressions of this wall have a width of 6 inches. On this platform is a small rectangular building that stands at a height of 8¾ feet, and it measures 5 feet 5 inches on a side. A metal door is on the upstream side of this small building, and it has what appears to be several electrical outlets. This small building was formed with modern plywood. The function of ths small building is not clear, but it may be a gauging station to determine the water flow passing under the bridge from Lone Pine Canyon creek and where it merges with Cajon Creek. Below the small building and retaining wall is a concrete spillway that has a length of 27 feet; it drops a distance of 9½ feet to the level of the bridge bottom. The concrete arch bridge has an inside length of 49 feet 4 inches, a width of 21½ feet, and the top of the arch to the creek bottom spans a distance of about 20 feet. The entire bridge was constructed at an angle (the bridge is not square) to follow the contour of the slope. Nearly all of the form-board impressions within the arch and on the head and foot ends have a width of either 11 or 12 inches (true), and the radius of the arch was made with abutted boards measuring 3 by 3 inches.

There are 10 large tie rods with tie plates/washers along the top and western sides of the headwall. On top of the formed-and-poured headwall is a concrete section with a height of 21 inches, and attached to this concrete section is a modern galvanized steel railing made of 3-by-3-inch L-iron lengths. Attached to the upper railing, on the northeast side of the railing, is a lumber retaining wall made from three planks that have a length of 16 feet, a width of 11 inches, and a thicknesses of 4 inches. This retaining wall is secured by two 3-by-3-inch L-iron posts.

The foot end of the bridge is essentially the same as the head end, but the placement of the tie rods and plates on the headwall are in a different configuration that those at the head end. On the foot end there are six tie rods in a line at the top of the wall, and there are five tie rods spaced around the top of the arch. A concrete rubble retaining wall with a length of 41 feet and a height of 6 feet was constructed off of the southwestern side of the arch. Approximately 50 feet downstream to the east is the remains of an older concrete bridge footing.

This arched bridge was constructed in the same fashion as the two tunnels and most of the other arch culverts along the line. The lower form-board impressions have a width of either 11 or 12 inches, and the radius of the arch was made with boards having a width of 3 inches. This bridge appears to have not been destroyed in the flood of late winter 1938, and its attributes suggests that it was constructed in 1913; the two tunnels and the arch culverts near the tunnels were constructed in the same general fashion, and all of these structures appear to have been built in 1913. Construction of a second track to the north of the original line, between Cajon and Summit Stations, began in 1912.

This bridge will be subjected to Historic American Engineering Record mitigation measures.



Bridge 10 – west



Bridge 10 - spillway



Bridge 10 – east

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 11

B1. Historic Name: Cajon rail alignment
B2. Common Name: BNSF Milepost 66.4
B3. Original Use: Bridge
B4. Present Use: Bridge

***B5. Architectural Style:** 1-span I-beam bridge

***B6. Construction History:** (Construction date, alterations, and date of alterations) pre-1938

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Railroad transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 66.36
UTM (NAD 83) coordinates of SW corner m457143E / 3790263mN
UTM (NAD 83) coordinates of NW corner 457135mE / 3790242mN

Bridge 11 (BNSF Structure 66.4) is located at milepost 66.36 northwest of old Keenbrook. This bridge was constructed over a relatively substantial drainage associated with Lower Lytle Creek Ridge to the west. The bridge has an overall length of 22 feet, and the inside distance between the abutments is 19 feet. A date is not stamped on this bridge; it obviously was constructed at several different periods, and the weathered concrete at the head end suggests that this bridge dates to before 1938. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Bridge 11 (BNSF Structure 66.4) is located at milepost 66.36 northwest of old Keen brook. This bridge was constructed over a relatively substantial drainage associated with Lower Lytle Creek Ridge to the west. In this area the track is oriented in a general northwest-southeast direction, and the bridge was constructed in this orientation. The bridge is comprised of two lateral concrete abutments, the deck is made of parallel I-beams, and on top of the deck are heavy lumber beams to hold the ballast and an upper lumber guardrail. The bridge has an overall length of 22 feet, and the inside distance between the abutments is 19 feet. The floor of the bridge is covered in sand and debris, and the current distance from the bottom of the deck to the debris-covered floor is 11 feet; the actual distance from the bottom of the deck to the floor is probably 12 feet.

Both lateral abutments were constructed in the same way, although the associated wings and retaining walls at the head and foot ends are a little different. The abutments have a length of 47½ feet. They go upwards for a distance of 7 feet 4 inches to a concrete "flange"; at the top of the flange is a step or ledge with a width of 2 feet. After the flange the abutment continues upward for an another 4½ feet. The bottoms of the I-beams are secured to the top of the abutment steps or ledge. There are 18 I-beams that were set in 6 groups of 3 parallel beams each; the distance between the groups is about 2 feet. Each I-beam has a top and bottom flange with a width of 7 inches, and the I-beam webs have a height of 2 feet. The I-beams are secured on their bottom flanges with L-iron cross ties measuring 3 inches on a side.

The head end has wing walls on both sides of the main bridge structure. The southwest wing has a length of 23 feet, a height of 8½ feet, and a thickness of 1 foot. To retain the ballast, the elevated grade on this side was covered with an angled concrete retaining wall attached to the top edge of this wing wall. The southwestern end of this retaining wall is obscured with ballast and small shrubs. The southeast wing wall has an exposed length of 9 feet, and then the remaining portion of the wing further to the southeast is covered in ballast. Form boards with different widths were used for forming the abutments and wings. Most of the abutment form-board impressions have a width of either 11 or 11½ inches, and most of the wing form-board impressions have a width of 6 inches. On top of the I-beams are abutted 8 by 6 inch "roadbed planks" set perpendicular to the I-beams and upper rails. The bridge was extended to the north for a distance of 16 feet when the second track was laid, and the "roadbed planks" on the northern half of the bridge are newer than those at the southern end. Also, when the abutments were extended 16 feet to the north for the second track, the inside/exposed concrete of the abutment walls were finished, which obliterated the form-board impressions. Between the roadbed planks are five larger 8-by-4-inch beams that are spaced about 3 feet apart across the deck, and on top of these larger (horizontally set) beams are five vertically set beams of the same size that serve as posts for the upper guardrail. The guardrail has two rails and angled braces attached to the five horizontally set beams, and the rails and braces are made of 2-by-6-inch boards. The total height of the guardrail is 2 feet 8 inches.

The foot end of the bridge is essentially the same as the head end. The primary difference is that the wings on the foot end do not have an upper angled concrete retaining wall constructed off of the top of the northwestern wing. Resting on the upper portion of the wing walls, parallel to the rails, is a cast-iron pipe with a diameter of 7 inches. This water pipe is also evident at Bridge 9 (BNSF Structure 64.9) to the northeast. As mentioned above, the bridge deck was extended 16 feet in width when the second track was laid, and the upper beams and guardrail are different than those at the head. Secured to the top of the roadbed planks are four spaced doubled beams measuring 8 by 6 inches. To make the upper guardrail, four vertical posts of the same size were attached to the spaced doubled beams, and the three rails are made of 2-by-6-inch boards. Two lower-lying lumber retaining walls made of heavy beams are on both sides of the guardrail to retain the ballast; these two small retaining walls were installed in recent years. A date is not stamped on this bridge; it obviously was constructed at several different periods, and the weathered concrete at the head end suggests that this bridge dates to before 1938. This bridge may have been spared in the late winter 1938 flood.

This bridge will be subjected to Historic American Engineering Record mitigation measures.



Bridge 11



Bridge 11

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Bridge 12

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure Number 67.9
B3. Original Use: Bridge
B4. Present Use: Bridge

***B5. Architectural Style:** T-rail slab on concrete

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical, possibly ca. 1913 and 1938

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Bridge **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This bridge maintains high historical architectural integrity over several periods of significance.

B11. Additional Resource Attributes: (List attributes and codes) HP19 Bridge

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 67.91
UTM (NAD 83) coordinates of SW corner 459132mE / 3789014mN
UTM (NAD 83) coordinates of NW corner 459115mE / 3789002mN

Bridge 12 (BNSF Structure 67.9) is located at milepost 67.91, which is about 1 mile southwest of the old Keenbrook Station area. This bridge was constructed across a relatively large drainage originating from Lower Lytle Creek Ridge to the west. This bridge has sturdy concrete lateral abutments, a central pier, and the date "1938" is stamped on the head end of the bridge. The various modifications to this bridge over the years are very evident in the attributes of the interior abutments, as discussed below, and a few components of the wing walls on the older foot end are different than any of the other bridges or culverts along the line.

This bridge has a length of 11½ feet, a width of 51 feet, and the distance from the top of the abutments to the floor is 9 feet. On the inside of the abutments, from north to south towards the foot end, the form-board impressions have a width of 6 inches (true), and these impressions continue southward for a distance of 11 feet. After 11 feet, still moving southward towards the foot end, the form-board impressions have a width of 12 inches for a span of 24 feet, and then the final 16 feet towards the foot end do not have any form-board impressions because the walls of the abutments were finished, which obliterated any form-board impressions. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

On the (1938) head end the lateral abutments have a height of 6 feet 2 inches, they have a width of 1 foot 10 inches, and all of the form-board impressions on the abutments, central pier, and wing walls have a width of 6 inches. The top of the wing walls begin in line with the top of the headwall, and there is not a reveal as with many of the other culverts and bridges except for the modern ones. The angled wing walls extend northward for a distance of 5 feet 8 inches, and then they become obscured with ballast and debris. The bevels on all corners have a width of 2 inches. The central pier is tapered like the prow of a boat to facilitate water flowing past the pier. Each of the tapered ends have a length of 15 inches, and the pier has a height of 5 feet 2 inches. The bottom apron is obscured by sand and debris, but it probably extends to the end of the wing walls (a distance of about 6 feet). Secured to the tops of the lateral abutments and the central pier is a concrete headwall that has a length of 11 feet 5 inches, a width of 1 foot 7 inches, and in the central are of the headwall is the stamped date "1938." On top of the headwall are two heavy beams to help hold the ballast, and these two modern beams are secured with large L-shaped iron brackets that are also modern; these brackets lave an overall length of 23 inches and a width of 4-3/4 inches. The larger lower beam has a length of 18 feet, a width of 15 inches, and a height of 7½ inches. The upper beam has the same length as the lower beam, but it has width of 7½ inches and a height of 6 inches.

The foot end is considerably different than the head end. The angled wing walls begin at the top of the heavy concrete headwall (without a reveal), and the upper portion of the wing walls have a gradual sloping curve. No other bridges or culvert along the line have wings that begin with a sloping curve at their tops. The wing walls extend for a distance of 8 feet before they are obscured with ballast and debris, they have a width of 2 feet, and the apron extends southwards for a distance of 7 feet. The headwall has thickness of 2 feet 7 inches, and there is not an upper beam retaining wall to help hold the ballast as with the head end. The central pier has a squared-off end and not like the tapered end of the pier at the head end. This pier has a height of 5 foot 9 inches, a width of 2 feet, and it extends for a distance of 2 feet in front of the headwall. Form-board impressions are not visible on the wings, headwall, or central pier because the faces of these elements were finished. Each rectangular "cell" on both sides of the central pier has a height of 5 foot 8 inches and a width of 5 feet. The floor of the southeastern cell has a lot of sand and debris. The floors of both cells are slightly concave, as with nearby Culvert 66, which has a date stamp of 1916; the head end of this bridge probably dates to 1916.

The girders on this bridge are a series of T-rails that are encased in a concrete slab. The rails serve as the "reinforcing" of the concrete slab.



Bridge 12



Bridge 12

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 1

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 55.75
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1971-present
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 55.75
UTM (NAD 83) coordinates of foot 461249mE / 3798454mN
UTM (NAD 83) coordinates of head 461238mE / 3798513mN

Culvert 1 (BNSF Structure 55.75) is the northeastern-most culvert along the line, located at Milepost 55.75 in the eastern area of the old Summit Station. This pipe culvert is serves as an outlet for a small secondary drainage that bisects the side of a hill in a north-south direction. The culvert was constructed with corrugated metal pipe and has a length of 48 feet and a diameter of 50 inches. The head end of the culvert lacks well-defined stabilizing components, but the foot end was stabilized with about 50 large boulders. The lower portion of this culvert is filled with sand and debris. Portions of a concrete apron measuring 15 by 9 feet were constructed in front of the foot end. This modern culvert was probably installed in recent years, and there is no indication that an older culvert ever was constructed at this location.. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 1 - head



Culvert 1 - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 2

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 55.9
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost: 55.90
UTM (NAD 83) coordinates of foot: 460996mE / 3798415mN
UTM (NAD 83) coordinates of head: 460990mE / 3798450mN

Culvert 2 (BNSF Structure 55.9) is a pipe culvert located at Milepost 55.90, near the old Summit Station. It serves as an outlet for a small secondary drainage that bisects the corridor route in a north-south direction. The culvert was constructed with corrugated metal pipe and has a length of 112 feet and a diameter of 36 inches. The head end of the culvert lacks well-defined stabilizing components, but the foot end was stabilized with a few large boulders. The lower portion of this culvert contains a small amount of sand and debris. This is probably a modern culvert, possibly dating to the 1972 track realignment, and there is no indication that an older culvert ever was constructed at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)

(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 2 – head



Culvert 2 - foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 3b

B1.Historic Name: Cajon rail alignment
B2. Common Name: Road culvert
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other corrugated metal pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Ttransportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost: 56.27
UTM (NAD 83): 460854mE / 3798351mN

Culvert C3b (BNSF Structure 56.27) is a pipe culvert located at Milepost 56.27 at the Summit Station. The culvert consists of a corrugated metal pipe drainage system oriented east-west parallel to the railroad tracks. The culvert is entirely above ground and in some locations is tied to metal posts for stability. The pipe has a diameter of 16 inches and 4 ribs per foot. Roughly every 12 feet along this pipe there are elbow attachments with a length of 1 foot. These elbows are held together by rivets with a length of $6^{1}/_{2}$ inches as well as support joints in the pipe.

This culvert is unusual for several reasons. Culverts of this size are generally not recorded by the BNSF. Also, this culvert is located entirely above ground and deposits any draining water upstream of the track.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 3b

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 4

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 56.31
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 56.31
UTM (NAD 83) coordinates of foot 460336mE / 3798372mN
UTM (NAD 83) coordinates of head 460339mE /3798407mN

Culvert 4 (BNSF Structure 56.31) is a pipe culvert located at Milepost 56.31, west of the Summit Station. It serves as an outlet for a small secondary drainage that bisects the corridor route in a northeast-southwest direction. The culvert was constructed with corrugated metal pipe and has a length of 120 feet and a diameter of 36 inches. Metal aprons and wings are attached to both the head and foot ends of the culvert. The lower portion of the culvert contains some sand and debris. It is very similar in construction to Culvert 5 (BNSF Structure 56.36). This is probably a modern culvert but may date to the end of the historical period. There is no indication that an older culvert ever was constructed at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 4 (BNSF Structure 56.31) – head



Culvert 4 (BNSF Structure 56.31) – foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 5

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 56.36
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 56.36
UTM (NAD 83) coordinates of foot 460258mE /3798415mN
UTM (NAD 83) coordinates of head 460276mE / 3798452mN

Culvert 5 (BNSF Structure 56.36) is a pipe culvert located at Milepost 56.36 west of the Summit Station. It serves as an outlet for a small secondary drainage that bisects the corridor route in a northeast-southwest direction. The culvert was constructed with corrugated metal pipe and has a length 136 feet and a diameter of 36 inches. Metal aprons and wings are attached to both the head and foot ends of the culvert. The lower portion of the culvert is obscured by dirt and debris. It is very similar in construction to Culvert 4 (BNSF Structure 56.31). This is probably a modern culvert but may date to the end of the historical period. There is no indication that an older culvert ever was constructed at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 5 (BNSF Structure 56.36) – head



Culvert 5 (BNSF Structure 56.36) – foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 6

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 56.51
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Rolled steel pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa FeRailroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Ttransportation
Area: Cajon Pass
Period of Significance: 1910-1938
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This post 1923 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 56.51
UTM (NAD 83) coordinates of foot 460135mE / 3798656mN
UTM (NAD 83) coordinates of head 460141mE / 3798640mN

Culvert 6 (BNSF Structure 56.51) is a pipe culvert located at Milepost 56.51, approximately 1,640 feet from the Summit Station. It serves as an outlet for a north-flowing drainage. The culvert is located underneath the access road and consists of a single-pipe drainage system that has a length of 63 feet. The pipe is constructed of rolled steel pipe with a continuous side seam that is sealed by an overlap of 2 inches. Offset rivets with a diameter of $^{3}/_{16}$ inch hold the seam together. The foot is almost entirely obscured by dirt and debris. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 6 (BNSF Structure 56.51) – head



Culvert 6 (BNSF Structure 56.51) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 7

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 56.6
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Ttransportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 56.63
UTM (NAD 83) coordinates of foot 460020mE / 3798823mN
UTM (NAD 83) coordinates of head 460138mE / 3798768mN

Culvert 7 (BNSF Structure 56.6) is a pipe culvert located at Milepost 56.63, northwest of Summit, approximately 260 feet southeast of Silverwood Lake Station. It bisects the corridor route in a southeast-northwest direction. No signs of a preexisting natural drainage were detected on aerial photographs; therefore, this drainage may be entirely artificial. The culvert was constructed with corrugated metal pipe and has a length of 434 feet and a diameter of 42 inches. This is the longest culvert along the line between Keenbrook and Summit. Metal aprons and wings are attached to both the head and foot ends of the culvert. In addition, the foot end of this culvert has an unusual design; beyond the metal apron is a large concrete apron extension supported by a concrete step. This apron extension measures approximately 13 by 6 by 5 feet. Much of the sediment surrounding this concrete apron has been washed away by heavy water flow from the culvert. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 7 (BNSF Structure 56.6) – head



Culvert 7 (BNSF Structure 56.6) – foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 8

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 56.7
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** corrugated galvanized pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 56.71
UTM (NAD 83) coordinates of foot 460007mE / 3798876mN
UTM (NAD 83) coordinates of head 460107mE / 3798967mN

Culvert 8 (BNSF Structure 56.7) is a pipe culvert located at Milepost 56.71, northwest of Summit. It bisects the corridor route in a southeast-northwest direction. No signs of a preexisting natural drainage were detected on aerial photographs; therefore, this drainage may be entirely artificial. The culvert is a double culvert: both components were constructed with 425 feet of corrugated metal pipe. One of the pipes has a diameter of 48 inches and the other has a diameter of 60 inches. Both pipes contain a small amount of dirt and debris. This is probably a modern culvert but may date to the end of the historical period. There is no indication that an older culvert ever was constructed at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 8 (BNSF Structure 56.7) – foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 9

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 56.95X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern, constructed in 1993

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension. This culvert is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 56.95X
UTM (NAD 83) coordinates of foot 459928mE / 3799273mN
UTM (NAD 83) coordinates of head 459971mE / 3799321mN

Culvert 9 (BNSF Structure 56.95X) is a pipe culvert located at Milepost 56.95X, northwest of the old Summit Station. It serves as an outlet for a small secondary drainage. The culvert consists of a triple-pipe system and has a length of 210 feet, excluding the wing walls at the head end. The head end has a modern headwall with a length of 17 feet and a height of 5 feet 5 inches, and two angled wing walls that each have a length of 8 feet. The thickness of the headwall and wings is 1 foot. The wing walls begin at the top of the headwall, and the distance between the outer (angled) wing terminations is 23 feet. Three drain holes in the headwall are spaced of 20 inches apart and have a diameter of 42 inches. A stamped date of 1998 is located in the upper-central area of the headwall and is highlighted with black paint. Some remnant plywood form-board impressions are visible in the smooth-finish headwall and wings. All outer edges of the headwall and wings are beveled with a width of 1 inch.

The foot end has three galvanized corrugated pipes without a headwall; the pipes have a diameter of 42 inches. A tarlike compound was applied to the interior of the pipes. These three corrugated pipes are weathered and they are probably more than several decades old. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 9 (BNSF Structure 56.95X)

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 11

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 57.1X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (rolled steel pipe opening on northern end, reinforced concrete pipe on southern end)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical, possibly circa 1912

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This ca. 1912 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 57.13X
UTM (NAD 83) coordinates of foot 459711mE / 3799481mN
UTM (NAD 83) coordinates of head 459721mE / 3799505mN

Culvert 11 (BNSF Structure 57.1X) is a pipe culvert located at Milepost 57.1X, northwest of the Summit Station. It serves as an outlet for an ephemeral tertiary drainage that bisects the corridor route in a north-south direction. The head end of this culvert consists of a rolled metal pipe that has a length of 84 feet and a diameter of 32 inches. The pipe was cut at about a 45° angle. The base of the pipe is obscured by soil and rock. The foot end of the culvert consists of a concrete headwall, a riser, an apron, and two diagonal wings placed on either side of the riser. The headwall has a length of $10^1/_2$ feet, a width of $1^1/_2$, and a height of 5 feet. A circular opening with a diameter of 2 feet is situated near the base of the headwall. The riser is rectangular and has a length of 5 feet and a width of $7^1/_2$ feet. The apron is situated 3 feet below the riser and has a length of $5^1/_2$ feet and a width of $7^1/_2$ feet. The wings are 16 inches from the top of the headwall, each with a length of $10^1/_2$ feet and a width of $1^1/_2$ feet. Large aggregate, with an average size of 2 by 2 inches, is visible within the concrete culvert. The headwall and wings exhibit impressions that indicate the use of 6-inch-wide form boards during their construction.

See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 11 (BNSF Structure 57.1X) - head



Culvert 11 (BNSF Structure 57.1X) - foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 12

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 57.3X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Concrete arch culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical, possibly circa 1912–1913

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

***B8. Related Features:** (View, scale, etc.) Other arch culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This ca. 1912–1913 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 57.29X
UTM (NAD 83) coordinates of foot 459462mE / 3799555mN
UTM (NAD 83) coordinates of head 459472mE / 33799588mN

Culvert 12 (BNSF Structure 57.3X) is an arch culvert located at Milepost 57.29X, northwest of the old Summit Station. Both the head and foot ends of this reinforced-concrete arch culvert have headwalls and wing walls. The headwalls, wings, and lower portion of the arch were formed using 12-inch-wide boards, and the upper arch radius was formed using boards with a width of 3 inches. Inside the culvert, which has a length of 50 feet and a concrete floor, five 12-inch-wide form boards were used for the lower vertical walls on each side, and then the 3-inch-wide boards were used for the arched radius. The concrete floor has a width of 12 feet and a height of 8 feet to the top of the arch; the distance from the floor to the top of the headwall is 11 feet 2 inches. Old cracks inside the culvert were covered with new cement and finger impressions are visible in the mended areas.

The headwall at the head end has a length of 11 feet 2 inches, a width of 2 feet, and two upper beams (guard rails) measuring 8 by 12 inches that were secured to the headwall with modern L-iron brackets. The angled wings off of this headwall, which begin 16 inches below the top of the headwall, extend for a distance of 10 feet 2 inches. The foot end of this culvert is essentially the same as the head end except that the wing walls are longer, with the segment attached to the headwall having a length of 10 feet, and wing extensions with a length of 12 feet were attached to the primary wings. All of the edges of this structure are beveled with a width of 3 inches. No upper beams were secured to this foot end of the culvert. This culvert is constructed in the same fashion as the other arch culverts recorded along the line and the two tunnels (Tunnel 1 [BNSF Structure 58.86X] and Tunnel 2 [BNSF Structure 59.18X]) located along the line, all of which were built soon after the turn of the twentieth century (perhaps around 1913). According to site-plot maps, we believe that SBR-4272H (Salt Lake/Santa Fe Trail) may be in the general alignment of this culvert. Wide dirt tracks fringe both sides of this culvert, and if the alignment is indeed that of the Spanish Trail, there are no visible traces of this significant trail/wagon road in the vicinity of this culvert. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 12 (BNSF Structure 57.3X)– head



Culvert 12 (BNSF Structure 57.3X)- foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 14

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 57.6X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Concrete arch culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical, possibly circa 1912–1913

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

***B8. Related Features:** (View, scale, etc.) Other arch culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 57.64X
UTM (NAD 83) coordinates of foot 458913mE / 3799569mN
UTM (NAD 83) coordinates of head 458912mE / 3799583mN

Culvert 14 (BNSF Structure 57.6X) is a arch culvert located at Milepost 57.6, across a secondary drainage that exhibits substantial down cutting. This reinforced-concrete arch culvert was constructed in a fashion similar to Culvert 12 (BNSF Structure 57.3X) to the west. Both the head and foot ends of this culvert have headwalls and wing walls. Not including the extended wings at both the head and foot ends, the culvert has a length of 33 feet. The culvert has an accumulation of approximately 2 feet of sand and debris above a concrete floor. The concrete floor has a width of 12 feet and a height of 7 feet to the top of the arch; the distance from the floor to the top of the headwalls is $9^{3}/_{4}$ feet. The headwalls, wings, and lower portion of the arch were formed using 12-inch-wide (true) boards, and the upper arch radius was formed using boards with a width of 3 inches. All outer edges are beveled with a width of 3 inches.

The headwall at the head end has a length of 15 feet and a width of 2 feet. A single upper beam (approximately 12 by 16 inches) with a length of 27 feet was secured to the headwall with L-iron brackets; these beams help support the rail grade, which is higher than the top of the headwall. The angled wings off of this headwall extend for a distance of 9 feet, followed by a spillway with a drop of $3^{1}/_{2}$ feet, followed again by a second set of wings with a length of 9 feet. A long concrete apron with a length of 53 feet was set in front of the outermost wings. The two sets of wings have a width of 2 feet, and they begin 16 inches below the top of the headwall.

The foot end of this culvert is essentially the same as the head end except that the wing walls are shorter, with a length of 7 feet 4 inches, and the width between the front of the wings is $14^{1}/_{2}$ feet. Upper beams were not attached to this end of the culvert.

This type of arch culvert is similar to other culverts that were stamped with the date 1913; this culvert also probably dates to this period. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 14 (BNSF Structure 57.6X) - head



Culvert 14 (BNSF Structure 57.6X) - foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 15

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 57.8X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head, historical foot circa 1938

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

***B8. Related Features:** (View, scale, etc.) Other concrete pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1938-1971, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 57.84X
UTM (NAD 83) coordinates of foot 458608mE / 3799480mN
UTM (NAD 83) coordinates of head 458599mE / 3799510mN

Culvert 15 (BNSF Structure 57.8X) is a arch culvert located at Milepost 57.84, across a relatively small secondary drainage. This reinforced-concrete arch culvert consists of a double-pipe system with headwalls and wing walls at both the head and foot ends. The culvert was extended at the head end and the original head end was replaced with a modern headwall and wings; the foot end has an older, historical-period headwall and wings. The total length of the culvert is 106 feet.

The headwall at the head end has a smooth finish, but some plywood impressions are evident. It has a length of 15 feet 2 inches, a height of 7 feet. Two wing walls (without a reveal) extend from the top of the headwall for a distance of 9 feet 7 inches. The headwall and wings have a thickness of 16 inches, and all outer edges are beveled with a width of 1 inch. Two drain-pipe openings have diameters of 48 inches and are spaced 8 inches apart. Corrugated metal pipes (48-inch diameter) are incased in the headwall and continue in a southward direction for a distance of 18 feet until they connect to precast concrete pipe sections that angle to the southeast toward the foot end.

The foot end has a much older headwall, and $11^{1}/_{2}$-inch-wide form-board impressions are evident in the headwall and wings. Some boards with a width of 8 inches (true) and some with a width of 6 inches also were used to form this structure in addition to the wider boards. This headwall has a length of 16 feet and a height of $6^{1}/_{4}$ feet; the two openings have diameters of 36 inches. The angled wing walls, which begin at a distance of 16 inches below the top of the headwall (the reveal), extend in front of the headwall for a distance of 10 feet. The distance between the outer wing ends is 12 feet. The headwall wings have a thickness of 2 feet, and all outer corners are beveled with a width of 2 inches. The precast concrete pipe sections each have a length of 3 feet and a thickness of 2 inches. The foot end of this culvert has many of the attributes of the culverts to the south that flank Cajon Creek; most of these culverts date to 1938 or 1939 after many of the original culverts in this area were impacted in the great flood of late winter 1938. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 15 (BNSF Structure 57.8X) - head



Culvert 15 (BNSF Structure 57.8X) - foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 16

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.0X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head, historical foot circa 1912

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

***B8. Related Features:** (View, scale, etc.) Other corrugated pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Although this culvert has been subjected to several construction episodes, this work was completed during the defined periods of significance and the culvert therefore maintains historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.04X
UTM (NAD 83) coordinates of foot 458323mE / 3799344mN
UTM (NAD 83) coordinates of head 458313mE / 3799364mN

Culvert 16 (BNSF Structure 58.0X) is a pipe culvert located at Milepost 58.04, across a small secondary drainage. The head end has two projecting corrugated metal pipes. The foot end of the culvert has a reinforced-concrete headwall and wings with two drain holes (a double pipe system). The foot end is similar to the considerably larger and older foot end of Culvert 15 (BNSF Structure 57.8X) directly to the northeast.

The head end of the culvert has two projecting corrugated metal pipes with diameters of 36 inches and are spaced 13 inches apart. The tops of these pipes were cut off shorter than the bottoms to improve water flow and erosion. The brand name "POSCO" is stenciled in black lettering on the interior of the pipes. The pipes are anchored to the banks of the streambed with many large boulders. The brand name "POSCO" refers to the Pohang Iron and Steel Company of the Republic of Korea. The company was founded in 1968 and currently operates a joint venture with U.S. Steel Corporation (USS-POSCO) located in Pittsburg, California. Because the brand name "POSCO" is on the two corrugated metal pipes at the head end, they cannot date to before 1968.

The intact headwall at the foot end has a length of 16 feet, a width of 2 feet, and a height of $5^1/_2$ feet. The drain-pipe openings have diameters of 30 inches and are spaced 24 inches apart. The small angled wing walls extend beyond the headwall for a distance of 4 feet, and they begin at the headwall 16 inches down from the top. A concrete apron extends beyond the wing walls for a distance of 20 feet. The headwall and wings have a width of 24 inches, and the beveled corners have a width of 2-inches. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 16 (BNSF Structure 58.0X) - head

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 17

B1. Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.1X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated pipe openings upstream, reinforced concrete pipe openings downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical foot circa 1913 and modified 1986, modern head

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1938-1971, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modem extension and therefore is not a contributing element to the site. .

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.14X
UTM (NAD 83) coordinates of foot 457182mE / 3799266mN
UTM (NAD 83) coordinates of head 458171mE / 3799293mN

Culvert 17 (BNSF Structure 58.1X) is a pipe culvert located at Milepost 58.14, across a small secondary drainage. This culvert has three standup "sump" pipes at the head end of the culvert and a triple-pipe system with a headwall with wing walls at the foot end of the culvert. The head end has three standup pipes that are at a general height of 3 feet and are spaced about 2 feet apart; one of them has retained a metal grating across the top. There are rectangular slots cut into the pipes to allow water flow into the drainage system below. The central pipe is partially filled with sand and may not be functional.

The foot end of the culvert has a reinforced-concrete headwall with three drain holes and wings similar to the older headwalls found in culverts directly to the northeast. The headwall has a length of 18½ feet, a height of 6 feet. The drain-pipe openings have diameters of 36 inches and are spaced 2 feet apart. The small angled wing walls extend beyond the headwall for a distance of 4½ feet, and they begin at the headwall 16 inches down from the top. Most of the form-board impressions have a width of 11½ inches, similar to nearby culvert heads. The headwall and wings have a width of 24 inches, and the beveled corners have a width of 3 inches. A concrete apron extends beyond the wing walls for a distance of 6 feet. Many large boulders were placed in front of the foot end of the culvert.

See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 17 (BNSF Structure 58.1X)- head



Culvert 17 (BNSF Structure 58.1X)- foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 18

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.3X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated pipe openings upstream, reinforced concrete pipe openings downstream)

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1938-1971 **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This culvert has good integrity, but is not contributing because it is modern. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.33X
UTM (NAD 83) coordinates of foot 457913mE / 3799122mN
UTM (NAD 83) coordinates of head 457896mE / 3799160mN

Culvert 18 (BNSF Structure 58.3X) is a pipe culvert located at Milepost 58.33X. It is a combination culvert positioned on a small, southwest-flowing drainage. It had an original length of 125 feet that was later extended at the head end by an additional 27 feet.

The head end has two corrugated metal pipes inset into a retaining wall with two attached wing walls. The headwall has a width of 12¼ feet and a height of 6½ feet. The west wing wall has a length of 9 feet 2 inches and a maximum height of 6 feet and the southeast wing wall has a length of 12 feet and an exposed height of 3 feet. The drainage pipes have a diameter of 4 feet and have 5 ribs per foot. The southernmost pipe is partially blocked by a large quantity of gravel. At some points along its length this culvert appears to contain sections of precast concrete pipe. The foot end consists of two corrugated metal pipes that lack retaining walls or an apron. The pipes both have a diameter of 4½ feet and are spaced 2 feet apart. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 18 (BNSF Structure 58.3X)- head



Culvert 18 (BNSF Structure 58.3X)- foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 19

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.4X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert upstream

***B6. Construction History:** (Construction date, alterations, and date of alterations) Head is modern, unknown date of foot

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

***B8. Related Features:** (View, scale, etc.) BNSF Structure 58.5X

B9a. Architect: Burlington Northern & Santa Fe
b. Builder: Burlington Northern & Santa Fe

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This culvert has good integrity, but is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.40X
UTM (NAD 83) coordinates of head 457795mE / 3799119mN

Culvert 19 (BNSF Structure 58.4X) is a pipe culvert located at Milepost 58.40X, approximately 2,400 feet east of Tunnel 1 (BNSF Structure 58.86X; Milepost 58.86X). It is positioned over a seasonal drainage and consists of corrugated metal stand pipe at the head end. The foot end was not located during the survey, but according to BNSF it was originally a reinforced concrete pipe culvert.

The head end consists of a vertical standing corrugated metal pipe with a diameter of 3 feet and an exposed height of 5 feet. Slots with a length of 8 inches and a width of 2 inches are cut into the drainage inlet at regular intervals to allow water flow into the drainage system. This pipe extends at least 25 feet underground before connecting with the drainage system. The foot could not be located during the survey, which suggests that it may be buried. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 19 (BNSF Structure 58.4X)- head

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*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 20

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.5X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert upstream

***B6. Construction History:** (Construction date, alterations, and date of alterations) Head is modern, historical foot circa 1912

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

***B8. Related Features:** (View, scale, etc.) BNSF Structure 58.4X

B9a. Architect: Burlington Northern & Santa Fe
b. Builder: Burlington Northern & Santa Fe

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This culvert has high integrity, but the historical architectural integrity of this culvert has been compromised with the addition of a modern extension and therefore is not a contributing element to CA-SBR-6793H..

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.50X
UTM (NAD 83) coordinates of head 457644mE / 3799112mN

Culvert 20 (BNSF Structure 58.5X) is a pipe culvert located at Milepost 58.50X, approximately 2,400 feet east of Tunnel 1 (BNSF Structure 58.86X; Milepost 58.86X). The head end of this culvert consists of a corrugated metal standing pipe with a diameter of 4 feet and an exposed height of 8 feet. Slots with a width of 2 inches and a length of 8 inches have been cut into the pipe to allow drainage of excess water. There is a grate of round rebar across the opening of the pipe to prevent the passage of large objects through the pipe. The foot was not located during this survey, but according to BNSF it was a reinforced concrete pipe culvert.
See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 20 (BNSF Structure 58.5X) - head

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 21

B1.Historic Name:
B2. Common Name: BNSF Structure 58.6X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1912–1913

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

***B8. Related Features:** (View, scale, etc.) Other concrete pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe
b. Builder: Atchison, Topeka & Santa Fe

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This 1912–1913 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.62X
UTM (NAD 83) coordinates of foot 457469mE / 3799151mN
UTM (NAD 83) coordinates of head 457469mE / 3799168mN

Culvert 21 (BNSF Structure 58.6X) is a pipe culvert located at Milepost 58.62X, east of the Alray area. The overall length of the culvert is 62 feet, not including a 27-foot extension at the head end. The culvert consists of a triple-pipe system which serves as an outlet for a small secondary drainage. The headwall is stamped 1913, and has a height of 6½ feet. The headwall is topped with a support structure of wooden beams. The beams resemble railroad ties and have a length of 6 feet and a width and thickness of 8 inches. There are two diagonally cut wings protruding from the headwall at the foot end, each with a height of 5½ feet in height and a length of 4½ feet. The top of the wings is level with the midpoint of the pipe openings. All three openings have a diameter of 42 inches, and are spaced 18 inches apart. The edges of the retaining and wing walls are beveled with a width of 3 inches and then walls were constructed using form-boards with a width of 12 inches. These characteristics confirm that the culvert likely dates to the early twentieth century. This culvert was built during the same year as the nearby tunnels (Tunnel 1 [BNSF Structure 58.86X; Milepost 58.86X] and Tunnel 2 [BNSF Structure 59.18X; Milepost 59.18X]). See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 21 (BNSF Structure 58.6X) - head

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 22

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.76X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period, circa 1912

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This ca. 1912 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.76X
UTM (NAD 83) coordinates of foot 457236mE / 3799183mN
UTM (NAD 83) coordinates of head 457239mE / 3799218mN

Culvert 22 (BNSF Structure 58.76X) is a pipe culvert located at Milepost 58.76X, east of Alray Station and close to Tunnel 1 (BNSF Structure 58.86 X; Milepost 58.86X) and Tunnel 2 (BNSF Structure 59.18 X; Milepost 59.18X). It is situated on a small secondary drainage oriented north-south. There is a concrete headwall at the head end, and a headwall and wings at the foot end. Both the head and foot ends were constructed using 6 inch (true) form boards, indicating that they were built during the historical period. The culvert measures 42 inches in diameter and 119 feet in length, not including a 28-foot extension at the head end. The headwall at the foot end measures 6 feet in height and 10 feet in width. Two sloped wings extend 15 feet at the foot end. The corners of the wings have a 3 inch bevel. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 22 (BNSF Structure 58.76X) – south



Culvert 22 (BNSF Structure 58.76X) – foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 23a

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.84X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe(upstream) and reinforced concrete pipe culvert (downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head, ca. 1912 foot

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938, 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.86X
UTM (NAD 83) coordinates of foot 456818mE / 3799201mN
UTM (NAD 83) coordinates of head456833mE / 3799252mN

Culvert 23a (BNSF Structure 58.84X) is a pipe culvert located at Milepost 58.83X, directly east of Tunnel 1 (BNSF Structure 58.86X; Milepost 58.86X). The head end has a corrugated metal standup pipe with a diameter of 24 inches and a height of 6 feet. Slots with a width of 1 inch have been cut into the pipe to allow excess water to drain under the track. The foot end of the culvert has a small headwall with attached wing walls. The headwall has a length of approximately 6½ feet and a height of approximately 4 feet. The edges of the headwall and wing walls are beveled with a width of 3 inches. The drainage outlet has an opening with a diameter of 24 inches. The drainage pipe was constructed from precast sections of pipe that have a length of 36 inches. The wing walls of the foot end extend for approximately 4 feet and are angled slightly outward. The foot end of this culvert was constructed with form-boards that have widths of 6 and 12 inches (true). Given the apparent age of this culvert, it is likely that the head end of the culvert originally consisted of a poured-and-formed reinforced-concrete headwall with precast concrete pipe, but the original head end was destroyed when the track was widened. The corrugated metal pipe appears to be of modern construction. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 23a - head



Culvert 23a - foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 23b

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 59.0X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period ca. 1912

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This ca. 1912 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 59.02X
UTM (NAD 83) coordinates of foot 456833mE / 3799252mN
UTM (NAD 83) coordinates of head 456818mE / 3799210mN

Culvert 23b (BNSF Structure 59.0X) is a pipe culvert located at Milepost 59.02X, between Tunnel 1 (BNSF Structure 58.86 X; Milepost 58.86X) and Tunnel 2 (BNSF Structure 59.18 X; Milepost 59.18X). It channels a seasonal, southwest-flowing drainage under the railroad tracks. The culvert was constructed from reinforced concrete and consists of a single-pipe drainage system with retaining walls and attached wings at both the head and foot ends.

The head end has a headwall with a length of 12 feet and a height of 5 feet. The drainage inlet consists of a concrete pipe with a diameter of 48 inches. The initial 1 foot of the drainage was constructed using form boards with a width of 3 inches, and beyond that point the pipe consists of precast concrete pipe with a length of 3 feet. The headwall is at a 45° angle to the pipe and was constructed using form boards with a width of 12 inches.

The foot end was constructed very similarly to the head end. The headwall has a length of $8^1/_2$ feet and a height of $6^1/_2$ feet. The drainage outlet emerges from the bank at an angle from the headwall. The pipe has a vertical diameter of 3 feet and a horizontal diameter of 4 feet. The angled segment between the end of the precast pipe and the face of the headwall was constructed using form-boards with a width of $3^1/_2$ inches. Attached to the retaining wall are two wing walls and a concrete apron. The wing walls and apron initially extend from the headwall for approximately 5 feet, where there is a step with a height of $3^1/_2$ feet. Beyond the step, the apron and wing walls extend for an additional 12 feet. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 23b (BNSF Structure 59.0X) – head



Culvert 23b (BNSF Structure 59.0X) – foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 24b

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 59.1X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated metal pipe upstream and reinforced concrete pipe downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head, historical foot ca. 1912

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938, 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 59.13X
UTM (NAD 83) coordinates of foot 456665mE / 3799151mN
UTM (NAD 83) coordinates of head 456662mE / 3799181mN

Culvert 24b (BNSF Structure 59.11X) is a pipe culvert located at Milepost 59.13X, east of the Alray area. This culvert had an original length of 88 feet and was subsequently extended at the head end by an additional 51 feet. The culvert is a triple-pipe system that serves as an outlet for a deep seasonal drainage.

The head end of this culvert was constructed with corrugated metal pipe and has a height of 8½ feet and a diameter of 2 feet. The pipe has slots cut into it to allow water flow into the drainage system below.

At the foot end, the drainage pipes have a diameter of 40 inches and are constructed of 36-inch sections of precast concrete pipe. Below the pipe outlets is a concrete step with a depth of 6½ feet and a height of 7½ feet. The headwall has a height of 14½ feet and a width of 21 feet. Triangular wings and an apron extend from the headwall for a length of 16 feet. There are form-board impressions in the concrete headwall and wings with a width of 11½ inches. The edges of the headwall and its wings are beveled with a width of 3 inches.

It is likely that this culvert originally had concrete headwalls at both the head and foot ends. The corrugated metal pipe at the head end was introduced when the original head was destroyed when the track was widened. The form-board construction and 3-inch bevel indicate that this is an historical-period culvert. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 24b (BNSF Structure 59.11X)- head



Culvert 24b (BNSF Structure 59.11X)- foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 25

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 59.5X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Concrete arch culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1943

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

***B8. Related Features:** (View, scale, etc.) Other arch culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Although this culvert has been subjected to several construction episodes, this work was completed during the defined periods of significance and the culvert therefore maintains historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 59.52X
UTM (NAD 83) coordinates of foot 456066mE / 3799015mN
UTM (NAD 83) coordinates of head 456073mE / 3799064mN

Culvert 25 (BNSF Structure 59.5X) is an arch culvert located at Milepost 59.52X, approximately 2,500 feet northeast of the Alray area. Both the head and foot ends of this large culvert have headwalls and wing walls. Excluding the wing walls, the culvert has a length of 102 feet. The culvert was extended at the head end approximately 16 feet; this extension is dated to 1943. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Culvert 25 (BNSF Structure 59.5X) is an arch culvert located at Milepost 59.52X, approximately 2,500 feet northeast of the Alray area. It is oriented roughly north-south. The construction of this reinforced-concrete arch culvert was generally similar to that of nearby Culvert 26 (BNSF Structure 59.8X). Both the head and foot ends of this large culvert have headwalls and wing walls. Excluding the wing walls, the culvert has a length of 102 feet. The culvert was extended at the head end approximately 16 feet; this extension is dated to 1943.

At the head end, the headwall has a length of 15 feet and a height of 15 feet. The date 1943 is stamped at the top of the headwall. The wing walls have a maximum height of 13 1/2 feet, creating a reveal of 18 inches between the top of the wing wall and the top of the headwall; the wing walls taper down along their length away from the headwall. The wing walls have a total length of 16 1/2 feet and are angled away from the headwall, creating a minimum distance of 12 feet 2 inches at the headwall and a maximum distance of 17 1/2 feet at their terminations. The wing walls also have a thickness of 20 inches. The arch has a maximum height of 12 feet, and the curved roof of the arch is 6 feet above the floor level. Form boards with a width of 5 3/4 inches and a length of 12 feet were used to construct the wing walls and headwall. Northwest of the head end of the culvert is a stabilizing wall constructed of poured-concrete blocks shaped with bags.

The foot end of this culvert is similar to the head end but lacks a stamped date. However, based on the appearance of the concrete façades and the use of some true standard measurements, the culvert is probably part of the original culvert constructed prior to 1943. The headwall of the foot end has a length of 16 feet and a height of 15 feet 3 inches. The wing walls have a maximum height of 13 feet 11 inches, creating a reveal of 16 inches between the top of the wing wall and the top of the headwall. The wing walls slant downward along the initial length of 16 1/2 feet at which point the wing walls have a height of 3 feet 6 inches. The height of the wing walls then drops to 18 inches and remains constant for the remaining length of 10 feet. The wing walls have a total length of 26 1/2 are angled from the headwall and at their terminations the distance between them is 17 1/2 feet. The wing walls also have a thickness of 2 feet. Form boards with a length of 6 feet and a width of 11 1/2 inches were used to construct the retaining walls, wing walls, and the straight walls of the arch. The curved portion of the arch, which starts at 6 feet above ground level, was constructed using form boards with a width of 3 inches (true). There are 3 feet between the top of the arch and the top of the headwall. The edges of the headwall and wing walls have a bevel with a width of 3 inches. Graffiti reading "S.T. 10/5/43" in blue crayon is on the interior wall of the culvert and may date to the construction of the culvert extension. There are no exposed beams or girders visible inside this arch culvert.



Culvert 25 (BNSF Structure 59.5X)- head



Culvert 25 (BNSF Structure 59.5X)- foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 26

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 59.5X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Concrete arch culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical, possibly circa 1912

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

***B8. Related Features:** (View, scale, etc.) Other arch culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This ca. 1912 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 59.80X
UTM (NAD 83) coordinates of foot 455729mE / 3798829mN
UTM (NAD 83) coordinates of head 455715mE / 3798866mN

Culvert 26 (BNSF Structure 59.8X) is an arch culvert located at Milepost 59.80X, approximately 2,500 feet northeast of the Alray area, and is oriented to the north-northwest. The construction of the culvert is generally similar to that of nearby Culvert 25 (BNSF Structure 59.5X). This arch culvert was constructed with reinforced concrete, including a concrete floor, and has retaining and wing walls extending from both sides. Excluding the wing walls, this culvert is 83 feet long.

The head end has a length of 16 feet and a height of 15 feet. The wing walls are asymmetrical and the western wall protrudes perpendicular to the retaining wall, whereas the eastern wall slopes away from the retaining wall at a wide angle. The western wing wall has a length $15^{1}/_{2}$ feet and is sloped with a maximum height of 13 feet and minimum height of 4 feet. The eastern wing wall has a length of 19 feet and is sloped with a maximum height of 13 feet and a minimum height of 3 feet. The wings begin 2 feet below the headwall. The edges of the retaining and wing walls have bevels with a width of 3 inches. The arch of the culvert has a width of 12 feet and a height of 11 feet 10 inches. Form boards used to shape the retaining walls, wing walls, and the walls of the arch have widths of 11 or $11^{1}/_{2}$ inches. The curved roof of the arch was constructed using smaller form boards that have widths of $2^{3}/_{4}$ or 3 inches. The bank to the west of the head end was shored up using large rocks, and the bank to the east has a retaining wall made of sandbags filled with concrete.

The foot end of this culvert has a retaining wall with a height of 14 feet 8 inches and angled wing walls. Below the foot end there is a drop of 6 feet down to the main drainage. The western wing wall extends perpendicular to the retaining wall and has a total length of 16 feet. The eastern wall is longer and extends at a wide angle from the headwall, creating a distance between the wing wall terminations of $24^{1}/_{2}$ feet. The walls of the arch were constructed using six form boards with a width of $11^{1}/_{2}$ inches, and the arched ceiling was constructed using form boards with a width of 3 inches (true).

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 26 (BNSF Structure 59.8X)- head



Culvert 26 (BNSF Structure 59.8X)- foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 27

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.1X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period circa 1912

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This ca. 1912 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.06X
UTM (NAD 83) coordinates of foot 455402mE / 3798593mN
UTM (NAD 83) coordinates of head 455392mE / 37986426mN

Culvert 27 (BNSF Structure 60.1X) is a pipe culvert located at Milepost 60.06X in the Alray area between two utility lines. This culvert has a reinforced-concrete double-pipe system that serves as an outlet for a seasonal drainage. The overall length of the culvert is 147 feet.

At the head end, the headwall has a width of 18 feet and a height of approximately 5 feet. The pipes have a diameter of 42 inches and are spaced 2 feet apart. The inlets are constructed of concrete pipe in precast sections with a length of 3 feet. The head end is located 45 feet south of a culvert associated with the Union Pacific Railroad. The Union Pacific culvert consists of a corrugated metal pipe that has a width of 5 feet.

The foot end of the culvert has a headwall with a height of 8 feet 10 inches and a width of 12 1/2 feet with attached wing walls and an apron. The wings and apron extend 4 1/2 feet from the headwall; the wings have a width of 2 feet and the apron terminates in a 3-foot step down to the creek bed. Form-board impressions are visible on the headwall and have a width of 11 1/4 inches. The outlet pipes have a diameter of 42 inches and are constructed of precast concrete sections with a length of 36 inches. The two pipes are located at the bottom of the headwall and are spaced 2 feet apart. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 27 (BNSF Structure 60.1X)- head



Culvert 27 (BNSF Structure 60.1X)- foot



Culvert 28 (BNSF Structure 60.2X)- head



Culvert 28 (BNSF Structure 60.2X)- foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 28

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.2X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern foot, historical head ca. 1912

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938, 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.19X
UTM (NAD 83) coordinates of foot 455191mE / 3798570mN
UTM (NAD 83) coordinates of head 455183mE / 3798602mN

Culvert 28 (BNSF Structure 60.2X) is a pipe culvert located at Milepost 60.19X, just west of a private road that crosses the tracks; the road is oriented north-south. This culvert is positioned along a south-flowing drainage and has a length of 95 feet.

The head end of this culvert is comprised of a precast concrete drainage pipe stabilized by a concrete headwall with attached wings. The headwall has a length of 6 1/4 feet and a height of 5 3/4 feet. The wing walls have a maximum height of 4 feet 2 inches abutting the headwall, creating a reveal between the top of the wing walls and the top of the headwall with a height of 1 foot 7 inches. The wing walls slope away from the headwall, and over the course of their length of 4 feet 4 inches, their height decreases to 1 foot. The outer section of the drainage pipe is constructed of two precast sections of concrete pipe, each with a length of 8 feet and a diameter of 42 inches. However, after the second of these two pipes the drainage system has sections of precast concrete pipe with a diameter of only 36 inches and a length of 3 feet. The badly weathered appearance of the head end of this culvert indicates that it is likely of the historical period. Given the irregular measurements used in its construction (such as 5 3/4 feet, 6 1/4 feet, etc.), this culvert was most likely constructed by a different contractor or according to different specifications than other nearby historical-period culverts.

The foot end of this culvert consists of a concrete headwall with two attached wing walls and an apron. The headwall has a length of 12 feet and a height of 10 1/2 feet. The wing walls attach directly to the top of the headwall and are angled slightly away from the headwall. They gradually slope down along their length of 6 1/2 feet from a maximum height of 10 1/2 feet to approximately 8 feet at their terminations. The headwall and wing walls were constructed using plywood boards with a height and length of 4 feet. The wing walls have a thickness of 1 foot; their edges have a bevel with a width of 1 inch. The drainage outlet has a diameter of 26 inches. The plywood construction and 1-inch bevel indicates the foot end of this culvert is of modern construction and was built after the original foot end was destroyed. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 29

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.3X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Burlington Northern & Santa Fe Railroad
b. Builder: Burlington Northern & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.26X
UTM (NAD 83) coordinates of foot 455074mE / 3798556mN
UTM (NAD 83) coordinates of head 455073mE / 3798582mN

Culvert 29 (BNSF Structure 60.3X) is a pipe culvert located at Milepost 60.26X, just west of Alray area, and approximately 330 feet west of a private road that is oriented north-south. This culvert has a length of 106 feet and is positioned along a secondary drainage. It consists of a reinforced-concrete single-pipe system. The concrete headwall has a height of 10 feet 2 inches and a width of 10 feet with concrete wings attached to it. The wing walls have a length of 7½ feet and are 16 feet apart at their terminations. Where they intersect with the headwall the wings have a height of 10 feet and at their terminations they have a height of 6½ feet. The single corrugated metal pipe has a diameter of 24 inches and contains 5 ribs per foot. The pipe is set into the headwall very close to the ground. The head end is of modern plywood form-board construction.

The foot end of this culvert is of very similar construction to the head end. The headwall has a height of 9 feet 4 inches and a width of 8½ feet with attached wings. The wing walls have a thickness of 1 feet and their edges are beveled with a width of 1 inch. The wing walls have a length of 6½ feet and a height of 9 feet 4 inches where they meet the headwall and 7½ feet at their terminations. The corrugated metal pipe has a diameter of 26 inches, and at least half of the outlet is obscured by sediment. Neither the head nor foot ends of this culvert includes an apron. Both the outlet and the inlet of this culvert were built using modern plywood form-boards. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 29 (BNSF Structure 60.3X) - head



Culvert 29 (BNSF Structure 60.3X) - foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 30

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.5X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated metal pipe upstream, reinforced concrete pipe downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical foot ca. 1912, modern head

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

***B8. Related Features:** (View, scale, etc.)

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1928, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension and therefore is not a contributing element.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.49X
UTM (NAD 83) coordinates of foot 454708mE / 3798539mN
UTM (NAD 83) coordinates of head 454705mE / 3798573mN
Culvert 30 (BNSF Structure 60.5X) is a pipe culvert located at Milepost 60.49X at the north end of Cajon Canyon. It is positioned along a south-flowing drainage and has a total length of 107 feet. The head end of this culvert consists of a single corrugated metal pipe drainage with no associated headwall or wing walls. The pipe has a diameter of 42 inches and contains 5 corrugated ribs per foot. This length of corrugated pipe is an extension to an older length of corrugated pipe that has riveted section joints and a long linear seam. It is possible that a historical-period concrete headwall is buried at the joint between the old and new corrugated pipe, but none is visible. A trademark written in blue paint on the interior of the pipe reads: "AK Steel / Aluminized / 102 coating / NOM.138 / 200820 / 3 7 00 / ------ / ----- / MADE IN USA." This mark provides a possible manufacture date of March 7, 2000. The AK Steel Holding Corporation to which the trademark refers is the American steel manufacturing company previously known as the American Rolling Mill Company and ARMCO. The corporation's name changed in 1994, so this pipe must postdate that year.

The foot end of this culvert consists of a drainage outlet framed by a small concrete headwall and attached wings. The headwall has a length of 6½ feet and an exposed height of 5 feet. Sediment has blocked approximately 20 percent of the mouth of the drainage pipe. Wing walls with a length of 4 feet and a width of 2 feet extend from the headwall at an angle. The maximum height of these wing walls is 3½ feet, creating a reveal with a height of 16 inches above the wing walls. The outlet of this drainage consists of precast concrete pipe with a length of 36 inches, an interior diameter of 42 inches, and a thickness of 1 inch. This concrete pipe intersects inside the culvert with the riveted and corrugated metal pipe extending from the head end. The headwall and wing walls of this culvert appear to have a bevel with a width of 3 inches. The foot end of this culvert lacks an attached apron and is relatively small compared with nearby culverts of similar construction. No form-board impressions are visible on the walls of this culvert because of its weathered surface. However, based on the presence of the riveted corrugated pipe, the 3-inch bevel, and the aging apparent on the concrete surfaces, this culvert likely dates prior to 1950. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 30 (BNSF Structure 60.5X)- head



Culvert 30 (BNSF Structure 60.5X)- foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 31

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.68X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated galvanized pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other corrugated pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.68X
UTM (NAD 83) coordinates of foot 454448mE / 3798383mN
UTM (NAD 83) coordinates of head 454448mE / 3798441mN

Culvert 31 (BNSF Structure 60.68X) is a pipe culvert located west of Alray, north of State Route138, at Milepost 60.68X. The drainage bisects the corridor route in a north-south direction. The culvert was constructed with corrugated and riveted sheet metal and has a total length of 120 feet and a diameter of 120 inches. The interior is lined with tar. The opening at the head end lacks stabilizing features, but the opening at the foot end is stabilized with more than 10 large boulders. The opening at the head end contains some sand. This is probably a modern culvert but may date to the end of the historical period. There is no indication of an earlier culvert at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 31 (BNSF Structure 60.68X) - head



Culvert 31 (BNSF Structure 60.68X) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 32

B1. Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.7X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated galvanized pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other corrugated pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.70X
UTM (NAD 83) coordinates of foot 454443mE / 3798372mN
UTM (NAD 83) coordinates of head 454427mE / 37983951mN

Culvert 32 (BNSF Structure 60.7X) is a pipe culvert located west of Alray, north of State Route 138, at Milepost 60.70X. It bisects the corridor route in a northwest-southeast direction. The culvert was constructed with corrugated metal pipe measuring 97 feet in length and 36 inches in diameter. The head end of the culvert is stabilized with a few medium-sized rocks, and the foot end of the culvert lies on a large mound of boulders. The culvert is situated next to Culvert 31 (BNSF Structure 60.68). There is no indication of an earlier culvert at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 32 (BNSF Structure 60.7X) - head



Culvert 32 (BNSF Structure 60.7X) - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 33

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.72X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other corrugated metal pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.72X
UTM (NAD 83) coordinates of foot 454435mE / 3798348mN
UTM (NAD 83) coordinates of head 454416mE / 3798355mN

Culvert 33 (BNSF Structure 60.72X) is a pipe culvert located west of Alray, north of State Route 138, at Milepost 60.72X. It serves as an outlet for a small secondary drainage that bisects the corridor route in a east-west direction. The culvert was constructed with corrugated and riveted sheet metal, and measures 168 feet in length and 42 inches in diameter. The riveted panels measure 2 feet in length. The opening at the foot end is stabilized by a few boulders and medium-sized rocks. This is probably a modern culvert but may date to the end of the historical period. There is no indication of an earlier culvert at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 33 (BNSF Structure 60.72X) - head



Culvert 33 (BNSF Structure 60.72X) - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 34

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.87X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated metal pipe culvert upstream, reinforced concrete pipe culvert downstream)

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.87X
UTM (NAD 83) coordinates of foot 454484mE / 3798135mN
UTM (NAD 83) coordinates of head 454457mE / 3798142mN

Culvert 34 (BNSF Structure 60.87X) is a pipe culvert located at Milepost 60.87X , in Cajon Canyon approximately 1 mile west of the Alray area. It serves as a outlet for a seasonal drainage that flows easterly underneath the railroad tracks and has a length of 95 feet.

The head end of this culvert consists of a corrugated metal pipe with a diameter of 36 inches and 5 ribs per foot. The pipe has been constructed from 2-foot sections that have been riveted along joints and seams. The head end lacks retaining walls, and the pipe has buckled somewhat under the weight of the tracks and railroad ballast.

The foot end of this culvert consists of a corrugated metal pipe stabilized by a headwall and two wing walls. The headwall has a length of 8 feet and a height of 6 feet. Wing walls extend from the top of the headwall and do not have a reveal. The wing walls angle slightly away from the headwall and decrease in height over their length of 6 feet. The drainage outlet is a corrugated metal pipe with a diameter of 36 inches. The edges of the headwall and wing walls have been blunted by a bevel with a width of 1 inch, and they were constructed using plywood form-boards. These two elements suggest a construction date of post-1950. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 34 (BNSF Structure 60.87X) - head



Culvert 34 (BNSF Structure 60.87X) - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 35

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 60.91X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated metal pipe culvert upstream, reinforced concrete culvert downstream)

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 60.91X
UTM (NAD 83) coordinates of foot 454528 mE / 3798092 mN
UTM (NAD 83) coordinates of head 454510mE / 3798082 mN

Culvert 35 (BNSF Structure 60.91X) is a pipe culvert located at Milepost 60.91X, which is in Cajon Canyon approximately 1 mile west of the Alray area. It serves as an outlet for a seasonal drainage that flows northeasterly underneath the railroad tracks and has a length of 68 feet. The head end of this culvert consists of a corrugated metal pipe with a diameter of 36 inches and 5 ribs per foot. The pipe has been constructed from 2-foot sections that have been riveted along joints and seams. The head end lacks a headwall, and the pipe has been partially obscured by dirt and gravel from the railroad ballast.

The foot end of this culvert consists of a corrugated metal pipe drainage with a headwall and attached wing walls. The headwall has a height of 6 feet and a length of 8½ feet. Wing walls extend from the top of the retaining walls, and do not have a reveal. The wing walls are angled away from the retaining wall and have a maximum distance between them of 16 feet. The wing walls also decrease in height over their length of 6½ feet. The drainage outlet is a corrugated metal pipe with a diameter of 36 inches. The edges of the retaining wall and wing walls have been blunted by a bevel with a width of 1 inch, and they were constructed using plywood form-boards. These two elements suggest a construction date of post-1950. Northeast of the foot end are many large, sub-angular boulders that likely were brought into the area to stabilize the drainage floor and prevent erosion. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 35 (BNSF Structure 60.91X) - head



Culvert 35 (BNSF Structure 60.91X) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 36

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 61.3X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated pipe culvert upstream, concrete arch culvert downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period foot ca. 1913, modified 1977; modern head

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

***B8. Related Features:** (View, scale, etc.) Similar to other arch culverts along route, except for an unusual modern alteration

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 61.27X
UTM (NAD 83) coordinates of foot 454877 mE / 3797698 mN
UTM (NAD 83) coordinates of head 454947 mE / 3797678 mN

Culvert 36 (BNSF Structure 61.3X) is a combination pipe and arch culvert located at Milepost 61.27X, approximately 4,000 feet southwest of the Alray area. This head end of this culvert appears to have originally been a reinforced-concrete arch culvert that was subsequently replaced by a corrugated metal pipe. The head end currently is a large oval corrugated pipe with a width of 5 feet 8 inches and a height of 6 feet 2 inches. The pipe is oriented west-northwest and lacks a concrete retaining wall. It extends at least 30 feet into the original arch culvert, and is held in place by sediment and gravel that fills the length of the pipe. This pipe was probably originally rough with a diameter of 6 feet but has been slightly compressed by the gravel used to hold it in place. The original head end may have been destroyed during construction to widen the railroad grade.

The foot end of this culvert is the original reinforced-concrete arch culvert. It is extremely large with retaining walls that have a length of 21 feet and a height of 21 feet 8 inches. Wing walls that extend from the retaining wall have a total length of 25 feet. Whereas the northern wall extends perpendicular to the retaining wall, the southern wing wall extends at an angle, creating a distance between their terminations of 30 feet. The wing walls have a maximum height of 21 feet, creating a reveal with a height of 8 inches between the top of the wing walls and the top of the culvert. The straight walls and the curved top of the arch were constructed using form boards with a width of 12 and 3 inches, respectively.

See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 36 (BNSF Structure 61.3X) - head



Culvert 36 (BNSF Structure 61.3X) - foot



Culvert 36 (BNSF Structure 61.3X) – foot interior

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 38

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 62.2X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period circa 1912–1913

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

***B8. Related Features:** (View, scale, etc.) Other concrete pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This ca. 1912–1913 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 62.20X
UTM (NAD 83) coordinates of foot 455660 mE / 3796659mN
UTM (NAD 83) coordinates of head 455649 mE / 3796639 mN

Culvert 38 (BNSF Structure 62.2X) is a pipe culvert located at Milepost 62.20X, approximately 1,640 feet west of Cajon Junction. It serves as an outlet for a north-flowing drainage. The culvert originally had a length of 53 feet, and when a second track was laid an additional 46 feet was added to the foot end. It is a triple pipe-system and was constructed with precast concrete.

The head end has a concrete headwall that lacks wing walls and has a length of 28 feet and a height of at least 6 feet. The headwall has form-board impressions that have a width of 11½ inches. In some areas, the concrete has broken, exposing large angular aggregate. The three pipes have a diameter of 4 feet and are spaced 3 feet 10 inches apart. The drainage pipes are constructed of precast concrete sections each with a length of 3 feet.

The foot end is much more complex in construction than the head end. It consists of a concrete headwall with angled wing walls extending from it, and a step down onto a concrete apron. The headwall has a height of 6½ feet and a length of 21 feet. The wing walls have a width of 2 feet and extend at least 15 feet away from the headwall. Between the maximum height of the headwall and the maximum height of the wing wall is a 16 inch reveal. The step down onto which the outlets drain has a length of 20 feet and a depth of 6¼ feet, and terminates in a step with a height of 4½ feet. The concrete apron has a length of 9 feet and widens to the north as the wing walls spread apart.

See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 38 (BNSF Structure 62.2X) - head



Culvert 38 (BNSF Structure 62.2X) - foot

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 39

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 62.5X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period ca. 1912

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

***B8. Related Features:** (View, scale, etc.) Other concrete pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This ca. 1912 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 62.49X
UTM (NAD 83) coordinates of foot 456097 mE / 3796526 mN
UTM (NAD 83) coordinates of head 456085 mE / 3796484mN

Culvert 39 (BNSF Structure 62.5X) is a pipe culvert located at Milepost 62.49X, just over 1,640 feet southwest of Cajon Junction. This double pipe culvert drains a north-flowing seasonal drainage and consists of a dual-pipe system made of precast concrete; it has a length of 153 feet.

The head end of the culvert consists of a plain concrete headwall lacking wing walls or an apron. The headwall has a length of 18 feet and a height of at least 5 1/2 feet and was constructed using form-boards with a width of 11 1/2 inches. The inlets into the drainage system were constructed using precast sections of pipe with a length of 3 feet, a maximum diameter of 42 inches, and an interior diameter of 36 inches; they are spaced 26 inches apart . The head end of the culvert has been excavated into solid sandstone, which may have eliminated the need for wing walls.

The foot end of the culvert consists of a concrete wall with attached wing walls and apron. The headwall has a length of 12 feet, and the outlets are spaced 32 inches apart. The concrete wing walls have a width of 2 feet and begin 16 inches below the top of the headwall. The apron has a width of 10 feet and a depth of 6 feet. The edges of the headwall and wing walls are beveled with a width of 2 1/2 inches. The foot end has form-board impressions with a width of 12 inches (true). See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)

(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 39 (BNSF Structure 62.5X) - head

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 40

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 62.7X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated pipe upstream, reinforced concrete pipe downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head, historical foot ca. 1913, modified 1939 and 1950

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The historical architectural integrity of this culvert has been compromised with the addition of a modern extension. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 62.72X
UTM (NAD 83) coordinates of foot 456386mE / 3796276mN
UTM (NAD 83) coordinates of head 456338mE / 3796251mN

Culvert 40 (BNSF Structure 62.7X) is a pipe culvert situated at Milepost 62.7X, to the west of the junction between Interstate 15 and the BNSF railway line. The culvert crosses a secondary drainage trending from the southwest to the northeast toward the Cajon Creek. The head end of the culvert has a modern corrugated metal pipe that measures 3 feet in diameter and 20 feet in length. Standard concrete pipe is connected to the metal pipe at the foot end and continues to the headwall. The standard concrete pipe measures 148 feet in length and 42 inches in diameter at the concrete headwall. The headwall measures 6½ feet in width and 6 feet in height. The words "SPECIAL FILL OVER/ LAY THIS SIDE UP/ FOR FILL OVER/ 25' " is on the headwall. Twin angled wings, situated 16 inches from the top of the headwall, extend toward Cajon Creek and measure 5 feet in length and 2 feet in width. The apron of the culvert measures 6½ feet in width and 5 feet in length. Moderate and large granite boulders are present at the foot end of the apron. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 40 (BNSF Structure 62.7X) - head



Culvert 40 (BNSF Structure 62.7X) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 41

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 62.9X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (reinforced concrete pipe upstream, corrugated metal pipe downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical foot circa 1912; modern foot

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938, 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The historical architectural integrity of this culvert has been compromised with the addition of a modern extension. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 62.87X
UTM (NAD 83) coordinates of foot 456526mE / 3796076mN
UTM (NAD 83) coordinates of head 456477mE / 3796063mN

Culvert 41 (BNSF Structure 62.9X) is a pipe culvert located in Cajon Canyon at Milepost 62.87X. The culvert is positioned along the course of a drainage that flows to the east and northeast and has a total length of 175 feet. The head end of this culvert consists of a corrugated metal pipe set into a headwall. There were numerous sandstone rocks covering the head end, precluding the complete recording of the size of its elements.

The foot end consists of a modern corrugated pipe with 5 ribs per foot and a diameter of 26 inches. The pipe is oriented along the north side of the track, parallel with the access road, and turns to the north after approximately 30 meters.

This culvert appears to have been constructed post-1950. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 41 (BNSF Structure 62.9X)- head



Culvert 41 (BNSF Structure 62.9X)- foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 42a

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.0X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Culvert (corrugated metal pipe upstream, reinforced concrete pipe downstream)

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head; historical foot circa 1922

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The historical architectural integrity of this culvert has been compromised with the addition of a modern extension and is not considered to be a contributing element to the site.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.05X
UTM (NAD 83) coordinates of foot 456559mE / 3795790mN
UTM (NAD 83) coordinates of head 456494mE / 3795794mN

Culvert 42a (BNSF Structure 63.0X) is a pipe culvert located in Cajon Canyon at Milepost 63.05X, and has a total length of 198 feet.

The head end of this culvert consists of a single corrugated metal pipe drainage with no associated headwall. The pipe was constructed using small, 2-foot lengths of pipe that have been riveted together along joints and seams. The pipe drains to the east and is located approximately 10 feet below the railroad grade. At some point along the length of the drainage, the corrugated metal pipeis replaced by a precast concrete pipe.

The foot end of this culvert consists of a concrete outflow inset into a concrete headwall and attached wing walls. The headwall has a length of 5 feet 8 inches and a height of 4 feet 4 inches. The top height of the wing walls is 3 feet, creating a 16-inch reveal between the top of the wing walls and the top of the headwall. The wing walls are angled slightly outward from the retaining wall and they slant downward over their total length of $3^1/_2$ feet. The headwall and wing walls were constructed using form-boards with a width of $8^1/_2$ inches. The drainage outlet at the foot end is comprised of precast concrete pipe in sections with a length of 3 feet each. The concrete drainage has a diameter of 24 inches. The edges of the headwall and wing walls are beveled with a width of $2^1/_2$ inches.

Compared with nearby culverts, the measurements of this culvert are highly irregular and nonstandard (5 feet 8 inches, 4 feet 4 inches, etc.). This may indicate that the culvert was constructed by a different contractor or according to different specifications.
See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)

(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 42a (BNSF Structure 63.0X) – head



Culvert 42a (BNSF Structure 63.0X) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 43

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.19X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other corrugated pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.20X
UTM (NAD 83) coordinates of foot 456398mE / 3795594mN
UTM (NAD 83) coordinates of head 456480mE / 3795404mN

Culvert 43 (BNSF Structure 63.19X) is a pipe culvert located west of the former Cajon Station, south of the junction of State Route 138 and Interstate 15, at Milepost 63.20. The culvert was constructed with corrugated metal pipe measuring 46 feet in length and 36 inches in diameter. The midsection of the pipe travels above the ground surface, but where the culvert bisects the corridor route it travels through the ballast and exits on the other side of the grade. The foot end is obstructed with ballast, and only half of it is still visible. This is a modern culvert, and there is no evidence of an earlier culvert at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 43 (BNSF Structure 63.19X) - head

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 44

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.2X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern, 1979

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

***B8. Related Features:** (View, scale, etc.) Other corrugated pipe culverts

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.24X
UTM (NAD 83) coordinates of foot 456380mE / 3795520mN
UTM (NAD 83) coordinates of head 456361mE / 3795530mN

Culvert 44 (BNSF Structure 63.2X) is a pipe culvert located at Milepost 63.24X, west of former Cajon Station and south of the junction of State Route 138 and Interstate 15. It serves as an outlet for a northwest-southeast drainage from the Union Pacific line down through the BNSF line. The culvert was constructed of corrugated metal pipe measuring 68 feet in length and 36 inches in diameter. The body of the pipe travels above ground and is reinforced with railroad rails; one of these rails is dated 1906. The headwall and wings were constructed of welded sheet metal, and the wings extend 8 feet from the opening. A 2-by-3$^{1}/_{2}$-foot retaining wall protects a vertical manhole. The manhole cover is dated "7-2-79"; the rest of the culvert probably dates to the same year (1979). See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 44 (BNSF Structure 63.2X) – head



Culvert 44 (BNSF Structure 63.2X) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 45

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.3X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Concrete arch culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head; historical foot circa 1912

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

***B8. Related Features:** (View, scale, etc.) Other concrete arch culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The historical architectural integrity of this culvert has been compromised with the addition of a modern extension. This is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.33X
UTM (NAD 83) coordinates of foot 456410mE / 3795372mN
UTM (NAD 83) coordinates of head 456324mE / 3795398mN

Culvert 45 (BNSF Structure 63.3X) is a combination pipe and arch culvert located at Milepost 63.33X, approximately 1 mile southwest of Cajon Junction. It serves as an outlet for an east-flowing drainage. Similar to Culvert 36 (BNSF Structure 61.3X), this culvert originally was a reinforced-concrete arch culvert but has been replaced at the head end by a corrugated metal pipe. The head end of this culvert now consists of a pipe with a diameter of 12 feet in diameter and 3 ribs per foot. The thickness of the pipe is 1/4 inch, and it is held together at every corrugation with a bolt and nut with a diameter of 3/4 inch. Stamped on the head of every bolt is the manufacturer name "ARMCO." This maker's mark refers to the American steel manufacturing corporation ARMCO, previously known as the American Rolling Mill Company and later known as AK Steel Holding Corporation. ARMCO was the name the corporation used between the years 1948 and 1994, and this pipe was likely constructed near the end of that date range. The pipe is stabilized by a concrete headwall that creates shield wings extending 2 feet above the top of the drainage pipe and 15 feet to the north and south. This headwall is constructed of blocks roughly the shape of sandbags, with a length of 2 feet and a thickness of 4 to 6 inches. The top of the opening at the head of this pipe has been cut off, allowing the pipe to collect water flowing from directly above the pipe. The metal drainage pipe extends for length of approximately 145 feet, where it intersects at an angle of approximately 120° with the original concrete arch culvert. Based on its size and appearance, the metal drainage pipe is clearly modern.

The foot end of this culvert consists of the original reinforced-concrete arch culvert with a headwall that has a length of 16 1/2 feet and a height of 14 feet. Wing walls extend outward from both sides of the archway and have a total length of 18 1/2 feet and a maximum height of 12 feet 8 inches. The wing walls angle slightly away from each other; the maximum distance between them at their terminations is 12 feet. The difference in height between the headwall and the wing walls creates a reveal with a height of 16 inches. The arch has a span of 10 feet and a maximum height above ground of 11 1/2 feet. The concrete arch section of the foot end has a length of 145 feet, giving the foot end a total length of 290 feet. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 45 (BNSF Structure 63.3X) – head



Culvert 45 (BNSF Structure 63.3X) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 46

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.4X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert above an older reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern pipe culvert superimposed over defunct historical concrete pipe culvert

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: ca. 1910-1938, 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. The historical architectural integrity of this culvert has been compromised with replacement by a modern culvert.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

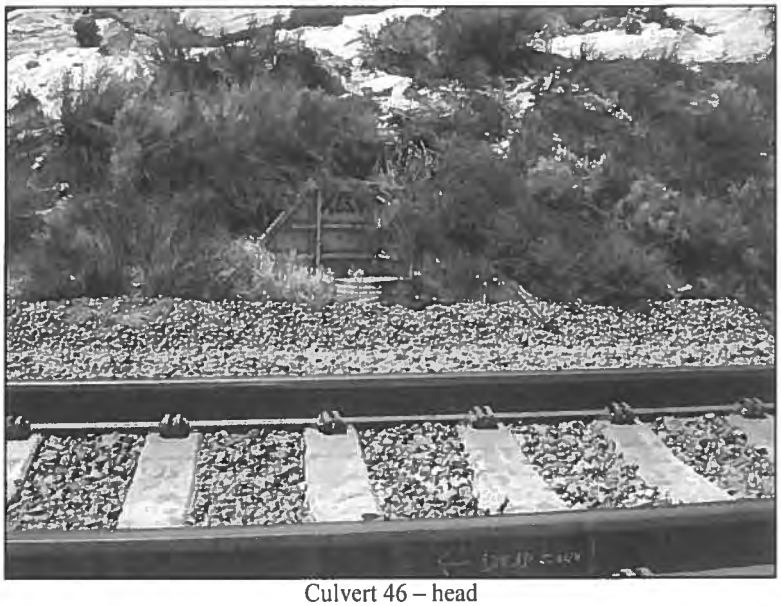
B13. Remarks:
Milepost 63.38X
UTM (NAD 83) coordinates of foot 456446mE / 3795310mN
UTM (NAD 83) coordinates of head 456427mE / 3795292mN

Culvert 46 (BNSF Structure 63.4X) is a pipe culvert located at Milepost 63.38X, approximately 1 mile south of Cajon Junction. The head end of the culvert consists of a vertical stand pipe constructed of corrugated metal pipe. The drainage pipe had an exposed height of 30 inches, a diameter of 38 inches, and a spiral corrugation pattern with 5 ribs per foot. The pipe has a total height of 3½ feet, after which it intersects with a horizontal drainage pipe. On the upslope side the pipe is protected by a bulwark constructed from railroad rails and metal sheeting. This retaining wall has a V-shaped pattern with two wings that have a length of 10 feet each. A metal cover on the pipe has a stamped date of "6-27-79." This drain is likely a mid-section point of a longer pipe, and may be similar to the manhole entrance that exists at Culvert 44 (BNSF Structure 63.2X).

At the foot end of this culvert is an abandoned historical-period concrete outlet and the modern corrugated metal outlet currently in use. Silt and gravel from the railroad ballast has obscured most of the historical-period culvert, rendering it non-functional and complicating accurate recording. The historical-period foot end consists of a concrete headwall and wings framing a precast concrete drainage. The headwall has a length of approximately 8 feet and an approximate height of 5½ feet. The wing walls are generally perpendicular to the retaining walls, and the width of the wing walls taper from a maximum width of 2 feet to a minimum width of approximately 8 inches. Sub-angular boulders have been laid around the retaining wall to provide additional stability to the slope. The drainage outlet appears to have a diameter of 22 inches. The modern foot end consists of a corrugated metal pipe with a diameter of approximately 3½ feet that extends at least 12 feet out of the slope. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 46 – head



Culvert 46 - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 47

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.5X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.47X
UTM (NAD 83) coordinates of foot 456544mE / 3795250mN
UTM (NAD 83) coordinates of head 456552mE / 3795179mN

Culvert 47 (BNSF Structure 63.5X) is a pipe culvert is located at Milepost 63.47X, west of the former Cajon Station and south of the junction of State Route 138 and Interstate 15. It serves as an outlet for a a secondary drainage that bisects the tracks in a north-south direction. The culvert was constructed of corrugated and welded metal, measuring 216 feet in total length and 69 inches in diameter. Each section was created by spot-welding two panels; each panel measures 42 inches in length. There are 5 corrugated ribs per foot. The opening at the foot end is completely obstructed by dirt. This is probably a modern culvert, and there is no indication of an earlier culvert at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 47 (BNSF Structure 63.5X) – head



Culvert 47 (BNSF Structure 63.5X) - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 48

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.6X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Modern head; historical foot circa 1912

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

***B8. Related Features:** (View, scale, etc.) Other corrugated pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The historical architectural integrity of this culvert has been compromised with the addition of a modern extension. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.53X
UTM (NAD 83) coordinates of foot 456708mE / 3795233mN

Culvert 48 (BNSF Structure 63.6X) is a pipe culvert located at Milepost 63.53X, approximately 1 mile south of Cajon Junction. The head end of this culvert consists of a vertical stand pipe constructed of corrugated metal pipe. Similar to Culvert 44 (BNSF Structure 63.2X) and Culvert 46 (BNSF Structure 63.4X), this head end appears to be a mid-section point of a longer pipe, and may serve as an outlet for more than one drainage. The drainage inlet has a diameter of 39 inches and a spiral corrugation pattern. There is an open grate capping the pipe and slots have been cut into its sides to allow water to drain into it. A single spiral-corrugated metal pipe with a diameter of 24 inches descends from upslope and intersects with this head end. This pipe feeds the this culvert with flow from another nearby drainage and is periodically supported by metal poles. Given the similar design to Culvert 46, this culvert was probably constructed at the same time in 1979.

The foot end of this culvert may have been damaged and is almost completely covered in sediment and gravel. The top of a formed-and-poured headwall is visible, but no conclusions could be made about its size or attributes. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 48 (BNSF Structure 63.6X) – head



Culvert 48 (BNSF Structure 63.6X) - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 49

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.59X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Riveted sheet metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: ca. 1939-1971 **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.59X
UTM (NAD 83) coordinates of foot 456826 mE / 3795269 mN
UTM (NAD 83) coordinates of head 456847 mE / 3795272 mN

Culvert 49 (BNSF 63.59X) is a small pipe culvert located at Milepost 63.59X, southwest of the tracks. A metal corrugated pipe extends 85 feet from a small secondary drainage that flows downslope from the south and toward Cajon Creek to the north. The pipe measures 3 feet in diameter and is composed of 2-foot sections of $^{3}/_{8}$-inch-thick rolled steel metal, double-riveted along each linear seam. Tar covers the interior of the metal pipe. The pipe extends under the ground surface near the foot end. Moderate-sized granite boulders and soil surround the foot end of the culvert, although the opening for the metal pipe is visible. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 49 (BNSF 63.59X) – head



Culvert 49 (BNSF 63.59X) - foot

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 50a

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.7X
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: ca. 1939-1971 **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. It is not contributing because it is modern.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.66X
UTM (NAD 83) coordinates of foot 456911mE / 3795342mN
UTM (NAD 83) coordinates of head 456864mE / 3795380mN

Culvert 50a (BNSF Structure 63.7X) is a pipe culvert located west of the former Cajon Station at Milepost 63.66X It drains a major wash which bisects the right-of-way in a southeast-northwest direction. The culvert was constructed with corrugated and riveted metal. Eight panels form a round; each panel measures 10 feet in length and 5 or 6 feet in height. Overall, the culvert measures 172 feet in length and 168 inches in diameter. The openings were sliced diagonally, and the opening at the foot end is adjoined by a 25-by-35-foot concrete apron. This is probably a modern culvert, and there is no indication of an earlier culvert at this location. See Continuation Sheet.

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***Date of Evaluation:** June 2007

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Culvert 50a (BNSF Structure 63.7X) – head



Culvert 50a (BNSF Structure 63.7X) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 51

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.3
B3. Original Use: Culvert

B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

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

***B8. Related Features:** (View, scale, etc.) Other concrete box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This 1939 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.32
UTM (NAD 83) coordinates of foot 458050mE / 3794093mN
UTM (NAD 83) coordinates of head 458024mE / 3794094mN

Culvert 51 (BNSF Structure 63.3) is a box culvert is located at Milepost 63.32, south of Cajon Station along the western edge of Cajon Creek. It is situated on a small secondary drainage that bisects the corridor route in a west-east direction and terminates at Cajon Creek. The length of the culvert is 74 feet, not including an 11-foot extension at the foot end. The interior height of the culvert is 4 feet and its width is 5 feet. This culvert dates to the reconstruction period after the late winter 1938 flood.

The headwall at the head end is stamped with a date of 1939. The top of the headwall (above the opening) measures 17 inches. The top of the headwall joins the wings at a slightly beveled corner. The headwall is stabilized by two sloped wings. There is no reveal (space above the wings) where they join the headwall, which is atypical of box culverts in the Cajon Pass dating to this period. The wings are 8 inches thick and extend 5 feet 8 inches beyond the headwall at an obtuse angle. The corners on the top edge of the wings are beveled with a width of 1 inch.

The opening at the foot end is very similar to the opening at the head end except that the wings are perpendicular to the headwall and a concrete spillway was added to the apron. The apron measures 5 feet 8 inches, and is set on a shallow decline. The spillway maintains this decline for 4 feet 4 inches, after which the grade becomes steep. The spillway is lined with two low walls that are the same width as the wings. See Continuation Sheet.

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***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 51 (BNSF Structure 63.3) – head



Culvert 51 (BNSF Structure 63.3) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 52

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.5
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Elliptical reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This 1939 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.48
UTM (NAD 83) coordinates of foot 458031mE / 3793848mN
UTM (NAD 83) coordinates of head 458009mE / 3793852mN
Culvert 52 (BNSF Structure 63.5) is a pipe culvert located at Milepost 63.47X in Cajon Canyon, approximately 2,380 feet northwest of Cosy Dell and 410 feet west of Cajon Creek. It serves as an outlet for a north-flowing drainage.The head end of this culvert consists of a concrete headwall with attached wing walls. The headwall has a height of 4 1/2 feet. There is a reveal of 6 inches between the top of the headwall and the top of the wing wall. The wing walls slant downward along their length of 4 feet, ending in a point. The thickness of these wing walls also taper down along their length, decreasing from a width of 11 1/2 inches at the headwall to 8 inches at their termination. Form-board impressions with a width of 6 inches are visible in the headwall and wing walls. The edges of this culvert are blunted with a 1-inch bevel, and a date of 1939 is stamped into the top of the headwall. The drainage inlet is comprised of a concrete pipe with a diameter of 30 inches. The pipe is recessed into the headwall by 4 inches, and does not appear to be constructed of 3-foot precast sections like many of the other culverts built in 1939. The tapered wing walls, recessed pipe, and unusual pipe construction suggest that this culvert was constructed by a different contractor or according to a different plan than many nearby culverts of similar age.

The foot end is somewhat similar in design to the head end, and consists of a concrete wall with attached wing walls that angle slightly outward. The headwall has a total height of 4 feet 4 inches and a total width of 5 feet. The wing walls measure 3 feet 4 inches in length and have a thickness of 8 inches. At their terminations they are 5 feet apart. However, unlike the head end, these wing walls do not have a tapered thickness and have a truncated end rather than ending in a point. Both the headwall and the wing walls are beveled with a width of 1 inch. Between the top of the wing wall and the top of the headwall is a reveal with a width of 6 inches. There is a date of 1939 stamped into the top of the headwall. The headwall and wing walls were constructed using the formed-and-poured technique with form-boards measuring 6 inches in width. The drainage outlet is constructed of precast reinforced-concrete pipe. The vertical diameter of the pipe is 3 feet and the horizontal diameter is 2 1/2 feet. The drainage outlet of this culvert is not recessed into the wall in the same way as the drainage inlet, but unlike nearby culverts the edges of the pipe have not been covered by the headwall façade. The pipe appears to have an approximate width of 4 feet, and has a type of metal inserts spaced roughly every foot around its circumference. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 52 (BNSF Structure 63.5) – head



Culvert 52 (BNSF Structure 63.5) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 53

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.6
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This 1939 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.58
UTM (NAD 83) coordinates of foot 458021mE / 3793664mN

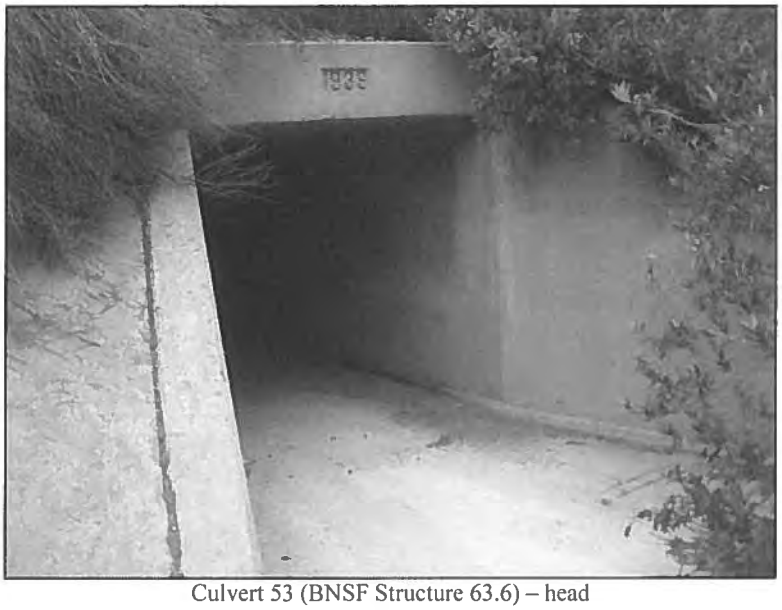
Culvert 53 (BNSF Structure 63.6) is a box culvert located at Milepost 63.58 and situated along the western boundary of the Cajon Creek. The box culvert has a length of 58 feet with an opening measuring 6 feet in height and width.

At the head end, an 18-inch headwall with the date 1939 stamped on it is located directly above the opening of the culvert. Two angled and beveled wings measuring 7 1/2 feet in height, 1 foot in width, and 9 feet in length extend to the top of the headwall. An apron measuring 11 1/2 feet in width and 9 feet in length is at the base of the wings and the head end. Another apron extends to north of the northernmost wing for more than 8 feet. The presence of sediments covering the apron precludes measuring its exact length.

Although similar in form, the foot end of the culvert has slightly smaller wings and apron than the head end. An 18-inch headwall with the date 1939 stamped into it is above the opening of the culvert. The wings measure 8 1/2 feet in length and 7 1/2 feet in height. Similar to the head end, the wings extend to the top of the headwall. The apron measures 8 1/2 feet in length and 18-inches in thickness. A retaining wall, measuring 6 1/2 feet in height, extends downstream from the southernmost wing for a distance of 20 feet. The date 1949 is stamped into the concrete retaining wall. Impressions in the wall indicate the use of 6-inch form boards during its construction. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 53 (BNSF Structure 63.6) – head



Culvert 53 (BNSF Structure 63.6) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 54

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.7
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.66
UTM (NAD 83) coordinates of foot 458011mE / 3793549mN

Culvert 54 (BNSF Structure 63.7) is a box culvert located at Milepost 63.66, northwest of Cozy Dell and alongside the boundary of Cajon Creek. The concrete culvert has a length of 172 feet and a height and width of 4 feet. The date of 1939 is stamped into the 14-inch headwalls situated above the opening at the head and foot ends of the culvert. An apron extends approximately 5 feet from the head and foot ends of the culvert and into Cajon Creek, although sediments deposited by water erosion obscure their full extent. Another apron is present to the top and along the northern boundary of the culvert opening, but an accurate estimate of their lengths was not possible because of the presence of sediments from water erosion. A wall, with a length of at least 88½ feet, a height of 20 inches, and a width of 11 inches, travels along the top of these aprons, suggesting that they extend an equal or greater distance than the wall. The date 1938 is stamped into the top of the wall. Twin angled and beveled wings, with a width of 1 foot and a length of 5 feet extend out from the head and foot ends of the culvert. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 54 (BNSF Structure 63.7) – head



Culvert 54 (BNSF Structure 63.7) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 55

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 63.9
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This 1939 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 63.94
UTM (NAD 83) coordinates of foot 458154mE / 3792882mN
UTM (NAD 83) coordinates of head 458136mE / 3792882mN

Culvert 55 (BNSF Structure 63.9) is a box culvert located at Milepost 63.94, a short distance to the south of Culvert 54 (BNSF Structure 63.7) and to the west of Cozy Dell. This culvert is similar to the design of nearby box culverts that border the Cajon Creek.

The head end crosses a secondary drainage and extends 49 feet to the east, into Cajon Creek. The head end consists of an opening that has a width of 5 feet and a height of 4 feet. Above the opening there is a 17-inch headwall with the date 1939 stamped into it. Two beveled and angled wings, measuring a length of 5½ feet and a width of 10 inches, extend to the top of the headwall. The wings have form-board impressions that are 6-inches wide. An apron, with a length of 5½ feet and a width of 5 feet, extends from the base of the opening of the head end.

The foot end extends directly into Cajon Creek. It has a larger apron than the head end and is positioned within a large "apron" that spans the slope surrounding the opening. The opening has a width of 5 feet and a height of 4 feet. Above the opening there is a 20-inch headwall with the date 1939 stamped into it. The small headwall follows the top of the "apron" that is present to the south and north of the opening, similar to the headwall associated with Culvert 54. Unlike the head end of the culvert, the foot end does not include wings. Instead, the sides of the opening is flanked by an angled concrete "aprons" that parallels the tracks for 320 feet and have form board impressions with a with of 6 inches. The apron is extends from the base of opening into Cajon Creek at an angle perpendicular to the large "aprons" on either side of the opening. The apron has a length of 9 feet and a width of 5 feet. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 55 (BNSF Structure 63.9) – head



Culvert 55 (BNSF Structure 63.9) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 56

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 64.2
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This 1939 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 64.17
UTM (NAD 83) coordinates of head 458205mE / 3792780mN
UTM (NAD 83) coordinates of foot 458225mE / 3792779mN

Culvert 56 (BNSF Structure 64.2) is a box culvert located at Milepost 64.17. It crosses a secondary drainage oriented east-west. This box culvert has a total length of 69 feet, including the length of the apron at the head end and retaining wall at the foot end.

The head end has an opening with a height of 5 feet and a width of 4 feet. An 18-inch retaining wall, with 1939 stamped into it, is situated directly above the culvert opening. Two wings, positioned at a slightly obtuse angle to the retaining wall, extend from the top of the wall to the apron located at the base of the culvert opening. The wings each measure a length of 5 feet 8 inches and have a standard 1-inch bevel. The apron has a width of $7^1/_2$ feet and a length of 5 feet 8 inches.

A large amount of sediment from Cajon Creek has been deposited within the opening of the foot end of the culvert, precluding the complete recording of the size of its elements. Although not all of the foot end is visible, the design resembles Culvert 54 (BNSF Structure 63.7) with a large angled retaining wall extending due south from the edge of the culvert opening. The top of the retaining wall is not angled and extends vertically for 18 inches, similar to the design of nearby culverts. The date 1939 is stamped into the retaining wall and is slightly slanted. The opening of the culvert has a length of $7^3/_4$ feet and is flanked by two slightly angled wings. The bottom of the wings and apron are covered in sand and debris. Along the northern side of the retaining wall there is a fence made of 13 railway tracks secured with metal wire. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 56 (BNSF Structure 64.2)– head



Culvert 56 (BNSF Structure 64.2) - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 57b

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 64.52
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1972-present **Property Type:** Culvert **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 64.52
UTM (NAD 83) coordinates of foot 458148mE / 3792296mN
UTM (NAD 83) coordinates of head 458140mE / 3792307mN

Culvert 57b (BNSF Structure 64.52) is a pipe culvert located at Milepost 64.52 between Cajon Campground and Blue Cut. It is a road culvert which passes beneath Swarthout Canyon Road at the junction of Swarthout and the BNSF line. The culvert was constructed with corrugated metal and measures 104 feet in length and 24 inches in diameter. The head end is stabilized with asphalt, and both openings are partially obscured by rubble. This is probably a modern culvert, and there is no indication of an earlier culvert at this location. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 57b (BNSF Structure 64.52)– head



Culvert 57b (BNSF Structure 64.52) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 58

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 64.7
B3. Original Use: Culvert

B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period, ca. 1912

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This ca. 1912 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 64.71
UTM (NAD 83) coordinates of foot 457861 mE / 3792089 mN
UTM (NAD 83) coordinates of head 457853 mE / 3792098 mN

Culvert 58 (BNSF Structure 64.7) is a box culvert located at Milepost 64.71. This "ditch culvert" is very different from the nearby box culverts.The head end of the culvert is situated at the base of a moderate slope, 7 feet from a cut bank, and is flush with the surrounding ground surface. Although water and vegetation obscure a portion of the culvert, the boundaries are visible. The head end is rectangular-shaped with a length of 8 feet and a width of 5 feet. The two longest sides are 1-foot thick whereas the two short sides are 4 inches thick, resulting in an opening of 2 feet and 11 inches. The visible depth of the "ditch culvert" measures 3½ feet, although vegetation and water preclude a completely accurate measurement of how deep the culvert extends into the ground. A tertiary drainage flows into the culvert, although it is uncertain whether this drainage postdates the construction of the cut bank and the culvert.

The design elements associated with the foot end of the "ditch culvert" resemble some of the box culverts located to the north. The culvert opening is located 36 feet to the south of the head end with a width of 5 feet and a height of 2 feet. A partially damaged headwall, with a height of 15 inches, is situated 9 inches above the culvert opening. Form-board impressions with a width of 11 inches were used during the construction of the headwall. Two wings, having widths of 1 foot and lengths of 2 feet 10 inches, extend out at an angle from the culvert. Unlike the wings associated with nearby culverts, these extend from a point 15 inches below the top of the headwall and do not have a bevel. Form boards impressions with a width of 7 inches were used during the construction of the wing walls. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 58 (BNSF Structure 64.7) – head



Culvert 58 (BNSF Structure 64.7) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 59

B1. Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 65.4
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) ca. 1912 head and 1938 foot

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1939-1971
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Although this culvert has been subjected to several construction episodes, this work was completed during the defined periods of significance and the culvert therefore maintains historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 65.44
UTM (NAD 83) coordinates of foot 456971mE / 3791526mN
UTM (NAD 83) coordinates of head 456960mE / 3791558mN

Culvert 59 (BNSF Structure 65.4) is a large box culvert located at Milepost 65.44, in the Blue Cut area. Built after the later winter 1938 flood, the culvert crosses a primary drainage that flows into Cajon Creek from the northwest. The culvert has a length of 73 feet, a height of 14 feet, and a width of 12 feet. The head end of the culvert is a mixture of historical-period (ca. 1912) and modern construction. A modern iron headwall extends 2 feet from the top of the culvert opening and has the words "CLEARANCE 12^{FT} 4^{IN}" painted on it. Atop this headwall, there is another modern iron retaining wall with a length of a length of $26\frac{1}{2}$ feet, extending beyond the opening and the wings, and a height and width of 3 feet. An iron pipe, modern in date and having a diameter of $6\frac{1}{2}$ inches, extends along the junction between the two iron headwalls. The pipe is visible for 15 feet and then travels under the ground surface on either side of the opening of the culvert. The twin concrete wings, angled outward from the opening, are composed of concrete and are probably part of the original construction of the culvert. Each wing has a length of 20–22 feet; vegetation obscures their full extent. The wings reach 16 feet above the base of the culvert, extending above the opening, and end at the junction between the two iron headwalls.

The foot end of the box culvert borders the edge of Cajon Creek and is constructed completely of concrete. Form-board impressions on all of the surface have a width of 6 inches. The headwall has a height of $2\frac{1}{2}$ feet and extends from the top of the opening of the culvert. The date 1938 is stamped into the headwall. Two angled and beveled wings are attached to the headwall beginning 1 foot from the top. The wings have a height of $15\frac{1}{2}$ feet and a length of $22\frac{1}{2}$. Under the wings and extending from the opening of the culvert is an apron that has a width of 24 feet and a length of $22\frac{1}{2}$ feet. A fence composed of railroad track segments follows the edge of the southernmost wing and then travels alongside Cajon Creek for over 50 feet. Large granite boulders have been placed along the border of the fence, upslope from the creek bed. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

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Culvert 59 (BNSF Structure 65.4)– head



Culvert 59 (BNSF Structure 65.4) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 60

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 65.6
B3. Original Use: Culvert

B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This 1938 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 65.72
UTM (NAD 83) coordinates of foot 456727mE / 3791237mN
UTM (NAD 83) coordinates of head 456705mE / 3791244mN

Culvert 60 (BNSF Structure 65.6) is a box culvert located at Milepost 65.72, southwest of the Blue Cut area. It crosses a primary drainage and borders the western edge of Cajon Creek. From the head end to the foot end, this culvert measures 44 feet in length with an opening having a width of 12 feet and a height of 14 feet.

The head end consists of a headwall, two wings, and an apron constructed of concrete, and several heavy lumber beams of modern construction retaining ballast above the headwall. The headwall has the date 1938 stamped into it. A few inches below the top of the headwall, there are two angled and beveled wings with a length of 23 feet, a width of 10 inches, and a height of 15½ feet. The apron extends as far as the wings and is almost completely obscured by sediments and gravel. Directly above the headwall, ballast is being retained by three courses of heavy lumber beams of modern construction with a length of 14 feet, a width of 16 inches, and a thickness of 7 inches anchored to the headwall by four metal braces and partially supported by several additional metal posts on either side of the headwall.

The foot end is similar in construction to the head end, including having the date 1938 stamped into the headwall. However, unlike the head end, the apron was not obscured by sediments and gravel and it was possible to determine that the apron has a thickness of 3 feet. Also, the foot end has two fences along either side of the opening of the foot end. The fences, similar in design to Culvert 59 (BNSF Structure 65.4), are composed of multiple fragments of railroad tracks and trace the edges of the wings. At the edge of Cajon Creek, the fences abruptly change direction and travel along the edge of the creek bed. Large and moderate-sized boulders are present along the edge of the fence.

See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 60 (BNSF Structure 65.6) – head



Culvert 60 (BNSF Structure 65.6) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 61

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 65.8
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This 1938 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 65.83
UTM (NAD 83) coordinates of foot 456704mE / 3791069mN
UTM (NAD 83) coordinates of head 456693mE / 3791070mN

Culvert 61 (BNSF Structure 65.8) is pipe culvert located at Milepost 65.83, just west of Cajon Creek and approximately 1,640 feet southwest of Blue Cut. This culvert had an original length of 40 feet and was subsequently extended at the head end by an additional 34 feet. The head end has a concrete headwall with attached wing walls. The headwall has a width of 5 feet 8 inches and a height of 4 feet 5 inches. A date of 1938 is stamped into the headwall above the drainage inlet. The wing walls have a length of 4 feet 1 inch and a maximum height of 3 feet 11 inches with a reveal of 6 inches. The wings taper from a maximum width of 1 foot to a minimum width of 8 inches. The wing walls are angled such that the distance between them at the headwall is 4 feet and distance between them at their terminations is 5 feet 10 inches. The pipe is generally circular and has a vertical diameter of 35 inches and a horizontal diameter of 36 inches. The head end was constructed using form-boards with a width of 6 inches (true).

The foot end of this culvert also has a headwall with the date 1938 stamped into it. The headwall has a length of $6^1/_2$ feet and a height of 4 feet. The attached wing walls have a maximum height of $3^1/_2$ feet, creating a reveal of 6 inches. Unlike the head end, the wings of the foot end do not taper in thickness. However, because of the gravel obscuring the wing terminations, their total length is unknown. The edges of the headwall and wing walls are beveled with a width of 1 inch. The façade of this culvert was constructed using form-boards with a width of 6 inches. The drainage outlet consists of a concrete pipe, which is recessed into the wall by 5 inches. The pipe edge is not covered by the façade, and has a thickness of 4 inches. The pipe has an interior diameter of 36 inches and a maximum diameter of 44 inches. On the south end of the top of the foot end was a U.S. benchmark with a stamped date of 1949 and a diameter of $3^3/_4$ inches. Several of the culverts in this area that were replaced after the late winter 1938 flood were given benchmarks in 1949, perhaps as a way of identifying and recording these features.

See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 61 (BNSF Structure 65.8) – head



Culvert 61 (BNSF Structure 65.8)– foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 62

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 66.0
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1939

***B7. Moved?** ■ **No** ☐ **Yes** ☐ **Unknown** **Date:** 1938 **Original Location:**

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1939-1971 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) Constructed after the 1938 flood, which destroyed many culverts along this segment of the floodplain. This 1938 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks: This culvert will be impacted with the addition of a third track.
Milepost 66.03
UTM (NAD 83) coordinates of foot 456780mE / 3790791mN
UTM (NAD 83) coordinates of head 456766mE / 3790787mN

Culvert 62 (BNSF Structure 66.0) is a reinforced concrete box culvert located at Milepost 66.03 in the Blue Cut area, along the western edge of Cajon Creek. This culvert is situated on a small secondary drainage that bisects the corridor route in an east-west direction and terminates at Cajon Creek. The length of the culvert is 40 feet, not including the length of the wings walls at both ends. The interior height of the culvert is 4 feet and its width is 6 feet. This culvert dates to the reconstruction period after the late winter 1938 flood.

The headwall at the head end is stamped with a date of 1938. The top of the headwall has a length of 8 feet. After a 6-inch reveal the angled wing walls extend westward for a distance of 3 feet and then are obscured with ballast and debris; the wing walls probably extend from the headwall for a distance of about five feet. These wing walls have a width of 12 inches. All form-board impressions on the headwall and wing walls have a width of 6 inches (true), and all bevels have a width of 1 inch. A modern beam with a length of 14 feet, a height of 16 inches, and a width of 7 inches was attached to the top of the headwall with modern 4 by 4 inch L-iron brackets. The foot end is essentially the same as a the head end except that the four L-iron brackets rather than two were used to secure the beam on top of the headwall. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 62 – head



Culvert 62 – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 63

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 66.1
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete pipe culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historical period, 1938

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This 1938 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

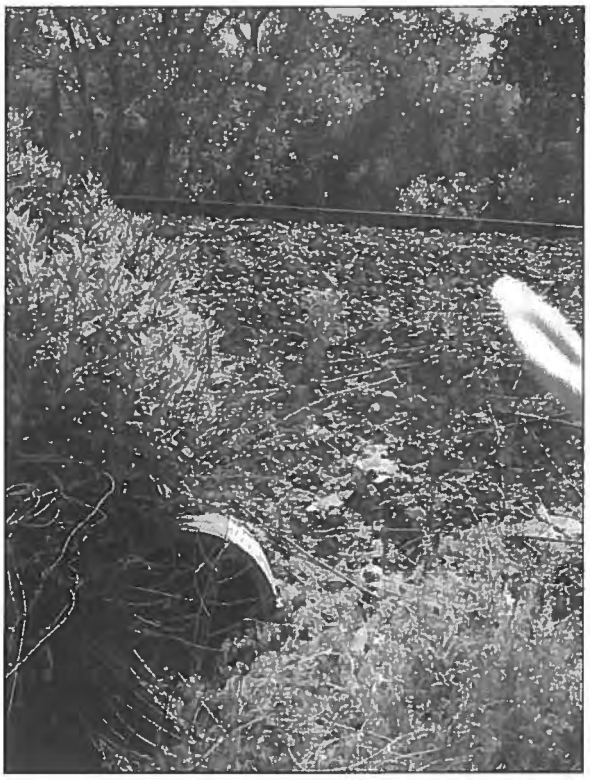
***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 66.11
UTM (NAD 83) coordinates of foot 456855mE / 3790596mN

Culvert 63 (BNSF Structure 66.1) is a concrete pipe culvert located at Milepost 66.11, approximately 410 feet west of Cajon Creek and 1 mile northwest of the old Keenbrook Station area. This culvert had an original length of 40 feet, and was subsequently extended at the head end by an additional 94 feet. The head end of this culvert could not be located, possibly because of the extension. The foot end of this culvert consists of a single concrete pipe lacking both headwall and wing walls. The drainage outlet has an interior diameter of 22 inches and a pipe thickness of 2 inches. The top of the pipe is located approximately 5 feet below the tracks, and is held in place only by dirt and gravel displaced from the railroad ballast. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 63 - foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 65

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 66.68
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Corrugated metal pipe culvert

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

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

***B8. Related Features:** (View, scale, etc.) Other pipe culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad
b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1972-present
Property Type: Culvert
Applicable Criteria:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This modern culvert has high integrity. Because this is a modern culvert, it is not a contributing element to CA-SBR-6793H.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 66.68
UTM (NAD 83) coordinates of foot 459403mE / 3788641mN
UTM (NAD 83) coordinates of head 459379mE / 3788639mN

Culvert 65 (no BNSF structure number) is a pipe culvert located at the old Keenbrook Station area at Milepost 66.68. This culvert originates in a "wet" area below three small cisterns referred to in this site record as "Cisterns A-C." It has a length of 80 feet, a diameter of 24 inches, and it runs from below the cisterns in the south across an access road and two railroad tracks to the north. It is unclear why the BNSF does not recognize this culvert as being associates with the railroad and/or being on of their structures.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 66

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 66.93
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1916

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This 1916 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 66.93
UTM (NAD 83) coordinates of foot 457857mE / 3789901mN
UTM (NAD 83) coordinates of head 457847mE / 3789889mN
Culvert 66 (BNSF Structure 66.93) is a box culvert located at Milepost 66.93, within the Keenbrook area. This culvert is composed of historical-period and modern elements. The head end of the culvert faces the southwest and crosses a secondary drainage that travels to the northeast into Cajon Creek. The opening of the culvert has a width of 5 feet and a height of $3^{3}/_{4}$ feet. The culvert has a length of 59 feet. At the head end, a modern guard rail composed of railroad ties stacked 5 courses high is situated directly above the headwall and extends past the culvert in both directions for more than 83 feet. At intervals along the guard rail there are metal braces that have a width of $14^{3}/_{4}$ inches. Two angled and beveled wings extend out more than 4 feet from the headwall. The wings are $16^{1}/_{2}$ inches thick and have a height of at least 3 feet. Vegetation and sediments deposited by erosion preclude the accurate measurement of all elements associated with the head end of this culvert. If there is an apron, it is obscured by debris. A metal pipe, with a diameter of 6 inches, extends out of the ground surface from the northwest. The pipe is situated above the northernmost wing and comes to an end directly above the first apron. The pipe may once have been connected to a building or nearby culvert. The concrete elements at the head end have form-board impressions with a width of 6 inches.

The foot end of this culvert includes a set of two aprons and a modern guard rail wall. Within the opening of the culvert, the bottoms of exposed I-beams, measuring approximately 12-by-4-inches and with associated mortar, are visible for the first 14 feet. The foot end has a headwall that has a height of 2 feet. Situated directly above the headwall, there is a modern guard rail composed of heavy lumber beams. The beams used for the construction of the guard rail fence have a width of 6 inches and a thickness of 4 inches. A lumber beam, with a length of 16 feet and a thickness of 7 inches, travels along the bottom of the guard rail. Two of the beams used to form the guard rail are connected to the large lumber beam. A 1-inch thick metal cable connects the two guard rail beams, extending from one beam into the culvert for several feet and then looping back to the second beam. Two angled wings that have a width of 1 foot and a length of $9^{3}/_{4}$ feet extend out from the headwall. The wings begin several inches below the top of the headwall and have two connected sections—one for each of the two aprons. The first apron is present at the base of the opening of the culvert and has a length of 5 feet and a width of 9 feet at its widest point. A unique characteristic of this apron as compared to other aprons from nearby box culverts, is that it has a slightly concave surface. A 4-foot wall, with the date 1916 is stamped into it, extends straight down from the edge of the apron. A second and final apron extends for over $6^{1}/_{2}$ feet from the bottom of the step and into Cajon Creek. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 66 (BNSF Structure 66.93) – head



Culvert 66 (BNSF Structure 66.93) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 67

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 67.5
B3. Original Use: Culvert

B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938

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

***B8. Related Features:** (View, scale, etc.) Other culverts in this area of the track

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Railroad transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The box culverts along this portion of the line were mostly rebuilt after the 1938 flood. This culvert maintains high architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 67.46
UTM (NAD 83) coordinates of foot 458531mE / 3789395mN
UTM (NAD 83) coordinates of head 458517mE / 3789389mN

Culvert 67 (BNSF Structure 67.5) is a standard box culvert located at Milepost 67.46, in a secondary drainage associated with Lowe Lytle Creek Ridge to the southwest. This culvert is also on the north side of Rudell Hill, a prominent landform in this area. With a length of 59 feet, this culvert is oriented in a general northeast/southwest direction across the tracks, and the head and foot ends are essentially the same except that the foot end lacks upper lumber beams to help hold the ballast. Both ends are stamped with the date "1938," and this culvert was constructed after the flood of 1938; it is essentially the same as the other box culverts in this stretch of the "line" that were constructed in either 1938 or 1939 after the flood. The box opening for this culvert has a width of 8 feet and an interior height of 8 feet. The headwall has a height of 18 inches above the upper opening, and it has a length of 10 feet. The angled wing walls begin 3 inches below the top of the headwall (a "reveal"), they have a width of 11 inches, and the corner bevels all have a width of 1-1/4 inches. Although obscured by sand and debris, the wing wall extend beyond the headwall for a distance of 11 feet, they have bottom aprons that extend this distance, and they have a thickness of 6 inches. All form-board impressions in the headwall and wing walls have a width of 5-3/4 inches. Directly in the center is the stamped date "1938" within a rectangular box (the box and date are parts of the date stamp). At both later ends of the headwall, at its underside and where it joins the wing walls, is a large bevel with a width of 5-3/4 inches. On top of the headwall are a series of large (modern) lumber beams to help hold in the ballast. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Directly on top of the headwall are two vertical beams that stand at a height of about 4 feet, and attached to these vertical supports are two horizontal beams with one having a height of 15-1/2 inches and the upper one having a height of 15 inches. The lower beam has a length of 8 feet, and the upper beam has a length of 10 feet. On the north side of these beams are a second set of higher-positioned beams, with one vertical beam (4 foot high by 15 inches by 6-1/2 inches) and three horizontal beams (with lengths of 9 feet and heights of 10 inches each). The interior of the culvert was made in two main sections, with each having a length of 22 feet. Between these two segments is a seam of asphalt or tar that probably serves as an expansion joint. As mentioned above, the foot end is the same except that it lacks the upper beams. This culvert has been subjected to HAER mitigation measures.



Culvert 67 – head



Culvert 67 – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Culvert 68

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 68.2
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Culvert **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This 1938 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 68.20
UTM (NAD 83) coordinates of foot 459403mE / 3788641mN
UTM (NAD 83) coordinates of head 459379mE / 3788639mN

Culvert 68 (BNSF Structure 68.2) is a box culvert located at Milepost 68.20, along the western edge of Cajon Creek and to the southeast of the Ruddell Hill area. It crosses a secondary drainage and extends to Cajon Creek and has a length of 52 feet. The head and foot ends of Culvert 68 are identical in design and measure, with the exception of heavy lumber beams to retain ballast at the head end. The headwall at both the head end and foot ends has a length of 12 feet and a height of 1½ feet. The date 1938 is stamped into the headwall at both the head and foot ends. Impressions on the exterior of the headwall and wings indicate 6-inch form boards were used during the construction of the culvert. The openings of the culvert have a height and width of 10 feet and are flanked on either side by angled and beveled wings. The wings are 1 foot thick, have a length of more than 12 feet, and a maximum height of more than 11 feet. Debris obscures the full extent of the wings. No aprons are evident but may have been completely obscured by the debris.

At the head end, there are two courses of heavy lumber beams that have a length of 15 feet to retain ballast. Beginning at the southern end of the headwall, the lumber beams parallel the path of the railroad tracks at the top of the slope.

This culvert will be subjected to Historic American Engineering Record mitigation measures. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 68 (BNSF Structure 68.2) – head



Culvert 68 (BNSF Structure 68.2) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #:CA-SBR-6793H: Culvert 69

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 68.3
B3. Original Use: Culvert
B4. Present Use: Culvert

***B5. Architectural Style:** Reinforced concrete box culvert

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1938

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

***B8. Related Features:** (View, scale, etc.) Other box culverts along route

B9a. Architect: Atchison, Topeka & Santa Fe
b. Builder: Atchison, Topeka & Santa Fe

***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1910-1938
Property Type: Culvert
Applicable Criteria: A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This 1938 culvert has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP20 Canal / Aqueduct

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 68.36
UTM (NAD 83) coordinates of foot 459546mE / 3788427mN
UTM (NAD 83) coordinates of head 459522mE / 3788427mN

Culvert 69 (BNSF Structure 68.3) is a box culvert located at Milepost 68.36, southeast of the Ruddell Hill area. Traveling a distance of 56 feet, the culvert allows water from a primary drainage to reach the Cajon Creek without damaging the railroad tracks. The opening for the culvert has a height and width of 10 feet. Similar to the design of nearby box culverts, such as Culvert 68 (BNSF Structure 68.2), a 21-inch concrete retaining wall with 1938 stamped into it extends from either side of the opening. Two angled and beveled wings, with a width of 1 foot, meet the retaining wall 3 inches from its top. The wings extend out from the wall a distance of 9 feet and then are obscured by sediments and vegetation. Both the head and foot ends of the culvert exhibit identical design elements. Form boards with a with of $5^{1}/_{2}$-inches were used to construct the culvert. A unique characteristic of this culvert are expansion joints covered in tar measuring $^{3}/_{4}$ of an inch along the edges of the form-board impressions. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Culvert 69 (BNSF Structure 68.3) – head



Culvert 69 (BNSF Structure 68.3) – foot

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Tunnel 1

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 58.86X
B3. Original Use: Tunnel
B4. Present Use: Tunnel

***B5. Architectural Style:** Concrete arch tunnel

***B6. Construction History:** (Construction date, alterations, and date of alterations) 1913

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

***B8. Related Features:** (View, scale, etc.) BNSF Structure 59.18X

B9a. Architect: Atchison, Topeka & Santa FeRailroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Tunnel **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This 1913 tunnel has high integrity.

B11. Additional Resource Attributes: (List attributes and codes) AH16 Other (Railroad Tunnel)

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 58.86X
UTM (NAD 83) coordinates 457075mE / 3799229mN
457075mE / 3799219mN

Tunnel 1 (BNSF Structure 58.86X) is located at Milepost 58.9X, to the east of Tunnel 2 (BNSF Structure 59.18X). It has reinforced-concrete headwalls with lateral buttresses at both ends. A date of 1913 is inscribed in large letters in the upper-central area of the western headwall. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Two of the most impressive structures along the line are the tunnels located in the north-central area between the old Summit Station to the east and Alray to the west. This area has been subjected to considerable geological activities and has many steep hills and ravines. Instead of cutting down the tops of the hills to maintain the grade as was done to the east and west, tunnels were built through two of the largest hills in this area. These hills are comprised mostly of uplifted sand and rock layers and, therefore, excavating through these two hills by the railroad crews was relatively "easy" compared to excavating through solid rock. Both of the tunnels were constructed in the same general fashion as the nearby arch culverts, and these structures appear to have been built in 1913; construction of a second track to the north of the original line, between Cajon and Summit Stations, began in 1912.

Tunnel 1 (BNSF Structure 58.86X) is located at Milepost 58.9X, to the east of Tunnel 2 (BNSF Structure 59.18X). It has reinforced-concrete headwalls with lateral buttresses at both ends. A date of 1913 is inscribed in large letters in the upper-central area of the western headwall. Because of safety considerations, including the frequency of fast-moving trains moving through the tunnel, SRI archaeologists were denied access to inspect the interior of the tunnel. Based on GPS map plots, Tunnel 1 has a total length of approximately 548 feet. The headwalls have a total height of 31 feet 2 inches, a width of 30 feet, and the tops of the arches begin $6^1/_2$ feet below the top of the headwall. The lateral buttresses taper toward the top, and the bottom width of each buttress measures $4^1/_2$ feet. These buttresses project outward from the headwall for a distance of 3 feet. Most of the form-board impressions on the headwalls, buttresses, and lower walls of the tunnel have a width of 12 inches (true). As with the arch culverts in this area, the upper arch radius was made with form boards having a width of 3 inches.

Dry-laid block retaining constructed from large (modern) blocks are in front of the eastern end of this tunnel. These block walls help retain soil from the hillsides from spilling onto the rails in front of the tunnel headwall. Each of these large blocks measure $4^1/_2$ by $2^1/_2$ by $2^1/_2$ feet, and they have interlocking "mortise and tenon-type" joints that have a cross-pattern configuration. Placed in linear alignments on both sides of the track and placed against the lateral buttresses, each wall is three-courses high, they have lengths of 85 feet; the north wall is comprised of two side-by-side block alignments.

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Tunnel 1 (BNSF Structure 58.86X)



Tunnel 1 (BNSF Structure 58.86X)

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: Tunnel 2

B1.Historic Name: Cajon rail alignment
B2. Common Name: BNSF Structure 59.18X
B3. Original Use: Tunnel

B4. Present Use: Tunnel

***B5. Architectural Style:** Concrete arch tunnel

***B6. Construction History:** (Construction date, alterations, and date of alterations) Original constructed in 1913; extension added in 1923

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

***B8. Related Features:** (View, scale, etc.) BNSF Structure 58.86X

B9a. Architect: Atchison, Topeka & Santa FeRailroad

b. Builder: Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Ttransportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Tunnel **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Although this tunnel has been subjected to several construction episodes, this work was completed during the defined periods of significance and the tunnel therefore maintains historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) AH16 Other (Railroad Tunnel)

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
Milepost 59.18X
UTM (NAD 83) coordinates of original 1913 tunnel 456454mE / 3799081mN
UTM (NAD 83) coordinates of 1923 extension to tunnel 456596mE / 3799133mN

Tunnel 2 (BNSF Structure 59.18) is located at Milepost 59.18X, west of Tunnel 1 (BNSF Structure 58.86X). It has reinforced-concrete headwalls with lateral buttresses at both ends. A date of 1913 is inscribed in large letters in the upper-central area of the western headwall. See Continuation Sheet.

***B14. Evaluator:** John Goodman and Holly Warner, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)

Two of the most impressive structures along the line are the tunnels located in the north-central area between the old Summit Station to the east and Alray to the west. This area has been subjected to considerable geological activities and has many steep hills and ravines. Instead of cutting down the tops of the hills to maintain the grade as was done to the east and west, tunnels were built through two of the largest hills in this area. These hills are comprised mostly of uplifted sand and rock layers and, therefore, excavating through these two hills by the railroad crews was relatively "easy" compared to excavating through solid rock. Both of the tunnels were constructed in the same general fashion as the nearby arch culverts, and these structures appear to have been built in 1913; construction of a second track to the north of the original line, between Cajon and Summit Stations, began in 1912.

Tunnel 2 (BNSF Structure 59.18) is located at Milepost 59.18X, west of Tunnel 1 (BNSF Structure 58.86X). It has reinforced-concrete headwalls with lateral buttresses at both ends. A date of 1913 is inscribed in large letters in the upper-central area of the western headwall. The eastern end of the tunnel was extended after heavy rains in 1922 when many of the roadbed terraces collapsed. A date of 1923 is inscribed in the northeastern buttress. Because of safety considerations, including the frequency of fast-moving trains moving through the tunnel, SRI archaeologists were denied access to inspect the interior of the tunnel. Based on GPS map plots, this tunnel has a total length of approximately 470 feet.

SRI archaeologists also were unable to measure the height of this tunnel because of safety considerations, but as with Tunnel 1, it probably has a height of approximately 30 feet on both ends. The western end of this tunnel has the same general measurements as the headwalls and buttresses of Tunnel 1. At the western end of Tunnel 2, the headwall has a total height of approximately 30 feet, a width of 30 feet, and the top of the arch begins $6^1/_2$ feet below the top of the headwall. The lateral buttresses taper toward the top. They project outward from the headwall for a distance of 3 feet at the base, measure $4^1/_2$ feet across their front walls, and on the outside exterior they extend for distance of 8 feet. Most of the form-board impressions on the headwall, buttress, and lower walls have widths of either $11^1/_2$ inches or $11^1/_4$ inches, and many have lengths of 8 feet. Longer walls such as the exposed exterior of the tunnel have form-board impressions with a width of $11^1/_4$ feet and a length of 16 feet. As with the arch culverts in this area, the upper arch radius was made with form boards having a width of 3 inches. As mentioned above, an extension was added to the eastern end of this tunnel; most of this extension is visible and it is not obscured by soil. The buttresses secured to the eastern headwall taper toward the top. On the inside base they extend from the headwall for distance of $3^1/_2$ feet, measure $3^1/_2$ feet across their front walls, and on the outside exterior they extend for a distance of $7^1/_2$ feet. The date 1923 is stamped in the central area of the northern buttress. All of the form-board impressions on the headwall, the two buttresses, and the exterior of the tunnel have a width of 6 inches (true).

Dry-laid block retaining walls constructed from large (modern) blocks are in front of the western end of this tunnel. These block walls help retain soil from the hillsides from spilling onto the rails in front of the tunnel headwall. Each of these large blocks measure $4^1/_2$ by $2^1/_2$ by $2^1/_2$ feet, and they have interlocking "mortise and tenon-type" joints that have a cross-pattern configuration. Placed in linear alignments on both sides of the track and against the buttresses, each wall is three-courses high, and they extend beyond the buttresses for a distance of approximately 40 feet.



Tunnel 2 (BNSF Structure 59.18) – west



Tunnel 2 (BNSF Structure 59.18) – east

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-1 (Asphalt Layers)

B1.Historic Name: Cajon rail alignment
B2. Common Name:
B3. Original Use: Maintenance of slope erosion B4. Present Use: None
***B5. Architectural Style:** "Asphalt pavement"

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

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way and historical refuse scatter

B9a. Architect: Atchison, Topeka & Santa Fe Railroad **b. Builder:** Atchison, Topeka & Santa Fe Railroad

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) These asphalt lenses were used to stabilize the slope on the south side of the railroad in "Big Cut". The feature is in fair condition.

11. Additional Resource Attributes: (List attributes and codes) AH16 Other (Asphalt layers possibly representing remains of retaining structures)

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

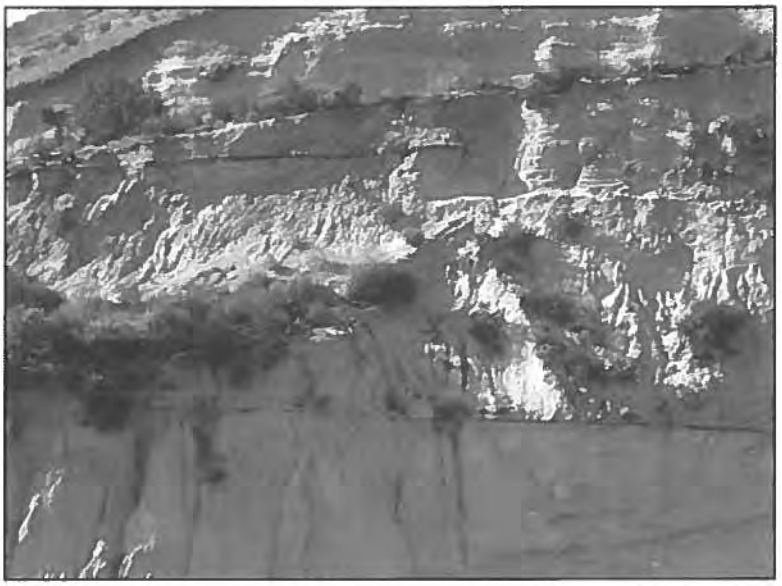
Duke, Donald. 1995. *Santa Fe: The Railroad Gateway to the American West.* Golden West Books, San Marino, California.

Hockaday, John, and Sandy Hockaday. 2007. *Trails and Tales of the Cajon Pass: From Indian Footpath to Modern Highway.* Buckthorn, Etiwanda, California.

B13. Remarks: Near the summit of Cajon Pass, the railroad bisects several north-south trending finger ridges and to build a railroad grade with a gentle slope the railroad bed was constructed between the cut banks of each excavated finger ridge. At the location called "Big Cut," SRI observed two long asphalt layers/lenses spanning the entire length of the visible profile of the southern cut bank of a finger ridge. The lowest layer rests roughly 50 ft above the railroad grade and measures 860 ft in length. The second layer is located approximately 18 ft above this and measures 605 ft in length before terminating at the east and west edge of the finger ridge. At the east end of the cut bank, a shorter pavement intersects with uppermost layer. One asphalt layer was also noted in the north wall. These pavements may represent the remains of terraces and associated retaining structures built during construction of the original 'Big Cut,' which was excavated in 1885. A photograph from the Fred T. Perris family collection clearly shows three stepped terraces cut in the southern cut bank above the railroad grade (Hockaday and Hockaday 2007:191). These terraces were covered by wooden 'avalanche' sheds that ran the length of each terrace. Photographs in (Hockaday and Hockaday 2007:191) and Duke (1995) indicate wooden form boards were placed on the horizontal surface of each terrace and vertical timbers were placed against the vertical cut and along the outer edge of each terrace; this wooden frame was then covered with a roof. The covered terraces were constructed to minimize slope erosion and divert rainwater runoff to the far end of the cut; slope failure in this area could cover the railroad within Big Cut in debris and shut down operations until the debris could be cleared. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



M-1 (Asphalt Layers)

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-2 (Historical artifact scatter)

B1.Historic Name:
B2. Common Name:
B3. Original Use: Refuse dump
B4. Present Use: None
***B5. Architectural Style:**

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

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way and asphalt lenses

B9a. Architect: none **b. Builder:** none

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This refuse deposit lacks integrity from having been impacted by road grading.

B11. Additional Resource Attributes: (List attributes and codes) AH4 Dump / Trash scatter

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks: This low-density historical refuse scatter has been disturbed by road grading and off-road vehicle use and therefore is artificially dispersed over a 150-ft E/W area on the crest of the a ridge at 'Big Cut,' north of the BNSF alignment. The site measures approximately 65-ft N/S and is comprised of: a rim shard of a porcelain crock, six sun-colored amethyst (SCA) glass, a Doghead railroad spike, a piece of aqua glass, a small SCA window pane fragment, rusted metal bolts, wire nails, thin strap metal, abundant slag, and one suspender buckle. Due to its proximity to the railroad and presence of railroad related artifacts, it appears the site is associated with construction, maintenance, or operation of the railroad. This site is located directly across from the asphalt lenses observed in the southern cut bank of "Big Cut." The presence of the SCA glass (ca. 1880 to 1920) suggests that the site dates to the same period as the construction of the stepped terracing at Big Cut. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Historical artifact scatter

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-3 (Reservoir)

B1.Historic Name:
B2. Common Name:
B3. Original Use: Reservoir

B4. Present Use: none

***B5. Architectural Style:** Concrete reservoir

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

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** Reservoir **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This reservoir maintains relatively high historical architectural integrity.

B11. Additional Resource Attributes: (List attributes and codes) HP22 (Reservoir/holding tank)

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
UTM (NAD 83) coordinates 455224mE / 3796928mN

M-3 is a rectangular concrete reservoir located about 100 feet east of the BNSF ML1 alignment and approximately 150 feet west of SR 138. This structure measures 21 feet 6 inches (E/W) by 16 feet 5 inches (N/S) and the walls stand at a height of 4 feet 4 inches above the concrete floor. The walls were formed with boards having a width of 12 (true) inches, and rocks and concrete ("rubble") was poured between the form boards. Refuse scattered around the reservoir includes some modern glass fragments and cans which once held juice, meat, liquor, and evaporated milk. This site is located at the approximately BNSF milepost 61.64x. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Reservoir

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-4 (Building foundation)

B1.Historic Name:
B2. Common Name:
B3. Original Use: Possible powder house B4. Present Use: Building foundation
***B5. Architectural Style:** simple building walls of concrete rubble

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

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

***B8. Related Features:** (View, scale, etc.)

B9a. Architect: unknown **b. Builder:** unknown

***B10. Significance: Theme:** undetermined **Area:** Cajon Pass
Period of Significance: 1910-1938 **Property Type:** **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The foundation is in fair condition.

B11. Additional Resource Attributes: (List attributes and codes) AH2 Foundations / Structure pads

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks: This approximately 6 x 10 ft concrete building foundation is located about 0.25 mile north of a kiln (M-6). The foundation is currently being used by a squatter and as a result it was difficult to measure and document details of the artifact assemblage. Based on observations; however, the structure consists of a poured rubble concrete foundation with form-board impressions, and there is a 2-ft wide door opening in its east-facing wall. Remnants from at least one lumber rafter remain atop the concrete foundation; the roof is no longer extant. A few metal food cans, broken glass storage jars, and a broken ceramic crock pot lid rest in front of the doorway. This building may represent the remains of an early 20th century powder house associated with a railroad worker's camp. See continuation sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H.)



Building Foundation

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793: M-5 (Well)

B1.Historic Name: Cajon rail alignment/Keenbrook Station
B2. Common Name:
B3. Original Use: Well
B4. Present Use: none
***B5. Architectural Style:** concrete

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

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

***B8. Related Features:** (View, scale, etc.) M-5 is located 200ft north of this feature

B9a. Architect: unknown
b. Builder: unknown

***B10. Significance: Theme:** Railroad transportation
Area: Cajon Pass
Period of Significance:
Property Type: Well **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The well is in fair condition.

B11. Additional Resource Attributes: (List attributes and codes) AH5 Well

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks: The well is 2.5-ft in diameter and still retains water. The well is cylindrical in shape, lined, and the appears to have been constructed of coarsely granulated concrete. The depth of the well could not be ascertained. The well may be associated with the possible powder house (M-4) located nearby. The date of the well was not determined, although it probably dates to the historical period and may be associated with the construction of Keenbrook Station or portions of the railroad. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H.)



Concrete-lined well

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-6 (Limekiln)

B1.Historic Name:
B2. Common Name:
B3. Original Use: limekiln

B4. Present Use: none

***B5. Architectural Style:** Mortared stone

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

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance: Theme:** mining **Area:** Cajon Pass
Period of Significance: 1881-1910 **Property Type:** Kiln **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This structure is quite old, and it maintains high integrity.

B11. Additional Resource Attributes: (List attributes and codes) AH16 Other (kiln)

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks: UTM (NAD 83) coordinates 457302mE / 3790096mN

This structure is a mortared-stone limekiln set above the base of a hillside northwest of old Keenbrook Station. Located at 136 feet southwest of the BNSF track centerline, the kiln stands at about 16 feet above the river terrace. Before the kiln was constructed it appears that this area of the hillside was terraced flat to serve as a platform for the kiln. A dry-laid stone wall with a length of 32 feet and a height of about 3 feet was built as a terrace retaining wall; this wall is five courses high. A second dry-laid retaining wall with a length of about 18 feet and a height of 3-1/2 feet was constructed off of the western front wall of the kiln. The mortared-stone kiln is rectangular in shape with an upper round smokestack. The main structure measures 15 by 14 feet, and it stands at a height of 12-1/2 feet. The smokestack has an outside diameter of 10-1/2 feet , an interior diameter of 5 feet 8 inches, and it stands at a height of 3 feet. The total height of the kiln is approximately 15-1/2 feet, not including the retaining wall, and it is generally 18 courses high. The central arched opening of the kiln has a height of 3 feet 4 inches, its width is the same measurement, and it extends inside of the kiln for a distance of 4 feet where there is a very small smoke hole. An apron of burned and unburned limestone fragments, charcoal, and ash extends from the kiln opening for a distance of approximately 12 feet, extending into the BNSF 3MT APE. Although the age of the limekiln is unknown, it may have been used in the construction of the bridges, culverts, or other concrete structures along the railroad line. On the other hand, it may have been constructed by miners to heat lime for other business reasons.

See continuation sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H)



Kiln and foundation

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-7 (Cisterns)

B1. Historic Name: "Cisterns for old Keenbrook Station"
B2. Common Name:
B3. Original Use: Water collection and storage system
B4. Present Use: none
***B5. Architectural Style:** Formed-and-poured concrete

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

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: unknown
b. Builder: unknown

***B10. Significance: Theme:** Railroad transportation
Area: Cajon Pass
Period of Significance: 1881-1910
Property Type: Cistern **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The three concrete cisterns (M-7) near Keenbrook exhibit characteristics of early twentieth century construction techniques and are likely associated with the operation and maintenance of Keenbrook Station.

B11. Additional Resource Attributes: (List attributes and codes) AH5 Cistern

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California*. Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks:
UTM (NAD 83) coordinates 457537mE / 3790046mN

Three roughly square concrete structures were identified on a steep, wooded hillside near Keenbrook; these structures appear to be the remains of a water collection and storage system and may have served as cisterns (herein referred to as Cisterns A, B and C). Cisterns A and B are roughly 10 ft apart and are located at roughly the same level on the hill slope; cistern C is located at a slightly higher elevation roughly 15 ft from these structures. Cistern A was constructed of flat 3.5-in high cinderblocks and measures 4 ft 11 in wide by 6 ft 8 in long. The base of cistern A consists of poured concrete and bears 1-ft wide form-board impressions; two short pipes protrude from cistern A. Cisterns B and C were also constructed of cinder blocks and poured concrete, and bear the same form-board impressions as those observed in cistern A. Cisterns B and C are smaller than cistern A and have walls of variable thickness. A 4 ft long metal pipe protrudes from the east side of cistern B, to which has been affixed a 2 in diameter modern pvc pipe, which runs down hill toward a modern home. See continuation sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H.)



Cisterns

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-8 (Concrete structural rubble)

B1.Historic Name:
B2. Common Name:
B3. Original Use: unknown: concrete footing and pylons B4. Present Use: none
***B5. Architectural Style:** reinforced concrete

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

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe Railroad right-of-way

B9a. Architect: unknown **b. Builder:** unknown

***B10. Significance: Theme:** Transportation **Area:** Cajon Pass
Period of Significance: **Property Type:** **Applicable Criteria:**
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The concrete pieces lack association and integrity

B11. Additional Resource Attributes: (List attributes and codes) AH2 Foundations

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13.Remarks: Several discarded concrete pieces on the west bank of Cajon Creek near Keenbrook. The largest piece of rectangular concrete has a thickness of 2 feet, a height of 3-1/2 feet, and a length of 5 feet. Nearby are two small concrete pads with projecting anchor bolts for securing some type of machinery; these have a length of 3 feet, a height of 2 feet, a width of 2 feet, and they are spaced at a distance of 20 feet. All of these pieces appear to have been dumped in this area. See Continuation Sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H.)



Concrete footings/rubble

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

Primary #: P-36-006793
HRI #:

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code
Resource Name or #: CA-SBR-6793H: M-9 (Erosion fence)

B1. Historic Name:
B2. Common Name:
B3. Original Use: Flood barrier fencing
B4. Present Use: same
***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alterations, and date of alterations) ca. 1940s

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

***B8. Related Features:** (View, scale, etc.) Burlington Northern & Santa Fe right-of-way

B9a. Architect: unknown
b. Builder: possibly the US Army?
***B10. Significance: Theme:** Transportation
Area: Cajon Pass
Period of Significance: 1938-1971
Property Type: Fence **Applicable Criteria:** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) These fences maintain high integrity.

B11. Additional Resource Attributes: (List attributes and codes) AH11 Fences

***B12. References:** Douglas, Diane L., Donn R. Grenda, and Richard Ciolek-Torrello. 2008. *From Trails to Rails: Traversing Cajon Pass: Cultural Resources Investigations for the BNSF Railway Co. Subdivision Third Main Track Keenbrook to Summit Project Cajon Pass, San Bernardino County, California.* Manuscript on file, San Bernardino County Museum, San Bernardino, CA.

B13. Remarks: Eight sections of flood/erosion control fencing were identified in Cajon Creek between Keenbrook and Cajon Station. The fences consist of ranked (2-3) assemblages of steel supports along the bank of high-energy meanders in the Cajon Creek stream bed. Each individual support is constructed from three ~8-10 ft lengths of angle iron, bolted at their mid points to produce symmetrical "asterisks" with broad tripod footing and upper reaches. These assemblages are anchored to the channel banks/railroad berms, and to one another, at their mid points with one-inch-diameter steel cables, and threaded together in numerous places along their arms and legs with steel wire. See continuation sheet.

***B14. Evaluator:** John Goodman, Statistical Research, Inc., P. O. Box 390, Redlands, California 92373-0123
***Date of Evaluation:** June 2007

(This space reserved for official comments.)	(See Location and Sketch Maps, Site Record CA-SBR-6793H.)



Erosion Fence

Site CA-SBR-6793H has been identified as the historic Atchinson, Topeka and Santa Fe (now Burlington Northern Santa Fe) Railroad. A segment of the railroad was surveyed during a 2003 cultural resources study in the area (Tang et al. 2003). The rail line continues in heavy use today, and repairs and upgrading of the tracks are evident (*ibid.*:28). A telegraph line with approximately 50 wooden poles was noted during the survey within the railroad right-of-way, running parallel to the existing tracks. At the top of each pole, a total of 32 green glass insulators were observed. A concrete culvert dating to 1924 was also recorded along the railroad, southeast of I-15 and northeast of National Old Trails Highway. The feature is ca. 10 feet in width, with two openings measuring 3.5x3 feet. Three minor bridges, two constructed of wood and one of steel, were also recorded at milepost 35.7. The construction dates of these bridges are currently unknown, but all three are of standard construction, and none demonstrates any distinctive characteristics.

Historical sources indicate that the railroad, which ran from San Bernardino to what is now Barstow, at this location was originally completed in 1885 by the California Southern Extension Railroad Company, a Santa Fe subsidiary (Bryant 1974:98-101; Serpico 1988:21-22). The completion of the AT&SF, the second transcontinental railroad to reach California, signaled the demise of the transportation monopoly that the Southern Pacific Railway had enjoyed in the state, and was a direct factor in the great land boom of the 1880s, to which the roots of numerous southern California's cities and towns can be traced. Because of its far-reaching influence, the completion of AT&SF is considered an important event in the annals of 19th century California.

The AT&SF Railroad was determined eligible for listing in the National Register of Historic Places in 1998. However, the segment of the existing railroad line that was surveyed in 2003 retains few physical characteristics of the historic rail line—other than the location itself—to relate to the site's period of significance, namely the late 19th century (Tang et al. 2003:67). Therefore, the existing features associated with the rail line are not considered contributive elements to the historical resource (*ibid.*).

References:

Bryant, Keith L., Jr.
1974 *History of the Atchinson, Topeka and Santa Fe Railway*. University of Nebraska Press, Lincoln and London, Nebraska.

Tang, Bai, Michael Hogan, Mariam Dahdul, Jennifer Mermilliod, and Daniel Ballester
2003 Historical/Archaeological Resources Survey Report: Southern California Logistics Airport Specific Plan Amendment & Rail Service Project, in the City of Victorville, San Bernardino County, California. Report on file, Archaeological Information Center, San Bernardino County Museum, Redlands, California.

Serpico, Philip C.
1988 Santa Fe Route to the Pacific. Omni Publications, Palmdale, California.

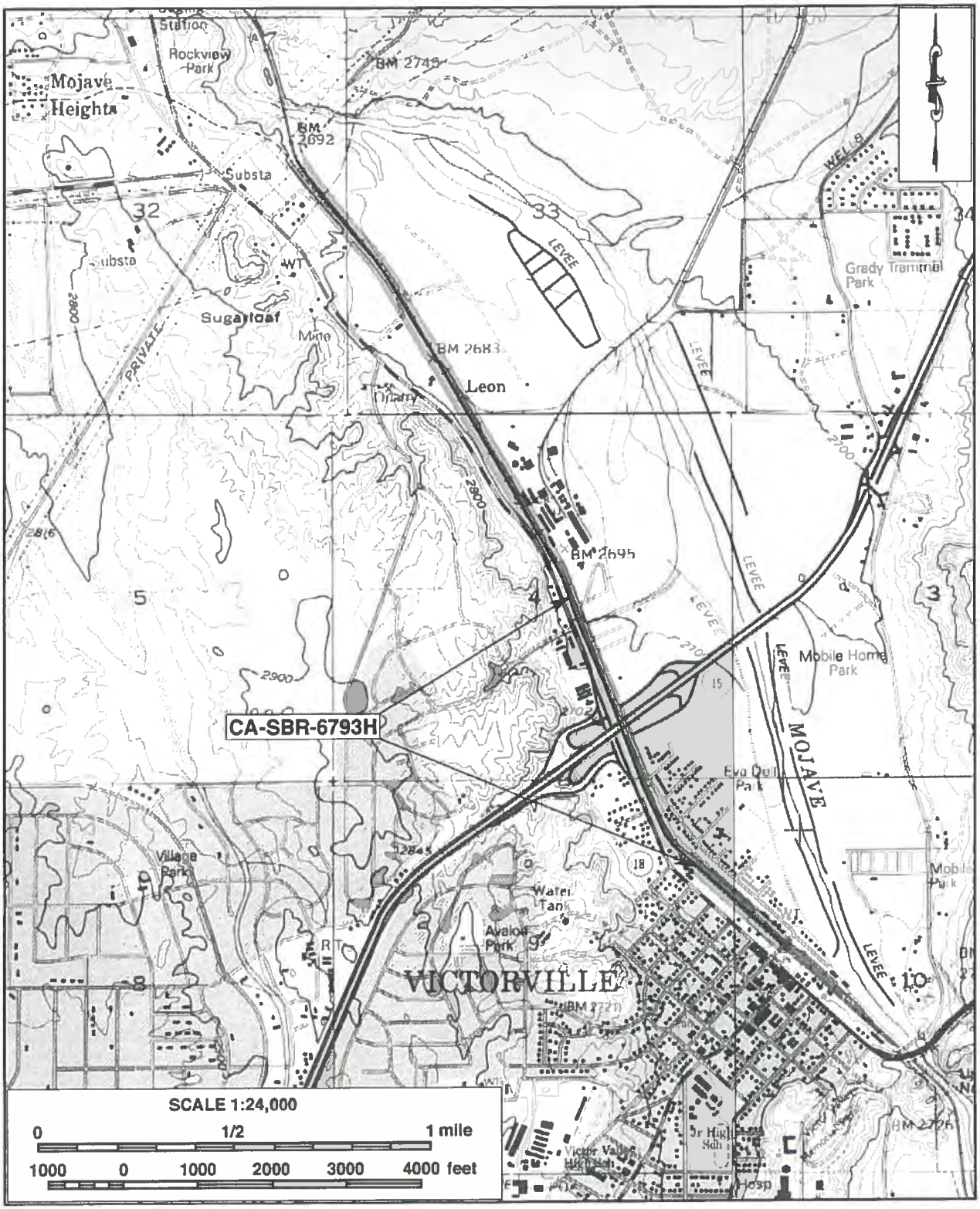
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P36-006793
HRI #
Trinomial CA-SBR-6793H

Page 2 of 2

*Resource Name or # (Assigned by recorder)

*Map Name: Victorville *Scale: 1:24,000 *Date of Map: 1993



DPR 523J (1/95)

*Required information

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

1062796

PERMANENT TRINOMIAL: CA-SBR-6793-H

TEMPORARY SITE NO.: _____

AGENCY DESIGNATION: _____

1993

~~1992~~

USGS Cajon 7.5'

(Current Conditions Addendum)

CA-SBR-6793H: CA-SBR-6793H, a railroad alignment, was recorded by Lerch in 1990 and again by McKenna in 1992. Although the line was active in the vicinity of Mojave Narrows (Apple Valley; McKenna 1992), Lerch reported that the portion near (and west of) Interstate 15 was abandoned by 1970. Lerch also reported that the abandoned berm was used by local ranchers for access to areas along Cajon Creek. This is the Atchison, Topeka & Santa Fe line.

In 1991, Hampson et al. reported that " ... No surface manifestations of this railroad bed were observed within the proposed pipeline corridor. This section of track is currently active" (1991:30).

McKenna et al. notes the discrepancies in the Hampson et al. description, as an area with no surface manifestations should not be referred to as active. McKenna et al. relocated the alignment within the project area and found that there were many early components of this site well within the project area and easily identifiable.

In the case of CA-SBR-6793H, the condition of the remains is dictated by the location of study along the extensive alignment of the tracks. Within the current project area, the railroad alignment is within U.S.F.S. lands. Therefore, the corridor for investigation was 500 feet wide and included any and all remains which might be associated with the rail line. Lerch's studies involved alignments to the west of Interstate 15 and, therefore, reflected differing remains and physical conditions. Hampson et al.'s description suggested the survey crew did not investigate the remains to the east of the Interstate.

In 1992, McKenna et al. re-recorded this portion of CA-SBR-6793H. At this time, McKenna et al. identified the bridge crossing (at the project A.P.E.) as a 1931 bridge - embossed underneath - with signs of maintenance dating to 1961. This bridge and the associated tracks have not been abandoned, as a train crossed the bridge during examination.

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

PERMANENT TRINOMIAL: CA-SBR-6793-H

TEMPORARY SITE NO.: _____

AGENCY DESIGNATION: _____

(Current Conditions Addendum)

McKenna et al. also investigated the surface of the tracks and found that many lengths of track exhibited various dates of manufacturing, suggesting numerous episodes of maintenance or restoration. In following the tracks away from the Interstate, McKenna et al. identified an associated tunnel dating as early as a 1913 (embossed), indicating the presence of a rail line in the area at least by 1913 (not 1931, as indicated by the initial bridge). Another tunnel was found to provide run-off drainage beneath the tracks. Here, a portion of the tunnel was embossed 1943, while other portions of the tunnel exhibited earlier construction characteristics.

McKenna et al. also noted recent maintenance of the tracks near each tunnel, indicating the winter rains took a toll on the rail line and current restoration of the line was evident.

To the northwest of the existing historic bridge, McKenna et al. recorded the presence of track paralleling the modern alignment. This early section of track (as siding) represents a portion of the historic Allray Siding (pre-1900) identified by Walker (1990:84); which currently consists of a short portion of track from the area along Interstate 15 to just northwest of the 1931 bridge crossing (Photographs 1 and 2). Examination of this stretch of track, which ended before the tunnel under Interstate 15, yielded manufacturing dates of 1903, 1913, 1915, and 1917. The latest date identified here was 1956 on an unattached fragment of metal.

In analyzing the various pieces of information for this site, McKenna et al. determined that the early tracks were remnants of the historic ca. 1885+ siding through the Cajon Pass. Over the years this portion of track was repeatedly damaged or destroyed and numerous episodes of rebuilding were completed.

In ca. 1931 there was a major renovation of the tracks and the construction of the bridge (which is in direct alignment with the proposed pipeline route; Photograph 3). This bridge replaced an earlier bridge (located slightly to the north) and required the restoration of a portion of the drainage tunnel at the same time. Additional maintenance to the tunnel was completed in 1943.

The 1913 tunnel entrance was replaced/renovated and evidence of the earlier tunnel covered or removed. The tracks, in fact, came through this area almost thirty years earlier and the improvements in technology permitted the upgrading of the facilities over the years.

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

PERMANENT TRINOMIAL: CA-SBR-6793-H

TEMPORARY SITE NO.: _____

AGENCY DESIGNATION: _____

(Current Conditions Addendum)

More recently, the tracks along this stretch of the railroad have been upgraded and the track is still quite active. The historic siding is in situ, but off to the side. These tracks are the last remnants of the historic alignment and, therefore, are considered eligible for the National Register of Historic Places Criterion (a), representing the development of railways across the Mojave Desert and connecting the California coast with the continental U.S. with a land route (replacing sea routes).

Due to the eligibility of these early remains, McKenna et al. recommends that the early tracks and other early rail road remnants be avoided and all activities associated with the placement of the proposed pipeline be kept away from these components of CA-SBR-6793. Likewise, the 1931 bridge crossing and pre-1943 drainage tunnel are contributing elements. The placement of the pipeline should not interfere with the integrity of these features and the esthetics/visual integrity of the bridge should not be compromised.

In consultation with the U.S.F.S. personnel, McKenna et al. has been informed that the route of the proposed pipeline and the activities associated with the construction of the pipeline will be restricted to the narrow corridor running through the underpass at this railroad crossing. In keeping within the planned avoidance of impacts, no mitigation program will be necessary. The U.S.F.S. archaeologist as accepted responsibility for the monitoring of this area to insure avoidance of the resource and protection from any adverse impacts.

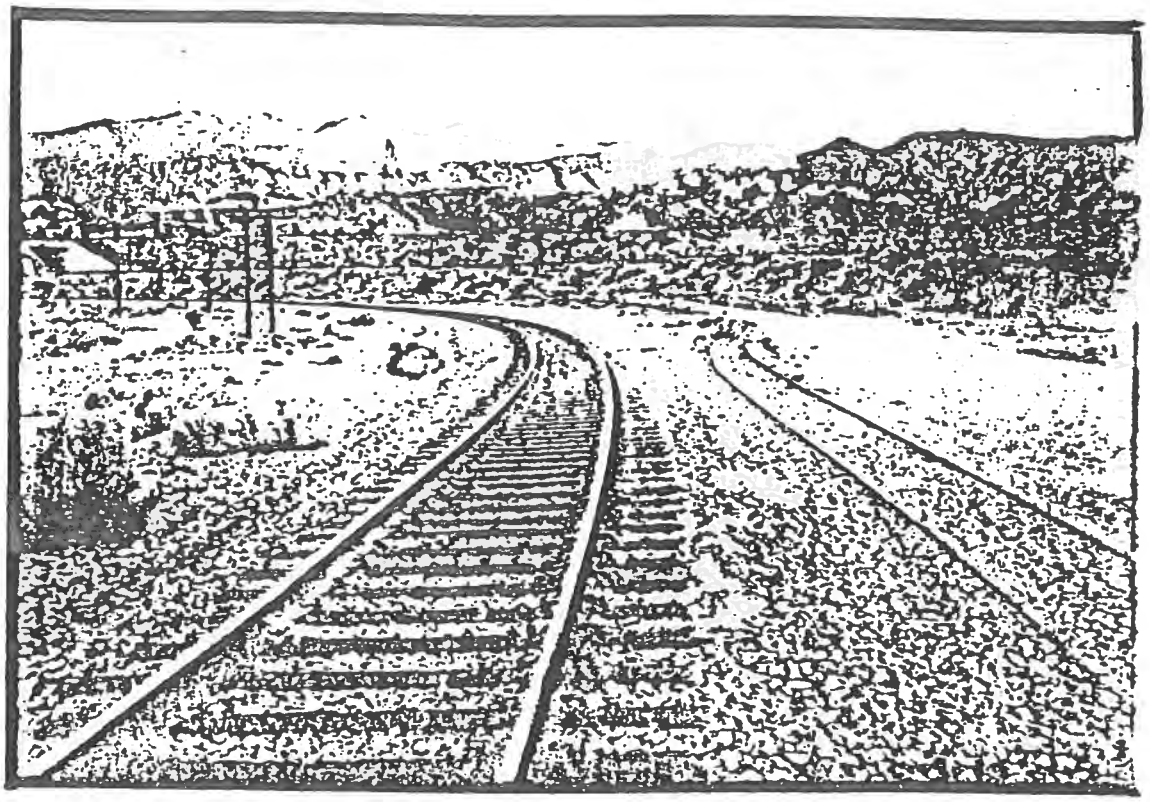
ARCHAEOLOGICAL SITE SURVEY RECORD
(McKenna et al., Whittier, CA)

PERMANENT TRINOMIAL: CA-SBR-6793-H

TEMPORARY SITE NO.: _____

AGENCY DESIGNATION: _____

(Current Conditions Addendum)



Photograph 1. Modern Rails Associated with CA-SBR-6793H (facing west to Interstate 15).

P36-006793

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

ARCHEOLOGICAL SITE RECORD

Permanent Trinomial: CA-SBR-6793H Supplement ☐

Other Designations: Field No. M-6

Page 1 of 3 .

1. County: San Bernardino

2. USGS Quad: Victorville (7.5') XXXXXXXXX (15') _____ Photorevised 1981

3. UTM Coordinates: Zone 1 1 | | | | | | m Easting VARIES | | | | | | | m Northing VARIES

4. Township 5N+ Range 4W+ ; ____ ¼ of ____ ¼ of ____ ¼ of ____ ¼ of Section 10+ Base Mer. SBBM

5. Map Coordinates: VARIES mmS _____ mmE (from NW corner of map) 6. Elevation 2730'

7. Location: with repect to curren project area, site runs through eastern half of Section 15 and into the south central portion fo Section 10, weaving through the Mojave Narrows pass.

8. Prehistoric ____ Historic XXX Protohistoric ____ 9. Site Description Historic and current route of the A.T. & S.F. Railroad (ca. 1885-present)

10. Area 10m+ m( )x (miles) m( ) N.A.

Method of Determination: field observation and maps

11. Depth: N.A. cm Method of Determination: N.A.

12. Features: railroad bed, tracks, associated landform changes (e.g. blasting of outcrops in Narrows; associated RR fixtures.

13. Artifacts: debris from the maintenance of the tracks

14. Non-Artifactual Constituents and Faunal Remains: none observed

15. Date Recorded: March 7, 1992 16. Recorded By: Jeanette A. McKenna

17. Affiliation and Address: McKenna et al., 6008 Friends Ave., Whittier, CA 90601 (310) 696-3852

See Continuation Sheet ( )

PB6006793

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

Permanent Trinomial: SBR-6793H Mo. 1

ARCHEOLOGICAL SITE RECORD

Other Designations: Field No. M-6

18. Human Remains: none observed

19. Site Disturbances: minimal

20. Nearest Water (type, distance and direction): Mojave River adjacent to this stretch of the railroad

21. Vegetation Community (site vicinity): desert scrub Plant List

22. Vegetation (on site): defoliated along tracks

23. Site Soil: N.A. - built environment/intrusive gravels/rocks

24. Surrounding Soil: sandy/decomposing granitics

25. Geology: river terrace

26. Landform: alluvial deposits and terrace (with alterations)

27. Slope: slight ( ) 28. Exposure: open

29. Landowner(s) (and/or tenants) and Address: A.T.& S.F. R-O-W

30. Remarks: Line was establishe in 1885 to connect Los Angeles and San Bernardino with the Las Vegas area. Line follows general alignment of the Mojave Trails across desert

31. References: McKenna 1992

32. Name of Project: Phase I cultural and paleontological studies for Mojave Narrows project

33. Type of Investigation: Phase I studies

34. Site Accession Number: N.A. Curated At: N.A.

35. Photos: on file, McKenna et al., Whittier, CA 90601

See Continuation Sheet

P36-006793

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

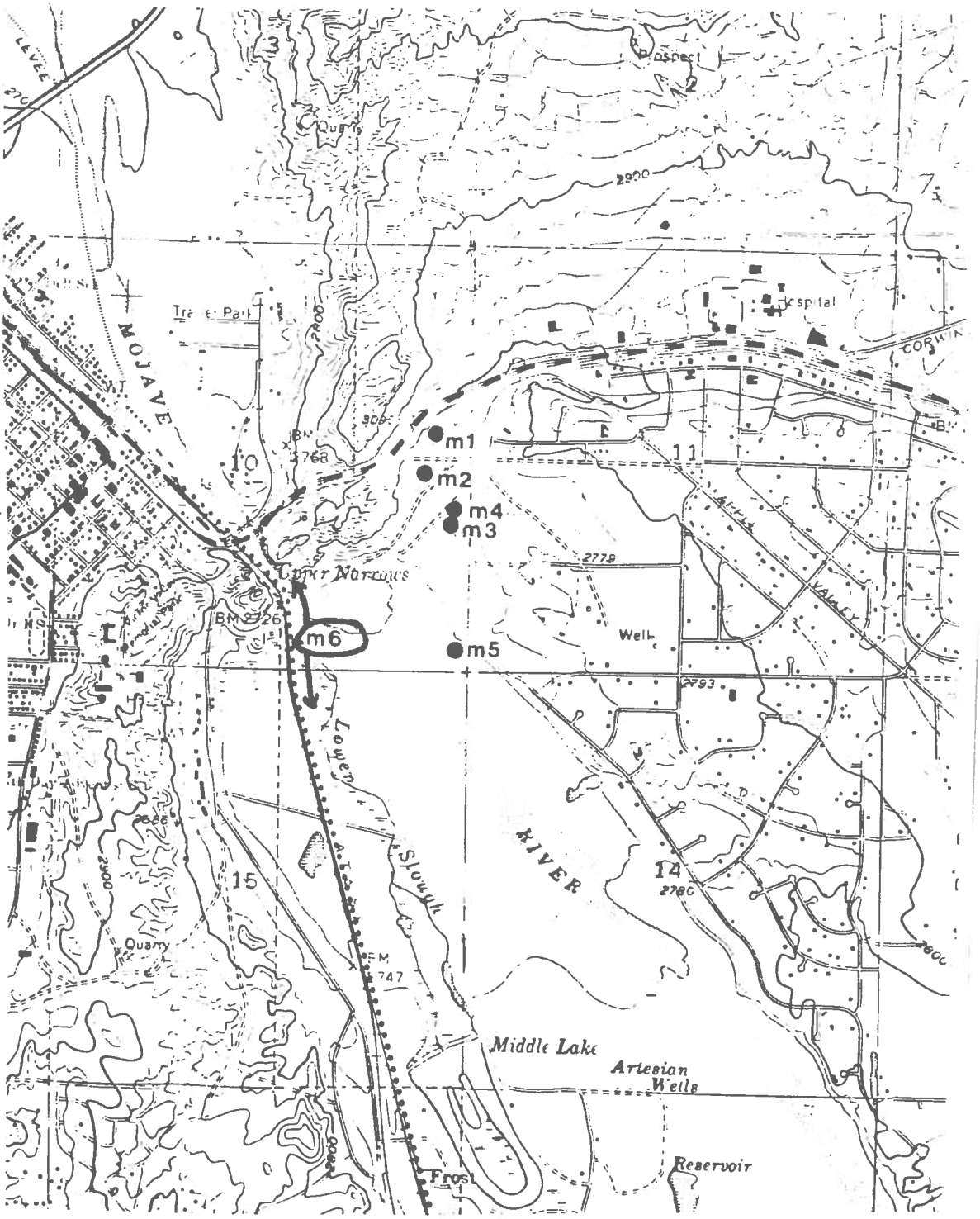
ARCHEOLOGICAL SITE LOCATION MAP

Page _____ of _____.

Permanent Trinomial: SBr-6793H / _____ (mo. / yr.)

Temporary Number: FIELD No. 6 / M-6

Agency Designation: _____



P36-006793

Archaeological Site Record

Michael K. Lerch & Associates

Trinomial: CA-SBr-6793H
Field No.: MKLA-9027-5
Site Name: ATSF RR Berm

1. County: San Bernardino
2. USGS Quad: Cajon 7.5', 1956, photorevised 1988
3. UTM Coordinates: Zone 11;
   A: 454640 mE; 3798340 mN
   B: 454560 mE; 3798160 mN
   (these are linear points 200 m apart from N to S)
   C: 454700 mE; 3798000 mN
   D: 454880 mE; 3797900 mN
   E: 455020 mE; 3797740 mN
   F: 455020 mE; 3797520 mN
4. Township 3N Range 6W; ¼ of ¼ of ¼ of W ½ of NE ¼ of Section 27, SBBM (SE¼ of SW¼ of Sec. 22)
5. Map Coordinates: mmS; mmE. 6. Elevation: 3,400 feet

7. Location: Site is located on the east side of an unnamed intermittent stream approximately ½-mile upstream from its confluence with Cajon Creek in Cajon Pass. From State Route 138 at a point one-half mile west of Interstate 15, take a dirt powerline access road northward one-half mile, then take the left fork to the Davis Ranch. Approximately 0.1 mile after the fork, the berm is immediately west of the road, and a turnoff from the Davis Ranch road to the left goes up onto the berm. The site runs from a point 200 m south of here where the old route of the RR crossed the creek to where the berm intersects the current route near the Davis Ranch buildings.

8. Prehistoric Historic X Protohistoric
9. Site Description: Railroad berm constructed prior to 1940 and abandoned in the late 1970s following flooding and a wash-out at the creek crossing. The tracks and ties have been removed and the berm currently has a dirt road on top of it which is used for alternate access to the Davis Ranch.

10. Area: 20m (E/W) x 1,000m (N/S); 20,000m² Method of Determination: scaled from map
11. Depth (Height): ca. 3 m. Method of Determination: field observation
12. Features: railroad berm
13. Artifacts: none observed; all ties, tracks, spikes, and debris appear to have been removed and salvaged.
14. Non-artifactual constituents/Faunal Remains: crushed ballast rock from out of area

15. Date Recorded: 2 December 1990 16. Recorded By: M. Lerch

17. Affiliation and Address: Michael K. Lerch & Associates
    P. O. Box 55134, Riverside, CA 92517-0134

18. Human Remains: none
19. Site Disturbance: sand and gravel mine proposed; site will be removed as part of mine operations
20. Nearest Water: seasonal creek at W edge of site

P36-006793

Archaeological Site Record

Michael K. Lerch & Associates

Trinomial: CA-SBr-6793 H
Field Nos.: MKLA-9027-5
Site Name: ATSF RR Berm

21. Vegetation Community (vicinity): chamise chaparral
22. Vegetation Community (onsite): same
23. Site Soil: crushed rock
24. Surrounding Soil: sand and gravel
25. Geology: recent alluvium
26. Landform: stream terrace
27. Slope: level
28. Exposure: open

29. Landowner(s)/Tenants, Address: Gerald Davis, c/o Sigma Rock Corporation, 1323 W. Colton Avenue, Redlands, CA 92374

30. Remarks: This site is not considered an "important archaeological resource" according to criteria in CEQA Guidelines Appendix K.

31. References: Cultural Resources Assessment of the Davis Ranch Sand and Gravel Mine, Cajon Pass, San Bernardino County, by Michael K. Lerch, January 1991

32. Name of Project: Davis Ranch Mine Reclamation Plan and Conditional Use Permit, County of San Bernardino Office of Planning

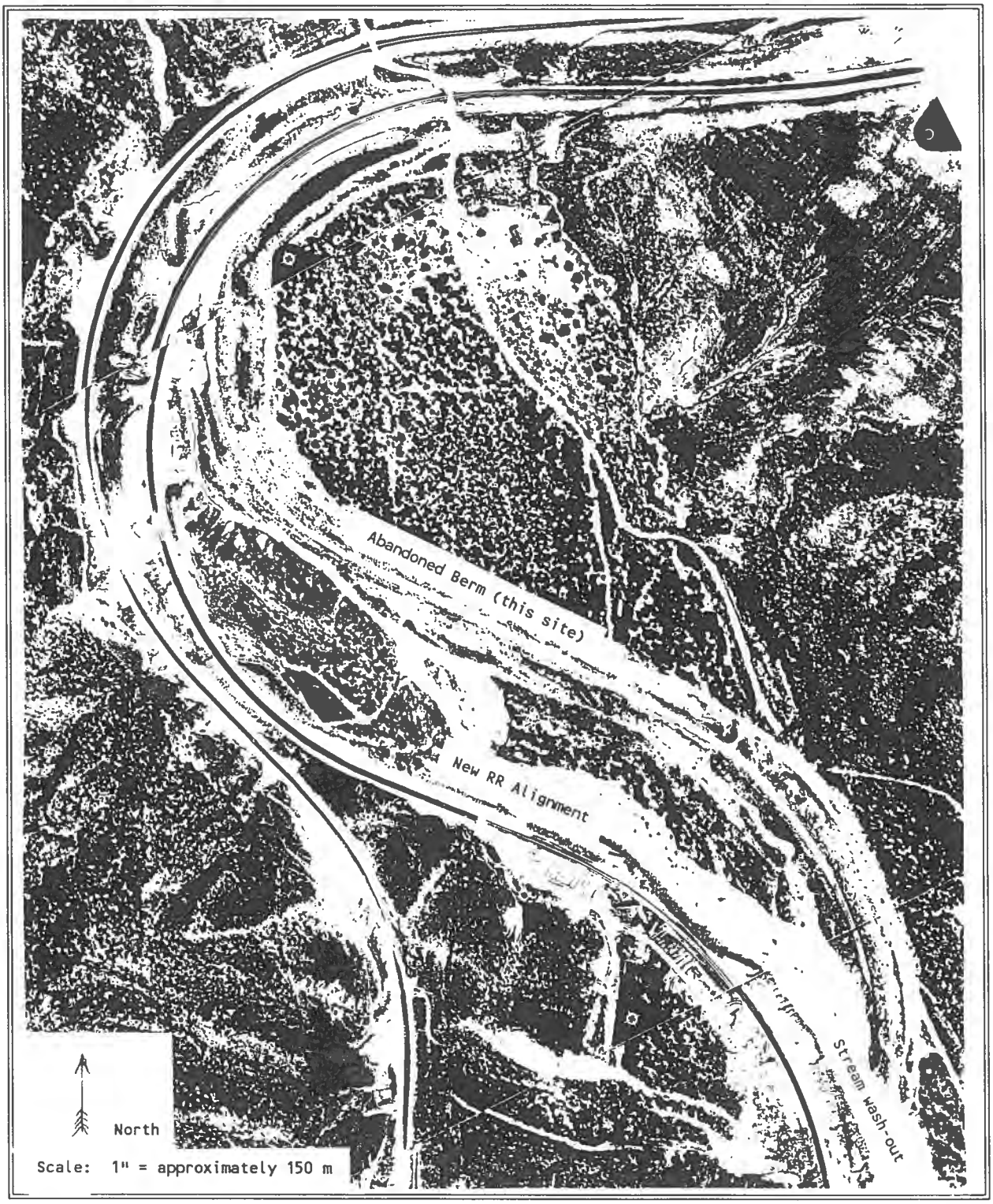
33. Type of Investigation: Intensive (Class III) Surface Inventory
34. Site Accession No.: Curated At:
35. Photos: no

P36-006793

Archaeological Site Aerial Photo (1985)

Michael K. Lerch & Associates

Trinomial: CA-SBr-6793H
Field No.: MKLA-9027-5
Site Name: ATSF RR Berm



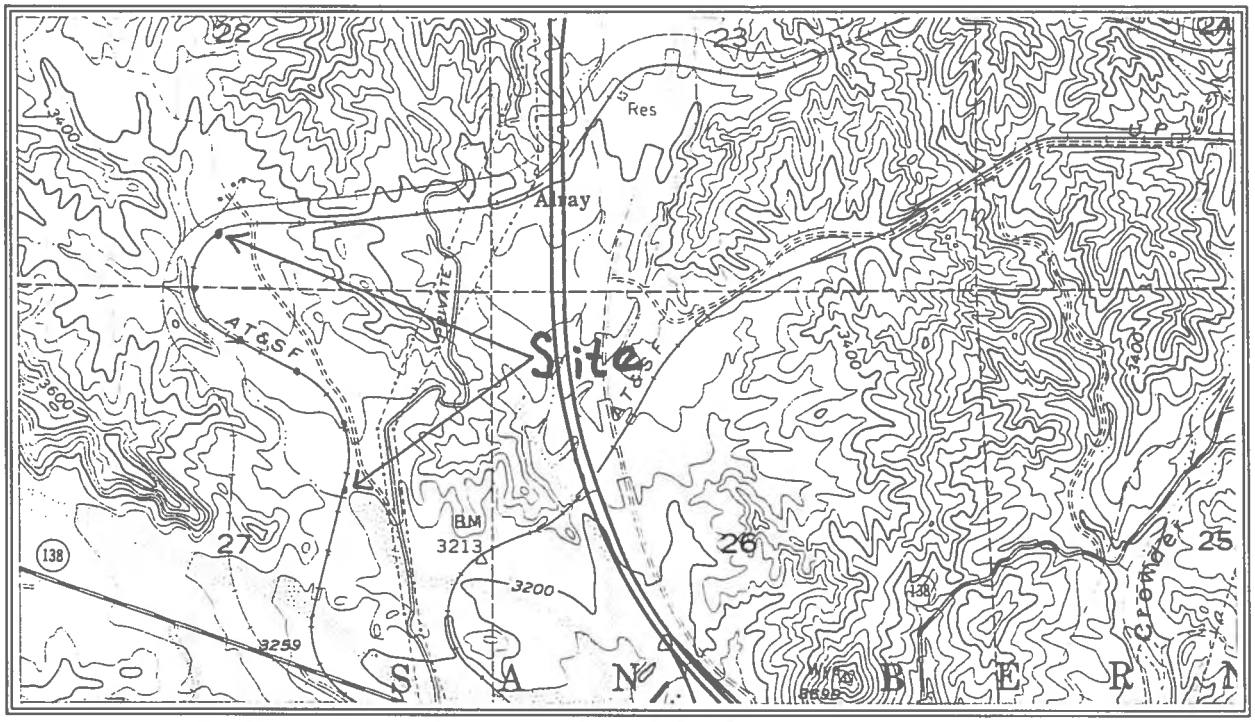
MKLA rev 1 90

P36-000679

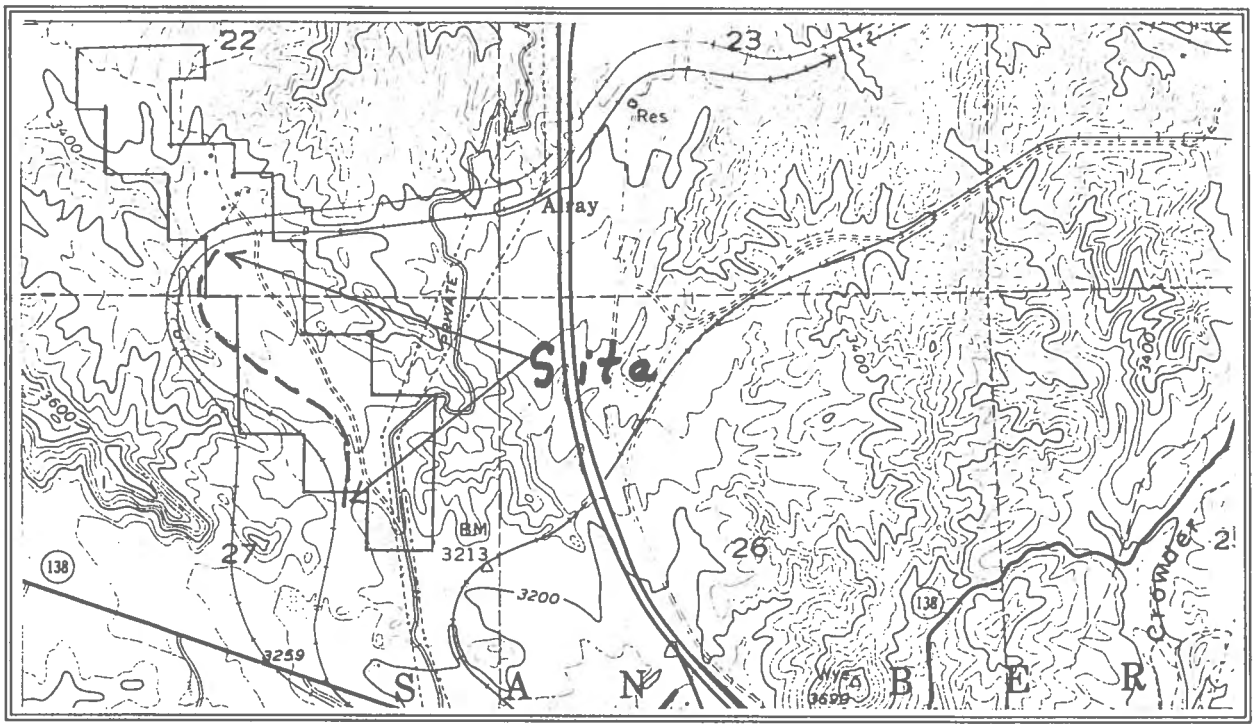
Archaeological Site Location Map

Michael K. Lerch & Associates

Trinomial: CA-SBr-6793 H
Field No.: MKLA-9027-5
Site Name: ATSF RR Berm



USGS Quad: Cajon 7.5', 1956, photorevised 1968, 1973



USGS Quad: Cajon 7.5', 1956, photorevised 1988

MKLA:rev.1/90

Update 11/14

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

Primary # 36-006847 UPDATE
HRI # _____
Trinomial _____

*Resource Name or #: P-36-006847
Recorded by: Matthew DeCarlo (ASM) and Doug Mengers (PanGIS)
Date: July 25, 2014
☐ Continuation ■ Update

*P2. **Location:** ■ Not for Publication ☐ Unrestricted
*a. **County:** San Bernardino
*b. **USGS 7.5' Quad:** Redlands, CA **Date:** 1988 **T** 1S; **R** 3W; Unsectioned; S.B.**B.M.**
d. UTM: Zone 11; NAD 83; 0477989 mE/ 3769773 mN
e. Other Locational Data: From Interstate 10, take the Mountain View Avenue exit in Redlands, CA and travel north for 0.5 miles. Turn right onto Almond Avenue and then turn right onto Research Drive. Travel 0.1 west on W. Lugonia Avenue and turn left into empty lot. Resource is adjacent to three transmission towers.

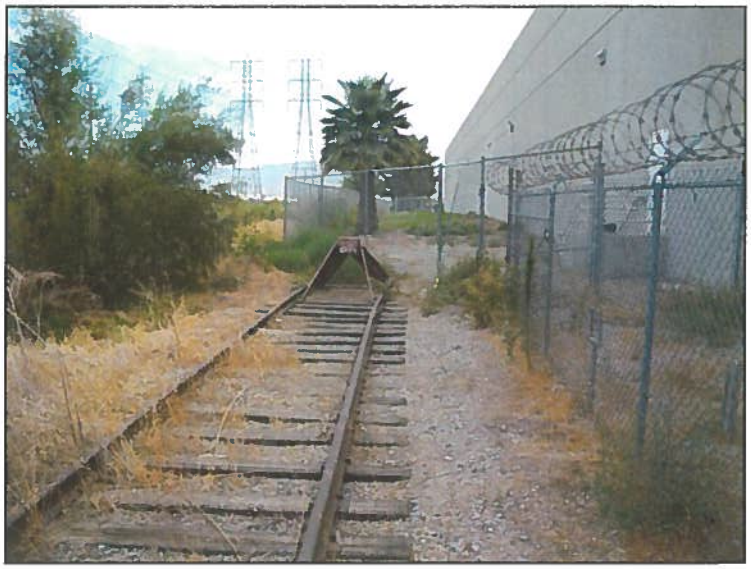
*P3a. **Description:** This resource is a spur of the historic Burlington Northern Santa Fe Railway that was associated with the Old Kite Route. This segment of track is no longer in service. The spur leaves the maintained and utilized track and extends roughly 800 ft. and ends where it meets the landscaping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

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

*P3b. **Resource Attributes:** AH7: Railroad Grade

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

P5a. Photograph or Drawing:



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

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

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

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

*P9. **Date Recorded:** July 25, 2014

*P10. **Survey Type:** Reconnaissance maintained

*P11. **Report Citation:**

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

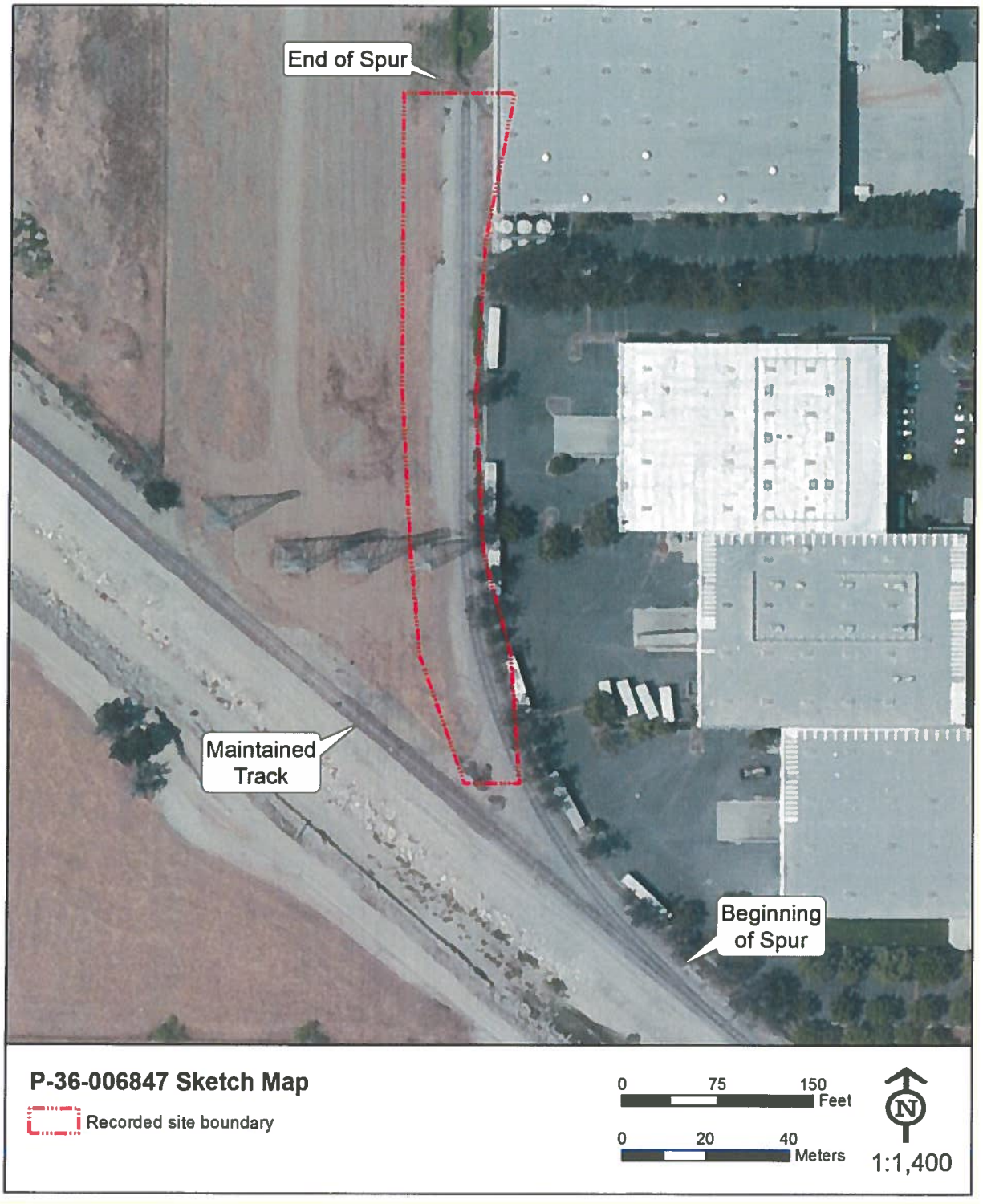
*Attachments: ☐ NONE ■ Location Map ■ Sketch Map ■ Continuation Sheet ☐ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

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

Primary # 36-006847 UPDATE
HRI #
Trinomial

* Drawn by: Matthew DeCarlo

*Resource Name or #: P-36-006847
* Date of map: October 10, 2014

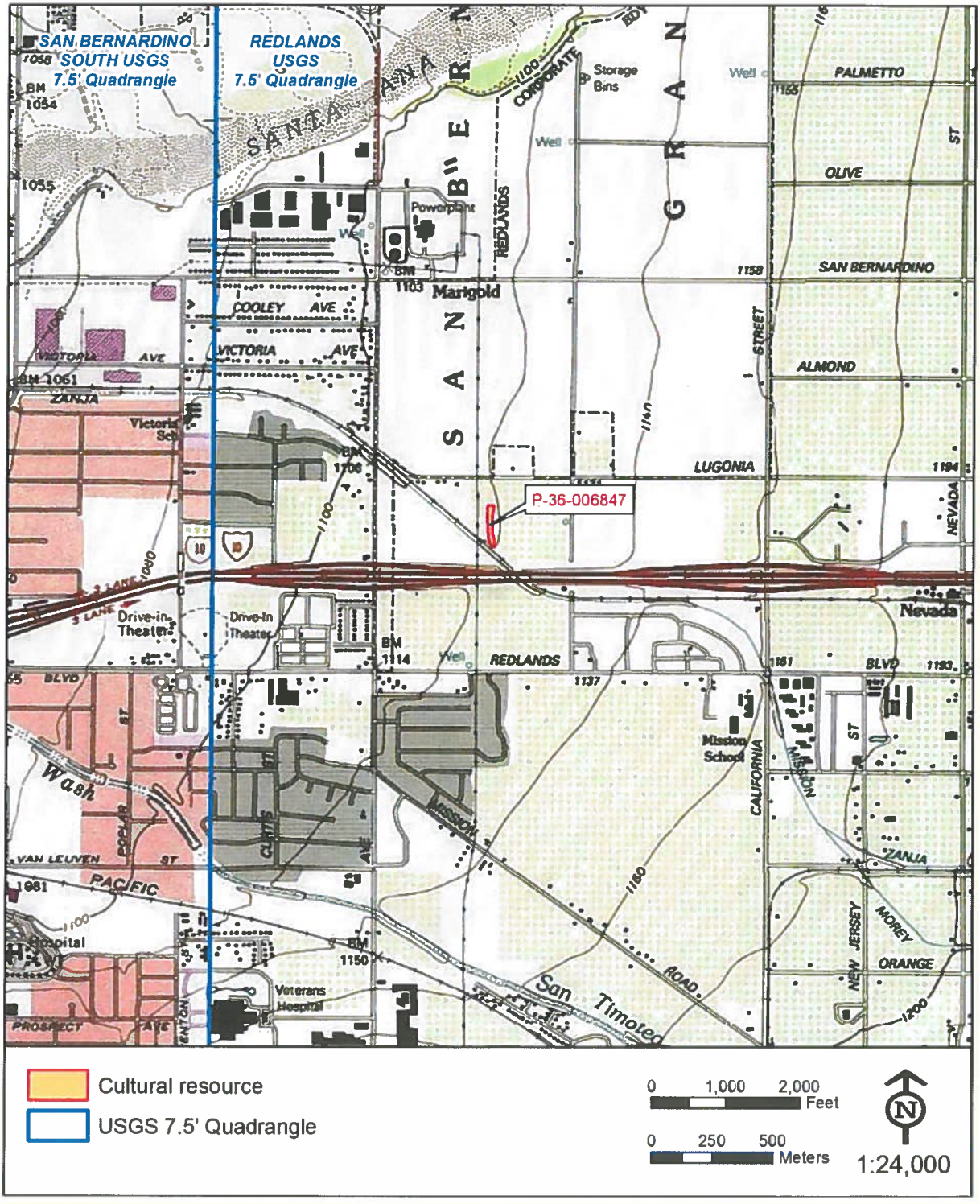


* Required Information

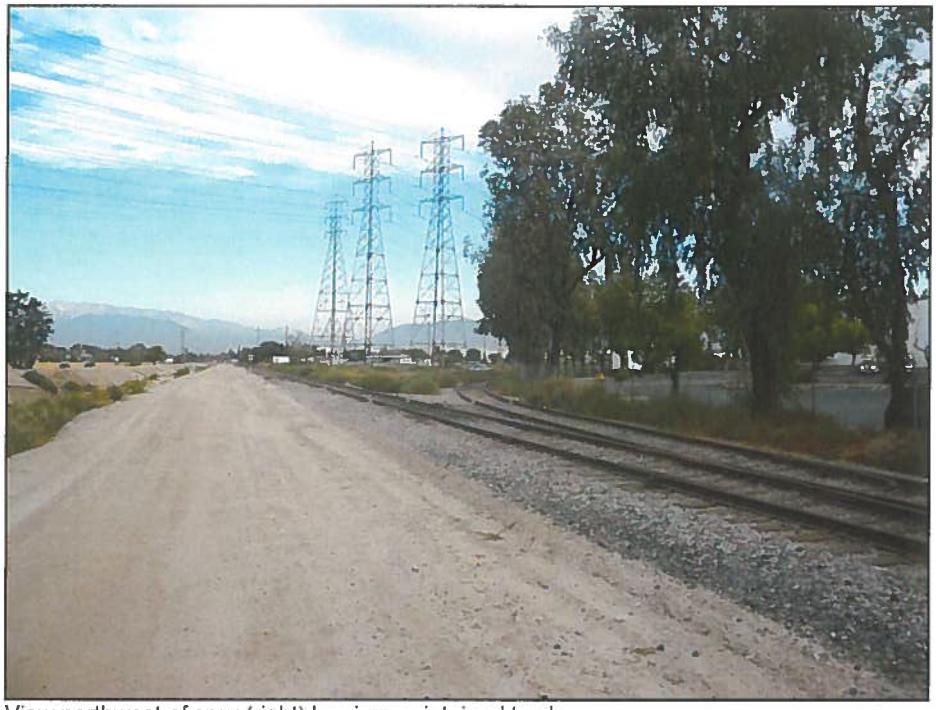
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 36-006847 UPDATE
HRI # _____
Trinomial _____

* Map Name: Redlands, CA
*Scale: 1:24,000
*Resource Name or #: P-36-006847
* Date of map: 1988



* Required Information



View northwest of spur (right) leaving maintained track.



"1912" stamp on rail.

update 8/10

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

Primary # _P36-006847_____
HRI # _____
Trinomial CA-SBR-6847 N
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Resource Name or #: SBRR-1

P1. Other Identifier:

P2. Location: ■ **Not for Publication** ☐ **Unrestricted**
- a. **County:** San Diego
- b. **USGS 7.5' Quad** Redlands **Date** 1997 **T** 1S; **R** 3W; **¼ of ¼ of Sec** unsectioned ; San Bernardino **B.M.**
- c. **Address City Zip**
- d. **UTM:** NAD 83 **Zone** 11S, 477975 **mE /**3769727 **mN**
- e. **Other Locational Data:**
This site is located north of the I-10 freeway and south of west Lugonia Avenue at the Y-split from the main Old Kite Route/Atchison, Topeka and Santa Fe Railway railroad line.

P3a. Description:
SBRR-1 is a railroad spur that is associated with the Old Kite Route/Atchison, Topeka and Santa Fe Railway, used for loading/unloading or storage. Certain segments of the Old Kite Route have been destroyed or altered while some are listed on the *National Register of Historic Places.* Originally this route was built between 1880 and 1892.

P3b. Resource Attributes: AH7. Railroad Grade

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

P5a. Photograph or Drawing:



P5b. Description of Photo:
05/26/2010: #11 Railroad spur; view to the northeast.

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

P7. Owner and Address:
Unknown

P8. Recorded by:
Elizabeth Potter
ASM Affiliates, Inc.
2034 Corte Del Nogal,
Carlsbad, CA 92011

P9. Date Recorded:
05/26/2010

P10. Survey Type:
Intensive Pedestrian

P11. Report Citation:
Potter, Elizabeth
2010 *Cultural Resources Study for the Mountainview Power Project, San Bernardino County, California,* Submitted to Dudek.

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

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

Primary # P36-006847
Trinomial SBR-6847 H

 Resource Name or # SBRR-1

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

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

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

Reliability of Determination: ■ High ☐ Low Explain:

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

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

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

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

A5. **Cultural Constituents**: None observed

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

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

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

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

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

A11. **Historical Information**:

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

A13. **Interpretation**:

A14. **Remarks**:

A15. **References**:

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

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

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

LOCATION MAP

Primary #__ P36-006847
HRI #
Trinomial SBR-6847 H

Map Name: USGS 7.5' Quadrangle: Redlands **Scale:** 1:24,000

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



*Required information

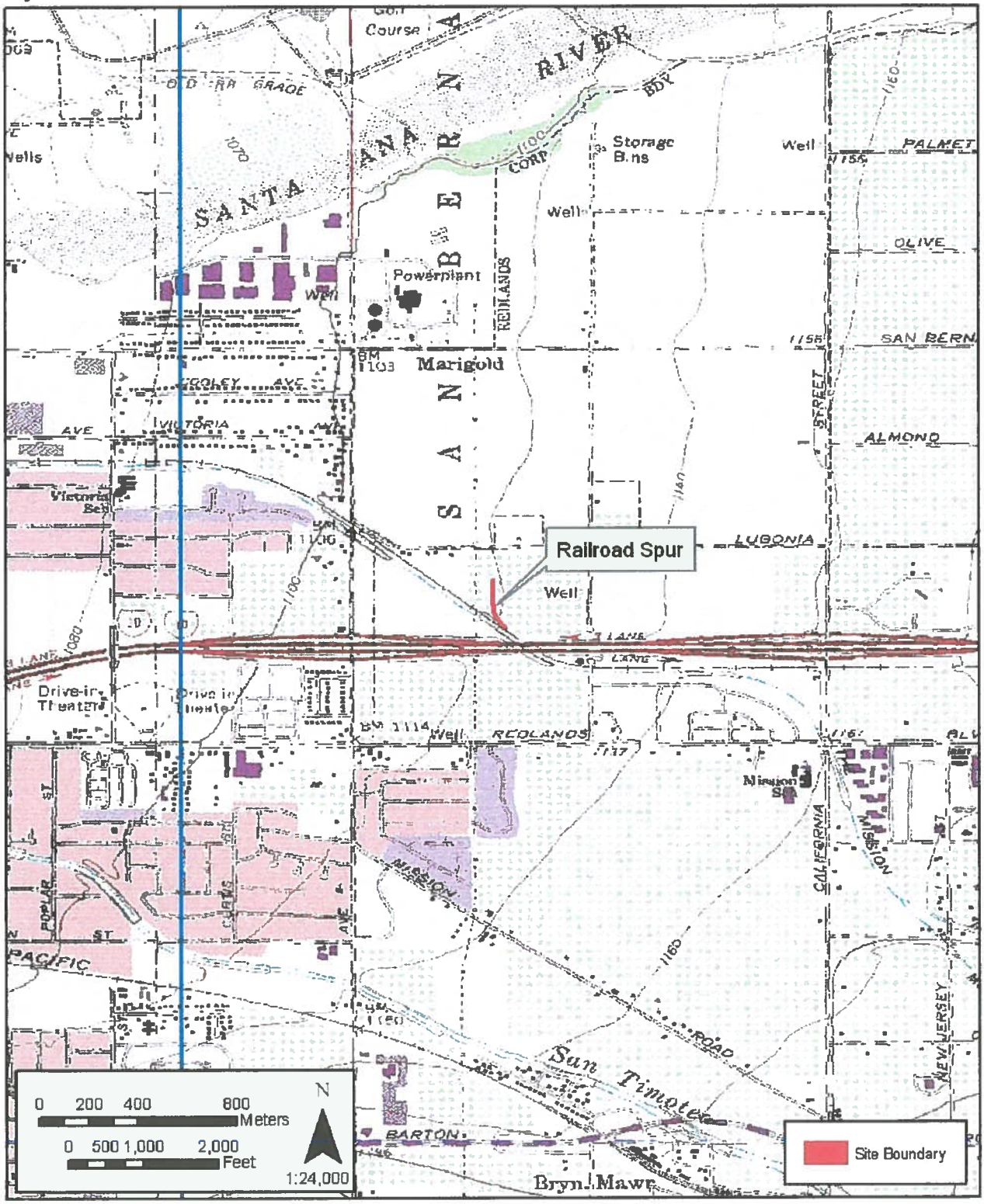
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary #_ P36-006847
HRI #
Trinomial

Drawn by: Alice Brewtser-Linlor

Resource Name or # SBRR-1
Date of map: 2010



*Required information

Update 9/12

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

Primary # 36-006847 (Update)
HRI #
Trinomial CA-SBR-6847H (Update)
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Resource Name or #: California Southern Railroad segment

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

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

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

c. Address: City: Zip:

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

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

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

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

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

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

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

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



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

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

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

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

*P9. Date Recorded:
May 2010

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

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

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

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

Primary # 36-006847 (Update)
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

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

B1. Historic Name: California Southern; Atchison, Topeka & Santa Fe
B2. Common Name: Burlington Northern Santa Fe; Colton Crossing
B3. Original Use: Railroad **B4. Present Use:** Railroad
***B5. Architectural Style:** NA
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1883 railroad segment constructed
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**
B9a. Architect: Unknown **b. Builder:** California Southern Railroad
***B10. Significance: Theme:** Transportation **Area:** City of Colton
Period of Significance: 1883–1960 **Property Type:** Railroad **Applicable Criteria:** NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

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

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

***B12. References:**

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

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

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

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

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

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

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

B13. Remarks:

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

***Date of Evaluation:** May 2010

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

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

LINEAR FEATURE RECORD

Primary # 36-006847 (Update)
HRI #
Trinomial CA-SBR-6847H
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Resource Name or #: California Southern Railroad segment

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

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

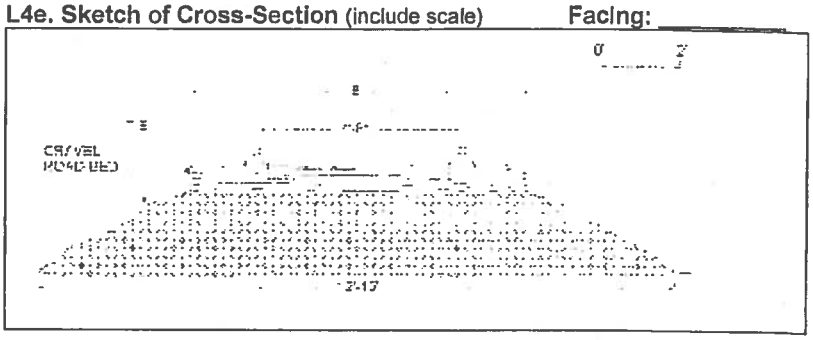
b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)
This segment is located in the City of Colton and is approximately 200 feet long, extending south from Interstate 10 to a point just south of Colton Crossing.

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

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width 4' 8.5"
b. Bottom Width 12'–15'
c. Height or Depth Approx. 2'
d. Length of Segment Approx. 200 feet

L5. Associated Resources: None

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



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting includes I-10 to the north and a historic-period neighborhood (most buildings extensively altered) to the southeast and southwest. (Refer to discussions in Primary Record and BSO Record, pages 1, 2, and 4).

L7. Integrity Considerations:
Although this segment retains integrity of location and design, its integrity of setting and feeling have been significantly compromised. (Refer to discussion in BSO Record, pages 2 and 4)

L8a. Photograph, Map, or Drawing



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

L9. Remarks:

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

L11. Date: May 2010

*B10. Significance: (Continued from page 2)

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

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

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

Significance Evaluation.

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

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

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

CONTINUATION SHEET

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

Page 5 of 5 *Resource Name or #: (Assigned by recorder) California Southern Railroad segment

*Recorded by LSA Associates, Inc. *Date: May 2010 X Continuation X Update

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

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

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

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

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

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

1067451 update

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

Primary # _____
HRI # _____
Trinomial CA-SBR-6847H (Update)
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

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

P1. Other Identifier: APE Map Reference #7

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

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

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

d. UTM: Zone: 11; _____mE/ _____mN (G.P.S.)

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

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

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

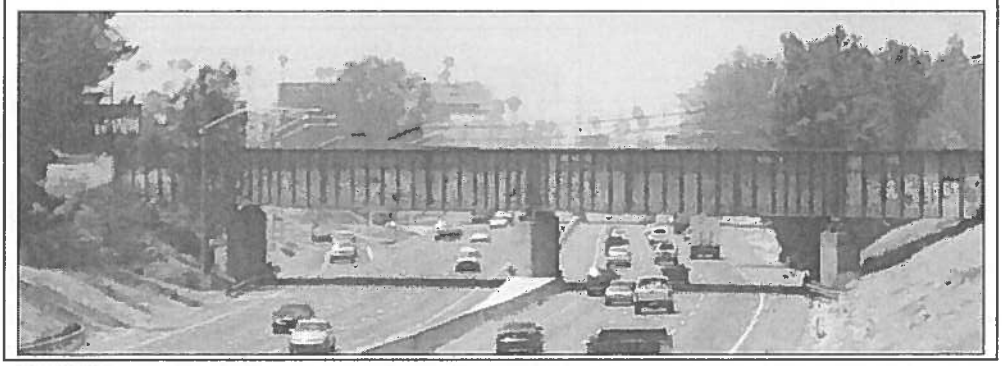
The tracks appear to retain integrity of location, design, and association, but integrity of setting, materials, workmanship, and feeling have been compromised by routine maintenance and improvements, construction of the bridge over the freeway, the addition of tracks and spurs, and the construction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

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

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

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





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

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

*P7. Owner and Address:
Unknown

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

*P9. Date Recorded:
May 2009 – April 2010

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

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

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

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

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

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

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

B1. Historic Name: California Southern Railroad; Atchison Topeka & Santa Fe Railway (ATSF)
B2. Common Name: BNSF
B3. Original Use: Railroad **B4. Present Use:** Railroad
***B5. Architectural Style:** NA
***B6. Construction History:** (Construction date, alterations, and date of alterations)
1882-1883 – first track; Pre-WWI – second track; 1959 – bridge constructed over I-215
***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:**
Bridge #54 0518, Highgrove Underpass (1959, See Map Reference #8)
B9a. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme:** Transportation **Area:** Cities of Colton and Grand Terrace
Period of Significance: 1882-1959 **Property Type:** Railroad **Applicable Criteria:** NA

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

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

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

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

***B12. References:**

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

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

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

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

B13. Remarks:

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

***Date of Evaluation:** July 2009 – April 2010

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

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

LINEAR FEATURE RECORD

Primary # _____
HRI # _____
Trinomial CA-SBR-6847H (Update)
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 Resource Name or #: Burlington Northern Santa Fe Railroad segment

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

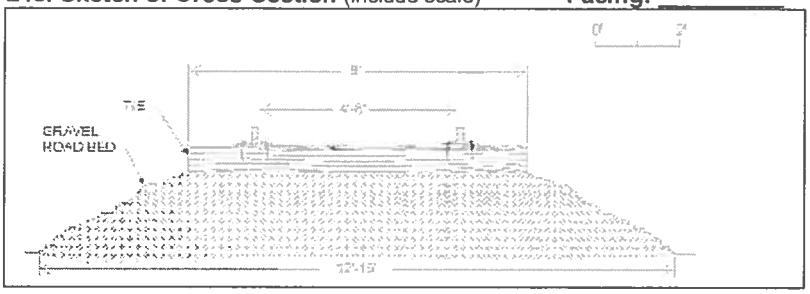
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** _____

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

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

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

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



L5. Associated Resources: Bridge (54 0518)

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

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

L8a. Photograph, Map, or Drawing

See Primary Record and Building, Structure, Object Record

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

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

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

L11. Date:
July 2009 – April 2010

1066291 10/09

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

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

Other Listings Review Code	Reviewer	Date

 ***Resource Name or #:** Old Kite Route

P1. Other Identifier:

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

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

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

c. Address: City: San Bernardino Zip:

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

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

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

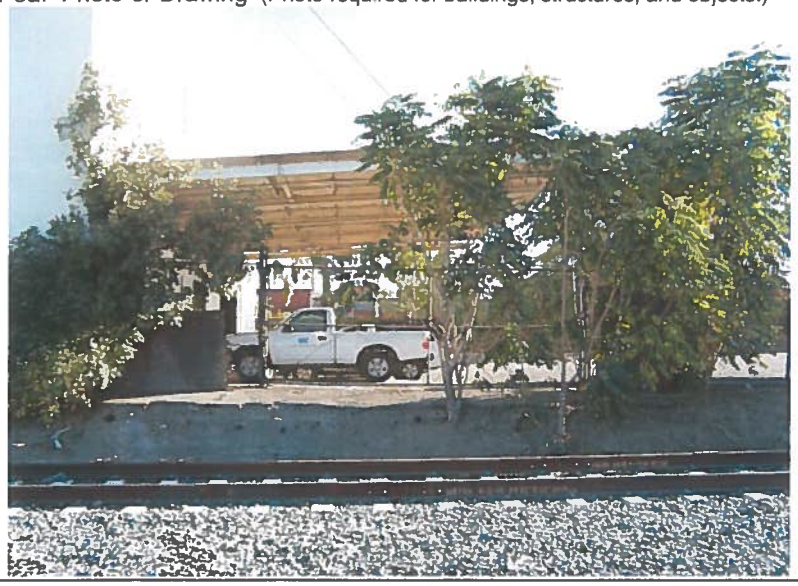
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

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

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

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

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



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

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

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

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

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

***P9. Date Recorded:** October 7, 2008

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

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

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

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

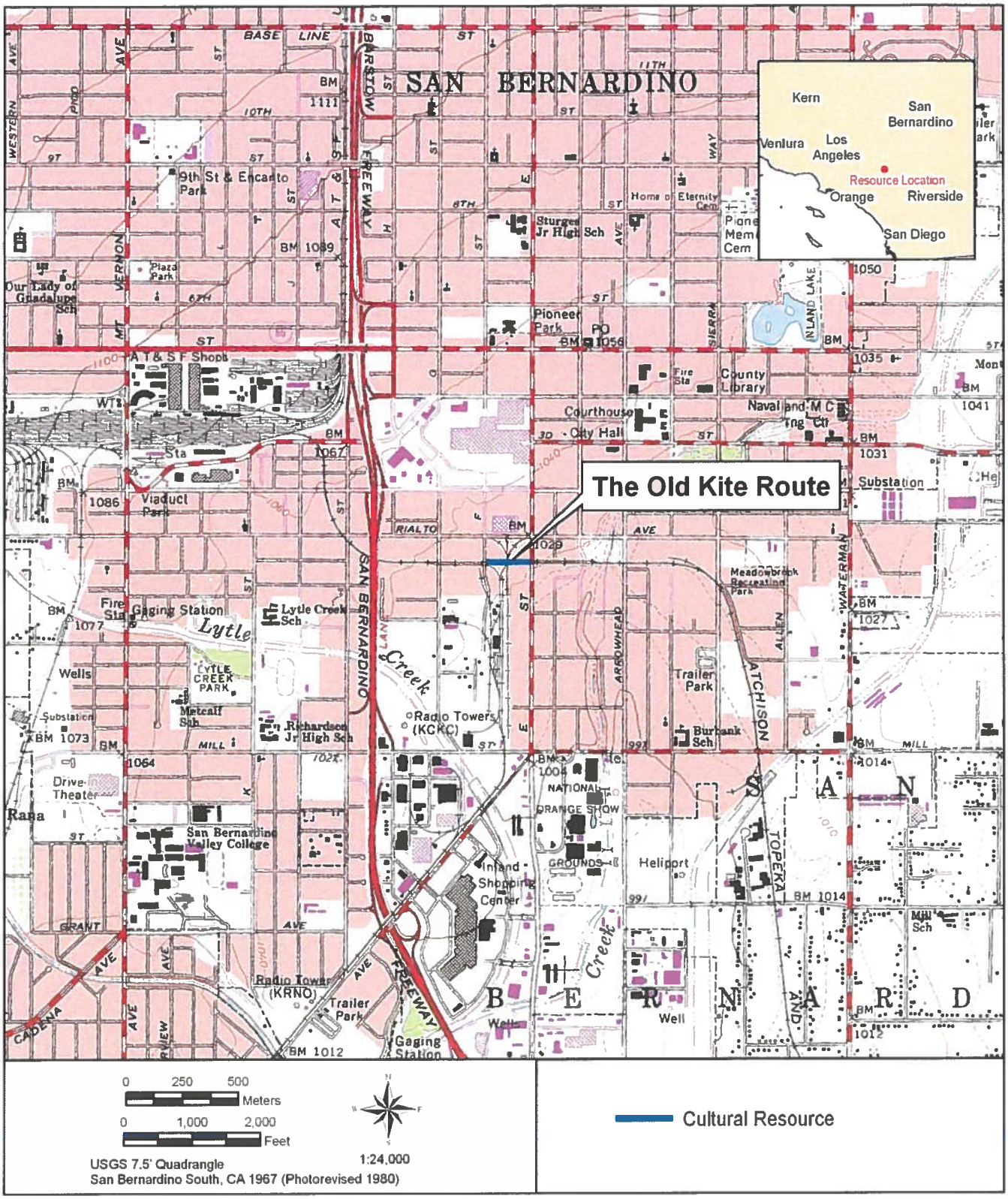
LOCATION MAP

Primary # P-36-006847 (update)
HRI#
Trinomial CA-SBR-6847H (update)

***Resource Name or #:** Old Kite Route

***Map Name:** San Bernardino South, CA

***Scale:** 1:24,000 ***Date of Map:** 1967 (Photorevised 1980)



*Required information

10/09

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

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

Other Listings
Review Code Reviewer Date

*Resource Name or #: Burlington Northern Santa Fé Railway

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

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

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

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

c. Address: City: San Bernardino Zip:

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

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

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

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

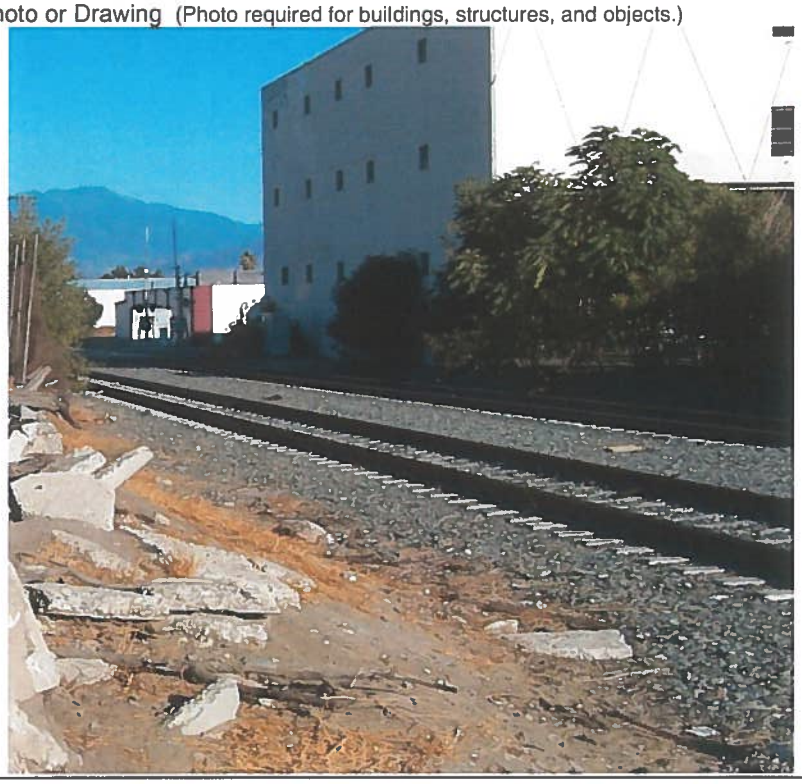
This segment of the Burlington Northern Santa Fé Railway (formerly the Atchison, Topeka, & Santa Fé Railway) is located in the City of San Bernardino, just south of the intersection of North E and Rialto streets, in a highly urbanized area. This segment was also associated with the Old Kite Route (see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

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

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

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

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



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

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

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

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

*P9. Date Recorded:
October 7, 2008

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Cultural Resources Technical Report *sbX* E Street Corridor BRT Project, Cities of San Bernardino and Loma Linda, San Bernardino County, California (SWCA Environmental Consultants 2008).
Archaeological Determination of Eligibility (OHP 2000), on file at the San Bernardino Archaeological Information Center (SBAIC), Redlands, CA.
Archaeological Site Record for P-36-006793 (McKenna 1992), on file at the SBAIC.
Archaeological Site Record for P-36-006793 (Lerch 1990), on file at the SBAIC.

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

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

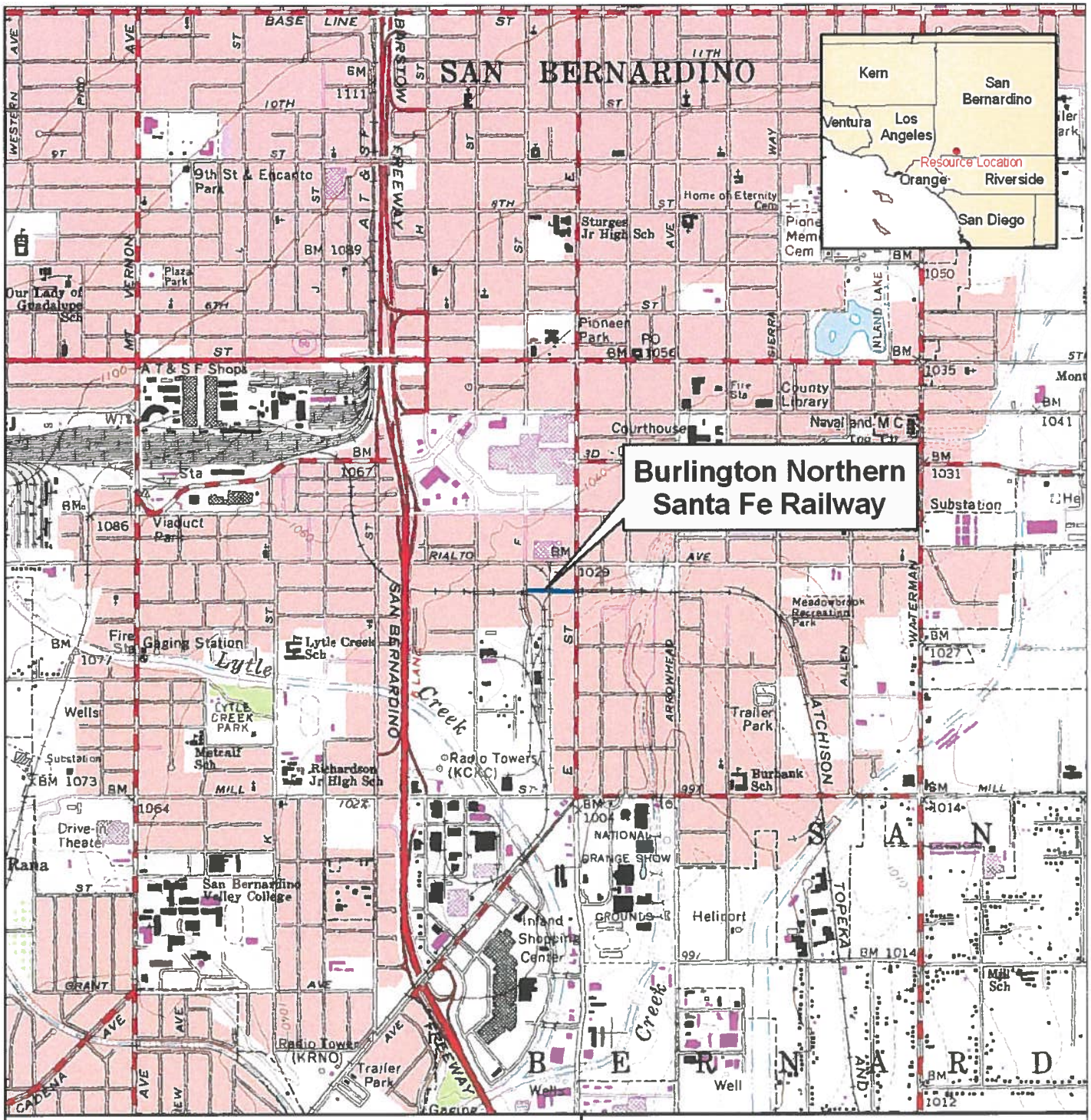
LOCATION MAP

Primary # P-36-~~006793~~ (update)
HRI# 5BR-6847H
Trinomial CA-SBR-~~6793H~~ (update)

*Resource Name or #: Burlington Northern Santa Fe Railway

*Map Name: San Bernardino South, CA

*Scale: 1:24,000 *Date of Map: 1967 (Photorevised 1980)



DPR 523J (1/95)

*Required information

8/00 update

Applied EarthWorks, Inc.

PRIMARY RECORD

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

 Other Listings
Review Code **Reviewer** **Date**

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

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

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

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

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

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

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

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

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

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

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

P9. Date Recorded: 27 January 2000

P10. Type of Survey: ☒ Intensive ☐ Reconnaissance ☐ Other

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

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

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



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

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

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

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

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

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

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

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

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

L5. Associated Resources:
The Patton Depot is located about 75 feet to the southeast of these asphalt features.

L4e. Sketch of Cross-Section

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



L7. Integrity Considerations: See Continuation Sheet

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

L9. Remarks: See Continuation Sheet

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

L11. Date: 01/27/2000

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

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

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

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

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

L8b. Photo.

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

Applied EarthWorks, Inc.

PHOTOGRAPH RECORD

Primary # P36-006847
HRI #
Trinomial CA-SBR-6847H—Supplement

Temporary Number/Resource Name: N/A
Project Name: San Manuel Highland Survey **Roll #** 1 **Photographer:** M. Robinson
Camera Format: 35 mm **Lens Size:** 3,5
Film Type and Speed: Kodak Gold 200 color print **Year:** 2000
Negatives Kept at: 3292 E. Florida Ave., Suite A, Hemet, CA 92544

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

Applied EarthWorks, Inc.

SITE MAP SHEET

Page 6 of 7

Temporary Number/Resource Name: CA-SBR-6847H

Map Name: CA-SBR-6847H Site Map **Scale:** 1" : 120 ft.

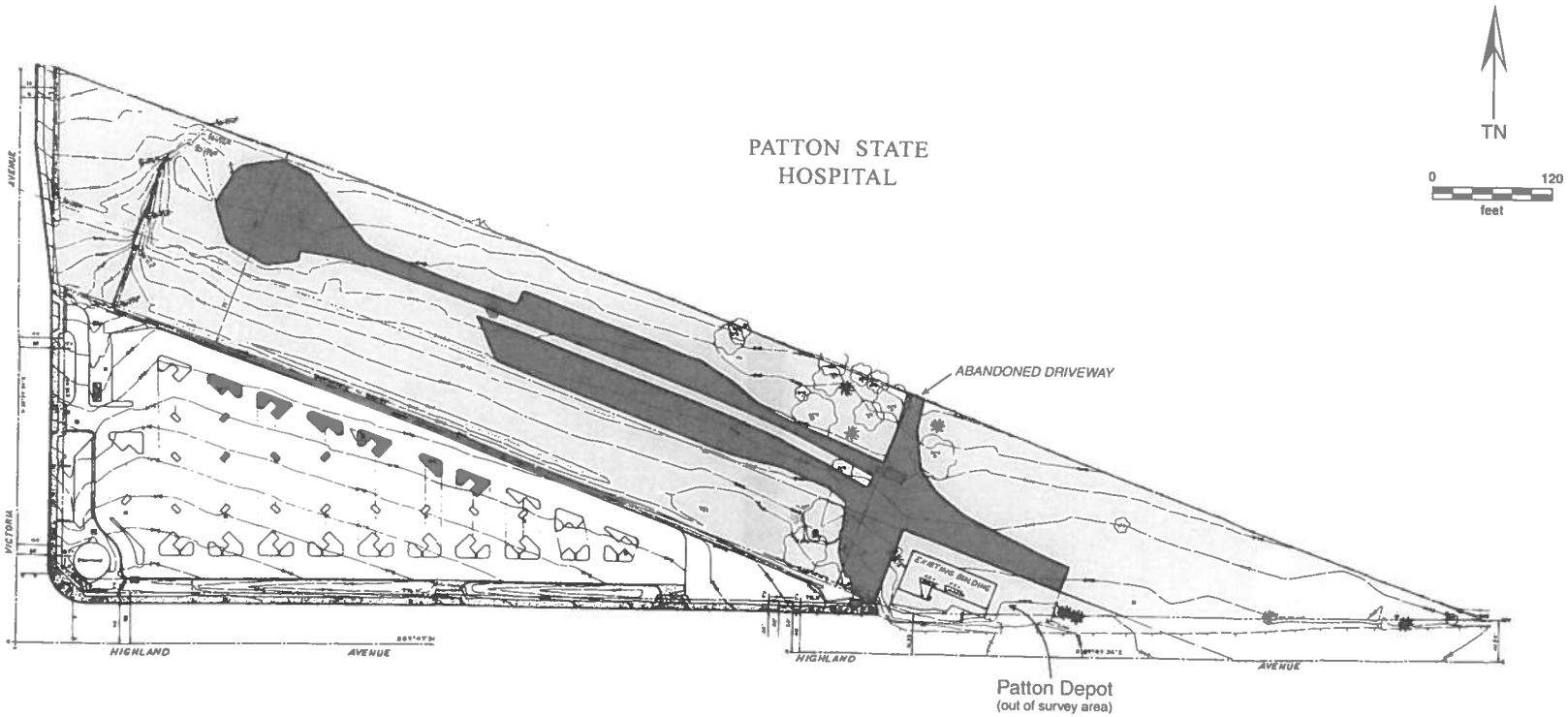
Primary #

Trinomial CA-SBR-6847H Supplement

Date: February 2000

R36.006847

SBR-6847H



LEGEND

Asphalt Strips

Kite Route R-O-W

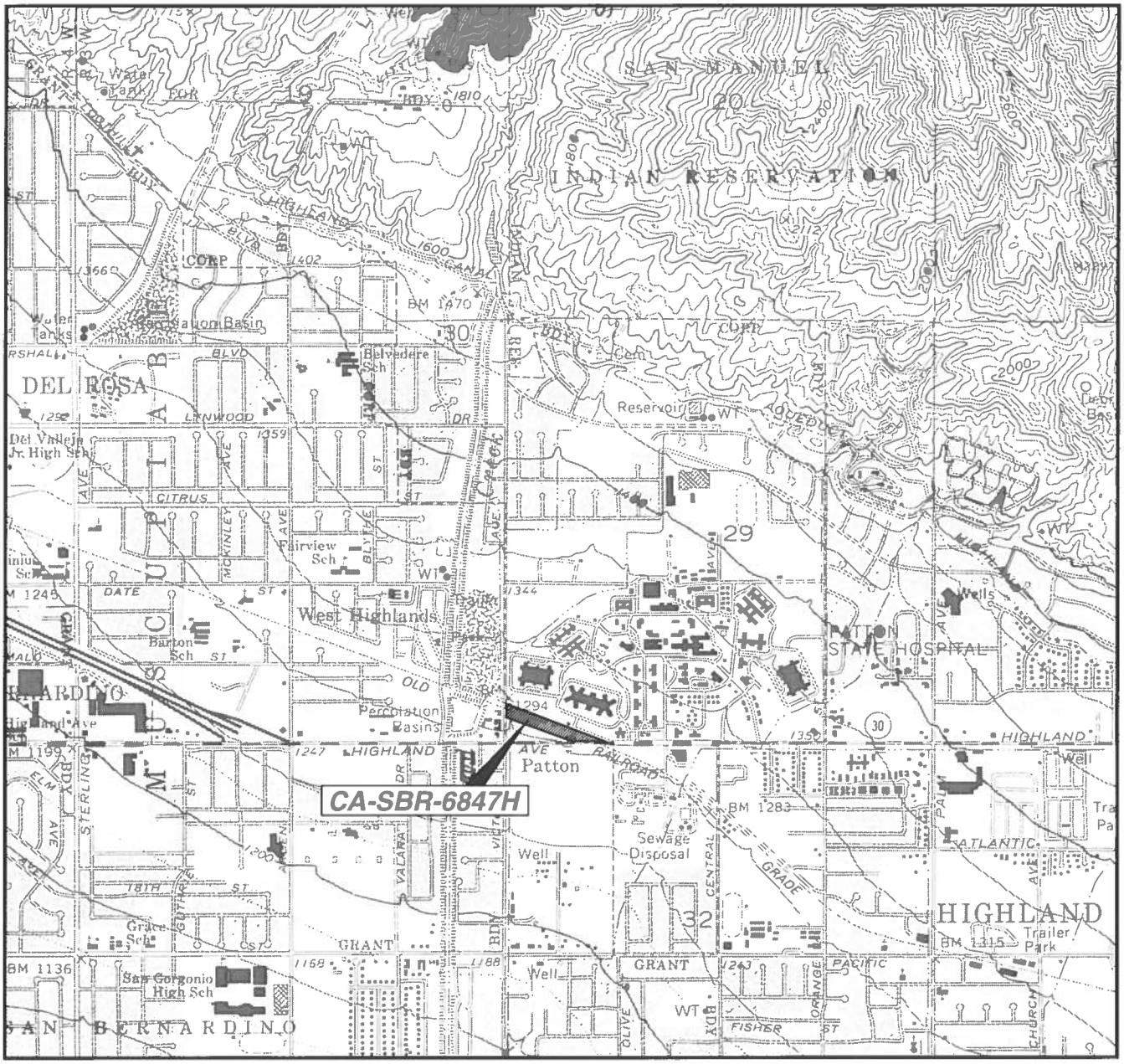
Applied EarthWorks, Inc.

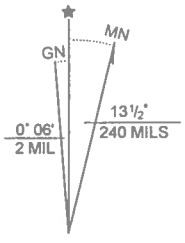
LOCATION MAP SHEET

Primary # P36-006847

Trinomial: CA-SBR-6847H
Supplement

Page 7 **of** 7
Temporary Number/Resource Name: CA-SBR-6847H
Map Name: CA-SBR-6847H Location Map **Scale:** 1:24,000 **Date:** February 2000





UTM GRID AND 1988 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

1 0 ½ 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

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

update P36-006847

Applied EarthWorks, Inc.

PRIMARY RECORD

Primary # P36-006847
HRI #
Trinomial CA-SBR-6847H
SUPPLEMENT
NRHP Status Code

Other Listings | Review Code | Reviewer | Date

P1. Temporary Number/Resource Name: R-FEH/L #1

P2. Location: a. County San Bernardino, CA. ☒ Not for publication ☐ Unrestricted

b. USGS 7.5' Quad Redlands, CA. Date 1967, revised 1988

T. 1S, R. 2W;	NW 1/4 of W 1/2	SW 1/4 of NW 1/4	NW 1/4 of NW 1/4	Sec. 18;	S.B.B.M.
T. 1S, R. 3W	SE 1/4	SE 1/4	SE 1/4	18 12	

c. Address: City Zip

d. Zone 11, 487440 mE/ 3771720 mN.
484240 3772200

e. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTMs, etc., when appropriate): CA-SBR-6847H, as defined in the Inland Feeder Project (IFP), Santa Ana River Crossing (SARC) Area of Direct Impact (ADI)/Area of Potential Effect (APE) between Stations 932+00 and 944, is located in the southern portion of the Santa Ana River Wash. The southern portion of the site recorded in the IFP SARC ADI/APE crosses the main drainage of the Santa Ana River between Stations 938+00 and 939+00. This portion of the site may be accessed from Cone Camp Road, north of the Santa Ana River.

From Highway 30 (N), take 5th Street exit and turn right; 5th Street then becomes Greenspot Road. Turn right on Cone Camp Road (dirt) and proceed to Water District Gate (locked). Proceed through gate to first culvert over flowing unnamed tributary to the Santa Ana River. Park. Walk along the east side of tributary in a generally southern direction until you reach the main drainage of the Santa Ana River. Proceed west until you see the wooden vertical railroad supports on the southern river crossing and the cement footing (dated 1938) on the northern crossing. The vertical supports and dated cement footing are part of CA-SBR-6847H.

P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries): CA-SBR-6847H, originally recorded by Greenwood and Associates in 1990 at the City Creek Crossing further to the west and north as part of the Metropolitan Water District Inland Feeder Project, is described as a portion of the Old Kite Route, a popular late 19th and early 20th century railroad excursion route.

Within the IFP SARC ADI/APE, CA-SBR-6847H consists of the remains of several smaller bridge footings adjacent to small tributaries north of the Santa Ana River, and a lager more robust cement and milled lumber bridge footing and vertical milled lumber pilings that supported the main bridge over the Santa Ana River. The railroad rails have been removed; all that remains is the raised earthen railroad bed, a few railroad spikes, milled lumber footings and supports, and rusted metal nuts, bolts, and washers. The main cement footing at the northern crossing of the Santa Ana River has a date of 1938 printed into the cement. As depicted on the Redlands USGS topographic map, the site continues to the north and south outside the SARC ADI/APE. (See attached background research for CA-SBR-6847H conducted by Greenwood and Associates in 1997.)

P3b. Resource Attributes (List attributes and codes): AH7. Railroad Grade; HP18-19. Historic Train Bridge

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

P5. Photograph or Drawing: (Photograph required for buildings, structures, and objects.) See Page 2 of 8.

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

P7. Owner and Address: San Bernardino County Flood Control District

2/19/98
LaRue

P36-006847

Applied EarthWorks, Inc.
PRIMARY RECORD

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

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

P9. Date Recorded: February 19, 1998.

P10. Type of Survey: ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

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

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

P36-00684

Applied EarthWorks, Inc.

ARCHAEOLOGICAL SITE RECORD

Primary #

Trinomial CA-SBR-6847H

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

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

Method of Measurement: □ Paced ⊠ Taped □ Visual estimate □ Other:

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

Reliability of Determination: □ High ⊠ Medium □ Low Explain:
North of IFP Station 932, the railroad bed veers to the northwest outside of the ADI; south of Station 941, the railroad bed continues south for an unknown distance.

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

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

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

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

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

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

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

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

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

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

A11. Historical Information (Note sources and provide full citations in Field A15 below): See Linear Feature Record attached, Item lL3. Also see attached historic context report by B. Tom Tang (1997)

P36-006847

Applied EarthWorks, Inc.
ARCHAEOLOGICAL SITE RECORD

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

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

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

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

A14. **Remarks:** None.

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

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

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

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

P36-006847

Applied EarthWorks, Inc.
LINEAR FEATURE RECORD

Primary #
HRI #
Trinomial CA-SBR-6847H

 Resource Name or #: (Assigned by recorder)

L1. Historic and/or Common Name: Kite-Shaped Track/Belt Line or Old Kite Route / The Redlands Loop

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:** Santa Ana River Crossing

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).
For locational information, see Items P2a through P2e on the attached Primary Record Form.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
CA-SBR-6847H, originally recorded by Greenwood and Associates in 1990 at the City Creek Crossing further to the west and north as part of the Metropolitan Water District Inland Feeder Project, is described as a portion of the Old Kite Route or Redlands Loop, a popular late 19th and early 20th century railroad excursion route.

A small portion of the Kite-Shaped Track, between Highland Junction and Highgrove in Riverside County, was on the California Southern's Railway Company's (a subsidiary of the AT&SF) main line constructed between 1880 and 1885. The bulk of the trackage along the route became a part of the Santa Fe system as branch or feeder lines to the California Southern during subsequent years. The Redlands Loop was also constructed in segments by various Santa Fe subsidiaries over a period of several years. The southern portion of the Redlands Loop, from San Bernardino to Mentone via Redlands, was built in 1887-1888. The northern portion of the Redlands Loop, from Highland Junction to Mentone by way of Highland, was completed in 1892.

The decline of the Kite-Shaped Track began in the mid-1910s. Shortly after World War I, it was no longer offered as an organized excursion trip. By 1928, traffic on the Redlands Lop was cut down to one local train per day. Then in 1938, following a destructive flood in the Santa Ana River, all passenger trains were discontinued on the Redlands Loop; however, the railway was still used for freight transportation. In 1956, the AT&SF abandoned four miles of trackage between Highland Junction and Del Rosa to make way for the construction of a freeway overpass on the I-215. In 1967, two more miles of the Loop, between Del Rosa and Patton, were abandoned by AT&SF. In 1980, the AT&SF further reduced the Loop to Mentone. Finally, in 1986 Redlands became the end of the line for the Loop.

In the areas along the Redlands Loop to be impacted by the Inland Feeder Project, all features of railroad operations, including rails and ties, have been removed since 1980, leaving little more than the roadbed and scattered artifacts to remind today's visitors of the Kite-Shaped Track's past glory. Today, CA-SBR-6847H within the IFP SARC ADI/APE consists of the remains of several smaller bridge footings adjacent to small tributaries north of the Santa Ana River, and a lager more robust cement and milled lumber bridge footing and vertical milled lumber pilings that supported the main bridge over the Santa Ana River. The railroad rails have been removed; all that remains is the raised earthen railroad bed, a few railroad spikes, milled lumber footings and supports, and rusted metal nuts, bolts, and washers. The main cement footing at the northern crossing of the Santa Ana River has a date of 1938 printed into the cement. As depicted on the Redlands USGS topographic map, the site continues to the north and south outside the SARC ADI/APE. (See attached background research for CA-SBR-6847H conducted by Greenwood and Associates in 1997.)

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: 20 feet **b. Bottom width:** 20 feet
c. Height or Depth **d. Length of Segment:** Within ADI/APE, approximately 700 feet
e. Sketch of Cross-Section: Not applicable.

L5. Associated Resources: Locus 4 of site CA-SBR-6063H, containing railroad ties and other wood fragments is likely related to CA-SBR-6847H.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.) This portion of the Old Kite Route or the Redlands Loop is located in the relatively flat, cobble and boulder-strewn, alluvial wash of the Santa Ana River.

P36-006847

L7. Integrity Considerations:
The portion of CA-SBR-6847H that is located within the IFP SARC ADI/APE has been totally dismantled, all that remains is the raised earthen railroad bed, a few railroad spikes, milled lumber footings and supports, and rusted metal nuts, bolts, and washers. Therefore, this portion of CA-SBR-6847H is not considered to retain sufficient integrity to be significant.

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

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

L10. Form Prepared by: Name, affiliation, and address.)
Melinda C. Horne
Applied EarthWorks, Inc.
3292 East Florida Ave.
Suite A
Hemet, CA 92544

L11. Date: 2/19/98

P36-006847

Applied EarthWorks, Inc.

SITE MAP SHEET

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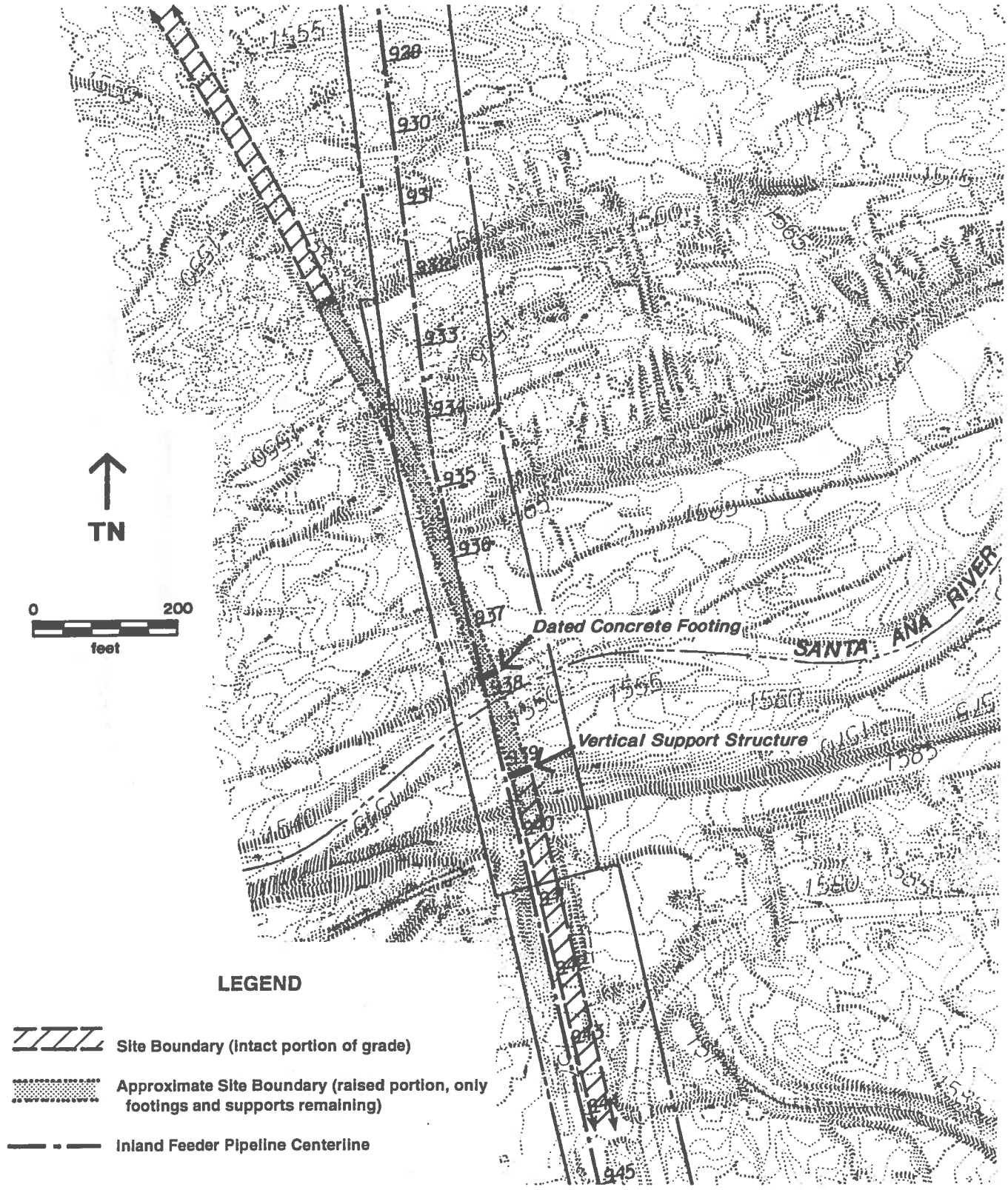
Primary #

HRI #/Trinomial CA-SBR-6847H

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

Map Name CA-SBR-6847H Site Map **Scale:**

Date: 3/17/98



P36-006847

Applied EarthWorks, Inc.

LOCATION MAP SHEET

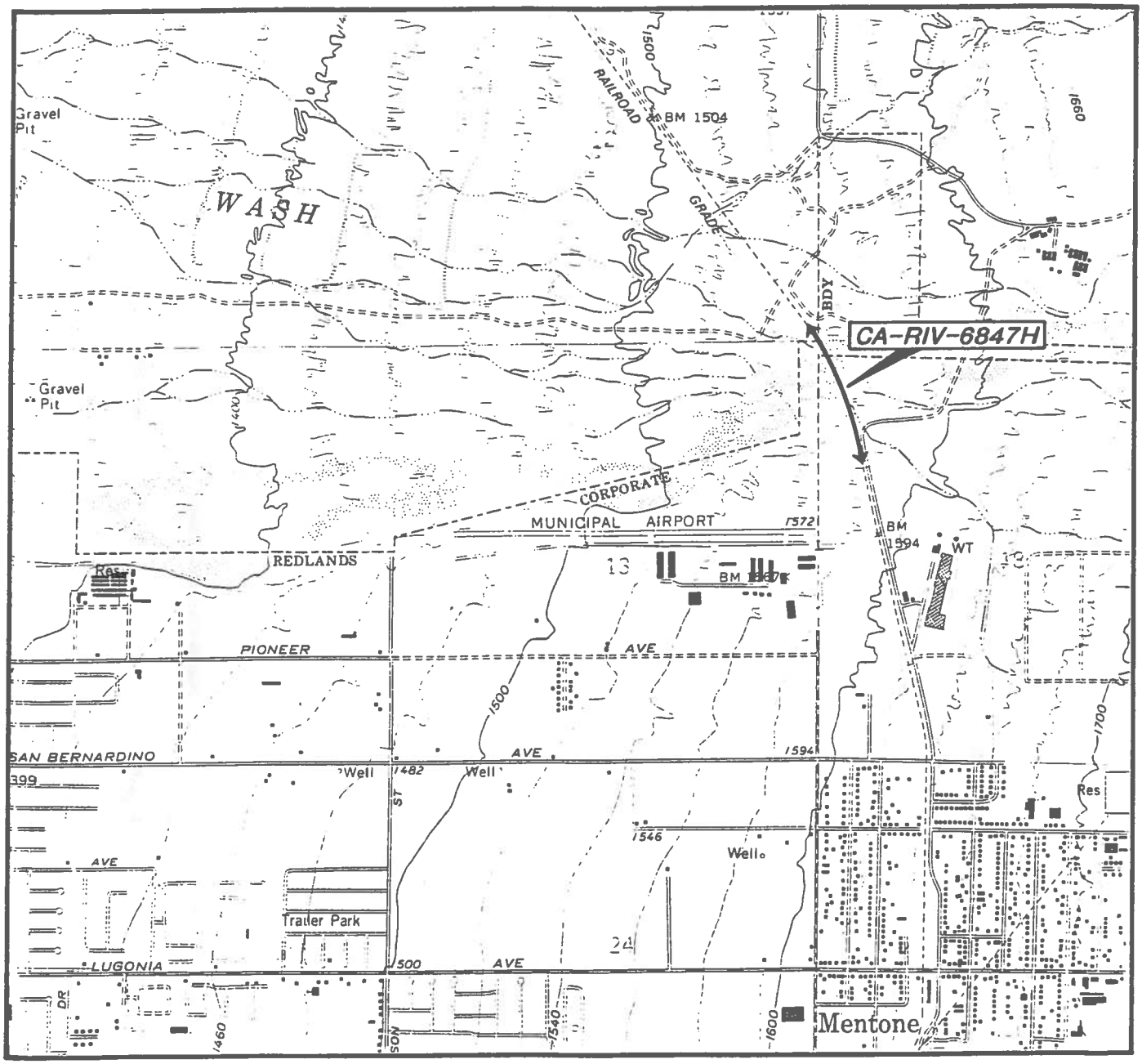
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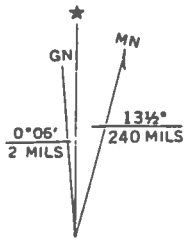
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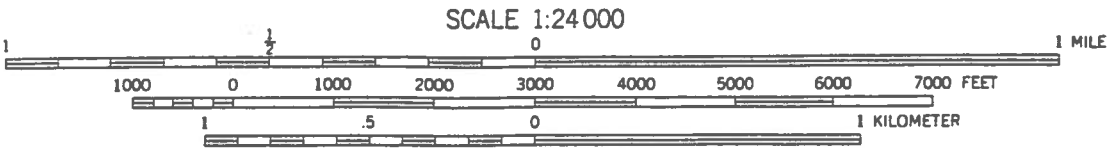
Page 8 **of** 8

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

Map Name CA-SBR-6847H Location Map **Scale:** **Date:** 3/17/98







Redlands, CA 7.5′ USGS Quad 1967 (1988)

Cite as: Ms. on file, Greenwood and Associates, Pacific Palisades, CA.

P36-006847

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

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

Construction of the Kite-Shaped Track, 1880-1892

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

airplanes" (*ibid.*).

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

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

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

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

Railroad Facilities in the Inland Feeder Project Area

City Creek Trestle

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

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

Aplin Station

P36-006847

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

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

Browns Station

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

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

Mentone Station

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

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

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

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

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

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

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Serpico, Philip C.

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Sun, San Bernardino

1956a "ICC Permits Santa Fe to Abandon Loop Line." April 18.

1956b "Last Excursion Trip Taken on Kite Line." October 14.

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

1981 "'No Scene Twice Seen' Rail Route Finally Loses Its Tracks." October 11, pp. A1 and A4.

P36-006847

1986 "Notice." July 30, p. D3.

USGS (United States Geological Survey, U. S. Department of the Interior)
1901 Map: Redlands, California (15', 1:62,500), surveyed in 1898-1899. On file, Map Collection, Tomás Rivera Library, University of California, Riverside.
1943 Map: Redlands and Vicinity, California (1:31,680), surveyed in 1939. On file, Map Collection, Tomás Rivera Library, University of California, Riverside.

Personal Communications

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

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

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

Kiel, Elizabeth Long-time resident of Highland.

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

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

1063228 ABoE-36-15-002-00 update 10/11

PRIMARY RECORD

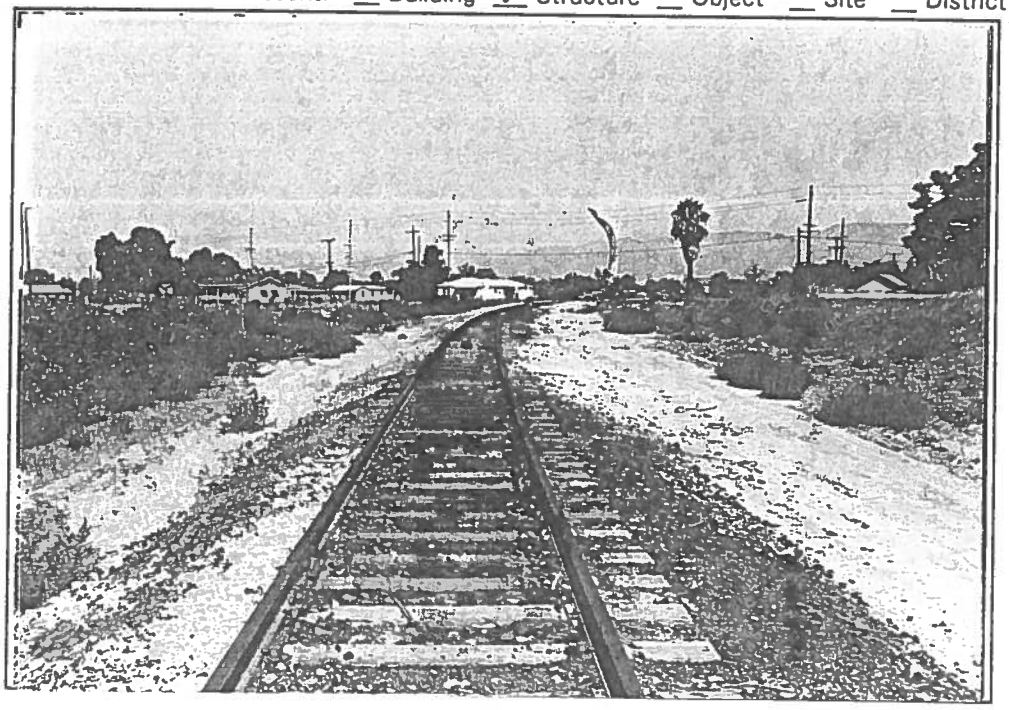
Primary #_____
HRI #_____
Trinomial ~~CA-SBr-6103H~~ SBR-6847H
NRHP Status Code 6Y
Other Listings_____
Page 1 of 10 Review Code_____ Reviewer_____ Date_____

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

P3. Description:

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

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



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

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

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

P9. Date Recorded:
12 April 1995

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

P11. Report Citation (Provide full citation or enter "none"):
Historic Resource Evaluation Report, Orange Show Road Extension, City of San Bernardino, California, by Francesca Smith, July 1995

Attachments: _NONE ✓Location Map ✓Continuation Sheet _Building/Structure/Object Record ✓Linear Resource Record __Archaeological Record __District Record __Milling Station Record __Rock Art Record __Artifact Record __Photograph Record __Other (list)

CONTINUATION SHEET

Primary #_____
HRI #_____
Trinomial CA-SBr-~~6103H~~ 10847 H

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

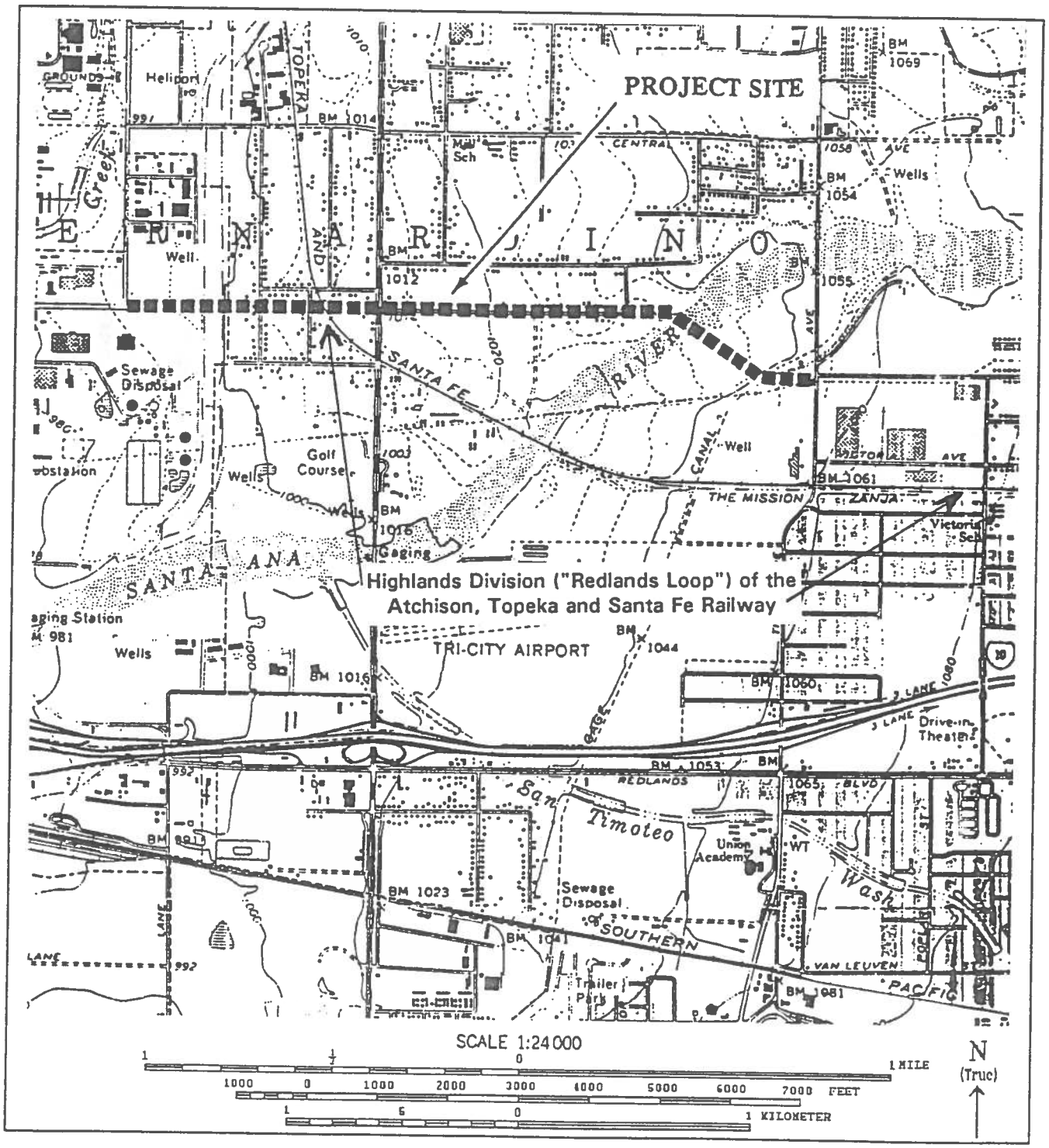


P5. Photograph of Cross-Buck RR Crossing Sign at Ennis Street
View east, 14 September 1994

MAP SHEET

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

Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway
Map Name: USGS San Bernardino South **Scale:** 1:24000 **Date:** 1967, photorevised 1980



LINEAR RESOURCE RECORD

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

L1. **Resource Identifier:** Highlands Division ("Redlands Loop") of the AT&SF Railway

L2. **Historic Name:** Southern California Railway Highlands Division

L3. **Common Name:** Redlands Loop of the Kite-Shaped Track

L4. **Detailed Record of:** __ Entire Resource ✓ Segment (Describe entire resource on Primary Record before recording a segment in detail)

L5. **Length:** 152 m (500 ft) Method of Determination: Scaled from APE Map
L6. **Width:** 15 m (50 ft) Method of Determination: ROW width on assessor's parcel map
L7. **Depth/Height:** surface Method of Determination: field observation

L8. **Features:** (Describe construction details, dimensions, and artifacts found with each feature. Provide plans/sections as appropriate)

The railroad track consists of standard gauge 34-kg (75-lb) steel rails, with broad T bases and narrow webs, set on wooden ties spaced 50 cm (21 in) apart. The rails are connected end-to-end with hardware and cables. The track is connected to the ties with metal cross plates spiked into the ties. Some of the ties are marked with date nails which have the number "36" (for 1936) embossed on their heads. At the crossing of the track with Ennis Street, the crossing is marked by cross-buck signs, one of which appears to date to ca. 1925, when the area was first subdivided.

L9. **Natural Setting:** (Describe natural features, landscape characteristics, slope, etc. as appropriate)

The segment of track recorded here features flat topography with a slight embankment adjacent to the northeast edge of the ROW. Vegetation consists of scattered ruderal weeds and grasses.

L10. **Historical Information:**

See: Continuation Sheet.

L11. **Resource Attributes** (List attributes and codes) HP11, Railroad Grade

L12. **Significance: Theme** Railroad transportation **Area** San Bernardino Valley
Period of Significance 1888-1950 **Property Type** Railroad Grade **Applicable Criteria** N/A
(Discuss importance of resource within a historical context as defined by theme, period of significance, and geographic scope when appropriate)

See: Continuation Sheet

L13. **Resource Integrity:**

See: Continuation Sheet

L14. **Associated Resources:**

L15. **References:**

See: Continuation Sheet

L16. **Form Prepared By:** Francesca Smith **Date:** 12 April 1995
Affiliation/Address: Myra L. Frank & Assoc, Inc., 811 W Seventh St, Ste 800, Los Angeles, CA 90017

CONTINUATION SHEET

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

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

L10. Historical Information:

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

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

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

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

CONTINUATION SHEET

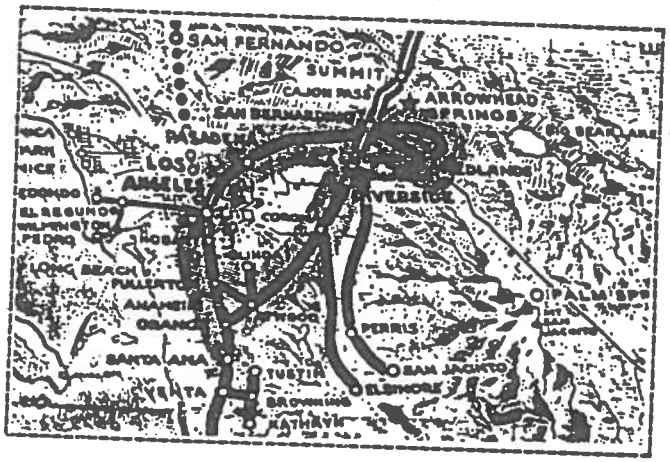
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Trinomial CA-SBr-~~6103H~~ 6847H

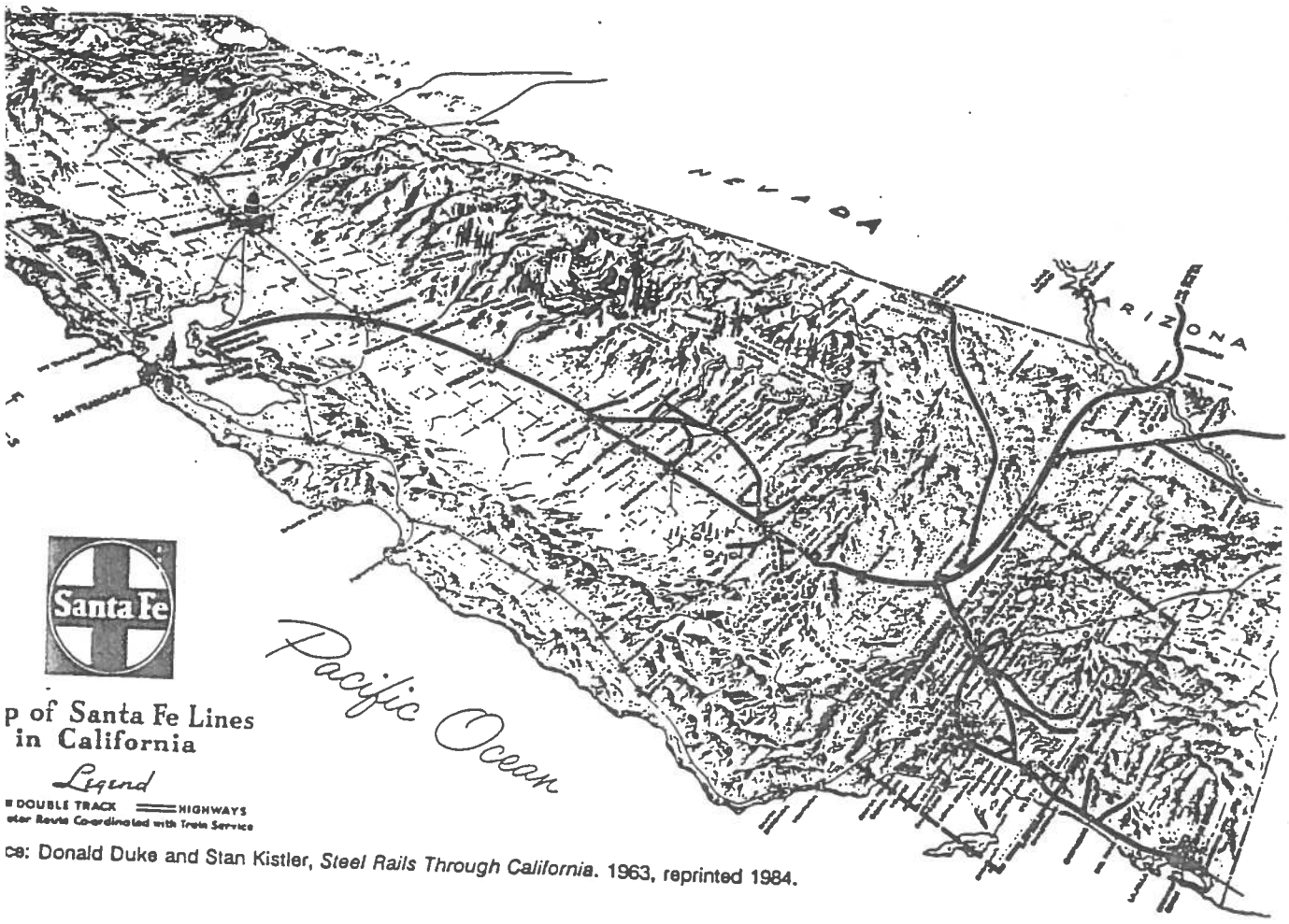
Resource Identifier: Highlands Division ("Redlands Loop") of the AT&SF Railway

10. Historical Information (con't):

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

DETAIL





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

ATION SHEET

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

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

l Information (cont.):

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

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

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

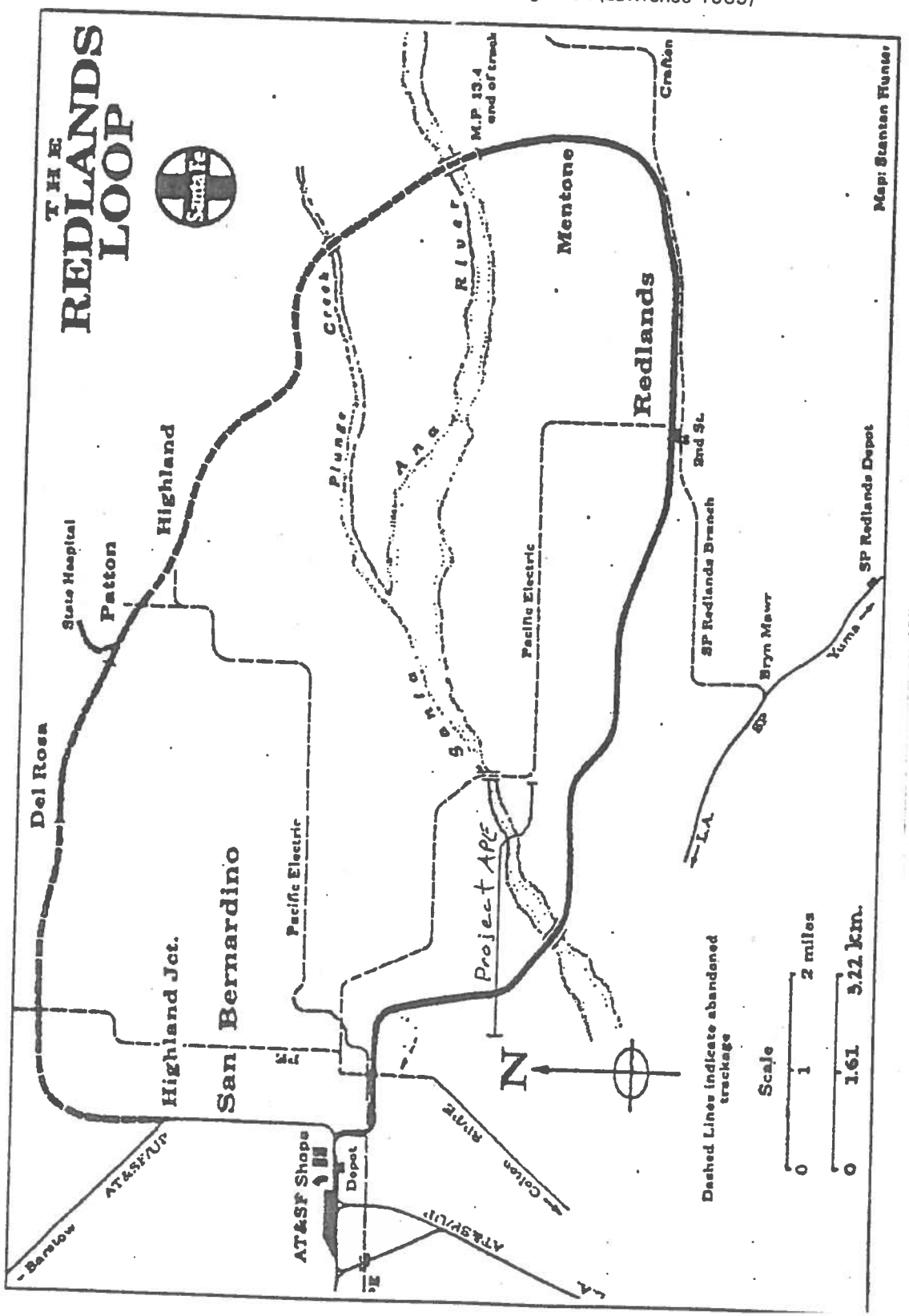
final passenger train made the Loop circuit, and within the next decade, Santa Fe shuttered all s to passenger service. Most of Los Angeles part of the Kite was absorbed into the still active e of the remaining railroads. In 1956, the Redlands Loop section of track between Highland Del Rosa was demolished.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

CONTINUATION SHEET

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

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

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



CONTINUATION SHEET

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

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

L12. Significance:

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

L13. Resource Integrity:

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

L15. References:

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---. "City and County." *Citrograph* (3 May, 1890) 7.

---. "City and County." *Citrograph* (31 May, 1890) 7.

---. "City and County." *Citrograph* (13 September, 1890) 9.

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CONTINUATION SHEET

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

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

L15. References (con't):

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Hein, Erwin. ed. *History of Redlands (1888-1968) and Prospect Park (1878-1968): Celebrating the Eightieth Anniversary of the City of Redlands, California, and The Acquisition of Prospect Park.* (Redlands: Citrograph Printing Company/Redlands Daily Facts) 1968.

---. "ICC Permits Santa Fe To Abandon Loop Line: Way Cleared For 16th Street Overpass Over Freeway." *The Sun* 18 April 1956.

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Lockabey, V. Almon. "Railroad News—Last Excursion Trip Taken on Kite Line." *The Sun* 14 October 1956.

___. "Los Angeles Division Important Link In Marketing California Products: And San Bernardino Occupies Strategic Position In the Operation of the Division." *The Santa Fe Magazine* (January 1934) 13-21.

Lyman, Edward L. "Outmaneuvering The Octopus: Atchison, Topeka & Santa Fe." *California History* (June 1988) 95-107.

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Moore, Frank. "With A Grain of Salt." *Redlands Daily Facts* 30 August 1973b.

Parker, Edith Hinckley. *Two Girls and a Kite or Adventures Around the Kite-Shaped Track.* (Redlands: Moore Historical Foundation) 1984.

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Santa Fe Railway Company. *Kite Shaped Track: No Scene Twice Seen.* promotional pamphlet (Los Angeles: Lang Press) no date.

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P36-006847

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

PERMANENT TRINOMIAL: CA-SBR-6847-H

TEMPORARY SITE NO.: _____

AGENCY DESIGNATION: _____

(Current Conditions Addendum)

USGS Fontana

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

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

P36-006847
Update

ARCHAEOLOGICAL SITE RECORD

PAGE: 1 **OF** 6 **PERMANENT TRINOMIAL:** CA-SBR-6847H
DATE OF ORIGINAL RECORD: N/A **TEMPORARY NUMBER:** R-FEH #9
DATE OF THIS FORM: 12/19/90 **AGENCY DESIGNATION:**
1. **COUNTY:** San Bernardino
2. **USGS QUAD:** Redlands 7.5' 1967 **REVISED:** 1988
3. **UTM COORDINATES: ZONE** 11 487485 m Easting; 3771420 m Northing
4. **TOWNSHIP** 1S **RANGE** 2W, SW 1/4, SE 1/4, SW 1/4, NW 1/4, of Section 18 **BASE MER.** SBM
5. **MAP COORDINATES:** 184 **mm S** 440 **mm E**
6. **ELEVATION:** 1590 ft.

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

8. **PREHISTORIC** **HISTORIC** X **PROTOHISTORIC**

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

10. **AREA:** 10 m (length) x 10 m (width); m^2
Method: Tape.

11. **DEPTH:** unlikely **METHOD:** N/A

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

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

14. **NON-ARTIFACTUAL CONSTITUENTS:** None observed.

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

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

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

P36-006847

ARCHAEOLOGICAL SITE RECORD

PAGE:2 OF 6 PERMANENT TRINOMIAL: SBr-6847H
DATE OF ORIGINAL RECORD: N/A TEMPORARY NUMBER: R-FEH #9
DATE OF THIS FORM: 12/19/90 AGENCY DESIGNATION:

18. **HUMAN REMAINS:** None observed.

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

20. **NEAREST WATER:** Santa Ana River

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

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

REFERENCES FOR ABOVE: N/A

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

24. **SURROUNDING SOIL:** Same as 23

25. **GEOLOGY:** Alluvial.

26. **LANDFORM:** Minor drainage in Santa Ana Wash.

27. **SLOPE:** 0 28. **EXPOSURE:** Open

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

30. **REMARKS:**

32. **REFERENCES:**

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

34. **TYPE OF INVESTIGATION:** Preliminary surface reconnaissance

35. **SITE ACCESSION NO.:** **CURATED AT:**

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

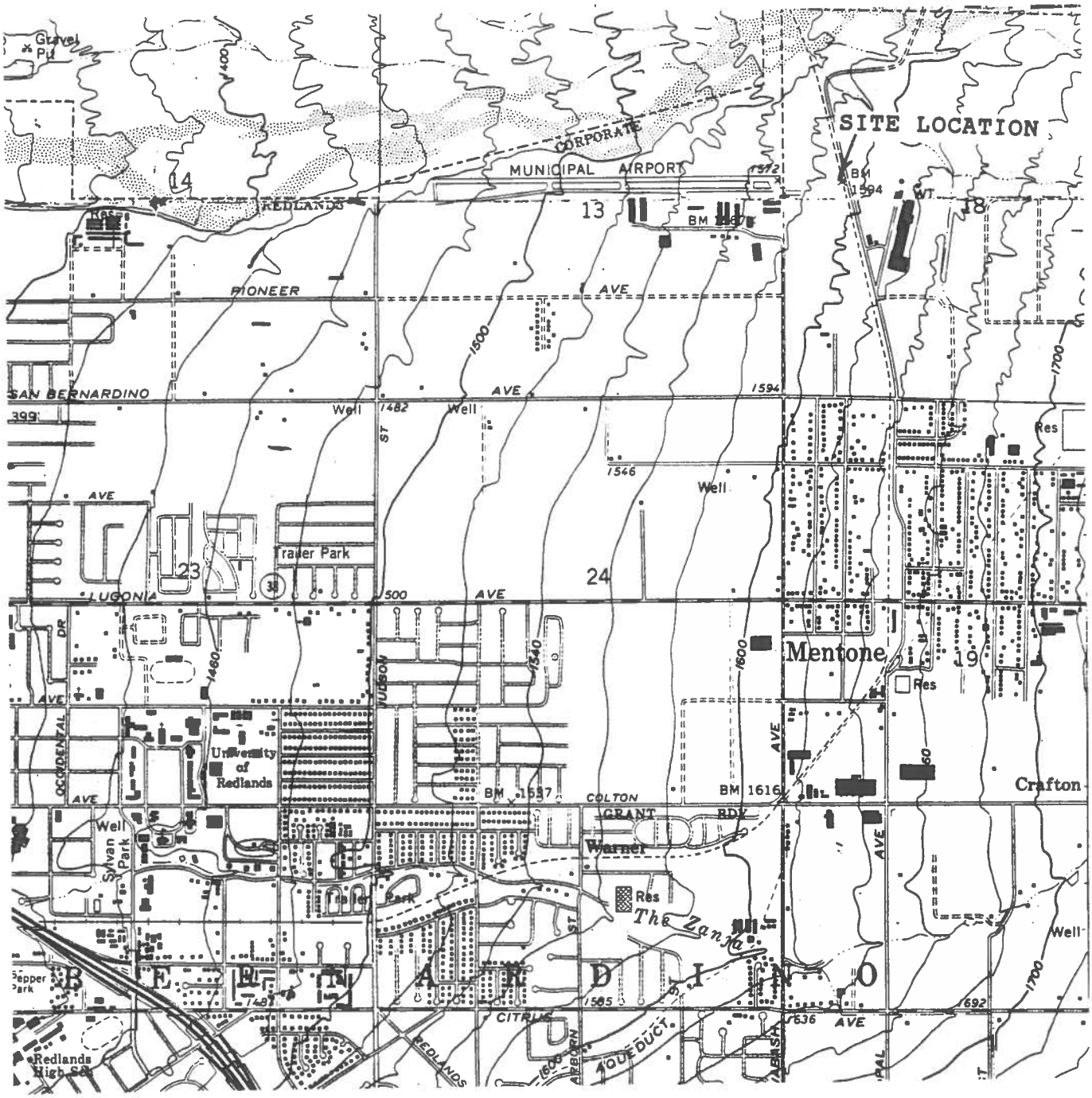
37. **PHOTO ACCESSION NO.** N/A **ON FILE AT:** Greenwood and Associates

P36-006847

ARCHAEOLOGICAL SITE LOCATION MAP

PAGE:3 OF 6
DATE OF ORIGINAL RECORD:
DATE OF THIS FORM: 12/19/90
U.S.G.S. 7.5' QUADRANGLE: Redlands

PERMANENT TRINOMIAL: SBr-6847H
TEMPORARY NUMBER: R-FEH #9
AGENCY DESIGNATION:



P36-006847

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

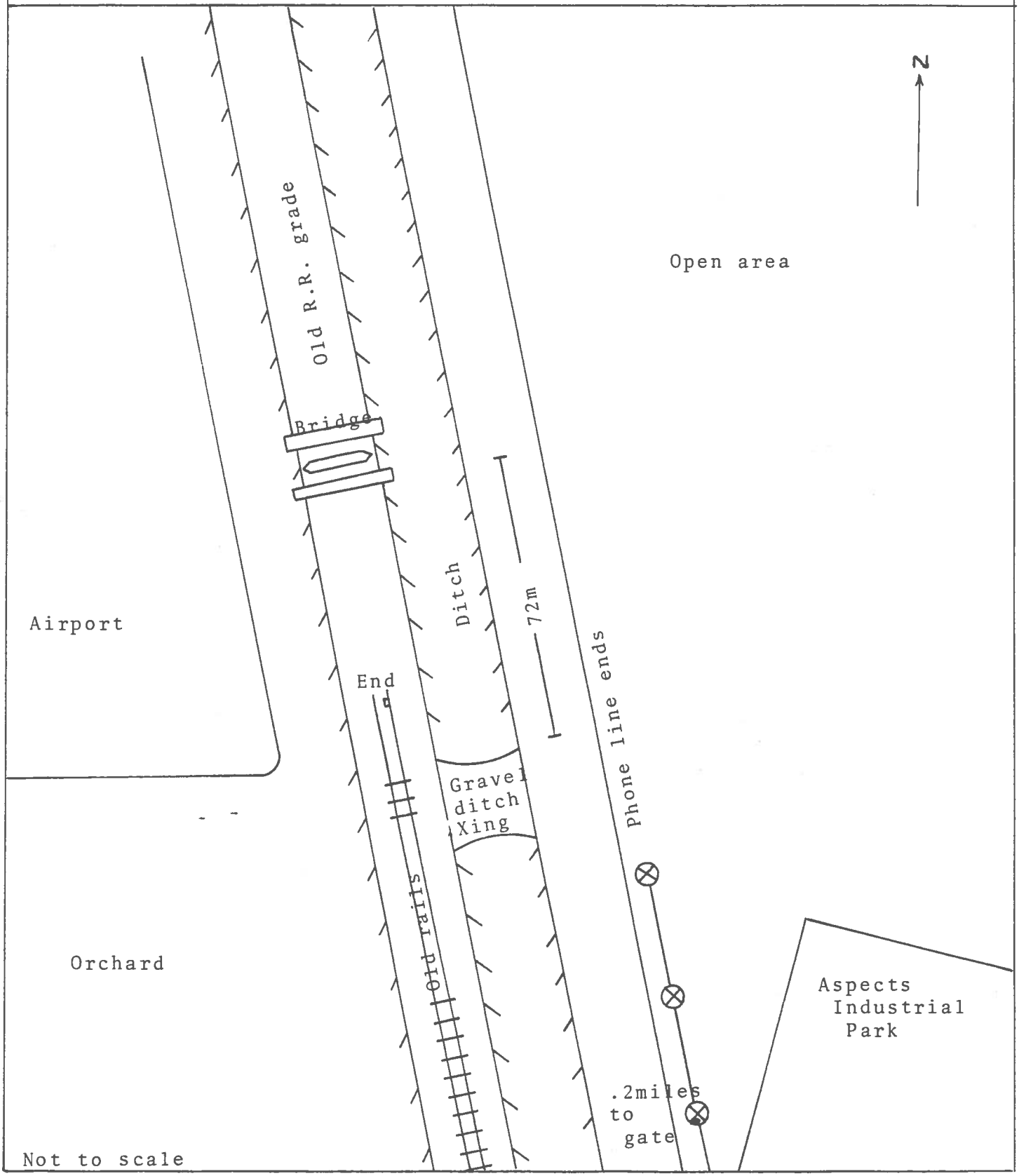
ARCHEOLOGICAL SITE MAP

Page 4 of 6 .

Permanent Trinomial: SBR-6847H / _____ (mo. / yr.)

Temporary Number: Redlands FEH -#9

Agency Designation: _____



DPR 422F (Rev. 8/82)

P36-006847

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

ARCHEOLOGICAL SITE MAP

Page 5 of 6 .

Permanent Trinomial: SBR-6847H / ____ (mo. / yr.)

Temporary Number: Redlands - FEH-#9

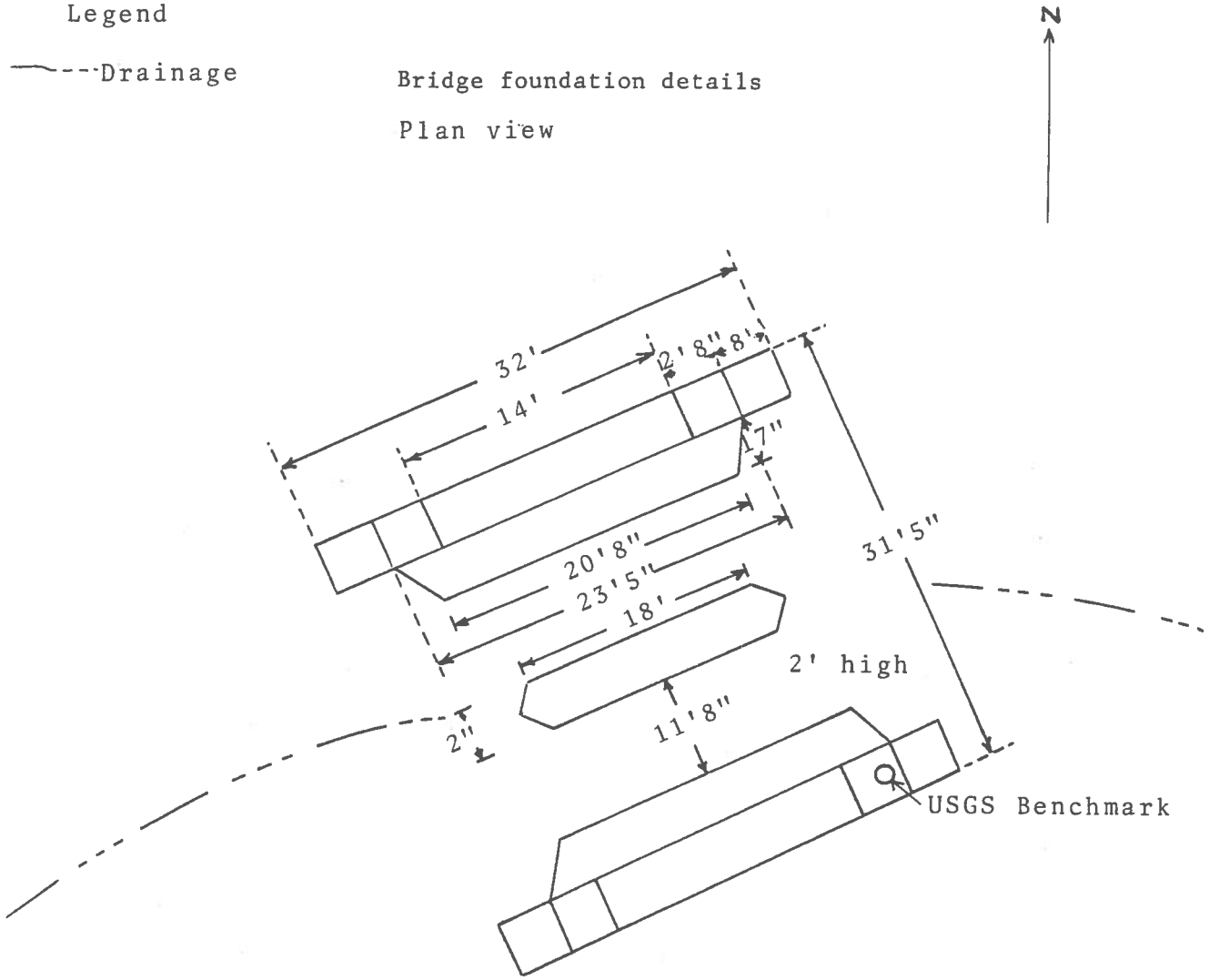
Agency Designation: ____

Legend

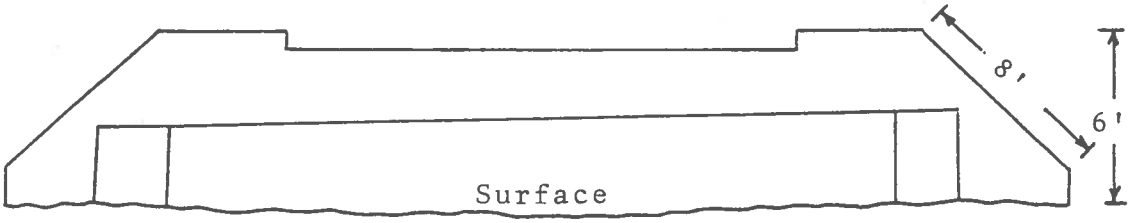
~~---Drainage

Bridge foundation details

Plan view



Profile of North Footing



Not to scale

P36-006847

ARCHAEOLOGICAL SITE RECORD - CONTINUATION

PAGE: 6 OF 6 PERMANENT TRINOMIAL: SBR-6847H

DATE OF ORIGINAL RECORD: TEMPORARY NUMBER: R-FEH #9

DATE OF THIS FORM: 12/19/90 AGENCY DESIGNATION:

CONTINUATION

ITEM NO.

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

P36-006847

1063

ARCHAEOLOGICAL SITE RECORD

PAGE: 1 OF 5
DATE OF ORIGINAL RECORD: N/A
DATE OF THIS FORM: 12/05/90
PERMANENT TRINOMIAL: CA-SBR-6847H
TEMPORARY NUMBER: R-FEH/L #1
AGENCY DESIGNATION: PSBR-25H
PRIMARY #P36-006847

1. COUNTY: San Bernardino
2. USGS QUAD: Redlands 7.5' 1967 REVISED: 1988
3. UTM COORDINATES: ZONE 11 482400 m Easting; 3775785 m Northing
4. TOWNSHIP 1N RANGE 3W, NE 1/4, NE 1/4, SE 1/4, SE 1/4, of Section 33 BASE MER. SBM
5. MAP COORDINATES: 2 mm S 227 mm E
6. ELEVATION: 1340 ft.

7. LOCATION: From Interstate 10 in Redlands, take Orange Street exit north for 3 miles, it then becomes Boulder Avenue. Continue on Boulder for 1.4 miles to Base Line Street, turn right and proceed 0.2 mile. Site is 0.2 mile to north within City Creek.

8. PREHISTORIC HISTORIC X PROTOHISTORIC

9. SITE DESCRIPTION: Old Kite Route. Railroad bridges and road grade in City Creek Wash. Railroad grade does not exist beyond boundaries of wash.

10. AREA: 10 m (length) x 63 m (width); 630 m^2
Method: Tape and pace.

11. DEPTH: surface METHOD: N/A

12. FEATURES: Two sets of parallel standing, stepped concrete bridge walls, separated by approximately 43 meters of old railroad grade. Large cut-off anchor bars (two on upper portions and two on lower steps) exist within the concrete forms.

13. ARTIFACTS: Chunks of broken concrete forms, railroad ties, remnants of volcanic railroad ballast, and whiteware ceramic fragments.

14. NON-ARTIFACTUAL CONSTITUENTS: None observed.

15. DATE OF ORIGINAL RECORD: N/A DATE OF THIS FORM: 12/05/90

16. RECORDED BY: Gwendolyn Romani, Kathy VanderVeen, James Kenney, and Bruno Texier.

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

P36-006847

ARCHAEOLOGICAL SITE RECORD

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

18. **HUMAN REMAINS:** None observed.

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

20. **NEAREST WATER:** Site within City Creek Wash.

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

22. **VEGETATION COMMUNITY (ON SITE):** Same.

REFERENCES FOR ABOVE: N/A

23. **SITE SOIL:** Alluvial/Colluvial.

24. **SURROUNDING SOIL:** Same as 23

25. **GEOLOGY:** Metamorphic.

26. **LANDFORM:** Wash.

27. **SLOPE:** 0-1 degree to south 28. **EXPOSURE:** Open.

29. **LANDOWNERS(S), (TENANTS), ADDRESS:** Unknown.

30. **REMARKS:**

32. **REFERENCES:**

33. **NAME OF PROJECT:** Metropolitan Water District Inland Feeder Project Cultural Resource Investigation.

34. **TYPE OF INVESTIGATION:** Preliminary surface reconnaissance

35. **SITE ACCESSION NO.:** **CURATED AT:**

36. **PHOTOS:** Overviews, B & W prints. **TAKEN BY:** Gwen Romani

37. **PHOTO ACCESSION NO.** N/A **ON FILE AT:** Greenwood and Associates

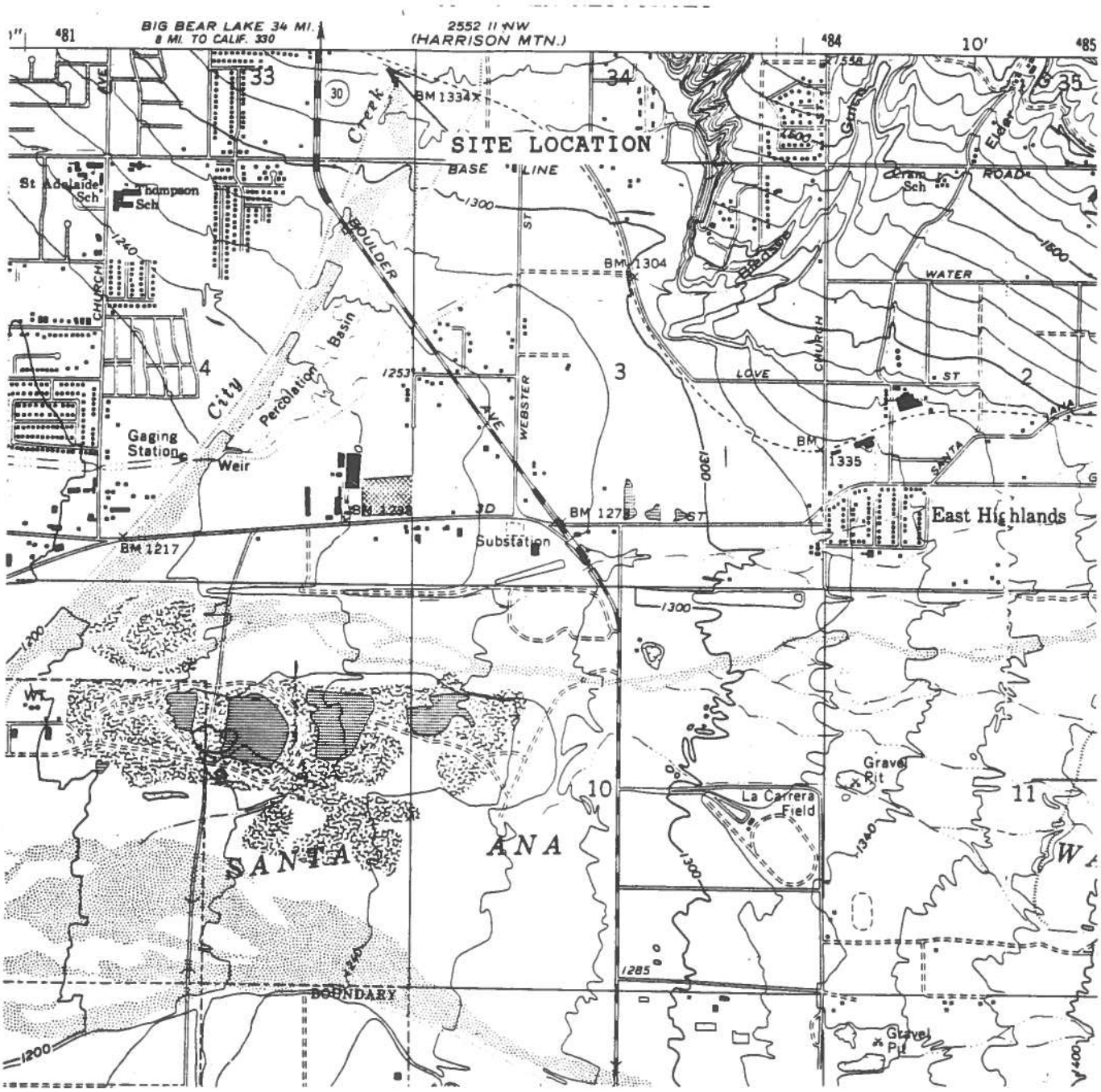
P36-006847

ARCHAEOLOGICAL SITE LOCATION MAP

PAGE:3 OF 5
DATE OF ORIGINAL RECORD:

DATE OF THIS FORM: 12/05/90
U.S.G.S. 7.5' QUADRANGLE: Redlands

PERMANENT TRINOMIAL: SBR-6847H
TEMPORARY NUMBER: R-FEH/L #1 and PSBR-25H
AGENCY DESIGNATION:



P36-006847

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

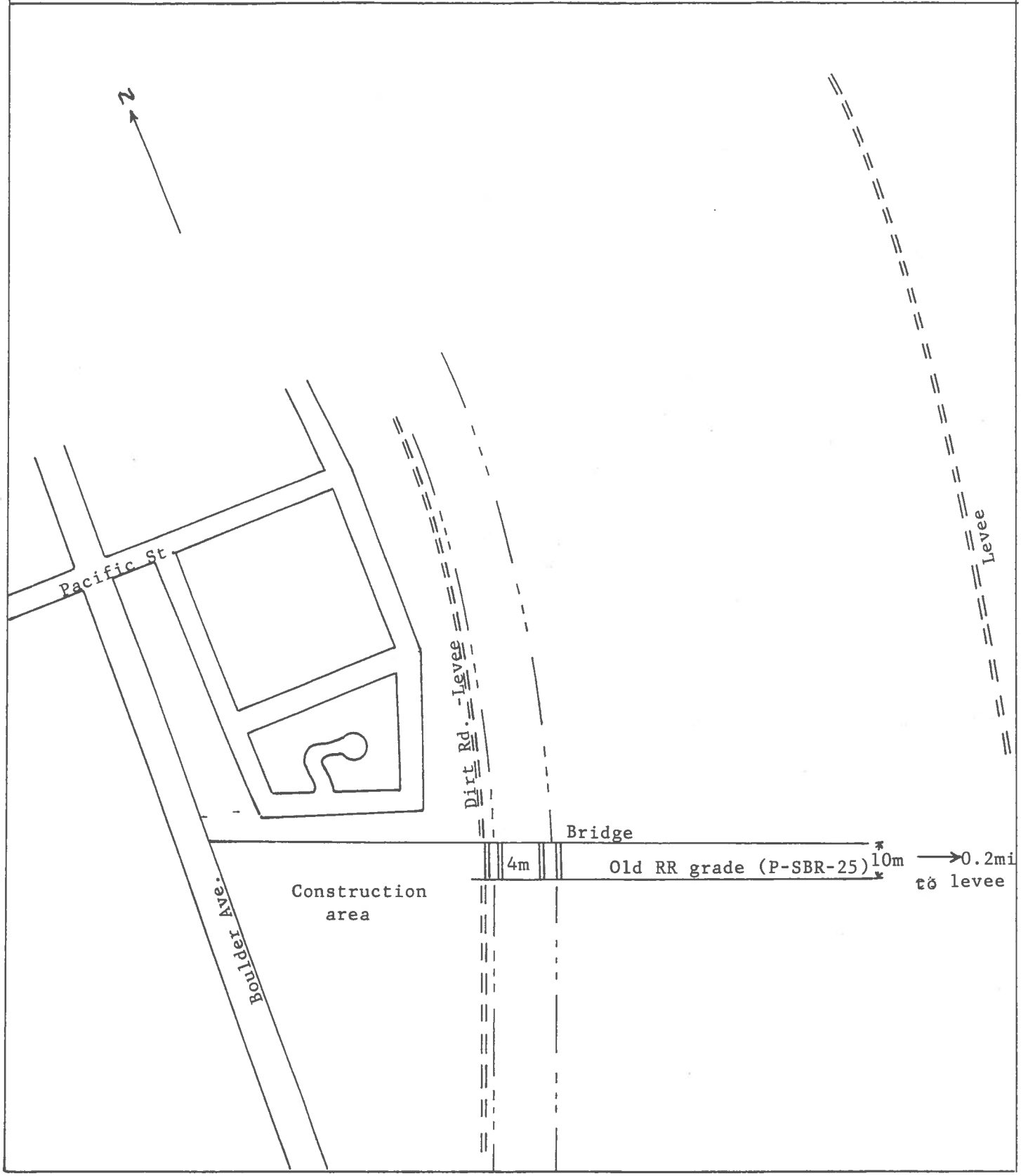
ARCHEOLOGICAL SITE MAP

Page 4 of 5 .

Permanent Trinomial: SBr-6847H / ____ (mo. / yr.)

Temporary Number: Redlands FEH / L-#1

Agency Designation: ____



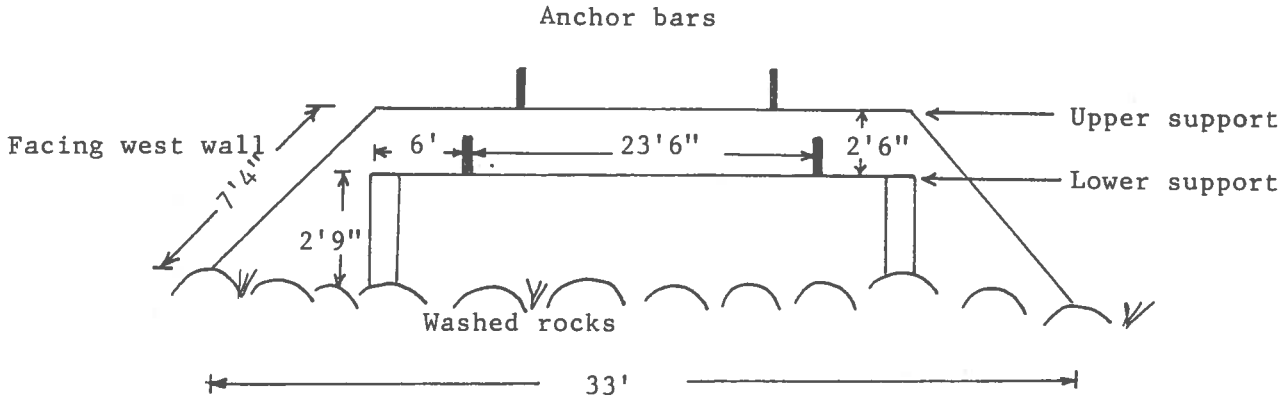
DPR 422F (Rev. 8/82)

P36-006847

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHEOLOGICAL SITE MAP

Permanent Trinomial: SBR-6847H / _____ (mo. / yr.)
Temporary Number: R-FEH/L-#1 (P-SBR-25)
Agency Designation: _____

Detail of bridge



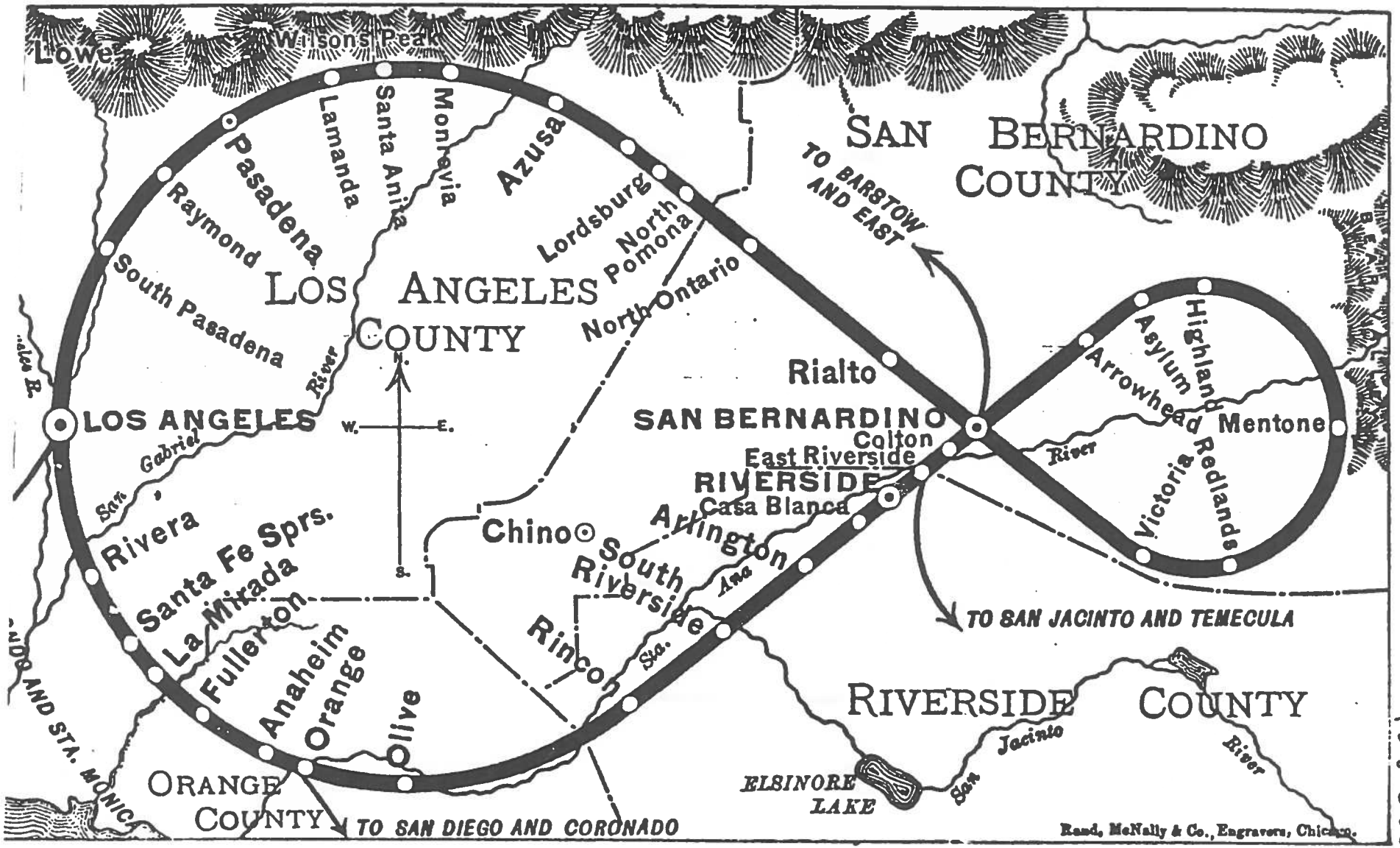
Not to scale

DR-6847
P36-006847

Important and far-reaching events followed each other swiftly when this new project began to get under way. Due to the efforts of W. P. McIntosh, Mentone attracted to itself many visitors of culture, as well as those seeking investment only, and by 1892 a beautiful and spacious tourist resort had become a reality. This was the first pretentious structure to be erected at a cost of some $20,000.00. In 1892, the new Santa Fe Depot, with Mrs. Tillie Shearer as the station agent, had been completed, and the now world famous Kite-Shaped Track with Mentone as the Eastern terminus became a reality.

While these social and economic activities were growing apace, the women of the community were not idle: - quietly and almost unnoticed, the ladies, under the leadership of Mrs. Walter C. Bacon, Mrs. G.S. Gay, Mrs. Fannie McClung, Mrs. Nora Rice, and others, in conjunction with the Congregational Building Society, had obtained sufficient funds to erect the beautiful church edifice that to this day supplies the spiritual needs of the community. The new church was dedicated July 2, 1892, with the Rev. Ed. R. Brainerd as the first pastor.

It is only natural that a region so situated that its soil, enriched for ages by alluvial deposits from the mountains, should render rich returns to investors. Available statistics reveal that in the early days, this section produced great quantities of hay, hams, bacon and lard. Then came peaches, grapes and wool. All these products found ready markets in Los Angeles and as far north as San Francisco. Gradually, however, the Mentone district found its real place in the commercial world by embarking in the orange industry. The pioneers in the orange industry were M. F. Crafts, after whom Crafton was named, who planted the first orange orchard as early as 1870; Mr. C. R. Paine was second, with an orchard planted in 1877; and Mr. W.P. McIntosh, third, with an orchard on what is now Mentone Boulevard, about 1888. With climatic second to none in California for the culture of oranges, it was



Southern California R. R. Famous "Kite Shaped Track."

P36 006847
Sac 6847

P36-006847

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VOLUME 35 NUMBER 7

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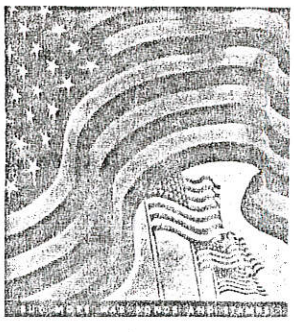
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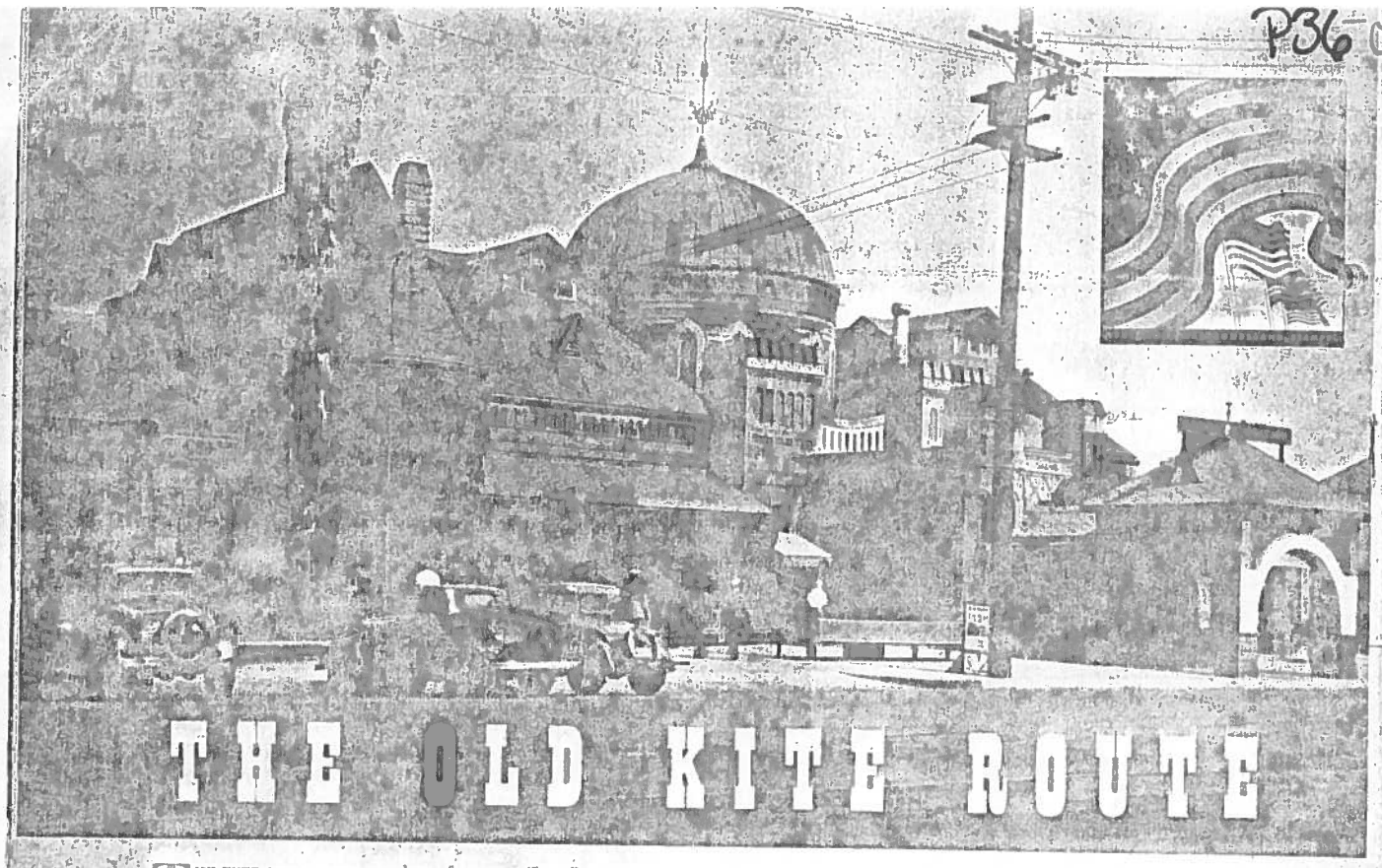
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P36 006847



THE OLD KITE ROUTE

THE EVER-INCREASING number of passengers on all Southland trains is reminiscent of those memorable yesterdays when everyone traveled by rail. Thanks to the rubber famine we now think of the Iron Horse when a trip beyond the limitations of our gasoline rations is contemplated. Yes, history is repeating itself, for willy-nilly we'll go by train for the duration, and chances are we'll find that it's not so hard to take, either. Especially as we reflect on the fun our parents got out of riding by rail, over the old Kite Route, for example, probably the most popular of all California excursions.

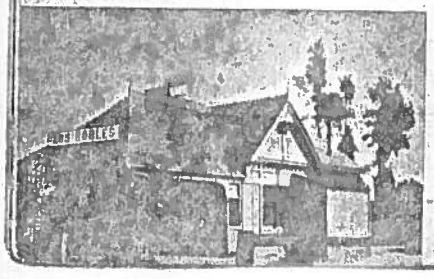
"No Scene Twice Seen on the Kite-Shaped Track" was the double-barreled description of the "Special Excursion" leaving the Santa Fe depot at 9:00 each morning. Should you miss the Special there was for a time another train 30 minutes later going the opposite direction, or counter-clockwise, around the "kite." No matter what excursion you took there was no retracing of even a mile of track or scenery.

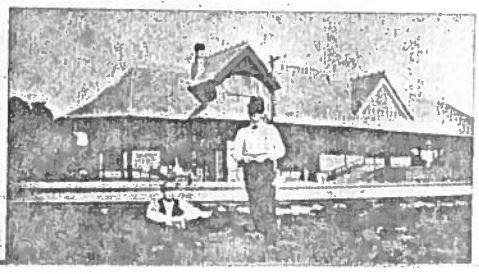
To a generation unaccustomed to four-lane highways and throbbing stratoliners, "goin' 'round the kite" quickly became a byword throughout Southern California. It was tops for Sunday entertainment, a kind of Catalina in its own right. As scenery goes it more than held its own and as railroading it was, and is (for the tracks are still intact) unique. One went from Los Angeles "through the heart of the famous Orange Belt" along the Foothill Route west to San Bernardino, thence around the Redlands loop (a short digression from the main "kite") back to "Berdoo," and finally returned to town via Riverside and the Valley Route. Here was a real loop-the-loop scenic thrill in the general shape of a kite. The principal loop, of course, was the Los Angeles-San Bernardino sector "goin' and comin'," like two halves of a somewhat squashed apple. Today, the all-Diesel *Super Chief* flashes over the Foothill rails whereas the steam-operated *Grand Canyon Limited* highballs along the Valley tracks. And the remainder, up Redlands way? Well, this has gone freight; yes, it has been many a year since the flanges of passenger trains screeched around this "lesser" loop.

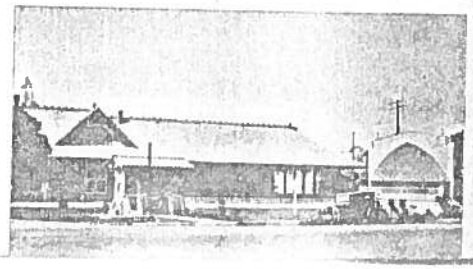
Finally, even as does the cloth-and-wood variety, this kite had its string—which brings us to the San Jacinto branch leaving the "big" loop at Highgrove just south of Colton. At best this secondary

• Los Angeles residents of pre-Union Station days will recall the old Santa Fe depot down near the river and First Street. It was from here that gay and carefree excursionists set out for a day of "going 'round the kite — where no scene was twice seen" and all for $2.05

Los Robles *Glendora* *San Dimas*





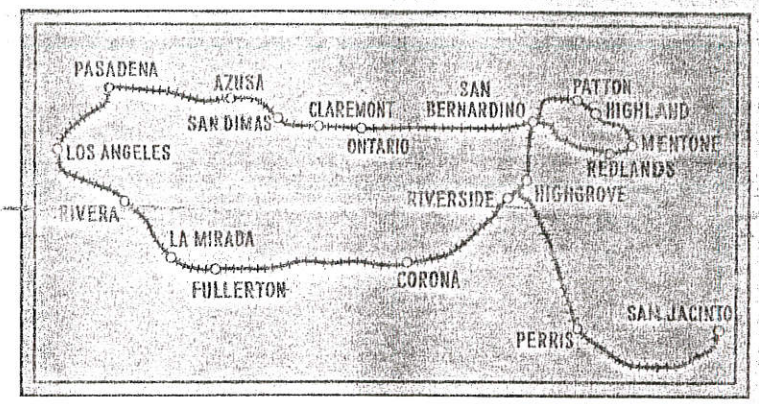




P26 006871



• An imaginative railroad publicity man must have been responsible for the "Old Kite" name for the excursion route. If you can make out the shape of a kite on the map you also have good imagination



PEANUTS and harmonizing took the place of dignity and propriety on yesteryear's excursions on the old Santa Fe

By FRANK P. DONOVAN, JR. and PHILIP HORTON

line had only a local or two and today it still has but one scheduled run—a mixed train puffing leisurely along hauling a string of freight cars with a lone passenger coach tagging on behind. But our interest in this branch is purely academic for although an integral part of the kite it was never included in the Kite Route itinerary.

Now let us do a little regressing and imagine ourselves Kite-riding in celebration, let's say, of McKinley's election. Having paid the $2.05 Sunday-rate fare, we, with a hundred or so others, board the wooden coaches and find a nice red plush seat. Comfortable? Well, not quite like the rocking-chair on the veranda but much easier riding than those new horseless carriages. The conductor consults his big gold timepiece, yells a lusty "all aboard" and we're off. The first stop is Pasadena. Beyond the Rose City, then as now, are the towering mountains on our left. But all else is different, vastly different than today. We see only projected subdivisions in semi-arid desert land, nestled in almost endless orange groves. Dusty dirt roads with an occasional buggy or farm wagon give scant indication of the Southland to come. There are some jerry-built homes largely of eastern pattern, for Spanish-styled California architecture will be introduced later in stable, permanent dwellings.

A five-minute pause is made at San Bernardino, already quite a railroad town, while switches are lined for the Redlands loop. The train starts with a jerk and is soon rounding the circle as excursionists lean out of the coaches and wave or call to their friends in other cars of the special, easily visible on the inner side of the curve. Occasionally passengers, particularly young folk, sneak out on the open wooden platforms only to be summarily sent inside by trainmen. Yet it was worth the trouble, for holding onto the iron railing of a swaying car rounding a sharp curve held a tang and zest peculiar to kite-riding on the Santa Fe. That was part of the fun, along with eating peanuts and harmonizing on barbershop ballads. Dignity and propriety were not included in the itinerary, at least not on all-day Sabbath outings.

Now the brake shoes screech and the train rumbles along the tree-lined streets of Redlands for a two-hour layover. Tally-hos and carriages await excursionists for the "full McKinley drive to Smiley Heights, Canyon Crest Park and return." The fee? Tally-hos, 75 cents; carriages, $1.00 the round trip.

About 12:50 the well groomed horses are trotting back to the station and coachmen help their passengers onto the platform. It's now one o'clock—the locomotive gives a series of sharp whistles and excursionists scramble aboard the train. The special continues around the other half of the loop back to San Bernardino, thence south to Riverside, "center of the largest orange-growing district in the world." Here excursionists again disembark, some going to nearby restaurants, others promenading along the clean, shady streets, and not a few going for a 12-mile drive through town, to meet the train at Casa Blanca (even as a future meeting in a far-distant Casablanca will someday mark another era of railroad prosperity) or Arlington, "at the end of Magnolia Avenue."

Two hours later the Kite Route train chuffs out of Riverside with most of its passengers: some board at Casa Blanca and the remainder get on at Arlington. Then, windows open wide, the careening coaches rattle through Santa Ana Canyon as passengers bob their heads in and out of the windows or make for the back platform. If the train is late, or the day short, the conductor goes through the aisles lighting the pintsch lamps when dusk overtakes the excursion before "La Grande" (the name of the old Santa Fe station in Los Angeles) is reached. At Rivera, men get bags or valises from the racks and women put their reticules away as the lights of Los Angeles hover in the offing.

Here another provocative parallel writes the finis to our memory-trip, for these homeward-bound, tired-but-happy excursionists are entering at nightfall a city which, with its turn-of-the-century oil lamps, looked not unlike the dimmed-out Los Angeles of today. How much nearer to yesteryear's ways of living are the current habits of 1943's war-changed America!

North Pomona



Mentone



La Mirada



State of California--The Resources Agency	**Primary #** 36-008303 (Update)
DEPARTMENT OF PARKS AND RECREATION	**HRI #**
CONTINUATION SHEET	**Trinomial** CA-SBR-8303H (Update)

Page 1 **of** 1 **Resource name or #** (Assigned by recorder)

Recorded by Daniel Ballester **Date** August 3 2017 ___ Continuation √ Update
Form Prepared by Bai "Tom" Tang **Date** March 18, 2018
Affiliation: CRM TECH, Colton **Project No:** CRM TECH 3212

During a field survey in the site area on August 3, 2017, it was noted that the Culligan USA Plant is no longer extant. Aerial photographs taken between 2007 and 2009 indicate that the entire facility recorded in 1995 was demolished for the construction of an industrial park at that time.

Report Citation:

Tang, Bai "Tom," Terri Jacquemain, and Daniel Ballester
2018 Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California.

P3600830 3 4/96

PRIMARY RECORD

Primary # P36-008303
HRI #
Trinomial CA-SBr- 8303H
NRHP Status Code 6Z
Other Listings P1071-11-H
Review Code Reviewer Date

Site of

P1. Resource Identifier: Culligan USA

P2. Location: a: County San Bernardino

b. Address: 3633 N. University Parkway
City San Bernardino **Zip** 92407

c. UTM: USGS Quad San Bernardino North 7.5' 1976, pr. 1980; **Zone** 11, A. 469000 mE/ 3779000 mN
B. 469500 mE/ 3780000 mN
C. 470200 mE/ 3778850 mN
D. 469880 mE/ 3778600 mN

d. Other Locational Data:
APN: 266-073-02, -04, -05, -08, -09
Twp. 1 N; Rng. 4 W: E ¼ of Sec. 19 (projected)
Twp. 1 N; Rng. 4 W: W ½ of Sec. 20 (projected)

P3. Description:

Industrial plant for the manufacture of zeolite for use in water-softening systems. During WWII used for manufacture of silica gel as desiccant for munitions shipments. Plant originally consisted of a dozen structures, including mills, warehouses, and storage tanks, and 37 acres of drying basins. At present, only one original structure, an electrical shed/guard house, remains, along with the foundations of two Quonset huts, a concrete structure that covered a subterranean water meter, and a three-sided concrete structure of unknown function. Site covers 150± acres.

APPROX. N-S = 1.7M E-W = .6M
DESTROYED ELEVATION: 1320'--1420'

P4. Resources Present: ✓ Building ✓ Structure ✓ Object __ Site __ District __ Element of District



P6. Date Constructed/Age:
__ Prehist. ✓ Hist. __ Both
1942

P7. Owner and Address:
Culligan USA
3633 N. University Parkway
San Bernardino, CA 92407

P8. Recorded by:
Michael K. Lerch
Michael K. Lerch & Assoc.
P. O. Box 55134
Riverside, CA 92517-0134

P9. Date Recorded:
27 February 1995

P10. Type of Survey:
Intensive Survey

P11. Report Citation (Provide full citation or enter "none"):
Cultural Resources Assessment of the Culligan Project, San Bernardino, California, by Michael K. Lerch, March 1995

Attachments: __NONE ✓Location Map ✓Continuation Sheet ✓Building/Structure/Object Record __Linear Resource Record __Archaeological Record __District Record __Milling Station Record __Rock Art Record __Artifact Record __Photograph Record __Other (list)

P36008303

4/96

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P36-008303

HRI #

Trinomial CA-SBr- 8303H

B1. **Resource Identifier:** Culligan USA
B2. **Historic Name:** Culligan Zeolite Co.
B3. **Common Name:**
B4. **Address:** 3633 N. University Parkway
City: San Bernardino **County:** San Bernardino **Zip:** 92407
B5. **Zoning:** IND **B6. Threats:** Proposed for development.
B7. **Architectural Style:** (A) One-story rectangular block building with stepped parapet.
B8. **Alterations and Date(s):** none

B9. **Moved?** ✓ No __ Yes Date: Original Location:
B10. **Related Features:** (B) foundations of two Quonset huts, (C) concrete structure that covered a subterranean water meter, (D) three-sided concrete structure of unknown function.

B11. **Architect:** unknown **Builder:** unknown
B12. **Historic Attributes** (List attributes and codes): HP-4--Electrical Shed/Guardhouse; HP-8--Industrial Building.

B13. **Significance:** Theme: Industrial Development Area: San Bernardino
Period of Significance: 1942-1965 Property Type: Industrial Plant Applicable Criteria: n/a

Although the Culligan Zeolite Company plant site would appear initially to meet NRHP criteria A and B, due to its contribution to the war effort and to the development and implementation of soft-water services world-wide (Criterion A), and due to its association with Emmett J. Culligan, whose life work is significant on both a local and a national level (Criterion B), it suffers from a lack of integrity as result of the removal of all but one of the original buildings and the abandonment of the balance of the property caused by the cessation of the original industrial activities of the Culligan plant. The site does not embody distinctive characteristics (Criterion C), nor does it have the potential to yield information important to history (Criterion D).

Because the Culligan Zeolite plant site no longer possesses integrity of design, setting, materials, workmanship, feeling and association, it is concluded that it is *not* eligible for inclusion in the National Register of Historic Places or the California Register of Historic Places.

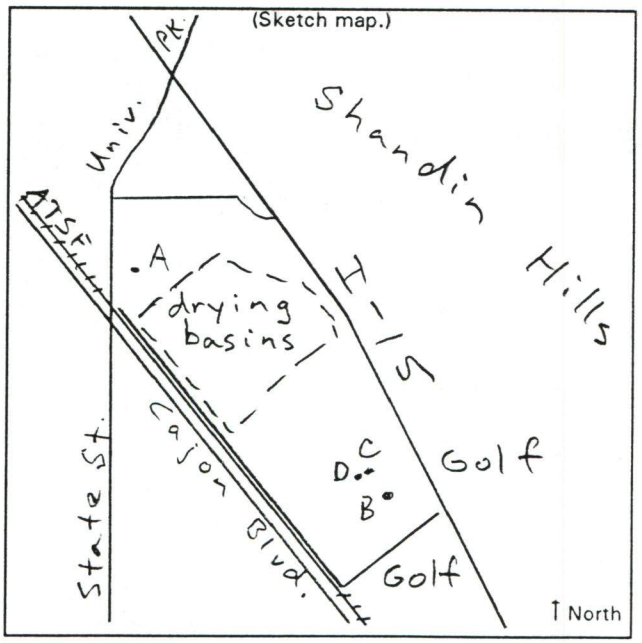
B14. **References:**

Belden, L. Burr
1948 Culligan Zeolite Plant at Ono Expands, American Homes Step Up Demand. History in the Making Series, No. 8. San Bernardino Sun-Telegram, Sunday, November 7, 1948, p. 14.

B15. **Evaluator:** Michael K. Lerch
Date of Evaluation: 27 February 1995

(This space reserved for official comments.)

(Sketch map.)



P36-008303

4/96

CONTINUATION SHEET - PHOTOGRAPHS

Primary # P36-008303

HRI #

Trinomial CA-SBr- 8303H

Resource Identifier: Culligan USA



View south of Electrical Shed/Guard House (Building A)



View north of Quonset hut foundations (Buildings B)

P36008303 4/96

CONTINUATION SHEET - PHOTOGRAPHS

Primary # 936-008303
HRI #
Trinomial CA-SBr- 8303H

Resource Identifier: Culligan USA



View southeast of Quonset hut foundations (Buildings B), each 80' x 40'



View southwest of water-meter shelter, left (Building C) and three-sided structure, right (Building D)

P36008303
4/96

CONTINUATION SHEET - PHOTOGRAPHS

Primary # P36-008303
HRI #
Trinomial CA-SBr- 8303H

Resource Identifier: Culligan USA



View southwest of abandoned drying basins



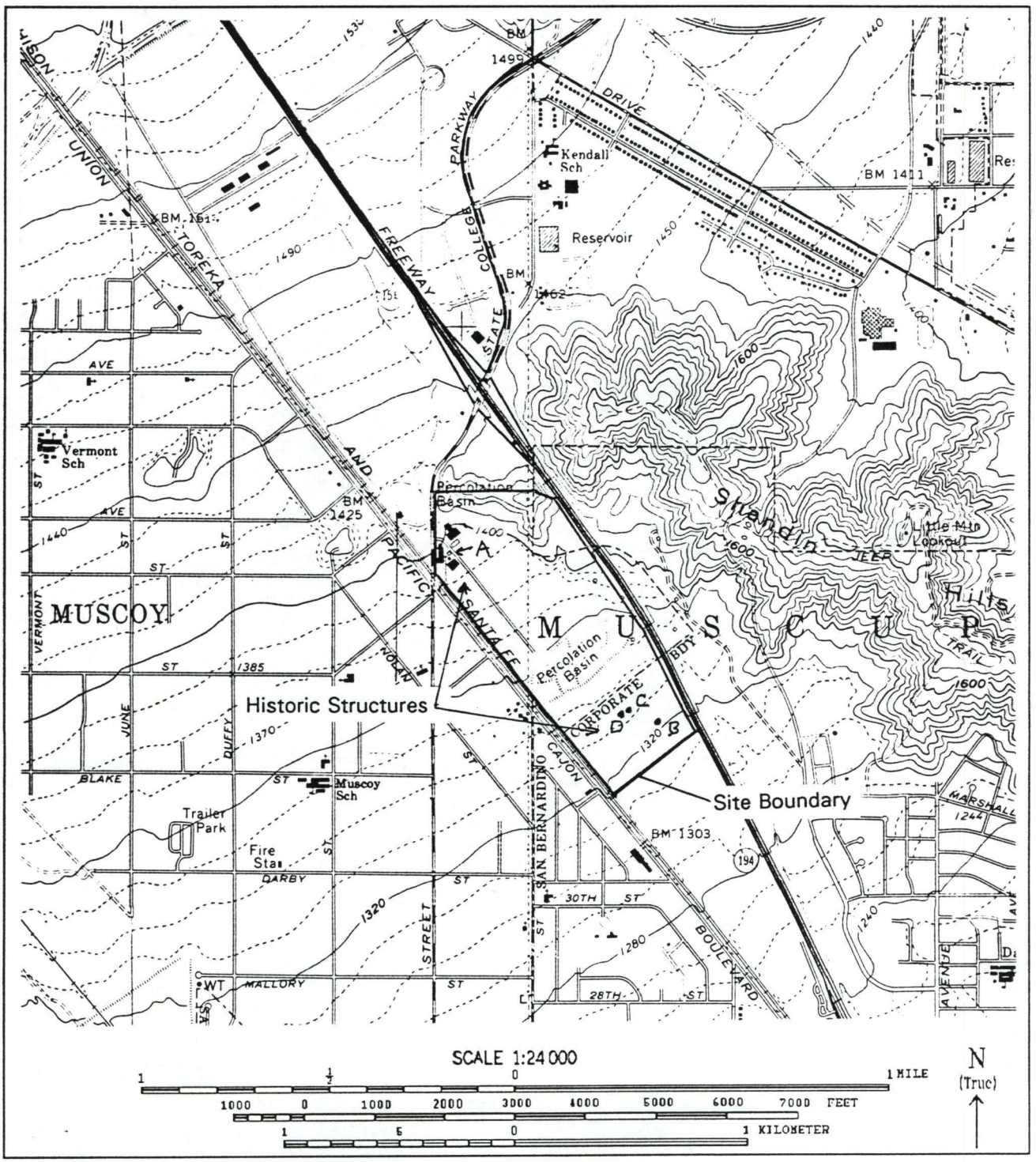
View northwest toward Culligan plant buildings showing drying basins to left and right of interior roadway

P3600 8303
4/96

LOCATION MAP

Primary # P36-008303
HRI #
Trinomial CA-SBr- 8303H

Resource Identifier: Culligan USA
Map Name: USGS San Bernardino North **Scale:** 7.5' **Date:** 1967, photorevised 1980



Recorded by: Josh Smallwood **Date** April 16, 2014 □ **Continuation** ☒ **Update**

36-015497 is Baseline Road, constructed on the Southern California Baseline, which was surveyed by Col. Henry Washington in 1853. It is registered as California Point of Historical Interest No. 12 (Kaiser 1973). From a survey monument on top of Mt. San Bernardino, Washington mapped two survey lines, one being a north-south Meridian, and the other an east-west Baseline. From these two lines the grid of townships and sections was formed to accurately map the Southern California region. The road itself was built in the 1850s following the mapped Baseline, although it began as a simple dirt freight road for wagons to haul goods to and from Los Angeles.

While Baseline Road is historically associated with the Southern California Baseline of 1853, the survey line itself is an imaginary map line, with no physical manifestation of it or the survey markers located within or adjacent to the Project alignment (George and Smallwood 2014). Baseline Road began as a dirt wagon road for freight traffic, and is today a modern, six-lane asphalt-concrete roadway with a landscaped center median (Figure 1). The pavement measures 90 ft wide at this location. The roadway is completely modern in its appearance, design, construction, and materials. The proposed Project involves lining of the existing buried pipeline, which travels beneath the roadway and has no potential, directly or indirectly, to alter, destroy, relocate, or remove any features that contribute to the historical integrity or significance of Baseline Road or the Southern California Baseline.



Figure 1 Baseline Road adjacent to the Project alignment (view to the west).

References

George, Joan, and Josh Smallwood
2014 Phase I Cultural Resources Assessment for the Etiwanda Pipeline North Liner Repair Project, Cities of Fontana and Rancho Cucamonga, San Bernardino County, California. Prepared for Helix Environmental Planning, La Mesa, CA. On file, San Bernardino Archaeological Information Center, San Bernardino County Museum, Redlands.

Kaiser, Kathryn H.
1973 Point of Historical Interest, "Baseline Road". On file, San Bernardino Archaeological Information Center, San Bernardino County Museum, Redlands.

STATE OF CALIFORNIA—RESOURCES AGENCY
DEPARTMENT OF PARKS AND RECREATION

POINT OF HISTORICAL INTEREST

DO NOT WRITE IN THIS BLOCK
Reg. No. SBr-012
Date 1-31-73
By

County San Bernardino | Name Baseline ~~Xxxxxx~~ Road

Location A highway running parallel to & between Highland Ave. & Foothill Blvd., and extending from Highland to Claremont in San Bernardino County.

Historical Significance: Baseline ~~Xxxxxx~~ Road runs through San Bernardino County, from Highland across San Bernardino Valley and a number of communities, continuing west as far as Azusa in Los Angeles County. It was constructed on the southern California Base Line, surveyed by Col. Henry Washington in 1853. A monument was erected on the summit of Mt. San Bernardino, and the line was laid out east and west from it. It became the basis for land titles then being established by California courts. For many years the county road has served as a through route joining the San Bernardino area with other communities along the foothills of the San Gabriel Mountains.

THIS POINT OF HISTORICAL INTEREST IS NOT A STATE REGISTERED HISTORICAL LANDMARK.

RECOMMENDED:	APPROVED:
Signature—Chairman, County Board of Supervisors	Signature—Chairman, Historical Landmarks Advisory Committee
Date December 4, 1972	Date January 26, 1973

DPR-147 (4-66)

68355-768 4-66 5M TRIP ③ OSP

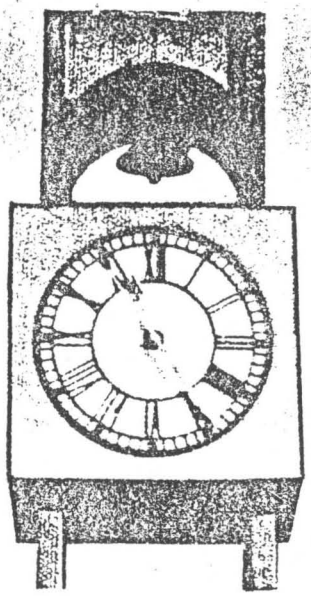
SAN BERNARDINO COUNTY MUSEUM
2024 Orange Tree Lane
Redlands, California 92373

SAN BERNARDINO PM JUN 22 1979 CA

Redlands Area Historical
Society
Box 1924
Redlands, CA 92373

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published bi-monthly by the
city of san bernardino historical society
p.o. box 875, san bernardino, ca., 92402

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VOLUME 1, NUMBER 4 JULY 1979 $7.50 per year

THE BASE LINE ROAD

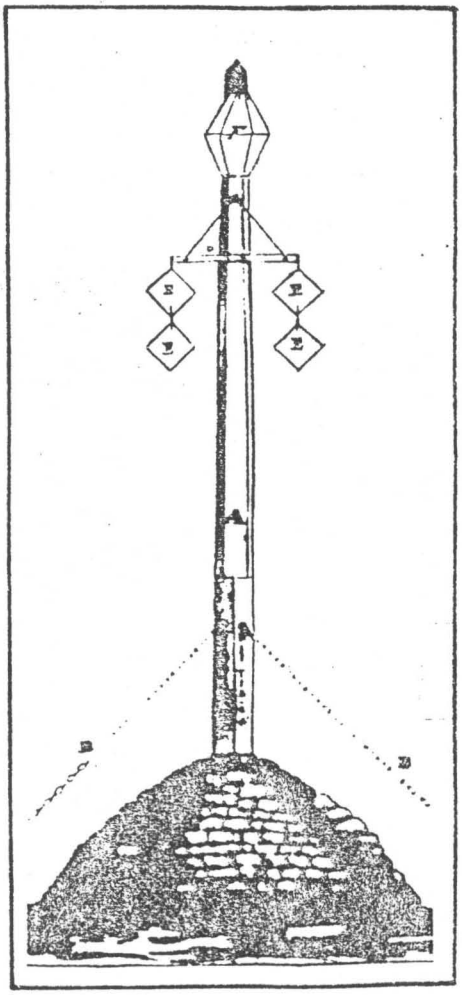
By ARDA M. HAENSZEL

BASE LINE is a curious name for a city street. It corresponds to 12th Street in San Bernardino, and is located beyond the northern limits of the original town of 1853, and almost a mile from its center. Eventually it became the nucleus for a satellite business district as the city grew and spread toward the mountains.

But Base Line Street doesn't belong exclusively to San Bernardino. Actually a secondary boulevard, along with Highland Avenue, Foothill Boulevard, Arrow Highway, and Valley Boulevard, in pre-freeway days it carried traffic all the way across the valley and beyond. It still serves a great deal of local and inter-city travel of personal and commercial nature. Beginning at the foot of the San Bernardino Mountains at East Highlands, it runs through the communities of Highland, San Bernardino, Rialto, Fontana, Etiwanda, Alta Loma, and Claremont, to San Dimas, where it joins Foothill Boulevard.

It doesn't even have a single designation, for signs refer to it as Base Line Street, Base Line Avenue, Base Line Road, or simply Base Line. Here and there it also becomes Baseline. It has been incorporated into the names of a number of business establishments along it, such as Base Line Laundry, at the site of the former Rabel Hot Springs resort in Highland, and Baseline Furniture Company in San Bernardino. An early real estate development of one-acre farms east of Waterman Avenue was called Baseline Gardens.

(Continued on Page 31)



Col. Washington's original survey monument.

3pp

BASE LINE

(Continued from Pg. 29)

But what is the origin of the name? After the Americans took over California, there began the long and complicated process in the courts of establishing titles to land according to the U. S. legal system. It was necessary to lay out the new state in a grid of townships and sections in order to determine boundaries. Accordingly, the survey was begun.

In southern California, the initial point chosen was the summit of Mt. San Bernardino, and in the fall of 1852, surveyor Col. Henry Washington arrived in the San Bernardino area. With the approach of winter imminent, he had to work quickly. His crew erected a pole or monument at the summit, and braced it with stones at the base and chains attached to sturdy nearby trees. At first there were shiny metal discs fastened to the top of the pole to catch the light for the surveyors' transits, but these soon blew off in the wind. Ten reference points were established to define the location of the monument, nine to natural landmarks, such as the summit of Cajon Pass, and two to buildings, the Asistencia in Old San Bernardino, and the Mormon stockade in the new settlement. Mormon accounts record seeing the campfires of the party on the mountain at night.

From the monument on Mt. San Bernardino two lines were laid out, the meridian running directly north-south, and the base line running east-west. From these two lines the grid of townships and sections was formed. Rancho boundaries were determined, and, in the communities, the blocks and lots were defined for the confirmation of land titles.

And what is the origin of the road? In the 1850's there was no direct road from San Bernardino to Los Angeles, for the area below the foothills of the San Gabriel Range was covered with a thick, impenetrable growth of chaparral. A traveler took either the southern route via Agua Mansa, Pomona and Spadra, or the devious northern route to the mouth of Cajon Pass, turning left at Devore and following the route of the ancient Mojave Trail turned wagon road along the foothills via Cucamonga.



Captain Jefferson Hunt

In an interview for the San Bernardino Sun around 1944, at a time when the San Bernardino City Council was debating whether to pave Base Line to the western city limits, one of the property owners, Jeff Daley, told the history of the building of the road along the base line.

In 1856, he said, his grandfather, after whom he was named, Capt. Jefferson Hunt, saw the need for a more direct route to Los Angeles. The Mormons were astute businessmen. Many, including Hunt, were engaged in wagon freighting. Members of the colony were also working hard on two money-making ventures to pay off the mortgage on the rancho, the production of wheat and flour in the valley and lumber in the mountains. These had to be taken to the fast-growing, fast-building Los Angeles area.

When those hardy pioneers recognised a need, they did something about it. Hunt soon had a road built as far as Cucamonga, where it joined the existing road. Participating in the project were well-known pioneers Joseph Hancock, John Mayfield and the seven Bemis brothers. The Base Line Road was the favorite one until the Southern Pacific Railroad came in 1874.

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 3 *Resource Name or # (Assigned by recorder) CRM TECH 3212-1

P1. Other Identifier: 2181 Cajon Boulevard

***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 North, Calif. **Date** 1996
T1N; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,198 feet above mean sea level

c. Address 2181 Cajon Boulevard **City** San Bernardino **Zip** 92411

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 471086 **mE/** 3777244 **mN**
UTM Derivation: USGS Quad GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0144-011-20; on the east side of Cajon Boulevard, south of Highland Avenue

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This one-story commercial building is utilitarian and plain in appearance and design. Its rectangular form comprises two masses painted white, the taller northern portion made of concrete and the southern portion a storage shed or garage with wood-framed tan stucco walls but filled or repaired with plywood panels, some of them with peeled white paint and others plain. Both masses have flat, untrimmed roofs. A double entry on the taller portion is filled with double doors. The building is abandoned and neglected. The property is fenced and appears to be in use for vehicle and other storage.

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building

***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: Photo taken on September 22, 2017; view to the southeast

***P6. Date Constructed/Age of Sources:** √ Historic Prehistoric Both
Ca. 1952 (see Items B6 and B12 for details)

***P7. Owner and Address:** Kevin Breland, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** None √ Location Map Continuation Sheet √ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-1

B1. Historic Name:

B2. Common Name:

B3. Original Use: Commercial

B4. Present Use: Abandoned

***B5. Architectural Style:** Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations) Real property tax assessment records indicate that the building on APN 0144-011-20 was constructed in or around 1952. Building permit records contained no information for 2181 Cajon Boulevard. Alterations to the property appear to be more haphazard repairs to the exterior and as a means of securing the building from vagrants.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme** Post-World War II commercial development

Area San Bernardino

Period of Significance 1945-1965

Property Type Commercial

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) There is no evidence that this dilapidated and abandoned building has an important association with a person or an event of recognized historic significance, represents an important example of any style, type, period, region, or method of construction, or embodies the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

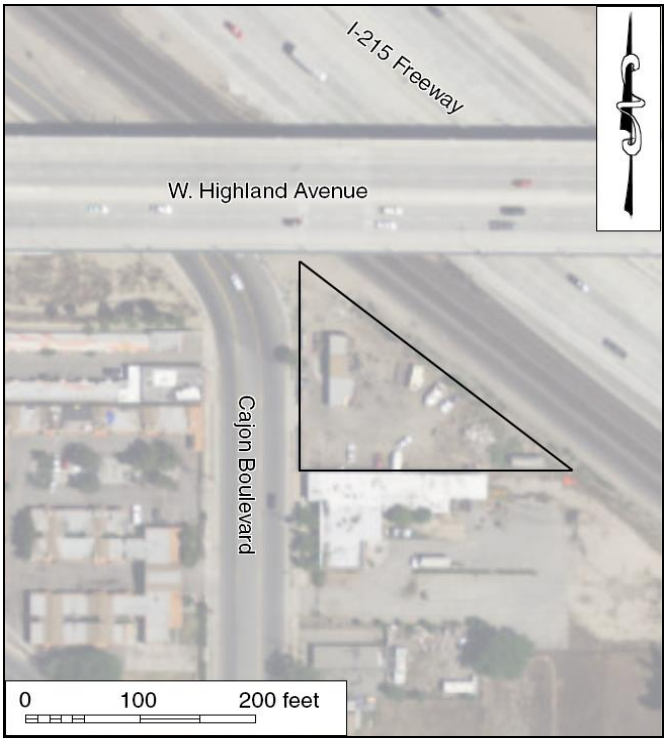
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

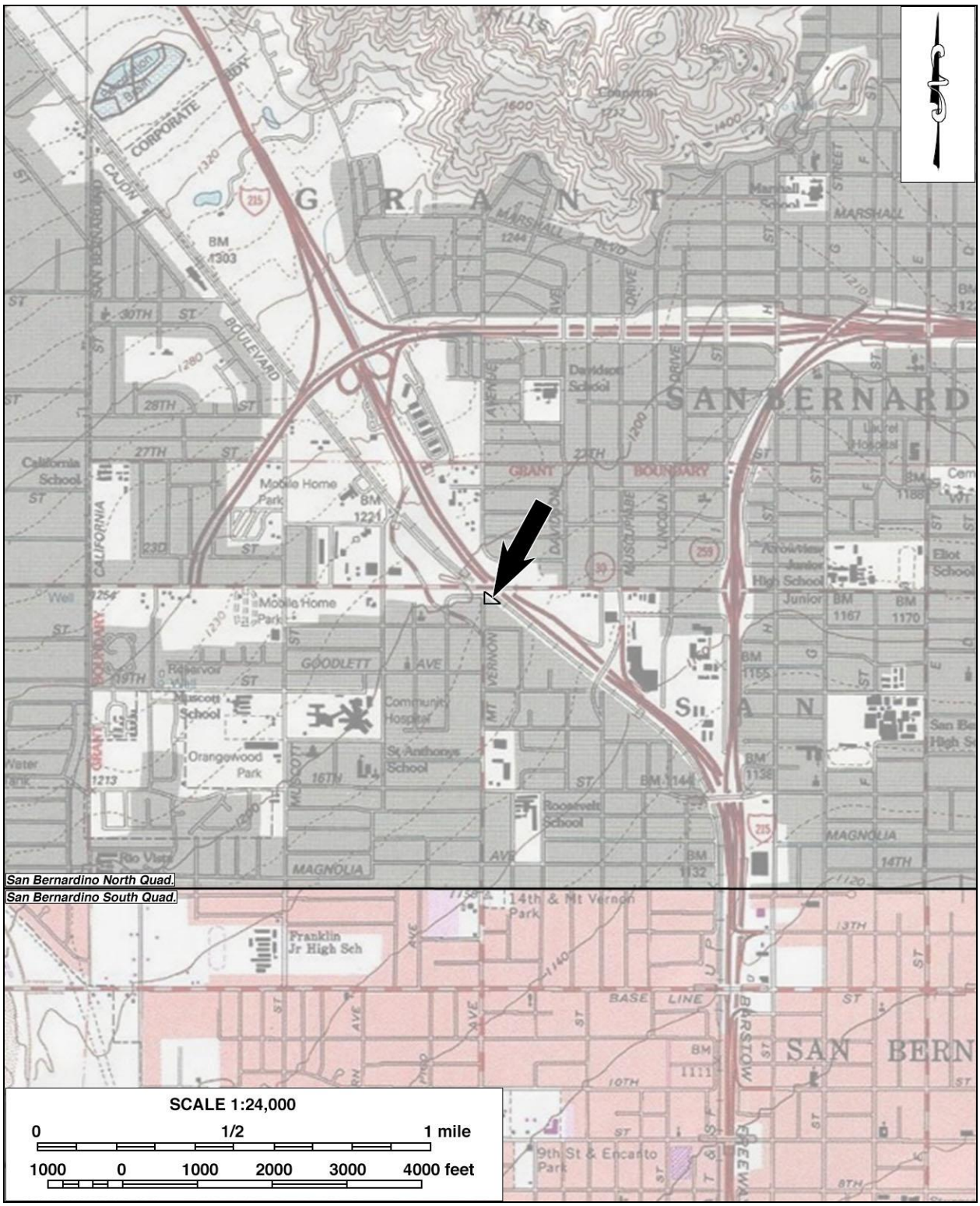
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) CRM TECH 3212-1

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-2

P1. Other Identifier: 2099 Turrill Avenue

***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 North, Calif. **Date** 1996
T1N; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,181 feet above mean sea level

c. **Address** 2099 Turrill Avenue **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 471289 **mE/** 3777119 **mN**
UTM Derivation: USGS Quad GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0144-061-33; on the east side of Turrill Avenue at 21st Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This one-story wood-framed commercial garage with tan stucco exterior walls and is surmounted by a medium-pitched side-gable roof that is covered by brown composition shingles and ends in medium eaves with brown vergeboards and fascia. A nearly equal-sized mass with a lower flat roof adjoins the eastern wall, and a room-sized extension with a lower flat roof is attached to the northwest corner. Windows on the northern side are two aluminum-framed sliders on the main mass, untrimmed except for security bars, and two smaller windows on the northwestern mass. The southern (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building

***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: Photo taken on September 22, 2017; view to the northeast

***P6. Date Constructed/Age of Sources:** √ Historic Prehistoric Both
Ca. 1958 (see Items B6 and B12 for details)

***P7. Owner and Address:** David W. and Suzanne Colburn, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-2

B1. Historic Name:

B2. Common Name:

B3. Original Use: Commercial

B4. Present Use: Commercial

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alterations, and date of alterations) Real property tax assessment records indicate that the building on APN 0144-061-33 was constructed in 1958. Building permit records contained no information for 2099 Turrill Avenue. Alterations to the property included window replacements, security bars, and the additions at either end.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme** Post-World War II commercial development

Area San Bernardino

Period of Significance 1945-1965

Property Type Commercial

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) There is no evidence that this one-story commercial building is closely associated with a person or an event of recognized historic significance, represents an important example of any style, type, period, region, or method of construction, or embodies the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

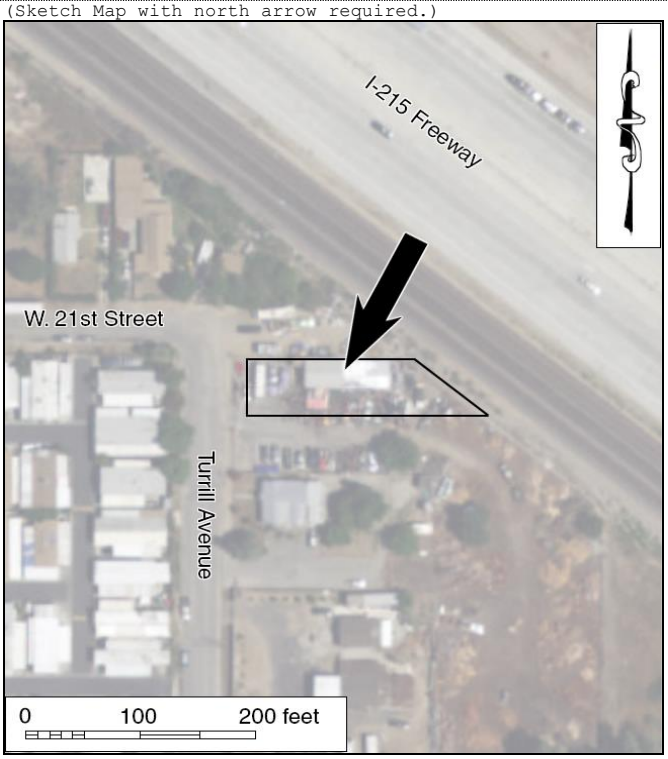
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued): side features a security screened slider on the western portion of the main mass and two narrow entries on the smaller extension. Two garage door openings fill the south-facing side, the western one sporting a piece of corrugated metal attached to the building with brackets for shade. It appears the rear mass, which has a plywood panel for walls on the northern side, may be a mostly open lean-to with an enclosed portion at the eastern end. A tangle of lawnmowers, bikes, cars, and other similar items obscures most of the building, which sits on the northern portion of the mostly paved parcel.

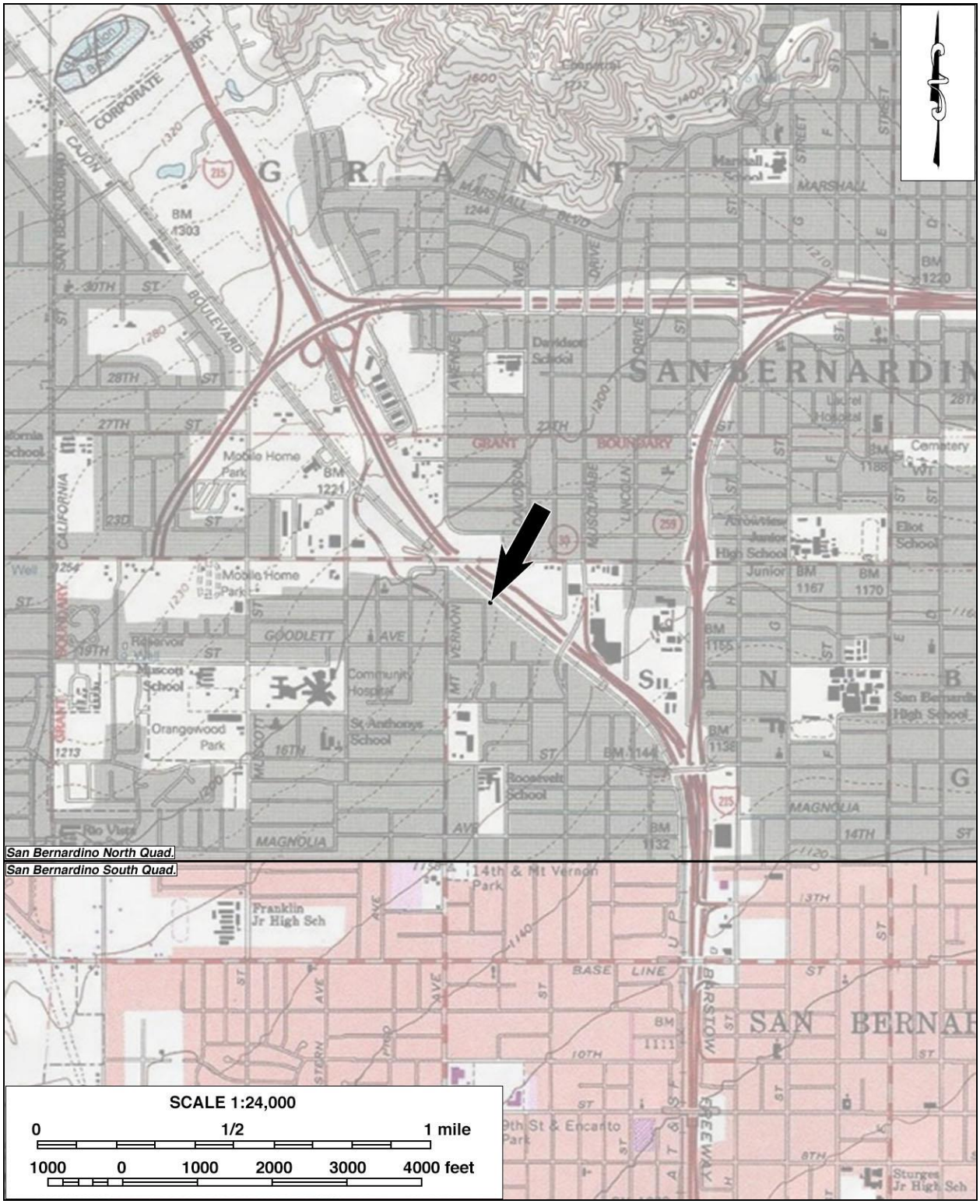
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-2

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-3

P1. Other Identifier: 2059 Turrill Avenue

***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 North, Calif. **Date** 1996
T1N; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,186 feet above mean sea level

c. **Address** 2059 Turrill Avenue **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 471287 **mE/** 3777123 **mN**
UTM Derivation: USGS Quad GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0144-061-31; on the east side of Turrill Avenue, approximately 150 south of 21st Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This Minimal Traditional-style, one-story single-family residence is surmounted by a medium-pitched side-gable roof that is covered with dark gray composition shingles and features medium eaves with gray fascia boards. A secondary mass attached to the rear of the building, possibly an addition, has a similar roof. A small front-facing gable is attached at the roof line and secured by brackets over the off-centered entryway and stoop below. The exterior walls are clad in dark gray stucco. Fenestration consists of wood-framed double hung windows with wood trim and lug sills, (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the east

***P6. Date Constructed/Age of Sources:** √ Historic Prehistoric Both
Ca. 1933 (see Items B6 and B12 for details)

***P7. Owner and Address:** David W. and Suzanne Colburn, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-3

B1. Historic Name:
B2. Common Name:
B3. Original Use: Residential
B4. Present Use: Residential

***B5. Architectural Style:** Minimal Traditional

***B6. Construction History:** (Construction date, alterations, and date of alterations) Real property tax assessment records indicate that the building on APN 0144-011-20 was constructed in 1933. Building permits on file for this address included those issued for fire damage repair (1945-1946), foundation and chimney (1946), room addition (1947), porch enclosure (1948), and a service porch (1952). All of the permits were issued to property owner Charles Soward. Lucille Soward was identified as the owner in 1972, and by 1988 the owners were Clyde and Elsie Brown. Alterations to the property appear to be limited to those listed by permits.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** ____ **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Early 20th century residential development
Area San Bernardino
Period of Significance 1900-1945
Property Type Residential
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This residence is among many thousands of similar homes built in San Bernardino during the area's transition from rural to urban. There is no evidence it is associated with a person or an event of recognized historic significance, represents an important example of any style, type, period, region, or method of construction, or embodies the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

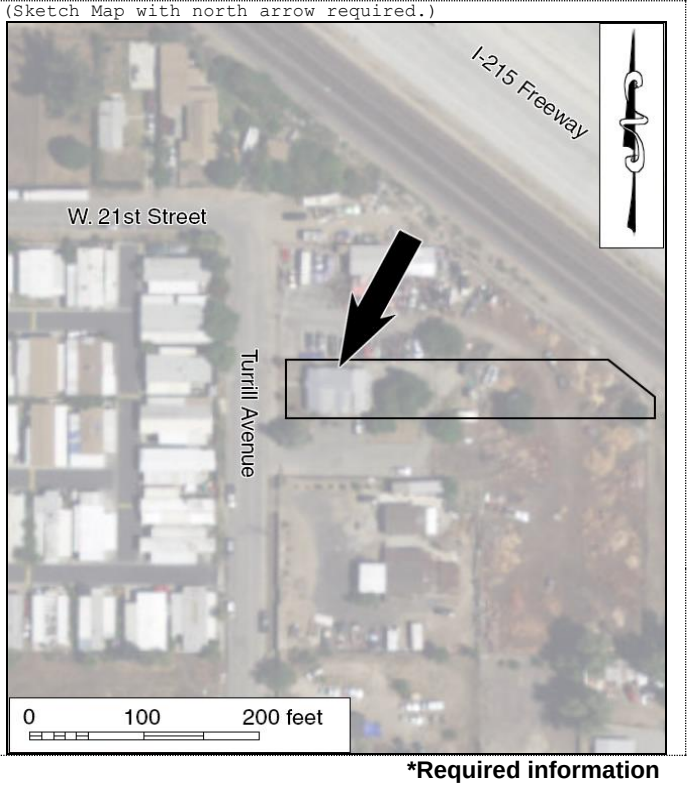
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** one placed to the north of the entry and a double set and a single window to the south of the entry, which is filled with a paneled door and a security screen. A large evaporative cooler fills part of the double set opening. A ribbon of three of double-hungs and a second entry are found on the western portion of the southern façade. The entries are accessed from the street by a straight concrete walkway to the south of the building. The property is enclosed by a chain-link fence. Though somewhat neglected, the residence appears to be occupied and is in fairly good condition.

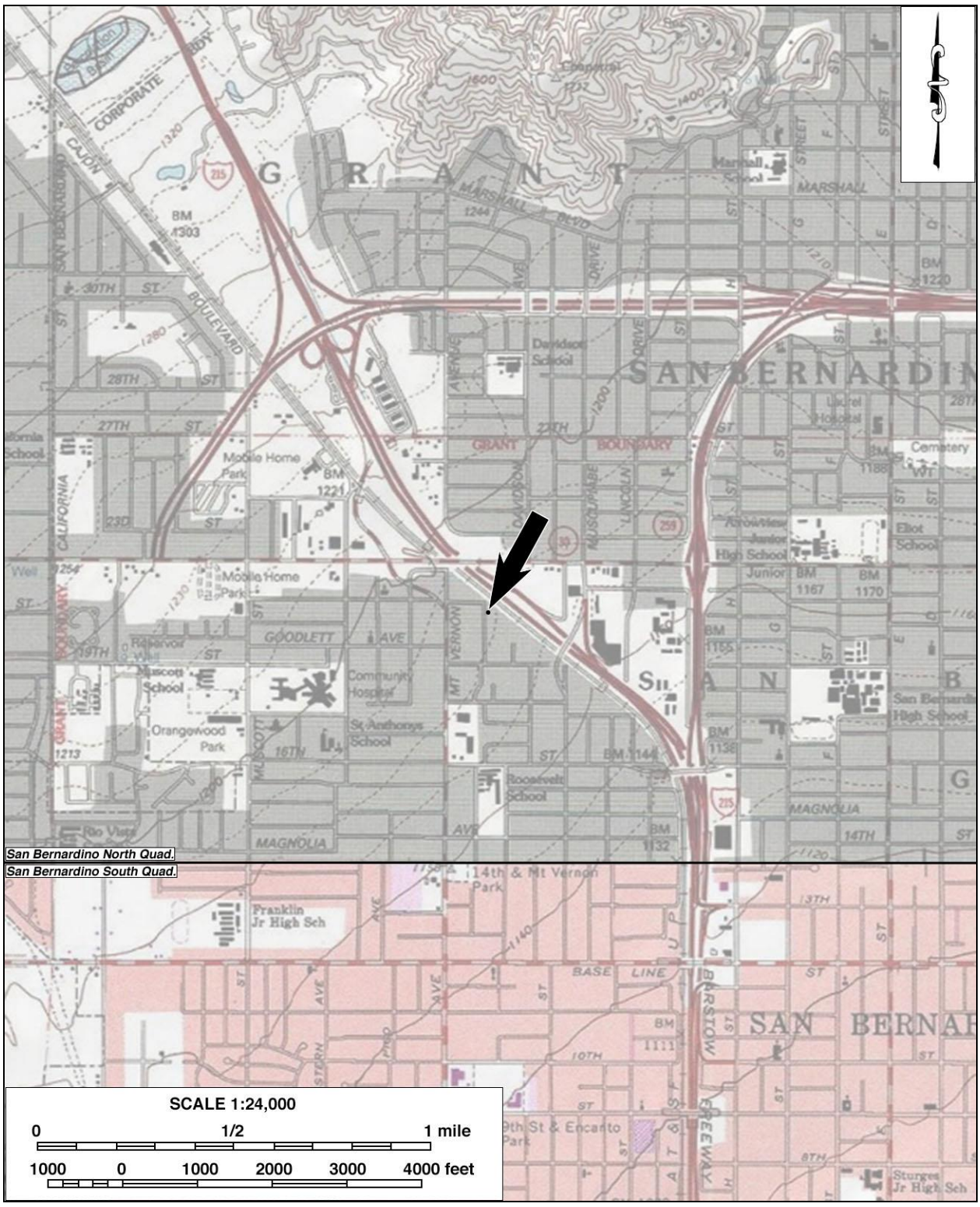
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-3

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-4

P1. Other Identifier: Nationwide Self Storage (formerly Meyer's Bakery/Barbara Ann Bakery)

***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 North, Calif. **Date** 1996
T1N; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,164 feet above mean sea level

c. Address 1877 Massachusetts Avenue **City** San Bernardino **Zip** 92411

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 471571 **mE/** 3776815 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0144-061—36; on the east side of Massachusetts Avenue and south side of I-215 Freeway

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The building complex at 1877 Massachusetts Avenue is gated and house a self-storage facility. The main building consists of a rectangular, two-story tan concrete structure with a tall one-story concrete mass attached perpendicularly to the western portion of the northern façade. On the rest of the northern side and the eastern side, it is joined by another one-story mass and a covered loading dock that angles to the southeast. The two-story portion is clearly older, with fenestration on both stories (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building

***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: Photo taken on September 22, 2017; view to the northeast

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1932 (see Items B6 and B12 for details)

***P7. Owner and Address:** Radi Enterprises Corporation, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None ___ √ Location Map ___ √ Continuation Sheet ___ √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

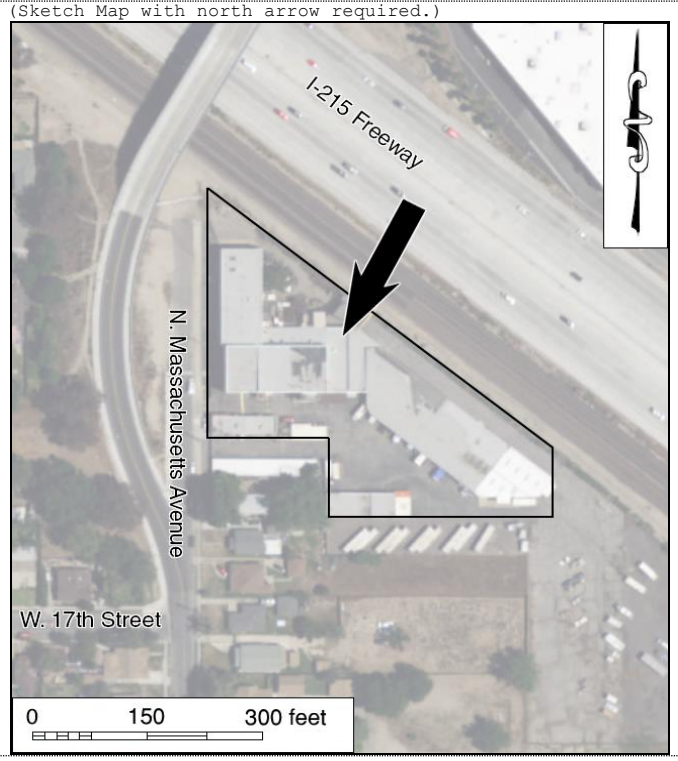
BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CRM TECH 3212-4

B1. Historic Name: Meyer's/Barbara Ann Bakery
B2. Common Name: Nationwide Storage
B3. Original Use: Commercial bakery
B4. Present Use: Public storage
*B5. Architectural Style: Vernacular
*B6. Construction History: (Construction date, alterations, and date of alterations) Historical sources and archival records indicate that the two-story building originally was a bakery built in 1932 by John H. "Jack" Meyer (ca. 1916-1998) and his son William Meyer, who named the endeavor Meyer's Baking Company, or simply Meyer's Bakery. Jack Meyer and his wife Phyllis were involved in many civic activities, including high school boosters, Elks, and American Legion. A golf
(*Continued on p. 3*)
*B7. Moved? √ No Yes Unknown Date: Original Location:
*B8. Related Features: See Item P3a.
B9a. Architect: Unknown
b. Builder: Unknown
*B10. Significance: Theme Early and mid-20th century commercial development
Area San Bernardino
Period of Significance 1900-1970s
Property Type Commercial
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This commercial building is of common design. Construction, and materials for it age and does not represent an important example of any style, type, period, region, or method of construction, nor is it known to be the work of a prominent architect, designer, or builder. It was in operation as a commercial bakery from circa 1932 to the mid-1970s and is best remembered as Barbara Ann Bakery. Both the business and its primary owner Jack Meyer were locally recognized and well established in the community, but neither appear to have attained the level of significance
(*Continued on p. 3*)
B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences
*B12. References: San Bernardino County real property tax assessment records; City of San Bernardino building permit records; Jack Meyer obituary, *San Bernardino County Sun* 1998; ancestry.com
B13. Remarks:
*B14. Evaluator: Terri Jacquemain
*Date of Evaluation: September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

***P3a. Description** (continued): featuring various-sized multi-pane fixed windows, all of which have been painted over or filled with paneling from the interior. A set of double doors on the second story, also with their windows painted and any access removed, is found on the southern façade, with a single door to the east opening to a platform but with no staircase. An entryway on the ground floor beneath the platform is filled with a solid door, and another entry on this side opens to the west from a protrusion near the rear of the building. Entries on the western side of this portion have been filled in or paneled over to remove access.

The tall one-story portion, which is slightly offset to the two-story mass, features a series of five loading doors situated low on the southern portion of the western façade, and a set of solid commercial doors to the north that are set about four feet from the ground level and accessed through concrete steps from the west and a ramp for the north. The northern side of this portion features a sliding metal door and large lettering identifying the storage facility from the I-215 freeway.

Located about 25 feet to the south of the main building is a rectangular, one-story wood-frame building with a flat roof and tan stucco walls. On the western, street-facing side, the building sports a parapet identifying the business as Nationwide Self-Storage and RV Parking, with a burgundy colored metal canopy attached beneath it. A rounded canopy shades a solid commercial door and a window nearest the street on the northern side, and smaller canopies are attached over two similar entryways further to the east. Fenestration consists of untrimmed, aluminum-framed sliders found on the northern and southern sides of the building, with the two located outside the gated portion secured by metal bars. A set of sliding glass doors is found near the middle of the building's southern side. A multi-car carport is found to the south of the building along the property boundary.

***B6. Construction History** (continued): tournament at the Waterman Country Club was named in his honor after his death in 1998. In 1940 the name "Barbara Ann" began to appear in advertising. According to one account, a rival bakery, Langendorf United Bakeries, started up in San Bernardino around 1961 and the two merged in 1974, with Langendorf United Bakeries distributing cookies and cakes from a facility at 2088 N. Muscott Avenue and the Barbara Ann Bakery handling wholesale of bread, rolls, and coffee cake from this location. The bakery operation was later concentrated to the Muscott Avenue location while this facility was converted to storage between 1977 and 1979.

Numerous building permits were found in city records that document the changes of the building over time, including an addition in 1944, a loading platform in 1946, a thrift store building in 1954 (now the storage facility business office, with a 16'x24' addition in 1971), additions to the bakery in 1955 and 1957, and a "covered work area" in 1971. A permit to institute the change from bakery to ministorage was issued in 1977 to T.S.I. Financial of Century City. A permit for two 13-foot diameter and 60-foot tall metal silos for storing flour was issued in 1968, but no such features are present on the property today.

***B10. Significance** (continued): required by the National Register of Historic Places or the California Register of Historical Resources. Despite extensive research, no historic events of recognized significance were identified in association with this property. Therefore, it does not appear to be eligible for listing in either the National Register of Historic Places or the California Register of Historical Resources.

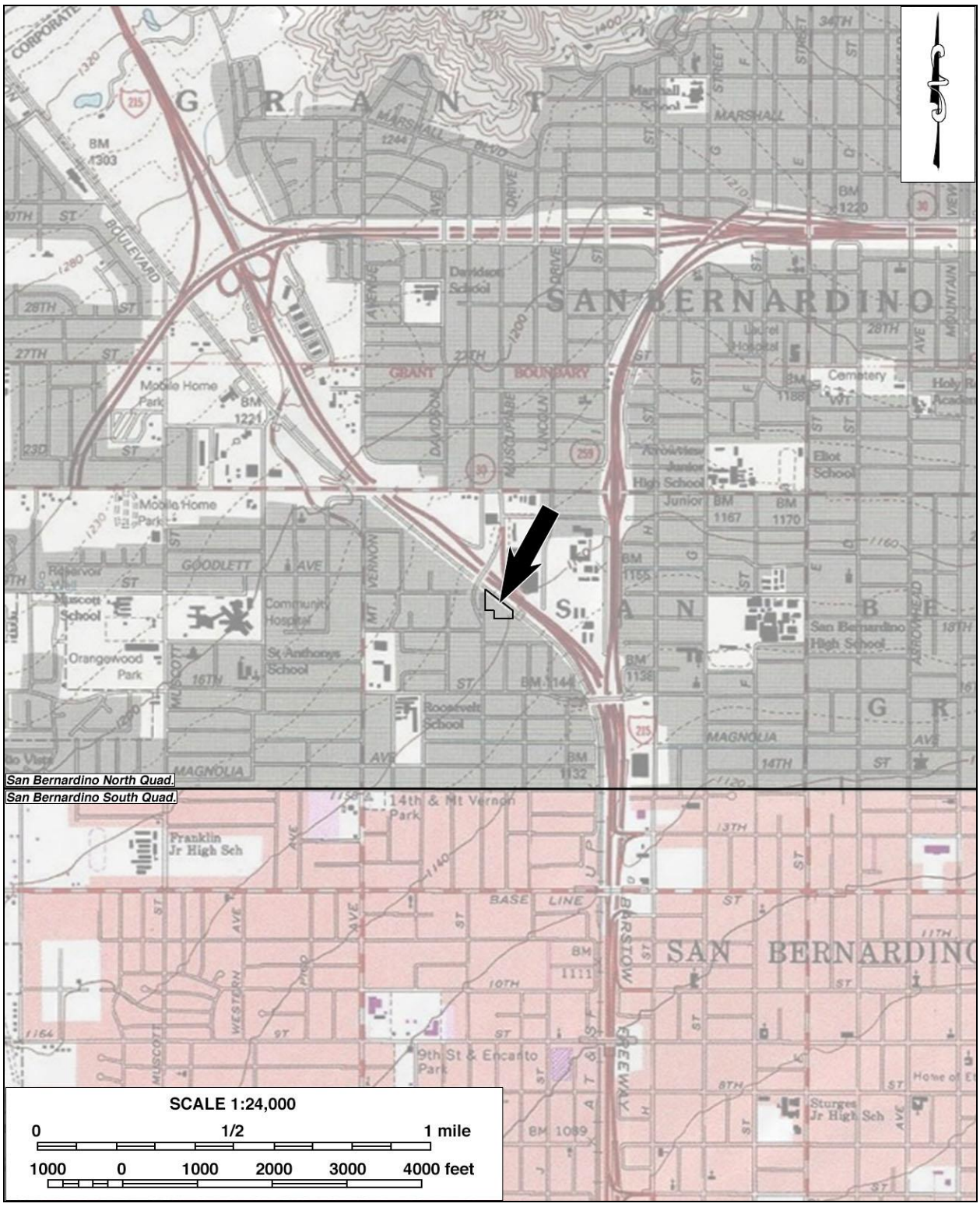
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-4

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-5

P1. Other Identifier: 1488 N. I Street

***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 North, Calif. **Date** 1996
T1N; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,138 feet above mean sea level

c. Address 1488 N. I Street **City** San Bernardino **Zip** 92411

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 471976 **mE/** 3776140 **mN**
UTM Derivation: USGS Quad GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0144-184-08; on southwest corner of Magnolia Avenue and I street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This rectangular-shaped, one-story wood-frame building appears to be a single-family residence that has been converted from a multi-family residential property. The two slightly offset masses of the building sport a medium-pitched hip roof sheathed in gray composition shingles and ending in green metal coping and board trim. The exterior walls are clad in light yellow stucco. Three entryways are visible on the eastern façade, (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the west

***P6. Date Constructed/Age of Sources:** √ Historic Prehistoric Both
Ca. 1958 (see Items B6 and B12 for details)

***P7. Owner and Address:** Starlite Management Co., address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource Record Milling Station Record
Rock Art Record Artifact Record Photograph Record Other (List):

State of California--The Resources Agency **Primary #**
DEPARTMENT OF PARKS AND RECREATION **HRI #**

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-5

B1. Historic Name:

B2. Common Name:

B3. Original Use: Residential

B4. Present Use: Residential

***B5. Architectural Style:** Ranch

***B6. Construction History:** (Construction date, alterations, and date of alterations) A new construction permit for a residence at 1448 N. I street was issued in 1958 to property owner Texanner B. Shavers (1900-1992), who added a chain link fence the next year. She and her husband Henry Shavers added a 20'x24' garage and a bathroom in 1965, and two years later received a permit to "cut three doors and stud up opening between garage." By 1980 Samuel Tillis was the owner. In 2003, a zoning variance was issued to convert the building to a single-family residence.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme** Post-World War II residential development

Area San Bernardino **Period of Significance** 1945-1965

Property Type Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This building is among many thousands of residences built in the San Bernardino Valley during the post-World War II boom. There is no evidence it is associated with a person or an event of recognized historic significance, nor does it represent an important example of any style, type, period, region, method of construction, or the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

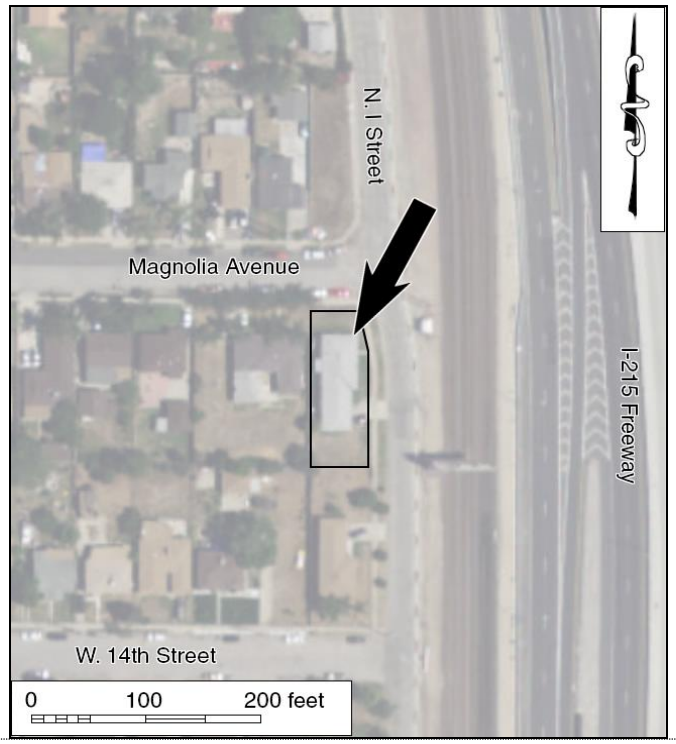
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records; ancestry.com

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** clustered in the northern portion. The southernmost among them is now sealed and covered with stucco, while the other two filled with paneled doors and security screen doors. All of the windows are divided pane or tri-part aluminum-framed windows with flat green trim, with the northernmost ones also secured by wrought iron bars. A concrete driveway and walkway access the building from I street. The property is enclosed by chain-link fence. Landscaping is sparse with a few yucca and shrubs planted near the building, which is in fair condition and appears to be occupied.

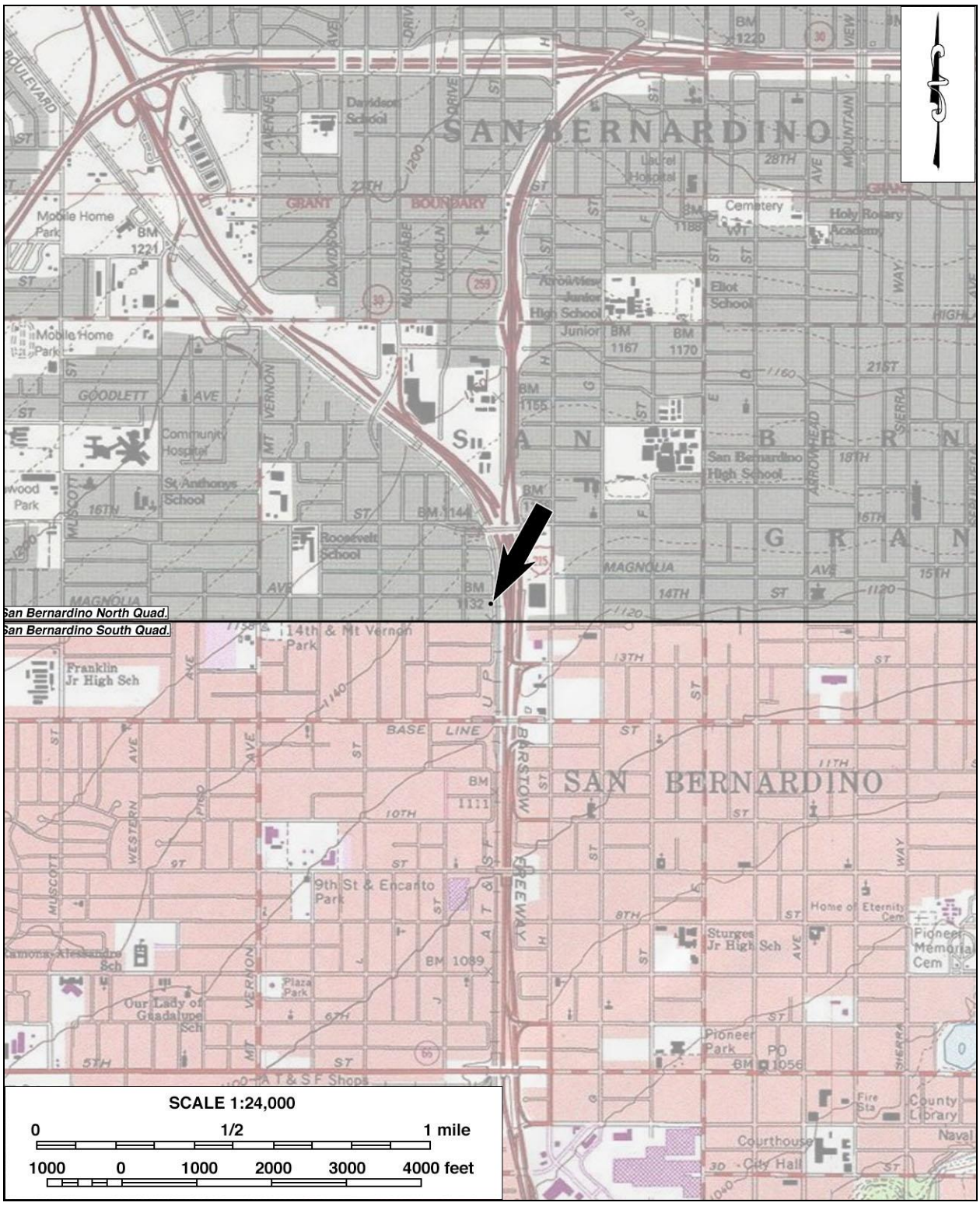
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 3212-5

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



*Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-6

P1. Other Identifier: 921 W. 14th Street

***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, Calif. **Date** 1980
T1N; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,136 feet above mean sea level

c. **Address** 921 W. 14th Street **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 471997 **mE/** 377630 **mN**
UTM Derivation: USGS Quad GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0144-221—15; on the south side of 14th street, about 100 feet west of I street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This wood-framed one-story single family residence is irregular in shape and has a medium-pitched cross-gable roof sheathed in brown composition shingles and ending in medium eaves and green fascia board trim. A secondary medium-pitched front-facing gable extends from the main roof over a centered porch, supported by two beams under the eave and square posts set into the porch. The exterior walls are clad in light green stucco. A carport (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the south

***P6. Date Constructed/Age of Sources:** √ Historic Prehistoric Both
Ca. 1928 (see Items B6 and B12 for details)

***P7. Owner and Address:** Raul and Jesus Soto, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-6

B1. Historic Name:

B2. Common Name:

B3. Original Use: Residential

B4. Present Use: Residential

***B5. Architectural Style:** Minimal Traditional

***B6. Construction History:** (Construction date, alterations, and date of alterations) County Assessor's records date the construction of this residence to 1928. A patio was added in 1947, when Bessie Fitch was the owner. The Fitch family remained the owners in 1969, when a permit for a fence was issued. A permit for a 150-square-foot addition was issued in 1985 to Jesus R. Soto, who was listed as the owner at that time.

***B7. Moved?** √ No Yes Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme** Early 20th century residential development

Area San Bernardino

Period of Significance 1900-1945

Property Type Residential

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) There is no evidence that this residence is closely associated with a person or an event of recognized historic significance, represents an important example of any style, type, period, region, or method of construction, or embodies the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources..

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

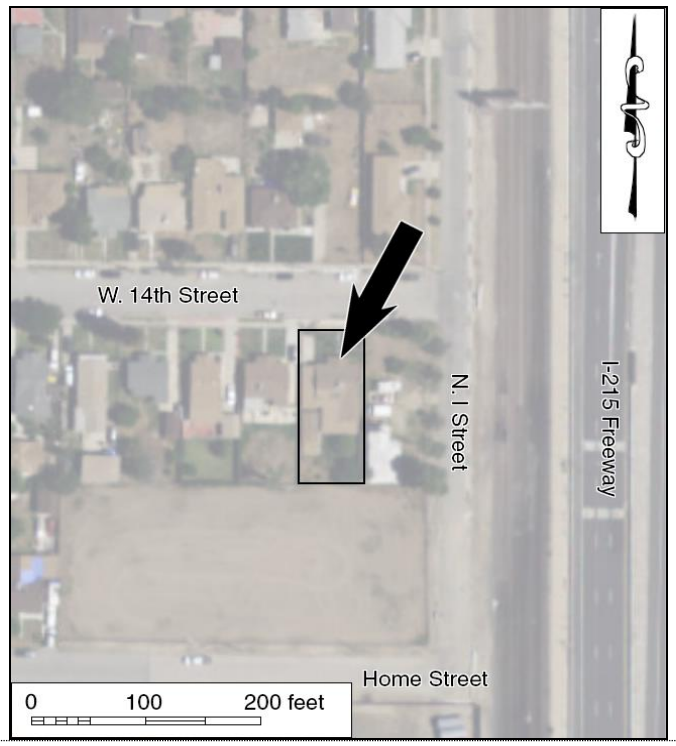
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued) **:** with a lower flat roof is attached to the western side of the building. Fenestration consists of untrimmed aluminum-framed sliders, with two on either side of the main entry, which is filled with a panel door and a security screen door. A straight concrete walk and three steps access the porch, and a paved driveway along the western side ends under the carport, which is partially enclosed by lattice. The perimeter is enclosed by a low tan concrete block wall topped by decorative wrought iron pickets. Shrubs are planted close to the building and a few palms trees stand in the yard. The building, which face 14th Street to the north, is occupied and in good condition.

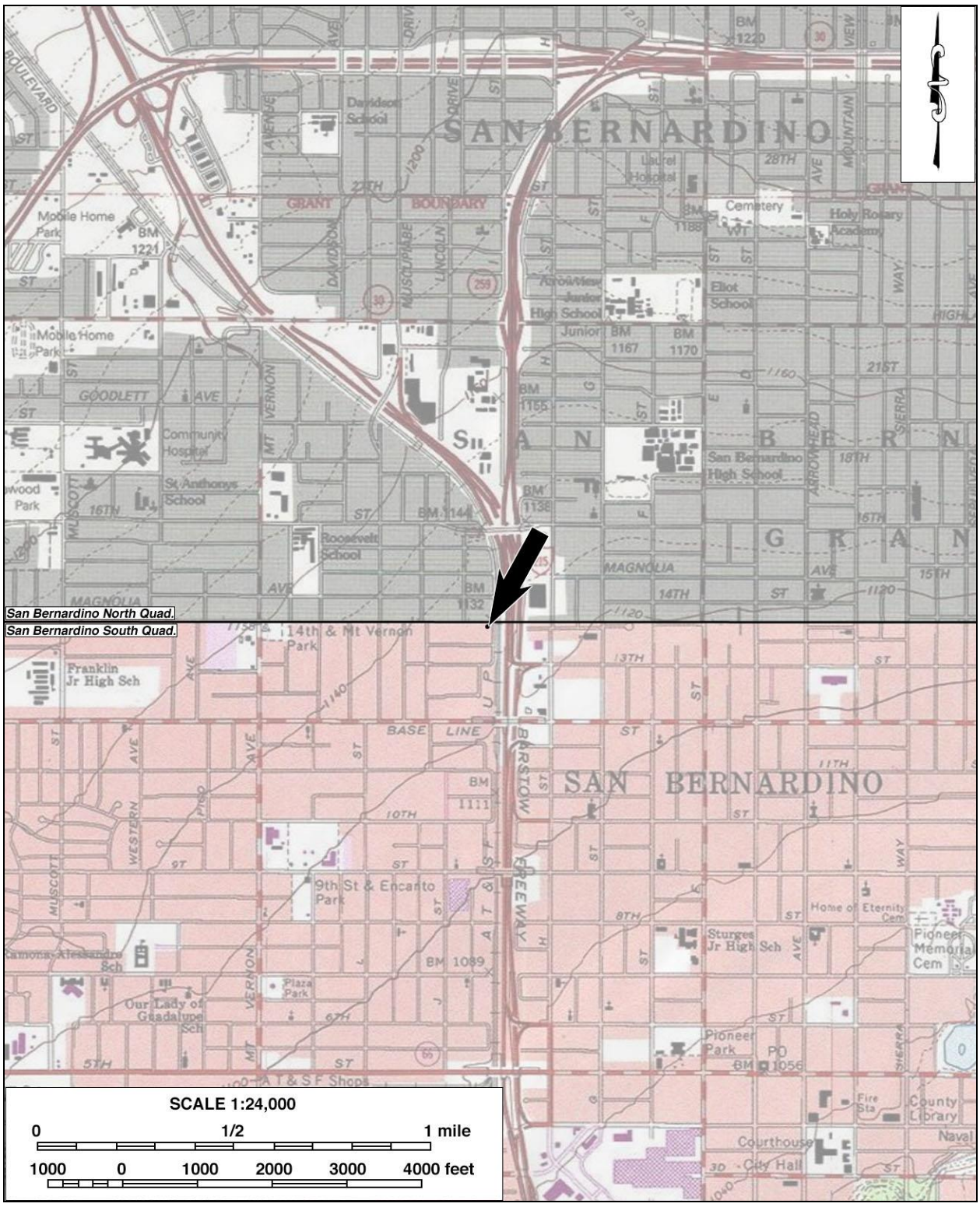
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-6

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-7

P1. Other Identifier: 1131-1155 Harris Street

*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, Calif. Date 1980
T1N; R4W; S.B. B.M. (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,128 to 1,133 feet above mean sea level

c. Address 1131-1155 Harris Street City San Bernardino Zip 92411

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; 472104 mE/ 3775612 mN; 472013mE/ 3775492 mN
UTM Derivation: USGS Quad GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-092—10; on the east side of Harris Street at the intersection of Orange Street

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The two one-story commercial buildings situated on this long rectangular parcel are both utilitarian in appearance and form. Both are painted white and have flat, untrimmed roofs with a red band painted just below the roof line. The smaller of the two, in the northern portion of the parcel, is a square-shaped brick building that faces south. A metal roll-up garage door and a man-sized doorway filled with what appears to be siding doors are separated by two window openings, one of them filled with multi-paned fixed sashes and the other filled with concrete blocks. Across a paved area to the south is the larger building, a wood-framed, stucco-clad building with a number of garage-type entrances filled with metal roll-up doors or worn
(Continued on p. 3)

*P3b. Resource Attributes: (List attributes and codes) HP6: 1-3 story commercial building

*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.)

See p. 3

P5b. Description of Photo: Photo taken on September 22, 2017; view to the southeast

*P6. Date Constructed/Age of Sources: √ Historic Prehistoric Both
Ca. 1945 (see Items B6 and B12 for details)

*P7. Owner and Address: Kellstrom Trust, address unknown

*P8. Recorded by (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

*P9. Date Recorded: September 22, 2017

*P10.Survey Type: Intensive-level survey for CEQA-compliance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

*Attachments: None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource Record Milling Station Record
Rock Art Record Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-7

B1. Historic Name:
B2. Common Name:
B3. Original Use: Commercial
B4. Present Use: Commercial

***B5. Architectural Style:** Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations) Real property tax assessment records indicate that the buildings on APN 0139-092-10 date to around 1945. They evidently housed businesses related to Tupperware (pre-1969), newspaper baling (1967), hardware products (1969), cardboard packaging and storage (1975), machine shops (1978), auto body repair (1983), and woodworking and cabinetry (1981). Building permit records issued to this address include those for an addition to a warehouse (1960), reroofing (1967 and 1969), and a block wall (1989).

***B7. Moved?** √ No Yes Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Post-World War II commercial development
Area San Bernardino
Period of Significance 1945-1965
Property Type Commercial
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) There is no evidence that these utilitarian commercial buildings are closely associated with any persons or events of recognized historic significance, represent important examples of any style, type, period, region, or method of construction, or embody the work of a prominent architect, designer, or builder. Therefore, they does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

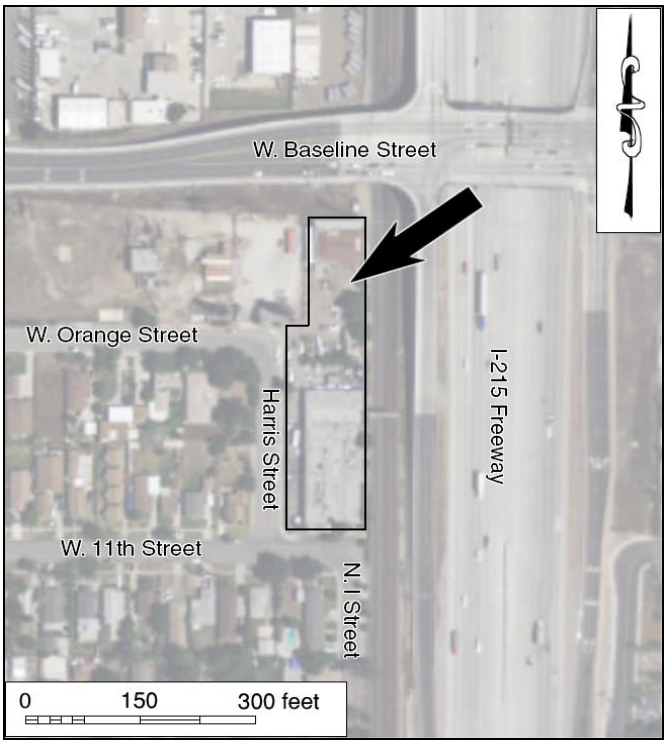
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

***P3a. Description** (continued): plywood panels, including three on the northern side and one on the western side that is sealed with bricks. Two small windows on the western side are secured by metal bars. A chain-link fence surrounds the property, with canva and other fabrics affixed to it to obscure the view of the building from the street. Both buildings are in fair condition and are currently occupied.



Left: 1155 Harris Street, view to northeast;
right: 1135 Harris Street, view to southeast

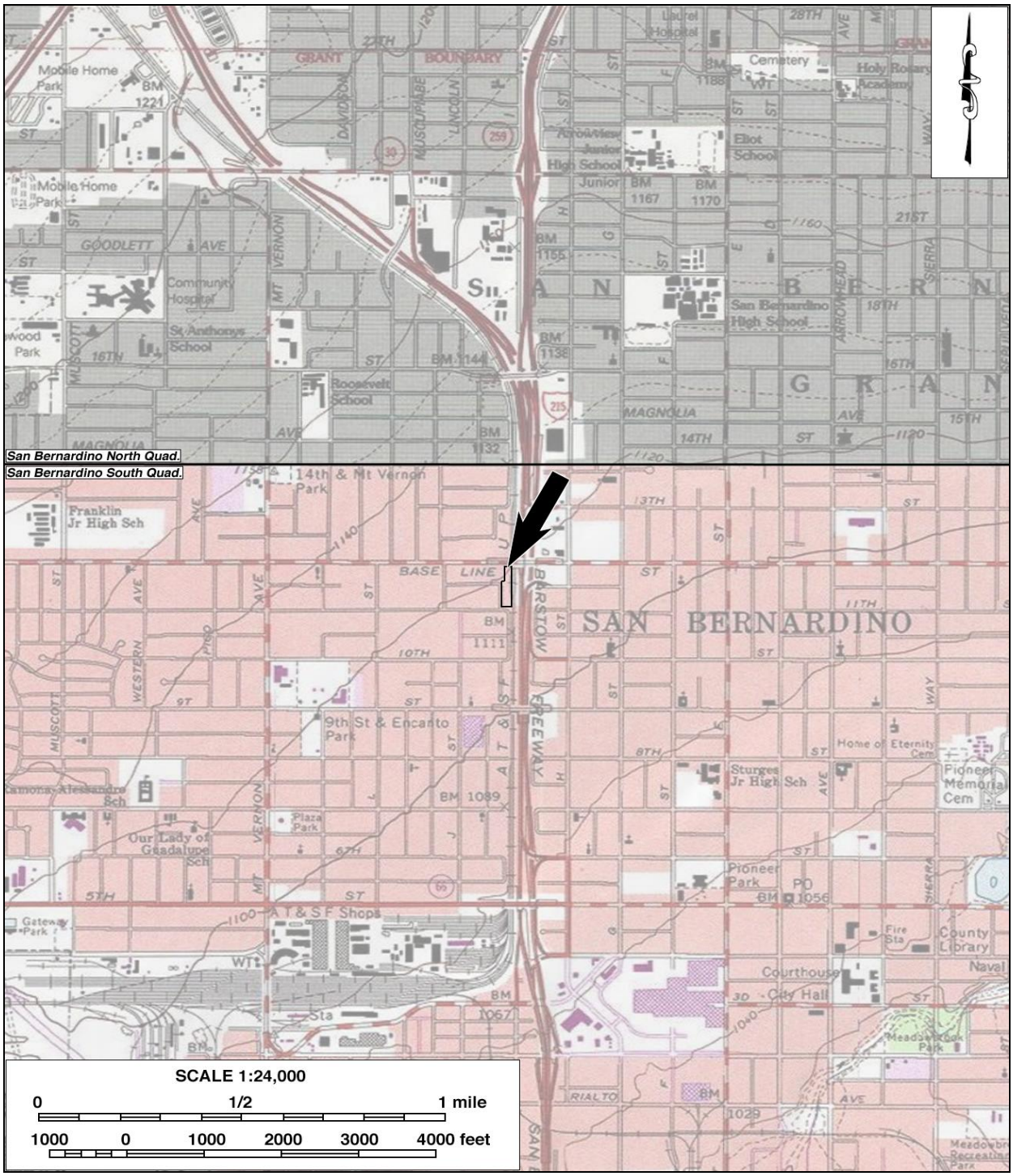
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-7

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-8

P1. Other Identifier: 930 W. Olive Street

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,119 feet above mean sea level

c. **Address** 930 W. Olive Street **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 471983 **mE/** 3775371 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-131-29; on the north side of Olive Street, about 100 feet west of I Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This sprawling one-story residence sports a medium-pitched, side-facing gable-on-hip roof sheathed with gray composition shingles and ending in wide eaves with narrow white trim on top of light blue fascia boards. On the south-facing primary façade, an asymmetrical cross-gable extends over the centered main entry, which is filled with an unglazed door and a screen door and accompanied by a sidelight. The small entry porch is supported by triangular wooden brackets affixed to the wall surface. The exterior walls are clad with off-white smooth stucco, with a brick veneer across the bottom of the eastern portion on the primary façade and narrow vertical board siding filling the front gable peak. Four large picture (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the north

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1961 (see Items B6 and B12 for details)

***P7. Owner and Address:** Jesse G. Morfin, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-8

B1. Historic Name: _____ B2. Common Name: _____

B3. Original Use: Residential B4. Present Use: Residential

***B5. Architectural Style:** Ranch

***B6. Construction History:** (Construction date, alterations, and date of alterations) City building records indicate that the residence and garage at 930 W. Olive Street were built in 1961 for property owners Miguel and Ava Palacio by Prada Construction. A patio was added in 1964. The property remained in the Palacio family until at least 1984.

***B7. Moved?** √ No __Yes __Unknown **Date:** ____ **Original Location:** _____

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown b. Builder: Prada Construction

***B10. Significance: Theme** Post-World War II residential development

Area San Bernardino **Period of Significance** 1945-1965

Property Type Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This residence is among many thousands of similar homes built in the San Bernardino Valley during the post-World War II boom. There is no evidence it is associated with a person or an event of recognized historic significance, nor does it represent an important example of any style, type, period, region, method of construction, or the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

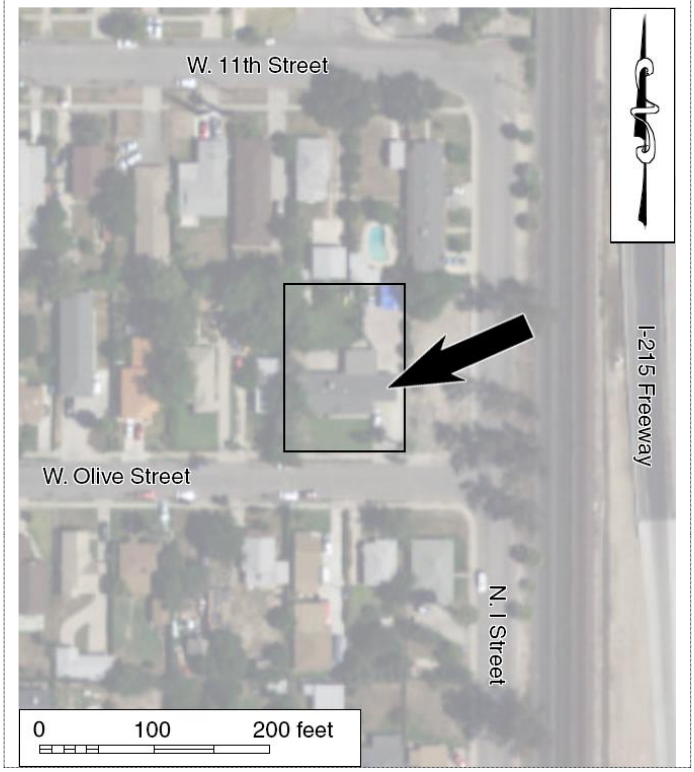
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks: _____

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** windows, two of them accented by wooden shutters, complete the street-facing side of the building. A two-car garage with a sectional aluminum door is setback and attached to the eastern end of the building. A ground-level planter across the front hosts shrubs and flowers, and lies partially adjacent to a concrete walkway from the driveway to the ground-level entry. The property is enclosed by a chain-link fence. The residence is currently occupied and is in good condition.

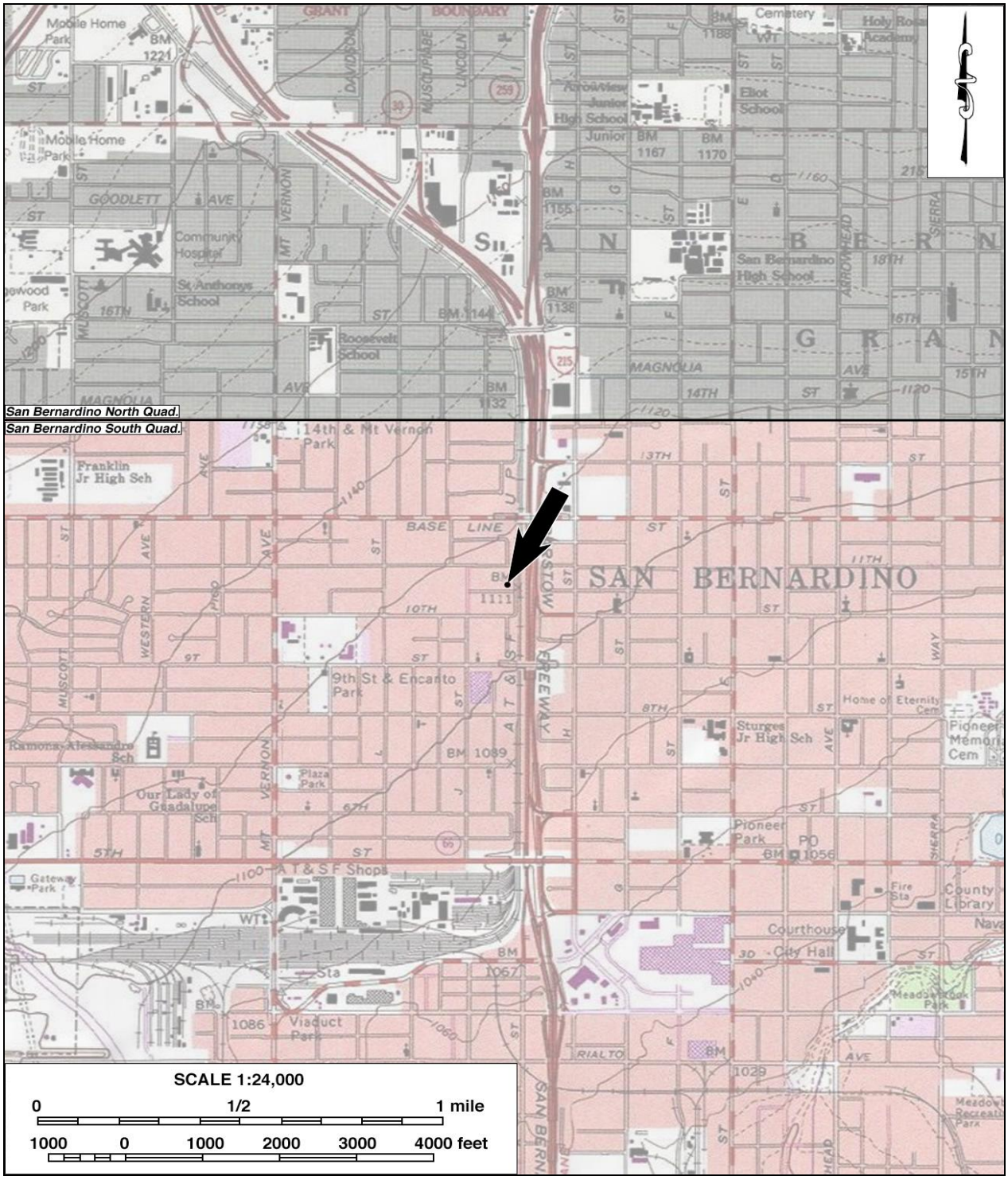
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 4 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-8

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95)

*Required information

9State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 *Resource Name or # (Assigned by recorder) CRM TECH 3212-9

P1. Other Identifier: 931 W. 11 Street

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,119 feet above mean sea level

c. Address 931 W. 11th Street **City** San Bernardino **Zip** 92411

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 471978 **mE/** 3775426 **mN**
UTM Derivation: USGS Quad ___ GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-131-11; on the south side of 11th Street, about 150 feet west of I Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This wood-framed, one-story residence rests on a raised foundation and is surmounted by a medium-pitched, truncated pyramidal roof accented at the top by a shallow box vent enclosure. The roof is covered with light grey composition shingles and has untrimmed edges. Gray vertical board siding clads the exterior walls, with blue wood trim that includes a narrow band set about a foot under the roof line. The north-facing front façade features a full-width, raised open veranda and a centered entryway filled with an unglazed door, flanked by two aluminum-framed sliding windows. Three similar windows are found on either flank of the house, and all but one of them are secured by wrought iron bars. The veranda is sheltered by a half-hip (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single-family property

***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: Photo taken on September 22, 2017; view to the south

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1900 (see Items B6 and B12 for details)

***P7. Owner and Address:** Montecino Trust, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CRM TECH 3212-9

B1. Historic Name:
B2. Common Name:
B3. Original Use: Residential
B4. Present Use: Residential

***B5. Architectural Style:** Neoclassical

***B6. Construction History:** (Construction date, alterations, and date of alterations) County Assessor's database indicates that this single-family residence was constructed around 1900. Permits found for this address in city building records include those issued to Ernest R. Dent (1895-1963) for plumbing (1941), a fence (1945), and re-roofing (1959). Dent was a native of Missouri who worked as a blacksmith at age 35. Mario Montecino was the owner by 1970, and the property currently remains in the family.

***B7. Moved?** √ No ___Yes ___Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** Early 20th century residential development

Area San Bernardino **Period of Significance** 1900-1945

Property Type Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The residence at 931 W. 11th Street was constructed during the time when San Bernardino began to expand beyond its initial townsite as the citrus and railroad industries fueled local and regional growth. The construction of the residence was arguably associated with that important period in the city's history, which may be considered a pattern of events that has left a significant legacy in local history, and retains sufficient historic integrity to relate to the period. However, as one of the many single-family residences in the city that date to the late 19th or early 20th century, this house does not demonstrate a particularly close or important association with that theme or any other established themes in local history. (*Continued on p. 3*)

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

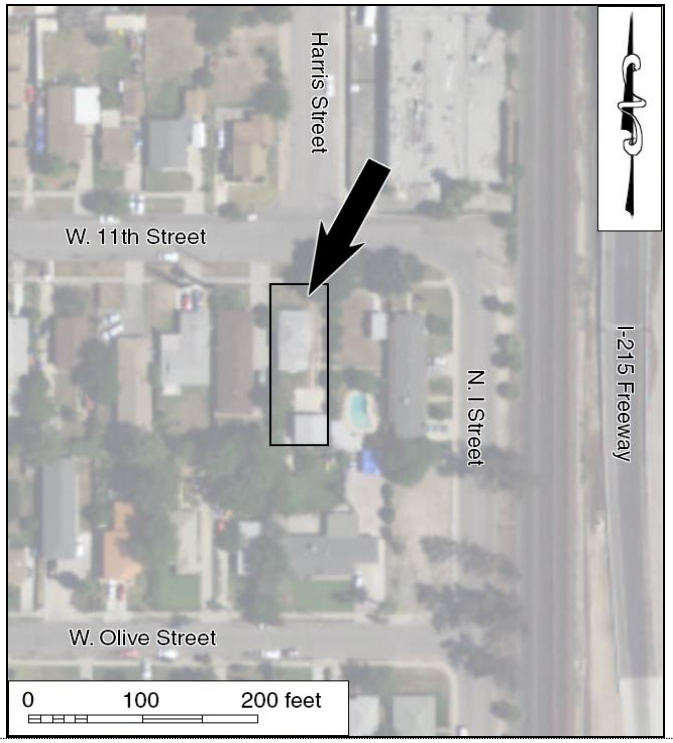
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records; ancestry.com

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** roof with exposed rafter tails, which is supported by four square posts with decorative boxed railing attached across the top of the underside. The entry is access by a concrete walkway and three concrete steps on the eastern end of the veranda, leading to the driveway. A garage is located behind the house, which is currently occupied and in good condition. A chain-link fence encloses most of the property.

***B10. Significance** (continued): No persons or specific events of recognized significance in national, state, or local history were identified in association with this residence, nor were any prominent architects, designers, or builders. In terms of architectural or aesthetic merits, the residence is not known to be an important example of its style, type, period, region, or method of construction, nor does it express any architectural ideals or design concepts more eloquently than the many other residences of similar style, character, and vintage in the San Bernardino area. Based on these considerations the building at 931 W. 11th Street does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

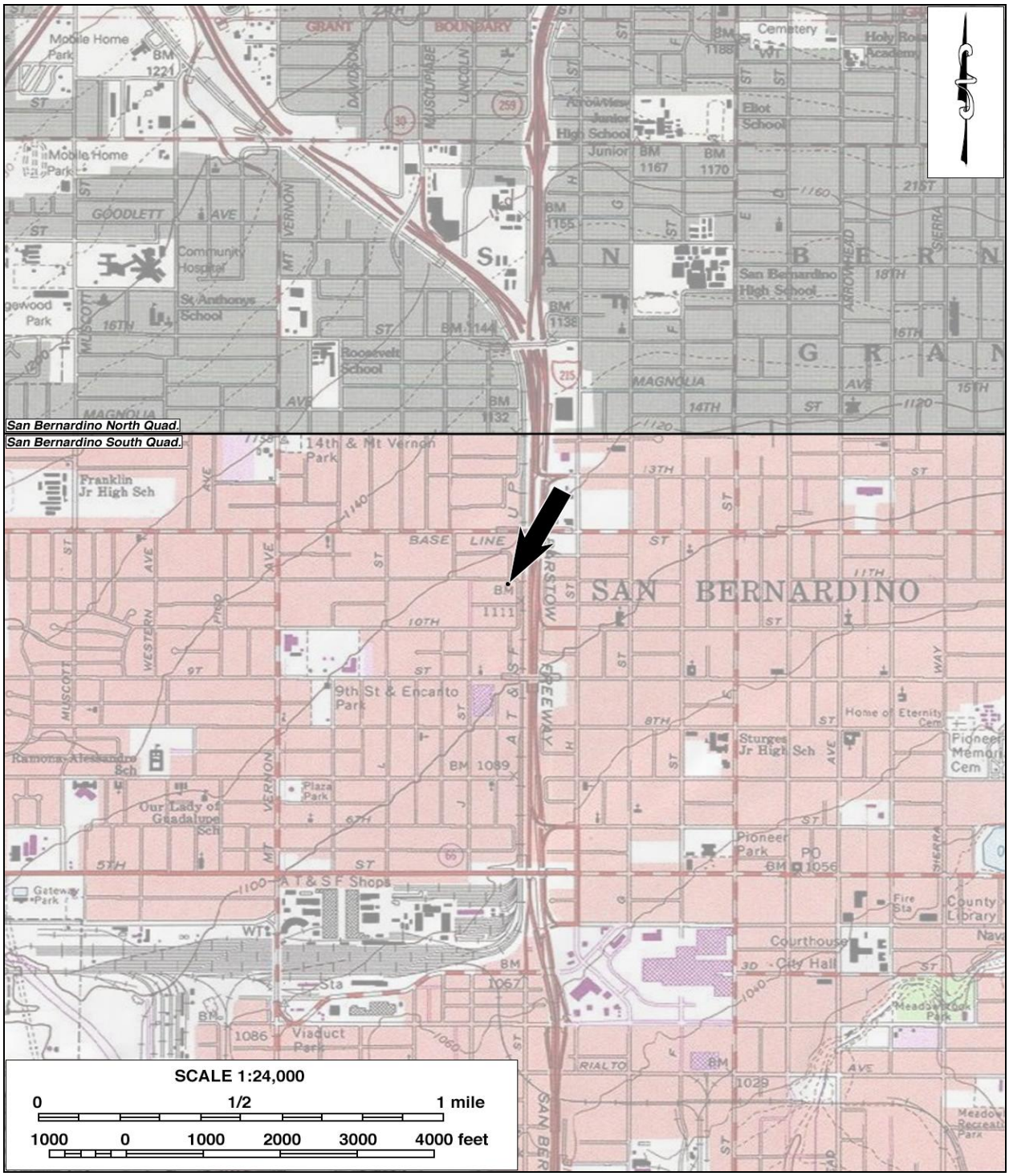
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 4 **of** 4 ***Resource Name or #** (Assigned by recorder) CRM TECH 3212-9

***Map Name:** San Bernardino North and San Bernardino South, Calif.
***Scale:** 1:24,000 ***Date of Map:** 1980/1996



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or # (Assigned by recorder) CRM TECH 3212-10

P1. Other Identifier: 925 W. Olive Street

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,115 feet above mean sea level

c. **Address** 925 W. Olive Street **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 471992 **mE/** 3775331 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-132-12; on the south side of Olive Street, about 80 feet west of I Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This one-story, wood-framed residence is rectangular in shaped and is surmounted by a medium-pitched hip roof merged with a secondary hip roof over a shallow protrusion and entryway. The entire roof is covered with gray composition shingles, and the porch roof is supported by a single square wood post. Narrow eaves and brown fascia complete the roof. The exterior walls are clad in wide horizontal clapboard except for a section of board-and-batten siding accenting a large fixed window centered on the protruding portion of the north-facing front façade. The centered entryway is filled with a panel door and a security screen door, and an aluminum-framed (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family Property

***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: Photo taken on September 22, 2017; view to the south

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1954 (see Items B6 and B12 for details)

***P7. Owner and Address:** Emma E. Gutierrez, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-10

B1. Historic Name: _____ B2. Common Name: _____

B3. Original Use: Residential B4. Present Use: Residential

***B5. Architectural Style:** Minimal Traditional

***B6. Construction History:** (Construction date, alterations, and date of alterations) City building records indicate that a new construction permit was issued in 1954 to property owner J.E. Gutierrez, who added a fence the following year. The property remains in the Gutierrez family today.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** _____ **Original Location:** _____

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** Post-World War II commercial development

Area San Bernardino **Period of Significance** 1945-1965

Property Type Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This residence is among many thousands of similar homes built in the San Bernardino Valley during the post-World War II boom. There is no evidence it is associated with a person or an event of recognized historic significance, nor does it represent an important example of any style, type, period, region, method of construction, or the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

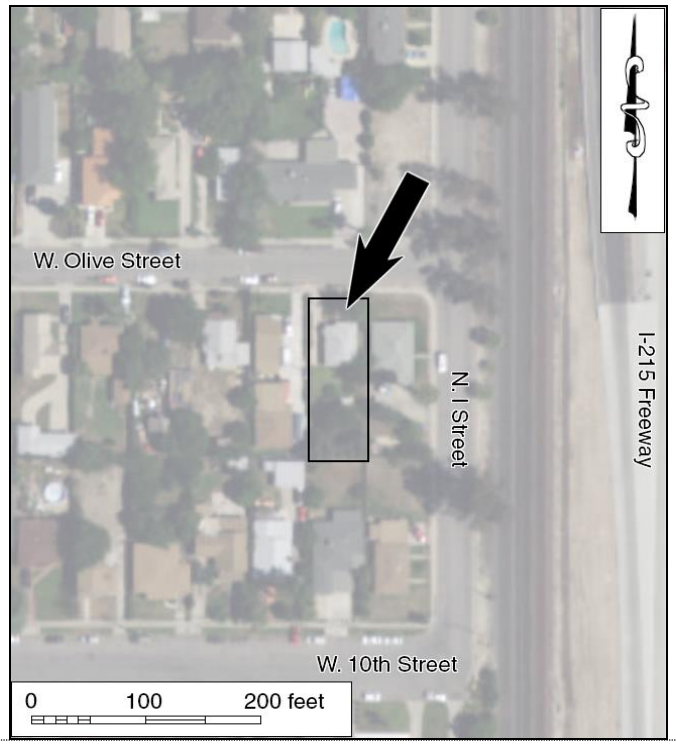
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks: _____

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

*Required information

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued): double-hung window with narrow trim and bottom sills is set to the west. Similar windows are found elsewhere throughout the exterior. A straight concrete walkway leads from the sidewalk to the ground-level entry, with a concrete driveway running the length of the western side of the building. A low planter across the front is filled with small shrubs. The property is enclosed by a chain-link fence. The residence is occupied and is in good condition.

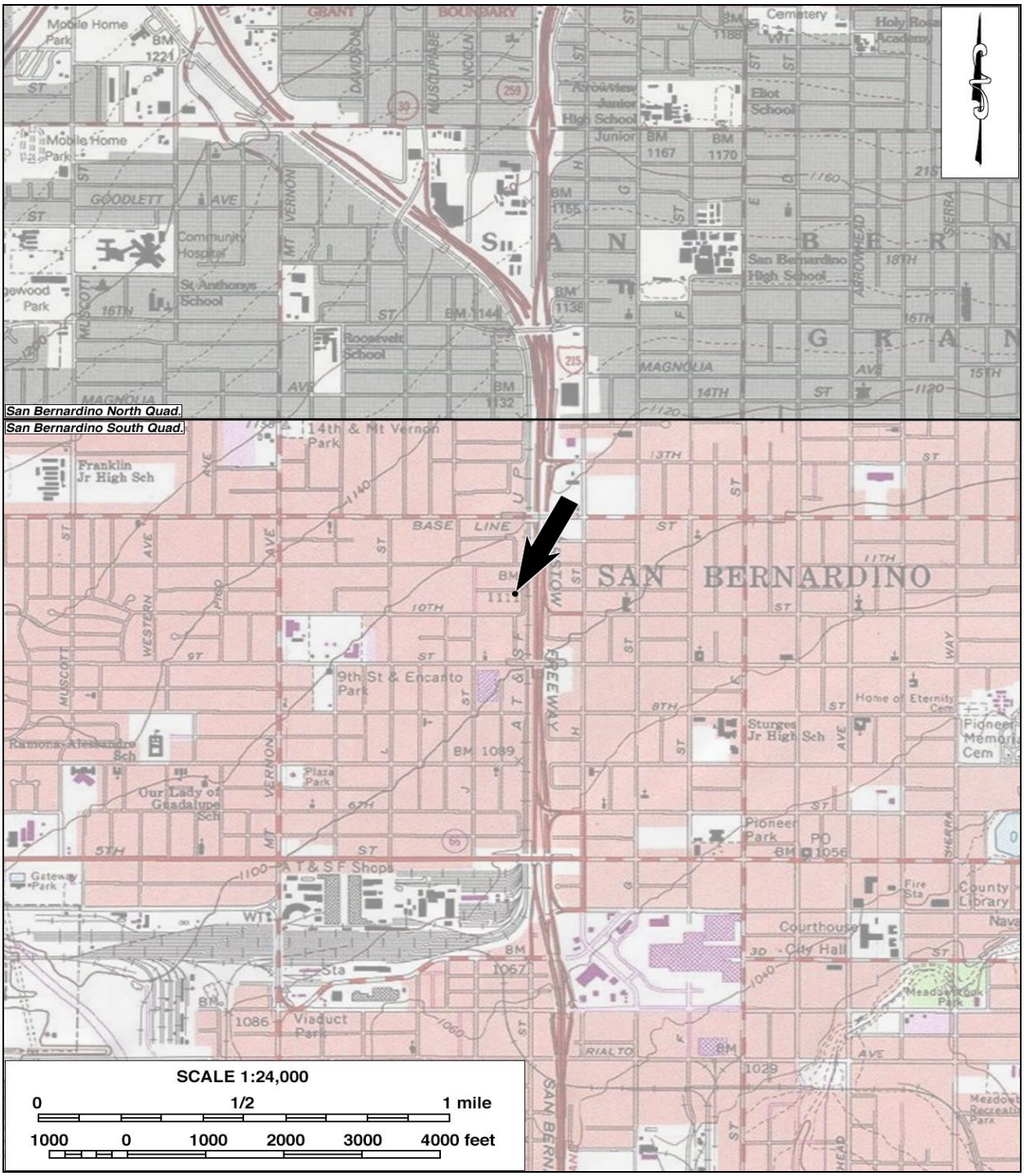
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 4 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-10

*Map Name: San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1967, photorevised in 1980



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or # (Assigned by recorder) CRM TECH 3212-11

P1. Other Identifier: 917 W. Olive Street

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,115 feet above mean sea level

c. **Address** 917 W. Olive Street **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 472009 **mE/** 3775317 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-132-13; on the southwest corner of Olive Street and I Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This L-shaped and wood-framed single-family residence is surmounted by a medium-pitched hip roof merged with an offset hip roof, both sheathed in light gray composition shingles and ending in medium eaves with white fascia board trim. The exterior walls are clad in light blue stucco. The building occupies a corner lot and despite its address, faces I Street to the east. Centered on the east-facing primary façade is a shallow, recessed area containing the main entry and a large tri-part window. The entry is filled with an unglazed and paneled door and a security screen door, and is accessed by a concrete walkway that steps up to a small stoop. The recessed area is flanked by aluminum-framed sliding windows set relatively high on the (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the west

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1957 (see Items B6 and B12 for details)

***P7. Owner and Address:** Steve and Phyllis Morales, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-11

B1. Historic Name: _____ B2. Common Name: _____

B3. Original Use: Residential B4. Present Use: Residential

***B5. Architectural Style:** Ranch-style

***B6. Construction History:** (Construction date, alterations, and date of alterations) City building records indicate that the residence at 917 W. Olive Street were built in 1957 for property owner Lupe Morales by Arinda Construction. A patio was added in 1964. The property remains in the Morales family today.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** ____ **Original Location:** _____

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown b. Builder: Arinda Construction

***B10. Significance: Theme** Post-World War II residential development

Area San Bernardino **Period of Significance** 1945-1965

Property Type Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This residence is among many thousands of similar homes built in the San Bernardino Valley during the post-World War II boom. There is no evidence it is associated with a person or an event of recognized historic significance, nor does it represent an important example of any style, type, period, region, method of construction, or the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

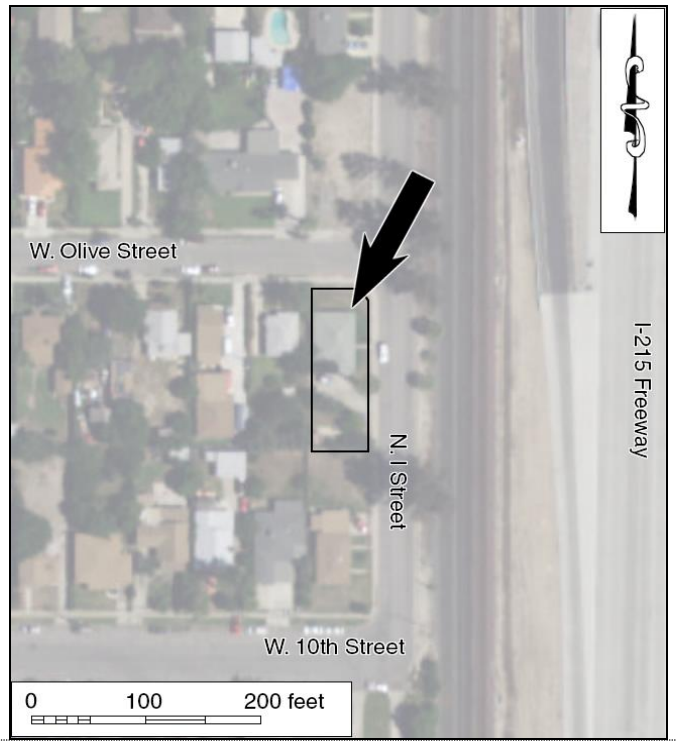
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks: _____

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** building. All of the windows are secured by white metal bars. An attached two-car garage opening to the south features a recently installed aluminum sectional door, accessed by a curved driveway. A chain-link fence encloses the property, which sports a lawn and some ornamental shrubbery. It is currently occupied and in good condition.

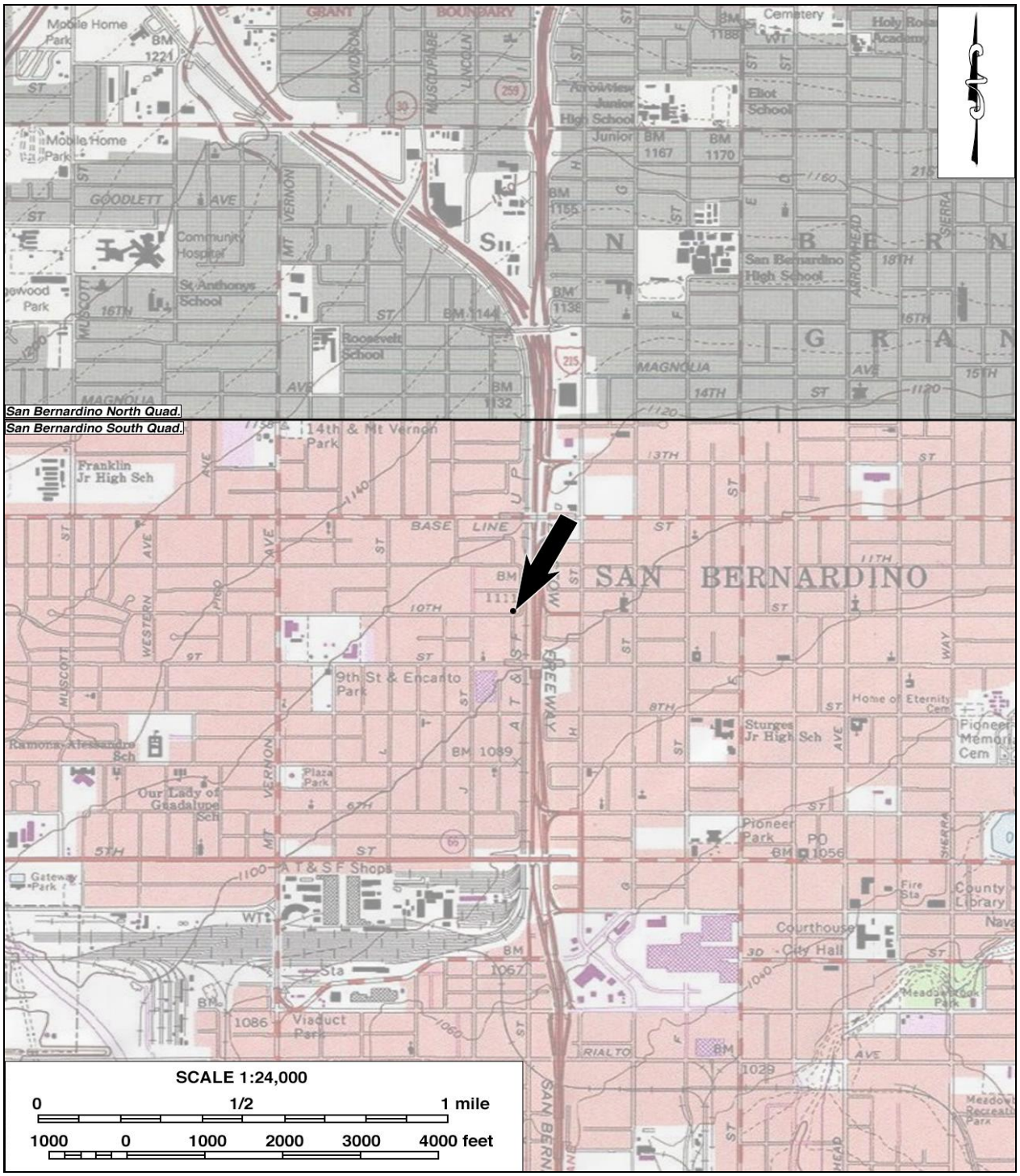
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

*Resource Name or # (Assigned by recorder) CRM TECH 3212-11

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



*Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or # (Assigned by recorder) CRM TECH 3212-12

P1. Other Identifier: 924 W. 10 Street

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,116 feet above mean sea level

c. Address 924 W. 10th Street **City** San Bernardino **Zip** 92411

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 471995 **mE/** 3775272 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-132-16; on the north side of 10th Street, about 80 feet west of I Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This wood-framed one-story residence is irregular in shape and is surmounted by a low-pitched hip roof sheathed in dark gray composition shingles and ending in wide eaves. Dark coping edges the portion of the roof over a single-car garage projecting at the western end of the south-facing main façade, while brown fascia boards trim the rest of the eaves. A flat roof shelters an open carport in the southeast corner, supported by three brick columns painted dark brown. Two entries and a large aluminum-framed window open to the carport. One entry faces the south and is filled with a paneled door, and other opens to the west. The garage entry is filled with a sectional door. The area in front of the residence is covered with concrete, with landscaping plants on either side and to the rear. The property is completely enclosed by a chain-link fence. It is occupied and in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the north

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1960 (see Items B6 and B12 for details)

***P7. Owner and Address:** Home Expo Financial, 14777 Palm Drive. #122, Desert Hot Springs, CA 92240

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** 9/22/2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map ___ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 **of** 3

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-12

B1. Historic Name: _____

B2. Common Name: _____

B3. Original Use: Residential

B4. Present Use: Residential

***B5. Architectural Style:** Modern

***B6. Construction History:** (Construction date, alterations, and date of alterations) City building records indicate that this residence was built in 1960 for property owner Rudy Estrada by contractor J.D. Russell. A patio was added by Estrada in 1973. A permit for a block wall was issued in 2003 to Cathy A. Calderone, who was listed as the property owner at that time.

***B7. Moved?** √ No __Yes __Unknown **Date:** ____ **Original Location:** _____

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown

b. Builder: J.D. Russell

***B10. Significance: Theme** Post-World War II residential development

Area San Bernardino

Period of Significance 1945-1965

Property Type Residential

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This residence is among many thousands of similar homes built in the San Bernardino Valley during the post-World War II boom. There is no evidence it is associated with a person or an event of recognized historic significance, nor does it represent an important example of any style, type, period, region, method of construction, or the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

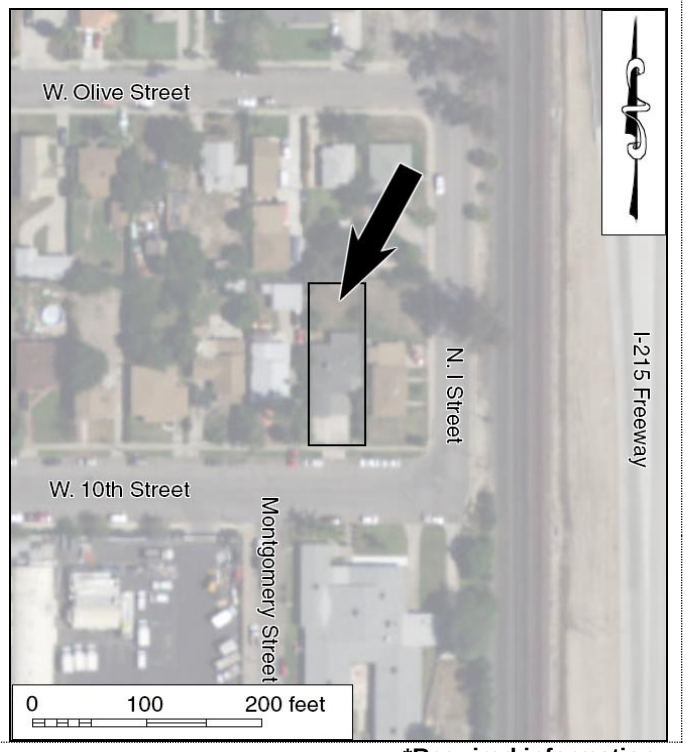
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks: _____

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



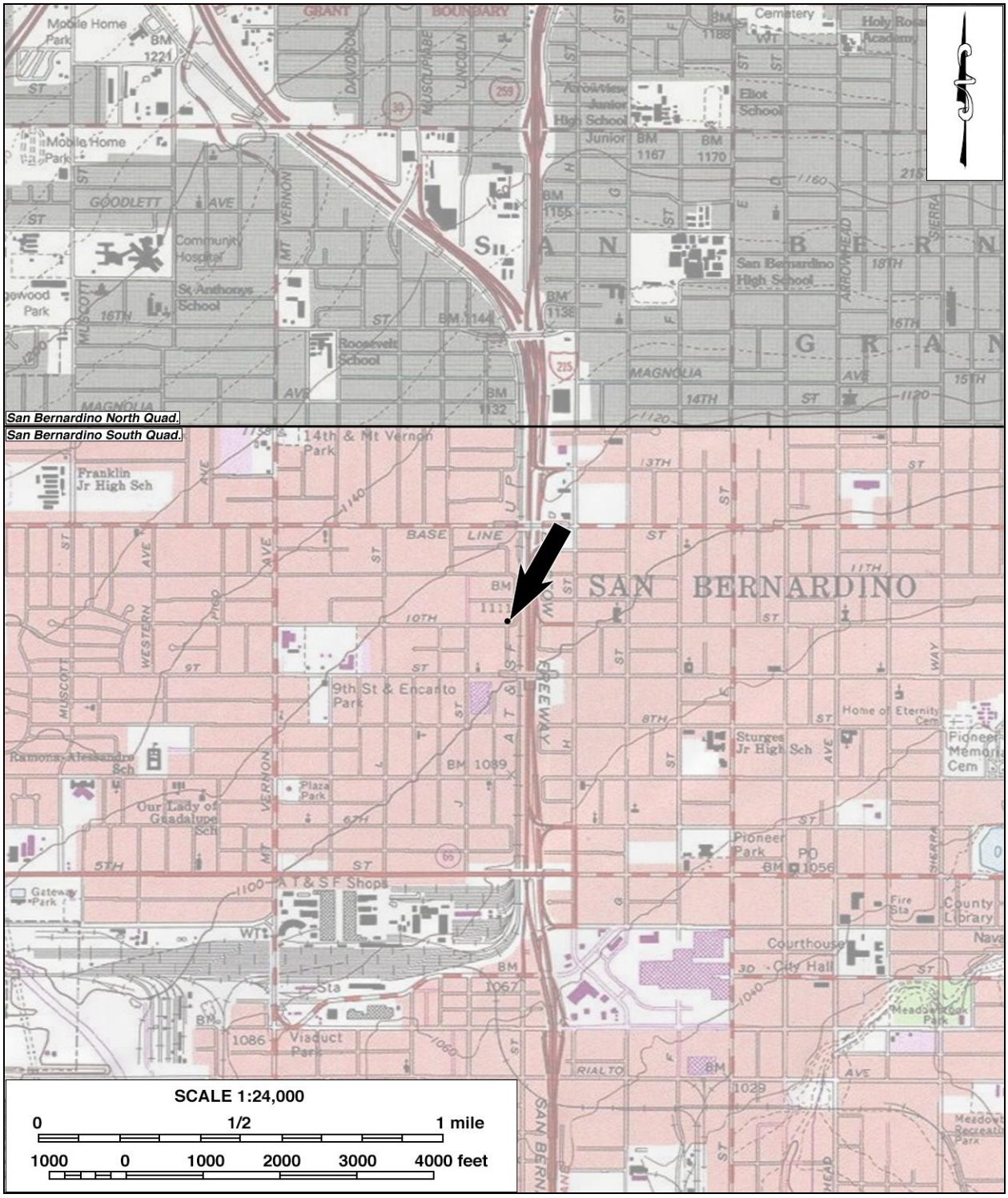
(This space reserved for official comments.)

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 3 *Resource Name or # (Assigned by recorder) CRM TECH 3212-12

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or # (Assigned by recorder) CRM TECH 3212-13

P1. Other Identifier: 916 W. 10 Street

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho Muscupiabe land grant)
Elevation: Approximately 1,114 feet above mean sea level

c. **Address** 916 W. 10th Street **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 472008 **mE/** 3775272 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-132-17; at the northwest corner of 10th Street and I street.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This wood-framed former duplex is rectangular in shape and sports a medium-pitched hip roof clad with brown composition shingles over tan stucco walls. The roof ends in wide eaves with exposed rafter tails and brown fascia, and extends over a carport attached to the northern end of this east-facing building. Two concrete walkways approach the building's two entries, one of which has been recently sealed. Four large aluminum-framed sliding windows are interspersed with the entries. The window openings are secured by decorative wrought iron bars in a diamond pattern. The building is surrounded by a lawn and a few ornamental trees and is enclosed by a chain-link fence. It is currently occupied and is in fairly good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the northwest

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1960 (see Items B6 and B12 for details)

***P7. Owner and Address:** Jesse Morfin, EOA Empire LLC, San Bernardino

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map ___ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-13

B1. Historic Name: _____ B2. Common Name: _____

B3. Original Use: Residential B4. Present Use: Residential

***B5. Architectural Style:** Ranch

***B6. Construction History:** (Construction date, alterations, and date of alterations) City building records indicate that this residence was built in 1960 for property owner Rudy Estrada by contractor J.D. Russell. A patio was added by Estrada in 1973. A permit issued for block wall in 2003 was issued to Cathy A. Calderone, who is listed as the property owner at that time.

***B7. Moved?** √ No __Yes __Unknown **Date:** ____ **Original Location:** _____

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown b. Builder: J.D. Russell

***B10. Significance: Theme** Post-World War II residential development

Area San Bernardino **Period of Significance** 1945-1965

Property Type Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This residence is among many thousands of similar homes built in the San Bernardino Valley during the post-World War II boom. There is no evidence it is associated with a person or an event of recognized historic significance, nor does it represent an important example of any style, type, period, region, method of construction, or the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks: _____

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

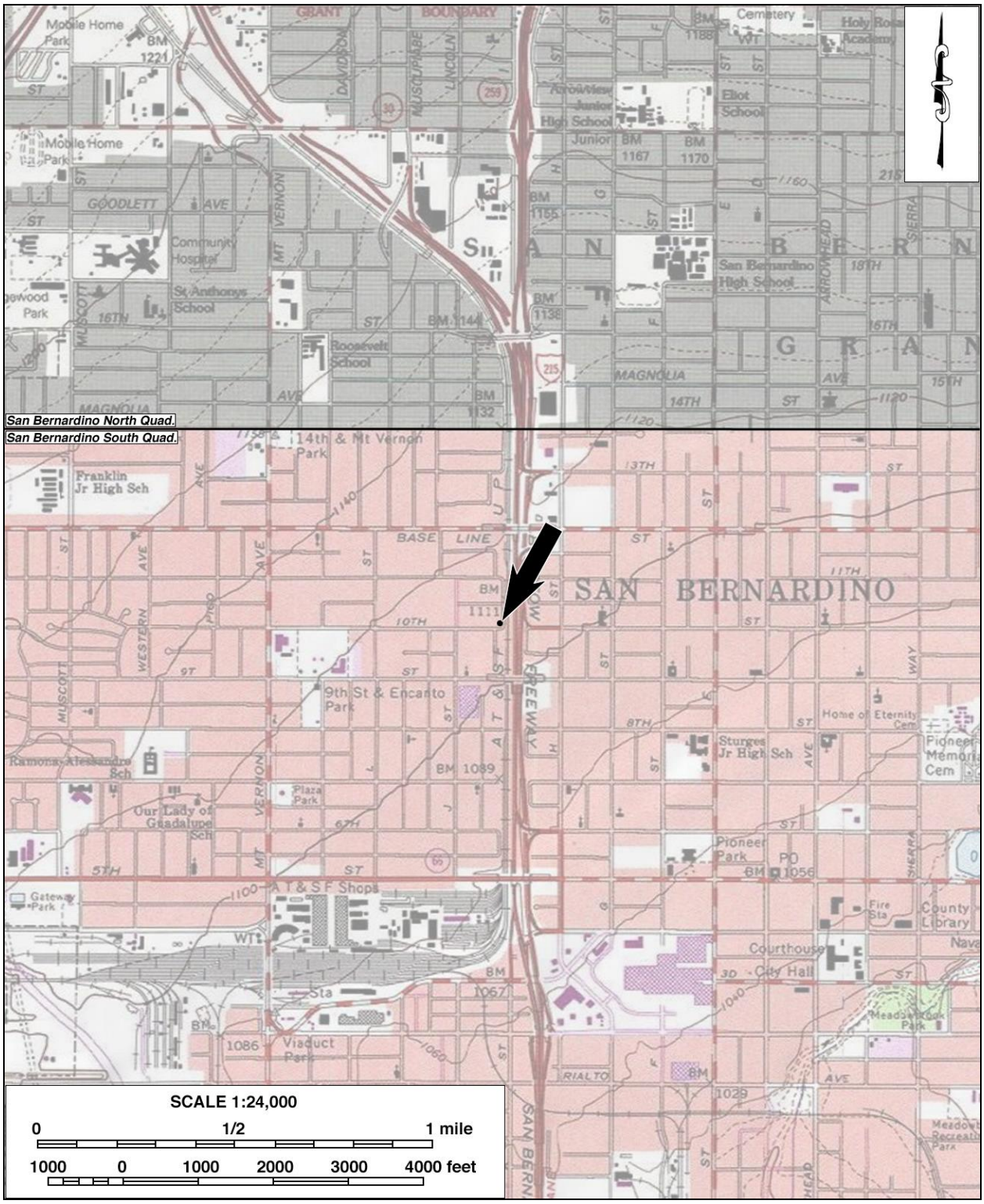
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 3212-13

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



*Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-14

P1. Other Identifier: Salvation Army Hospitality House

***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, Calif. **Date** 1980
T1N; **R**4W; S.B. **B.M.** (within the Rancho Muscupiabe land grant)
Elevation: Approximately 1,109 feet above mean sea level

c. **Address** 925 W. 10th Street **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 472000 **mE/** 3775209 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-202-01; at the southeast corner of 10th Street and Montgomery Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The Salvation Army Hospitality House, occupying a nearly 200-foot-long, irregularly shaped, one-story concrete block building, is an emergency shelter that can accommodate some 100 people. The building consists of two elongated dormitories built along the north-south axis that form the eastern and western wings and a central block that houses the offices, assembly, kitchen, and other communal areas. The compounded, low-pitched front-gable roof is covered with grey composition shingles and features wide eaves with wide fascia and vergeboards. The entire building is painted off-white, from the concrete block walls to the wood panels above some of the windows. (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP16: Religious building

***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: Photo taken on September 22, 2017; view to the south

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1954 (see Items B6 and B12 for details)

***P7. Owner and Address:** Salvation Army, Inland Empire, 40270 Los Alamos Road, Murrieta, CA 92562

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource 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 # _____

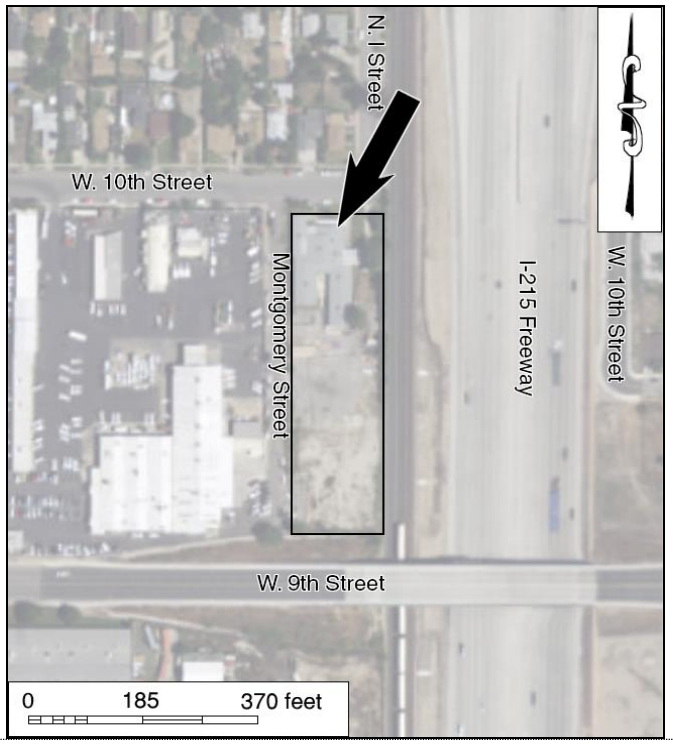
BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-14

B1. Historic Name: Salvation Army Men's Social Services Center
B2. Common Name: Salvation Army Hospitality House
B3. Original Use: Religious/shelter B4. Present Use: Religious/shelter
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) The Salvation Army in San Bernardino began with meetings held in the streets in 1888, and eventually afforded a 10,000-square-foot headquarters, known as the Citadel, near the intersection of 5th and H Streets in 1950, along with other facilities nearby to house and rehabilitate people in need. The facility at this location, called Men's Social Services Center when it opened in November 1954, was built to house 50 workers in a rehabilitation program. It was designed by William (*Continued on p. 3*)
***B7. Moved?** √ No __Yes __Unknown **Date:** _____ **Original Location:** _____
***B8. Related Features:** See Item P3a.
B9a. Architect: William F. Mellin b. Builder: Lee F. Alwardt
***B10. Significance: Theme** Mid-20th century community development
Area San Bernardino **Period of Significance** 1945-1965
Property Type Religious/shelter **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This building does not appear to have achieved a sufficient level of significance to meet any of the criteria for listing in the National Register of Historic Places or the California Register of (*Continued on p. 3*)
B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences
***B12. References:** City of San Bernardino building permit records; ancestry.com; *San Bernardino Daily Sun* (November 20, 1954): "SA Building to Be Dedicated Saturday;" *San Bernardino County Sun* (January 16, 2006): "Shelter Has to Move;" *The Press-Enterprise* (Riverside; September 27, 2009): "Shelter nearly Finished;" *San Bernardino County Sun* (January 16, 2010): "New Home for Homeless"
B13. Remarks:
***B14. Evaluator:** Terri Jacquemain
***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued): The wood panels are accented with vertical wood trim that corresponds to the muntins of two 3x3 fixed-sash windows prominent on the north-facing primary façade, to the east of the main entry, which is filled with a glazed metal door. Two aluminum-framed sliding windows are placed to the west of the main entry. The northern portion of the western dormitory, which extends about 10 feet beyond the front of the central block, has a separate entry that opens to the east and is filled with a solid wood door with sidelights on either side, and is inset with a tall and narrow fixed window on the northern end.

The flanks of the dormitories, where visible from the public rights-of-way, are fenestrated with similar windows to those observed on the primary façade. Two side entries, each with a plain wood door, and an attached utility closet are found on the western façade, which faces Montgomery Street. Other entrances of similar character are open to all sides of the rear portions of the dormitories.

Most of the landscaping on the property is concentrated on the street-facing sides and in a courtyard between the southern ends of the dormitories, and consists mainly of lawns with manicured Italian cypresses, Cuban royal palms, and a large mulberry tree on the north side. A pair of driveways extend onto the northeastern portion of the property from 10th Street. The southern portion of the parcel is paved with asphalt and enclosed by a chain-link fence.

***B6. Construction History** (continued): F. Mellin (1888-1979), a former City Planning Commission member and also the designer of the Salvation Army building on Kingman Street, and constructed by contractor Lee F. Alwardt (1893-1971). Both were military veterans and longtime San Bernardino residents.

City building records indicate that the complex underwent a series of improvements in 1989-1990, including reroofing, addition of a loading dock and a block wall, utilities improvements, and interior remodeling. In 2006, the organization received three million dollars for relinquishing its Kingman Street facility to an Interstate 215 widening project. That operation was moved to the 10th Street location, which at the time served as housing for adult rehabilitation. As a result, the 10th Street facility was repurposed and its original function was moved to a warehouse on Doolittle Street.

More than $100,000 was spent on renovations to this building in 2006-2007, much of it focusing on interior repartitioning to create a library, media room, dayroom, and additional bathrooms, but also including a new roof. The changes increased total accommodation to 100 people, mostly women and children, in its new role as an emergency shelter.

***B10. Significance** (continued): Historical Resources. Under Criterion A/1, its origin is arguably associated with the growth of the Salvation Army in the San Bernardino area, but it is not the main property in the city that reflects the activities of the organization in comparison to, for example, the Citadel. Under Criterion B/2, none of the persons associated with the building or stewardship of the facility is known to be of recognized significance in national, state, or local history.

Under Criterion C/3, there is no evidence that the architect and the builder of the building, William F. Mellin and Lee F. Alwardt, attained a level of historic significance required by the National Register and California Register guidelines. In terms of architectural and aesthetic merits, the design, materials, and workmanship of the building appear to be relatively intact, despite documented alterations and possible additions, but (*Continued on p. 4*).

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***B10. Significance** (continued)**:** none of these aspects renders the building an important example of its style, type, period, region, or method of construction, or bestow on it a high artistic or aesthetic value.

Under Criterion D/4, the building reflects architectural and construction practices that are common in the post-WWII era, and does not appear to hold the potential to yield important information for the study of history. In summary, the Salvation Army Hospitality House at 925 W. 10th Street does not appear to be eligible for listing in the National Register of Historic Places or the California Register of Historic Places.

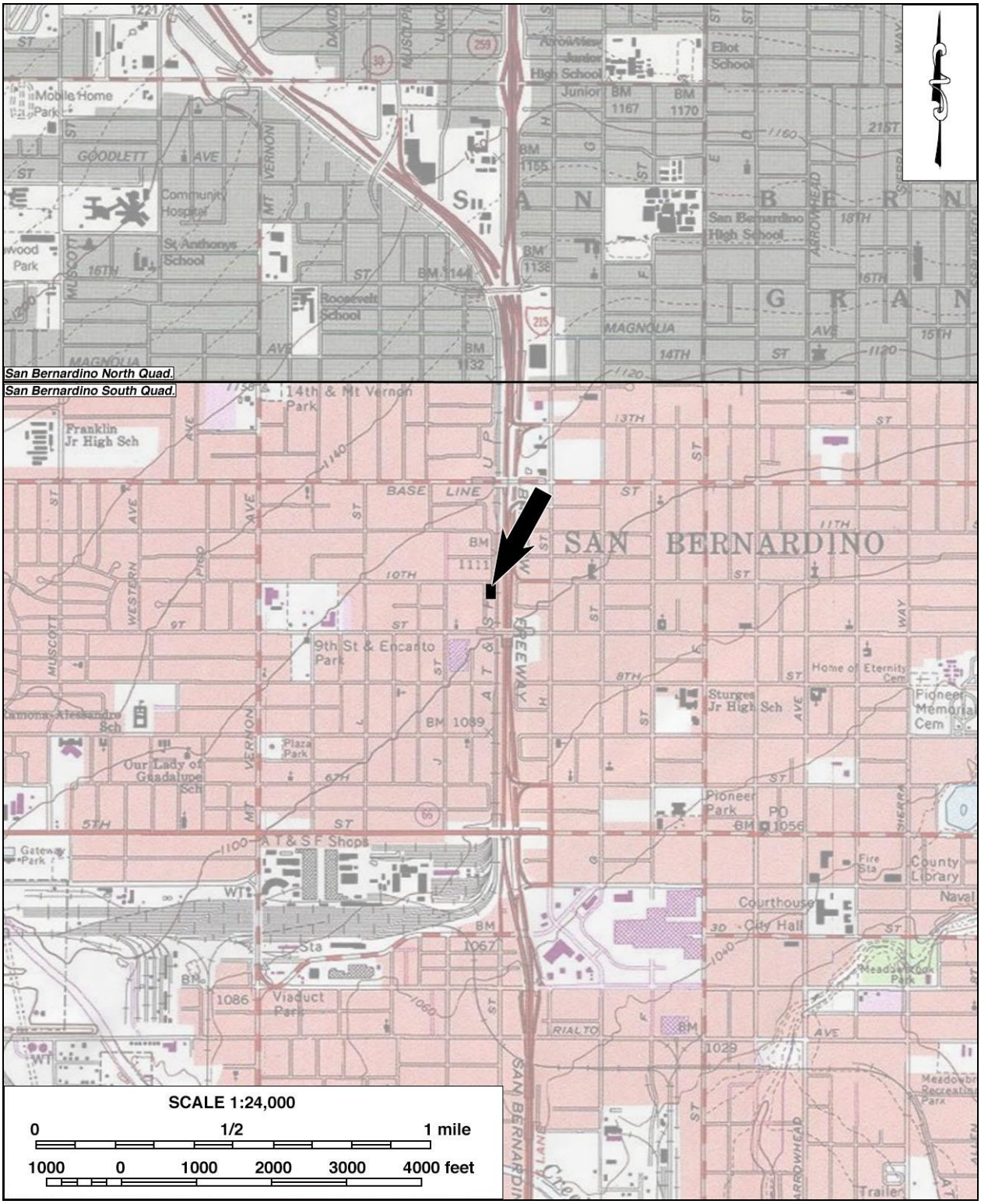
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page 5 of 5 *Resource Name or # (Assigned by recorder) CRM TECH 3212-14

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95) *Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or # (Assigned by recorder) CRM TECH 3212-15

P1. Other Identifier: Sierra's Trucks

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,103 feet above mean sea level

c. Address 908 W. 8th Street **City** San Bernardino **Zip** 92411

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 472022 **mE/** 377851 **mN**
UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-262-07; at the intersection of 8th Street and I Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This square-shaped, one-story commercial building rests on a concrete slab foundation and has a boxed flat roof that overhangs over the front (southern) façade. The brick exterior walls are painted gray, full-length sign panels along the roofline of the southern and eastern façades identify the business as "Sierra's Trucks" and "Truck & Auto Dismantler." The roof overhang is supported by triangular wooden braces attached to the wall surface and evenly spaced across the front façade. The main business entryway on the western of the front façade is filled with a wood-framed French door with 5x2 glass panels. A window opening and another entry to the east have been paneled over and painted to match the building. The building sits about 20 feet from 8th Street, and the area in front is paved for parking. It occupies the southeastern portion of the property, with the fenced-in auto wrecking yard occupying the rest.

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building

***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: Photo taken on September 22, 2017; view to the northeast

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both
Ca. 1966 (see Items B6 and B12 for details)

***P7. Owner and Address:** Jonathan Sanchez Trust, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-15

B1. Historic Name:
B2. Common Name:
B3. Original Use: Commercial
B4. Present Use: Commercial

***B5. Architectural Style:** Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations) City building records indicate that this commercial building was constructed around 1966 to serve as an office and auto parts storage by the property owner, the firm of the Marutsos Brothers. Later owners include Martin H. Manrique in 1986-1996, Marco Sierra-Sanchez, and the Jonathan Sanchez Trust since 1997. No other permits were found on file for this address in city building records.

***B7. Moved?** √ No __Yes __Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Post-World War II commercial development
Area San Bernardino
Period of Significance 1960s
Property Type Commercial
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) There is no evidence that this building is closely associated with a person or an event of recognized historic significance, represents an important example of any style, type, period, region, or method of construction, or embodies the work of a prominent architect, designer, or builder. Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

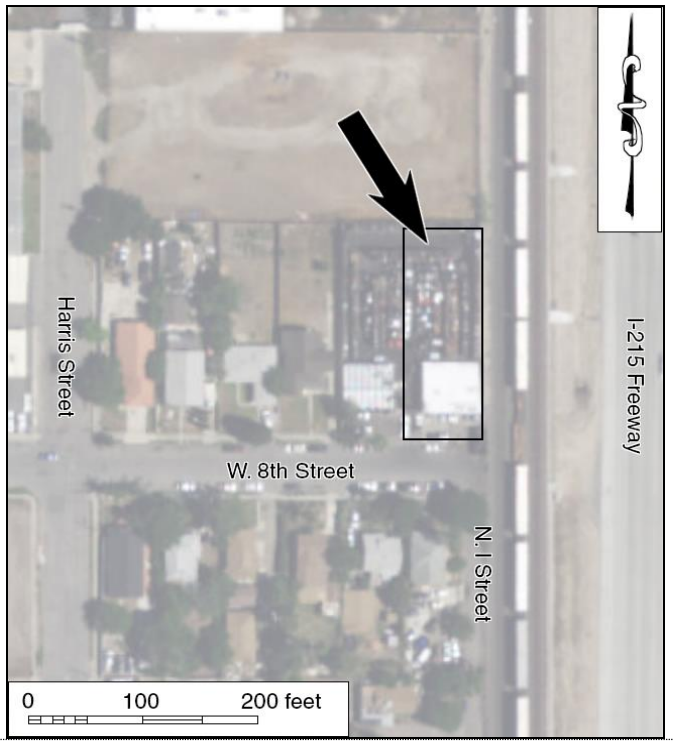
***B12. References:** City of San Bernardino building permit records

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

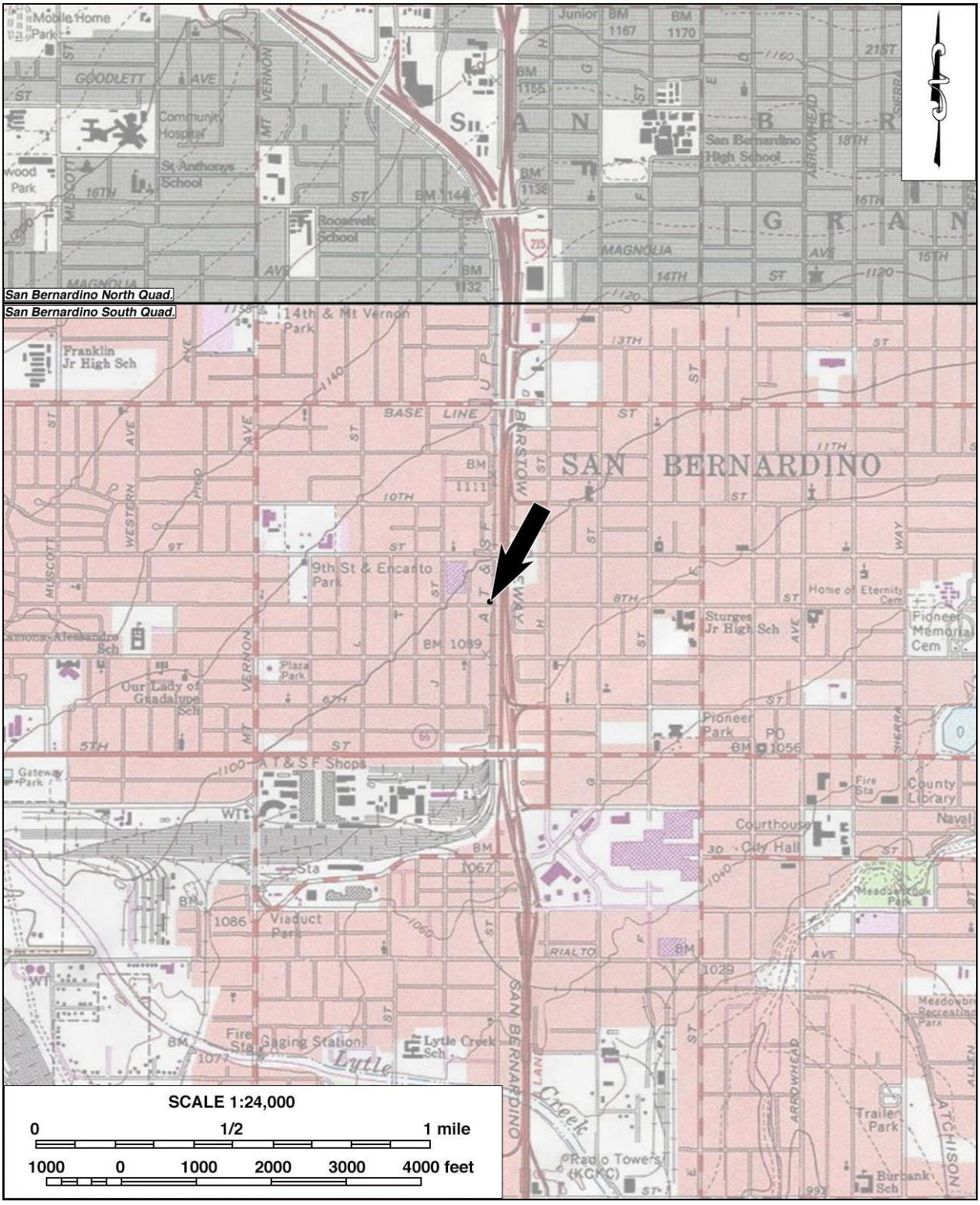
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 3 *Resource Name or # (Assigned by recorder) CRM TECH 3212-15

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



DPR 523J (1/95)

*Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

 *Resource Name or # (Assigned by recorder) CRM TECH 3212-16

P1. Other Identifier: 915 W. 8th Street

*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, Calif. Date 1980
T1S; R4W; S.B. B.M. (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,097 feet above mean sea level

c. Address 915 W. 8th Street City San Bernardino Zip 92411

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; 472024 mE/ 3774780 mN
UTM Derivation: USGS Quad GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-312-12; on the south side of 8th Street, about 100 feet west of I Street

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This north-facing, one-story residence is generally square in shape except for lean-to additions attached on the rear and western sides. The main mass of this wood-framed building rests on elevated footings and is surmounted by a medium-pitched side-gable accented by a dormer. The roof is covered with grey composition shingles and ends in wide eaves with narrow white trim. Textured blue stucco clads the exterior walls. A portion of the roof extends over a porch extending across two-thirds of the front façade, which is accessed from the west by three concrete steps leading to a driveway (*Continued on p. 3*)

*P3b. Resource Attributes: (List attributes and codes) HP2: Single family property

*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: Photo taken on September 22, 2017; view to the south

*P6. Date Constructed/Age of Sources: √ Historic Prehistoric Both
Ca. 1920 (see Items B6 and B12 for details)

*P7. Owner and Address: Sandra Jacobo, address unknown

*P8. Recorded by (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

*P9. Date Recorded: September 22, 2017

*P10.Survey Type: Intensive-level survey for CEQA-compliance

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

*Attachments: None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
Archaeological Record District Record Linear Resource 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** 6Z

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-16

B1. Historic Name:
B2. Common Name:
B3. Original Use: Residential
B4. Present Use: Residential

***B5. Architectural Style:** Craftsman elements

***B6. Construction History:** (Construction date, alterations, and date of alterations) County Assessor's records indicate this building was constructed around 1920, and city building records indicate that a garage was added in 1939 by then-property owner Orville S. Diggs (1905-1995), a steward at the Arrowhead Country Club. Diggs was issued a permit to convert the garage into a bedroom in 1944 and re-roofed the building in 1962. The property evidently remained in the family to at least 2003, when an electrical permit was issued to Natalie Diggs.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Early 20th-century residential development
Area San Bernardino
Period of Significance 1900-1945
Property Type Residential
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This residence lies within the original core area of the city that was urbanized during the early 20th century, and its construction is arguably associated with to that important period in the city's history. However, as one of many surviving single-family residences from that period, and of somewhat later vintage, it does not demonstrate a particularly close or important association with that theme in local history. Despite extensive research, no persons or specific events of recognized significance in national, state, or local history, nor any prominent

(*Continued on p. 3*)

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

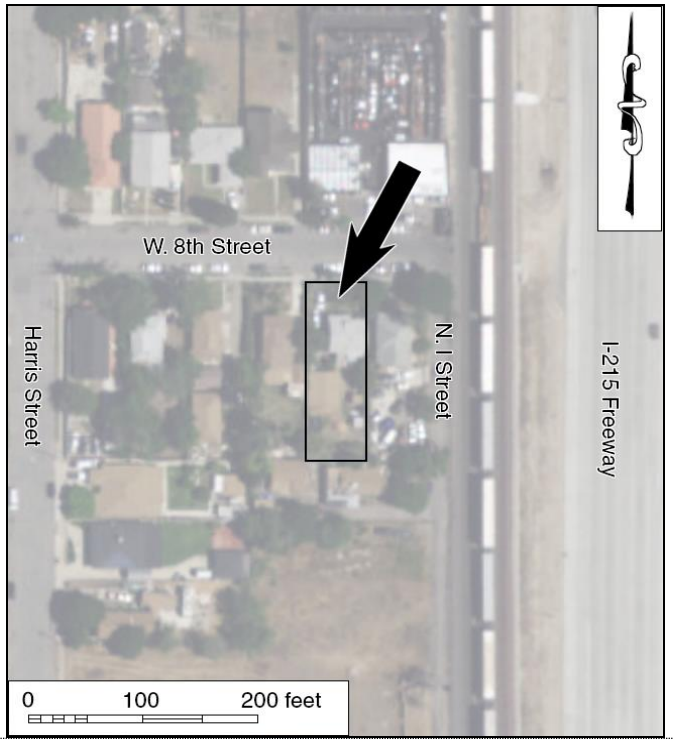
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records; ancestry.com

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** that meets a curved walkway to the street. The porch roof is supported both by brackets attached to the wall and by three square wood posts. A wooden picket fence encircles the porch. The slightly off-centered entry is filled with a paneled door and a security screen door. Two aluminum-framed sliding windows complete the street-facing façade, with similar windows found on the flanks and under the gable peak on the western side. Landscaping includes a lawn and three palm trees. Enclosed by a chain-link fence, the residence is currently occupied and is in fairly good condition.

***B10. Significance** (continued): architects, designers, or builders were identified in association with this residence. In terms of architectural or aesthetic merits, the residence is not an important example of its style, type, period, region, or method of construction, nor does it express any architectural ideals or design concepts more eloquently than other buildings of similar style, character, and vintage in the San Bernardino area. Therefore, it does appear to qualify for listing in the National Register of Historic Places or the California Register of Historical Resources.

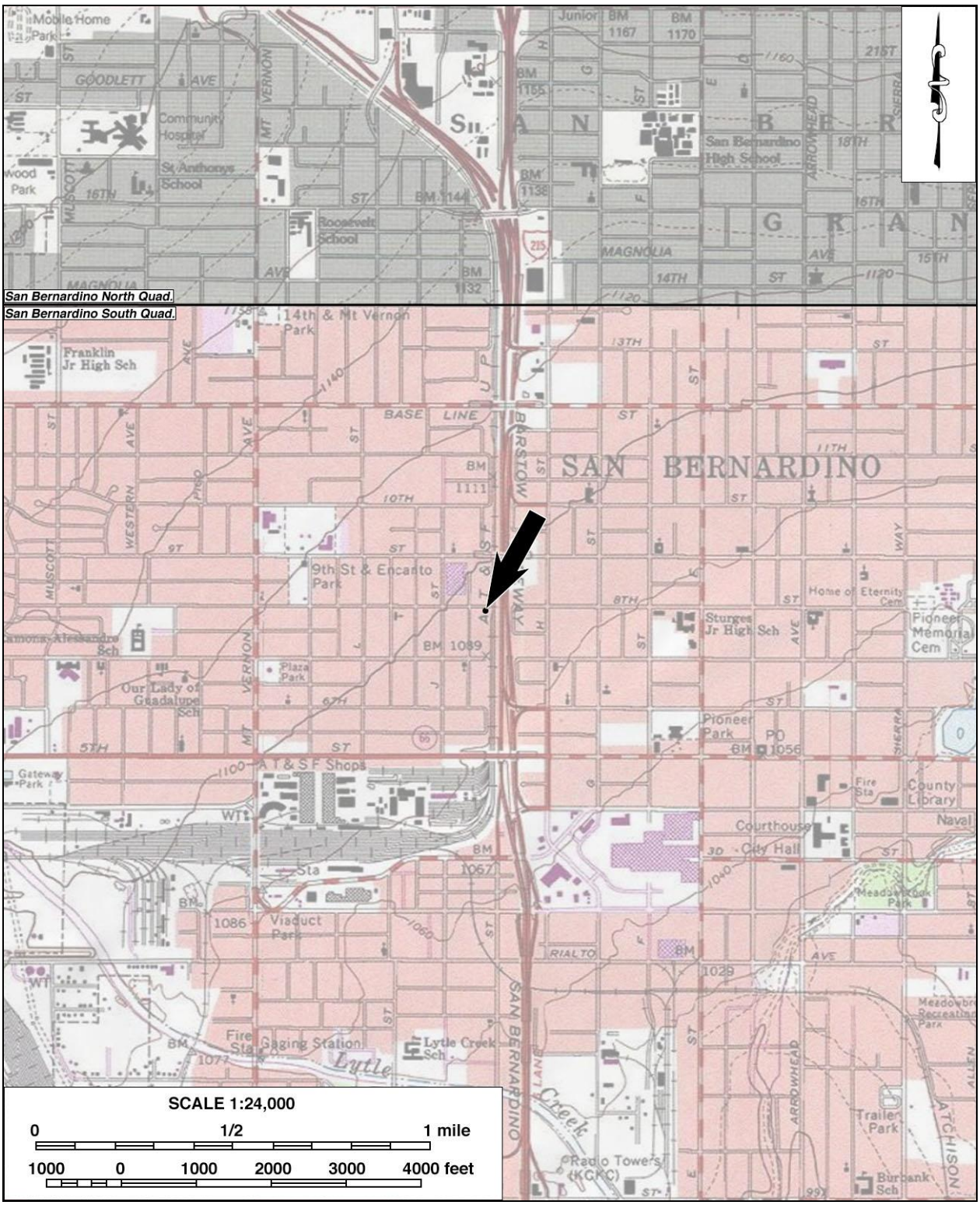
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 3212-16

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



*Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or # (Assigned by recorder) CRM TECH 3212-17

P1. Other Identifier: 724 N. I Street

***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, Calif. **Date** 1980
T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)
Elevation: Approximately 1,099 feet above mean sea level

c. **Address** 724 N. I Street **City** San Bernardino **Zip** 92411

d. **UTM:** (Give more than one for large and/or linear resources) **Zone** 11 ; 472010 **mE/** 3774672 **mN**
UTM Derivation: ___USGS Quad ___GPS √ Google Earth

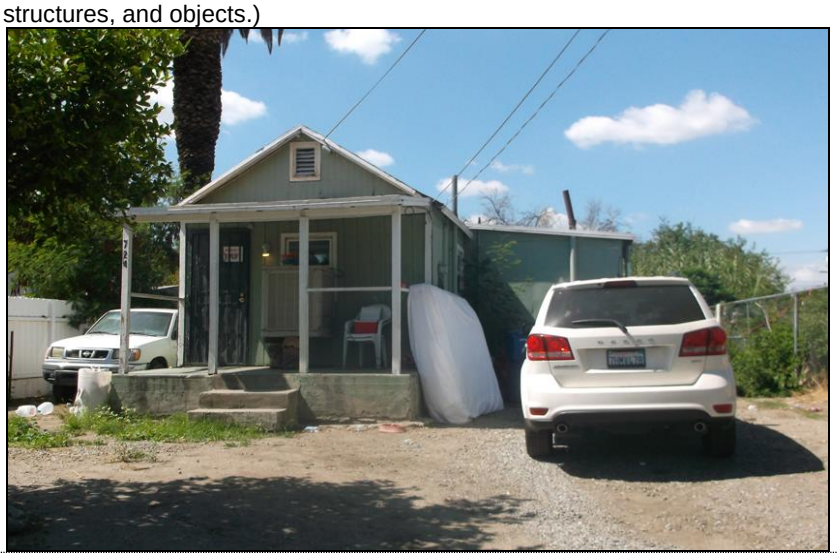
e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) APN 0139-312-20; on the west side of I Street about 150 feet north of 7th Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The wood frame of this small, rectangular-shaped one-story residence rests on a raised foundation and is surmounted by a medium-pitched front-gable roof covered by brown composition sheets and ending in white coping or trim. An addition on the north side sports a shed roof, as does a full-width front porch. The light green exterior walls are a mix of board-and-batten on the east-facing front façade with wood panels and narrow vertical boards on the sides. Narrow vertical boards and a louvered vent fill the area under the gable peak. (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

***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: Photo taken on September 22, 2017; view to the west

***P6. Date Constructed/Age of Sources:**
√ Historic ___ Prehistoric ___ Both
Ca. 1910 (see Items B6 and B12 for details)

***P7. Owner and Address:** Angelica Rojas, address unknown

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CRM TECH 3212-17

B1. Historic Name:

B2. Common Name:

B3. Original Use: Residential

B4. Present Use: Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History:** (Construction date, alterations, and date of alterations) According to the County Assessor's database, the residence at 724 N. I Street was built around 1910. Permits found on file in city records included those issued for a reroof (1944), a bathroom addition (1950), an aviary (1952), and a reroof and relocation of windows and a door (1972). The permits indicate that Lydia Anaya was property owner in 1944, and that Guido Morales was property owner from around 1948 through at least 1972.

***B7. Moved?** √ No ___ Yes ___ Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown

b. Builder: Unknown

***B10. Significance: Theme** Early 20th century residential development

Area San Bernardino

Period of Significance 1900-1945

Property Type Residential

Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The construction of this residence dates to the early urban growth of the core area of San Bernardino during the 1900-1920 era, which may be considered a pattern of events that has left a significant legacy in local history, and it retains sufficient historic integrity to relate to that period. However, as one of the many single-family residences in the city that survive from the late 19th and early 20th century, it does not demonstrate a particularly close or important association with that theme in local history. Despite extensive research, no persons or specific events of

(*Continued on p. 3*)

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

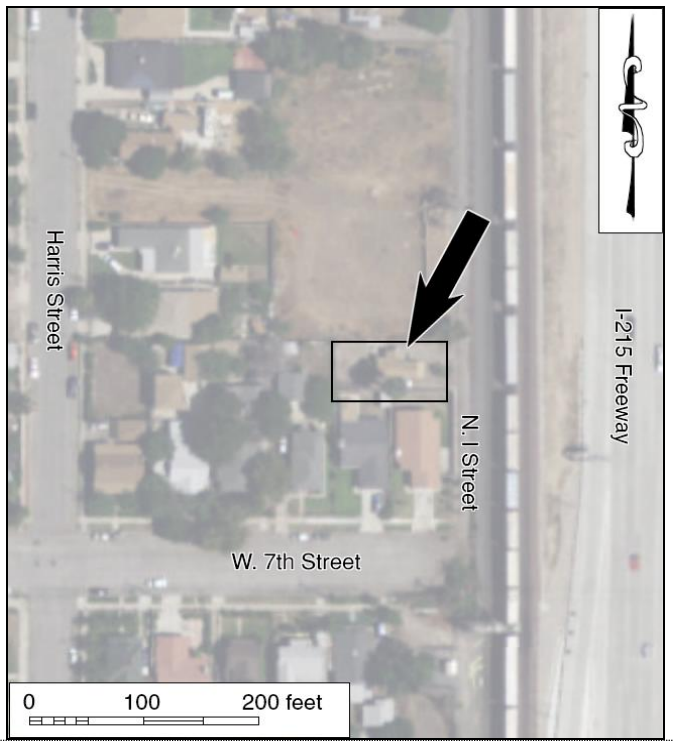
***B12. References:** San Bernardino County real property tax assessment records; City of San Bernardino building permit records

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** The porch roof is supported by four square wood posts and shelters the offset main entry, which is filled with a dark solid door and wrought iron security door. A double-hung window set close to the north side of the door is filled mostly with a large evaporative cooler resting on a wood stump. Three centered concrete steps access the building, which faces I Street to the east. It is occupied and in fair condition.

***B10. Significance (**continued**):** recognized significance in national, state, or local history, nor any prominent architects, designers, or builders were identified in association with this residence. In terms of architectural or aesthetic merits, the residence is not an important example of its style, type, period, region, or method of construction, nor does it express any ideals or design concepts more eloquently than the many other residences of similar style, character, and vintage in the San Bernardino area. Therefore, it does appear to qualify for listing in the National Register of Historic Places or the California Register of Historical Resources.

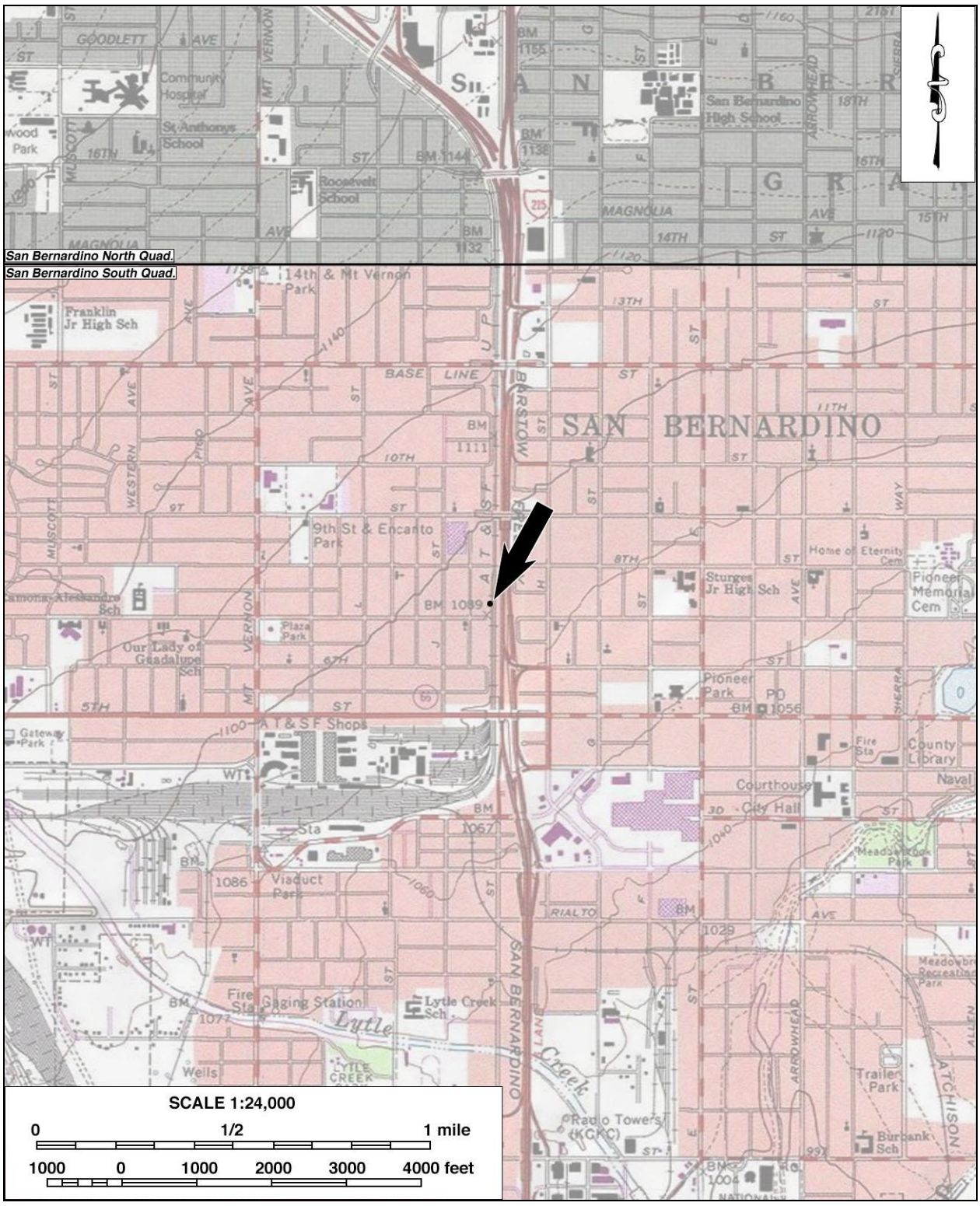
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

*Resource Name or # (Assigned by recorder) CRM TECH 3212-17

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



*Required information

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) CRM TECH 3212-18

P1. Other Identifier: 915-915 1/2 W. 7th Street

***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, Calif. **Date** 1980

T1S; **R**4W; S.B. **B.M.** (within the Rancho San Bernardino land grant)

Elevation: Approximately 1,099 feet above mean sea level

c. Address 915-915 1/2 W. 7th Street **City** San Bernardino **Zip** 92411

d. UTM: (Give more than one for large and/or linear resources) **Zone** 11 ; 472006 **mE/** 3774595 **mN**

UTM Derivation: ___ USGS Quad ___ GPS √ Google Earth

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) APN 0138-072-05; on the south side of 7th Street, about 80 feet west of I Street

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries This one-story duplex with Craftsman-style elements is long and rectangular with symmetrical halves representing the two residences. The tan, narrow horizontal clapboard siding of the exterior walls is surmounted by a medium-pitched front-gable roof that is covered with grey composition shingles and ends in medium eaves with exposed rafter tails and white bergeboards. A secondary mass at the rear of the building has a lower shed roof. A lattice vent fills the front gable peak. A centered porch under a shed roof attached below the gable peak shelters both entry doors and is decorated along the edge by a row of dog-eared wood pieces. The porch roof is supported by two sets of three square wood posts set into the concrete (*Continued on p. 3*)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single-family property

***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: Photo taken on September 22, 2017; view to the south

***P6. Date Constructed/Age of Sources:** √ Historic ___ Prehistoric ___ Both Pre-1938 (altered in 1976; see Items B6 and B12 for details)

***P7. Owner and Address:** 915 W. 7th St. Trust, c/o Ruth Li

***P8. Recorded by** (Name, affiliation, and address): Terri Jacquemain, CRM TECH, 1016 E. Cooley Drive, Suite A/B, Colton, CA 92324

***P9. Date Recorded:** September 22, 2017

***P10.Survey Type:** Intensive-level survey for CEQA-compliance

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai "Tom" Tang, Terri Jacquemain, and Daniel Ballester (2018): Historical/Archaeological Resources Survey Report: Historical/Archaeological Resources Survey Report: Burlington Northern Santa Fe Railway Ono Lead Track Extension Project, Cajon Subdivision, MP 76.55–MP 80.61, City of San Bernardino, San Bernardino County, California

***Attachments:** ___ None √ Location Map √ Continuation Sheet √ Building, Structure, and Object Record
___ Archaeological Record ___ District Record ___ Linear Resource Record ___ Milling Station Record
___ Rock Art Record ___ Artifact Record ___ Photograph Record ___ Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CRM TECH 3212-18

B1. Historic Name:
B2. Common Name:
B3. Original Use: Residential
B4. Present Use: Residential

***B5. Architectural Style:** Craftsman elements

***B6. Construction History:** (Construction date, alterations, and date of alterations) Historic aerial photographs show a building present on APN 0138-072-05 as early as 1938. City building records indicate that the longtime property owner was Ora de Clouette, from at least 1947 until as late as 1999, when she was listed as a resident at this address. In 1976, she was issued a permit to renovate the building as part of a Community Development Neighborhood Rehabilitation Project, which resulted in many upgrades to the residence. Earlier permits were issued for wiring (1947), a back porch (1953), an "accessory building" (1961), a garage (1972), and a reroof (1973).

***B7. Moved?** √ No Yes Unknown **Date:** **Original Location:**

***B8. Related Features:** See Item P3a.

B9a. Architect: Unknown
b. Builder: Unknown

***B10. Significance: Theme** Early 20th Century residential development
Area San Bernardino
Period of Significance 1900-1945
Property Type Residential
Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This rehabilitated duplex was evidently in place by at least 1938 and, though altered, retains sufficient historical characteristics to relate to its early 20th Century origin. However, it does not represent an important example of its style, type, period, region, or method of construction, nor does it express any particular architectural ideals or design concepts. Furthermore, no persons or events of recognized significance in national, state, or local history were identified in association with this residence, nor were any prominent architects, designers, or buildings. (*Continued on p. 3*)

B11. Additional Resource Attributes: (List attributes and codes) HP46: Walls/gates/fences

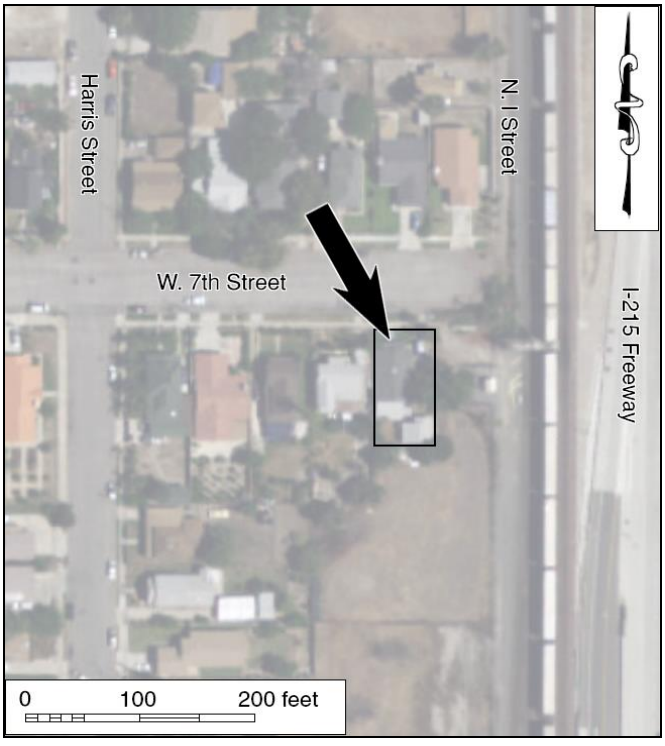
***B12. References:** City of San Bernardino building permit records; ancestry.com

B13. Remarks:

***B14. Evaluator:** Terri Jacquemain

***Date of Evaluation:** September 22, 2017

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Recorded by: Terri Jacquemain
***Date:** September 22, 2017 √ Continuation Update

***P3a. Description** (continued)**:** platform, which is accessed by two low steps and a walkway to the street. The two entries are filled with unglazed, paneled doors covered by black security screen doors. Fenestration throughout the building features broad-trimmed divided-pane windows. Another entry is found on the eastern side near the rear of this north-facing building, with another likely located on the other side, though it could not be seen from the street. The entire property is enclosed by a chain-link fence with an Italian cypress and a few other ornamental trees in the front yard. A driveway and a detached single-car garage are located on the eastern side and near the southeastern corner of the building, which is occupied and in good condition.

***B10. Significance** (continued): Therefore, it does not appear eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

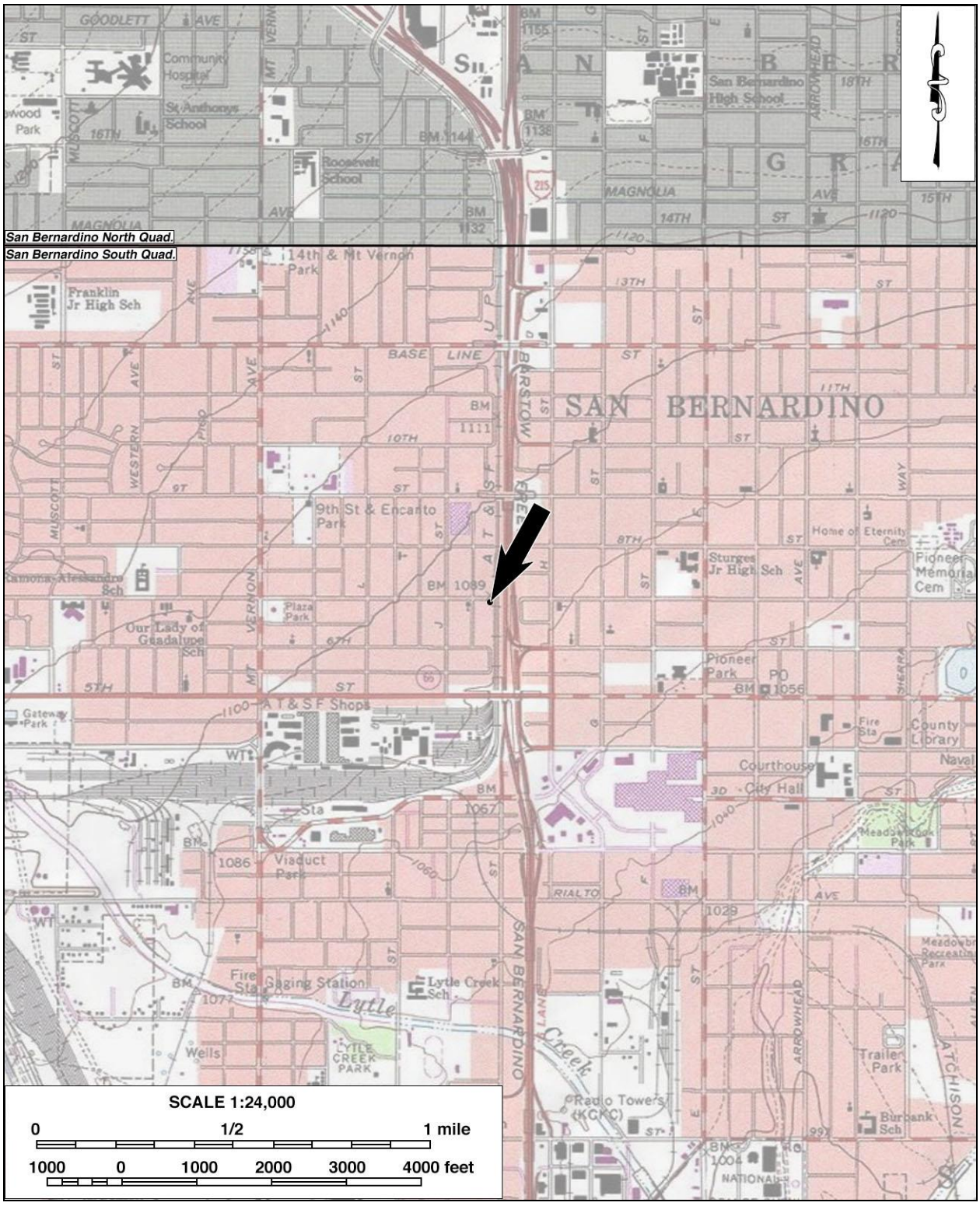
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

*Resource Name or # (Assigned by recorder) CRM TECH 3212-18

*Map Name: San Bernardino North and San Bernardino South, Calif.
*Scale: 1:24,000 *Date of Map: 1980/1996



*Required information

September 6, 2018

Karina Fidler, AICP, CPESC, QSD/P
Kimley-Horn
401 B Street, Suite 600
San Diego, California 92101

Subject: Analysis for Potential Indirect Impacts to Historical Resources by the BNSF Ono Lead Track Extension Project, San Bernardino, San Bernardino County, California (BCR Consulting Project No. KIM1803)

Dear Karina:

BCR Consulting LLC (BCR Consulting) was retained by Kimley-Horn to complete Analysis for Potential Indirect Impacts to Historical Resources by the BNSF Ono Lead Track Extension Project located in the City of San Bernardino (City), San Bernardino County, California. The *Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project* (March 2018) indicated that project implementation would result in no impacts to historical resources. The original report is presumed accurate. BCR Consulting has not provided peer review of this report, other than to note that indirect impacts were not specifically addressed. The current effort presents results of additional research to address potential for indirect impacts to known historical resources, pursuant to the California Environmental Quality Act (CEQA). A paleontological overview has also been completed (see attachment).

Regulatory Context

CEQA establishes that a project that may cause a substantial adverse change in the significance of a "historical resource" or a "tribal cultural resource" is a project that may have a significant effect on the environment (PRC Section 21084.1-2). "Substantial adverse change" includes demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired (PRC Section 5020.1[q]). CEQA guidelines also state that demolition or alteration of physical characteristics of a historical resource that convey its historical significance can be considered to materially impair the resource's significance. This can refer to material change in the integrity and significance of historical resources or their contributing setting within the vicinity of a given project. Such potential changes to the contributing setting of historical resources represent potential indirect impacts for this study. Indirect impacts causing material changes to historical resources' setting commonly include visual impacts that affect the visual setting of (or block views to or from) a historical resource, or installations that result in increased auditory impacts or vibrations that can weaken historical resources.

Project Background

The proposed project will include approximately 4.06 linear miles of existing BNSF right-of-way between Mile Post 76.55 and 80.61, plus approximately 28 acres of additional land on adjacent parcels where ground disturbances or property acquisitions will occur. The original study completed a cultural resources records search, additional land-use history research, and consulted the Native American Heritage Commission (NAHC) and Local Native American representatives to help identify known prehistoric and historic-period archaeological sites, historic-period buildings, and Tribal Cultural resources in the vicinity of the project alignment. The research identified four resources within or adjacent to the project alignment, and 43 additional resources within a half-mile of the project alignment. The field survey identified 22 cultural resources within, partially within, or adjacent to the project area. Three of these meet the definition of "historical resources" under CEQA, but will not be subject to project-related impacts. The remaining 19 properties partially within or adjacent to the project area were evaluated and did not appear to meet CEQA's definition of "historical resources". As a result the report recommended that the proposed project would have no [direct] impact on cultural resources (pending completion of Assembly Bill [AB] 52 Native American consultation by the City).

Research Results

BCR Consulting performed additional research to find out whether any of the resources identified in the records search radius by the previous survey report (i.e. one half-mile from the project site) are known to be eligible for listing in the National Register of Historic Places, or the California Register of Historical Resources (i.e. *a historical resource* or significant under CEQA). This information is based on the Historic Property Data File for San Bernardino County maintained by the California Office of Historic Preservation, on File at the South Central Coastal Information Center (SCCIC). Please note that resources that are located within the direct impacts area are only included here if they also extend outside the project area and into areas that may be subject to indirect impacts. These include linear alignments.

Table A. Resources with Potential for Indirect Impacts

Resource Designation	Description	Eligibility Status
P-36-2910	Historic Route 66	Listed
P-36-4129	Home of Neighborly Service	Eligible
P-36-6793/6847	ATSF Railway/Kite-Shaped Track	Not Eligible
P-36-8695	Residential Occupation Site at Rail Yard	Not Eligible
P-36-10881	Building ruins at 6th and F Streets	Not Evaluated (Demolished)
P-36-15497	San Bernardino Baseline/Baseline Street	Eligible
P-36-17740	First Church of Christian Scientists	Not Eligible
P-36-17760	Single Family Residence	Not Eligible
P-36-17798	Single Family Residence	Eligible (Demolished)
P-36-17857	Single Family Residence	Not Eligible
P-36-17858	Single Family Residence	Not Eligible
P-36-17860	Single Family Residence	Not Eligible
P-36-17975	Santa Fe Railway Depot	Listed
P-36-17982	Dorothy Ingraham Home	Not Eligible
P-36-17985	Duplex	Not Eligible
P-36-17987 to 17991	Single Family Residences	Not Eligible
P-36-18006	San Bernardino Cultural Center/Fire Hall	Not Evaluated
P-36-20164 to 20167	Single Family Residences	Not Evaluated
P-36-20504	Single Family Residence	Not Evaluated (Demolished)
P-36-20807	Commercial Building	Not Evaluated

Resource Designation	Description	Eligibility Status
P-36-20825	Commercial Building	Not Evaluated
P-36-21187 to 21199	Commercial Buildings	Not Evaluated
P-36-27101	Rock Terrace Wall	Not Evaluated
P-36-30790	Single Family Residence	Not Evaluated
P-36-30791	Single Family Residence	Not Evaluated
P-36-60210	Prehistoric Biface	Not Eligible

Indirect Impacts Analysis

Each of the eligible or listed resources above are considered historical resources under CEQA. These are the resources potentially subject to significant indirect visual, vibratory, and auditory impacts. Each resource is individually analyzed below for indirect impacts.

P-36-2910. This resource is Historic Route 66. It is listed in the California Register of Historical Resources and as such is a historical resource under CEQA. As noted in the original study, in general it retains many of its original physical characteristics consistent with its period of significance (1930s-1950s). However, the portion of Route 66 that crosses the railway immediately to the south of the project site occupies a modern bridge built to accommodate a modern onramp for Interstate 215. The historical setting in this location is not intact. As such there is no potential for the project to result in indirect impacts to the setting of this historical resource via visual, vibratory, or auditory impacts.

P-36-4129. This resource is the Home of Neighborly Service, California Point of Historical Interest No. P488. It is a stone masonry building located approximately one-half mile to the west of the project site on North Mount Vernon Avenue near 9th Street. Review of googlemaps has shown that this resource and the project site will not be visible from one another. Furthermore, at this distance vibratory and auditory impacts that are not already present are not anticipated. As such there is no potential for the project to result in indirect impacts to the setting of this historical resource via visual, vibratory, or auditory impacts.

P-36-15497. This resource is Baseline Street, noted in the original study as “the physical embodiment of the San Bernardino Baseline” (page 21). Although it has largely occupied its present alignment and has been accompanied by a road since the 1850s, it does not retain any elements to associate it with a visual historic setting connected to the historic era in the vicinity of the project site. As such there is no potential for the project to result in indirect impacts to the setting of this historical resource via visual, vibratory, or auditory impacts.

P-36-17798. This resource was a residence constructed in 1880. It was demolished and has been replaced by the Captain Leland F. Norton Elementary School. Since it is no longer present, there is no potential for the project to result in indirect impacts to the setting of this historical resource via visual, vibratory, or auditory impacts.

P-36-17975. This resource is the San Bernardino Santa Fe Depot constructed in 1945. It is a large Mission Revival Style passenger rail terminal located approximately one half-mile to the southwest of the project site’s southern terminus. Review of googlemaps has shown that this resource and the project site will not be visible one another. Furthermore, at this distance vibratory and auditory impacts that are not already present are not anticipated. As such there is no potential for the project to result in indirect impacts to the setting of this historical resource via visual, vibratory, or auditory impacts.

CONCLUSION AND RECOMMENDATIONS

Based on these results, the proposed project is not anticipated to result in any significant effect on the environment via indirect impacts to historical resources, pending completion of AB52 Native American Consultation by the City.

Please contact me by phone at 909/525-7078 or e-mail at david.brunzell@yahoo.com with any questions or comments.

Sincerely,

BCR Consulting LLC



David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment: Paleontological Overview

Natural History Museum
of Los Angeles County
900 Exposition Boulevard
Los Angeles, CA 90007

tel 213.763.DINO
www.nhm.org

NATURAL HISTORY MUSEUM
LOS ANGELES COUNTY

Vertebrate Paleontology Section
Telephone: (213) 763-3325

e-mail: smcleod@nhm.org

5 September 2018

BCR Consulting
505 West 8th Street
Claremont, CA 91711

Attn: David Brunzell, Principal Investigator / Archaeologist

re: Paleontological resources for the Vertebrate Paleontology Records Search for the proposed linear alignment Project, in the City of San Bernardino, San Bernardino County, project area

Dear David:

I have conducted a thorough check of our paleontology collection records for the locality and specimen data for the proposed linear alignment Project, in the City of San Bernardino, San Bernardino County, project area as outlined on the portions of the San Bernardino North and San Bernardino South USGS topographic quadrangle maps that you sent to me via e-mail on 22 August 2018. We do not have any vertebrate fossil localities that lie directly within the proposed project area, but we do have vertebrate fossil localities farther afield from sedimentary deposits similar to those that occur at depth in the proposed project area.

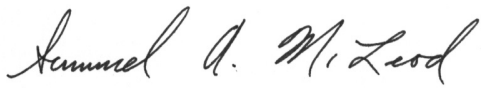
Surface deposits in the entire proposed project area are composed of younger Quaternary Alluvium, derived as alluvial fan deposits from the San Gabriel Mountains to the north, primarily via Cajon Wash and Lytle Creek that currently flow just to the southwest of the proposed project area. These deposits typically do not contain significant vertebrate fossils, at least in the uppermost layers, but they may be underlain at relatively shallow depth by older sedimentary deposits that do contain significant fossil vertebrate remains. Our closest fossil vertebrate locality from similar older Quaternary deposits is LACM 7811, quite some distance to the west-southwest of the proposed project area west of Mira Loma along Sumner Avenue, that produced a fossil specimen of whipsnake, *Masticophis*, at a depth of 9 to 11 feet below the surface. Even

further to the southwest between Corona and Norco our vertebrate fossil locality LACM 1207 produced a fossil specimen of deer, *Odocoileus*.

Shallow excavations in the younger Quaternary Alluvium exposed throughout the proposed project area are unlikely to encounter significant vertebrate fossils. Deeper excavations that extend down into older Quaternary deposits, however, may well encounter significant remains of fossil vertebrates. Any substantial excavations in the sedimentary deposits in the proposed project area, therefore, should be monitored closely to quickly and professionally recover any fossil remains while not impeding development. Also, sediment samples should be collected and processed to determine the small fossil potential in the proposed project area. Any fossils collected should be placed in an accredited scientific institution for the benefit of current and future generations.

This records search covers only the vertebrate paleontology records of the Natural History Museum of Los Angeles County. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey.

Sincerely,



Samuel A. McLeod, Ph.D.
Vertebrate Paleontology

enclosure: invoice

BRUNZELL
HISTORICAL

David Brunzell
BCR Consulting
505 West 8th Street
Claremont, CA 91711

Re: Preliminary Results, BCR BNSF Ono Track Extension Historical Evaluation, San Bernardino, San Bernardino, County, California

April 22, 2019

Dear David,

This letter report comprises a status report summarizing preliminary results of the Historical Evaluation of parcels adjacent to the BNSF Ono Track Extension Project. Initial research indicated that 24 parcels adjacent to the project area held one or more historic-period buildings requiring consideration as potential historical resources under Section 106. Subsequent in-depth research revealed that one residence had been demolished and replaced outside the historic period. The remaining 23 residential properties are the subject of the current study, which seeks to provide recommendations regarding the potential eligibility for listing on the National Register of Historic Places (NRHP).

Methodology
BCR Consulting LLC personnel photographed the buildings on the subject properties. Brunzell Historical personnel have reviewed the building photogrpahs, researched the historic context of San Bernardino, and researched the land-use and ownership history of each individual property. Research was conducted through the San Bernardino County Assessor's and Recorders offices, the City of San Bernardino's building department, the San Bernardino Public Library, and ancestry.com as well as other internet resources. The purpose of these tasks is to collect the information required to determine whether the buildings possess qualities which would render them eligible for historical listing: historical significance, association with an important person, or architectural significance.

Historic Context of San Bernardino
The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned

them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

The project area is located in neighborhood about a mile from San Bernardino's original town plat, and was primarily agricultural during the nineteenth century. In the decades after the turn of the century, the area gradually became more residential as individual property owners built small houses. Development was scattered until the middle decades of the twentieth century, when the area was annexed by the City of San Bernardino. In 1950, there were still many vacant lots in the area, which were developed for housing and other uses over the next two decades.

Preliminary Conclusions

Preparation of DPR 523 forms is currently in progress, with some forms complete and others which require more work. At this time, it is estimated that all DPR 523 forms will be complete by about May 3, 2019.

Research has revealed that the neighborhood was constructed gradually over a period of seventy years. It lacks a cohesive historical or architectural identity. It was constructed within the general context of twentieth century residential expansion in San Bernardino County. There is no indication that the neighborhood is significantly associated with that historic context, or with any other important historic context. Therefore, it is ineligible for listing as a historic district based on historic associations. Likewise, the individual properties in the neighborhood are not associated with any important historic context. None appears eligible for historic listing for historic associations.

Brunzell Historical personnel have extensively researched the ownership history of the individual houses in the project area. Research has revealed that the neighborhood was home to ordinary, mostly working-class people. Residents were most frequently employed by the railroad or in the local citrus industry, often as unskilled laborers. Others worked in sales, were members of the military, or worked in the building trades. Review of contemporary newspaper articles, obituaries, and other documents about residents has not revealed any persons who had a lasting impact on local history or who became influential in a profession. None of the individual properties in the neighborhood appear eligible for historic listing based on association with an important individual.

Inspection of building photographs from the project area indicates that none of the properties exhibits the characteristics of an architecturally significant building.

Preparer's Qualifications

I meet the Secretary of Interior's Professional Qualifications for both History and Architectural History. I hold a Master's degree in Public History and have worked in multiple facets of historic preservation and cultural resource evaluation since 2007. My experience includes municipal preservation planning and working as the lead staff member of a non-profit preservation organization. Since 2012, I have worked as a historical consultant, completing dozens of evaluations for CEQA and Section 106 compliance. Additionally, I have completed local and national register nominations, historic context statements, and HAER recordation. I frequently work in the Bay Area, greater Sacramento area, and Southern California. I have also completed projects in Oregon, Louisiana, Nevada, Puerto Rico, and New York. In addition to my work with historic-period domestic, agricultural, and commercial properties for private clients, I have evaluated post offices,

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[5] Fallows, "Generation Now;" James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

military bases, university campuses, hospitals, church properties, and a NASA site. I am listed as a Historian and Architectural Historian on the California Office of Historic Preservation's roster of qualified consultants for every county in California.

Please contact me by phone at 707/290-2918 or e-mail at kara.brunzell@yahoo.com with any questions or comments.

Sincerely,



Kara Brunzell, M.A.
Brunzell Historical

June 5, 2019

Rita Garcia
Project Manager
Kimley-Horn
765 The City Drive, Suite 200
Orange, California 92868

Subject: Cultural Resources Assessment Addendum for the BNSF Railway Ono Lead Track Extension Project, San Bernardino, California (BCR Consulting Project No. KIM1811)

Dear Rita:

BCR Consulting LLC (BCR Consulting) is under contract to complete an addendum to *Historical Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project Cajon Subdivision, MP 76.55-MP 80.61* completed on March 20, 2018. A document review indicated that review of 36 parcels in or adjacent to the Project Area contain one or more buildings constructed between c1900 and c1970. In March 2018, CRM Tech evaluated 15 of these properties to determine eligibility for historic listing. Although CRM Tech asserted it chose the buildings to evaluate based on their condition and integrity, they did not provide photographic or other evidence to support this. Images available online indicate that evaluated and unevaluated buildings exhibit similar levels of alteration. Therefore, the buildings on the 20 unevaluated parcels require evaluation for potential historic listing per CEQA. The previous assessment report was also inadequate in terms of historic context, which focused on the era prior to 1900 rather than 1900-1970, the period during which potential historic resources were constructed. This report presents a brief historical context for 1900 to 1970 and evaluates the 20 parcels for potential significance. A project map is provided in Attachment A.

Methodology and Personnel

BCR Consulting Staff Archaeologist Nicholas Shepetuk (B.A.) and Staff Historian Dylan Williams (B.A.) photographed the buildings on the subject properties. Brunzell Historical Principal Architectural Historian Kara Brunzell, M.A. reviewed the building photographs, researched the historic context of San Bernardino, and researched the land-use and ownership history of each individual property. Research was conducted through the San Bernardino County Assessor's and Recorder's offices, the City of San Bernardino's building department, the San Bernardino Public Library, and ancestry.com as well as other internet resources. Ms. Brunzell also completed the Department of Park and Recreation (DPR) 523 forms, completed eligibility evaluations, and contributed to the technical report. BCR Consulting Principal Archaeologist David Brunzell provided project oversight and compiled the technical report. The purpose of these tasks is to collect the information required to determine whether the buildings possess qualities which would render them eligible for historical listing: historical significance, association with an important person, or architectural significance.

Historical Context

Please see Attachment B for references. The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino. In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.

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Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218,604.

The project area is located in neighborhood about a mile from San Bernardino's original town plat and was primarily agricultural during the nineteenth century. In the decades after the turn of the century, the area gradually became more residential as individual property owners built small houses. Development was scattered until the middle decades of the twentieth century, when the area was annexed by the City of San Bernardino. In 1950, there were still many vacant lots in the area, which were developed for housing and other uses over the next two decades.

Results and Conclusions

Twenty parcels within the project boundaries contain historic-age buildings that were not evaluated during the previous assessment effort. Building data and evaluation results are provided in Table A, below. Complete DPR523 forms for each building, including comprehensive details and California Register (i.e. CEQA-significance) evaluations are provided in Attachment B.

Table A. Building Data Summary

Address	Description (Build Date)	California Register Eligibility Recommendation
922 West 7th St.	1064-square foot house (ca. 1910)	Not Eligible
905 West 8th St.	720-square foot house (ca. 1900)	Not Eligible
923 West 8th St.	1044-square foot house (1940)	Not Eligible
930 West 10th St.	1092-square foot house (1932)	Not Eligible
916 West 14th St.	1092-square foot house (1958)	Not Eligible
923 West 15th St.	1325-square foot house (1955)	Not Eligible
931 West 15th St.	972-square foot house (1955)	Not Eligible
932 West 15th St.	~1200-square foot house (1953)	Not Eligible
1232 West 21st St.	1036-square foot house (1928)	Not Eligible
1240 West 21st St.	606-square foot house (1922)	Not Eligible
924 Magnolia Ave.	960-square foot house (1956)	Not Eligible
932 Magnolia Ave.	1206-square foot house (1963)	Not Eligible
937 Magnolia Ave.	1524-square foot house (1950)	Not Eligible
724 North I Street	428-square foot house (ca. 1910)	Not Eligible
1088 North I St.	1120-square foot house (1956)	Not Eligible
1502 North I St.	1130-square foot house (1970)	Not Eligible
939 West Evans	792-square foot house (1954)	Not Eligible
940 West Evans	912-square foot house (1953)	Not Eligible
947 West Evans	881-square foot house (1952)	Not Eligible
948 West Evans	612-square foot house (1952)	Not Eligible

Research has revealed that the neighborhood was constructed gradually over a period of seventy years. It lacks a cohesive historical or architectural identity. It was constructed within the general context of twentieth century residential expansion in San Bernardino County. There is no indication that the neighborhood is significantly associated with that historic context, or with any other important historic context. Therefore, it is ineligible for listing as a historic district based on historic associations. Likewise, the individual properties in the neighborhood are not associated with any important historic context. None appears eligible for historic listing for historic associations.

Staff have extensively researched the ownership history of the individual houses in the project area. Research has revealed that the neighborhood was home to ordinary, mostly working-class people. Residents were most frequently employed by the railroad or in the local citrus industry, often as unskilled laborers. Others worked in sales, were members of the military, or worked in the building trades. Review of contemporary newspaper articles, obituaries, and other documents about residents has not revealed any persons who had a lasting impact on local history or who became influential in a profession. None of the individual properties in the neighborhood appear eligible for historic listing based on association with an important individual. Inspection of building photographs from the project area indicates that none of the properties exhibits the characteristics of an architecturally significant building.

If you have any questions or comments regarding this proposed scope of work, please contact me at 909-525-7078 or david.brunzell@yahoo.com.

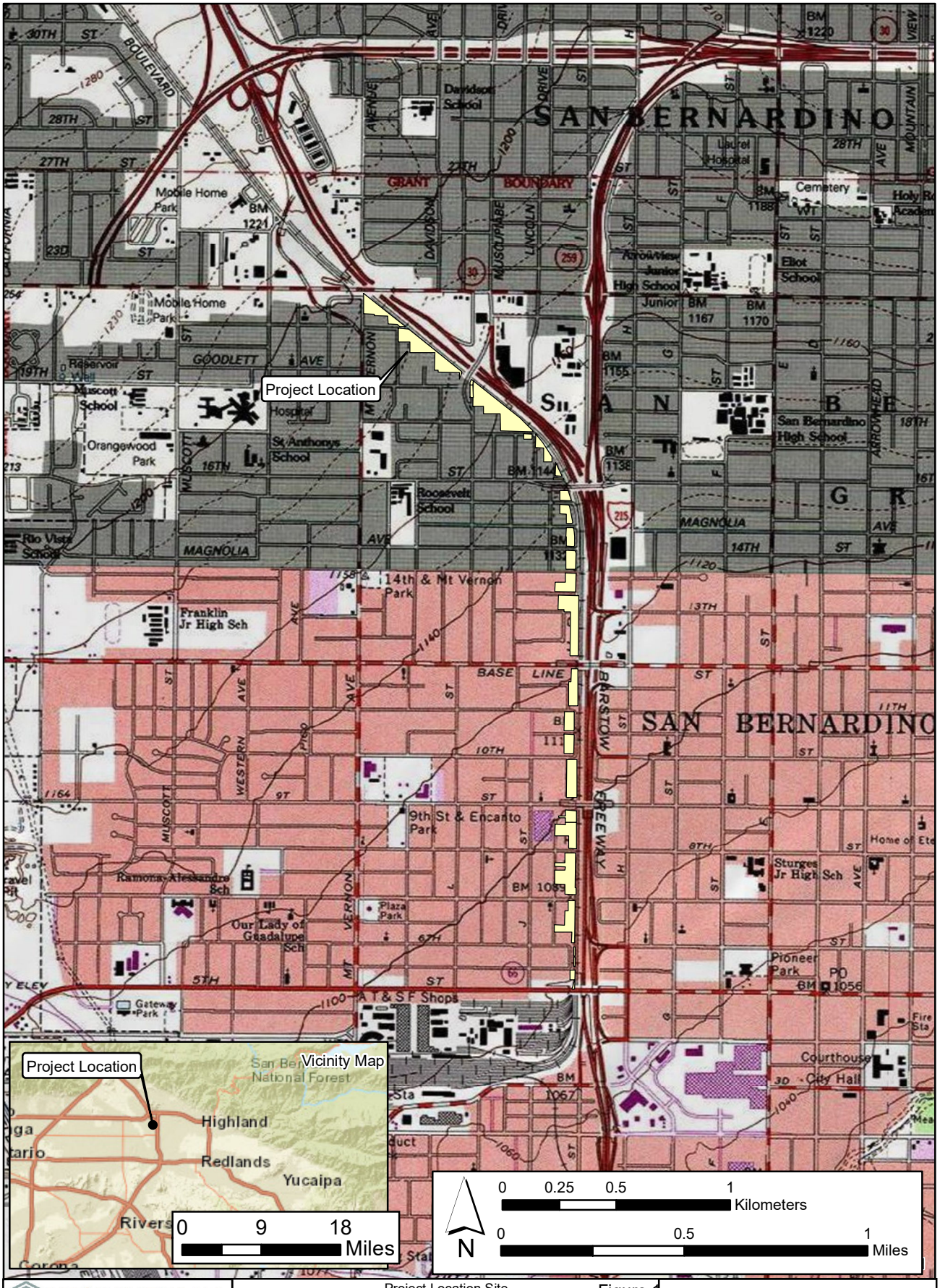
Sincerely,

BCR Consulting LLC



David Brunzell, M.A./RPA
Principal Investigator/Archaeologist

Attachment A: Project Location Map
Attachment B: Department of Park and Recreation forms



BCR CONSULTING LLC
Claremont Napa Tehachapi
www.bcrconsulting.net
909-525-7078

Project Location Site
BNSF Railway Ono Lead Track Extension Project
Reference: ESRI; USGS Quad: San Berndardino North (1988), and South (1980), California

Figure 1

Kimley-Horn

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder) 922 W. 7th Street

P1. Other Identifier: 922 W. 7th Street

***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** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**

c. Address 922 W. 7th Street City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472040mE/ 3776099mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The 1,064-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The parcel is landscaped with lawn, shrubs, and trees; there is a concrete footpath and a concrete driveway. It is fenced in front with a low metal railing and with chain-link around the sides. There is a garage behind the house to the northwest. The house has a hipped composition shingle roof and is clad in stucco. Fenestration consists of vinyl slider windows with interior muntins. The main entrance is on the south elevation and accessed via an integral porch that occupies the southwest corner of the building. The porch has arched openings that face south and west.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: West and south elevations, camera facing northeast, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1910, San Bernardino City Directory

***P7. Owner and Address:**
Antonio Ocampo Pena
922 W. 7th Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 922 W. 7th Street

B2. Common Name: 922 W. 7th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1924

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

922 W. 7th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

922 W. 7th Street

The house at 922 W. 7th Street was built about 1910, when the neighborhood was still primarily rural. By 1914, the Ramos family lived in and owned the house. Atilano Ramos was born in 1871 and Mariana in 1880, both in Mexico; the family immigrated in 1910 and settled in the neighborhood, initially living on I Street. The Ramos family had nine children: Fidencio, Soledad, Antonio, Porfirio, and Antonio were all born in Mexico. Atilano and his son Porfirio worked on an orange ranch when they were living in the house, Findencio was a helper at a sawmill. In 1919- 1920, Antonio Ramos worked as a painter, later as a laborer in an orange grove. Romana, Josephinia, Mayola, and Beatrice were all born in California, and were too young to work during the 1920s. Jake Perea lived in the house in 1928; by 1930, the building was unoccupied. In 1934, during the Great Depression, the Ramos family defaulted on the promissory note and lost the house, which was auctioned on the courthouse steps. The owners for the next several decades were not revealed by research, but by 1959, the property belonged to Frank Morana, then Vincent Morana, who owned it until 1974. Maria P. and Jesus S. Loera bought it, owning it until 1979; it has continued to change hands every few years since. Antonio Ocampo Pena has owned the building since 2017.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 922 W. 7th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed after the turn of the twentieth century when the neighborhood was still primarily rural, and is generally associated with the residential expansion of San Bernardino during this era. Research has revealed has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 922 W. 7th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The members of the Ramos family were ordinary working people who bought a house and lost it during the Great Depression like thousands of others. There is no evidence to suggest they or subsequent residents played important roles in local history. The house is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 922 W. 7th Street is not significant for its architecture. It is a common example of a folk house constructed after the turn of the twentieth century. Simple hipped-roof houses were constructed throughout the US during this era as moderately-priced dwellings. It has been altered over the decades with window replacement and construction of arched porch openings, and lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 922 W. 7th Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] Records on file with the San Bernardino County Assessor and Recorder; San Bernardino City Directory, 1914. 1919, 1920, 1922, 1949; US Census Records, San Bernardino, California, 1920; *San Bernardino Sun*, 22 March 1934.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 905 W. 8th Street

P1. Other Identifier: 905 W. 8th Street
***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** 2018 **T**___; **R** ____; ___ ¼ **of Sec** ___; _____ **B.M.**
c. Address 905 W. 8th Street Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472086mE/ 3774827mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The 720-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The corner parcel is landscaped with grass, shrubs, and a variety of trees, and enclosed by a low chain-link fence which supports flowering vines. The main volume of the house features a hipped roof, and there is a gabled addition behind the original house to the south. A brick chimney emerges from the apex of the hipped main roof. The house is clad in stucco. Fenestration consists of a variety of different types of windows, with one eight-light metal casement window and one aluminum sliding sash window on the main (north) elevation. The main entrance is centered on the north elevation and fitted with a metal security screen door. A nearly full-width porch features a shed roof that projects from the main façade and plain square supports. It has a tiled floor and is accessed via a set of three tiled steps.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: North (main) elevation, camera facing south, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1900, San Bernardino City Directory

***P7. Owner and Address:**
Yogan Gustavo Duran Aguayo
905 W. 8th Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive
***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 905 W. 8th Street

B2. Common Name: 905 W. 8th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, c1900
Garage addition, 1942
Garage converted to dwelling, 1947
Windows replaced, wood siding stuccoed, unknown dates after 1980

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

905 W. 8th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

905 W. 8th Street

Its steeply-pitched roof and wide porch indicate that 905 W. 8th Street was originally constructed between 1900 and 1910, when the neighborhood was still primarily rural. Building permits were not required during this era, and the first known owner and resident of the property was Juan B. Garcia in 1913. Garcia worked as a blacksmith's helper, probably for the railroad, and lived there through 1914. Because many local residents had similar names, other biographical facts could not be confirmed. By 1919, George and Kittie Ralstin lived in the house. The Indiana natives were in their 70s when they moved to this address. George was a storekeeper for the railroad shops. In 1920, they sold the property to the Stodelle family, who would reside at the property for nearly three decades.[6]

Joseph A. Stodelle (Stodel, Stodell) was born in New Haven, Connecticut between 1876 and 1881. His parents Andrew and Julia (Grietje) Stodel were Dutch Jews who came to the US a few years before Joseph's birth. Andrew Stodel was a cigar maker. Because Joseph Stodelle's name is spelled various ways in the available records and appears to have shared a name with a cousin, his early life is difficult to trace. By 1900, he had joined the US Marines. He served for at least five years and was stationed at Marine bases in the US as well as in the Philippines and possibly China. Although some sources say he deserted the Marines in 1907, these records may refer to another marine with a similar name. Stodelle came to California in 1913, and by 1916 had settled in San Bernardino, where he initially worked for the railroad.[7]

Louise Payette was born in Iowa in 1892, the second of five children born to Charles and Anna Payette. The family relocated to California, and by 1910 they were living in Colton, where Charles owned an orange grove. Louise and her sister Elexena worked in the print shop of the Colton Courier, where Louise also sometimes was given reportorial assignments. In 1917, she married Joseph Stodelle, relocating with him to San Bernardino. Their first son, Andrew, was born in 1918. The Payettes were Catholic, and Joseph apparently converted before the wedding, because their children were baptized at Saint Bernardine de Siena church.[8]

Daughter Daisy (named after Joseph's sister) was born in 1920, after the couple had moved into the house at 905 W. 8th Street. Joseph Stodelle had left the railroad and begun selling sporting goods by 1922. Sons Eugene and Jack were born in the early 1920s. By 1930, Stodelle worked as furniture salesman and in 1937, he was a sign painter. By the 1940s, the Stodelle children were grown up. Daisy married Arthur Butts in 1941. In 1942, Louise Stodelle's father Charles Payette constructed a two-car garage on the property (probably the gabled addition at the rear of the house.) Eugene Stodelle joined the US Navy in 1942, two years after his high school graduation, in order to serve in World War II. He was quartermaster on a ship stationed in the Aleutian Islands which was attacked by Japanese submarines. In 1944, with the war still raging, Jack Stodelle joined the US Marines in 1944, at the age of 18. He had graduated high school the year before, and worked as a radio announcer while living at home with his parents. Joseph and Louise Stodelle lived in the house through 1946. When Joseph Stodelle died in 1953, the family held a Jewish funeral for him. By 1947, Guy Hardin owned the house and converted the garage into an apartment. Seven years later, he reroofed the house. Hardin appears to have used the house as a rental, Joseph J. Goodner lived there in 1955. The property passed through several owners until current owner Yogan Gustavo Duran Aguayo bought the house. [9]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 905 W. 8th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed around the turn of the twentieth century when the neighborhood was still primarily rural, and is generally associated with the residential expansion of San Bernardino during this era. Research has revealed has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

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[6] San Bernardino City Directory, 1913, 1914, 1919, 1920; United States Federal Census, San Bernardino, California, 1920.

[7] United States Federal Census, New Haven, Connecticut, 1900; Joseph Stodelle, Application for Headstone or Marker, 13 December 1953.

[8] United States Federal Census, Colton, California, 1910; San Bernardino Sun, 7 November 1917, 17 May 1921

[9] San Bernardino City Directory, 1930; building permits on file with the City of San Bernardino Planning Department 1941, 1942, 1945, 1947, 1954; United States Federal Census, 1910, 1940; *San Bernardino Sun*, 6 June 1922, 9 September 1920, 18 December 1937, 1 March 1941, 2 August 1943, 28 June 1944, 22 December 1953, 30 March 1955; deeds on file with the San Bernardino County Assessor, 2018.

Criterion B/2: 905 W. 8th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The Stodelle family lived in the house for decades. Extensive biographical research revealed that they were typical residents of San Bernardino who worked for the railroad and served in the military like many other local residents. There is no evidence to suggest they played important roles in local history. The house is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 905 W. 8th Street is not significant for its architecture. It is a common example of a folk house constructed after the turn of the twentieth century. Simple hipped-roof houses were constructed throughout the US during this era as moderately-priced dwellings. It has been altered over the decades, and lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 905 W. 8th Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 923 W. 8th Street

P1. Other Identifier: 923 W. 8th Street
***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** 2018 **T**___; **R** ____; ___ ¼ **of Sec** ___; _____ **B.M.**
c. Address 923 West 8th Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472002mE/ 3774829mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The 1,044-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The parcel is landscaped with grass, shrubs, and trees, and enclosed with chain-link and wooden fences. There is a concrete driveway and concrete footpath that leads from the driveway through the front yard. The building is L-shaped with a projecting garage in the southeast corner of the property behind the house. The house has a gabled composition shingle roof and is clad in stucco. Fenestration consists of vinyl replacement windows. The main entrance is located on the north elevation, sheltered under a small projecting shed roof and accessed via an accessible ramp.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: North (main) elevation, camera facing south, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1940, San Bernardino County Assessor

***P7. Owner and Address:**
Jose Rodriquez and Victoria Reynosa
905 W. 8th Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 923 W. 8th Street

B2. Common Name: 923 W. 8th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1940
Remodel and bedroom addition, 1947

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

923 W. 8th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local

[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

923 West 8th Street

923 West 8th Street was built in 1940 by local contractor Galen B. Finch. Finch had received a permit for a new $1,650 house in October 1939, the least expensive of seven new residential projects announced at that time. James Reginald Harris and his wife Bessie, who were African-American, purchased the new house and were its first residents. Reginald was born in Georgia about 1914, Bessie Violet Collins was two years younger and a California native. Reginald moved to Redlands with his family in the 1930s, graduating from Redlands High School in 1933. The couple married in Arizona in 1940 and moved into the house. Reginald worked as a janitor, and the couple had a daughter named Paula in 1941 and a son named James Reginald, Jr. in 1944. Reginald operated his own window and wall washing business in the 1940s. The Harrises were active in community and social organizations. Reginald was a leader of a community effort to organize a U.S.O. club for black soldiers stationed locally in 1942, who would not have been welcomed in existing service-members clubs during World War II. In 1947, the Harris family hired a contractor to add a bedroom to the rear of the house. By 1954, when their third child Gary was born, they had moved to a new house. Perline Nunn owned and lived in the house beginning in the mid-1950s. She was a native of Louisiana, and African American. She died in 1967 at the age of 53. Nunn had lived in San Bernardino for 25 years. There were various other owners throughout the 1990s and early 2000s until the most recent owners, Jose Rodriguez and Victoria Reynosa, bought the house.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 923 W. 8th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in 1940, and is generally associated with the residential development in San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 923 W. 8th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The Harris family, who were the first residents of the house, appear to have been prominent in their community during their lifetimes. Reginald Harris owned and ran a janitorial business and the couple was active in charity and social organizations. However, the facts do not indicate that any members of the family played important roles in local history. Subsequent residents also appear to have been ordinary people. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 923 W. 8th Street is not significant for its architecture. It is an example of a Minimal Traditional house, a style that gained popularity during the Great Depression because of its modest cost. The building lacks architectural significance, and has also been altered over the decades. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 923 W. 8th Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

[6] Deeds on file with the San Bernardino County Assessor, 1957, 2019; *San Bernardino Sun*, 9 June 1933, 1 October 1939, 21 July 1941, 13 January 1942, 15 August 1944, 10 February 1954, 13 July 1967; San Bernardino City Directory, 1940

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 930 W. 10th Street

P1. Other Identifier: 930 W. 10th Street

***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** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**

c. Address 930 West 10th Street City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472004 mE/ 3775295 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,092-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The property is landscaped with grass, shrubs, and a number of trees and palms. It is enclosed within a tall wrought iron fence. There is a garage behind the house to the north with a concrete driveway leading to it. The building has a moderate-pitch front-gabled roof and a stone masonry chimney on the east elevation. There are exposed rafter tails at the eaves and projecting decorative purlins at the gable ends. The house is clad in stucco and fenestration consists of vinyl sliding-sash windows. The main entrance is located on the south elevation and sheltered by a full-width integral porch. Battered porch columns rest on heavy stone masonry piers, and the porch is enclosed in a masonry parapet. Porch and chimney are constructed of uncoursed rubble masonry of large rocks harvested from a local wash or creek.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South (main) elevation, camera facing north, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1932, San Bernardino City Directory

***P7. Owner and Address:**
Christiana Alicia Montes Torres and Romulo P. Samayoa
930 W. 10th Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 930 W, 10th Street

B2. Common Name: 930 W. 10th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:** Craftsman

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1932
Window replacement, stucco cladding, unknown

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

930 W. 10th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604. [5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters" *ABC7*, KABC-TV Los Angeles, 2 December 2015.

930 W. 10th Street

The house was constructed about 1932 by James Tomola. Tomola was born in Italy in 1890, and moved to San Bernardino from Arizona in 1931. He worked as a carpenter, and apparently built the house himself when he was in his early 40s. He never married, and was a member of St. Bernadine's Catholic Church. He lived in the house through the mid-1950s. Lester A. Smith owned the house by 1956, and lived there with his wife, Thelma E. Smith. They added on a room that year. Lester was born in 1901 in California, and died in. Thelma was born in 1904 in Idaho, and died in 1983. The Smiths married in 1925. Lester worked as a manager in a grocery store, and was a San Bernardino city councilman in the early 1930s. Later he served as police commissioner. He became a gardener after his hearing deteriorated, making retail work impossible. The couple's heirs sold the house in 1997. There were various other owners throughout the early 2000's until the current owners, Christina Alicia Montes Torres and Romulo P. Samayoa, bought the house in 2017. [6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 930 W. 10th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in 1932, an era during which residential expansion in San Bernardino was relatively gradual. Research has revealed has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 930 W. 10th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Its first owner James Tomola was an ordinary working person, who left little imprint on available records. Lester Smith, who moved into the house about 1956, was locally prominent, serving on the city council and as a police commissioner. Some of Smith's civic activities took place before he moved into the house, and there is no evidence that he made any lasting contribution to San Bernardino history. The house is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 930 W. 10th Street is not significant for its architecture. It appears to originally have been a good example of a modest Craftsman-style house constructed during the Great Depression, exhibiting features of the style like its stone masonry porch with battered columns and exposed rafter tails. It does not appear to have risen to the level of architectural distinction found in landmark examples of the style. Additionally, it has been altered over the decades with window replacement and stucco over original wood cladding. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 930 W. 10th is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] Building permits on file with the City of San Bernardino Planning Department, 20 December 1939, 11 November 1956; California Voter Registration, 1954; San Bernardino City Directory, 1944, 1949; United States Federal Census, San Bernardino, 1930; San Bernardino Sun, 12 April 1960, 15 July 1965; Find A Grave, Lester A. Smith, http://www.findagrave.com/cgi-bin/fg.cgi, accessed 10 May 2019.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 916 W. 14th Street

P1. Other Identifier: 916 W. 14th Street

***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**

c. Address 916 W. 14th Street City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471986mE/ 3776157mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,092-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. Lawns and several trees surround the building which is on a corner lot, and the property is enclosed within wooden and chain-link fences. The building is L-shaped with a hipped composition shingle roof. The main facade is at the east onto North I Street (although the address is 14th Street). The main entrance faces north and is recessed at the center of the primary (east) façade. There is a two-car garage with a metal roll-up door on the east elevation accessed via a concrete driveway. The building is clad in stucco and fenestration consists of vinyl sliding-sash windows with interior muntins.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South and east (main) elevations, camera facing northwest, photograph taken March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1958, San Bernardino County Assesspr

***P7. Owner and Address:**
Antonio M. Torres
916 W. 14th Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 916 West 14th Street

B1. Historic Name: 916 W. 14th Street

B2. Common Name: 916 W. 14th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1958

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

916 W. 14th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now;" James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

916 W. 14th Street

Luis S. Vasquez built the house in 1958. There were several people with similar names in San Bernardino County during this era, so biographical details about Vasquez could not be confirmed. By 1965, Jim McFarland lived there; Leonard Valdez bought the property around 1968. He is not known to have ever resided in it. A Mrs. Vivian Guerena lived in the house in the early 1970s with several children, apparently as renters. In 1972, Guerena's infant son Louie died shortly after he was born while the family was living in the house. In 1974, Valdez sold the property to Natividad J. and Gloria M. Parras. Natividad Parras was born around 1950 and married Gloria Martinez in 1971; they were living in the house when they had a son in 1979, but had moved to an address on North I Street by 1993. Antonio Luna purchased the property in 1997. It changed hands several more times around 2000 before being acquired by the current owner, Antonio M. Torres, in 2004.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 916 W. 14th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed during the post-World War II period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 916 W. 14th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The limited facts that could be uncovered about its owners and residents indicate that it was a residence for typical working class people who did not play important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 916 W. 14th Street is not significant for its architecture. It is a common example of a Ranch house constructed during the middle decades of the twentieth century. It has been altered over the decades, and lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 916 W. 14th Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] Building permits on file with the City of San Bernardino Building and Planning Department; "Lawn Mower Stolen," *San Bernardino Sun*, 6 May 1965; *San Bernardino Sun*, 7 September 1968; *San Bernardino Sun*, 3 February 1972; records on file with the San Bernardino County Assessor and Recorder; California, Marriage Index, Natividad J. Parras and Gloria Martinez, 1971; *San Bernardino Sun*, 15 June 1979; U.S. Public Records Index, 1930 - 1993, Volume 1, 1993.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 923 W. Fifteenth Street

P1. Other Identifier: 923 W. Fifteenth Street
***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 923 W. Fifteenth Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472020mE/ 3776253mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,325-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The corner lot is landscaped with front and corner lawns and shrubs. There is an asphalt driveway that leads directly to the house, where a projecting single-car garage has been converted into additional dwelling space. There is a two-car garage behind the house to the southeast that is accessed via a second driveway on N. I Street. The house has a hipped composition shingle roof and is clad in vertical board-and- batten siding, except for a small projecting converted garage at the northeast corner of the house, which is clad in stucco. Fenestration consists of vinyl replacement windows. The main entrance, located on the north elevation, is behind a wooden screen and sheltered under the projecting portion of roof.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: North (main) elevation, camera facing south, photograph taken March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1955, San Bernardino City Directory

***P7. Owner and Address:**

Otilia Gebrara
923 W. Fifteenth Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 923 W. Fifteenth Street
B2. Common Name: 923 W. Fifteenth Street
B3. Original Use: residence B4. Present Use: residence
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1955
Garage enclosed, unknown
Detached Garage constructed, c1990

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** _____
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
923 W. Fifteenth Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
(See Footnotes)
B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604. [5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters" *ABC7*, KABC-TV Los Angeles, 2 December 2015.

923 W. Fifteenth Street

The house was constructed in 1955 by contractor Presco Building Materials. Jose (Joe) and Juana Guevara (Gebara) were its first known residents, they had moved in with their family by 1960. Jose was born in 1892 and Juana 1906, and the couple had 13 children, most of whom were adults by the 1960s. The Gebaras were originally from Mexico and had also lived in Texas. Joe Gebara, Jr., Eladia, and some of the other children lived in the house during the 1960s at various times. Joe had been a farmer, but appears to have been retired when they moved into the house. Juana Gebara died in 1970, at the age of 63. Joe died in 1977. The house has remained in the Gebara family in the intervening decades, and in 2019 is owned by Otilia Gebara, one of Jose and Juana's daughters.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 923 W. 15th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the postwar period, and is generally associated with the residential development in San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 923 W. 15th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Members of the Gebara family, who have owned the house since its construction, were ordinary working-class people. The facts do not indicate that any members of the family played important roles in local history. Subsequent residents also appear to have been ordinary people. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 923 W. 15th Street is not significant for its architecture. It is an example of a Minimal Traditional house, a style that gained popularity during the Great Depression because of its modest cost. The building lacks architectural significance, and has also been altered over the decades. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 923 W. 15th Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] City of San Bernardino Building Permit, 29 April 1955; San Bernardino Sun, 17 January 1960, 26 February 1970, 13 November 1977

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 931 W. 15th Street

P1. Other Identifier: 931 W. 15th Street
***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 931 West 15th Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471994 mE/ 3776234 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 972-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The property is landscaped with a front lawn, shrubs, and small palms. Its front yard is enclosed with a brick masonry and wrought iron fence with concrete masonry at the sides. There is an asphalt driveway along the west property boundary. The roof is gable-on-hip composition shingle, and the house is clad in stucco with masonry wainscoting and a matching planter along the bottom of the main (north) elevation. Windows are vinyl with interior muntins. A projecting section of roof forms a carport as well as sheltering the front door.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: North and west (main) elevations, camera facing south, photograph taken March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1955, San Bernardino City Directory

***P7. Owner and Address:**
Juan M. Barajas
931 **W.** 15th Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 931 **W.** 15th Street

B1. Historic Name: 931 W. 15th Street

B2. Common Name: 931 W. 15th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1955

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

931 W. 15th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604. [5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters" *ABC7*, KABC-TV Los Angeles, 2 December 2015.

931 W. 15th Street

The house was constructed in 1955. Luther (Luterio) and Frances Gonzales purchased and moved into the house in about 1960. Luther was born in 1913 in Chihuahua, Mexico and worked at Kaiser Steel. The couple had lived in Colton prior to moving into the house. They had six children: Ernest, Robert, Jess, Ruth, Arthur, Stella, and Maria Armida. In 1973, Robert Gonzales (probably their son but possibly their teenage grandson) lived with the elderly couple when he was arrested for stealing tires. In 1977, he was arrested again, this time giving his surname as Valenzuela (Frances's family name). Luther died in 1977, and Frances continued to live in the house. She died in 1995. The house subsequently had several owners before being purchased by current owner Juan M Barajas in 2006.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 931 W. 15th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed during the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 931 W. 15th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Its residents were ordinary people. The facts do not indicate that any played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 931 W. 15th Street is not significant for its architecture. It is a modest example of a Tract Ranch style house constructed in the 1950s. Thousands of similar houses were constructed throughout San Bernardino County during this era, and the building lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 931 W. 15th Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] San Bernardino County Assessor's Records; San Bernardino Sun, 26 September 1973, 21 February 1977, 5 March 1977, 29 March 1995.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 932 W. 15th Street

P1. Other Identifier: 932 W. 15th Street
***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 North **Date** 2018 **T**___; **R** ____; ___ ¼ **of Sec** ___; _____ **B.M.**
c. Address 932 W. 15th Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472010mE/ 3776304 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The building is located directly west of the San Bernardino Freeway. There is a front lawn with a tree in the center of it and a concrete paved driveway that leads past the house to its east; the parcel is bounded with chain link, wood, and concrete masonry fences. The house is rectangularin plan and clad in stucco with a hipped composition shingle roof. The main entrance is located off-center on the south elevation, sheltered by a full-width shed-roofed porch. Fenestration consists of six-light wood frame windows.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South and east elevations, camera facing northwest, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1953, San Bernardino County Assessor

***P7. Owner and Address:**
Sarah Harris
932 W. 15th Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 932 W. 15th Street

B2. Common Name: 932 W. 15th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1953

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

932 W. 15th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

932 W. 15th

The house was constructed in 1953. Its first known resident was Edward R. Martinez, who constructed a carport in 1957. In 1960, Edward and Andrea Martinez were living in the house. Professional information and biographical details could not be confirmed since their first and last names were common in San Bernardino during this period. In 1965, a son was born to the Martinez family. Mrs. Rosendo S. Reyes, probably a daughter of Edward and Andrea, had a son in 1972 while living in the house. By 1979, Edward Martinez appears to have been married to a woman named Rosemary, and added a den and bathroom to the house. The property changed hands several times and was taken back by the bank in 1982. Sarah Harris bought the property in 2002.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 932 W. 15th Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 932 W. 15th Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The members of the Martinez appear to have been ordinary people who left little imprint on available records. Facts do not indicate that any members of these families played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 932 W. 15th Street is not significant for its architecture. It is a simple house that was constructed as a dwelling for working-class people, and has been modified several times, including with the addition of an intrusive porch across the main façade. The building lacks architectural significance, and has also been altered over the decades. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 932 W. 15th Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] City of San Bernardino Building Permits, 14 October 1957, 9 May 1979; California Voter Registrations, 1960; *San Bernardino Sun,* 10 March 1965, 30 July 1972.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 1232 West 21st Street

P1. Other Identifier: 1232 W. 21st Street

***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 North **Date** 2018 **T**___; **R** _____; ___ ¼ **of Sec** ___; _____ **B.M.**

c. Address 1232 W. 21st Street City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471286mE/ 3777178mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,036-square foot house is located south of the intersection of West Highland Avenue and Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a northwest-southeast axis adjacent to I-215. The .227-acre lot is triangular, with the railroad tracks forming the northeast property boundary. The property is landscaped with a front lawn and a number of palm trees. The building has been visibly damaged by fire and the windows and doors are boarded up. It is clad in stucco with a gabled roof. Wing walls project east and west from both sides of the south elevation, both with arched doorways in them. There are round concrete steps on the main (south) elevation, but no doorway. There is a garage behind the house to the north, also with windows and doors boarded up as well as sheds east of the house.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South (main) elevation, camera facing north, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1928, San Bernardino City Directory

***P7. Owner and Address:**
Jose de Jesus Martinez Urteago and Emmanuel Salem Mendoza
940 W. Evans Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

Page 2 **of** 5 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 1232 West 21st Street

B1. Historic Name: 1232 W. 21st Street

B2. Common Name: 1232 W. 21st Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1928

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1232 W. 21st Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

---

[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters Syed Farook, Tashfeen Malik," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

1232 W. 21st Street

The house at 1232 W. 21st Street was built in 1928. H.J. Hodges applied to build a four-room dwelling at the address in May of that year, valuing it at $1,000, which was a modest price for a new house. There were only scattered houses in the neighborhood in the early 1920s, which was outside city limits. The original residence was 560 square feet with a single-car garage at the northwest corner of the parcel. By 1930, Lucy and Solomon J. Martinell had moved in with their children. Solomon was born in South Dakota in 1895; Lucy was two years older and originally from Vermont. Their son Robert was born in 1921 and daughter Dorris in 1924. Solomon worked as a plastering contractor and Lucy was a housewife. By 1940, Robert Martinell was 19 and working as a hod carrier for a Depression-era flood control program, having graduated high school the previous year. Although just 16 years old, Dorris was married to Robert Husser, who was living in the house with the Martinell family. In September of that year the young couple had a son.[6]

In 1940 or 1941, Dorris and Robert Husser moved out of the house at 1232 W. 21st Street and into their own residence. Robert Martinell went to work at his father's plastering business, and in 1941 married a woman named Bernice, who worked as a bookkeeper. The couple established their own residence about 1942, the year their son Eddie was born. In June 1944, Robert Martinell was drafted into the US Army for service in World War II. He was sent to Germany in February 1945 as part of the Timberwolf division and was killed in action within weeks. Dorris, meanwhile, moved around the country with her husband (who was also in the military during the war). Lucy and Solomon continued to reside in the family home. By 1952, the house had a 440 square foot addition, a basement apartment, and two sheds east of the house. The family apparently kept chickens in one of the sheds. Lucy was a member of the local Congregational church and during the 1950s began offering child care from the house, and Solomon kept working as a contractor. Lucy died in 1963 and Solomon in 1964.[7]

Dorris Martinell Windsor inherited the house after the deaths of her parents. She had divorced her first husband in 1946 and married Frederick Windsor in the early 1960s. The couple moved into the house in the mid-1960s, and were living there through at least 1968. Fred Windsor worked for the Riverside Police Department. By 1973, Frederick was married to a woman named Gladys; research did not reveal when he and Dorris divorced.[8]

After 1990, the house was sold several times. In 1995, the Mora family owned the property, and was cited by the City for illegally converting the henhouse to a dwelling. At one point, 13 people were living on the property. Current owners Jose de Jesus Martinez Urteago & Emmanuel Salem Mendoza purchased the house in 2018, which in 2019 is vacant and dilapidated.

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 1232 W. 21st Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the 1920s when there was only scattered residential development in the neighborhood, and is generally associated with the residential expansion of San Bernardino during this era. Research has revealed has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 1232 W. 21st Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The members of the Martinell family were ordinary working people who bought a house and lived in it for decades. There is no evidence to suggest they or subsequent residents played important roles in local history. The house is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 1232 W. 21st Street is not significant for its architecture. Its roof form and massing suggests it was originally a modest example of a craftsman-style house, but wing walls and other modifications have obscured its original features. The building has been heavily altered and lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

[6] San Bernardino Sun, 6 May 1928, 26 September 1940, US Census Records, San Bernardino, California, 1930, 1940.
[7] San Bernardino City Directories, 1940, 1942; San Bernardino Sun, 23 June 1944, 9 March 1945, 21 May 1954, 5 September 1963, 11 November 1964; San Bernardino County Residential Building Record.
[8] San Bernardino Sun, 16 October 1946, 13 September 1968.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 1232 W. 21st Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder) 1240 W 21st Street

P1. Other Identifier: 1240 W. 21st Street
***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 North **Date** 2018 **T**___; **R** ____; ___ ¼ **of Sec** ___; _____ **B.M.**
c. Address 1240 W 21st Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S ; 471186.13 mE/ 3777161.89 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 606 square-foot house is located south of the intersection of West Highland Avenue and Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a northwest-southeast axis adjacent to I-215. The parcel is surrounded by a four-foot high chain link fence and has lawn near the house with a concrete parking area in the northeast corner of the parcel behind the house. The building is rectangular in plan with a front-gabled composition shingle roof and louvered vents at the gable ends. It is clad in stucco. There is an entrance on the south elevation, facing the street, but the main entrance is on the east elevation and is accessed by a concrete step. A wing wall projects from the southeast corner of the building screens the main entrance from view. This wall is topped with clay roof tiles has an arched doorway. Fenestration consists of vinyl sliding-sash windows with interior muntins fitted into horizontal and vertical openings (continued, p. 3).

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South and east elevation, camera facing north, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1922, San Bernardino County Assessor

***P7. Owner and Address:**

Mario Regino Perez
1240 W. 21st Street
San Bernardino, CA

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

***Resource Name or #** (Assigned by recorder) 1240 W. 21st Street

B1. Historic Name: 1240 W. 21st Street

B2. Common Name: 1240 W. 21st Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1922

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1240 W 21st Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** April 29, 2019

(This space reserved for official comments.

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

1240 W 21st Street

The house at 1240 W. 21st Street was built in 1922. There were only scattered houses in the neighborhood in the early 1920s, which was outside city limits. Margaret T. Sherman owned it by 1925. Sherman was born in Illinois in 1857, and married Charles Sherman by 1900. The couple had a daughter named Pearl and a son named Ora. Margaret was eventually widowed, and by 1922, she lived in Redlands and worked as a bank stenographer. Sherman apparently lived there until her death in 1936. In her seventies when she moved in, she appears to have been retired and lived there alone. Mrs. Ruth Stockschlaeder, an evangelist and at the time president of the Home Rescue mission, rented there briefly in 1939. It appears to have been vacant in 1940. Sherman's heirs still owned the house when the area was annexed into San Bernardino in 1941, and maintained ownership through 1948. Charles and Lucille Soward lived in the house in 1944, when it was plumbed to connect to the city sewer. Charles was an aircraft engine inspector and Lucille was a housewife. The Sowards rented the house briefly. Donald and Barbara Davis, who had married in 1948 after Barbara's high school graduation, purchased it in 1949. Donald had finished high school in and served as a pharmacist's mate in the Navy from 1944-1946. When they moved into the house he was employed at Berk's Market Spot.[6]

John H. Ruckman bought the property in 1967, and Beverly S. Steward became a co-owner in 1998. Markus Parham bought the house in 2009 before selling it to Pamela Celeste Coprich in 2011. Since 2015, it has been owned by Mario Regino Perez, who purchased in in 2015.[7]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 1240 W. 21st Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the 1920s when there was only scattered residential development in the neighborhood, and is generally associated with the residential expansion of San Bernardino during this era. Research has revealed has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 1240 W. 21st Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Most of its early residents were ordinary people who left little imprint on available records. They include housewives, a retired stenographer, a grocery store worker, and a mechanic. Although Ruth Stockschlaeder was a figure of some local notoriety, her association with the property was fleeting. Facts do not indicate that any residents of the house played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 1240 W. 21st is not significant for its architecture. Its roof form and massing suggests it was originally a modest example of a craftsman-style house, but wing walls and other modifications have obscured its original features. The building lacks architectural significance, and has also been altered over the decades. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 1240 W. 21st is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] United States Federal Census, Redlands 1900, San Bernardino 1930, 1940; San Bernardino City Directory, 1922, 1939; San Bernardino Sun, 12 June 1941, 11 July 1948; City of San Bernardino Building Permits, 25 May 1944; California Voter Registrations, San Bernardino, 1944.
[7] Deeds on file with the San Bernardino County Assessor, 1967, 1998, 2011, 2015.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 924 Magnolia Avenue

P1. Other Identifier: 924 Magnolia Avenue
***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 924 Magnolia Avenue City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471995mE/ 3776157mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 960-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The parcel is landscaped with a front lawn and palm trees, and the driveway is concrete. The front yard is enclosed within a concrete masonry unit and metal fence with a gate across the driveway. The house has a very low-pitch gabled roof with overhanging eaves with a projecting beam at the gable end. It is clad in stucco. Fenestration consists of vinyl sliding sash windows, with a clerestory window on the main (south) elevation. The main entrance is on the east elevation sheltered by an integral carport. There is a two-car garage behind the house to the north.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South (Main) elevation, camera facing north, photograph taken March 15, 2019

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1956, City of San Bernardino Building Dept

***P7. Owner and Address:**

Juan Romero
924 Magnolia Avenue
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 924 Magnolia Avenue
B2. Common Name: 924 Magnolia Avenue
B3. Original Use: residence B4. Present Use: residence
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1956
2005, garage addition

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** _____
B9. Architect: Unknown b. Builder: N.E. Webb
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
924 Magnolia Avenue does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
(See Footnotes)
B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604. [5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

924 Magnolia Avenue

In 1955, the San Bernardino Sun announced that N.E. Webb was constructing a dwelling and a garage at 924 Magnolia. By April 1956, Webb, who lived in Colton, was offering the three-bedroom house with carport for sale. Research has not revealed the names of the property's early residents Arbellar Scott and her daughter Othea Scott appear to have purchased the property in the 1970s. Othea Scott graduated from San Bernardino High School in the 1960s and then worked as a hairdresser. Together, Arbellar Scott and Othia Sampson, as she was known after her marriage to Lawrence Sampson in 1970, owned the house until 1977. The Sampsons may have resided at the house, Arbellar Scott does not appear to have lived there. The Sampson-Scott family sold the house to Robert A. and Barbara L. Hill, who then sold to Edward and Diane Cuellar in 1978. The Cuellars had been married in 1975.[6]

This house passed through many other owners in the 1990s and early 2000's, until Maria Romero sold the house to Juan Romero in 2017. The garage at the rear of the property was constructed in 2005.[7]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 924 Magnolia Avenue is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed during the post-World War II period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 924 Magnolia Avenue is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The limited facts that could be uncovered about its owners and residents indicate that it was a residence for typical working class people who did not play important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 924 Magnolia Avenue is not significant for its architecture. It is a modest example of a Mid-century Modern style house. Although the style was popular for architect-designed houses during this era, the building lacks the design distinction of landmark examples of the style. It has been altered over the decades, and lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 924 Magnolia Avenue is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] San Bernardino Sun, 2 December 1955, 9 April 1956, 12 March 1964, 1967, Connie Hosch, "Peacock look has just begun," 21 February 1975; Deeds on file with the San Bernardino County Assessor, 1976, 1977 1978;

[7] Deeds on file with the San Bernardino County Assessor, 2009, 2015; City of San Bernardino Building Permit, 2005.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 932 Magnolia Avenue

P1. Other Identifier: 932 Magnolia Avenue

***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**

c. Address 932 Magnolia Avenue City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471986mE/ 3776157mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,206-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The property is landscaped with a front lawn and shrubs, and while the front of the property is open to the street, the other sides are fenced, primarily with chain-link fencing. There is an asphalt driveway with cement paths on either side of it. The building is L-shaped, with a projecting two-car garage with a wooden garage door. The building has a gable-on-hip composition shingle roof and is clad in stucco with decorative stone wainscoting. The main entrance is located on the south elevation at the junction of the main volume and the project garage. It is at grade and sheltered only by the primary roof's eaves. Fenestration consists of a combination of aluminum sliding-sash and vinyl with interior muntins. Windows visible from the street have decorative wooden shutters.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: West and south (main) elevations, camera facing northeast, photograph taken March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1963, San Bernardino County Assessor

***P7. Owner and Address:**
Sarah Harris
932 Magnolia Avenue
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 932 Magnolia Avenue

B1. Historic Name: 932 Magnolia Avenue

B2. Common Name: 932 Magnolia Avenue

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1963

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

932 Magnolia Avenue does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604. [5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters Syed Farook, Tashfeen Malik," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

932 Magnolia Avenue

Paul Caballos built the house at 932 Magnolia Avenue in 1963. It was acquired at some point by Rosemary and Alfred R. Westley, who sold it to Sarah and Eugene Harris in 1973. Research revealed no professional information or biographical details about Caballos or the Westleys. Eugene Harris was born around 1948 and married Sarah L. White, who was 16, in 1970 in San Bernardino. Eugene Harris died in 2002, and Sarah inherited the property.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 932 Magnolia Avenue is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed during the post-World War II period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 932 Magnolia Avenue is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The limited facts that could be uncovered about its owners do not indicate that any played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 932 Magnolia Avenue is not significant for its architecture. It is a modest example of a Tract Ranch style house constructed in the 1960s. Thousands of similar houses were constructed throughout San Bernardino County during this era, and the building lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 932 Magnolia Avenue is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] Records on file with the San Bernardino County Assessor and Recorder; California, Marriage Index, Eugene Harris and Sarah L. White, 1970; U.S. Social Security Index, 1935 - 2014, 2002.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 937 Magnolia Avenue

P1. Other Identifier: 937 Magnolia Avenue
***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 937 Magnolia Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472088 mE/ 3776163 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,524-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The plot is landscaped with a front lawn and palms, with a concrete footpath and driveway. The front yard is enclosed in a brick masonry and wrought iron fence, and there is a tall wooden fence around the back part of the property. The building has a low-pitch hipped composition shingle roof and is clad in stucco. Fenestration consists of vinyl sliding-sash windows. The main entrance is on the north elevation, accessed by three concrete steps and sheltered under a partial-width hipped-roof porch supported by plain square posts. A driveway at the west property boundary leads to an attached single car garage with metal roll-up garage door.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: North (main) elevation, camera facing south, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1950, San Bernardino County Assessor

***P7. Owner and Address:**
Gilberto and Elia Fernandez
937 Magnolia Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 937 Magnolia Avenue
B2. Common Name: 937 Magnolia Avenue
B3. Original Use: residence B4. Present Use: residence
***B5. Architectural Style:**
***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1950

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** _____
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
937 Magnolia Avenue does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).
B11. Additional Resource Attributes: (List attributes and codes)
***B12. References:**
(See Footnotes)
B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604. [5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters" *ABC7*, KABC-TV Los Angeles, 2 December 2015.

937 Magnolia Street

Ambrose (Ambrosio) and Margaret (Margarita) Leon were the first known owners and residents of the house. He was born in San Bernardino about 1916. Margaret was born in Mexico about 1921, and came to San Bernardino with her family as a young child. Ambrose worked as a heavy equipment operator for the Colton Portland Cement Co. for 44 years, beginning in the 1940s. The couple had at least five children in the 1950s while they were residing in the house. Dennis died in infancy in 1949, while Richard, Michael, Ronald, and Celia all survived to adulthood. Ambrose died in 1986, and Margaret apparently lived on in the house. The house appears to have remained in the Leon family until 2011. [6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 937 Magnolia Avenue is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed during the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 937 Magnolia Avenue is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. Members of the Leon family were ordinary working-class people and the facts do not indicate that any played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 937 Magnolia Avenue is not significant for its architecture. It is a modest example of a Tract Ranch style house constructed in the early 1950s. Thousands of similar houses were constructed throughout San Bernardino County during this era, and the building lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 937 Magnolia Avenue is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] San Bernardino Sun, 18 March 1954, 11 November 1949, 10 February 1955, 22 December 1976, 22 August 1986; US Federal Census Records, San Bernardino, California, 1930; Deeds on file at the San Bernardino County Recorder's Office.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 724 North I Street

P1. Other Identifier: 724 N. I Street
***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** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 724 N. I Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472072 mE/ 3774700 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 428-square foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. N. I Street is immediately west of the tracks and is only one lane wide. The house has a gravel driveway, and the parcel is landscaped with grass, shrubs, and several trees. It is enclosed within chain link and wooden fences. The building has a front-gabled roof with a large wooden vent at the gable end. It is clad in vertical-groove plywood. Fenestration consists of vinyl replacement windows. The main entrance is on the off-center east elevation, and is sheltered by a full-width porch with a shed roof. It is accessed via a set of concrete steps. A shed-roof addition at the south of the main house (probably the location of the 1950 bathroom addition) is clad in plywood panels and lacks fenestration on its main elevation.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: East (main) elevation, camera facing west, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1910, San Bernardino County Assessor

***P7. Owner and Address:**

Lonjino Rojas
724 N. I Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 724 N. I Street

B2. Common Name: 724 N. I Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1910
Bathroom addition, 1950

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

724 N. I Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604. [5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters" *ABC7*, KABC-TV Los Angeles, 2 December 2015.

724 N. I Street

The house was built about 1910. Joe Aramano owned and lived in the house in 1917 when the house next door was destroyed by a fire, scorching 724 N. I Street but not causing serious damage. Louis Padilla owned it in 1919. He worked as a laborer in an orange grove and lived in the house with his wife Josepha and their six children. Jose Guzman (Gooseman), a railroad worker, may have owned and lived in the house with his wife as early as 1920. Her name was Augustina (Augusta, Gustina) Guzman, and she was born in Mexico about 1869. Her daughter Lydia Saldemando Anaya was born in Colton about 1900. In 1924, the Guzmans lived there according to city directories. A man named A. Chacon also lived in the house and was sentenced to 30 days jail in April for beating his wife, as reported in the local newspaper. By 1930, Francisco Tapia rented the house. He lived in it with his wide Concepcion Tapia and their two children. He had arrived in California from Mexico in 1926, when he was 26 years old, and he worked as a laborer in an orange grove. He was probably a boarder, and the Guzmans continued to live in the house.[6]

Jose Guzman apparently died in the 1930s. In 1940, Augustina Guzman worked as a housekeeper when she lived in the house. A boarder named James Snyder lived with her. She died in 1944, and her estate passed to daughter Lydia Anaya, who was single and lived in Los Angeles. Like her mother, Lydia worked as a housekeeper. She married a man named Guido Morales, a creamery worker, about 1947. By 1949 the couple was living in the house. They added a bathroom in 1950 and built an aviary in 1952. In the 1960s, the house became a rental. Lydia Morales sold it in 1975, and it has been resold several times in the intervening decades.[7]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 724 N. I Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed after the turn of the twentieth century when the neighborhood was still primarily rural, and is generally associated with the residential expansion of San Bernardino during this era. Research has revealed has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 724 N. I Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The members of the Guzman/Morales family were ordinary working people. There is no evidence to suggest they or subsequent residents played important roles in local history. The house is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 724 N. I Street is not significant for its architecture. It is a common example of a folk house constructed after the turn of the twentieth century. Less than 500 square feet, the house was designed as shelter for working-class people and lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 724 N. I Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] San Bernardino Sun, 30 December 1917, 12 June 1944; US Border Crossing record, 27 October 1933, Lydia Anaya; US Census Records, San Bernardino, California, 1920; San Bernardino City Directory, 1924, 1949.

[7] US Census Records, San Bernardino, California, 1940; San Bernardino Sun, 28 December 1944; City of San Bernardino Building Permits, 2 November 1944, 6 April 1948, 1 March 1950, 7 April 1952, 19 January 1967.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 1088 N. I Street

P1. Other Identifier: 1088 N. I Street

***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** 2018 **T**___; **R** ____; ___ **¼ of Sec** ___; _____ **B.M.**

c. Address 1088 North I Street City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472040mE/ 3775436mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,120 square foot building is a duplex with rectangular plan on a double lot. The front yard is enclosed in a masonry and wrought-iron fence and landscaped with lawn, shrubs, and trees. The back yard, which has a pool, is on the lot to the west of the building parcel. The dwelling features a hipped roof, a large brick chimney on the east facade, and stucco cladding. Horizontal window openings are covered with security bars. The larger unit's main facade is on I Street. Its entrance is sheltered by a small shed-roofed projection on the primary roof and fitted with a metal security grade. It is at grade. An integral single-car garage separates the I Street unit from the smaller unit at the north of the building. Its main entrance is on W. 11th Street, and is similar to the N. I Street unit. The small unit has a carport to its west, on the second parcel.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: North and east (main) elevations, camera facing southeast, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1966, San Bernardino City Directory

***P7. Owner and Address:**
Montecino Trust
1088 North I Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 1088 North I Street

B1. Historic Name: 1088 N. I Street

B2. Common Name: 917 W. 11th Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1966

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1088 N. I Street/917 W. 11th Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

1088 N. I Street

Lily and Fortunato Montecino, who were immigrants from Mexico, appear to have purchased the two lots at the corner of W. 11th and N. I Street in the 1940s. By 1949, they were living at 915 W. 11th Street (an address that no longer exists) and Fortunato was working as a laborer. The couple's son Mario was born in 1942 and daughter Lily in 1949. The Montecinos separated and Fortunato moved to Wasco, where Mario attended high school. In the early 1960s, Mario Montecino joined the Army, serving in as a private during the Vietnam War. The Montecinos constructed the duplex currently on the property in 1966. In 1967, 18-year-old Lily Montecino married Manuel G. Calleros, who was two years older. They moved into the smaller unit at 917 W. 11th Street, and their son was born the same year. Mario Montecito had returned to San Bernardino from the Army by this time, and his marriage to 26-year-old Esther Botello Alvarez also took place in 1967. Esther, a San Bernardino native, was divorced and had a young daughter named Cathy Alvarez. Mario and Esther had a daughter named Ruth a few years later. The Montecinos installed a pool in 1977, and constructed an addition in 1979. The family has continued to own the duplex.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 1088 N. I Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed during the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 1088 N. I Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The biographical facts uncovered about member of the Montecino family indicate that they were ordinary people who worked as laborers and served in the military. Facts do not indicate that any played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 1088 N. I Street is not significant for its architecture. It is a modest example of a Tract Ranch style duplex constructed in the 1960s. Thousands of similar dwellings were constructed throughout San Bernardino County during this era, and the building lacks architectural significance. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 1088 N. I Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] San Bernardino Sun, 6 July, 1964, 1 April 1967, 1 July 1967, 10 August 1967, 14 October 1971, 30 June 1976; City of San Bernardino Building Permits, 19 January 1977, 2 March 1979.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder) 1502 N. I Street

P1. Other Identifier: 1502 N. I Street

***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 North **Date** 2018 **T**___; **R** ___; ___ ¼ **of Sec** ___; _____ **B.M.**

c. Address 1502 North I Street City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472074mE/ 3776304 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 1,130-square foot house is located south of the intersection of West 16th Street and Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The corner lot's yard is mostly paved, with shrubs in planters and palm trees around the outer edge of the property, which is enclosed with a concrete and metal fence. The house has a low-pitch hipped roof, with a flat-roofed canopy projecting over the front yard to the east. There is a wide brick chimney on the south elevation. The main entrance is located on the east elevation and fenestration consists of aluminum sliding-sash windows. There is a metal roll-up garage door on the north elevation with a metal carport to the east; the driveway, carport, and garage are separated from the rest of the property with concrete masonry and wooden fences.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South and east (main) elevations, camera facing northwest. March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c1970, San Bernardino City Directory

***P7. Owner and Address:**
Miguel Moreno
1502 North I Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

P9. Date Recorded: March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

B1. Historic Name: 1502 N. I Street

B2. Common Name: 1502 N. I Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1970
Canopy addition on east elevation, unknown

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1502 N. I Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters Syed Farook, Tashfeen Malik," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

1502 N. I Street

In 1970, contractor Phil Dreyer constructed the house for Edward and Andrea Martinez, who had purchased the vacant lot the year before. Edward Martinez was born in San Bernardino in 1919, Andrea, also a native Californian, was two years younger. The couple married in the late 1930s, and their four children were born in the 1940s and 1950s. Edward was a railroad employee for nearly 50 years and Andrea worked as a cook for the school district for 30 years. Their children were in their teens and twenties when the family moved into the house. They were members of St. Anne's Catholic Church. In 1972, their daughter Virginia, who was about 22, married Ronnie Martinez. The young couple lived with her parents at 1502 N. I Street. A daughter was born to Ronnie and Virginia in 1981 while they were still living in the house. The couple had three daughters when Virginia died in 1986 at the age of 34. Edward Martinez died three years later. Andrea Martinez died in 2001. In 1989, the house was deeded to Edward and Andrea's son Daniel and his wife Sandra. Since 1996, the house has had a number of owners outside the Martinez family.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 1502 N. I Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the 1970s, and is generally associated with the continued residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 1502 N. I Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The biographical facts about the Ramirez family demonstrate that they were ordinary working-class people, and do not indicate that any members of the family played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 1502 N. I Street is not significant for its architecture. It is a modest example of a Ranch house, a style that was ubiquitous in California in the postwar period. The building lacks architectural significance, and has also been altered over the decades. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 1502 N. I Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] Deeds on file with the San Bernardino County Recorder; San Bernardino Building Permit, 30 October 1970; San Bernardino Sun, 25 July 1989, 20 August 1972, 2 August 1986.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 939 W. Evans Street

P1. Other Identifier: 939 W. Evans Street
***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 939 W. Evans Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 472004mE/ 3776356mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The 792-square foot house is located south of the intersection of W. 16th Street and Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a northwest-southeast axis adjacent to I-215. Landscaping consists primarily of a front lawn to the north with a concrete footpath running through it, surrounded by shrubs and trees. There is a concrete driveway along the western parcel boundary. The house has a cross-gabled composition shingle roof and attached single-car garage. The building is clad in stucco with decorative masonry wainscoting on the main (north) elevation. The main entrance is sheltered by a full-width porch with shed roof. The porch has four arched openings across the main façade including the garage. Fenestration consists of vinyl sliding-sash windows with interior muntins.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: East and north elevations, camera facing southwest, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1954, San Bernardino County Assessor

***P7. Owner and Address:**
Rose Rodarte and Angelina Hernandez
939 W. Evans Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 939 W. Evans Street

B1. Historic Name: 939 W. Evans Street

B2. Common Name: 939 W. Evans Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1954
Carport converted to garage, front porch remodeled and expanded, 2000-2005

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

939 W. Evans Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

939 W. Evans Street

Property owner George Wilson hired Blackwell Bros. to build a $7,000 dwelling and carport at 939 West Evans Street in 1954. William and Dolores Rangel, who had married in 1953, were the first residents. A daughter was born to the couple in 1955. They divorced the following year. Research has not revealed professional of biographical details about the Rangels. Rangel owned this house for three decades, selling to Denise Ekno in 1985. [6]

Ownership changed again the next year, in 1986, when Ekno sold it to Anulfo and Ana L Gutierrez. After this, the house passed through many different owners in the 1990s and early 2000s, until it was finally sold to Rose Rodarte and Angelina Hernandez in 2017.[7]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 939 W. Evans Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 939 W. Evans Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The Rangel family, who were the first residents of the house, appear to have been ordinary people who left little imprint on available records. Facts do not indicate that any members of the family played important roles in local history. Subsequent residents also appear to have been ordinary people. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 939 W. Evans Street is not significant for its architecture. Its original form is unknown, since it was radically altered with conversion of the original carport to a garage and construction of a projecting porch across the entire main facade. The building lacks architectural significance, and has also been altered over the decades. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 939 W. Evans Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] Deeds on file with the San Bernardino County Assessor, 1975 ; California Marriage Index, 19 April 1953; *San Bernardino Sun*,1955, 18 September 1956; Building permits on file with the City of San Bernardino Planning Department, 1985.
[7] Deeds on file with the San Bernardino County Assessor, 1986, 1955, 1985.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

Page 1 **of** 4 ***Resource Name or #** (Assigned by recorder) 940 West Evans Street

P1. Other Identifier: 940 W. Evans Street

***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 North **Date** 2018 **T**___; **R** ___; ___ ¼ **of Sec** ___; _____ **B.M.**

c. Address 940 W. Evans Street City San Bernardino Zip 92411

d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471969mE/ 3776390mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 912-square foot house is located just southwest of the intersection of West 16th Street and Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. Landscaping includes a front lawn, shrubs, and small trees, and the property is fenced with a low chain-link fence in front and to the east and a concrete masonry fence to the west. There is a garage behind the house to the north with a concrete driveway leading to it; a concrete footpath leads through the lawn to the front door of the house. The building has a side-gabled composition shingle roof and clad in stucco. Fenestration consists of a mix of eight-light metal frame and aluminum sliding sash windows. The main entrance is on the south elevation, sheltered under a small projecting shed roof.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: South (main) and east elevations, camera facing northwest, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1953, San Bernardino County Assessor

***P7. Owner and Address:**
Maria Mata
940 W. Evans Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

Page 2 **of** 4 ***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 940 W. Evans Street

B1. Historic Name: 940 W. Evans Street

B2. Common Name: 940 W. Evans Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1953

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

940 W. Evans Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters Syed Farook, Tashfeen Malik," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

940 W. Evans Street

The house at 940 W. Evans Street was constructed in 1953. Beatrice and Frank Arce bought it soon after; they lived there by 1958. Frank (Francisco) Franco Arce was born in Mexico about 1912, and by 1940 was living in Coachella with his first wife, Isabelle Canela, their young daughter, and Isabelle's father. Arce was a farm foreman and his father-in-law a farm laborer. The Arce family moved to San Bernardino in the early 1940s. Frank filed for divorce in 1950. He became an American citizen in 1955, and was active in the local Eagles club. By 1958, Frank had married a woman named Beatrice, and the couple was living at 940 W. Evans Street. They had a child together in 1958 or 1959. By 1962, Leo and Lucy Ortiz Mata, who were in their 30s, were living at the house with their young son who was also named Leo. Lucy was an Arizona native and Leo was originally from New Mexico. The Arces sold the property to Leo and Lucy Mata in 1976, and it has remained in the Mata family in the intervening decades.[6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 940 W. Evans Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 940 W. Evans Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The Arce family, who were the first residents of the house, appear to have been ordinary people who left little imprint on available records. Facts do not indicate that any members of the family played important roles in local history. Subsequent residents also appear to have been ordinary people. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 940 W. Evans Street is not significant for its architecture. It is a modest example of a Minimal Traditional house, a style that became popular during the Great Depression because it was relatively inexpensive to build. The building lacks architectural significance, and the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 940 W. Evans Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] Records on file with the San Bernardino County Assessor and Recorder; San Bernardino Sun, 10 January 1950, 16 June 1955, 25 October 1957, 1 June 1958, 8 December 1962; US Census Records, Coachella, Riverside County, 1940; San Bernardino City Directory, 1944; California Voter Registration, 1958; Building permits, City of San Bernardino Building Department, 9 August 1976.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

 ***Resource Name or #** (Assigned by recorder) 947 W. Evans Street

P1. Other Identifier: 947 W. Evans Street
***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** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 947 W. Evans Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471979mE/ 3776344mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The 881-square foot house is located south of the intersection of W. 16th Street and Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a north-south axis adjacent to I-215. The parcel is landscaped with shrubs, a front lawn, and palm trees; a concrete footpath leads through the lawn, and there is a concrete driveway along the eastern parcel boundary. The house has a multi-hipped composition shingle roof and is clad in stucco. There is one 16-light wood frame window on the main (north) elevation. The main entrance is accessed by three concrete steps and sheltered under a projecting hipped-roof entry porch supported by plain square posts. A shed-roofed carport is attached to the east elevation of the house at the end of the driveway.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) North and west elevations, camera facing southeast, March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1952, San Bernardino County Assessor

***P7. Owner and Address:**
Joe and Guadalupe Ramirez
947 W. Evans Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***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) _____

***Resource Name or #** (Assigned by recorder) 947 W. Evans Street

B1. Historic Name: 947 W. Evans Street

B2. Common Name: 947 W. Evans Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) original construction, 1952

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Unknown

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

947 W. Evans Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** April 29, 2019

(This space reserved for official comment.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now"; James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

947 W. Evans Street

The house at 947 W. Evans was built in 1952 along with a garage for $7,500 by local contractor John Brooks, Jr. Leo Owens and his wife owned the house at the time, and their first daughter was born the next year. By 1954, Robert and Pauline McCall had moved in with their two daughters. Robert worked for the railroad. Their third daughter was born that same year, after Pauline was reunited with her long-estranged father, Paul E. Watkins. They had separated when she was two years old and Pauline's parents divorced. The house was put up for sale in 1955, and Margaret and Antonio Ramirez bought it. Their son Jose (Joe) was born the following year. Jose and his wife Guadalupe were living there in 1976 when their son was born. Ownership passed to Joe and Guadalupe Ramirez in 1978. Their daughter was born the following year. Ramirez is a common family name in San Bernardino, and research did not reveal additional biographical information about the family. [6]

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 947 W. Evans Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed in the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 947 W. Evans Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The Owens, McCall, and Ramirez families appear to have been ordinary people who left little imprint on available records. Facts do not indicate that any members of these families played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 947 W. Evans Street is not significant for its architecture. It is a modest example of a Minimal Traditional house, a style that became popular during the Great Depression because it was relatively inexpensive to build. The building lacks architectural significance, and the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 947 W. Evans Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.

[6] *San Bernardino Sun,* 6 June 1953, 7 April 1954, 30 September 1954, 6 November 1955, 12 December 1956, 24 June 1969, 10 November 1976, 21 March 1979.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ **Reviewer** _____ **Date** _____

 ***Resource Name or #** (Assigned by recorder) 948 W. Evans Street

P1. Other Identifier: 948 West Evans Street
***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 North **Date** 2018 **T**____; **R** _____; ___ ¼ **of Sec** ____; _____ **B.M.**
c. Address 948 W. Evans Street City San Bernardino Zip 92411
d. UTM: (give more than one for large and/or linear resources) Zone 11S; 471954mE/ 3776392mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The 612 square-foot house is located just west of Interstate 215 in a neighborhood about a mile northwest of downtown San Bernardino. The railroad tracks pass through the neighborhood on a northwest-southeast axis adjacent to I-215. The parcel is landscaped with grass, shrubs, and palm trees. A narrow driveway at the western edge of the property leads to a single-car garage behind the house. The garage is square in plan, fitted with a wood garage door, and has a shed-roof carport attached to its south (main) elevation. The rectangular plan house features a very low-pitch hipped roof. It is clad in stucco, and fenestration consists of vinyl replacement windows with interior muntins. The main entrance is centered on the south (main) elevation and fitted with a metal screen door. It is sheltered by a small shed roof that projects from the main roof and is supported by simple brackets connected to the wall. The entrance is accessed via a low concrete step.

***P3b. Resource Attributes:** (List attributes and codes) HP2. Single family property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1: West and south (Main) elevations, camera facing northeast, photograph taken March 15, 2019.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1952, San Bernardino County Assessor
***P7. Owner and Address:**

Rebecca M. Garcia
948 W. Evans Street
San Bernardino, CA 92411

***P8. Recorded by:** (Name, affiliation, address)
Kara Brunzell
Brunzell Historical
1613 B Street
Napa, CA 94559

***P9. Date Recorded:** March 15, 2019

***P10. Survey Type:** (Describe) Intensive

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Addendum to Historical/Archaeological Resources Survey Report Burlington Northern Santa Fe Railway Ono Lead Track Extension Project.*

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) 948 West Evans Street

B1. Historic Name: 948 W. Evans Street

B2. Common Name: 948 W. Evans Street

B3. Original Use: residence B4. Present Use: residence

***B5. Architectural Style:**

***B6. Construction History:** (Construction date, alteration, and date of alterations) garage construction, 1942
original construction of house, 1952

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____

***B8. Related Features:** _____

B9. Architect: Unknown b. Builder: Valley Associates, Inc.

***B10. Significance: Theme** N/A **Area** N/A

Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

948 W. Evans Street does not meet the criteria for listing on the National Register of Historic Places (NRHP) or the California Register of historical Resources (CRHR) (see continuation sheet).

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**

(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Kara Brunzell

***Date of Evaluation:** March 15, 2019

(This space reserved for official comments.)

B10. Significance (continued):

San Bernardino Historic Context

The first residents of the San Bernardino area were Yuhaviatam, called Serrano by the Spanish. The name San Bernardino was supposedly given to the area by Spanish missionary Father Francisco Dumetz in 1810, who set up an altar in the valley while stationed at Mission San Gabriel. In 1842, Don Antonio Maria Lugo helped acquire Rancho San Bernardino for his son and nephew when the Mexican government began redistributing mission lands. A group of almost 500 Mormons arrived in 1851 and bought 35,000 acres of the San Bernardino Rancho, quickly building a stockade they named Fort San Bernardino. The City of San Bernardino incorporated in 1854 and a square-mile plat was laid out, with most of the population of 1,200 consisting of Mormons. The Mormon community continued to lead the city for several years until, in 1857, Brigham Young summoned them back to Salt Lake City. Many returned, making significant financial sacrifices in order to do so, while others stayed in San Bernardino.[1]

The discovery of gold in the local mountains brought a wave of miners to San Bernardino in 1860, many of whom were from the southeastern US and sympathized with the Confederacy. By the 1880s, the town also had Chinese, African-American, and Jewish communities. Citrus cultivation had begun on a small scale in San Bernardino County in the 1850s, but grew in economic importance with the establishment of packing houses and more sophisticated marketing efforts in the last decades of the nineteenth century.[2]

Beginning in the 1880s, railroads brought prosperity and population to San Bernardino. The town's strategic location east of Southern California's population center and in the middle of the citrus belt allowed it to become the hub of Santa Fe, Union Pacific, and Southern Pacific rail lines. The railroads bolstered San Bernardino County's agricultural economy and it quickly became an important citrus producer. The city's population doubled in the first decade of the 20th century, reaching 12,779 by 1910. For several decades, San Bernardino continued to develop as a railroad and trucking center. The local economy diversified as the onset of World War II brought military and defense work to San Bernardino In 1941, the Army Air Corps took over the San Bernardino Municipal Airport, using it primarily as a repair and maintenance facility for army aircraft. Kaiser Steel, a giant plant designed to produce steel for the war effort, opened in 1942 in Fontana, just a few miles to the west.[3]

San Bernardino's population expanded 45% during the 1940s, and was just under 70,000 by 1950. After the war, the airport was turned over to the Air Force and renamed Norton Air Force Base, and remained a major military maintenance facility. Operations expanded in the 1950s to include logistics support for missile programs in addition to maintenance and storage. San Bernardino continued to expand, annexing agricultural land and adding residential developments as the Air Force Base, railroad yard, and Kaiser Steel provided more jobs. The population was over 100,000 by 1979.[4]

Toward the end of the 20th century, San Bernardino's economy began to steadily decline. The Air Force Base, which had once provided over 10,000 jobs in San Bernardino, closed in 1994. The railroad yard and steel plant shut down as well, and the construction industry, formerly an important local employer, also declined. By the 2010s, San Bernardino was the poorest city of its size in California despite continued population growth. In 2012, the city declared bankruptcy. In 2015, San Bernardino drew nationwide attention when two local residents murdered 14 people in a mass shooting, attempting a failed bombing before being killed by police in a shootout. By 2017, the City of San Bernardino encompassed 62 square miles and had a population of 218, 604.[5]

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[1] Nick Cataldo, *Images of America: San Bernardino, California* (Charleston: Arcadia Publishing, 2002), 11, 15; "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017.

[2] Charles Palmer, "Historic Preservation and Urban Cultural Geography in Southern California," Psi Sigma Siren, Volume 1, Issue 1, January 2003, 62; John Brown and James Boyd, ed., *History of San Bernardino and Riverside Counties,* The Western Historical Association, 1922, 73-75.

[3] "History of San Bernardino," City of San Bernardino California, accessed 19 September 2017 https://www.ci.san-bernardino.ca.us/about/history/history_of_san_bernardino_(short_version).asp; "150 Years of County History," San Bernardino County, 2017, accessed 20 September 2017, http://www.sbcounty.gov/Main/Pages/150Years.aspx.

[4] Census of Population by Inhabitants, California, 1950, Table 5-16; James Fallows, "'Generation Now' – What People Do, When There Seems to Be Nothing to Do," *Atlantic*, 28 April 2015; Richard E. Osborne, *World War II Museums, Memorials and Historic Displays in the United States: A Tour Guide and Directory* (Indianapolis: Riebel-Roque Publishing Company, 2013); Joe Mozingo, "San Bernardino: Broken City," *LA Times*, 14 June 2015.

[5] Fallows, "Generation Now;" James Fallows, "Travel Chronicles, From East to West," *Atlantic*, 19 December 2014; James Fallows, "What It's Like When Your City Goes Broke," *Atlantic*, 14 May 2015; Mozingo; "What we know about San Bernardino mass shooters Syed Farook, Tashfeen Malik," *ABC7*, KABC-TV Los Angeles, 2 December 2015.

948 W. Evans

Development of the property at 948 W. Evans began when G.B West constructed a single-car garage to the lot in 1942. Richard Arciniega built the house in 1952. He used Valley Associates, Inc. as his contractor. Arciniega was born in Riverside County in 1927, the third of eight children in a family of immigrants from Mexico. His father was a citrus grove worker. Richard married Virginia Sanchez Tapia in 1948. Arciniega worked in a factory and the couple lived at first with his family in Riverside. He later became a car salesman. Richard and Virginia had at least two daughters while living in the house, in 1956 and in 1958. Richard had six children during his lifetime. In 1993, Virginia was still living in the house. The Arciniega family owned the house until Rebecca M. Garcia purchased it in 2001.

Evaluation:

The National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) require that a significance criterion from A-D or 1-4 (respectively) be met for a resource to be eligible.

Criterion A/1: 948 W. Evans Street is not associated with events that have made a significant contribution to the broad patterns of our history. It was constructed during the postwar period, and is generally associated with the residential expansion of San Bernardino during this era. It is one of thousands of similar buildings, however, and has no significant association to that historic context or any other important historic contexts. It is recommended not eligible to the NRHP or CRHR under Criterion 1/A.

Criterion B/2: 948 W. Evans Street is not associated with the life of a person important to our history. Research did not reveal any significant associations to any important historic persons. The biographical facts about the Arciniegas demonstrate that they were ordinary working-class people, and do not indicate that any members of the family played important roles in local history. It is therefore recommended not eligible to the NRHP or CRHR under Criterion B/2.

Criterion C/3: 948 W. Evans Street is not significant for its architecture. It is an example of a Minimal Traditional house, a style that gained popularity during the Great Depression because of its modest cost. The style remained in use for the years immediately following World War II until the strong economy made larger Ranch style houses more popular. The building lacks architectural significance, and has also been altered over the decades. For these reasons, the property is not recommended eligible to the NRHP or CRHR under Criterion C/3.

Criterion D/4: In rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies and be significant under Criterion D/4. 948 W. Evans Street is an example of a common and well-understood property type, and is therefore not a principal source of important information in this regard.

The property does not qualify for historic listing at any level and is not a historic resource under CEQA.