



February 25, 2022

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

RE: Cultural Resources Records Search Results for the East State Street Project, Ontario, California

Dear Ms. Chu:

An archaeological records search has been completed for the East State Street Project located northwest of the intersection of East State Street and South Bon View Avenue in the city of Ontario, San Bernardino County, California. As part of the environmental review process, Brian F. Smith and Associates, Inc. reviewed the results of the records search compiled from data acquired from the South Central Coastal Information Center at California State University, Fullerton. The records search, which was completed on February 23, 2022, encompassed an area of one-half mile surrounding the project.

Based upon the records search results, six resources have been recorded within one-half mile of the project, none of which are within the project boundaries. The resources include historic railroad tracks, historic residential and commercial buildings, and the Euclid Avenue Railroad Grade Separation Properties.

The records search results also indicate that eight previous studies have been conducted within one-half mile of the project, one of which (Ashkar 1999) includes the subject property. The "Cultural Resource Inventory Report for Williams Communications, Inc., Proposed Fiber Optic System Installation Project" did not result in the identification of any cultural resources.

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

Regards,

Brian F. Smith
BFS:eg

Attachment:

Attachment A – Archeological Records Search Results

ATTACHMENT A

Archaeological Records Search Results

BRIAN F. SMITH and ASSOCIATES

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEMS RECORDS SEARCH

Company: Brian F. Smith and Associates
Processed By: Andrew Garrison
Date Processed: February 23, 2022
Project Identification: East State Street (22-035)
Information Center: South Central Coastal Information Center
Search Radius: One-Half-Mile

Historical Resources:

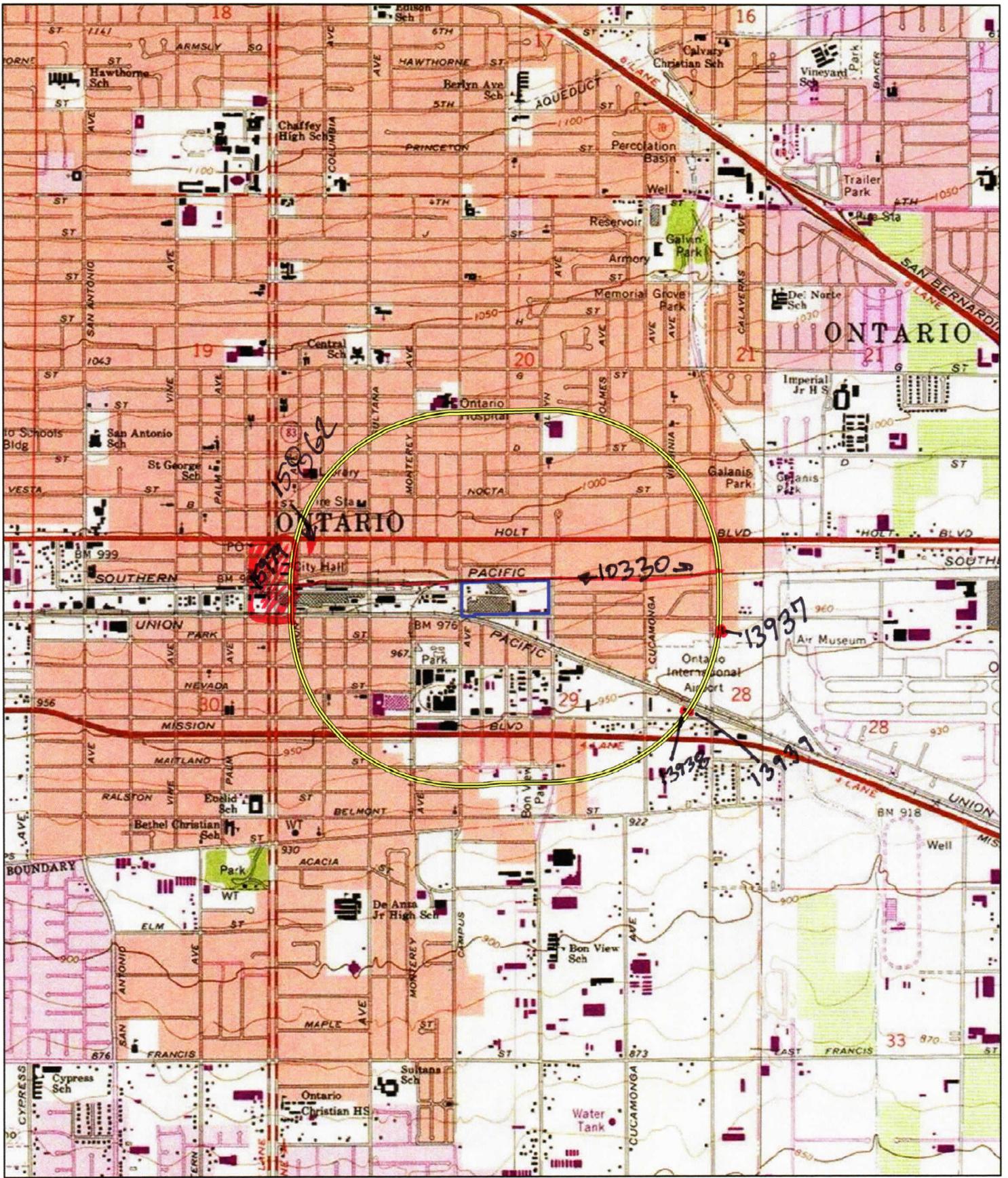
Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been reviewed. Copies of the site record forms have been reviewed for all recorded sites.

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

Previous Survey Report Boundaries:

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

There are eight reports within one-half-mile of the current project area. One (SB-6516) intersect the subject property.



Project



Half Mile Radius

East State Street (22-035)
 USGS Ontario and Guast Quadrangle
 (7.5-minute series)

Resources 101N 

1:24,000
 AJG BFS: 2/11/2022

RESOURCES

PrimaryString	TrinomialString	ResourceName	OtherIds	Xrefs	ResType	Age	InfoBase	Atrrib	ResourceCollections	RecordingEvents	Reports	CountyName	Maps	Address	PLSS	UTM
P-36-010330	CA-SBR-010330H	Union Pacific Railroad	Resource Name - Union Pacific Railroad; Other - Southern Pacific Railroad; Other - West Line Basin Alignment; Other - Union Pacific Railroad Crossing at Anderson Street; Other - 19-186112	See also 36-027159	Structure, Object	Historic	Survey, Other	AH07; HP39	No	1999 (S. Ashkar, Jones & Stokes Associates, Inc.); 2002 (Goodwin, R., LSA Associates, Inc.); 2008 (Hesper, C.D., SWCA); 2010 (Tibbet, C., LSA Associates, Inc.); 2012 (Paul, Daniel D., ICF International)	SB-04335, SB-05495, SB-05614, SB-06720, SB-07451, SB-07666, SB-07955	San Bernardino	Fontana, Guasti, Ontario, San Bernardino South		T1S R4W Sec. SBBM; T1S RAW NE¼ of SE¼ of Sec. 26 SBBM; T1S RBW Sec. 26 SBBM	Zone 11 474310mE 3768440mN ; Zone 11 435394mE 3769049mN NAD83; Zone 11 472640mE 3768790mN ; Zone 11 435654mE 3769057mN NAD83
P-36-013937		House & Tool & Die Casting Co.	Resource Name - House & Tool & Die Casting Co.		Bulding	Historic		AH15	Unknown	1989 (Conrad, PHR Associates)		San Bernardino		1218 Airport Ontario 91761		
P-36-013938		House, 1157 California, Ontario	Resource Name - House, 1157 California, Ontario		Bulding	Historic	Survey	HP02	No	1989 (Rebecca Conrad, PHR Associates)		San Bernardino	Ontario	1157 California Blvd Ontario 91761 (APN 1049-172-0)		
P-36-013939		The Point Café, 1173 California, Ontario	Resource Name - The Point Café, 1173 California, Ontario		Bulding	Historic	Survey	HP06	No	1989 (Rebecca Conrad, PHR Associates)		San Bernardino	Ontario	1173 California bld Ontario 91761 (APN 1049-172-0)		
P-36-015862			214 E Holt Blvd., Ontario; Distr Garage					HP06		1987 (C. Hunt)		San Bernardino	Ontario		T1S R7W NE¼ of NE¼ of Sec. 30 SBBM	Zone 11 440160mE 3769200mN NAD27
P-36-015979			Eucld Ave Railroad Grade Separation Properties, Ontario; OHP Property Number - 059380								SB-00295	San Bernardino	Ontario			Zone 11 440000mE 3769000mN NAD27

1067666

Update 6/14

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

Primary # P36-010330
HRI #

PRIMARY RECORD

Trinomial CA-SBR-10, 330 H UPPER TRACK
NRHP Status Code 6Y

Other Listings
Review Code

Reviewer

Date

Page 1 of 24 3

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

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

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

*a. County: San Bernardino

*b. USGS 7.5' Quad: Ontario, Calif.

Date: 1981 T 1S ; R 8W ; 1/4 of 1/4 of Sec 26 ; M.D.B.M. SB

c. Address: N/A

City: Montclair

Zip: 91762

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

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

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

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

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

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

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



P5b. Description of Photo: (View, date, accession #) Southern Pacific Railroad at Monte Vista Avenue. View: SW. Photo: Daniel Paul, ICF International. November, 18, 2012.

*P6. Date Constructed/Age and Sources: Historic

Prehistoric Both
c.1883-2010

*P7. Owner and Address:

Union Pacific Railroad
1400 Douglas St.
Omaha, NE
68179

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

Daniel D. Paul,
Architectural Historian
ICF International
811 West 7th Street, Suite 800
Los Angeles, CA 90017

*P9. Date Recorded: November 26, 2012

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

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

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 24 ³

*NRHP Status Code 6Y

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

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

B2. Common Name: Union Pacific Railroad

B3. Original Use: transportation: railroad

B4. Present Use: transportation: railroad

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

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

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

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

B9a. Architect: N/A

b. Builder: Southern Pacific Railroad

***B10. Significance: Theme:** Transportation

Area: Southern California

Period of Significance: 1883-c.1930

Property Type: Object: railroad alignment **Applicable Criteria:** N/A

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

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

B11. Additional Resource Attributes: moved to 523A form

***B12. References:**

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

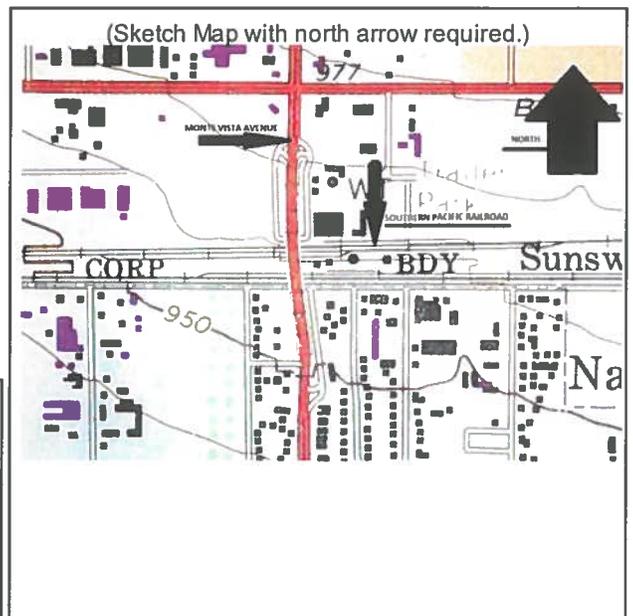
Trains.com online community

B13. Remarks:

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

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

(This space reserved for official comments.)



CONTINUATION SHEET

*Recorded by: Daniel Paul, ICF International

*Date: November 16, 2012

Continuation

Update



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



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



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

PRIMARY RECORD

100-16000

6/14

Primary # P36-010330

HRI # 36-001159

Trinomial CA-SBR-10,330-H

Lower Track

NRHP Status Code 6Y

Other Listings

Review Code

Reviewer

Date

Page 1 of 24 ³

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

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

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

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

*b. USGS 7.5' Quad: Ontario, Calif. ^{SE} ~~4~~ ⁴ ~~Surset~~ Date: 1981 T 1S ; R 8W ; 1/4 of 1/4 of Sec 26 ; M.D.B.M.

c. Address: N/A

City: Montclair

Zip: 91762

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

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

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

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

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

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

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



P5b. Description of Photo: (View, date, accession #) San Pedro Los Angeles and Salt Lake Railroad at Monte Vista Avenue. View: E. Photo: Daniel Paul, ICF International. November, 18, 2012.

*P6. Date Constructed/Age and Sources: Historic

Prehistoric Both
1905-2010.

*P7. Owner and Address:

Union Pacific Railroad
1400 Douglas St.
Omaha, NE
68179

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

Daniel D. Paul,
Architectural Historian

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

*P9. Date Recorded: November 26, 2012

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

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

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 24

*NRHP Status Code 6Y

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

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

B2. Common Name: Union Pacific Railroad

B3. Original Use: transportation: railroad

B4. Present Use: transportation: railroad

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

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

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

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

B9a. Architect: N/A

b. Builder: The San Pedro, Los Angeles and Salt Lake Railroad

Area: Southern California

***B10. Significance: Theme:** Transportation

Period of Significance: 1905-c.1930

Property Type: Object: railroad alignment **Applicable Criteria:** N/A

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

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

B11. Additional Resource Attributes:

***B12. References:**

Conley, Bernice Bedford:

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

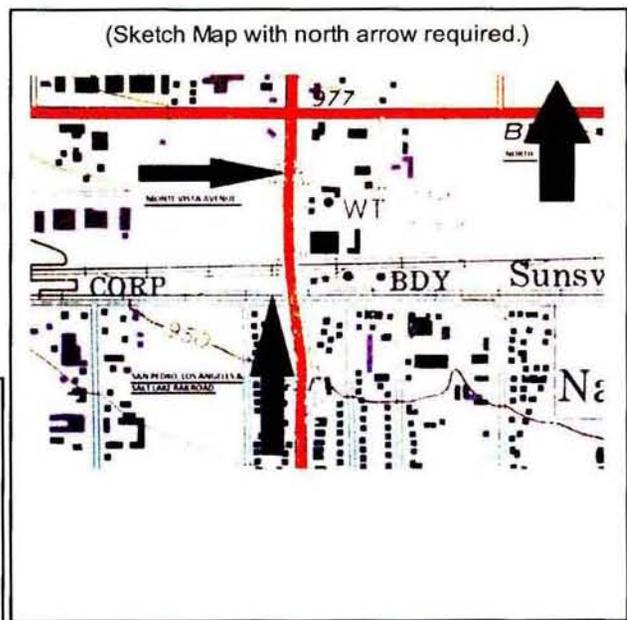
City of Montclair, *Images of America: Montclair.* Charleston, SC: Arcadia Publishing, 2005: 88.

B13. Remarks:

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

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

(This space reserved for official comments.)



CONTINUATION SHEET

*Recorded by: Daniel Paul, ICF International

*Date: November 16, 2012

Continuation

Update



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



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



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

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

PRIMARY RECORD

Primary # 36-010330 (Update)

HRI # _____

Trinomial CA-SBR-10330H

NRHP Status Code 6Z

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 1 of 5

Resource Name or #: Southern Pacific Railroad segment

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

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

*b. USGS 7.5' Quad: San Bernardino South, CA Date: 1967 PR 1980 T 1S; R4W; S.B.B.M.

c. Address: _____ City: Colton, CA Zip: _____

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate): This approximately 1.85-mile long segment is located south of Interstate 10 (I-10) generally between North Cypress Avenue (north of I-10) and Mt. Vernon Avenue.

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

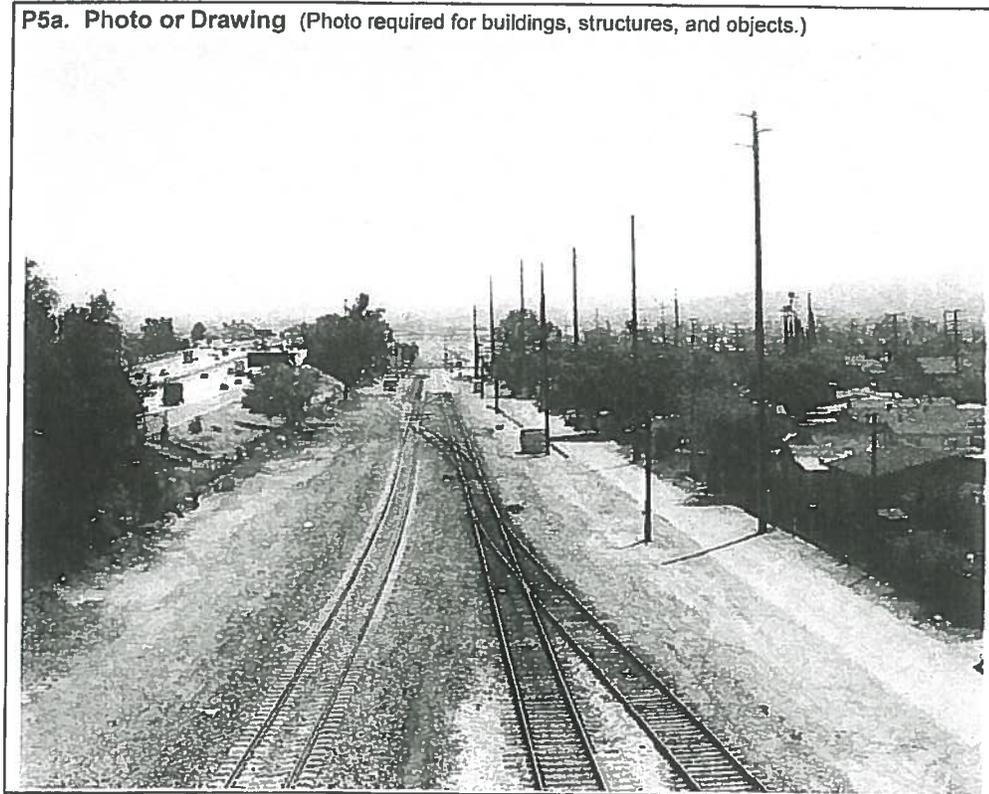
This segment of the railroad consists of the Union Pacific Railroad (UPRR; formerly Southern Pacific Railroad [SPRR]) mainline tracks, as well as various spurs, sidings, and wyes. Sets of railroad ties support pairs of rails and a layer of volcanic rocks lines the rail bed. I-10 is adjacent to the north.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

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

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

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

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



P5b. Description of Photo: (View, date, accession #) Union Pacific tracks, view east from South Rancho Avenue overpass on April 23, 2010. (Also see Linear Feature Record, page 3)

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

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

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

*P9. Date Recorded:
May 2010

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

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

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5

*NRHP Status Code 6Z

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

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

B3. Original Use: Railroad B4. Present Use: Railroad

*B5. Architectural Style: NA

*B6. Construction History: (Construction date, alterations, and date of alterations)
1875 railroad segment constructed

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

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Transportation Area: City of Colton
Period of Significance: 1875-1960 Property Type: Railroad Applicable Criteria: NA

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

This approximately 1.85-mile long railroad segment does not appear to meet any of the criteria for listing in the National Register of Historic Places (National Register). The SPRR (now UPRR) was constructed in Colton in 1875. Since then, the setting has been extensively altered: buildings were removed in conjunction with construction of I-10 adjacent to the north; grade separations (South Rancho Avenue, La Cadena Drive, and Mt. Vernon Avenue) have been constructed; tracks have been added, realigned, and otherwise modified; the tower at the crossing has been removed; and most of the nearby historic-period buildings, which were constructed after the railroad was in place, have been removed or significantly altered.

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

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

*B12. References:

Aerial Photographs

1938, 1959, 1968 Provided by GeoSearch from the ASCS collection.

American Public University

n.d. Railroads, the Gilded Age. Accessed online in June 2010 at: <http://www.u-s-history.com/pages/h1817.html>.

American-rails.com

2007-2010 The Espee, The Friendly Southern Pacific. Accessed online in June 2010 at: <http://www.american-rails.com/southern-pacific.html>.

Cataldo, Nicholas

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

Ingersoll, L.A.

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

(See Continuation Sheef)

B13. Remarks:

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

*Date of Evaluation: May 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



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

Primary # 36-010330 (Update)

HRI # _____

Trinomial CA-SBR-10330H

NRHP Status Code 6Z

Other Listings _____

Review Code _____

Reviewer _____

Date _____

Page 3 of 5

Resource Name or #: Southern Pacific Railroad segment

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

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

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)
 This segment runs through the City of Colton and is approximately 1.85 miles long. It extends generally from South Rancho Avenue on the west to South Mt. Vernon Avenue on the east.

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

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

a. Top Width 4' 8.5"

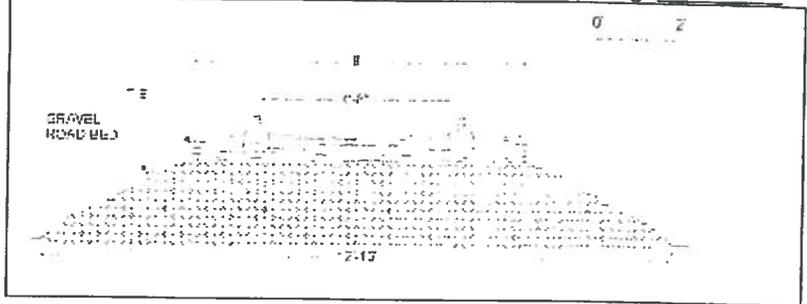
b. Bottom Width 12'-15'

c. Height or Depth Approx. 2'

d. Length of Segment Approx. 1.85 miles

L4e. Sketch of Cross-Section (include scale)

Facing: _____



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

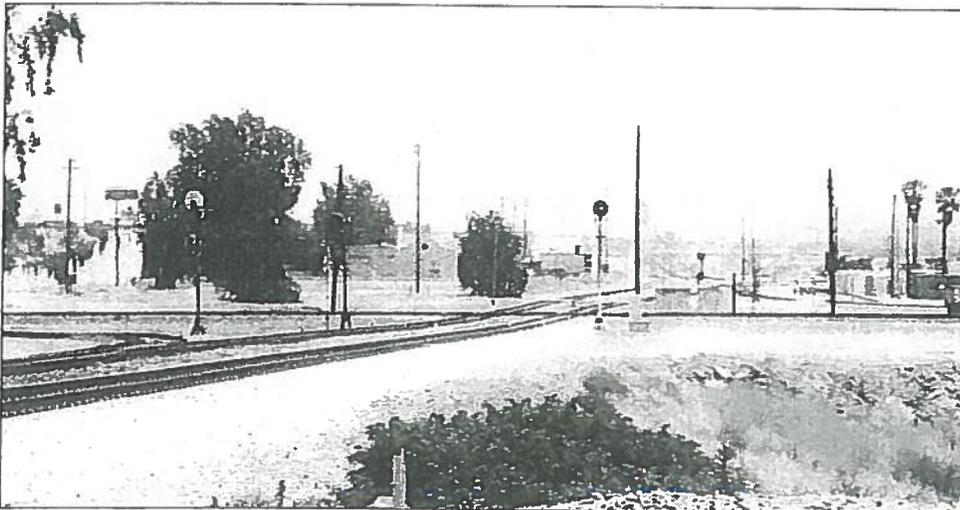
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The setting includes I-10 to the north, a historic-period neighborhood (most buildings extensively altered) to the south, and between 9th Street and Mount Vernon Avenue is the Colton Rail Yard. (Refer to discussions in Primary Record and BSO Record, pages 1, 2, and 4).

L7. Integrity Considerations:

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

L8a. Photograph, Map, or Drawing



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

Colton Crossing (SPRR tracks in foreground), view to the east-northeast on May 14, 2010. (Also see Primary Record, page 1)

L9. Remarks:

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

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

L11. Date: May 2010

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

Primary # 36-010330 (Update)
HRI # _____
Trinomial CA-SBR-10330H

Page 4 of 5 *Resource Name or #: (Assigned by recorder) Southern Pacific Railroad segment
*Recorded by LSA Associates, Inc. *Date: May 2010 Continuation Update

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

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

In 1875, the subject railroad segment was completed through Colton, helping the fledgling community get off the ground. In the 1880s, the SPRR served the Southwest, including El Paso, Texas, and extended into northern Oregon (American-rails.com 2007–2010). During this period, at least in the Riverside-San Bernardino area, SPRR had a virtual monopoly and charged exorbitant rates for freight. This made construction of the California Southern from San Diego, through Colton, to San Bernardino in 1883, an attractive alternative to local residents. The California Southern (later the Atchison, Topeka and Santa Fe [ATSF] and now the Burlington Northern Santa Fe [BNSF]) crosses the SPRR at Colton Crossing, where there was a standoff led by the SPRR and Virgil Earp, prohibiting construction of the crossing. Standoffs, such as the one at Colton Crossing, were a fairly common occurrence in California and the country in the late 19th century. There are several instances in United States history where a private railroad attempted to cross the tracks of another, resulting in lawsuits or even violence. These standoffs are known as "frog wars," named after the component of a railway switch that allows two tracks to join or cross. A particularly famous frog war happened in Hopewell, New Jersey, in 1876 between the Pennsylvania Railroad and the Delaware and Bound Brook Railroad. In that instance, trains blocked the tracks and an armed fight broke out that included more than 100 people and required military involvement. Other examples of well-known frog wars include the Greater Grand Crossing feud in Chicago in 1853; Denver and Rio Grande Western Railroad vs. Atchison, Topeka & Santa Fe Railroad vs. Union Pacific Railroad all vying for mountain passes in Colorado in the 1870s; and the Pennsylvania Railroad vs. the New Jersey Junction Connecting Railway (Lehigh Valley Railroad) in New Jersey in 1897. Ultimately, the California Southern crossed the SPRR in Colton, increasing competition and improving Colton's situation as a shipping center (Jones 1951).

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

Significance Evaluation.

Under National Register criterion A and California Register criterion 1, the railroad as a whole played an important role in the history of California and in the early development and success of the City of Colton. The City is named for a former SPRR Vice President and the SPRR was apparently involved in the construction of various commercial and civic buildings, as well as the marketing of the town. In addition, the large rail yard that was once located in the project APE and along a portion of the subject rail segment, contributed greatly to the area's early economic success. However, the SPRR monopoly did not always work to the advantage of Colton. In 1883, a portion of this segment known as Colton Crossing was the location of a standoff with the California Southern, a competing railroad associated with the Atchison, Topeka & Santa Fe (ATSF). As discussed above, this type of standoff or frog war was a fairly common occurrence in the late 19th and early 20th centuries throughout California and the country and, in this case, was one of a series of events that led to the inevitable breaking of the SPRR monopoly. Ultimately, the California Southern crossed the SPRR in Colton increasing competition and improving Colton's situation as a shipping center (Jones 1951). However, after just two years, the ATSF built its mainline from San Bernardino to Los Angeles and Colton was relegated to branch status; thus, the real benefit of the crossing was reaped by San Bernardino, which transformed from a stage station to a railroad center (Jones 1951:25; Ingersoll 1904:377).

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

CONTINUATION SHEET

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

rail yard buildings, features, and tracks, as well as all but two historic-period railroad related buildings have been removed. In addition, construction of I-10, the La Cadena underpass, and the Rancho Avenue overpass, along with alterations to the two remaining historic-period buildings (the former SPRR depot and the former American Railway Express Company building) have severely compromised the historic setting and diminished the historic character of the area as a whole. As a result of all of these changes, there is nothing physical at the crossing or along this segment of the SPRR that demonstrates or conveys any significance under this criterion. Therefore, it is not eligible for listing in the National Register under this criterion.

Under National Register criterion B and California Register criterion 2, the railroad as a whole is associated with persons important in history, but this segment does not appear to be more closely associated with those people than any other part of the railroad. As discussed above, Colton Crossing has a minor association with Virgil Earp in his capacity as a law enforcement officer. In 1881, Virgil was Chief of Police in Tombstone, Arizona when the famed shootout at the O.K. Corral occurred. Shortly thereafter, to recuperate, he moved to Colton where his parents lived. In 1883, acting on behalf of the SPRR, Virgil stood guard against the construction of the railroad crossing by California Southern until a court order was produced allowing construction to proceed. In 1887, Virgil became the City's first Marshall and he lived in a home that still stands just north of I-10. He remained in Colton until 1893 when he moved to Vanderbilt. He returned to Colton for a short time in 1904 before moving to Goldfield where he died in 1905. Although Virgil Earp is a known figure in history, he is most famous as the brother of Wyatt Earp and for his involvement in the O.K. Corral shootout, rather than for his individual accomplishments as a lawman or any historically important contributions to the field of law enforcement. While he may have gained some importance in local history as the City's first Marshall, he was not elected to this position until four years after the Colton Crossing dispute. Further, the crossing incident was just one of numerous law enforcement situations in which Virgil was involved during his long career. For these reasons, this segment of railroad does not appear to be significant for its association with Virgil Earp.

Under National Register criterion C and California Register criterion 3, although it has necessarily been modernized over time, this segment embodies the typical characteristics of railroad construction and is representative of thousands of miles of other track in the region. Neither the tracks nor the few related features appear to be the work of a master and neither possesses high artistic value. As discussed above, the crossing itself is not particularly unique as there are numerous at-grade rail-to-rail crossings in California and throughout the country. Therefore, neither this segment nor the crossing appears to be significant under this criterion. Under National Register criterion D and California Register criterion 4, which is usually associated with archaeological resources, this segment of the railroad has not yielded, nor is it likely to yield, information important in history or prehistory. In rare instances, structures can serve as sources of important information about historic construction materials or technologies under criteria D/4. However, this type of property is otherwise well-documented; it is well represented locally and on a statewide level, both in written and visual materials and there are better examples of railroads elsewhere in the area/region/state. It does not appear to be an important source of primary information.

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

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

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

Jones, Clark Harding

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

Orsi, Richard J.

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

Sanborn Fire Insurance Maps

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

The Press and Horticulturist

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

Union Pacific Railroad

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

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

1066291
 10/09
 Primary # P-36-010330 (update)
 HRI #
 Trinomial CA-SBR-10330H (update)
 NRHP Status Code

Other Listings
 Review Code Reviewer Date

Page 1 of 2 *Resource Name or #: Union Pacific Railroad Crossing at Anderson Street

P1. Other Identifier: Southern Pacific Railroad

*P2. Location: Not for Publication Unrestricted

*a. County: San Bernardino

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

*b. USGS 7.5' Quad: San Bernardino South

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

c. Address:

City: San Bernardino

Zip:

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: approx. 1,078 feet amsl

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

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

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

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

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

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

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



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

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

Photograph of the railroad crossing at Anderson Street, view to west, Photo #4513.

*P6. Date Constructed/Age and Sources:

Historic

Prehistoric Both

circa 1882

*P7. Owner and Address:

Union Pacific Railroad
 1400 Douglas Street
 Omaha, NE 68179

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

Caprice D. (Kip) Harper
 SWCA Environmental Consultants
 625 Fair Oaks Avenue, Suite 190
 South Pasadena, CA 91030

*P9. Date Recorded:

October 7, 2008

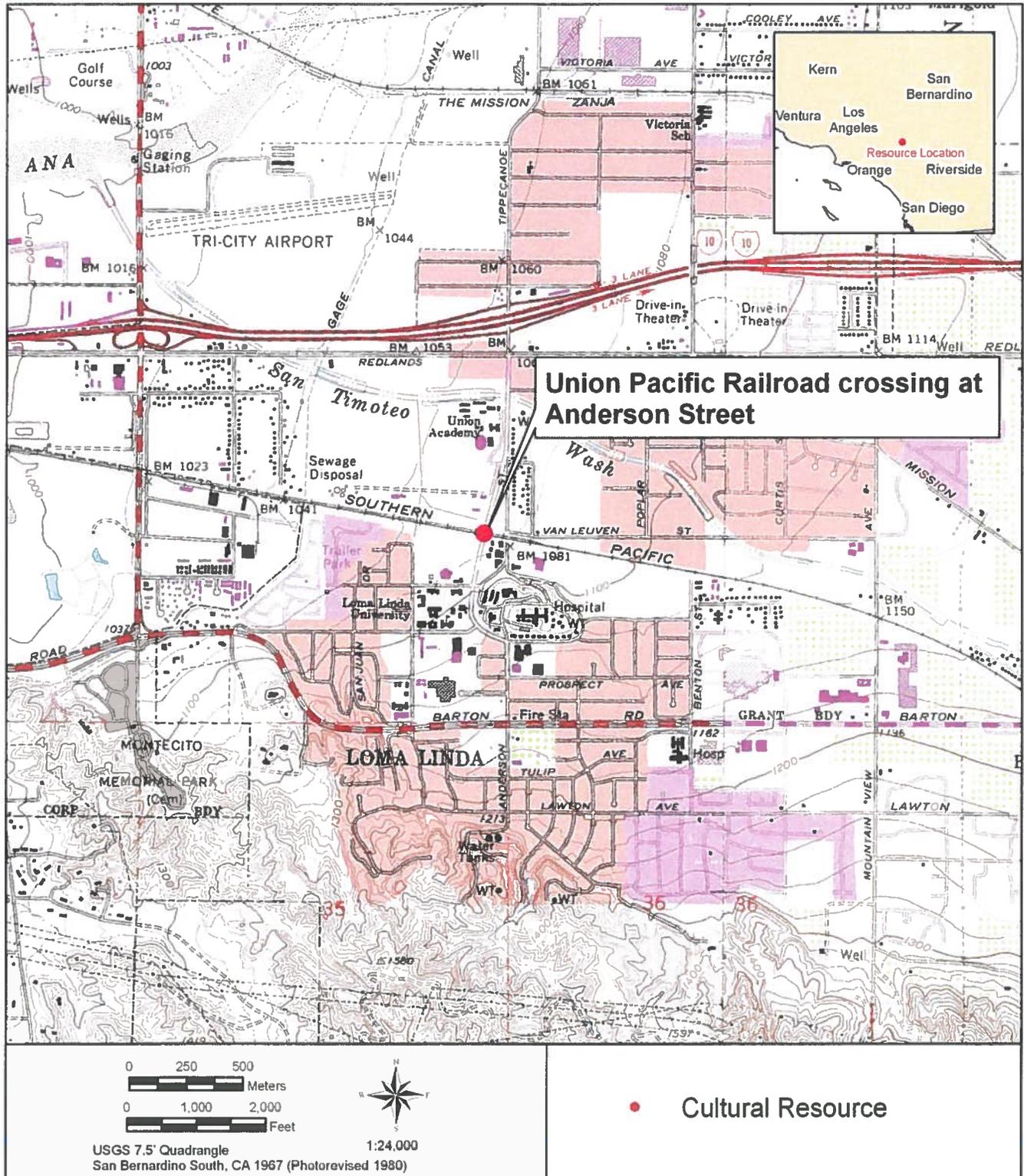
*P10. Survey Type: (Describe) Intensive

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

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

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

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



1065614

10/04

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

Primary # P-36-010330
HRI # _____
Trinomial CA-SBR-10330/H
NRHP Status Code _____

Other Listings _____
Review Code _____ Reviewer _____ Date _____

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

P1. Other Identifier: _____

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

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

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

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

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

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

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

This one-mile segment of line is a portion of the Southern Pacific Railroad (SPRR). The SPRR was constructed in 1876 as part of the transcontinental route from Los Angeles to Texas. The line from Los Angeles to the cities of San Bernardino and Colton (Hunts Lane) was completed the previous year. This segment is in good condition and is still in use.

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

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

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



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

*P6. Date Constructed/Age and Sources: Historic

Prehistoric Both
1875; Gudde, Erwin G. 1969

California Place Names

*P7. Owner and Address:
Southern Pacific Railroad

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

LSA Associates., Inc.

1650 Spruce Street, 5th Floor

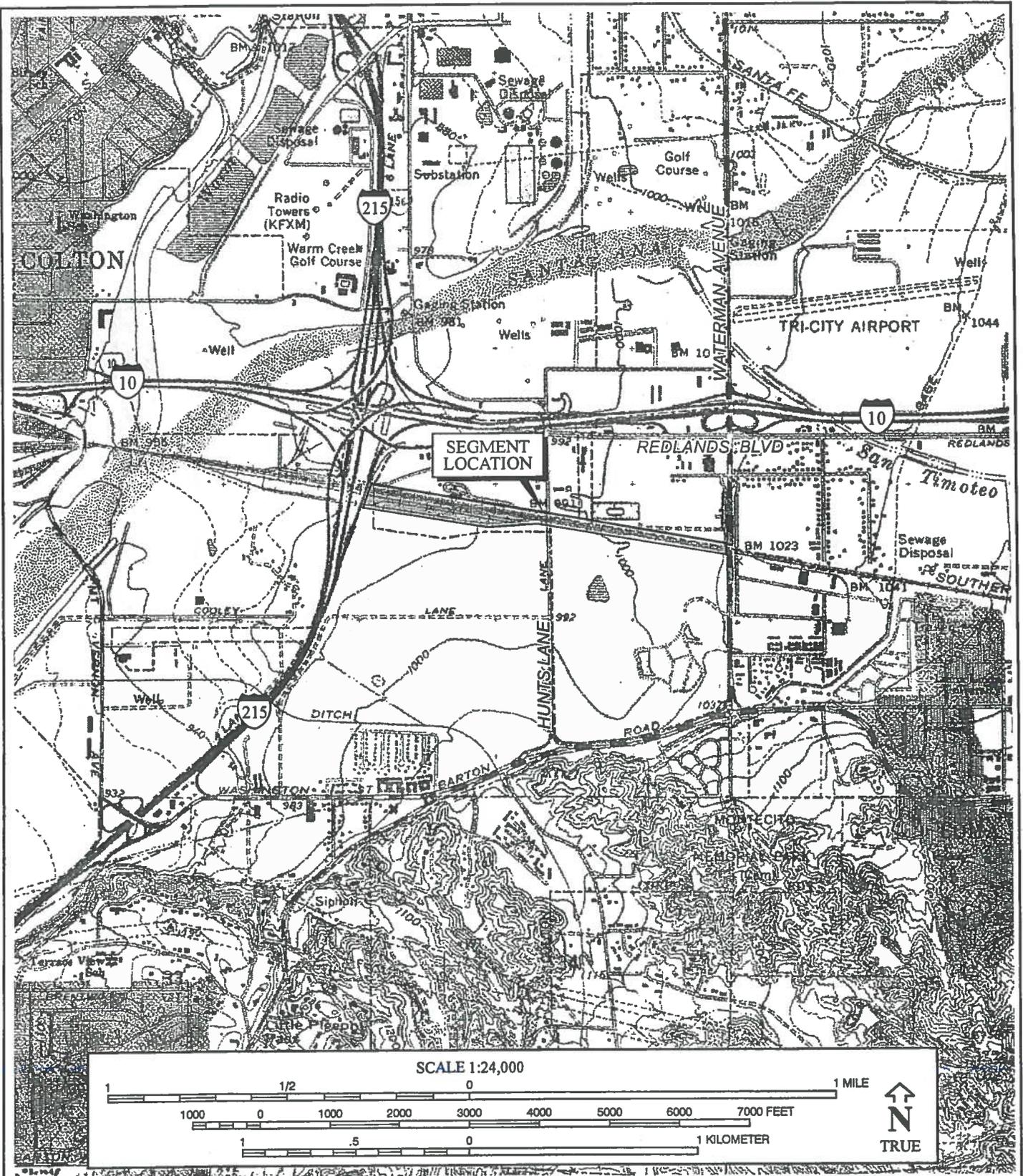
Riverside, CA 92507

*P9. Date recorded: 6/6/02

*P10. Survey Type: (Describe)
Road

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

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



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

Primary # P-36-010330

HRI # _____

Trinomial CA-SBR-10330/H

Page 3 of 3

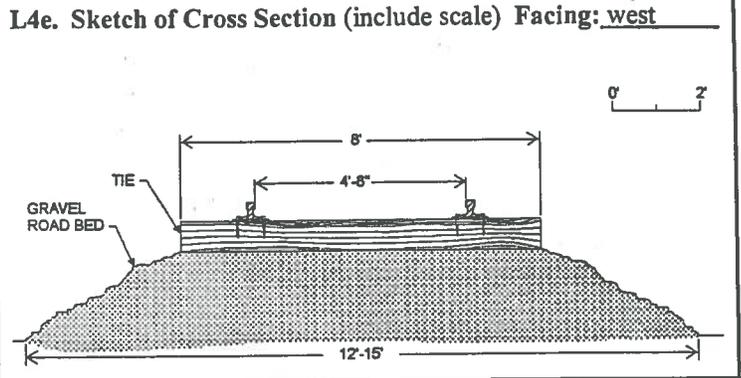
*Resource Name or #: (Assigned by recorder) Southern Pacific Railroad -Hunts Lane Crossing

L1. Historic and/or Common Name: _____
 L2a. Portion Described: Entire Resource Segment Point Observation Designation: _____

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) East end: 474310 mE / 3768440 mN; West end: 472640 mE / 3768790 mN

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

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

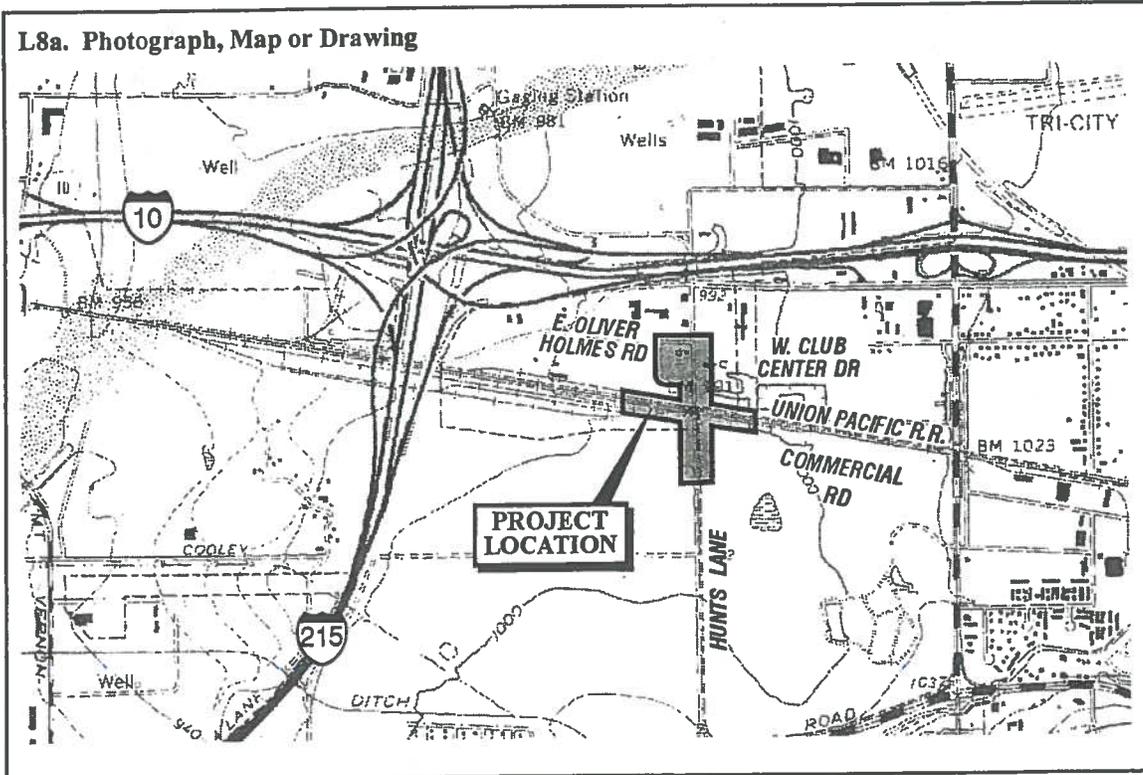


L5. Associated Resources:
 Con-Agra grain mill with multiple sidings on north side of Southern Pacific Line.

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

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

L8a. Photograph, Map or Drawing



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

L9. Remarks:
 L10 Form
 Prepared by:
Riordan Goodwin
LSA Associates, Inc.
 L11. Date: 6/12/02

PRIMARY RECORD

Primary # P36-010330

HRI # _____

Trinomial CA-SBR-10,330 H

NRHP Status Code _____

4/91

Other Listings _____

Review Code _____ Reviewer _____ Date _____

Page 1 of 12

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

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

*P2. Location: Not for Publication Unrestricted

*a. County Los Angeles and Orange Riverside San Bernardino

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

*b. USGS 7.5' Quad see below Date _____ T _____; R _____; _____ 1/4 of _____ 1/4 of Sec _____; _____ B.M.

c. Address _____ City _____ Zip _____

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

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

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

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

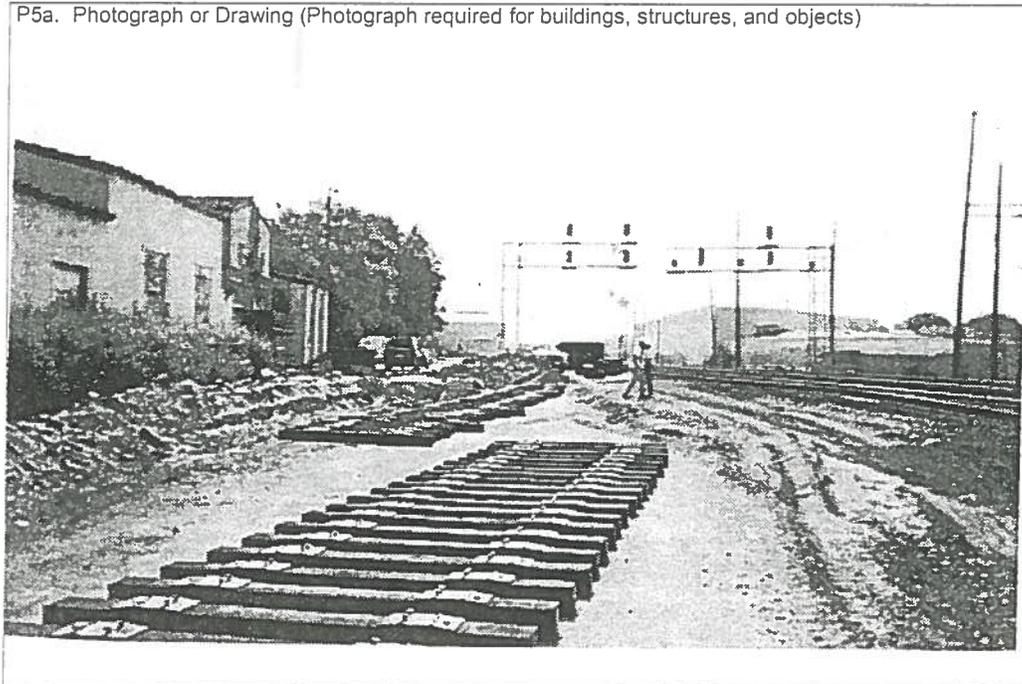
The Union Pacific Railroad (historically the Southern Pacific Railroad) is a standard gauge railroad which runs through the Los Angeles area. It is part of a larger resource, the Union Pacific Railroad line. Numerous associated features include railroad stations, sidings, spurs, and railyards.

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

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

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

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



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

*P6. Date Constructed/Age and

Sources: Historic

Prehistoric Both

1870s - present

*P7. Owner and Address:

Union Pacific Railroad

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

Jones & Stokes Associates, Inc.
2600 V Street, Suite 100
Sacramento, CA 95818

*P9. Date Recorded: 6/22/99

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

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

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

SBR-10,330#

Page 2 of 12

*NRHP Status Code _____

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

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

B3. Original Use: railroad

B4. Present Use: railroad

*B5. Architectural Style: _____

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

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

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

*B8. Related Features:

Numerous sidings; spurs, stations and railyards

B9a. Architect: _____

b. Builder: _____

*B10. Significance: Theme: Railroad

Area: California, U.S.

Period of Significance: 1869 to present

Property Type: railroad

Applicable Criteria: A, B

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

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

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

*B12. References:

B13. Remarks:

*B14. Evaluator: S. Ashkar Jones & Stokes

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

*Date of Evaluation: 6/22/99

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

CONTINUATION SHEET

Primary # R36-010330

HRI # _____

Trinomial SBR-10,3304

Page 3 of 12

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

*Recorded by S. Ashkar, M. Avina, E. Prendergast, J. Doty

*Date 6/22/99

Continuation

Update

P3a. Description

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

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

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

References:

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

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

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

LOCATION MAP

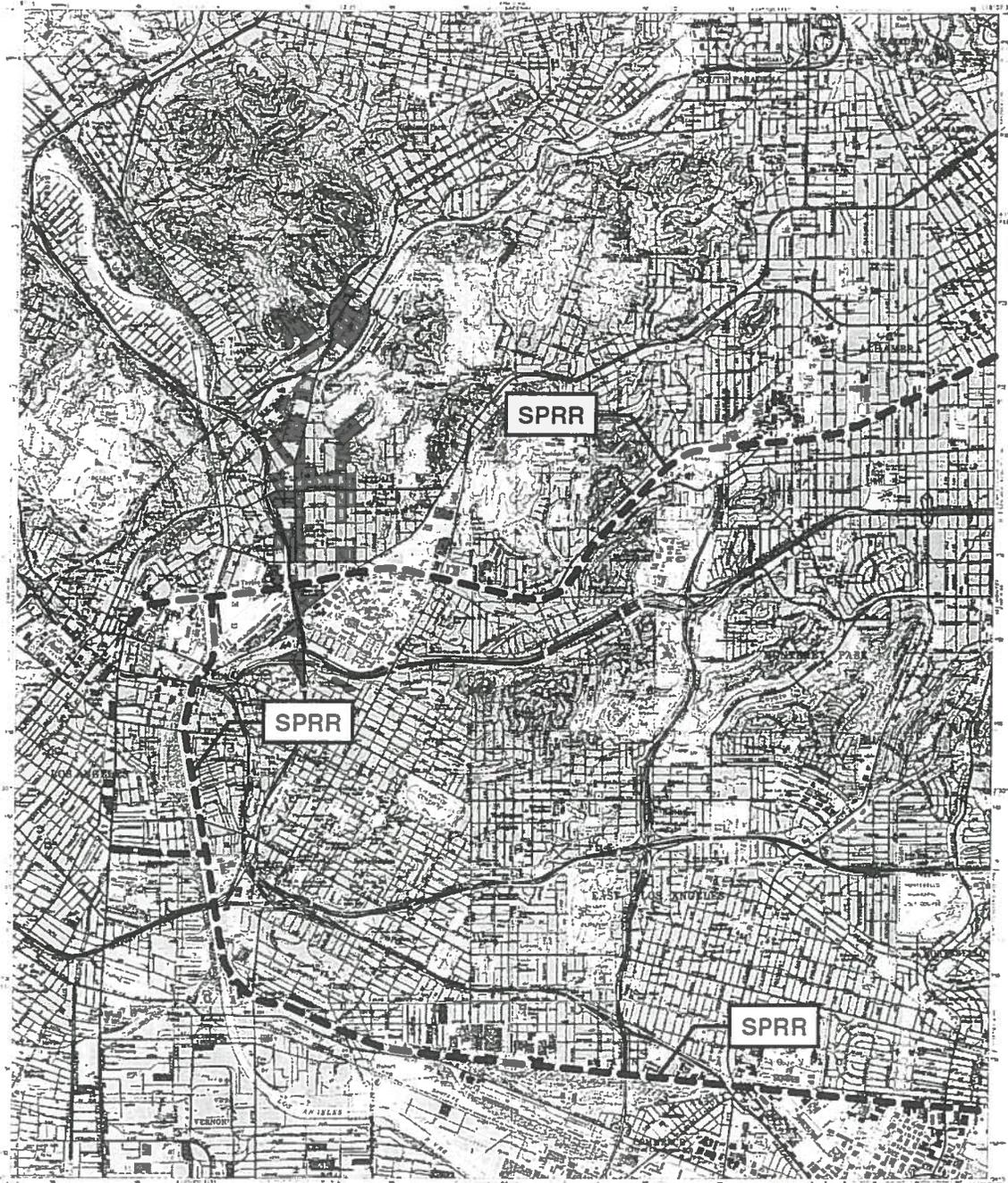
Page 4 of 12

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

*Map Name: Los Angeles, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: MR 1994



Scale = 1:80,000

Base map: USGS 7.5'-series Los Angeles,
California, quadrangle (1966, MR 1994)



LOCATION MAP

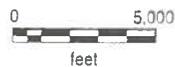
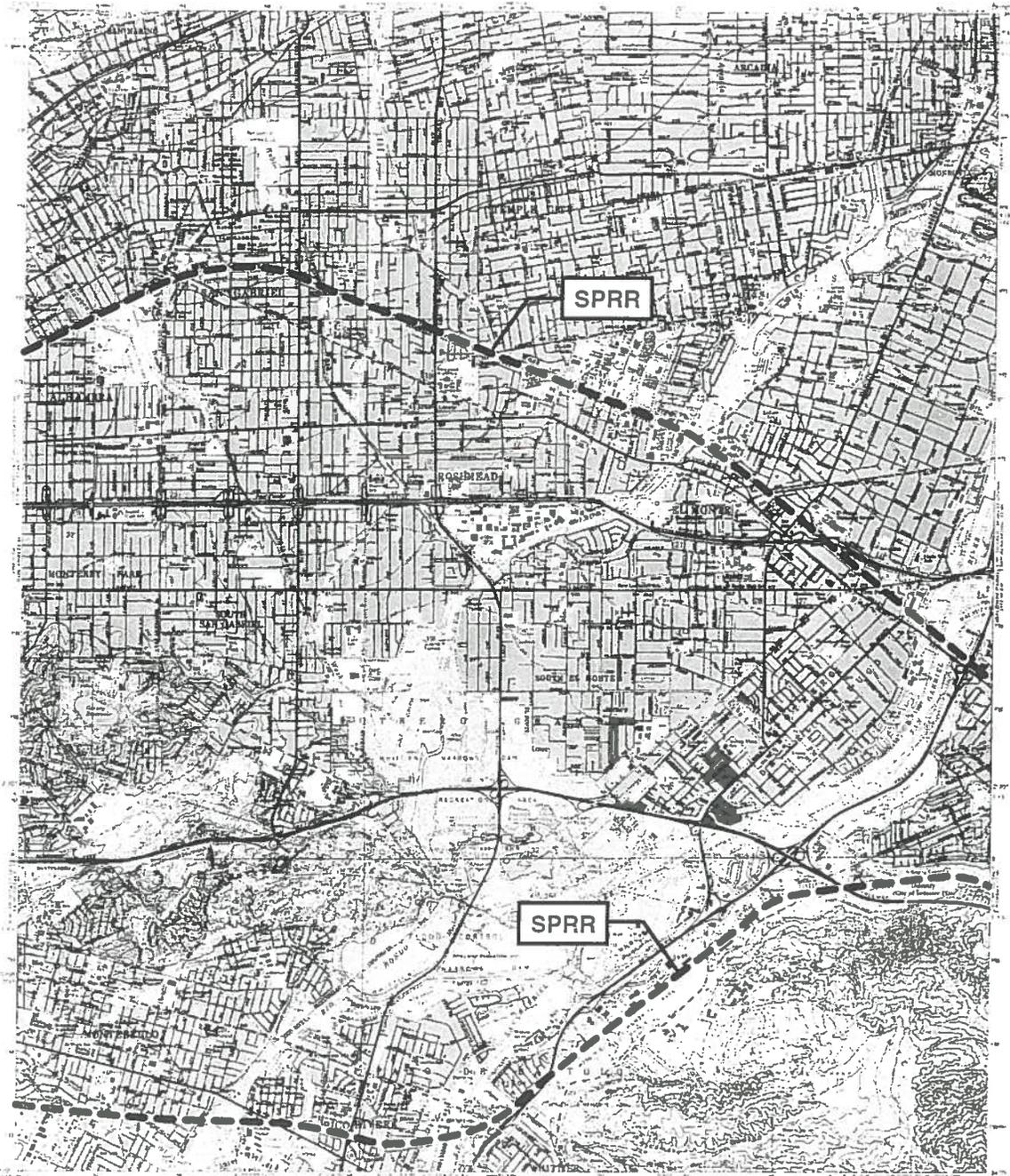
Page 5 of 12

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

*Map Name: El Monte, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: MR 1994



Scale = 1:80,000

Base map: USGS 7.5-series El Monte, California, quadrangle (1966, MR 1994)



LOCATION MAP

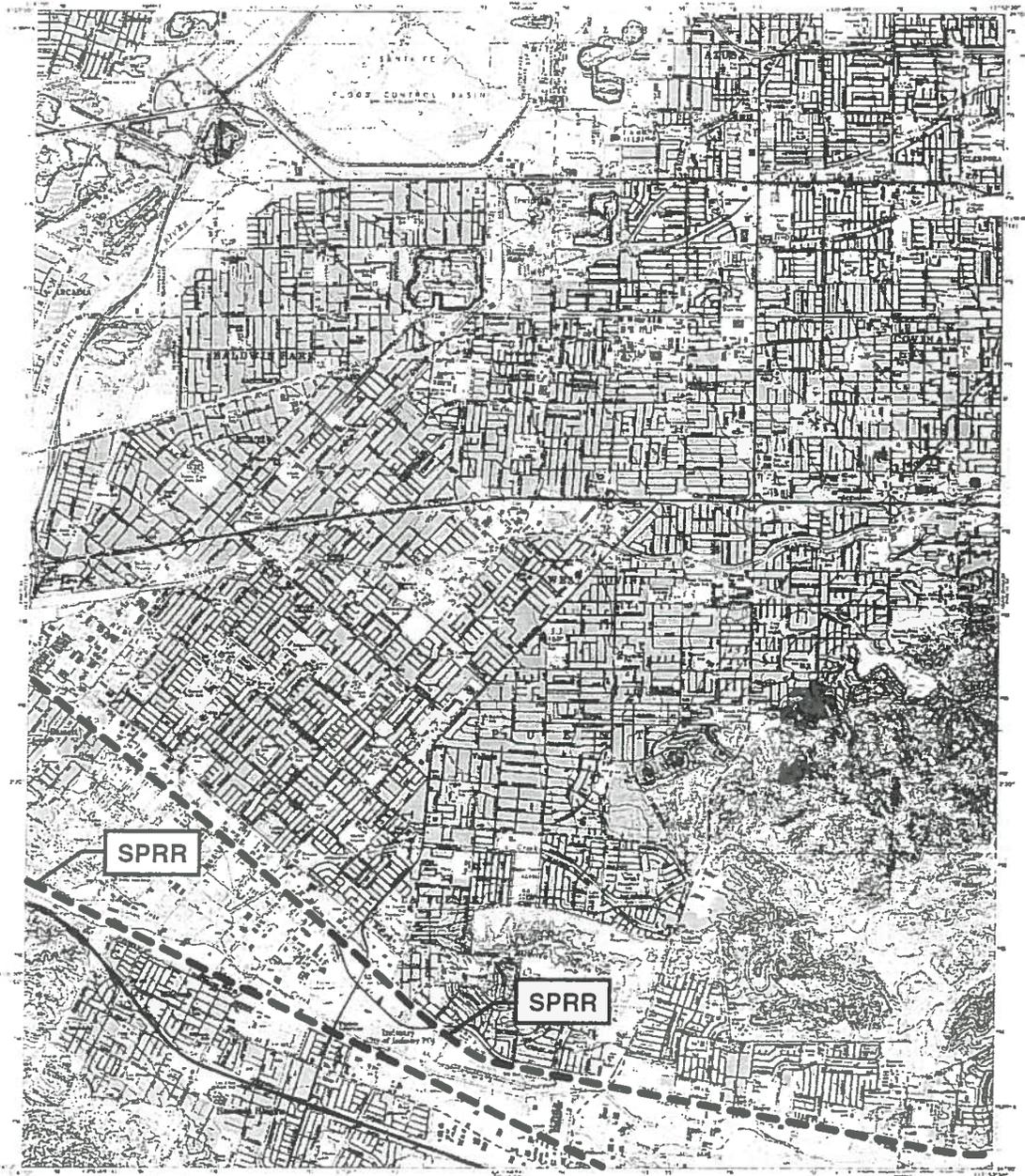
Page 6 of 12

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

*Map Name: Baldwin Park, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981



Scale = 1:80,000

Base map: USGS 7.5-series Baldwin Park,
California, quadrangle (1966, PR 1981)



LOCATION MAP

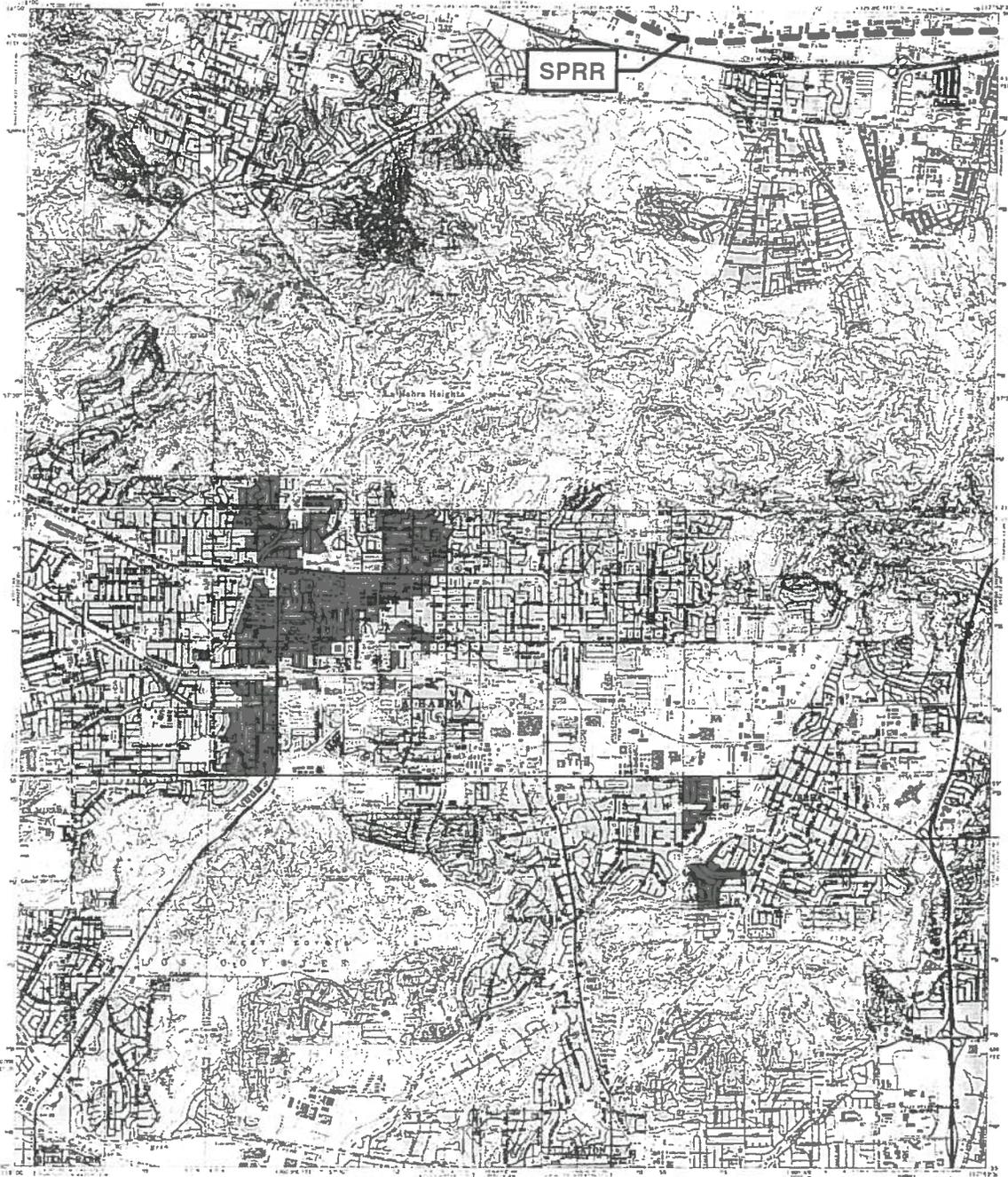
Page 7 of 12

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

*Map Name: La Habra, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981

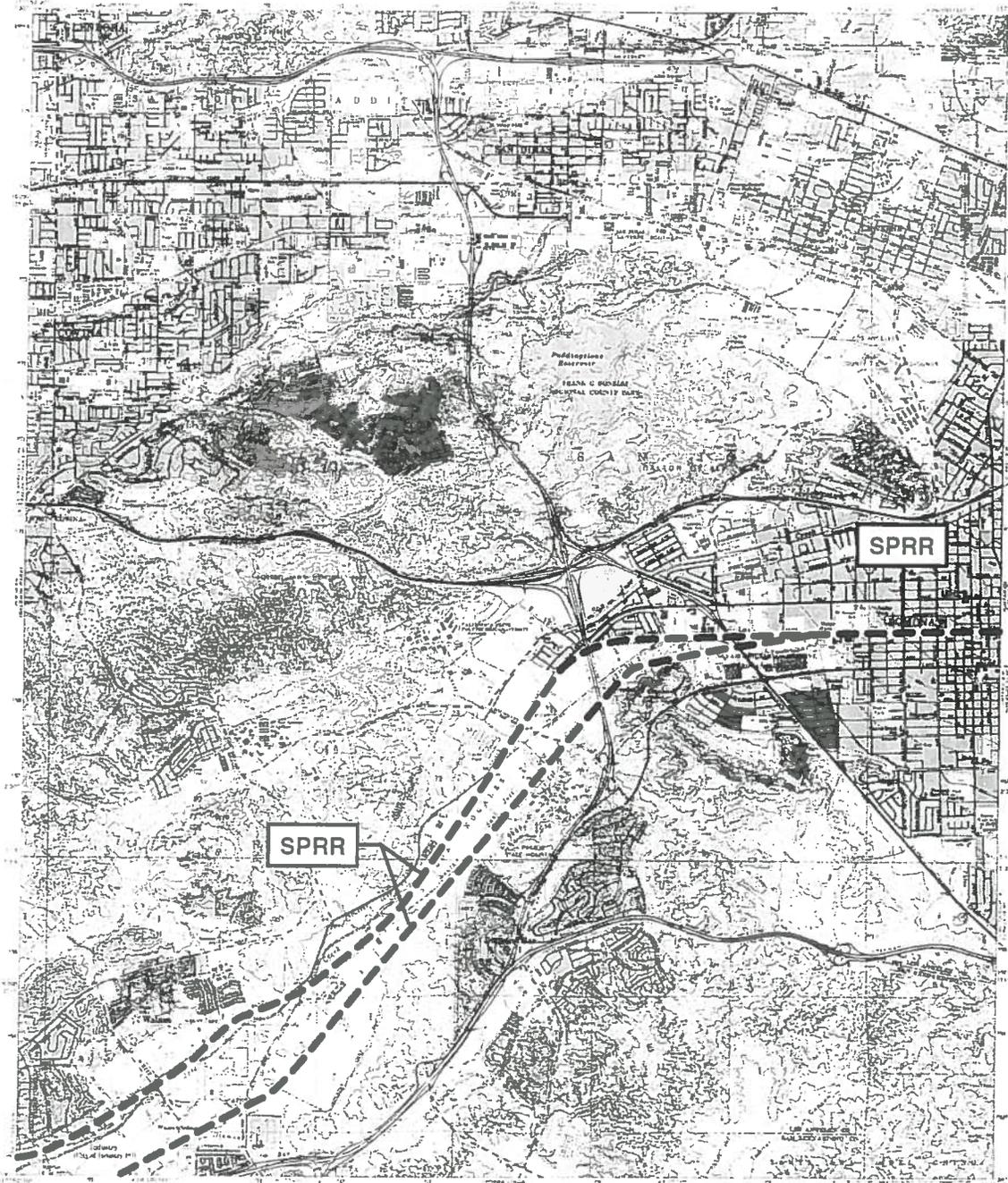


Scale = 1:80,000

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



LOCATION MAP



Scale = 1:80,000

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



LOCATION MAP

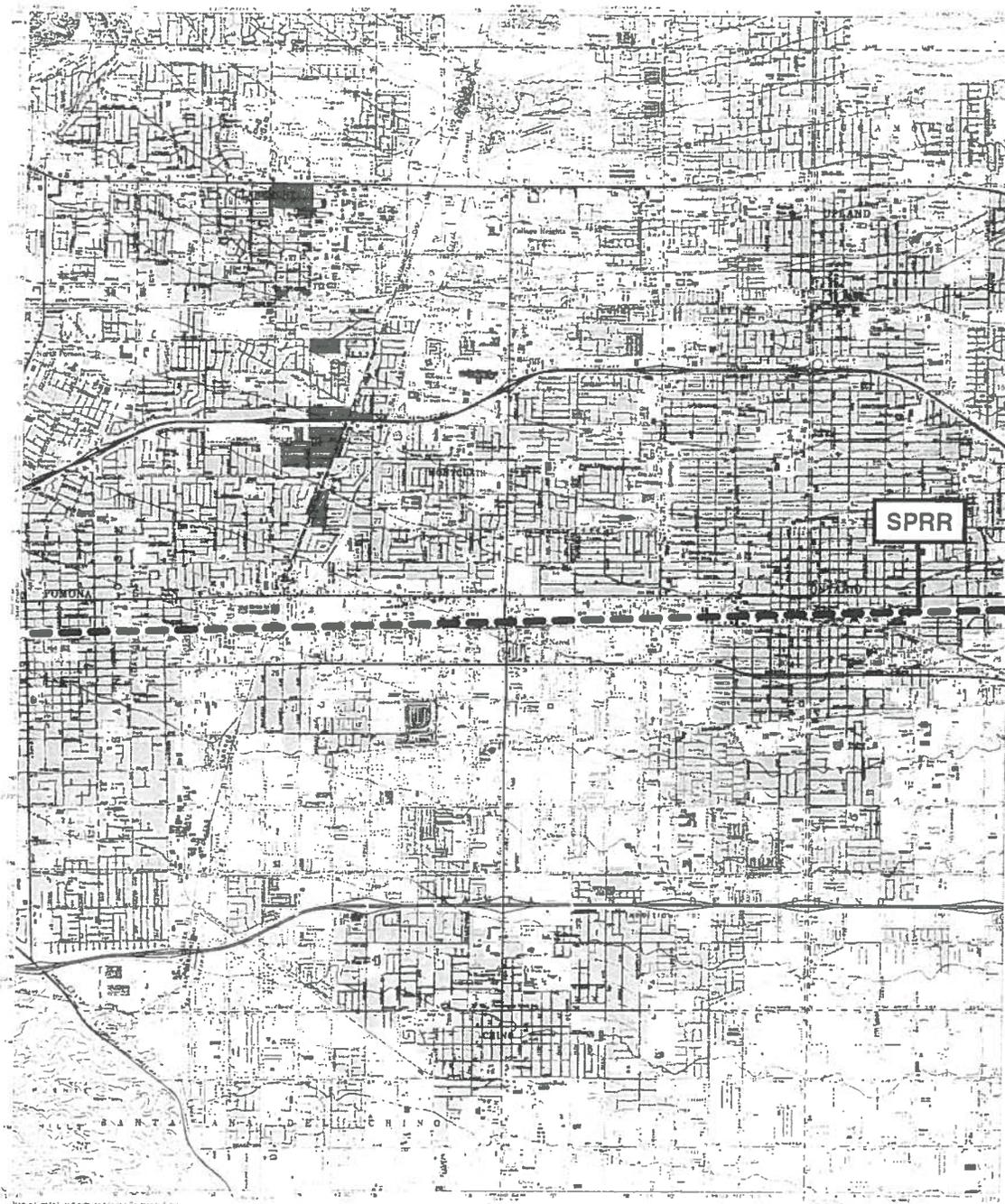
Page 9 of 12

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

*Map Name: Ontario, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981



Scale = 1:80,000

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



LOCATION MAP

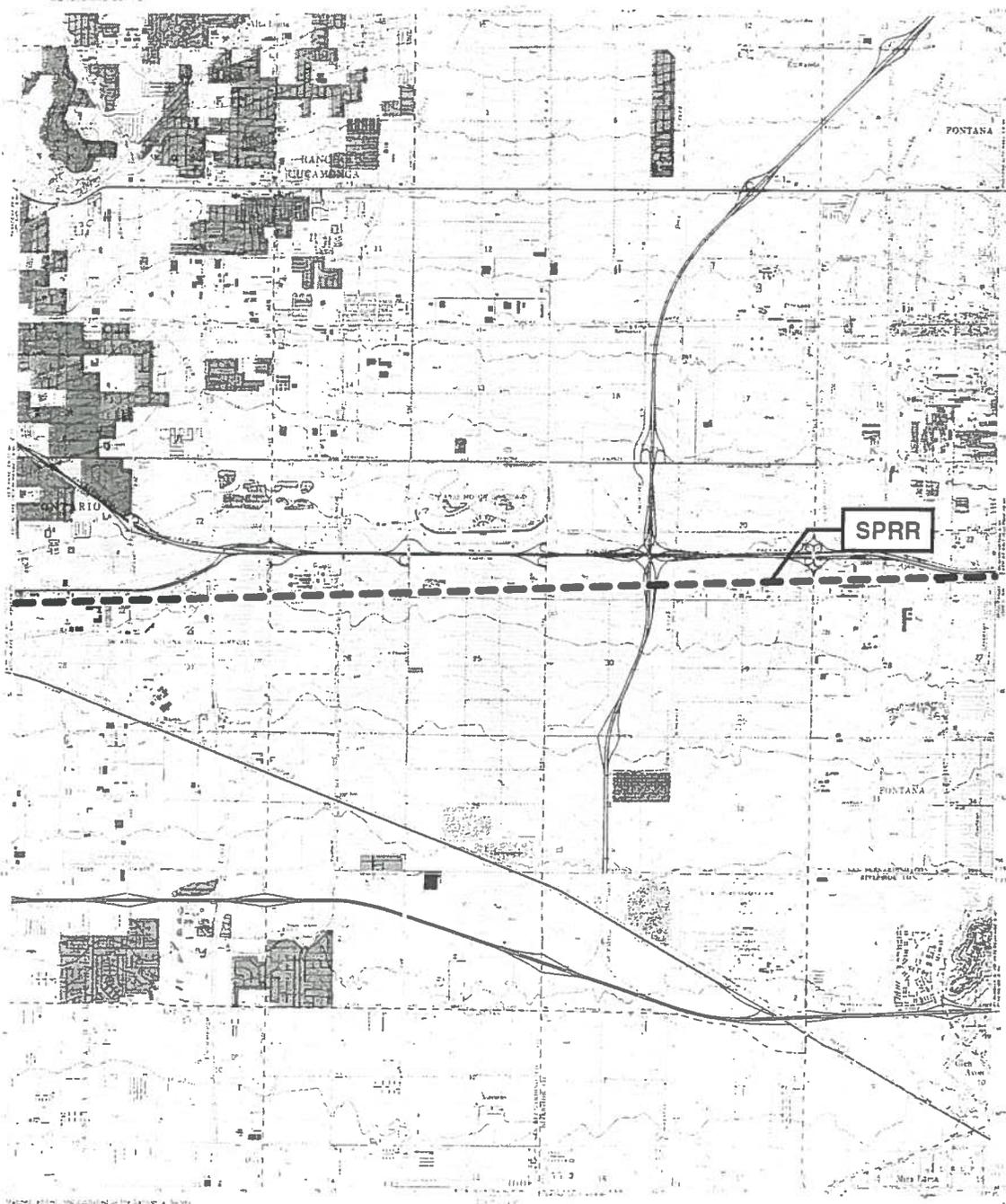
Page 10 of 12

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

*Map Name: Guasti, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1981



Scale = 1:80,000

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



LOCATION MAP

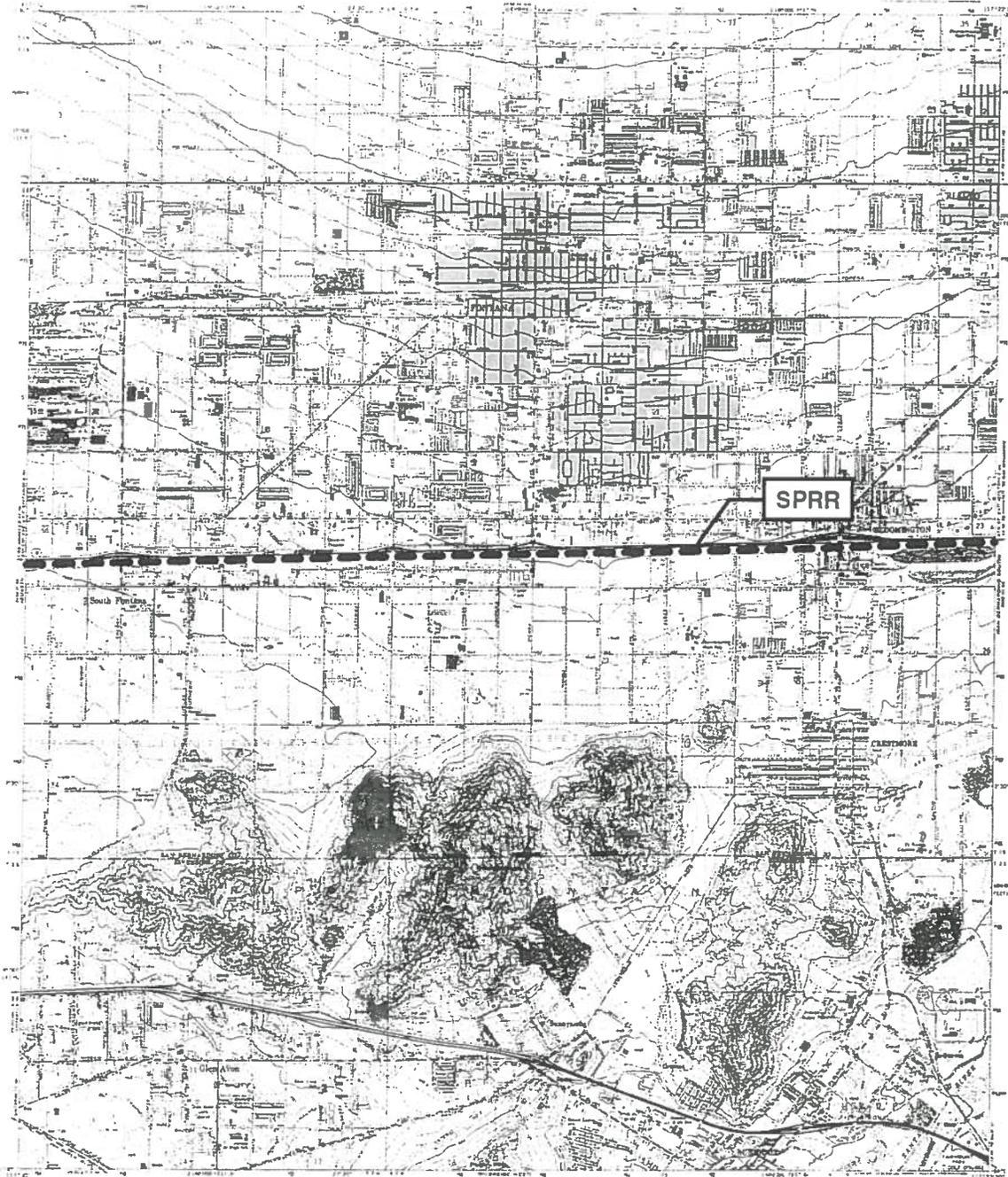
Page 11 of 12

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

*Map Name: Fontana, California

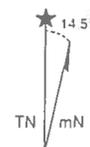
*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1980



Scale = 1:80,000

Base map: USGS 7.5-series Fontana,
California, quadrangle (1967, PR 1980)



LOCATION MAP

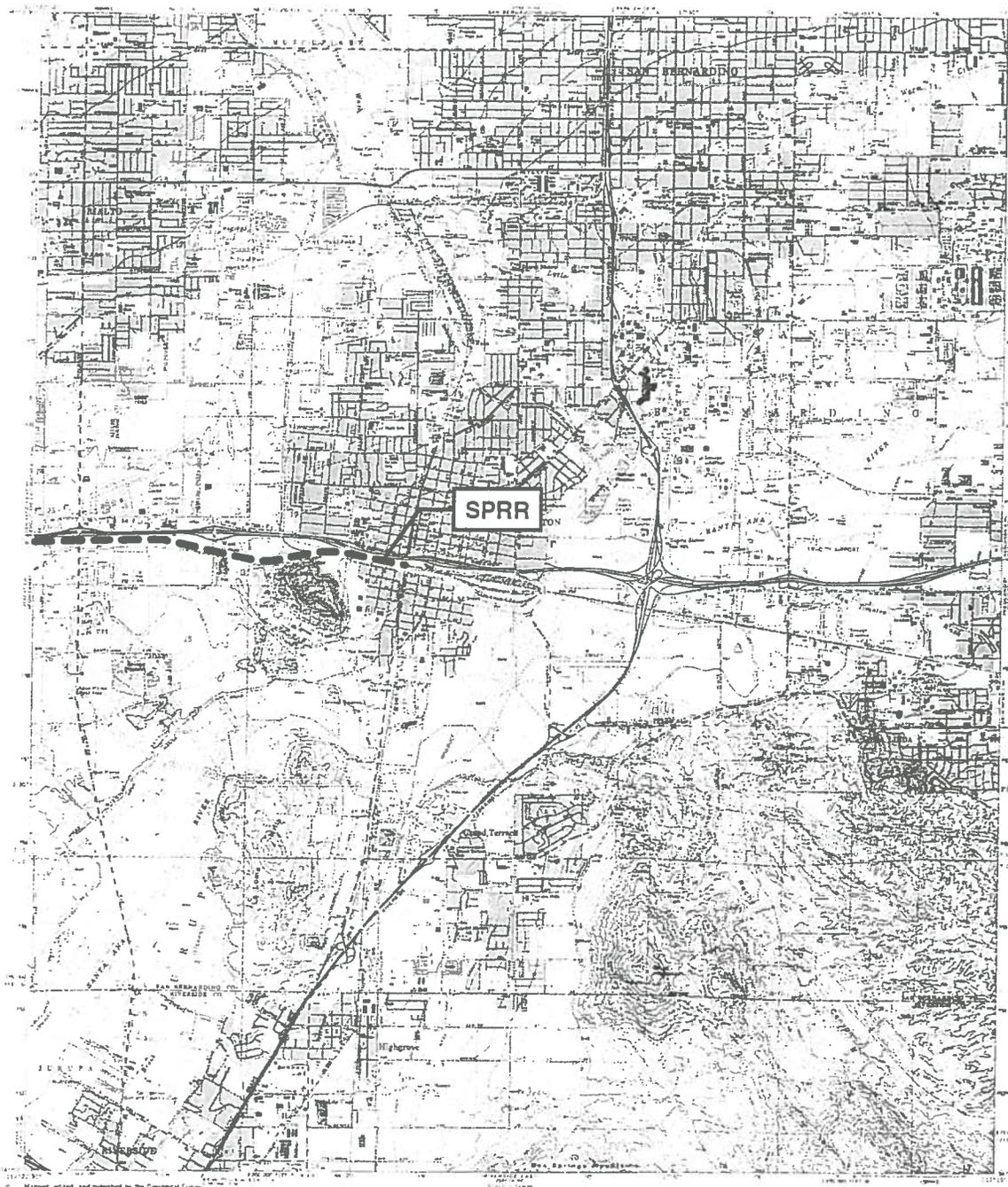
Page 12 of 12

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

*Map Name: San Bernardino South, California

*Scale: 1:80,000 (1"=6,666')

*Date of Map: PR 1980



Scale = 1:80,000

Base map: USGS 7.5'-series San Bernardino, California, quadrangle (1967, PR 1980)



PH83-16-11

36-013937

CALIFORNIA DEPARTMENT OF TRANSPORTATION
ARCHITECTURAL INVENTORY/EVALUATION FORM

MAP REFERENCE NO. 1.

County - Route - Postmile:

() LISTED
() APPEARS ELIGIBLE

() DETERMINED ELIGIBLE
(X) APPEARS INELIGIBLE

IDENTIFICATION

1. Common Name: House & Tool & Die Casting Co.

2. Historic Name: none

3. Street or rural address: 1218 Airport

City: Ontario

Zip Code: 91761

County: San Bernardino

4. Parcel Number: unknown Present Owner: unknown

Address:

City:

Zip Code:

5. Ownership is: () Public (X) Private

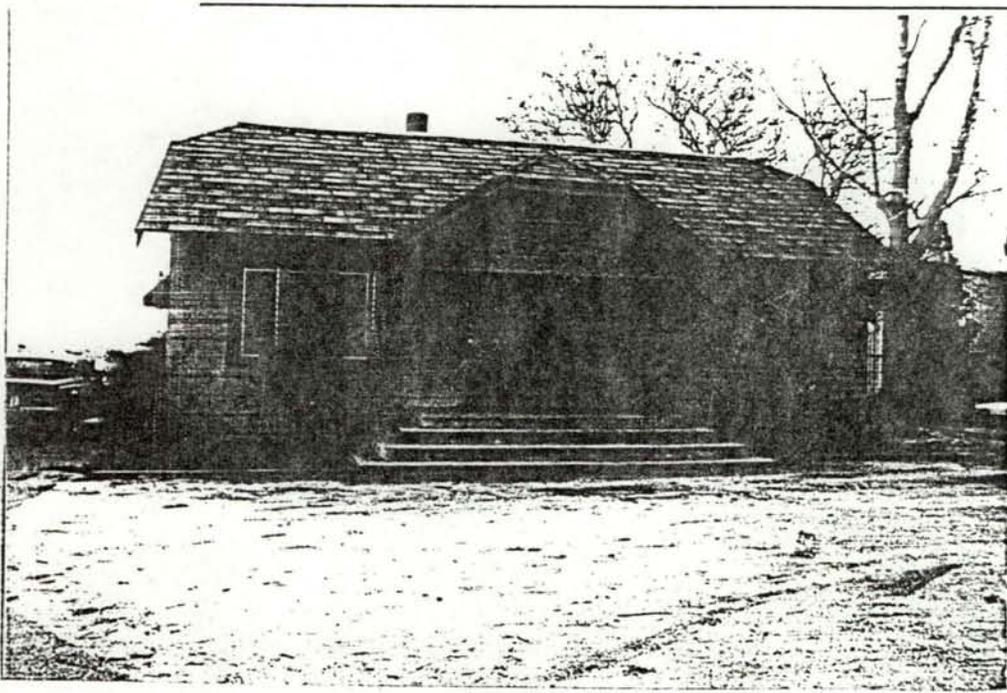
6. Present Use: office and tool & die manufacturer
Original Use: dwelling

DESCRIPTION

7a. Architectural Style: Vernacular Bungalow

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

One-story dwelling converted to use as business office. The gable roof has Jerkinhead detailing on both ends, and there is a Jerkinhead cap over the front entry on the north facade. Exterior walls are clad with fireproof panels. Windows throughout appear to have been altered; those along the front facade are now fixed wood sash. The front entry has also been modernized with sidelight windows and a large concrete step. Two very large corrugated metal commercial buildings are located behind the office building.



- 8. Construction date 1935
Estimated: (X) Factual: ()
- 9. Architect: probably non
- 10. Builder: unknown
- 11. Approx. property size (In feet)
Frontage: 115 Depth: 360
- 12. Date(s) of enclosed photograph(s):
February 1989

13. Condition: Excellent () Good (X) Fair () Deteriorated ()

14. Alterations: Windows; front entrance

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

16. Threats to site: None known () Private Development () Zoning () Vandalism () Public Works Project (X)
Other:

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

18. Related features: two corrugated industrial buildings on rear of lot;
permits indicated these were constructed in 1966 and 1975

SIGNIFICANCE

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

The building has no architectural significance, and there is no known historical significance.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)

Architecture () Arts & Leisure ()
Economic/Industrial () Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

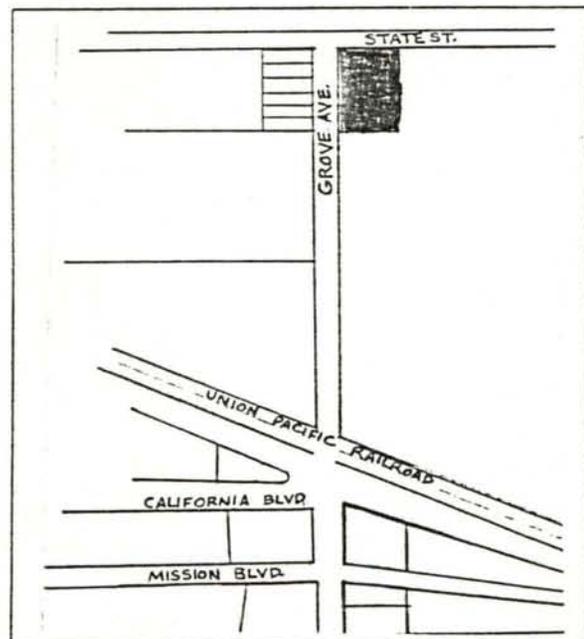
21. Sources (List books, documents, surveys, personal interviews and their dates.)

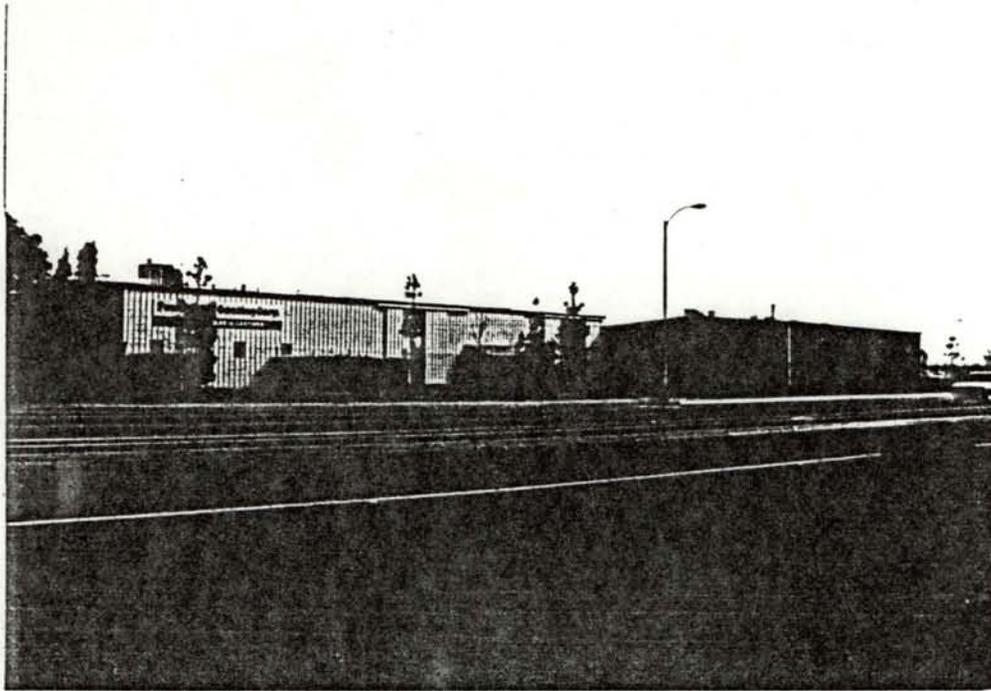
Field Survey, February 1989
Building Permit File

22. Date form prepared:

March 1989
By: Rebecca Conard
Organization: PHR Associates
Address: Santa Barbara
City: 93101
Zip Code: (805) 965-2357
Phone:

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)





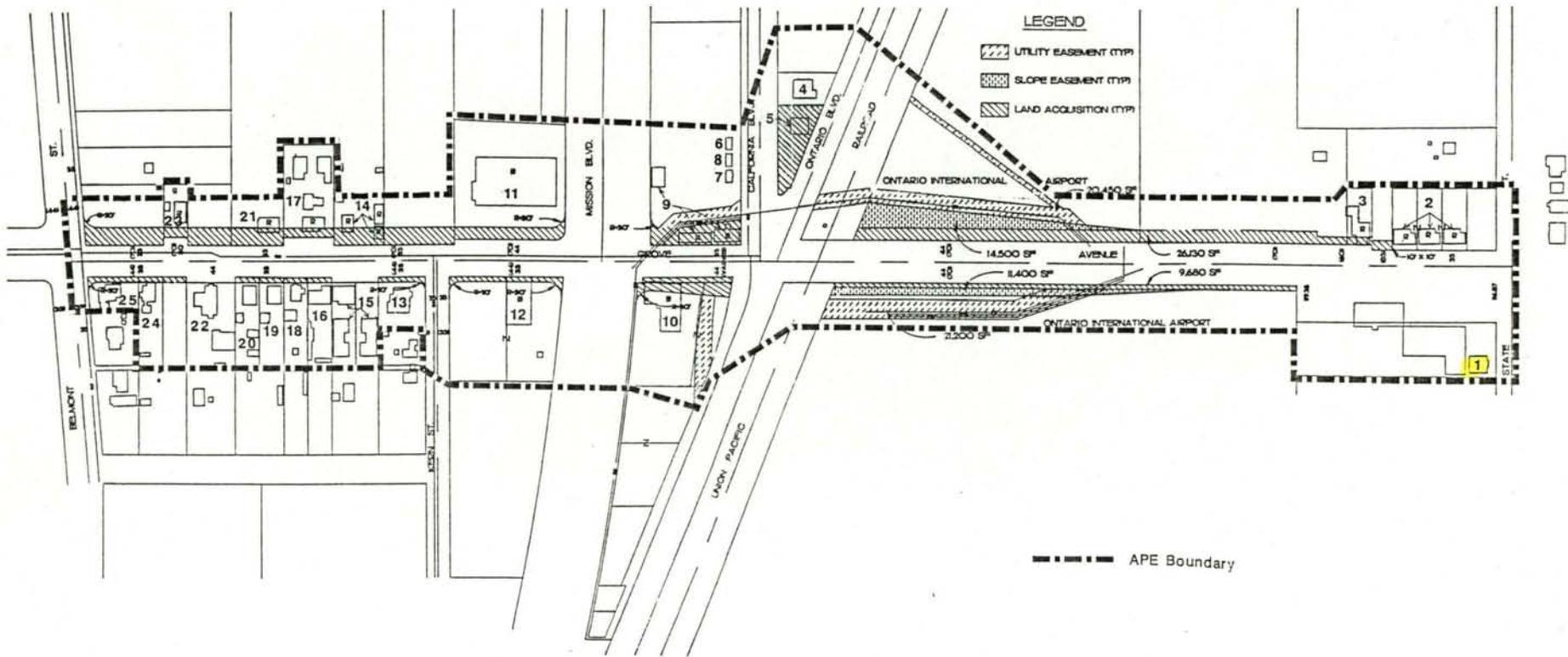


FIGURE 3
AREA OF POTENTIAL EFFECTS FOR CULTURAL RESOURCES

36-03937

~~P1033-17-H~~
36013988

CALIFORNIA DEPARTMENT OF TRANSPORTATION
ARCHITECTURAL INVENTORY/EVALUATION FORM

MAP REFERENCE NO. 4.

County - Route - Postmile:

() LISTED () DETERMINED ELIGIBLE
() APPEARS ELIGIBLE (x) APPEARS INELIGIBLE

IDENTIFICATION

1. Common Name: House

2. Historic Name: none

3. Street or rural address: 1157 California Blvd.

City: Ontario

Zip Code: 91761

County: San Bernardino

4. Parcel Number: 1049 172 0? Present Owner: Marge P. Perrin

Address: unknown

City:

Zip Code:

5. Ownership is: () Public

(x) Private

6. Present Use: dwelling

Original Use: dwelling

DESCRIPTION

7a. Architectural Style: Spanish Bungalow

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

A much-altered one-story stucco bungalow which appears originally to have been constructed in the vernacular Spanish Bungalow style. The flat roof has a slightly pedimented false front. Windows throughout have been replaced with aluminum frame. Exterior walls appear to have been reclad with stucco, since the surface finish of troweled rough. A shed-roofed front porch appears to be a completely new addition, judging from the roofline. Minimal landscaping surrounds the building.

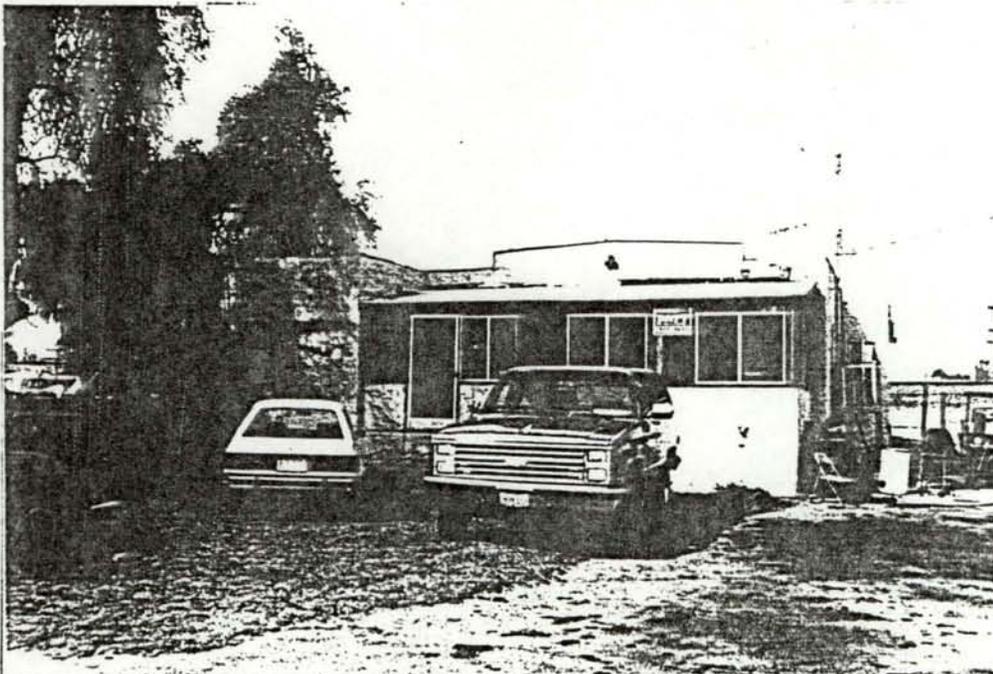
8. Construction date ca. 1930
Estimated: (x) Factual: ()

9. Architect: probably none

10. Builder: unknown

11. Approx. property size (in feet)
Frontage: 325 Depth: 140

12. Date(s) of enclosed photograph(s):
February 1989



13. Condition: Excellent () Good () Fair (X) Deteriorated ()

14. Alterations: Many, including the front porch, windows throughout, wall cladding.

The projecting wing on the left front facade may also be an addition.

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

Residential (X) Industrial () Commercial () Other:

16. Threats to site: None known () Private Development () Zoning () Vandalism () Public Works Project (X)

Other:

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

18. Related features: none

SIGNIFICANCE

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

The building has no architectural significance, and there is no known historical significance. City directory listings for the 1950s do not list this address by this street number; however, the listing for "1137 California Boulevard" indicates that the owner of The Point Cafe, or Ted's Point Cafe as it was then known, which was Ted Surlata, may have lived here.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)

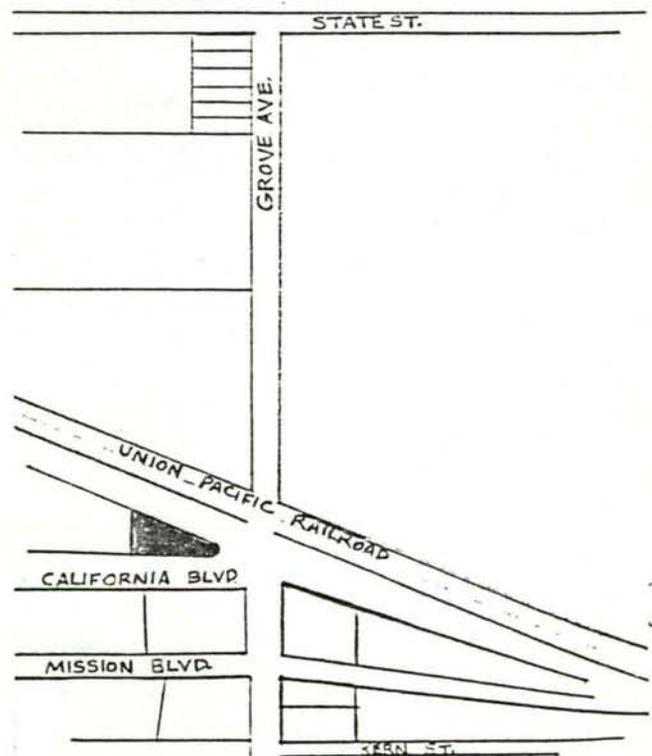
Architecture () Arts & Leisure ()
Economic/Industrial () Exploration/Settlement ()
Government () Military () Religion ()
Social/Education ()

21. Sources (List books, documents, surveys, personal interviews and their dates.)

Field Survey, February 1989
Building Permit File
City Directories

22. Date form prepared: March 1989
By: Rebecca Conard
Organization: PHR Associates
Address: 725 Garden Street
City: Santa Barbara 93101
Zip Code: 805/965-2357
Phone:

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)



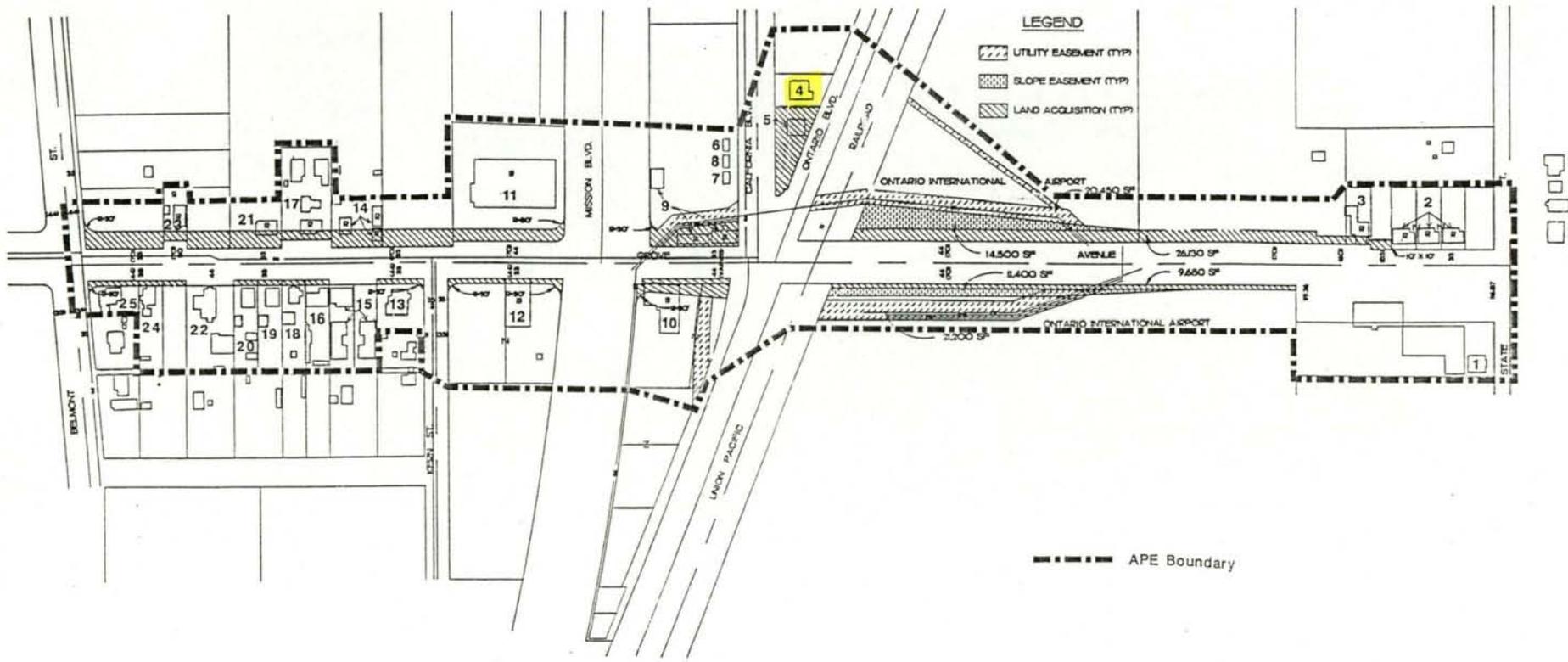


FIGURE 3
AREA OF POTENTIAL EFFECTS FOR CULTURAL RESOURCES

36-013938

~~PT003-18 H~~
36-013939

CALIFORNIA DEPARTMENT OF TRANSPORTATION
ARCHITECTURAL INVENTORY/EVALUATION FORM

MAP REFERENCE NO. 5.

County - Route - Postmile:

- LISTED
- DETERMINED ELIGIBLE
- APPEARS ELIGIBLE
- APPEARS INELIGIBLE

IDENTIFICATION

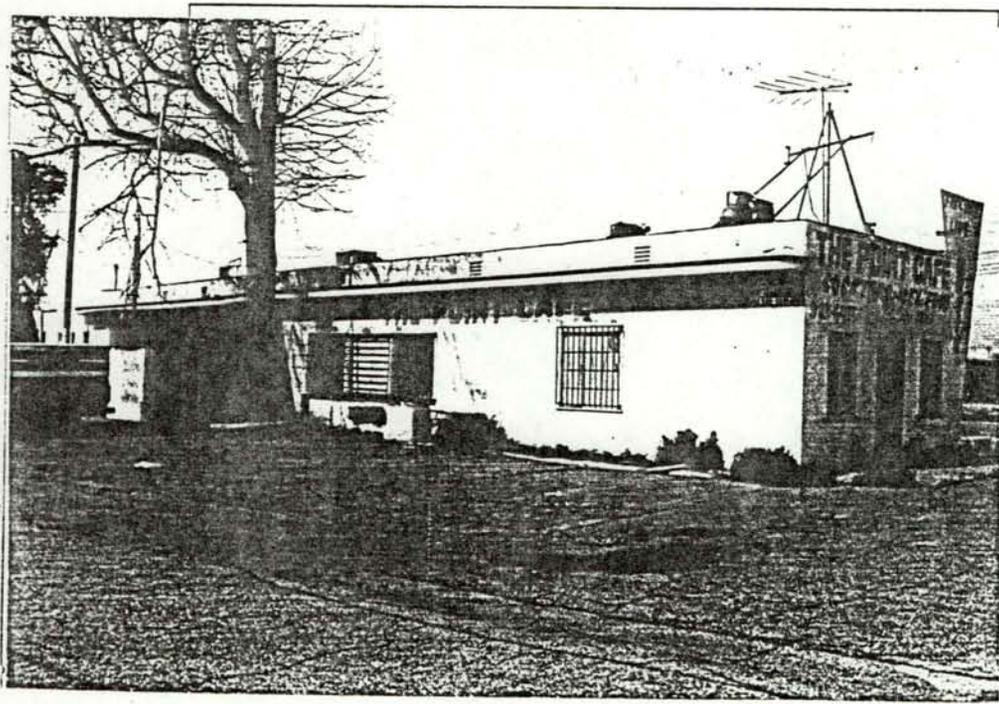
- 1. Common Name: The Point Cafe
- 2. Historic Name: The Point Cafe
- 3. Street or rural address: 1173 California Blvd.
City: Ontario Zip Code: 91761 County: San Bernardino
- 4. Parcel Number: 1049 172 0? Present Owner: Marge E Perrin
- Address: unknown City: Zip Code:
- 5. Ownership is: Public Private
- 6. Present Use: vacant Original Use: restaurant and bar

DESCRIPTION

7a. Architectural Style: Streamline Moderne influenced

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

Rectangular commercial building with flat roof. Exterior walls are covered with stucco. Steel casement windows throughout; some are covered with decorative grills to add a Hispanic touch. Major design features include a shallow marquee extending from the wall of the south elevation just below the roofline and an inverted triangular sign projecting from the northeast corner. The latter presumably emphasizes the name of the restaurant and bar, "The Point Cafe" (as in the point on the triangular lot it is located upon).



- 8. Construction date ca. 1940
Estimated: ~~XX~~ Factual: ()
- 9. Architect: unknown
- 10. Builder: unknown
- 11. Approx. property size (in feet)
Frontage: 325 Depth: 140
- 12. Date(s) of enclosed photograph(s):
February 1989

13. Condition: Excellent () Good (x) Fair () Deteriorated ()

14. Alterations: Enclosed entry projecting from south elevation appears to be a later addition.

15. Surroundings: (Check more than one if necessary) Open land () Scattered buildings () Densely built-up ()

Residential (x) Industrial (x) Commercial (x) Other:

16. Threats to site: None known () Private Development () Zoning () Vandalism () Public Works Project (x)

Other:

17. Is the structure: On its original site? (x) Moved? () Unknown? ()

18. Related features: none

SIGNIFICANCE

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

The building has no architectural significance, and there is no known historical significance. City directory listings, which are sporadic for this area, indicated that the establishment has been known as The Point Cafe or Ted's Point Cafe since at least 1954. Most likely the spot is associated with Highway 19 (California Blvd.), which was constructed in 1928-29.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)

- Architecture () Arts & Leisure ()
- Economic/Industrial () Exploration/Settlement ()
- Government () Military () Religion ()
- Social/Education ()

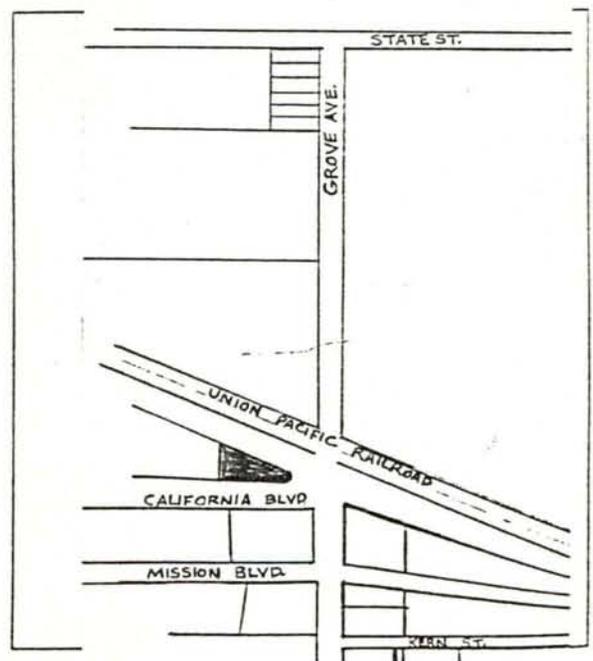
21. Sources (List books, documents, surveys, personal interviews and their dates.)

- Field Survey, February 1989
- City Directories
- Building Permit File

22. Date form prepared:

March 1989
 By: Rebecca Conard
 Organization: PHR Associates
 Address: 725 Garden St.
 City: Santa Barbara
 Zip Code: 93101
 Phone: (805) 965-2357

Location sketch map (draw & label site and surrounding streets, roads, and prominent landmarks)



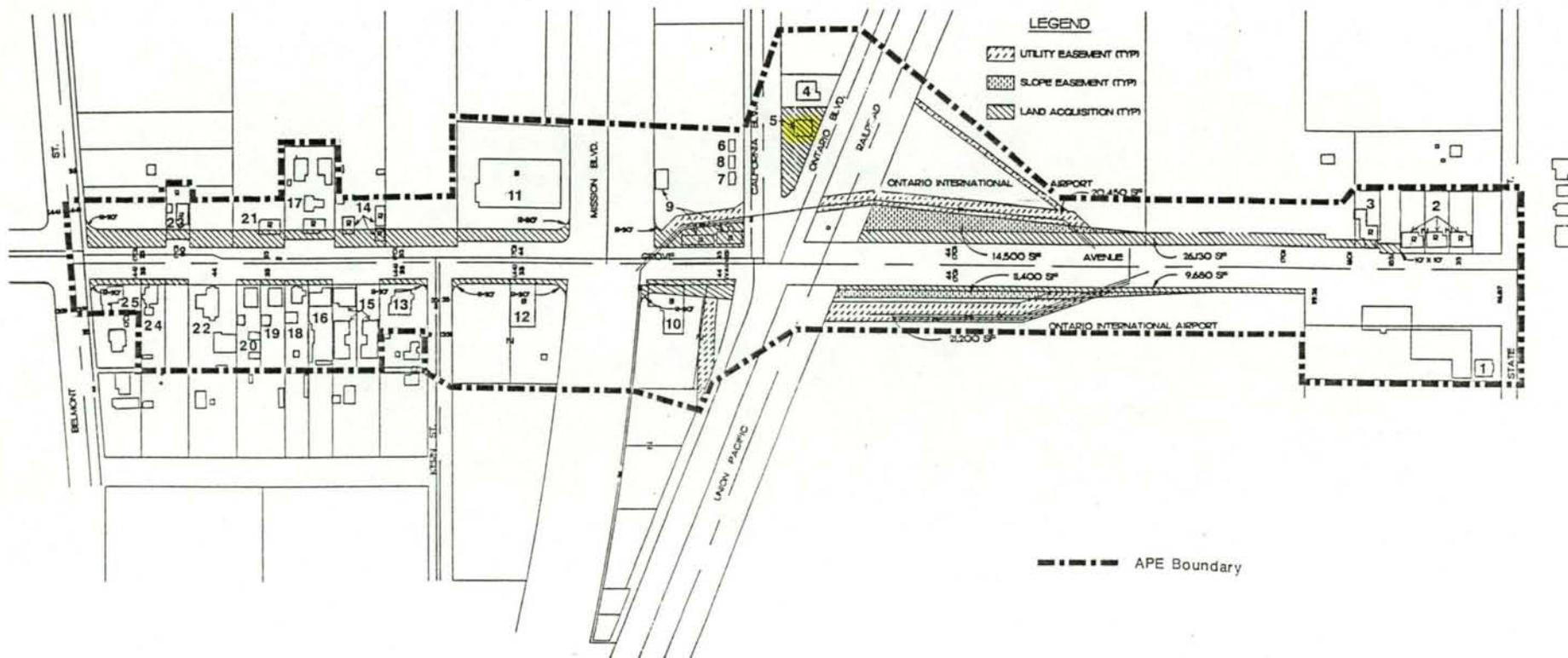


FIGURE 3

AREA OF POTENTIAL EFFECTS FOR CULTURAL RESOURCES

SL-013439



SCALE IN FEET



6/19/89:GD

Ser. No. 1761-161

HABS _____ HAER _____ NR 3 SHL _____ Loc _____
UTM: A 11/440160/3769200 B _____
C _____ D _____

HISTORIC RESOURCES INVENTORY

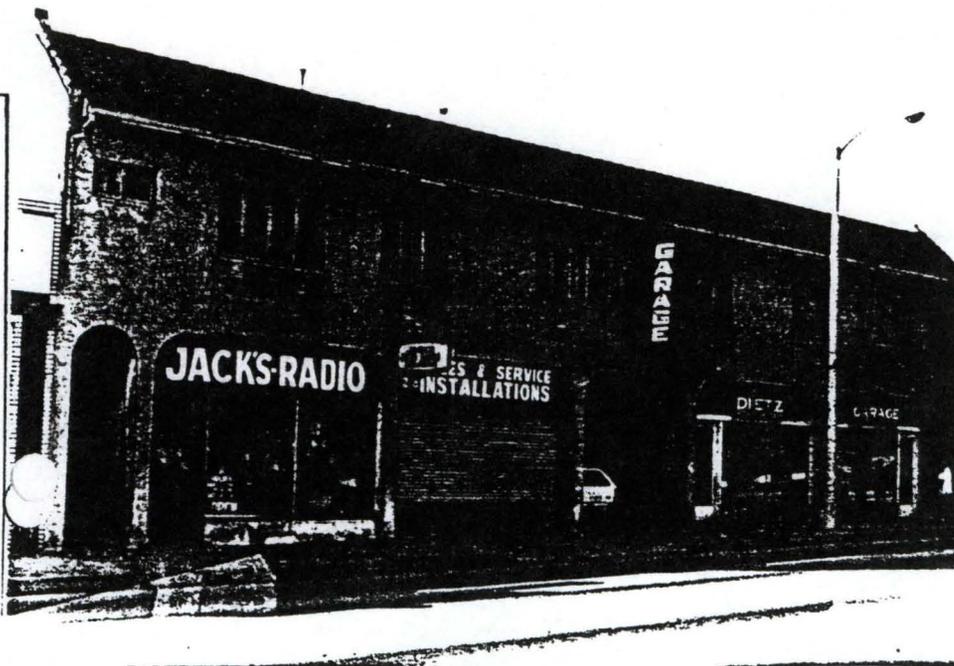
IDENTIFICATION

1. Common name: Dietz Garage 36-015862
2. Historic name: Dietz Garage
3. Street or rural address: 214 East Holt Boulevard
City Ontario Zip 91761 County San Bernardino
4. Parcel number: 1049-063-2
5. Present Owner: Leland C. (et.al.) & Allyn B. Scheu Address: P.O. Box 250
City Upland Zip 91786 Ownership is: Public _____ Private _____
6. Present Use: Automotive Repair Garage Original use: Automotive Repair Garage
WGS ONTARIO TIS RTW DE/NE Sec 30

DESCRIPTION

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

Rectangular in plan with flat, sawtooth, and Spanish tile shed roofs, the commercial building at 214 East Holt Boulevard has two stories, stucco siding, multi-paned casement windows on the second story, plate glass and glass bricks under arches on the first story, fire man doors with the two on the ends leading to the second story, a central driveway to the interior with "bullet" shaped concrete corner guards, and a concrete west wall. Small tiles rim the arches. The windows in the sawtooth roof face north with small windows on each side also.



8. Construction date:
Estimated _____ Factual 1923
9. Architect _____
10. Builder _____
11. Approx. property size (in feet)
Frontage 96.7 Depth 93.5
or approx. acreage _____
12. Date(s) of enclosed photograph(s)
11/29/83

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

14. Alterations: Unaltered

36-015862

Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up X
Residential ___ 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: concrete curb

SIGNIFICANCE

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

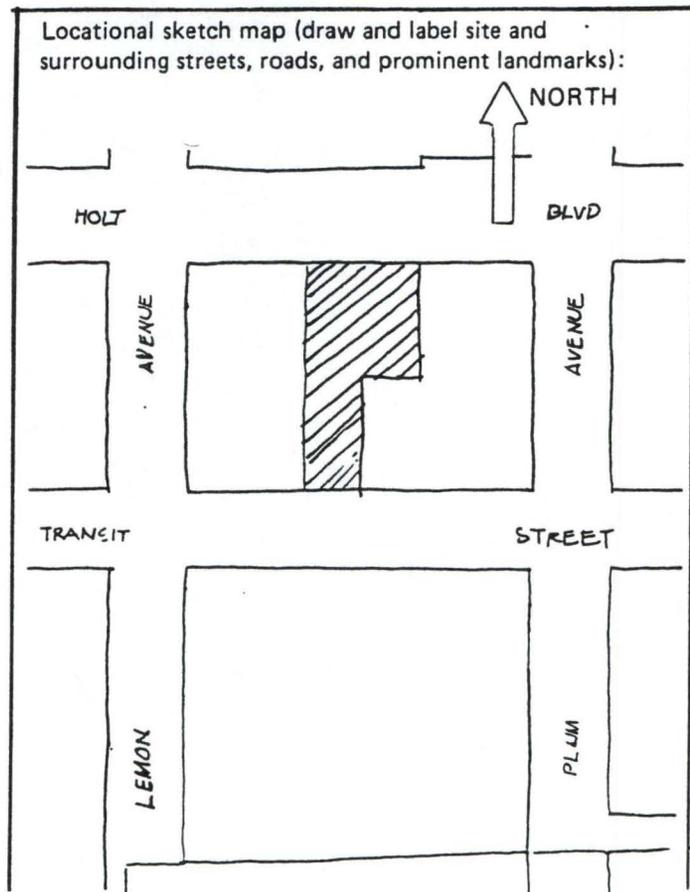
This urban style garage with its central courtyard work area and its centered driveway entrance is the only one of its kind remaining in the City of Ontario. This type of garage was popular in downtown Los Angeles in the 1950's and before, but has since been replaced with the corner gas station and the suburban automotive repair shop. This building is basically unaltered and its sawtooth roof with north-facing windows is one of very few remaining in Ontario. E. Miller Dietz, the original owner of this garage, was a City Councilman from 1948 to 1952.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture 1 Arts & Leisure ___
Economic/Industrial 2 Exploration/Settlement ___
Government ___ Military ___
Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).

Permit listed in September 5 newspaper

22. Date form prepared 4/17/87
By (name) Carol Hunt
Organization City of Ontario Planning Dept.
Address: 303 East "B" Street
City Ontario Zip 91764
Phone: (714) 986-1151



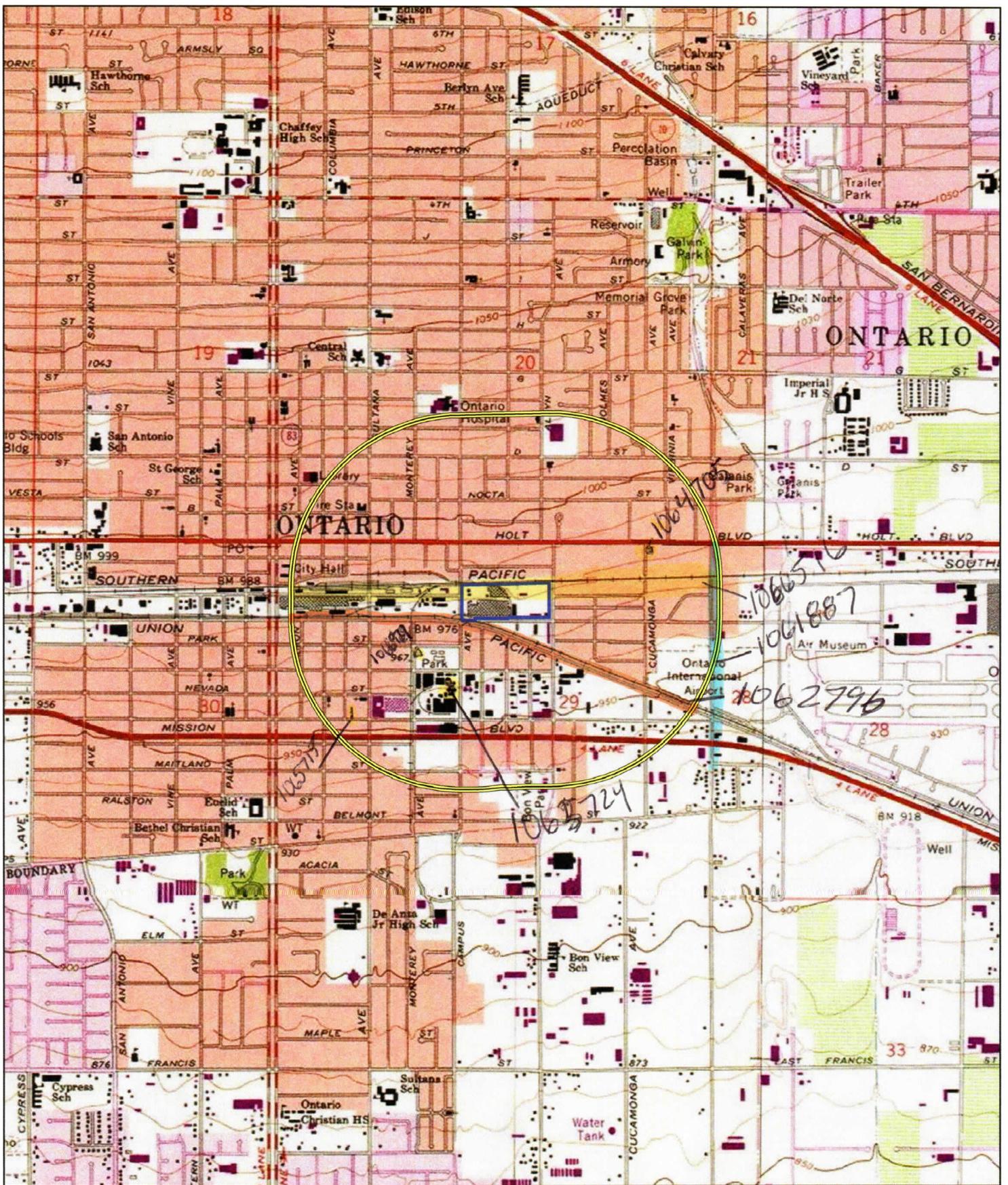
P36-015979

Euclid Avenue Railroad Grade Separation
Properties
Ontario

NRHP-E-78-50128 (11/28/78)
as of 8/11/80, part of this
property became NRHP-L-80-839
as of 1/8/82, part of this
property became NRHP-L-82-2242
(see listed properties above)
Federal Register 44(26):7635
February 6, 1979
Federal Register 45(54):17493
March 18, 1980

Ontario 7.5-minute USGS quadrangle [boundaries unknown]

STREET.ADDRESS.....	NAMES.....	PARCEL-NUMBER....	OWN	YR-C	C	#PR	OTHREG	CHL#	PROP-#	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
EL MORADO CT			P	1922	D	6			059529	HIST.SURV.	1761-0086-9999		4S	
EUCLID AVE	EAST "H" ST/EL MORADO COURT DISTRICT, VARIOUS		P	1911	D	94			060077	HIST.SURV.	1761-0201-9999		4S	
EUCLID AVE	DE ANZA PARK MARKER		M	1880	O				059738	HIST.SURV.	1761-0097-0000		5S	
EUCLID AVE	UNDERGROUND ELECTRIC VAULT		P	1915	O				059675	HIST.SURV.	1761-0090-0064		4D	
EUCLID AVE	EUCLID AVE RAILROAD GRADE PROPERTIES		U	0000	B				059380	HIST.SURV.	1761-0001-0000		2S	
130 GRANADA		1048-765-04	P	1922	B				059802	HIST.SURV.	1761-0158-0000		5S	
GROVE AVE	JOHN GALVIN PARK	1048 141 1-4	M	1914	D				060164	HIST.SURV.	1761-0204-9999		4S	
GUASTI RD	POWERHOUSE		P	1904	B				059679	HIST.SURV.	1761-0091-0002		3D	
GUASTI RD	FORTIFYING AND SPIRITS BLDG		P	1904	B				059680	HIST.SURV.	1761-0091-0003		3D	
GUASTI RD	SOUTHERN PACIFIC RR TRACKS		P	1904	B				059682	HIST.SURV.	1761-0091-0005		3D	
GUASTI RD			P	1941	B				059696	HIST.SURV.	1761-0091-0019		6S	
GUASTI RD			P	1920	B				059687	HIST.SURV.	1761-0091-0010		3D	
GUASTI RD	GUASTI	210-192-2	P	1900	D	51			059730	HIST.SURV.	1761-0091-9999		3S	
GUASTI RD	WINERY WAREHOUSE		P	1904	B				059678	HIST.SURV.	1761-0091-0001		3D	
9750 GUASTI RD			P	1909	B				059684	HIST.SURV.	1761-0091-0007		3D	
9776 GUASTI RD			P	1910	B				059683	HIST.SURV.	1761-0091-0006		3D	
9900 GUASTI RD			P	1910	B				059685	HIST.SURV.	1761-0091-0008		3D	
HARVARD PL	COLLEGE PARK TRACT, COLLEGE PARK HIST		P	1894	D	65			059677	HIST.SURV.	1761-0090-9999		4S	
HOLMES AVE	KAISER COMMUNITY HOMES PROJECT, KAISE VARIOUS		P	1946	D	59			060163	HIST.SURV.	1761-0203-9999		4S	
J ST		1048-043-07	P	1899	B				059411	HIST.SURV.	1761-0032-0000		5S	
500 LYNN HAVEN CT			P	0	B				059968	HIST.SURV.	1761-0200-0105		5B	
501 LYNN HAVEN CT			P	1924	B				059969	HIST.SURV.	1761-0200-0106		5B	
508 LYNN HAVEN CT			P	1921	B				059970	HIST.SURV.	1761-0200-0107		5B	
510 LYNN HAVEN CT			P	0	B				059971	HIST.SURV.	1761-0200-0108		5B	
511 LYNN HAVEN CT			P	1921	B				059972	HIST.SURV.	1761-0200-0109		5B	
515 LYNN HAVEN CT			P	1924	B				059973	HIST.SURV.	1761-0200-0110		5B	
516 LYNN HAVEN CT			P	1921	B				059974	HIST.SURV.	1761-0200-0111		5B	
519 LYNN HAVEN CT			P	1921	B				059975	HIST.SURV.	1761-0200-0112		5B	
520 LYNN HAVEN CT			P	1921	B				059976	HIST.SURV.	1761-0200-0113		5B	
523 LYNN HAVEN CT			P	1921	B				059977	HIST.SURV.	1761-0200-0114		5B	
524 LYNN HAVEN CT			P	1921	B				059978	HIST.SURV.	1761-0200-0115		5B	
527 LYNN HAVEN CT			P	1921	B				059979	HIST.SURV.	1761-0200-0116		5B	
528 LYNN HAVEN CT			P	1921	B				059980	HIST.SURV.	1761-0200-0117		5B	
531 LYNN HAVEN CT			P	1921	B				059981	HIST.SURV.	1761-0200-0118		5B	
535 LYNN HAVEN CT			P	0	B				059982	HIST.SURV.	1761-0200-0119		5B	
538 LYNN HAVEN CT			P	1921	B				059983	HIST.SURV.	1761-0200-0120		5B	
541 LYNN HAVEN CT			P	1923	B				059984	HIST.SURV.	1761-0200-0121		5B	
542 LYNN HAVEN CT			P	1921	B				059985	HIST.SURV.	1761-0200-0122		5B	
545 LYNN HAVEN CT			P	1924	B				059986	HIST.SURV.	1761-0200-0123		5B	
552 LYNN HAVEN CT			P	1921	B				059987	HIST.SURV.	1761-0200-0124		5B	
553 LYNN HAVEN CT			P	1921	B				059988	HIST.SURV.	1761-0200-0125		5B	
554 LYNN HAVEN CT			P	1921	B				059989	HIST.SURV.	1761-0200-0126		5B	
556 LYNN HAVEN CT			P	1921	B				059990	HIST.SURV.	1761-0200-0127		5B	
558 LYNN HAVEN CT			P	1921	B				059991	HIST.SURV.	1761-0200-0128		5B	
559 LYNN HAVEN CT			P	1921	B				059992	HIST.SURV.	1761-0200-0129		5B	
563 LYNN HAVEN CT			P	0	B				059993	HIST.SURV.	1761-0200-0130		5B	
MONTEREY AVE	EASTSIDE NEIGHBORHOOD DISTRICT		D	1900	D	148			060012	HIST.SURV.	1761-0200-9999		5S	

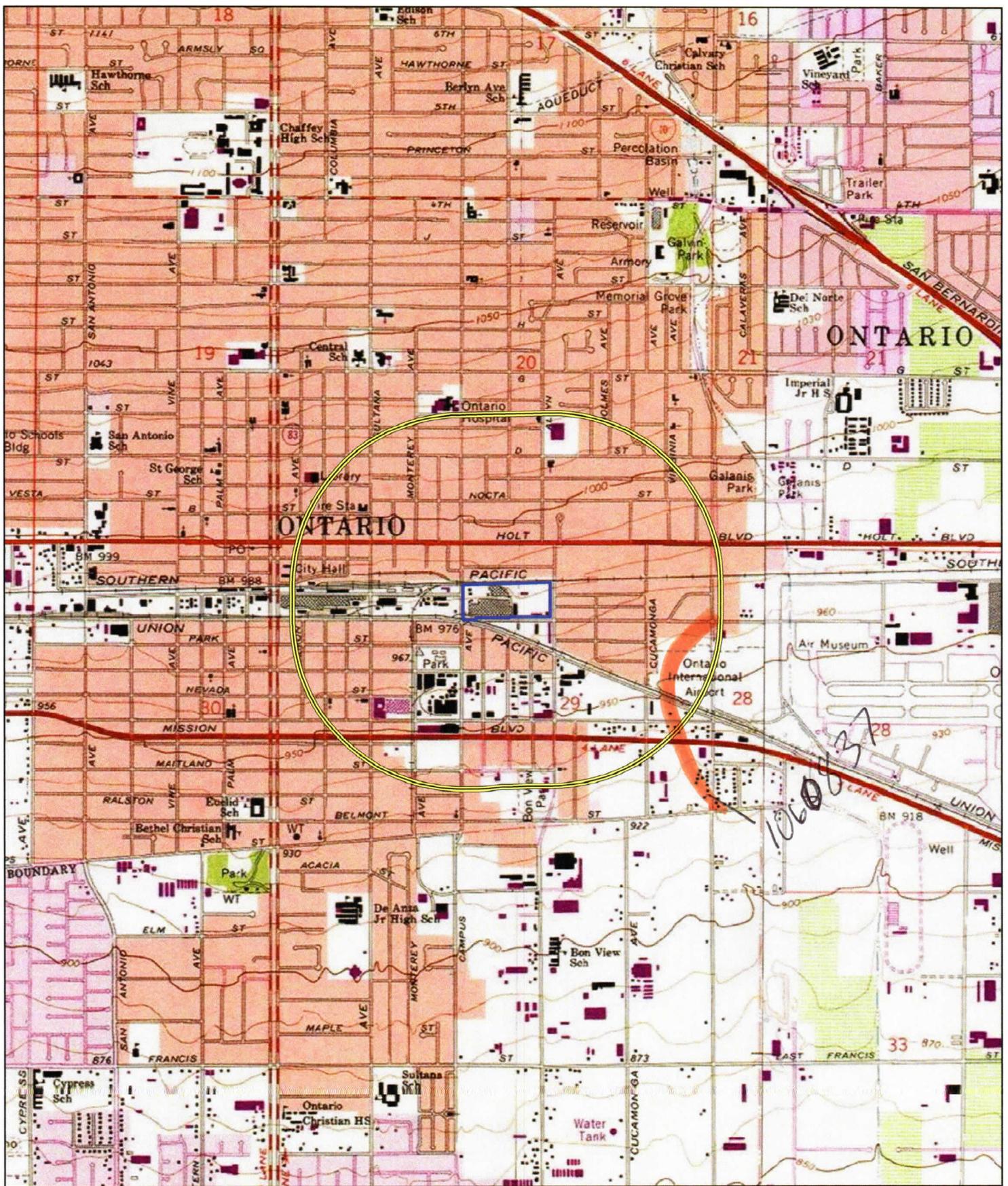


- Project
- Half Mile Radius

East State Street (22-035)
 USGS Ontario and Guast Quadrangle
 (7.5-minute series)

Reports loc 2 N

1:24,000
 AJG BFS: 2/11/2022



- Project
- Half Mile Radius

East State Street (22-035)
 USGS Ontario and Guast Quadrangle
 (7.5-minute series)

Reports 2022

1:24,000
 AJG BFS: 2/11/2022

REPORTS

ReportNum	OtherIDs	Authors	CityYear	CityTitle	CityPublisher	InventorySize	InventoryNotes	Resources	ResourceCount	HasInformals	Counties	Maps
SB-00837	NADB-R - 1060837; Voided - 79-9.6	SIMPSON, RUTH D.	1979	CULTURAL RESOURCES ASSESSMENT: GROVE AVENUE GRADE SEPARATION PROJECT AT THE CROSSING OF THE UNION PACIFIC RAILROAD, ONTARIO, CALIFORNIA	SAN BERNARDINO COUNTY MUSEUM ASSOCIATION		[NADB Keywords: PREHISTORIC; HISTORIC; ARCHAEOLOGICAL RECONNAISSANCE REPORT; INTERMONTANE VALLEY; SAN BERNARDINO VALLEY; NO RESOURCES]		0	No	San Bernardino	Ontario
SB-01887	NADB-R - 1061887; Voided - 89-6.2	LSA ASSOCIATES, INC.	1989	HISTORIC PROPERTY SURVEY REPORT: GROVE AVENUE UNDERPASS AT UNION PACIFIC RAILROAD, INITIAL STUDY/ENVIRONMENTAL ASSESSMENT	LSA ASSOCIATES, INC.		[NADB Keywords: PREHISTORIC; HISTORIC; ARCHAEOLOGICAL RECONNAISSANCE REPORT; HISTORIC STRUCTURES SURVEY; RESIDENTIAL HOUSES; RESTAURANT; RAILROAD STRUCTURE; MOTEL; INTERMONTANE VALLEY; SAN BERNARDINO VALLEY; P1083-16-H; P1083-17-H; P1083-18-H; P1083-19-H; P1083-20-H; P1083-21-H; P1083-22-H; P1083-23-H]		0	No	San Bernardino	Ontario
SB-02796	NADB-R - 1062796	MCKENNA, JEANETTE A.	1993	CULTURAL RESOURCES INVESTIGATIONS, SITE INVENTORY AND EVALUATIONS, THE CAJON PIPELINE CORRIDOR, LOS ANGELES AND SAN BERNARDINO COUNTIES	MCKENNA ET AL	128.45 MILES	[NADB Keywords: ARCHAEOLOGICAL RECONNAISSANCE; POWER GENERATING SITE; ROAD; RAILROAD; WATER TRANSPORTATION SITE; RESIDENTIAL SITE; LITHIC QUARRY; LITHIC SCATTER; REFUSE DISPOSAL SITE; WATER STORAGE SITE; MINING SITE; CAMPSITE; HABITATION SITE; BRIDGE; POWER TRANSMISSION LINE; HEARTH; FOUNDATION; MONUMENT; FLAKED LITHICS; GLASS; TINNED CANS; METAL HARDWARE; CERAMICS; FAUNAL REMAINS; HAMMERSTONE; BIFACE; CHOPPER; BASALT; QUARTZITE; CHERT; JASPER; GRANITE; CHALCEDONY; MOJAVE DESERT; CAJON CANYON; SAN BERNARDINO MOUNTAINS; SAN GABRIEL MOUNTAINS; TRANSVERSE RANGES; OPHI-SBR-012; OPHI-SBR-021; PSBR-3H; CH-57; NRHP-E-CHP-3026; PSBR-36H; P1333-12H; P1333-13H; PREHISTORIC; HISTORIC]	36-002257, 36-002910, 36-004252, 36-004253, 36-004255, 36-004268, 36-004271, 36-004272, 36-004411, 36-004418, 36-005288, 36-005361, 36-005362, 36-005568, 36-006509, 36-006516, 36-006699, 36-006793, 36-006810, 36-006847, 36-007076, 36-007077, 36-007078, 36-007079, 36-007080, 36-007081, 36-007082, 36-007084, 36-007085, 36-007086, 36-007087, 36-007088, 36-007089, 36-007090, 36-007093, 36-007094, 36-007095, 36-007282, 36-007294, 36-007295, 36-007296	41	No	San Bernardino	Adelanto, Astley Rancho, Baldy Mesa, Cajon, Cucamonga Peak, Devore, Guasti, Kramer Hills, Kramer Junction, Ontario, Red Buttes, Twelvehauge Lake, Victorville NW, Wild Crossing
SB-04705	NADB-R - 1064705	BONNER, WAYNE H.	2005	CULTURAL RESOURCE RECORDS SEARCH AND SITE VISIT RESULTS FOR CINGULAR TELECOMMUNICATIONS FACILITY LSANC8062B (NEXTEL COLO CA-7136-D), 1119 EAST EMPORIA STREET, ONTARIO, SAN BERNARDINO COUNTY, CALIFORNIA					0	No	San Bernardino	
SB-05715		Swope, Karen,	2005	UNTITLED Historical Resource Compliance Report for State Route 83 (Eudd Ave)					0	No	San Bernardino	
SB-06516	NADB-R - 1066516	Ashkar, Shahira	1999	Cultural Resource Inventory Report for Williams Communications, Inc., Proposed Fiber Optic System Installation Project, Los Angeles to Riverside, Los Angeles, Riverside and San Bernardino Counties.					0	No	San Bernardino	
SB-06929		Bonner, Wayne H, Sarah A. Williams, Khleem Crawford	2010	Cultural Resources Records Search and Site Visit Results for T-Mobile USA Candidate IE25189-A (Sunlist Ground, 617 East Sunlist Street, Ontario, San Bernardino County, California.	Michael Branman Associates				0	No	San Bernardino	
SB-05724		Bonner, Wayne H. and Mamie Asin-Kay	2006	Cultural Resource Records Search Results and Site Visit for Royal Street Communications, LLC Telecommunications Facility Candidate LA0707 (Sunlist Water Tank) 616 East Sunlist Street, Ontario, San Bernardino County, California	Michael Branman Associates							