

DRAFT

HISTORIC RESOURCE TECHNICAL REPORT

For the

**CHOLLAS CREEK MULTI-USE PATH TO BAYSHORE BIKEWAY PROJECT,
SAN DIEGO, CALIFORNIA
(Project Number 364784)**

Prepared for:

Patrick O. Maxon, M.A., RPA

BonTerra Psomas

3 Hutton Centre Drive, Suite 200

Santa Ana, CA 92707

T: (714) 751-7373 F: (714) 545-8883

Prepared by:

Pamela Daly, M.S.

Architectural Historian

Daly & Associates

4486 University Avenue

Riverside, CA 92501

(951) 369-1366



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I. EXECUTIVE SUMMARY

A. PROPOSED UNDERTAKING

The proposed project would consist of the City of San Diego constructing a segment of a multi-use path along Chollas Creek. The Chollas Creek Multi-Use Path to Bayshore Bikeway project involves the development of a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeast San Diego community through the Barrio Logan community to East Harbor Drive.

B. PURPOSE AND SCOPE OF THE SURVEY

Daly & Associates was retained to conduct a survey of the proposed City of San Diego's Chollas Creek Multi-Use Path to Bayshore Bikeway Project (Project) area-of-potential-effects (APE) for built environment resources. The Project falls under the regulatory authority of the California Environmental Quality Act (CEQA).

C. RESULTS OF THE INVESTIGATION

An intensive-level field survey was made of the built environment resources within the APE by Architectural Historian Pamela Daly, M.S. on April 19, 2015. The fieldwork consisted of inspecting the two, separate, railway-related structures and associated features that intersect with the APE at 32nd Street.

The first linear structure, the California Southern Railroad/Atchison Topeka & Santa Fe Railroad (ATSF)/Burlington Northern Santa Fe Railroad (BNSF) line has been previously evaluated and recorded in Orange and San Diego Counties as a historic linear property eligible for listing in the National Register of Historic Places (National Register) under Criterion A. The specific segment of the railroad in the APE had been included in a survey in the City of San Diego in 2002 (CA-SDI-16385), but the 2002 survey had not evaluated the current Project segment as part of a linear resource eligible for the National Register.

The second linear structure, the City of San Diego Metropolitan Transit System Blue Line Trolley (Blue Line), situated in the right-of-way (ROW) of the abandoned San Diego & Arizona Railroad/Southern Pacific Railroad (SPRR)/Union Pacific Railroad (UPRR), has not previously been evaluated for significance within the City of San Diego. A 20-mile segment of the San Diego & Arizona Railroad/SPRR/UPRR, located outside of San Diego, and east of Ocotillo, had been evaluated for eligibility for listing in the National Register as a segment of the larger linear resource in 2000.

Summary of Findings: The specific segment of the California Southern Railroad/ATSF/BNSF linear resource situated in the Project APE appears to be eligible for listing

in the National Register as a contributor to the entire length of the ATSF/BNSF railroad line that has been determined by State Historic Preservation Officer (SHPO) to be eligible for listing in the National Register under Criterion A for its contribution to the history of railroad transportation in the United States and California. The California Southern Railroad/ATSF/BNSF linear resource has been assigned by SHPO the Status Code of 2S2. While the integral structure and features of the railroad line have been maintained and updated from the lines original construction in 1880, the ATSF/BNSF lines still retain those levels of physical integrity necessary to convey the significance of a nationwide rail transportation company to the history of San Diego and California. As the ATSF/BNSF segment has been found to be a contributor to a resource determined eligible to the National Register by SHPO, the segment is also eligible for listing in the California Register, and as a City of San Diego Historical Resource. The Project as currently planned will not result in substantial adverse direct, or indirect, impacts to this resource.

The specific segment of the Blue Line Trolley line in the Project APE, situated in the ROW of the defunct San Diego & Arizona Railroad/SPRR/UPRR, does not appear to be eligible for listing in the National Register, California Register, or as a City of San Diego Historical Resource as it does not meet the necessary criteria to be determined a historical resource. The City of San Diego Metropolitan Transit System Blue Line Trolley has since 1981 occupied the repurposed and refurbished San Diego & Arizona Railroad/SPRR/UPRR ROW. The ROW was significantly altered physically and visually when electric power lines and towers were installed to operate the trolley line. The segment of the Blue Line trolley line in the APE has not retained sufficient physical attributes to convey its association with the San Diego & Arizona Railroad/SPRR/UPRR. We recommend the resource be given the Status Code of 6Z. The Project as currently planned will not result in adverse direct or indirect impacts to this resource.

Disposition of Data: Copies of this report will be filed with BonTerra Psomas (Santa Ana) and the South Coastal Information Center at San Diego State University. Original documentation will remain on file at Daly & Associates, Riverside.

II. INTRODUCTION

This report presents the results of an intensive-level historic resource technical study conducted by Daly & Associates for the 0.75-mile extension of the Project. The Project is the proposed link from the Dorothy Petway Neighborhood Park to the Bayshore Bikeway project, in the city of San Diego. (Figures 1, 2, and 3) The current study was prepared using original research, and information provided in the cultural resource sections of documents relevant to the investigation, as listed in Section IV.

This assessment report documents and evaluates the federal, state, and local significance and eligibility of the built-environment resources located within the proposed pathway of the Project for listing in the National Register, California Register, or as a City of San Diego Historical Resource, as required under the California Environmental Quality Act (CEQA). Our report includes a discussion of the survey methodology used, a brief historic context of the area surrounding the Project, and the identification and formal evaluation of the built-environment resources in the Project APE.

A. REPORT ORGANIZATION

This report includes a description of the Project setting, a summary of the methods and results, a significance evaluation of the two railway ROWs within the Project APE, and the findings and conclusions of the study. Also included is the resume of the preparer (Appendix A), schematics of the proposed Project activities in the APE (Appendix B), historic topographic maps presenting the Project APE (Appendix C), and updated Department of Parks and Recreation (DPR) Series 523 inventory site forms (Appendix D).

B. PROJECT AREA

The City of San Diego proposes to construct a segment of a long-range plan to provide a multi-use path along Chollas Creek. The Project involves the development of a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeast San Diego community through the Barrio Logan community to East Harbor Drive.

The proposed 4,000-ft.-long (approximately 0.75-mi.) extension of the Chollas Creek multi-use path would be constructed along Chollas Creek and developed within public street rights-of-way. The path would be 10 to 14 ft. wide and would be primarily developed as Class I/cycletrack (separate facility) and Class II (painted bike lane) bicycle facilities, with the possibility of a Class III facility with painted sharrows along a short stretch of Rigel Street. Crossing signals would be installed at various locations to stop traffic and allow bicyclists and pedestrians to cross safely.

The proposed alignment for the multi-use path would begin at Dorothy Petway Neighborhood Park and continue southwest along the creek to Rigel Street, then follow Rigel

Street to Main Street. The path would head north on the west side of Main Street until it meets Chollas Creek on the northwest side of the Interstate 15 freeway ramp. The path would then follow Chollas Creek south to 32nd Street, at which point the path would follow the 32nd Street right-of-way to its terminus at East Harbor Drive, near the Pacific Fleet Station Metropolitan Transit System (MTS) Blue Line Trolley stop.

The Project would involve the grading and construction of the multi-use path along Chollas Creek, as well as re-stripping public streets to allow for bike facilities. The only changes are necessitated by the conversion of the outside northbound lane into a two-way cycletrack (shown on plans in Appendix B).¹ This will include the following:

- New median curb north of the Blue Line tracks;
- No change to the curb south of the Blue Line tracks;
- No changes to the road grades, track crossings, or outside curb or sidewalks;
- No changes to the existing railroad crossing gates or cantilevered warning light structures, unless MTS requests the relocation of the interior gate for the southbound direction as a result of the median curb reconfiguration;
- Addition of “quad” gates for both BNSF and Blue Line tracks to keep users of the new cycle track from entering the crossing.

Discretionary actions for the proposed Project include an Encroachment Agreement from Caltrans, a Letter of Request for Navy Lease from the United States Navy for development within Navy ROW, and various Encroachment Removal and Maintenance Agreements from the City of San Diego.

C. PROJECT PERSONNEL

This historic resource survey and evaluation of the built-environment resources within the Project APE was conducted by Pamela Daly, Principal Architectural Historian of Daly & Associates, Riverside, California. Ms. Daly has worked as a professional historic resources specialist for 18 years and holds a Master of Science degree in Historic Preservation from the University of Vermont. Ms. Daly exceeds the *Secretary of the Interior's Professional Qualifications Standards* for Architectural Historians and Historians [36 CFR 61].

¹ Updated project information provided by email from Alejandro Angel, Psomas, November 11, 2015.

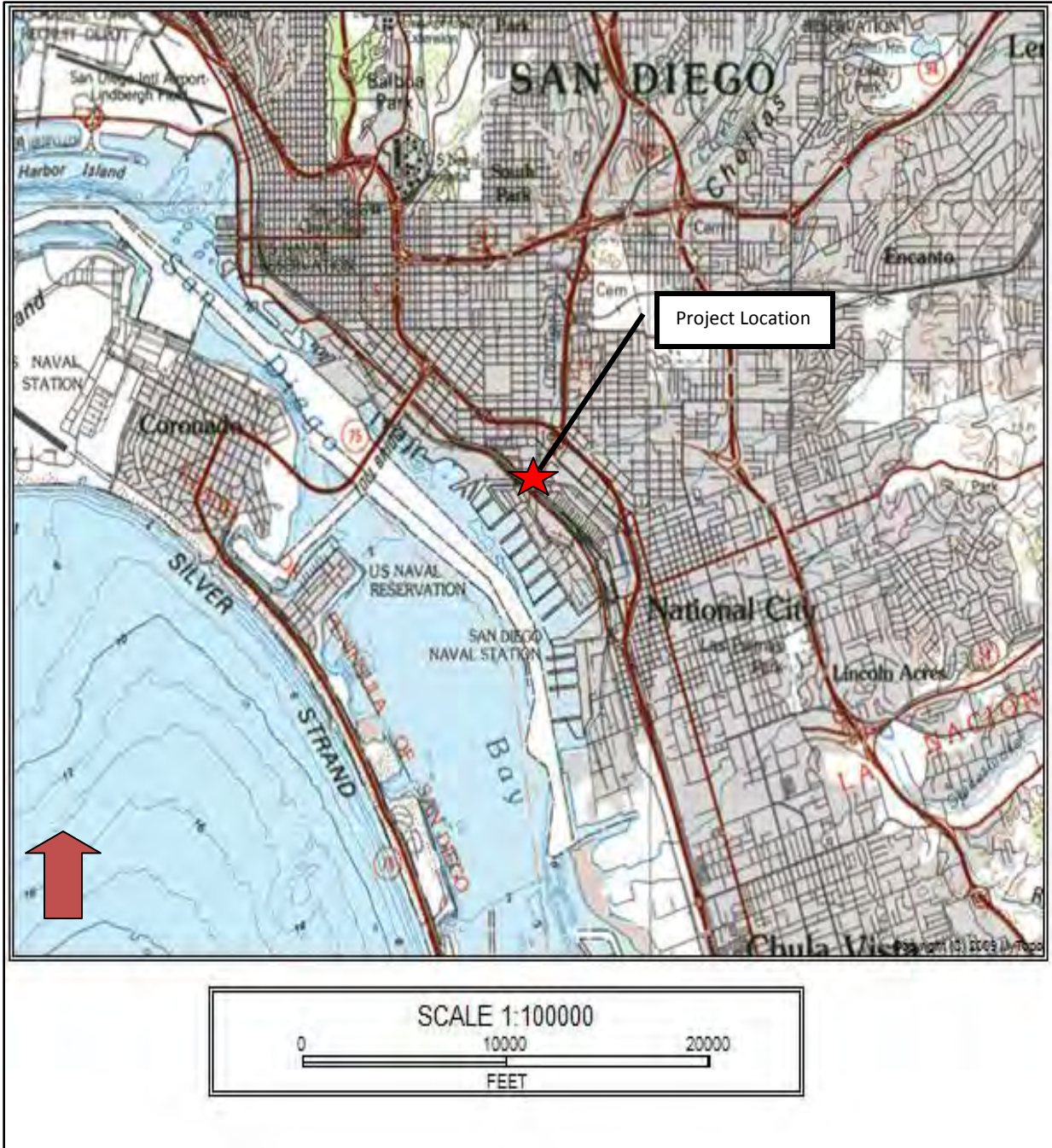


Figure 1: Regional Project Location
U.S.G.S. San Diego Quad Map, 1:100,000



Figure 2: Aerial view of Project APE with approximate project path (U.S.G.S. Quad Point Loma 1996 and National City 1996)

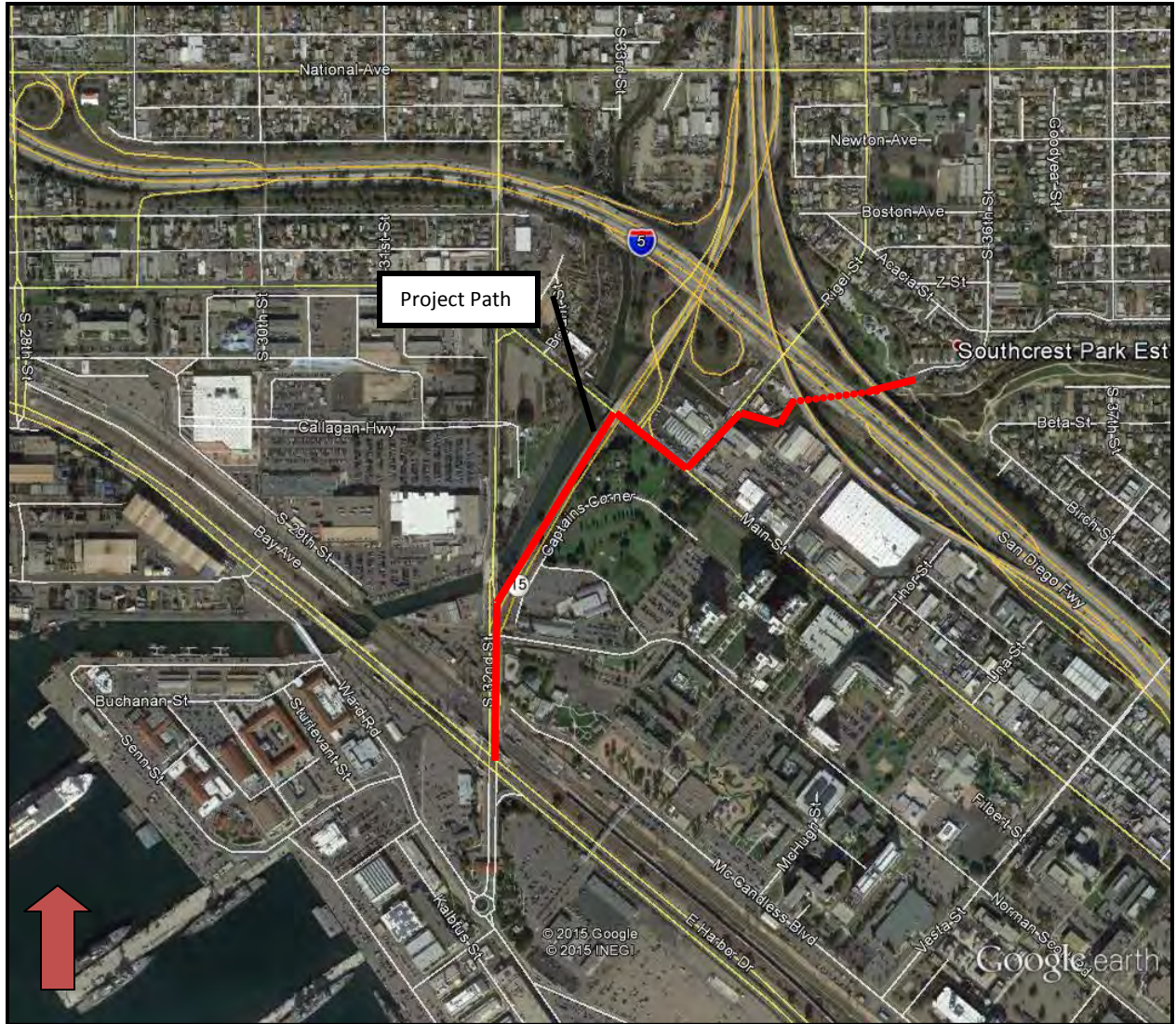


Figure 3: Aerial view of Project APE with approximate project path
(Source: Google Earth 2015)

III. PROJECT SETTING

A. PHYSICAL PROJECT SETTING

The proposed alignment for the multi-use path would begin at Dorothy Petway Neighborhood Park and continue southwest along the creek to Rigel Street, then follow Rigel Street to Main Street. The path would head north on the west side of Main Street until it meets Chollas Creek on the northwest side of the Interstate 15 freeway ramp. The path would then follow Chollas Creek south to 32nd Street, at which point the path would follow the 32nd Street ROW to where it intersects with the Blue Line Trolley rail line and the San Diego Association of Governments (SANDAG) ROW for the BNSF line. After passing through the railroad ROWs, the alignment would continue to its terminus at its intersection with East Harbor Drive.

The path would be 10- to 14-foot wide and would be primarily developed as a painted bike lane facility with painted sharrows installed along a short stretch of Rigel Street. Crossing signals may be installed where the path intersects with traffic and at the railroad ROWs to allow bicyclists and pedestrians to cross safely.

B. PROJECT AREA AND VICINITY

The proposed 4,000-foot-long (approximately 0.75-mi.) extension of the Chollas Creek multi-use path would be constructed along Chollas Creek and developed within the public street rights-of-way in the Barrio Logan Community Plan Area of the Southeastern San Diego Planning District.

C. HISTORICAL OVERVIEW

The history of San Diego can be divided into three periods: Spanish, Mexican and American. This historical overview is derived from the historical context provided in the *City of San Diego Historical Resources Guidelines* (City of San Diego 2001:41-48) and *Barrio Logan Historical Resources Survey* (City of San Diego 2011:21-59). The following text focuses on the American period, with particular emphasis on the role of the railroads in the development of San Diego.

Residential and Commercial Development in the Era of Railroads and Streetcars (1870s–1920s)

Alonzo Horton bought 800 acres in present day downtown and began to develop the area he called “New Town San Diego”.² As New Town developed, the land south of Horton’s original purchase was looked at as a good location for the future location of a transcontinental

² Heilbron, Dr. Robert F. “Horton’s Purchase, the Real Story”. San Diego Historical Society Quarterly, Thomas L. Scharf, Editor; Winter 1987, Volume 33, Number 1.

railroad depot. The area, called the East End at the time, encompassed what later became known as the communities of Barrio Logan and Logan Heights.

The first railroad company that made a serious attempt to build a line to the harbor in San Diego was the Memphis, El Paso and Pacific Railroad in 1868. “This endeavor ended in bankruptcy when the railroad failed to procure a government land grant”³ In 1873, Frank Kimball, the owner of El Rancho de la National south of San Diego, Alonzo Horton and other influential community supporters approached Colonel Thomas Scott in an attempt to convince him to build his Texas & Pacific Railroad into San Diego.⁴ The powerful Central Pacific/Southern Pacific Railroad, who already had a foothold in California and wanted no competition, lobbied the U.S. Congress to revoke the Texas & Pacific’s charter, which they did in 1878 after the SPRR had built a line from San Francisco to Los Angeles, and onto Yuma, Arizona, bypassing San Diego.⁵

Frank Kimball then approached the ATSF in 1879 with a promise of land and harbor access to convince them to include San Diego in their transcontinental network. Through the purchase of unused railroad grant lands in San Diego, the ATSF formed the California Southern Railroad as a subsidiary and the San Diego Land and Town Company to sell its excess lands.⁶

With the commitment of a major railroad building a line from National City north to San Bernardino where it would connect with the ATSF in San Bernardino, the 1880s proved to be a period of substantial growth in San Diego, reflected in the construction wharfs on the bayfront north and south of Chollas Creek, and the land west of Harbor Drive used for railroad depot grounds.

The California Southern Railroad was a subsidiary of the ATSF. In 1880, a set of track started being constructed from National City north to Oceanside, where the tracks then headed to the northeast through Temecula and onto Colton and San Bernardino. Due to the treacherous land on this inland route, the California Southern started the construction of the Surf Line from Oceanside north towards Dana Point, and then inland to San Juan Capistrano, El Toro, Tustin and Santa Ana in 1886. The line was completed in 1888. This line became the only direct railroad route between Los Angeles and San Diego. After a restructuring of ATSF in 1889, the California Southern was consolidated with other ATSF regional lines into the Southern California Railway. Southern California Railway was enveloped into ATSF in 1906, and its rail lines were identified as such.⁷

³ Lowell, Douglas L. “The California Southern Railroad and the Growth of San Diego, Part 1”. *The Journal of San Diego History*, Fall 1985, Volume 31, Number 4. Edited by Thomas L. Scharf.

⁴ Ibid.

⁵ Ibid.

⁶ Ibid.

⁷ Daly & Associates. “Historical Resources Evaluation of the Replacement of North County Transit District’s (NCTD) Bridge 208.6 North Approach Project, San Diego County, California.” October 2013.

Locally, within San Diego, a land development plan was created by Elisha S. Babcock and Hapton L. Story, to begin the Coronado Railroad Company/Coronado Belt Line in 1886. This 20.3 mile short line of the Coronado Belt Line that passed through the cities of San Diego, National City, Chula Vista, Imperial Beach, and Coronado, served to support the transportation of tourists between the ATSF depot in National City and Coronado Island, and as a short-line freight hauler between downtown San Diego and Imperial Beach.⁸ The path of the Coronado Belt Line from San Diego to National City paralleled the path of the ATSF track along San Diego Bay.

Even with the California Southern/ATSF providing national railway service to the citizens and businesses of San Diego, it required that all passenger and goods travel north to the main depot in San Bernardino before heading in any easterly direction. Collis P. Huntington, the managing director of the Southern Pacific Railroad died in August of 1900. His heirs decided to sell their majority shares of the company, which were bought by Edward H. Harriman, who controlled the Union Pacific and Illinois Central Railroads.⁹ John D. Spreckels of San Diego and San Francisco, son of Claus Spreckels the sugar baron, entered into a partnership with Harriman to build the San Diego & Arizona Railroad Company. Construction of the San Diego & Arizona Railroad started in Yuma in 1907, and headed westward to San Diego, and would be completed in 1919. In the current Project area, both the ATSF/BNSF and San Diego & Arizona/SPRR ran parallel tracks to serve the commercial and military harbors.

By 1900, several industrial companies had established themselves along the bayfront including the Camble Brothers Machine Shop, California Iron Works, Benson Lumber Company, Dobler's Brewery, and Standard Oil Company. In 1911, the City was awarded the tidelands, previously under state control, and initiated the construction of a sea wall around the bay. The former tidelands behind the sea wall were filled using dredging from the bay, creating usable land.¹⁰

Following a major flood event in 1916, the 6.5 mile "northernmost section of the original Coronado Belt Line between downtown San Diego and National City was removed from use".¹¹ The inland path of the National City & Otay railroad line between those two cities was used by the San Diego & Arizona Railroad to provide local short haul service to the cities. After the death of Spreckels in 1926, the San Diego & Arizona Railroad was eventually absorbed into the SPRR system.

At the end of World War I, the heavy industrial and shipping-related commercial center continued to expand along Harbor Drive. Along Logan Avenue, other businesses were popping up throughout the community inland from the harbor adjacent to the railroad. Businesses

⁸ Weitze, Karen J. *Historic Resource Evaluation Report: Coronado Belt Line Right-of-Way*. EDAW, November 2001.

⁹ Orsi, Richard J. *Sunset Limited: the Southern Pacific Railroad and the Development of the American West*. Berkeley: University of California Press, 2005. Page33.

¹⁰ City of San Diego, 2011.

¹¹ Weitze. Page 7

included auto wrecking and salvage yards, door and cabinet shops, several iron works, furniture manufacturing, battery manufacturing, bottling works, and a small car manufacturing plant.¹²

Leading up to World War II, the federal government increased its military presence along the bayfront. The Destroyer Base, established at the terminus of 32nd Street in 1919, was changed to the U.S. Naval Repair Base in 1941, and was redesignated to the U.S. Naval Station, San Diego in 1946, occupying over 1,100 acres adjacent to the Project APE.¹³

Boat building industries, working on military contracts, began to locate along the bayfront. National Iron Works, now known as National Steel and Shipping Company (NASSCO), the Harbor Boat and Yacht Company, and the San Diego Marine Construction Company, were established or expanded during the war years and into the 1950s. The tuna and sardine canning industry continued to be a big presence on the waterfront, although it had been consolidated into two major companies by 1946: the Van Camp Seafood Company and the Sun Harbor Packing Company. San Diego Gas and Electric Company operated two facilities along the bayfront, the Silver Gate Power Plant and substation.¹⁴

The San Diego & Arizona/SPRR/UPRR railroad stopped passenger service out of San Diego in 1951, and abandoned the line heading to Yuma after a flash flood in 1976. Freight service was continued to Los Angeles and Mexico.¹⁵ By 1980 UPRR had ceased both passenger and freight operations on the line in and out of San Diego. The UPRR's ROW was sold to the City, and the Metropolitan Transit System Blue Line trolley now runs through the old San Diego & Arizona/SPRR/UPRR corridor that intersects with the Project APE.

BNSF continues to own the historic California Southern Railroad/ATSF railroad ROW in the Project APE, and uses it for long distance cargo transportation. BNSF leases usage of the ROW to North County Transit District in San Diego County.

¹² Ibid.

¹³ Ibid.

¹⁴ City of San Diego, 2011.

¹⁵ San Diego History Center. "San Diego History Timeline":
<http://www.sandiegohistory.org/timeline/timeline2.htm#1900>

IV. METHODS AND RESULTS

A. ARCHIVAL RESEARCH

A records search was conducted at the South Coastal Information Center at San Diego State University on March 8, 2014 by ASM Affiliates, Inc., for the *Phase 1 Cultural Resources Constraints Research Report for the Chollas Creek Multi-Use Path to Bayshore Bikeway Project*, dated June 2014. This records search identified 22 previously recorded cultural resources that had been assigned trinomials, 61 additional cultural resources that had been assigned primary numbers, 87 cultural resources reports, and 99 historic addresses within 1 mile of the APE.

For the current investigation of the built-environment resources within the Project APE the records search also included a review of the following listings and sources:

National Register of Historic Places (data files accessed November 20, 2015);
California Inventory of Historic Resources (State of California March 1976);
California Historical Landmarks (State of California 1996);
California Register of Historical Resources (State of California 1992 and updates);
Office of History Preservation (OHP) Historic Property Data File April 2012;
California Historical Resources Inventory Database for City of San Diego
(accessed November 20, 2015);
City of San Diego Historical Resources Board list of Historic Landmarks
(accessed November 20, 2015);
Sanborn Fire Insurance Maps for San Diego (accessed from Los Angeles Public Library);
and
United States Geological Survey maps:
1904 San Diego, CA 1:62,500
1930 San Diego, CA 1:62,500
1930 La Jolla, CA 1:62,500
1942 Point Loma, CA 1:31,680
1944 National City, CA 1:31,680
1953 Point Loma, CA 1:24,000
1953 National City, CA 1:24,000

Previously Identified Resources in the Project APE

There are two built-environment resources that intersect with the linear path of the Project APE, which have been previously surveyed, evaluated, and recorded using DPR Series 523 Inventory Site Forms. They are the double-track railroad ROW of the Blue Line trolley, and single track railroad ROW of the BNSF, that parallel each other where they intersect with 32nd Street and the path of the Project corridor.

Coronado Belt Line/San Diego & Arizona Railroad/Southern Pacific Railroad/Union Pacific Railroad

The current double-track ROW of the Blue Line is situated within the path of the San Diego & Arizona Railroad (1907-1919)/SPRR/UPRR (1919-1977). The South Coastal Information Center has recorded the San Diego & Arizona/SPRR/UPRR as Primary Number P-37-025680 for sections of the railroad located on the expanse of abandoned track that extends to the east of the City of San Diego. We also found a notation on an Updated DPR for the San Diego & Arizona Railroad (P-37-25680), dated 1/3/2012, that a segment of the Union Pacific Railroad line in San Diego County is also recorded under Primary Number P-37-024023.

A section of the Coronado Belt Line Railroad was constructed from downtown San Diego to National City during its inception in 1886. The Coronado Belt Line Railroad was merged with the National City and Otay Railroad in 1905 by owner John D. Spreckels. In 1916, a serious flood event caused major damage to the bridges and rail bed of the Coronado Belt Line. Instead of repairing and restoring function to the northernmost section of the original Coronado Belt Line, the 6.5 mile section between San Diego and National City was abandoned for use. The Coronado Belt Line ceased their operations in the current Project APE, shortly after 1916. The San Diego & Arizona Railroad took over control of the abandoned segment of the Coronado Belt Line between San Diego and National City in 1919.

California Southern Railroad/Atchison Topeka & Santa Fe Railroad/Burlington Northern Santa Fe Railroad

The Project path along 32nd Street also intersects with the historic railroad tracks of the California Southern Railroad/Atchison Topeka Santa Fe Railroad (ATSF)/Burlington Northern Santa Fe Railroad (BNSF) recorded at the South Coastal Information Center as Primary Number P-37-024739/CA-SDI-16385H. Outside of the city, the ATSF/BNSF linear resource has been recorded under Primary Number P-37-014051 for a project in Oceanside, San Diego County.

Because of the huge amount of data regarding resources, organized by county, in the California Historical Resources Inventory (CHRI) Determination of Eligibility listing, previous researchers of the California Southern Railroad/ATSF in San Diego County may not have been aware that the entire ATSF linear resource had been found eligible by the State Officer for Historic Preservation (SHPO) for listing in the National Register of Historic Places (NRHP) as a result of separate studies in Orange County and San Bernardino County. (See copy of the San Bernardino Historic Property data page in Appendix D.) The ATSF linear resource was evaluated under the criteria for listing a property in the NRHP, and determined eligible under criterion A for its role in the history of railroad transportation and has been assigned the California Historical Resource Status code of 2S2. The ATSF has been evaluated and documented in

Orange (P-30-176590, Hupp/Caltrans)¹⁶, Los Angeles (P-19-186804), and San Bernardino (P-36-006693/P-36-006793)¹⁷ counties.

Possibly due to there not having been a project in San Diego County that required an evaluation of a segment of the ATSF by SHPO under Section 106 of the National Historic Preservation Act in the last five years, prior determinations of the ATSF rail line by cultural resource professionals have not been updated/ revised to note that the ATSF line is a historical resource for the purposes of CEQA.

Prior Investigations/Prior Studies within the APE

San Diego & Arizona Railroad: In 2000, historians from JRP Historical Consulting Services prepared a historic context of the San Diego & Arizona Railroad for a section of the railroad located in the vicinity of Ocotillo, California.¹⁸ The South Coastal Information Center assigned the resource Primary Number P-37-025680. The results of the evaluation for the project determined that the entire linear resource, and the specific sections of the San Diego & Arizona Railroad being evaluated, did not appear eligible for listing in the NRHP and assigned the resource a California Historical Resources Status Code of 6.

5.9-mile segment of the BNSF/ATSF: The South Coastal Information Center has on-file a survey and evaluation of the 5.9-mile segment of the ATSF/BNSF tracks located in the city of San Diego as Primary Number P-37-024739. The segment was evaluated under Section 106 of the National Historic Preservation Act (NHPA) and documented in *Historical Resources Compliance Report: Track Improvements Between San Diego and National City, and New Locomotive/Car Service and Inspection Facility in National City, San Diego County, California*, by Tang, Bai (Tom) et.al., of CRM TECH in 2002. The study determined that the 5.9-mile segment of the railroad, which includes the railroad lines intersection with 32nd Street, to be not eligible for listing in the NRHP by consensus with the State Historic Preservation Officer, and it was assigned the California Historical Resources Status Code of 6Y. The segment was only investigated for eligibility to the NRHP, and not for local or state significance. The report failed to evaluate the segment as part of the entire California Southern Railroad/ATSF linear resource which had been determined eligible for listing in the NRHP in 1998.

SANDAG Bayshore Bikeway: Senior archaeologists of ASM Affiliates prepared a survey of cultural resources report for San Diego Associated Governments (SANDAG) for portions of the Bayshore Bikeway Project in their report *Cultural and Historical Resource Study for the Bayshore*

¹⁶ Hupp, Jill. DPR form for P30-176590: Burlington Northern & Santa Fe Railway (BNSF) tracks. Caltrans Environmental Program, Sacramento, California. 2000.

¹⁷ California OHP; Archaeological Determination of Eligibility for SBR-006693H, San Bernardino County; December 8, 2012.

¹⁸ Historic context of the San Diego & Arizona Railroad prepared for ASM Affiliates, Inc. "A Cultural Resources Inventory of the Proposed AT&T/PF Net Fiber Optics Conduit, Imperial and Riverside Counties, CA". August 2000.

Bikeway Project, San Diego County, California, in November 2008.¹⁹ The results of that report were the basis for the treatment of cultural resources as presented in *Bayshore Bikeway Project (Segments 4, 5, 7, and 8A) Final Mitigated Negative Declaration Initial Study*, released by SANDAG in May 2009. ASM agreed with the determination by the CRM TECH report of 2002 that the segment of BNSF/AT&SF rail line (P-37-024739/CA-SDI-16385H) was not eligible for the NRHP. The authors of the ASM report recommended that the segment of the ATSF/BNSF line be considered not eligible for listing in the CRHR or local register. The ASM study did not evaluate the segment of the ATSF/BNSF in their project area as being part of a larger linear resource.

Barrio Logan Historical Resources Survey: The area in which the current Project is located was subject to the development of a historic context and reconnaissance-level survey of known and potential historic resources and presented in *Barrio Logan Historical Resources Survey* prepared by City of San Diego, City Planning & Community Investment, in conjunction with Brian F. Smith and Associates, February 2011. The current Project APE is located within an area identified in the report as the Barrio Logan Community Plan Area.²⁰ Historically, the current Project APE is situated in the ATSF's subsidiary real estate company, the Sand Diego Land and Town Company's, "South Chollas Addition".²¹ The report failed to recognize the existence of the ATSF/BNSF rail line as a historic resource within the Barrio Logan Neighborhood.

Chollas Creek Multi-Use Path: Senior archaeologists of ASM Affiliates prepared a Phase I report to investigate the potential presence of historical resources within the current Project APE. The results were presented in *Phase I Cultural Resources Constraints for the Chollas Creek Multi-Use Path to Bayshore Bikeway Project, San Diego, California* prepared by ASM Affiliates in June 2014.²² The report failed to recognize the existence of the ATSF/BNSF rail line within proposed path of the Project APE, and the current ownership and conversion of the SPRR/UPRR ROW for use as the electric-powered Blue Line Trolley.

B. FIELD SURVEY

A site visit and intensive-level inspection of the built-environment resources on the Project path was performed by Pamela Daly, Architectural Historian, on April 19, 2015.

The Project path is primarily comprised of a route that will not directly or indirectly impact built environment resources until it runs along the west side of 32nd Street and intersects with the two sets of the Blue Line light rail tracks, and the single set of BNSF tracks.

¹⁹ Garcia-Herbst, Arleen. "Cultural and Historical Resource Study for the Bayshore Bikeway Project, San Diego County, California". Prepared by ASM Affiliates, Carlsbad, CA; November 2008.

²⁰ City of San Diego. "Barrio Logan Historical Resources Survey". City Planning & Urban Forms Division in conjunction with Brian F. Smith and Associates, February 2011. Page 148.

²¹ City of San Diego. "Barrio Logan Historical Resources Survey". City Planning & Urban Forms Division in conjunction with Brian F. Smith and Associates, February 2011. Page 25-26.

²² Scharlotta, Ian and Mark S. Becker. "Phase I Cultural Resources Constraints for the Chollas Creek Multi-Use Path to Bayshore Bikeway Project, San Diego, California". Prepared by ASM Affiliates, Carlsbad, CA; June 2014.

In order to identify and evaluate the subject property as a potential historic resource, a multi-step methodology was utilized. An inspection of the site, the existing structures, and associated features, combined with a review of data for this parcel, was performed to document existing conditions and assist in assessing and evaluating the property for significance. Photographs were taken of the structures, landscape, or other points of interest situated in the proposed project area, during the intensive-level survey.

C. DESCRIPTION OF SURVEYED RESOURCES

Our field investigation revealed two linear built-environment resources within the proposed Project path.

San Diego & Arizona/SPRR/UPRR/SDMTS Blue Line Trolley (P-37-025680)

As Project path of the APE heads west along 32nd Street, it intersects with the ground-level and overhead structures of the Blue Line Trolley. (Figure 4) The Pacific Fleet Station trolley stop is located immediately to the south of the APE. (Figure 5) The Blue Line Trolley through this area is located within the right-of-way of the San Diego & Arizona/SPRR/UPRR owned by the San Diego Metropolitan Transit System (MTS).

Due to the rise of private automobile use after World War II, the San Diego & Arizona/SPRR/UPRR railroad stopped passenger service out of San Diego in 1951. The UPRR abandoned the entire line after sections of the track heading to El Centro were destroyed by flash floods in 1976, and UPRR determined repairs to the old San Diego & Arizona route were not worth the financial investment to continue freight service on the line. The UPRR's right-of-way in the City of San Diego was sold, and the Metropolitan Transit System started the San Diego Trolley Blue Line in 1981, in the ROW abandoned by the San Diego & Arizona/SPRR/UPRR corridor located in the Project APE.

Where the Project APE intersects with the Blue Line are two sets of standard gauge (4 feet 8 ½ inches wide), steel rail tracks embedded in a concrete apron system that supports the rails without the use of ballast or ties, which is desirable where the rails intersect with automobile roads. Approaching the tracks from the east or west on 32nd Street, an overhead, cantilevered, railroad crossing sign, constructed of tubular steel framing, with a paired set of red lights, give a driver the first indication that railroad tracks are ahead, and will activate if a train is approaching. Set more closely to the railroad tracks, again on both the east and west approach, are railroad crossing guard gates that are wired into the rail system to automatically drop the gates along with flashing red lights and sounding warning bells, when a train is approaching the intersection.

The most significant alteration to the San Diego & Arizona/SPRR/UPRR railroad ROW was the installation of the overhead electric power lines and supporting towers in the 1980s to support the light rail that was constructed for the Blue Line Trolley cars. Light rail systems and

subways operate on the same power structure, but the power line also known as the “third rail” for the trolley system is lifted overhead and away from pedestrians.

Starting in 2011, to accommodate the addition of new Siemens S70 rail cars to the light rail system, it was necessary for MTS to completely renovate existing stations and upgrade the rails, ties, and ballast system of the Blue Line. The upgrades to the Pacific Fleet Station appear to have removed much of historic material in the ROW and APE associated with the abandoned San Diego & Arizona/ SPRR/UPRR railroad. The most noticeable change in the rail bed of the station was the conversion from the old wood railroad ties to the use of modern, formed-concrete tied set in a bed of re-graded ballast. The installation of contemporary designed lighting, benches, information kiosks, completed the modern upgrades to the station. On the north side of the intersection of the rail line with 32nd Street, the steel rails are supported on wood ties in a stone ballast bed.



Figure 4: MTS Blue Line Trolley rails and overhead power lines intersecting with 32nd Street. View looking north.



Figure 5: MTS Blue Line Pacific Fleet Station. View looking south.

Atchison, Topeka and Santa Fe Railroad (SDI-CA-16385H, P-37-024739, P-36-006793)

As Project path of the APE heads west along 32nd Street, it intersects first with the ground-level and overhead structures of the Blue Line Trolley. Continuing on 32nd Street, a pedestrian or automobile would then be faced with crossing a single set of standard gauge rails in the ROW of the ATSF rail line. (Figure 6) Immediately, to the south of where the rails cross 32nd Street, they expand to three sets of rails. North of the intersection, there is only a single set of rails that cross Chollas Creek and extend towards downtown San Diego.

Approaching the ATSF ROW from the east or west, there is only one crossing gate in each direction with flashing lights, which can be activated to warn of an approaching train. Where the rails cross 32nd Street, the rails are set within steel apron system that provide support for the rails yet make the crossing of automobiles across the tracks more comfortable. To the north and south of the intersection with 32nd Street, the rails are supported by wood ties in a stone ballast bed. Also nearby are switching boxes, with one noting that the intersection is at milepost 271.04 of the ATSF line.



Figure 6: View of the ATSF rail lines in the ROW. View looking south.

V. SIGNIFICANCE EVALUATIONS

Historic resources fall within the jurisdiction of several levels of government. Federal laws provide the framework for the identification, and in certain instances, protection of historic resources. Additionally, states and local jurisdictions play active roles in the identification, documentation, and protection of such resources within their communities. The National Historic Preservation Act (NHPA) of 1966, as amended, particularly Section 106 of the NHPA, and the California Environment Quality Act (CEQA) are the primary laws and regulations governing the evaluation and significance of historic resources of national, state, regional, and local importance.

In analyzing the historic significance of the subject property, criteria for designation under federal, state, and local landmark programs were considered. Additionally, the California Office of Historic Preservation (OHP) survey methodology was used to survey and rate the relative significance of the Property.

Two cultural resources were identified within the Project APE by survey and records searches. These two historic resources are the ATSF railroad line and the ROW path of the defunct San Diego & Arizona/SPRR/UPRR that is now occupied by Blue Line Trolley.

1. Federal Regulations

National Register of Historic Places

First authorized by the Historic Sites Act of 1935, the National Register was established by the NHPA as “an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.”²³ The National Register recognizes properties that are significant at the national, state and local levels.

To be eligible for listing in the National Register, the quality of significance in American history, architecture, archaeology, engineering, or culture must be in a district, site, building, structure, or object that possesses integrity of location, design, setting, materials, workmanship, feeling and association, and:²⁴

²³ Code of Federal Regulations (CFR), 36 § 60.2.

²⁴ *Guidelines for Completing National Register Forms, National Register Bulletin 16*, U.S. Department of the Interior, National Park Service, September 30, 1986 (“National Register Bulletin 16”). This bulletin contains technical information on comprehensive planning, survey of cultural resources, and registration in the National Register of Historic Places.

- A. is associated with events that have made a significant contribution to the broad patterns of our history; or
- B. is associated with the lives of persons significant in our past; or
- C. embodies the distinctive characteristics of a type, period, or method of construction or that represents the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. yields, or may be likely to yield, information important to prehistory or history.

A property eligible for listing in the National Register must meet one or more of the four criteria (A-D) defined above. In addition, unless the property possesses exceptional significance, it must be at least 50 years old to be eligible for National Register listing.

In addition to meeting the criteria of significance, a property must have integrity. "Integrity is the ability of a property to convey its significance."²⁵ According to *National Register Bulletin 15*, within the concept of integrity, the National Register criteria recognize seven aspects or qualities that, in various combinations, define integrity. To retain historic integrity a property will always possess several, and usually most, of these seven aspects. The retention of specific aspects of integrity is paramount for a property to convey its significance.²⁶ The seven factors that define integrity are location, design, setting, materials, workmanship, feeling, and association. The following is excerpted from *National Register Bulletin 15*, which provides guidance on the interpretation and application of these factors.

- Location is the place where the historic property was constructed or the place where the historic event occurred.²⁷
- Design is the combination of elements that create the form, plan, space, structure, and style of the property.²⁸
- Setting is the physical environment of a historic property.²⁹
- Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.³⁰

²⁵ *National Register Bulletin 15*, page 44.

²⁶ *Ibid.*

²⁷ "The relationship between the property and its location is often important to understanding why the property was created or why something happened. The actual location of a historic property, complemented by its setting is particularly important in recapturing the sense of historic events and persons. Except in rare cases, the relationship between a property and its historic associations is destroyed if the property is moved." *Ibid.*

²⁸ "A property's design reflects historic functions and technologies as well as aesthetics. It includes such considerations as the structural system; massing; arrangement of spaces; pattern of fenestration; textures and colors of surface materials; type, amount, and style of ornamental detailing; and arrangement and type of plantings in a designed landscape." *Ibid.*

²⁹ *National Register Bulletin 15*, page 45.

³⁰ "The choice and combination of materials reveals the preferences of those who created the property and indicated the availability of particular types of materials and technologies. Indigenous materials are often the focus of regional building traditions and thereby help define an area's sense of time and place." *Ibid.*

- Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.³¹
- Feeling is property's expression of the aesthetic or historic sense of a particular period of time.³²
- Association is the direct link between an important historic event or person and a historic property.³³

In assessing a property's integrity, the National Register criteria recognize that properties change over time; therefore, it is not necessary for a property to retain all its historic physical features or characteristics. The property must, however, retain the essential physical features that enable it to convey its historic identity.³⁴

For properties that are considered significant under National Register criteria A and B, *National Register Bulletin 15* states that a property that is significant for its historic association is eligible if it retains the essential physical features that made up its character or appearance during the period of its association with the important event, historical pattern, or person(s).³⁵

In assessing the integrity of properties that are considered significant under National Register criterion C, *National Register Bulletin 15* provides that a property important for illustrating a particular architectural style or construction technique must retain most of the physical features that constitute that style or technique.³⁶

Atchison, Topeka and Santa Fe Railroad/Burlington Northern Santa Fe Railroad (SDI-CA-16385H, P-37-024739, P-36-006793)

The California Southern/ATSF rail line in California was determined eligible for listing in as a historic linear resource for listing in the NRHP in 1998 under Criterion A for its contribution to the history of railroad transportation in California. The period of significance for the ATSF is considered to be from 1883 to 1910. The California Southern Railroad predates the construction of the ATSF into California by three years. The segment of the ATSF in the APE is a

³¹ "Workmanship can apply to the property as a whole or to its individual components. It can be expressed in vernacular methods of construction and plain finishes or in highly sophisticated configurations and ornamental detailing. It can be based on common traditions or innovative period techniques." *Ibid.*

³² "It results from the presence of physical features that, taken together, convey the property's historic character." *Ibid.*

³³ "A property retains association if it is the place where the event or activity occurred and is sufficiently intact to convey that relationship to the observer. Like feeling, associations require the presence of physical features that convey a property's historic character...Because feeling and association depend on individual perceptions, their retention alone is never sufficient to support eligibility of a property for the National Register." *Ibid.*

³⁴ *National Register Bulletin 15*, page 46.

³⁵ *Ibid.*

³⁶ "A property that has lost some historic materials or details can be eligible if it retains the majority of the features that illustrate its style in terms of the massing, spatial relationships, proportion, pattern of windows and doors, texture of materials, and ornamentation. The property is not eligible, however, if it retains some basic features conveying massing but has lost the majority of features that once characterized its style." *Ibid.*

portion of the California Southern Railroad line that ran between San Diego, Oceanside, and San Bernardino, constructed from 1880 to 1888.

The specific segment of the ATSF/BNSF located in the APE of the current Project had been included in a 5.9-mile segment evaluated in 2002 as part of a track improvement study. The segment is located between BNSF milepost 267.3 and milepost 273.21, and recorded in the South Coastal Information Center as P-37-024739/CA-SDI-16385.³⁷ While the specific 5.9 mile segment was determined not to be eligible for listing in the NRHP under federal criteria, the segment had not been evaluated as a part of the entire linear ATSF/BNSF property that had been determined by the Office of Historic Preservation as a historic linear resource. As a linear resource, a segment of the ATSF/BNSF railroad and its associated built-environment features, must be evaluated as to whether the segment is a contributor to the entire linear resource. The segment is evaluated much like that of a property within a historic district.

The current Project calls for only the evaluation of the segment of the intersection of the ATSF/BNSF where it intersects with 32nd Street not for the entire ATSF/BNSF linear resource.

Our review of the segment of the ATSF/BNSF that intersects with 32nd Street within the APE found that the segment has not been formally evaluated since 2002. The California Office of Historic Preservation recommends that resources be re-evaluated every five years.³⁸ The segment within the Project APE does appear to be a contributing element to the historic linear property. The OHP has taken the approach that a railroad line is a functioning historic property that requires regular maintenance and upgrading.³⁹ The replacement of the original iron rails, wood ties, signal arms, crossing warning lights, and ballast due to continual maintenance of the line have not altered the lines physical ability to convey its historic significance, and those features should be considered contributors to the segment.

The ATSF/BNSF in California has been found eligible for listing as a historic linear resource under Criterion A and has been assigned the Status Code of 2S2. The segment that has been evaluated in this study appears to be considered a contributor to the larger linear historic district of the ATSF/BNSF.

³⁷ Tang, Bai (Tom) et.al. *Historical Resources Compliance Report: Track Improvements Between San Diego and National City, and New Locomotive/Car Service and Inspection Facility in National City, San Diego County, California*, 2002. Section 106-compliance survey.

³⁸ "While an existing survey over five years old can provide valuable information, it is appropriate to update the survey to ensure that local planning and preservation decisions are based on the most current information available." California Office of Historic Preservation; Historic Resource Surveys. http://ohp.parks.ca.gov/?page_id=23317

³⁹ Discussion with Kathleen Forrest, State Historian, Office of Historic Preservation, November 19, 2015.

San Diego & Arizona/SPRR/UPRR/SDMTS Blue Line Trolley (P-37-025680)

The evaluation of the entire San Diego & Arizona/SPRR/UPRR linear resource by JRP Historical Consulting Services in 2000, as part of a report produced by ASM Affiliates, found that “despite a short but interesting history, the railroad failed to make significant contributions to our history” and that it did not qualify for listing in the National Register under Criterion A.⁴⁰ The City of San Diego had been served by the California Southern/ATSF railroad since 1880, which provided both local and transcontinental passenger and freight service. The San Diego & Arizona Railroad did not start service to San Diego until 1919, almost 40 years after the California Southern/ATSF railroad had provided both passenger and freight services to the city. We concur with JRP’s determination that the San Diego & Arizona/SPRR/UPRR linear resource does not qualify for listing in the National Register under Criterion A.

Edward D. Harriman, owner of the Illinois Central, Southern Pacific, and Union Pacific Railroads had died in 1909, at the beginning of the construction of the San Diego & Arizona Railroad, so he was not directly associated with the official beginning the line in 1919. John D. Spreckels moved with his family to San Diego permanently in 1906 after the San Francisco earthquake, and invested and managed a number of important local and international transportation companies while he lived in San Diego. For the San Diego & Arizona Railroad, Spreckels had personally brokered a secret deal with Harriman for the SPRR to build the line between El Centro and San Diego, and supported the effort with his personal wealth. Although Spreckels was the main booster and vocal supporter of the new railroad line into San Diego, he was not directly involved in the actual construction or day-to-day management and operations of the railroad.

The evaluation by JRP Historical Consulting Services found that the San Diego & Arizona/SPRR/UPRR railroad did not qualify for listing in the National Register under Criterion B as “the association of the Spreckels brothers [John D. and Adolph B.] and [Edward D.] Harriman with the railroad fails to illustrate the most important achievements of their varied careers in either railroad history or in other fields”.⁴¹ JRP Historical Consulting Services also states that “the establishment of this railroad line is not among the more significant contributions of any of these individuals to California and American history”.⁴² We concur with JRP’s determination that the San Diego & Arizona/SPRR/UPRR linear resource does not qualify for listing in the National Register under Criterion B.

The segment of the San Diego & Arizona/SPRR/UPRR ROW that is now used for the Blue Line Trolley, does not appear eligible for listing under Criterion C of the National Register, as a property that is significant for its design or construction. The ROW has also been altered with

⁴⁰ Historic context of the San Diego & Arizona Railroad prepared for ASM Affiliates, Inc. by JRP Historical Consulting Services. “A Cultural Resources Inventory of the Proposed AT&T/PF Net Fiber Optics Conduit, Imperial and Riverside Counties, CA”. August 2000. P-37-025680.

⁴¹ Ibid.

⁴² Ibid.

the construction of the overhead power lines and carrying towers that are necessary for the transmission of electricity to the trolley line, and the construction of the platforms for the Pacific Fleet trolley station. The segment of the trolley line has been so altered that it does not accurately provide any information about early 20th-century railroad construction technologies or methods as required under Criterion C.

The segment of the San Diego & Arizona/SPRR/UPRR ROW in the Project APE does not appear to have the potential to yield information important to history as per Criterion D.

The segment of the railroad has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance. It has lost the integrity of its original design, workmanship, materials used, feeling, association, and setting. The integrity of the segment at this location has been compromised with the removal of the original tracks, wood ties, and ballast, and the installation of features and structures incompatible with a “heavy rail system” but necessary for the operation of a modern, electric-powered trolley system. The segment has retained the integrity of the location of the San Diego & Arizona/SPRR/UPRR/Blue Line ROW in the community, yet it cannot provide the feeling of a mode of transportation dating from the early twentieth century. The Project as currently planned will not result in adverse direct or indirect impacts to this resource.

2. State Level Criteria

The California Office of Historic Preservation (OHP), as an office of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also carries out the duties as set forth in the Public Resources Code (PRC) and maintains the California Historical Resources Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state’s jurisdictions.

California Register of Historical Resources

Created by Assembly Bill 2881, which was signed into law on September 27, 1992, the California Register is “an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change.”⁴³ The criteria for eligibility for the California Register are based upon National Register criteria.⁴⁴ Certain resources are determined by the statute to be automatically included in the California Register, including California properties formally determined eligible for, or listed in, the National Register.⁴⁵

⁴³ California Public Resources Code § 5024.1(a).

⁴⁴ California Public Resources Code § 5024.1(b).

⁴⁵ California Public Resources Code § 5024.1(d).

The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed in the National Register of Historic Places and those formally determined eligible for the National Register of Historic Places;
- California Registered Historical Landmarks from No. 770 onward;
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Resources Commission for inclusion in the California Register.⁴⁶

Other resources which may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5;
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as a historic preservation overlay zone.⁴⁷

To be eligible for the California Register, a historic resource must be significant at the local, state, or national level under one or more of the following four 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; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Atchison, Topeka and Santa Fe Railroad/Burlington Northern Santa Fe Railroad (SDI-CA-16385H, P-37-024739, P-36-006793)

The segment of the ATSF/BNSF in the APE appears to be a contributing resource to the historic linear resource that has been given the Status Code of 2S2. As the segment has been determined eligible for listing with the ATSF/BNSF linear resource, the segment within the APE is automatically eligible for listing in the California Register per California Public Resources Code § 5024.1(d).

⁴⁶ California Public Resources Code § 5024.1(d).

⁴⁷ California Public Resources Code § 5024.1(e).

San Diego & Arizona/SPRR/UPRR/SDMTS Blue Line Trolley (P-37-025680)

The segment of the San Diego & Arizona/SPRR/UPRR linear resource within the Project APE does not appear eligible for listing in the California Register under Criterion 1, as the linear resource has not been found to have made a significant contribution to the railroad transportation history of California or San Diego. The California Southern/ATSF Railroad has brought interstate rail travel and freight hauling to San Diego in 1888. Short haul lines such as the Coronado Belt Line and the National City & Otay Railroad had served to move passengers and goods in-and-around San Diego, but it was the ATSF that was responsible for connecting the city to the rest of the nation. It was not until 1919, over thirty years later, that San Diego & Arizona/SPRR brought travelers directly into San Diego without having to stop in San Bernardino or Los Angeles.

Significance under Criterion 2 of the California Register evaluates a person's direct relationship with a resource. It can easily be argued that John D. Spreckels was a strong supporter of the city he and his family called home after 1906. San Diego benefitted greatly from Spreckels' financial backing of the local railroads, establishing a local newspaper, and the development of shipping wharves in San Diego Harbor. But the building of the railroad line from Yuma to San Diego, in collaboration with the SPRR, turned into a folly instead of one of Spreckels' many successes. With the design and construction of good roads for automobiles and trucks, the San Diego & Arizona/SPRR line was obsolete almost as soon as it was finished. It does not appear that the San Diego & Arizona/SPRR/UPRR is eligible for listing in the California Register under Criterion 2.

Criterion 3 of the California Register states that a resource must embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values. The Coronado Belt Line had abandoned the section of track in the current Project APE in 1916, and the line was taken over by the San Diego & Arizona Railroad. As the ROW has now been completely repurposed for use as an electric powered trolley line within the city, it no longer has the capacity to present the physical attributes of a railroad operation of the late 1800s and early 1900s. There are no built-environment resources, such as the original rails, ballast, ties, signals, crossing arms, or platforms associated with the San Diego & Arizona/SPRR/UPRR within the ROW that intersects with 32nd Street and the Project APE.

The segment of the San Diego & Arizona/SPRR/UPRR ROW in the Project APE does not appear to have the potential to yield information important to history as per Criterion 4 of the California Register.

The segment of the railroad has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance. It has lost the integrity of its original design, workmanship, materials used, feeling, association, and setting. The integrity of the segment at this location has been compromised with the removal of the original tracks, wood ties, and ballast, and the installation of features and structures necessary for the operation of a modern trolley system. The segment has retained the integrity of the location of the San Diego & Arizona/SPRR/UPRR/Blue Line ROW in the community, yet it cannot provide the feeling of a mode of transportation dating from the early twentieth century. The Project as currently planned will not result in adverse direct or indirect impacts to this resource.

3. Local Level Criteria

City of San Diego Land Development Code

The Historical Resources Regulations of the Land Development Code pertain only to historical resources that meet the definitions contained in Chapter 11, Article 3, Division 1 of the Code and may differ from the definition of historical resources in these Guidelines and from a determination of significance under CEQA, as provided below.

City of San Diego Historical Resources Register

Any improvement, building, structure, sign, interior element and fixture, feature, site, place, district, area or object may be designated as historic by the City of San Diego Historical Resources Board if it meets any of the following criteria:

- a. Exemplifies or reflects special elements of the City's, a community's or a neighborhood's historical, archaeological, cultural, social, economic, political, aesthetic, engineering, landscaping or architectural development;
- b. Is identified with persons or events significant in local, state or national history;
- c. Embodies distinctive characteristics of a style, type, period or method of construction or is a valuable example of the use of indigenous materials or craftsmanship;
- d. Is representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman;
- e. Is listed or has been determined eligible by National Park Service for listing on the National Register of Historic Places, or is listed or has been determined eligible by the State Historical Preservation Office for listing on the State Register of Historical Resources; or
- f. Is a finite group of resources related to one another in a clearly distinguishable way or is a geographically definable area or neighborhood containing improvements which have a

special character, historical interest or aesthetic value or which represent one or more architectural periods or styles in the history and development of the City.

Atchison, Topeka and Santa Fe Railroad/Burlington Northern Santa Fe Railroad (SDI-CA-16385H, P-37-024739, P-36-006793)

The segment of the ATSF/BNSF in the APE appears to be a contributing resource to the historic linear resource that has been given the Status Code of 2S2. As the segment has been determined eligible for listing in the National Register with the ATSF/BNSF linear resource, the segment within the APE is automatically eligible for being designated a historic resource as it meets the conditions of criterion e. for listing in the City of San Diego's Historical Resources Register.

San Diego & Arizona/SPRR/UPRR/SDMTS Blue Line Trolley (P-37-025680)

Criterion a: Due to the repurposing of the San Diego/SPRR/UPRR ROW into a light rail system, the segment of the ROW in the Project APE does not reflect any special elements of the history of locomotive rail use in the City.

Criterion b: The San Diego & Arizona/SPRR/UPRR ROW has not been found to be directly associated with persons or events significant in the history of railroads in San Diego, California, or the United States. The current segment of the ROW had been used by local short line railroads since 1886. We have been unable to find any specific information that would point to the importance of this particular rail corridor.

Criterion c: The segment of the railroad ROW in the Project APE has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance. It has lost the integrity of its original design, workmanship, materials used, feeling, association, and setting. The integrity of the segment at this location has been compromised with the removal of the original tracks, wood ties, and ballast, and the installation of features and structures necessary for the operation of a modern trolley system. The segment has retained the integrity of the location of the San Diego & Arizona/SPRR/UPRR/Blue Line ROW in the community, yet it cannot provide the feeling of a mode of transportation dating from the early twentieth century.

Criterion d: The segment of the railroad ROW in the Project APE has not been found to be representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman.

Criterion e: The San Diego & Arizona/SPRR/UPRR ROW, and the specific segment within the Project APE, is not listed the National Register. Nor has the resource been determined eligible by National Park Service for listing in the National Register, or is listed or has been determined eligible by the State Historical Preservation Office for listing in the California Register.

Criterion f: The San Diego & Arizona/SPRR/UPRR ROW is a linear resource that has not been found to be of historical significance. The segment of the railroad ROW in the Project APE has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance in the history and development of the City.

We recommend the segment of the San Diego & Arizona/SPRR/UPRR ROW in the Project APE be assigned the California Historical Resource Status Code of 6Z.

VI. FINDINGS AND CONCLUSIONS

A. IMPACTS DISCUSSION

The current Project does not call for the demolition, alteration, or substantial adverse change to the ATSF/BNSF railroad line or its associated features located in the APE, as a result of project activities. The Project will not cause adverse effects to the historic ATSF line in the APE.

The current Project does not call for the demolition, alteration, or substantial adverse change to the segment of the San Diego & Arizona/SPRR/UPRR ROW located in the APE, as a result of project activities. This study has found that the San Diego & Arizona/SPRR/UPRR ROW does not appear to meet the criteria to be determined a significant historic resource in the City of San Diego, California, or the United States.

B. MITIGATION MEASURES

As the proposed Project will not demolish or substantially alter the historic ATSF/BNSF rail line, and its associated features, in the APE, no measures are needed to mitigate project activities.

C. CONCLUSION

Unless the Project is redesigned, or physical alterations will directly impact the structures and features associated with the ATSF/BNSF rail line within the Project APE, no actions are needed for the protection of historic resources.

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San Diego	1906; Sheet Od
San Diego	1920; Sheet Od
San Diego	1940; Sheet Od
San Diego	1920; Sheet Oe
San Diego	1950; Sheet Oe

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1904	San Diego, CA	1:62,500
1930	San Diego, CA	1:62,500
1930	La Jolla, CA	1:62,500
1942	Point Loma, CA	1:31,680
1944	National City, CA	1:31,680
1953	Point Loma, CA	1:24,000
1953	National City, CA	1:24,000

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APPENDIX A: PREPARER'S QUALIFICATIONS

Pamela Daly, M.S.H.P., Principal Architectural Historian
Daly & Associates, 4486 University Avenue, Riverside, CA 92501
(951) 369-1366 daly.rvrse@sbcglobal.net

Ms. Daly is a 36 CFR 61 Qualified Architectural Historian with more than 18 years experience in historic resource management and consulting in California, Vermont, New York, and Nevada. She earned a Bachelor of Science degree in Business Management from Elmira College in Elmira, New York, and a Master of Science degree in Historic Preservation at University of Vermont. Ms. Daly's coursework in Historic Preservation included the study of American Architecture, Historic Landscapes, and Building Conservation Techniques.

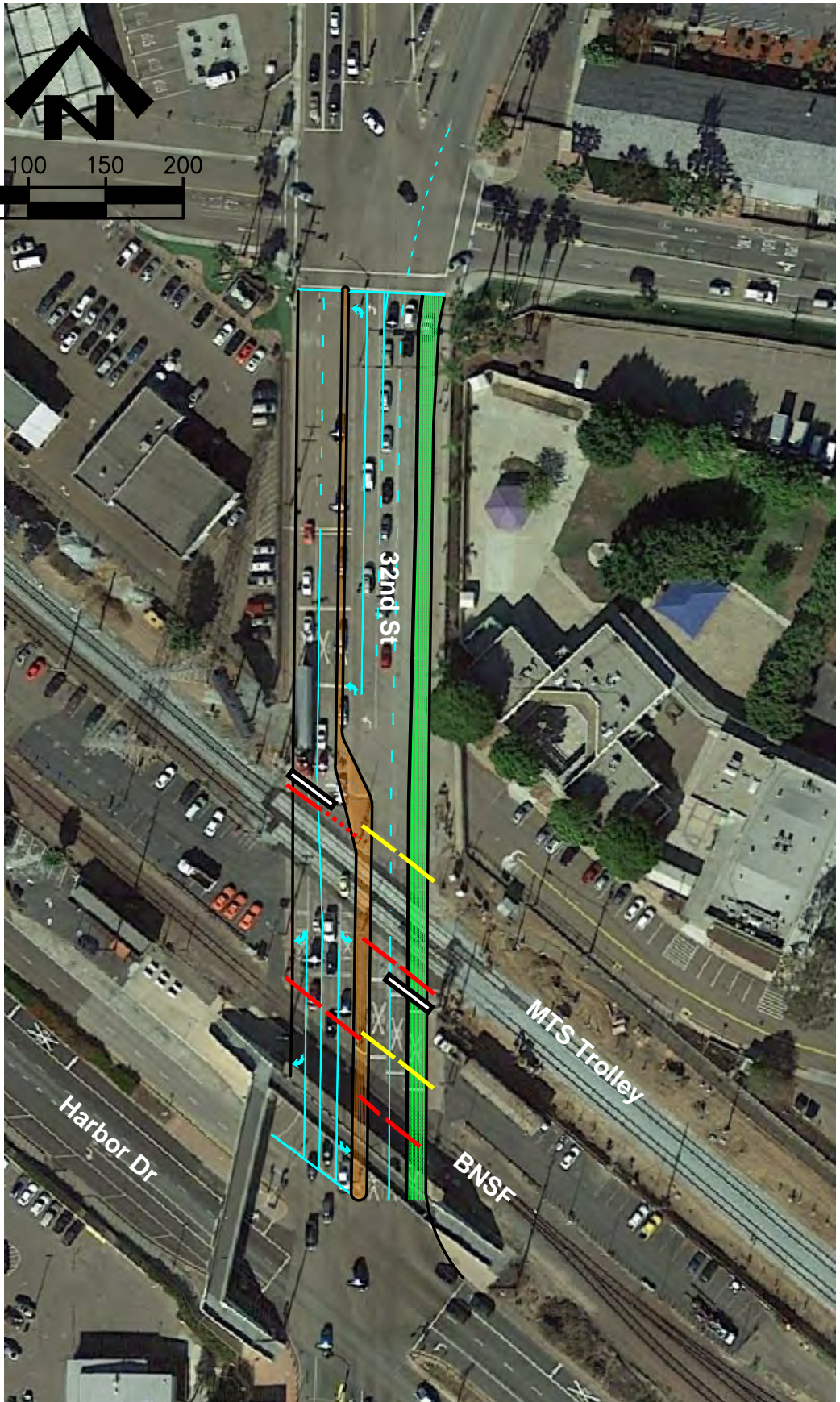
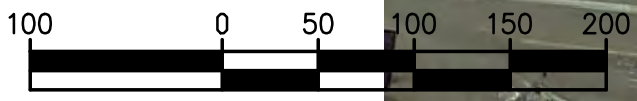
Ms. Daly has experience with federal agencies including U.S. Air Force, U.S. Navy, U.S. Army Reserve, U.S. Army Corps of Engineers, Bureau of Land Management, the U.S. Forest Service, the National Park Service, and U.S. Fish & Wildlife. She is accepted as a principal investigator for both Architectural History and History by the California State Office of Historic Preservation, and holds the qualifications to work throughout the United States. Ms. Daly belongs to the National Trust for Historic Preservation, Vernacular Architecture Forum, Society of Industrial Archaeology, and Association of Preservation Technology.

Ms. Daly has expertise not only in assessing and evaluating classic residential architectural styles of the United States dating from the eighteenth to the twenty-first century, but she has a wide range of experience in the survey and evaluation of military sites and structures in both the western and eastern United States. She has performed studies on airplane hangars, military housing, helicopter hangars, ammunition bunkers, flight simulators, and Cold War radar arrays. Industrial archaeological sites include automobile and railroad bridges, irrigation canals and ditches, gravity-fed water supply systems, sewer treatments systems, gold mines, water-pumping systems, privately-owned reservoirs, electric transmission line towers, roads, historic signage, airplane hangars, steam-powered belt and pulley systems, and a historic zanja.

Studies of built-environment resources include archival research, field investigation, significance criteria and determinations, assessment of impacts/effects, management plans, and mitigation implementation. Mitigation measures include preparation of Historic American Building Survey (HABS) documentation, Historic American Engineering Record (HAER) documentation, Historic American Landscape (HALS) documentation, interpretive signage, layout and production of brochures, websites, and video displays. Ms. Daly has also worked with clients with historically significant buildings to restore or rehabilitate them in accordance with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*.

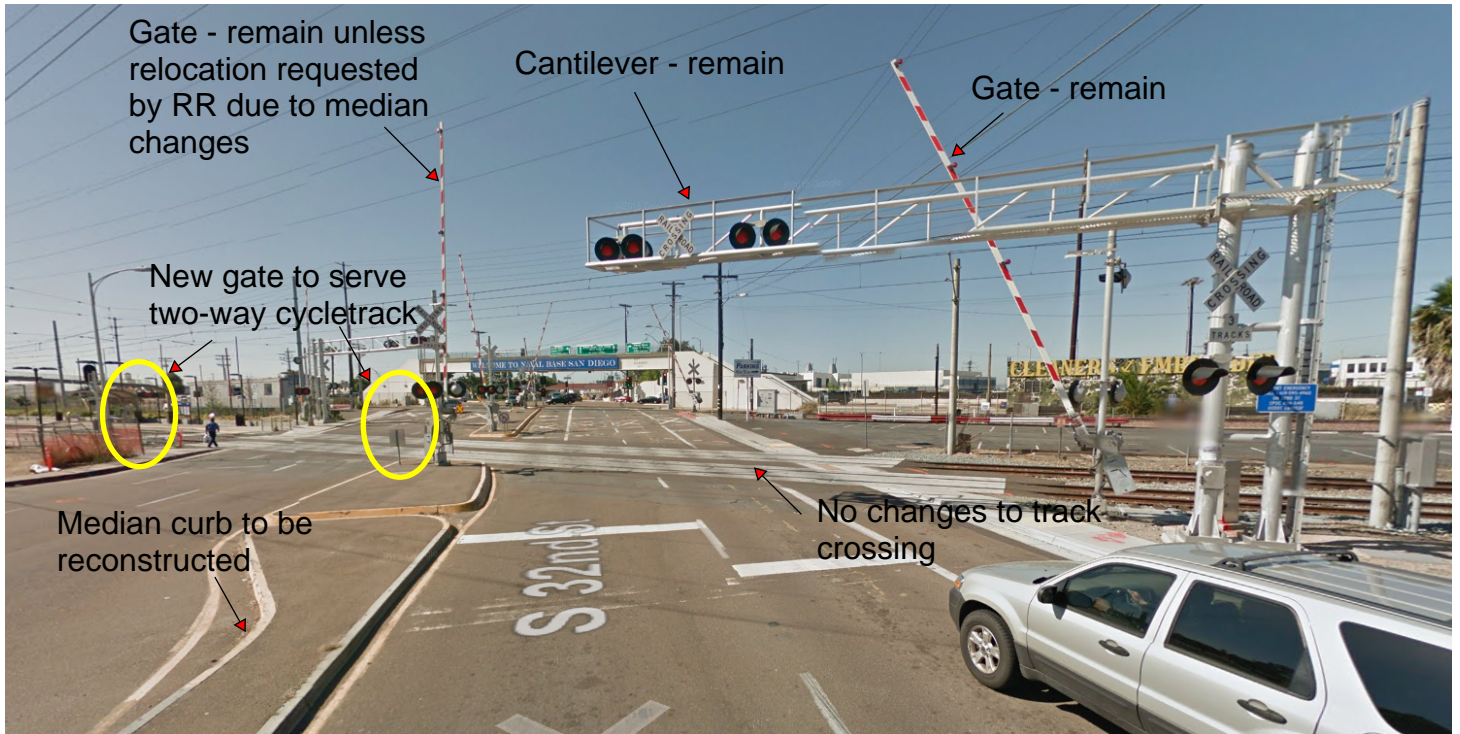
From her training at the University of Vermont, Ms. Daly is qualified to prepare Historic Structure Reports (HSR) for built-environment resources. She has the expertise and equipment to perform chromochronology, mortar analysis, historic interior evaluations, and analysis of historic paint finishes. She has prepared reports detailing the existing conditions of the interior and exterior features of a building, and presented the recommended repair and maintenance tasks necessary to protect the historic resource.

APPENDIX B: PROJECT SCHEMATICS

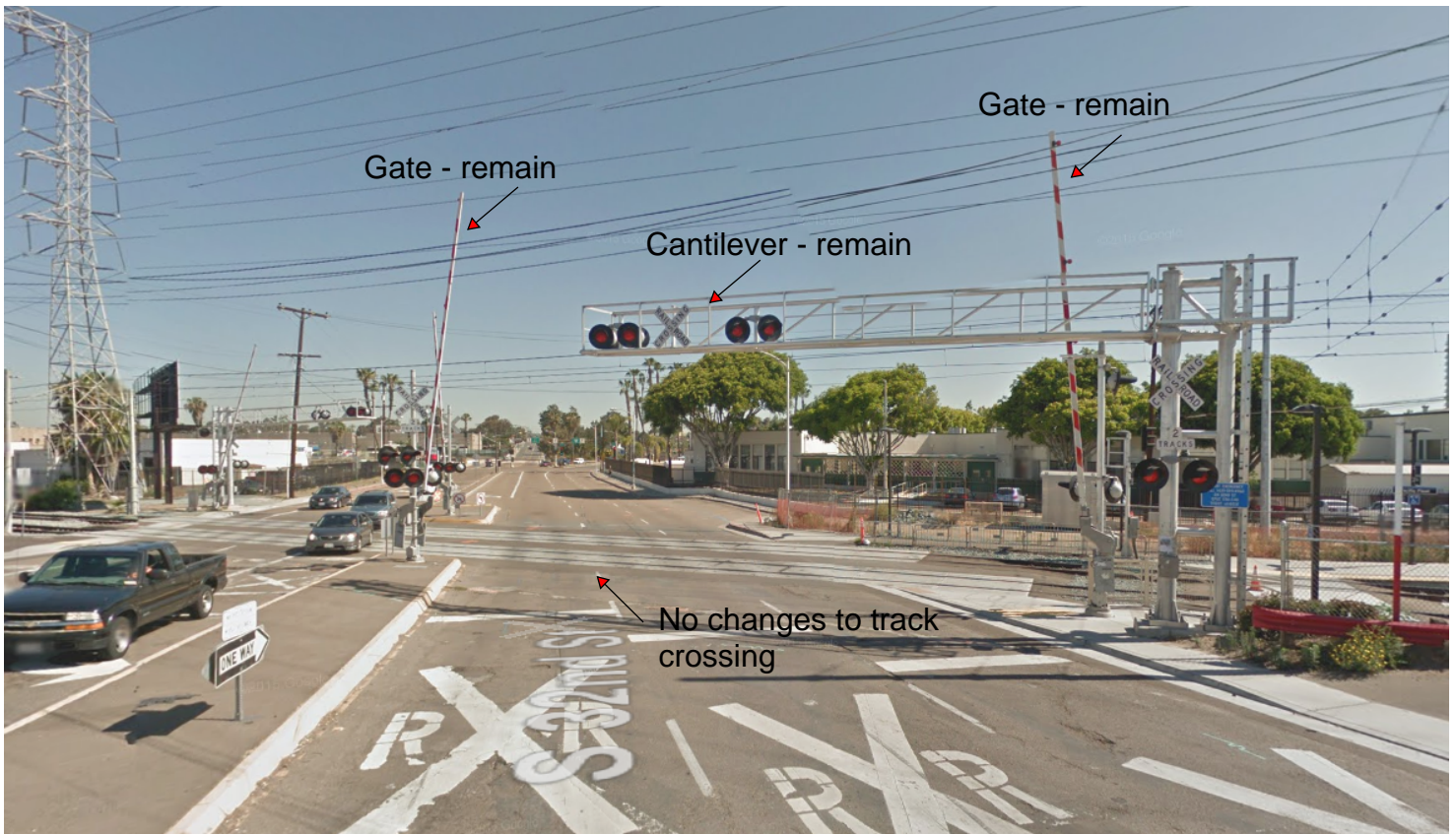


- Existing Gate to remain
- - - Existing gate to remain unless replacement requested by RR due to median reconfiguration
- = Existing Cantilever Structure to remain
- New Gate to serve two-way cycletrack

MTS Tracks



Looking south



Looking north

BNSF Track



Looking south



Looking north

APPENDIX C: MAPS



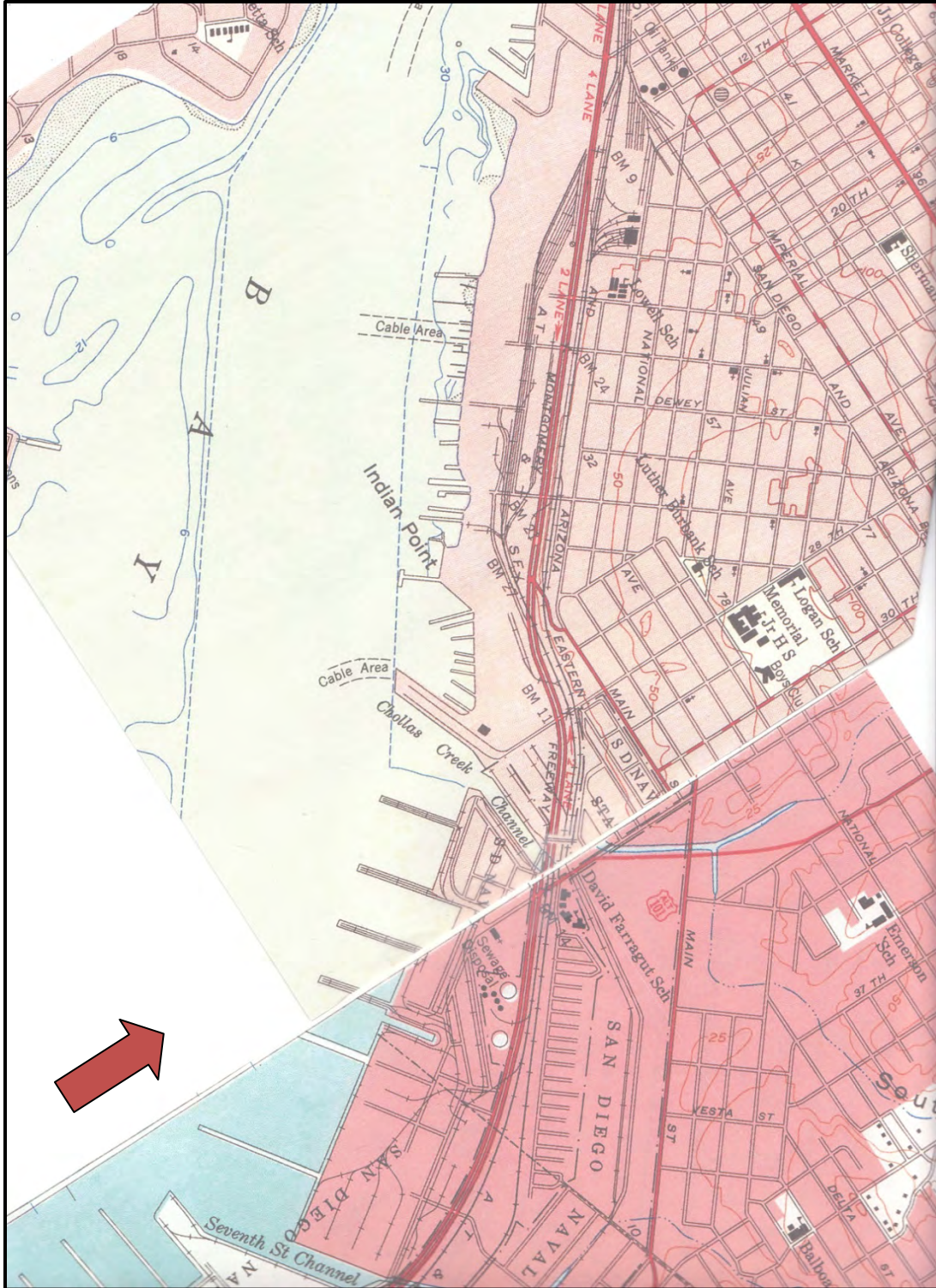
San Diego 1904: The map shows the Southern California RR Surf Line/Atchison Topeka Santa Fe Railroad running along the edge of San Diego Bay and to the east, the National City and Otay Railroad that connects with Coronado Railroad south of National City. (1904 U.S.G.S. San Diego quad topographic map 1:62,500)



San Diego 1930: The map shows the Southern California RR Surf Line/Atchison Topeka Santa Fe Railroad running along the edge of San Diego Bay. The Southern Pacific Railroad has now taken over the National City and Otay Railroad that connects with Coronado Railroad south of National City. (1930 U.S.G.S. San Diego quad topographic map 1:62,500)



1942 U.S.G.S. Point Loma quad merged with 1944 U.S.G.S. National City quad.
This map shows the realignment of both the Atchison Topeka and Santa Fe Railroad line
and the San Diego and Arizona Railroad/Southern Pacific Railroad line through
the San Diego Naval Station.



1953 U.S.G.S. Point Loma quad merged with 1953 U.S.G.S. National City quad. This map shows the realignment of both the Atchison Topeka and Santa Fe Railroad line and the San Diego and Arizona Railroad/Southern Pacific Railroad line through the San Diego Naval Station.

APPENDIX D: INVENTORY SITE FORMS (DPR SERIES 523) UPDATES

SBR-006685	H	6Y	04/26/93	BLM930329A	NDPR	
SBR-006686	H	6Y	04/26/93	BLM930329A	NDPR	6686
SBR-006687	H	6Y	04/26/93	BLM930329A	NDPR	6687
SBR-006688	H	6Y	04/26/93	BLM930329A	NDPR	6688
SBR-006689	H	6Y	04/26/93	BLM930329A	NDPR	
SBR-006690	H	6Y	04/26/93	BLM930329A	NDPR	
SBR-006691	H	6Y	04/26/93	BLM930329A	NDPR	
SBR-006692	H	6Y	04/26/93	BLM930329A	NDPR	
SBR-006693H	H	2S2	08/23/02	ADOE-36-02-004-000	DCPR	ATCHINSON, TOPEKA & SANTA FE RAILROAD
		2S2	08/23/02	EPA020726B	DCPR	
		2S2	03/31/94	ADOE-36-94-028-00	GRPR	
		2S2	03/31/94	BLM930622A	GRPR	
		6Y	04/26/93	ADOE-36-93-014-00	NDPR	
		6Y	04/26/93	BLM930329A	NDPR	
		6Y	09/16/93	BLM841127A	GRPR	
SBR-006694	H	6Y	04/26/93	BLM930329A	NDPR	
SBR-006696		7J	09/10/90	FERC890822B	TVPR	
SBR-006697		7J	09/10/90	FERC890822B	TVPR	HOMER RAILRD SIDING
SBR-006711		1D	09/12/00	NPS-00001046-0146	KPNP	ROCK ART & LITHIC REDUCTION
SBR-006712		1D	09/12/00	NPS-00001046-0147	KPNP	TRAIL & LITHIC REDUCTION
SBR-006713		1D	09/12/00	NPS-00001046-0148	KPNP	STONE CIRCLE
SBR-006714		1D	09/12/00	NPS-00001046-0149	KPNP	TRAIL
SBR-006715		1D	09/12/00	NPS-00001046-0150	KPNP	LITHIC REDUCTION
SBR-006716		1D	09/12/00	NPS-00001046-0151	KPNP	HABITATION
SBR-006717		1D	09/12/00	NPS-00001046-0152	KPNP	STONE CIRCLE
SBR-006718		1D	09/12/00	NPS-00001046-0153	KPNP	LITHIC SCATTER
SBR-006719		1D	09/12/00	NPS-00001046-0154	KPNP	FOOD PROCESSING SITE
SBR-006720		1D	09/12/00	NPS-00001046-0155	KPNP	LITHIC REDUCTION
SBR-006722		1D	09/12/00	NPS-00001046-0156	KPNP	FOOD PROCESSING
SBR-006723		1D	09/12/00	NPS-00001046-0157	KPNP	CAMPSITE
SBR-006724		1D	09/12/00	NPS-00001046-0158	KPNP	CAMPSITE
SBR-006725		1D	09/12/00	NPS-00001046-0159	KPNP	LITHIC QUARRY
SBR-006751		6Y	12/15/06	USFS061114D	CFPR	BALDWIN LAKE ROCKSHELTER
SBR-006752H		6Y	12/15/06	USFS061114D	CFPR	
SBR-006753H		6Y	12/15/06	USFS061114D	CFPR	
SBR-006780		6Y	05/22/98	ADOE-36-98-001-00	SGPR	
		6Y	05/22/98	FAA980507A	SGPR	
		6Y	02/21/91	FAA901116A	LHPR	
SBR-006781H		6Y	05/22/98	ADOE-36-98-002-00	SGPR	
			05/22/98	FAA980507A	SGPR	
		6Y	02/21/91	FAA901116A	LHPR	
SBR-006784		6Y	05/28/91	USAF891228A	HKPR	
SBR-006793H		2S2	12/07/98	ADOE-36-98-031-000	GRPR	ATCHISON, TOPEKA & SANTA FE RR TRACK ALIGNMENT
		2S2	12/07/98	FHWA981013A	GRPR	
SBR-006807		2S	08/08/91	COE910222A	NDPR	
		2S	08/08/91	65008861	KPNP	
SBR-006808		2S	08/08/91	COE910222A	NDPR	
		2S	08/08/91	65008861	KPNP	
SBR-006809		6Y	08/08/91	COE910222A	NDPR	
SBR-006810		6Y	08/08/91	COE910222A	NDPR	
SBR-006811		6Y	08/08/91	COE910222A	NDPR	
SBR-006812		2S	08/08/91	COE910222A	NDPR	
		2S	08/08/91	65008866	KPNP	
SBR-006813		6Y	08/08/91	COE910222A	NDPR	
SBR-006814		6Y	08/08/91	COE910222A	NDPR	
SBR-006815		2S	08/08/91	COE910222A	NDPR	
		2S	08/08/91	65008869	KPNP	
SBR-006816		2S2	06/03/92	COE910222A	NDPR	
		5Y	08/08/91	COE910222A	NDPR	
SBR-006834	H	6Y	04/26/93	BLM930329A	NDPR	
SBR-006875		6Y	05/14/91	BLM900507A	TVPR	
SBR-006901		6Y	08/30/91	FHWA910719A	LHPR	SUMMIT AVE DITCH
SBR-006902		6Y	08/20/91	COE910801C	LHPR	LYTLE CREEK 1
SBR-006903		6Y	08/20/91	COE910801C	LHPR	LYTLE CREEK 2
SBR-006950/H		2D2	12/09/97	ADOE-36-96-035-46	GRPR	SQAD- CA-SBR-6950
		2D2	12/09/97	BLM960910A	GRPR	
SBR-006951/H		2D2	12/09/97	ADOE-36-96-035-47	GRPR	SQAD- CA-SBR-6951
		2D2	12/09/97	BLM960910A	GRPR	
SBR-006993		6Y	09/19/91	BLM910829A	LHPR	
SBR-006994		6Y	09/19/91	BLM910829A	LHPR	
SBR-006995		6Y	09/19/91	BLM910829A	LHPR	
SBR-006996		6Y	09/19/91	BLM910829A	LHPR	
SBR-006997		6Y	09/19/91	BLM910829A	LHPR	
SBR-006998		6Y	09/19/91	BLM910829A	LHPR	



2131
2132
6753
6780

See page 200

CONTINUATION SHEET

***Recorded by:** Pamela Daly, M.S.H.P.

***Date:** November 22, 2015 Continuation Update

The Project path along 32nd Street also intersects with the historic railroad tracks of the California Southern Railroad/Atchison Topeka Santa Fe Railroad (ATSF)/Burlington Northern Santa Fe Railroad (BNSF) recorded at the South Coastal Information Center as Primary Number P-37-024739/CA-SDI-16385H. Outside of the city, the ATSF/BNSF linear resource has been recorded under Primary Number P-37-014051 for a project in Oceanside, San Diego County.

Because of the huge amount of data regarding resources, organized by county, in the California Historical Resources Inventory (CHRI) Determination of Eligibility listing, previous researchers of the California Southern Railroad/ATSF in San Diego County may not have been aware that the entire ATSF linear resource had been found eligible by the State Officer for Historic Preservation (SHPO) for listing in the National Register of Historic Places (NRHP) as a result of separate studies in Orange County and San Bernardino County. (See copy of the San Bernardino Historic Property data page in Appendix D.) The ATSF linear resource was evaluated under the criteria for listing a property in the NRHP, and determined eligible under criterion A for its role in the history of railroad transportation and has been assigned the California Historical Resource Status code of 2S2. The ATSF has been evaluated and documented in Orange (P-30-176590, Hupp/Caltrans), Los Angeles (P-19-186804), and San Bernardino (P-36-006693/P-36-006793) counties.

Possibly due to there not having been a project in San Diego County that required an evaluation of a segment of the ATSF by SHPO under Section 106 of the National Historic Preservation Act in the last five years, prior determinations of the ATSF rail line by cultural resource professionals have not been updated/revised to note that the ATSF line is a historical resource for the purposes of CEQA.

As Project path of the APE heads west along 32nd Street, it intersects first with the ground-level and overhead structures of the Blue Line Trolley. Continuing on 32nd Street, a pedestrian or automobile would then be faced with crossing a single set of standard gauge rails in the ROW of the ATSF rail line. Immediately, to the south of where the rails cross 32nd Street, they expand to three sets of rails. North of the intersection, there is only a single set of rails that cross Chollas Creek and extend towards downtown San Diego.

Approaching the ATSF ROW from the east or west, there is only one crossing gate in each direction with flashing lights, which can be activated to warn of an approaching train. Where the rails cross 32nd Street, the rails are set within steel apron system that provide support for the rails yet make the crossing of automobiles across the tracks more comfortable. To the north and south of the intersection with 32nd Street, the rails are supported by wood ties in a stone ballast bed. Also nearby are switching boxes, with one noting that the intersection is at milepost 271.04 of the ATSF line.

Atchison, Topeka and Santa Fe Railroad/Burlington Northern Santa Fe Railroad (SDI-CA-16385H, P-37-024739, P-36-006793)

The California Southern/ATSF rail line in California was determined eligible for listing in as a historic linear resource for listing in the NRHP in 1998 under Criterion A for its contribution to the history of railroad transportation in California. The period of significance for the ATSF is considered to be from 1883 to 1910. The California Southern Railroad predates the construction of the ATSF into California by three years. The segment of the ATSF in the APE is a portion of the California Southern Railroad line that ran between San Diego, Oceanside, and San Bernardino, constructed from 1880 to 1888.

The specific segment of the ATSF/BNSF located in the APE of the current Project had been included in a 5.9-mile segment evaluated in 2002 as part of a track improvement study. The segment is located between BNSF milepost 267.3 and milepost 273.21, and recorded in the South Coastal Information Center as P-37-024739/CA-SDI-16385. While the specific 5.9 mile segment was determined not to be eligible for listing in the NRHP under federal criteria, the segment had not been evaluated as a part of the entire linear ATSF/BNSF property that had been determined by the Office of Historic Preservation as a historic linear resource. As a linear resource, a segment of the ATSF/BNSF railroad and its associated built-environment features, must be evaluated as to whether the segment is a contributor to the entire linear resource. The segment is evaluated much like that of a property within a historic district.

The current Project calls for only the evaluation of the segment of the intersection of the ATSF/BNSF where it intersects with 32nd Street not for the entire ATSF/BNSF linear resource. (See continuation sheet for additional text)

***Recorded by:** Pamela Daly, M.S.H.P.

***Date:** November 22, 2015 Continuation Update

Our review of the segment of the ATSF/BNSF that intersects with 32nd Street within the APE found that the segment has not been formally evaluated since 2002. The California Office of Historic Preservation recommends that resources be re-evaluated every five years. The segment within the Project APE does appear to be a contributing element to the historic linear property. The OHP has taken the approach that a railroad line is a functioning historic property that requires regular maintenance and upgrading. The replacement of the original iron rails, wood ties, signal arms, crossing warning lights, and ballast due to continual maintenance of the line have not altered the lines physical ability to convey its historic significance, and those features should be considered contributors to the segment.

The ATSF/BNSF in California has been found eligible for listing as a historic linear resource under Criterion A and has been assigned the Status Code of 2S2. The segment that has been evaluated in this study appears to be considered a contributor to the larger linear historic district of the ATSF/BNSF.

The segment of the ATSF/BNSF in the APE appears to be a contributing resource to the historic linear resource that has been given the Status Code of 2S2. As the segment has been determined eligible for listing with the ATSF/BNSF linear resource, the segment within the APE is automatically eligible for listing in the California Register per California Public Resources Code § 5024.1(d).

The segment of the ATSF/BNSF in the APE appears to be a contributing resource to the historic linear resource that has been given the Status Code of 2S2. As the segment has been determined eligible for listing in the National Register with the ATSF/BNSF linear resource, the segment within the APE is automatically eligible for being designated a historic resource as it meets the conditions of criterion e. for listing in the City of San Diego's Historical Resources Register.



View of the ATSF rail lines in the ROW. View looking south.

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 _____

- P1. Other Identifier:** former Atchison, Topeka and Santa Fe Railway (AT&SF); Santa Fe Surf Line
- *P2. Location:** Not for Publication Unrestricted
- *a. **County:** San Diego
- *b. **USGS 7.5' Quad** Del Mar **Date** 1975; **T** 15S; **R** 3W; unsectioned Pueblo of San Diego Lands; S.B. **B.M.**
- c. **Address:** N/A **City:** San Diego and Del Mar **Zip:** N/A
- d. **UTM: Zone** 11, 477696 **mE** / 3642144 **mN** to 479370 **mE** 3640033 **mN**
- e. Other Location Data:** This segment of the NCTD Los Angeles to San Diego (LOSSAN) Rail Corridor, formerly the AT&SF railroad is located within the Soledad / Sorrento Valley and extends from approximately 180 feet (ft.) west of Sorrento Valley Road and the western terminus of Carmel Mountain Road in the northwest to approximately 400 ft. east of Arbutus Street. The segment is approximately one and one-half miles long.
- *P3a. Description:** This resource consists of a 1.5-mile segment of the LOSSAN railroad corridor, formerly the Atchison, Topeka and Santa Fe railway that was first constructed in 1882-1883. The railroad is currently in use by NCTD's commuter trains (Coaster), Amtrak and BNSF. The existing tracks, and associated structures are modern. Three timber trestle bridges in this segment were constructed in the early 1940s.
- *P3b. Resource Attributes:** HP 19 Railroad bridge; 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:**



- 1/23/2007, View south from Bridge 248.5
- *P6. Date Constructed/Age and Sources:**
 Historic Prehistoric Both
 1882-1883
- *P7. Owner and Address:**
 San Diego Metropolitan Transit System (MTS)
 1255 Imperial Avenue
 San Diego, CA 92101-7990
- *P8. Recorded by:**
 Barry Stiefel/ Shelby Gunderman
 ASM Affiliates, Inc.
 2034 Corte del Nogal
 Carlsbad, CA 92011
- *P9. Date Recorded:** 1/23/2007; July 2009
- *P10. Survey Type: (Describe):** Intensive Pedestrian
- *P11. Report Citation:** Ní Ghabhláin, Sinéad and Sarah Stringer-Bowsher (2010), *Cultural and Historical Resources Existing Conditions Report for the North County Transit District Sorrento Valley Double Track and Bridge Replacement Project*. ASM Affiliates, Inc. Submitted to BRG Consulting.

- *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
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
HRI # _____

*Resource Name or # SVDT-Railroad

- B1. Historic Name: Atchison, Topeka and Santa Fe Railroad, Surf Line
- B2. Common Name: NCTD Coaster
- B3. Original Use: Railroad
- B4. Present Use: Railroad

*B5. Architectural Style: N/A

*B6. Construction History: This segment of the AT&SF railroad was first constructed in 1882-1883 as part of the California Southern Railroad, the first Santa Fe subsidiary in California. Almost all of the physical components of the railroad have been replaced over the years. The three timber pile trestle bridges on this segment were constructed between 1940 and 1942.

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

*B8. Related Features: Three timber pile trestle bridges are located on this segment of the railway at mile posts 247.7, 248.5 and 248.7.

B9a. Architect: unknown

b. Builder: California Southern Railroad Company

*B10. Significance: Theme: Railroad Transportation

Area: San Diego, California

Period of Significance: 1880-1920

Property Type: Railroad

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 Santa Fe Surf Line is eligible for inclusion in the NRHP under Criterion A for the significant role it played in the early settlement and development of the city and county of San Diego. The period of significance is from its completion in 1882 to 1920 when road travel provided an alternative means of transportation for passenger and freight. While the railroad continued to contribute to the local economy in the following decades, it played its most significant role in the first three decades after its construction.

This segment of the Santa Fe rail line, however, has poor integrity of materials and workmanship as tracks, ties, ballast, signals, bridges, culverts and other railroad features have been replaced and upgraded as needed. The three bridges within this segment of the railroad were constructed in the early 1940s when the Santa Fe railroad completed a major upgrading and modernization of its rail facilities. It is likely that the section of track within the current project area was also upgraded at that time. The Soledad depot and platform are no longer in existence. The current tracks were replaced in the 1990s. Other than the railroad berm through the Soledad Valley wetlands, nothing remains of the original Santa Fe railroad during its period of significance. This segment of the Santa Fe Surf Line does not retain sufficient integrity to convey its historical significance. It is therefore recommended ineligible for inclusion in the NRHP.

B11. Additional Resource Attributes: (List attributes and codes) HP 19 - Bridges

*B12. References:

- Pacific Southwest Railway Museum
2003 Railway History. Pacific Southwest Railway Museum, 12
October 2003 <<http://www.sdrm.org/history/>> (6 February 2007)
- San Diego Northern Railway Bridge Ratings, NCTD, 2006 URS
2002 Environmental Impact Report – Draft, Sorrento-Miramar
Curve Realignment and Second Main Track Project

(Sketch Map with north arrow required.)
(see Location Map)

*B14. Evaluator: Sinéad Ní Ghabhláin, Ph.D., RPA; Sarah Stringer-Bowsher, M.A. ASM Affiliates, Inc.

*Date of Evaluation: June 4, 2012

(This space reserved for official comments.)

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

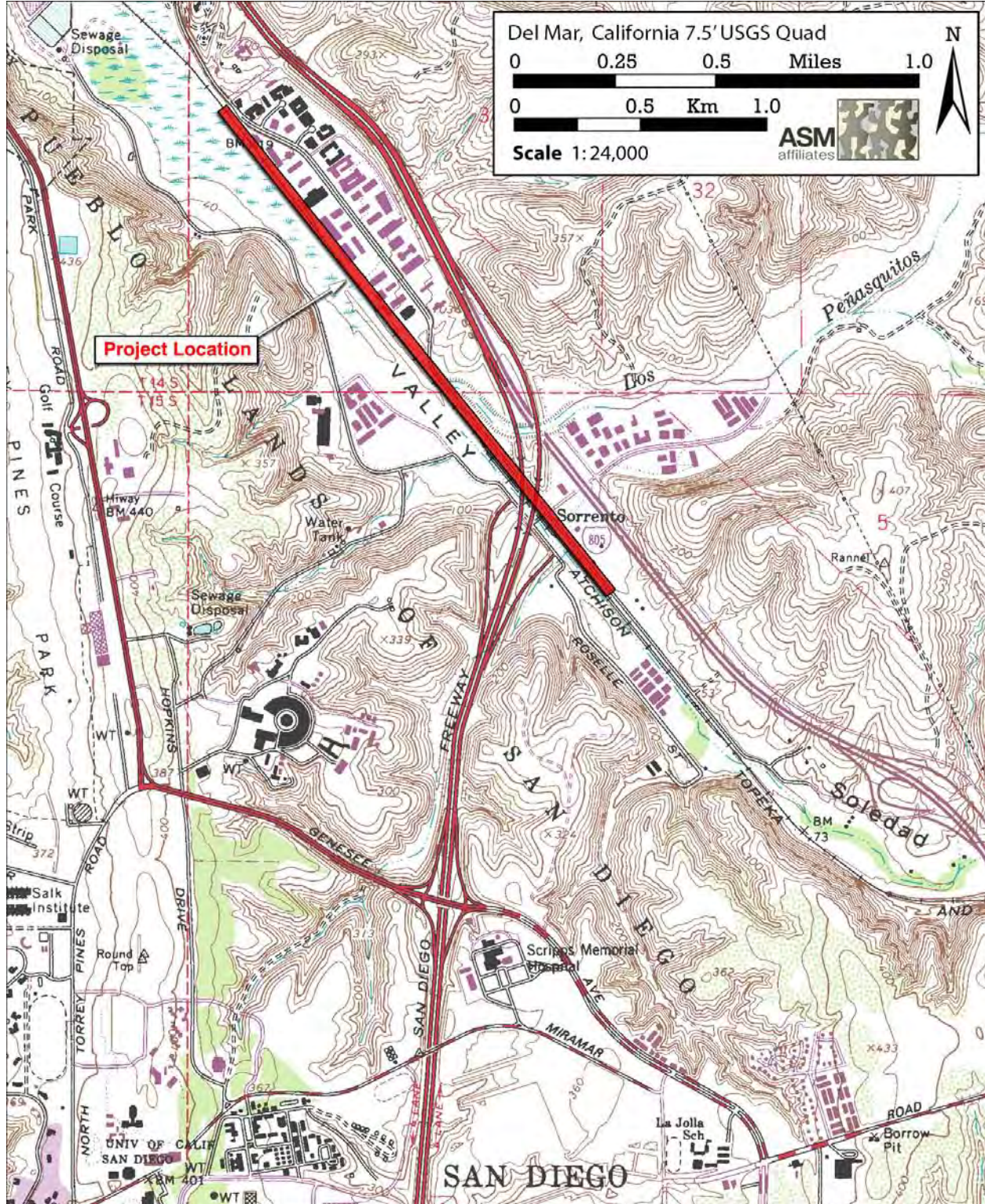
Primary # _____
HRI # _____
Trinomial _____

* Map Name: Del Mar, California

*Scale: 1:24,000

*Resource Name or # SVDT-Railroad

* Date of map:



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

Primary #
HRI #
Trinomial

CA-SDI-16385

L1. Historic and/or Common Name: Atchison, Topeka and Santa Fe Railroad, Surf Line

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

b. Location of point or segment:

This segment of the NCTD Los Angeles to San Diego (LOSSAN) Rail Corridor, formerly the AT&SF railroad is located within the Soledad / Sorrento Valley and extends from approximately 180 feet (ft.) west of Sorrento Valley Road and the western terminus of Carmel Mountain Road in the northwest to approximately 400 ft. east of Arbutus Street. The segment is approximately one and one-half miles long.

Zone 11, 477696 **mE** / 3642144 **mN** to 479370 **mE** 3640033 **mN**. Surveyed section shown on attached Location Map.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This segment of the AT&SF Surf Line extends north-west to south-east across the southern portion of Peñasquitos Lagoon into Sorrento Valley. At the southern end of the segment the tracks are at grade. The northern portion of the segment through the lagoon is constructed on a berm. The railroad is currently in use and has been upgraded and modernized.

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

- a. Top Width:** 4 feet
- b. Bottom Width:** 8 feet
- c. Height or Depth:** 1 foot (at grade); ~10 feet on berm
- d. Length of Segment:** 1.5 miles

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

L5. Associated Resources: Three timber pile trestle bridges constructed between 1940 and 1942 are located at mile markers 247.7, 248.5 and 248.7

L6. Setting: The southern half of the segment is located in the urban setting of Sorrento Valley. The northern half of the segment extends through Soledad Valley/ Los Peñasquitos Lagoon

L7. Integrity Considerations:

This segment of the Santa Fe rail line has poor integrity of materials and workmanship as tracks, ties, ballast, signals, bridges and other railroad features have been replaced and upgraded as needed. The three bridges within this segment of the railroad were constructed in the early 1940s. Other than the railroad berm through the Soledad Valley wetlands, nothing remains of the original Santa Fe railroad. The Soledad depot and platform are no longer in existence.

L8a. Photograph, Map or Drawing



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

1/23/2007, View toward southwest of Bridge 248.5

L9. Remarks: None

L10. Form Prepared by:

Sinéad Ní Ghabhláin, Ph.D.
ASM Affiliates, Inc.
2034 Corte del Nogal,
Carlsbad, CA 92011

L11. Date: June 4, 2012

DPR 523E (1/95)

Page 1 of 1

Recorded by:

Continuation Update

*Resource Name or # SVDT- Railroad

Date: June 4, 2012

Bridge 247.7 is a 154-ft.-long ballast deck, timber pile trestle railroad bridge. The bridge is comprised of two primary components, the wooden trestle and deck. The trestles consist of seven vertical and/or slightly inclined timber piles, approximately 14 inches in diameter with bi-directional cross bracing, and steel stringers and caps that support a 15-ft.-wide ballast deck. Date nails were identified in several locations on the timber piles. The deck consists of wooden timbers, above which in stratigraphic order are: sealing membrane layer, crushed rock ballast and railroad track (comprising of the tie plate, cross tie, spike, and rail) at the top. Metal piping runs the length of the bridge. Bridge 247.7 is a typical timber trestle railroad bridge, which can be found across the United State.

Bridge 248.5 is an 84-ft.-long ballast deck, timber pile trestle railroad bridge . Bridge 248.5 has a very low clearance, approximately 3 ft. above ground level. The trestles consist of five vertical timber pilings approximately 14 inches in diameter with bi-directional cross bracing, and steel stringers and caps that support a 15-ft.-wide ballast deck. In all other respects this bridge is similar to Bridge 247.7. The deck has a wooden railing that is supported by knee braces and the ballast header. The ballast header keeps the crushed ballast from rolling off the deck. Metal piping runs the length of the bridge.

Bridge 248.7 is a 210-ft.-long open deck, timber pile trestle railroad bridge, similar in construction to bridges 247.7 and 248.5. Rip-rap has been placed along the bridge abutments. Metal piping runs the length of the bridge.



Bridge 247.7

UPDATE

UPDATE

P-37-024739

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

Primary # P-37-024739 CA-SDI-16385
 HRI # _____
 Trinomial CA-SDI-16385H
 NRHP Status Code 6Y
 Other Listings _____

Review Code _____ Reviewer _____ Date _____
 *Resource Name or # (Assigned by recorder) CRM TECH 878-2H

Page 1 of 5

P1. Other Identifier: Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway

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

*b. USGS 7.5' Quads Point Loma, Calif. Date 1967, photorevised 1975
National City, Calif. Date 1967, photorevised 1975

T17S R2/3W, S.B. B.M. (Within the boundaries of the Pueblo Lands of San Diego and the Rancho de la Nación land grant)

Elevation: Ca. 15-20 feet above mean sea level

c. Address N/A City San Diego and National City Zip N/A

d. UTM: Zone 11; North end: 484160 mE/ 3620040 mN; South end: 489660 mE/ 3613280 mN
 UTM Derivation: USGS Quad GPS

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad extends from Ash Street in San Diego to 24th Street in National City (BNSF Mile Post 267.3 to Mile Post 273.2)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of an approximately 5.9-mile segment of the Burlington Northern Santa Fe (formerly Atchison, Topeka and Santa Fe) Railway that was first constructed in 1882-1883. The existing tracks and other associated railroad features, however, are mostly modern in origin, and show no particular historical characteristics. A short segment of older tracks, now abandoned, is observed in front of the historic Santa Fe depot in National City (see p. 5).

*P3b. Resource Attributes: (List attributes and codes) HP37--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.)

(See p. 5)

P5b. Description of Photo: (view, date, accession #)
Photos taken on September 3, 2002

*P6. Date Constructed/Age of Sources:
 Historic Prehistoric Both 1882-1883 (see Items B6 and B12 for detail)

*P7. Owner and Address:
Burlington Northern Santa Fe Railway Company, 2650 Lou Menk Drive, Fort Worth, TX 76131

*P8. Recorded by: (Name, affiliation, and address)
Daniel Ballester/Teresa Woodard, CRM TECH, 4472 Orange Street, Riverside, CA 92501

*P9. Date Recorded: September 2002

*P10. Survey Type: Section 106-compliance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai Tang, Michael Hogan, Mariam Dahdul, Teresa Woodard, and Daniel Ballester (2002): Historical Resources Compliance Report: Track Improvements between San Diego and National City, and New Locomotive/Car Service and Inspection Facility in National City, San Diego County, California. On file, South Coastal Information Center, San Diego State University.

*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): _____

*Required information

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

Primary # P-37-024739 P-37-024739
HRI # 10385H CA-SDI-16385

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5

*NRHP Status Code 6Y

*Resource Name or # (Assigned by recorder) CRM TECH 878-2H

- B1. Historic Name: Atchison, Topeka and Santa Fe Railway
- B2. Common Name: Burlington Northern Santa Fe Railway
- B3. Original Use: Railroad B4. Present Use: Railroad
- *B5. Architectural Style: N/A
- *B6. Construction History: (Construction date, alterations, and date of alterations) This segment of railroad was originally constructed in 1882-1883 as a part of the California Southern Railroad, the first Santa Fe subsidiary in California and the Pacific coast terminus of the second transcontinental railway to reach the state. Almost all of the physical components of the railroad, however, have been replaced over the years. The existing tracks typically date to the post-1975 period.
- *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- *B8. Related Features: Two minor railroad bridges across the Chollas Creek Channel in San Diego and the Seventh Street Channel in National City, recorded separately for Caltrans references (see P-37-024741 and P-37-024742)
- B9a. Architect: N/A b. Builder: California Southern Railroad Company
- *B10. Significance: Theme Railroad transportation Area California
 Period of Significance 1880s Property Type Railroad 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 completion of the California Southern Railroad marked the beginning of the end of the Southern Pacific Railway Company's transportation monopoly in the state, an important event in 19th century California history, and contributed directly to the southern California land boom of the 1880s. However, the existing railroad line and its associated features that constitute Site CA-SDI-16385H, as working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. Therefore, the site does not appear eligible for listing in the National Register of Historic Places.
- B11. Additional Resource Attributes: (List attributes and codes) HP19--Bridges
- *B12. References: Lee Gustafson and Philip Serpico (1992): Santa Fe Coast Lines Depots, Los Angeles Division. Omni Publications, Palmdale, California.
- B13. Remarks: _____
- *B14. Evaluator: Bai "Tom" Tang
- *Date of Evaluation: September 2002

(Sketch Map with north arrow required.)

(See pp. 3-4)

(This space reserved for official comments.)

*Required information

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

Primary # P-37-024739 CA-SDI-16385

HRI #

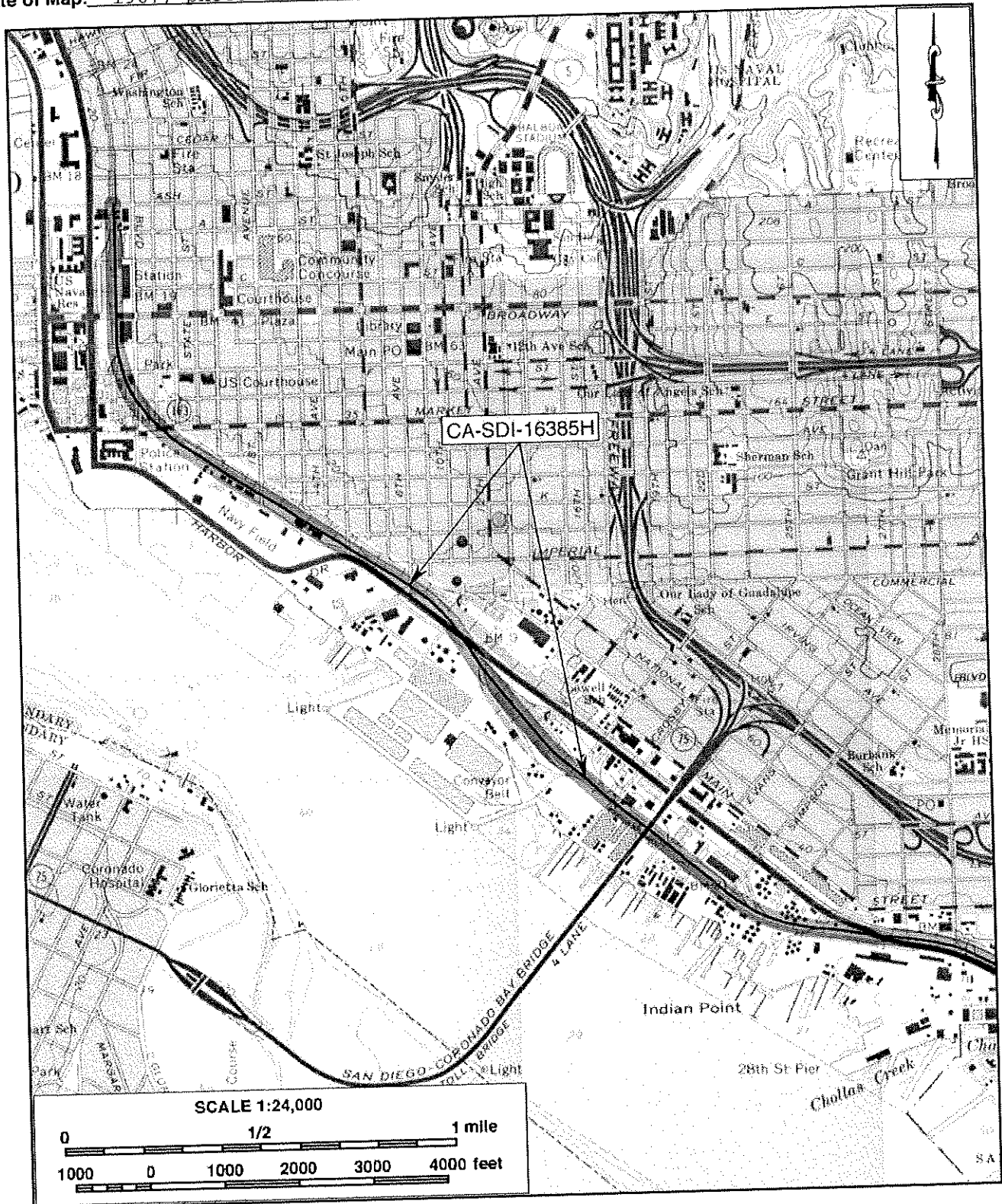
Trinomial CA-SDI-16385H

*Resource Name or # (Assigned by recorder) CRM TECH 878-2H

*Map Name: Point Loma, Calif.

*Scale: 1:24,000

*Date of Map: 1967, photorevised 1975, minor revisions 1994



Northern portion

*Required information

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

Primary # P-37-024739 CA SDI-16385

HRI # _____

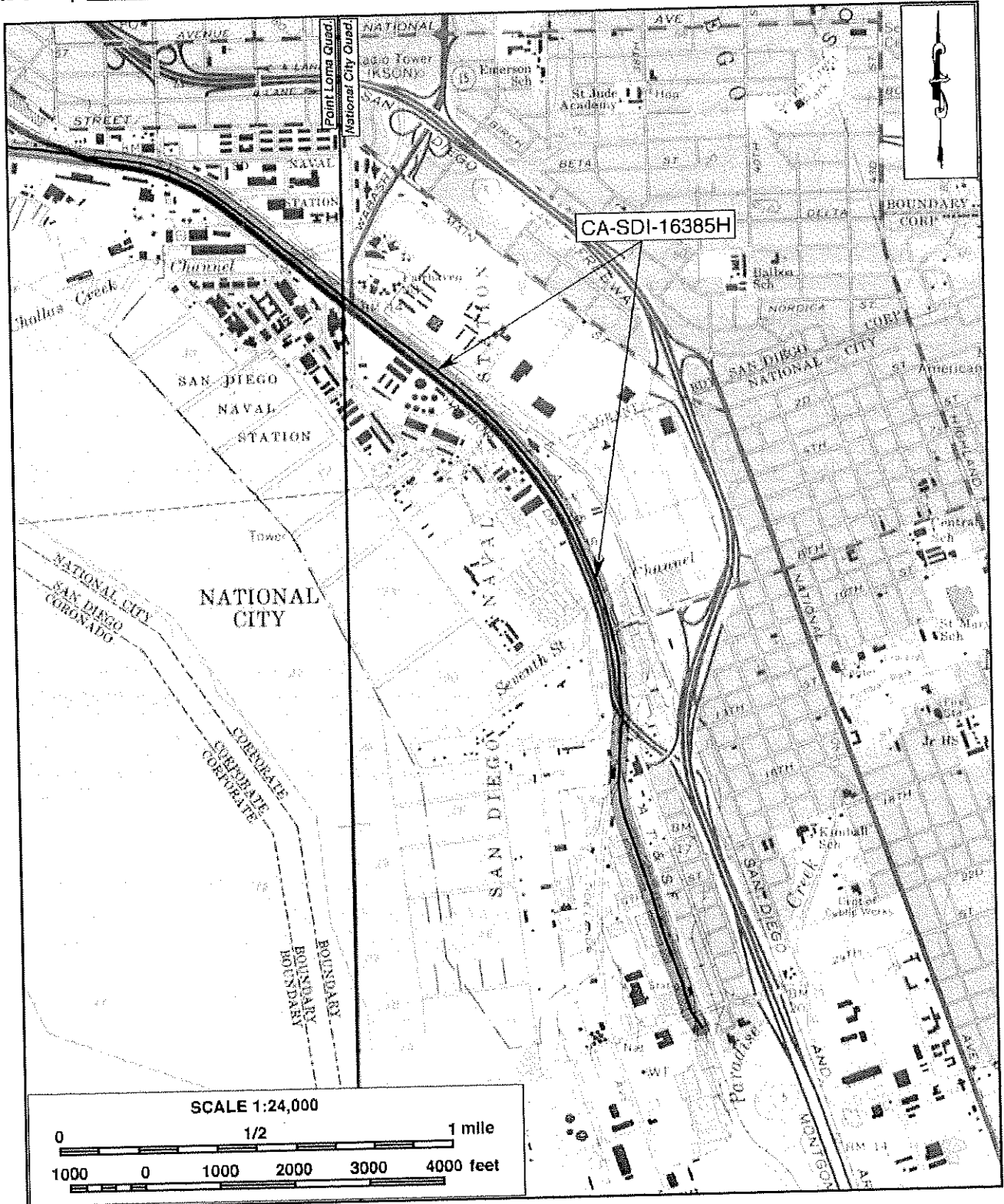
Trinomial CA-SDI-16385H

Page 4 of 5

*Resource Name or # (Assigned by recorder) CRM TECH 878-2H

*Map Name: Point Loma and National City, Calif. *Scale: 1:24,000

*Date of Map: 1967, photorevised 1975, minor revisions 1994; 1967, photorevised 1975



Southern portion

*Required information

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

Primary # P-37-024739

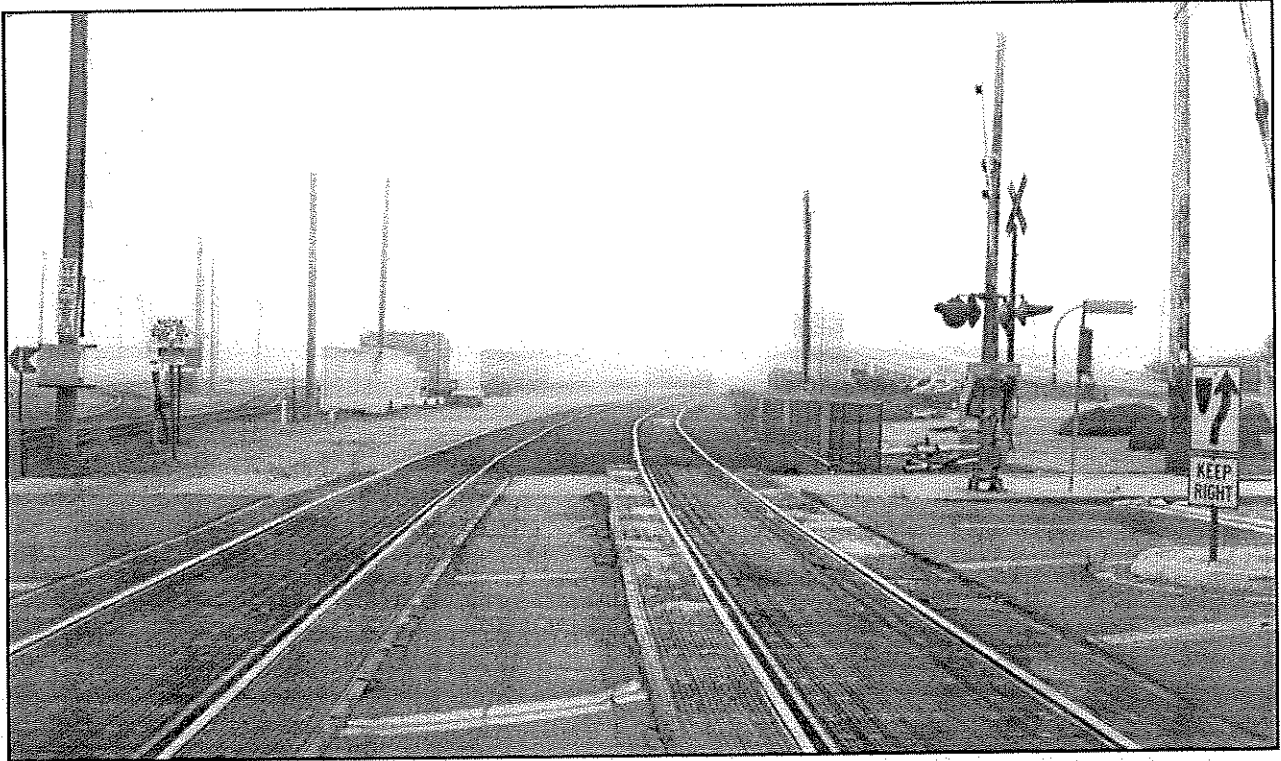
HRI # _____

Trinomial CA-SDI-16385H

Page 5 of 5

Resource name or # (Assigned by recorder) CRM TECH 878-2H

Recorded by Danniel Ballester *Date September 3, 2002 Continuation Update



Typical view of the existing railroad line. (View to the southeast)



Abandoned segment of old railroad near the National City depot. (View to the north)

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

Primary # 87024730
HRI # _____
Trinomial SDi-16385-N
NRHP Status Code 6Y
Other Listings _____

Review Code _____ Reviewer _____ Date _____
*Resource Name or # (Assigned by recorder) CRM TECH 878-2H

Page 1 of 5

P1. Other Identifier: Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway

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

*b. USGS 7.5' Quads Point Loma, Calif. Date 1967, photorevised 1975
National City, Calif. Date 1967, photorevised 1975

T17S R2/3W, S.B. B.M. (Within the boundaries of the Pueblo Lands of San Diego and the Rancho de la Nación land grant)

Elevation: Ca. 15-20 feet above mean sea level

c. Address N/A City San Diego and National City Zip N/A

d. UTM: Zone 11; North end: 484160 mE/ 3620040 mN; South end: 489660 mE/ 3613280 mN
UTM Derivation: USGS Quad GPS

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad extends from Ash Street in San Diego to 24th Street in National City (BNSF Mile Post 267.3 to Mile Post 273.2)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of an approximately 5.9-mile segment of the Burlington Northern Santa Fe (formerly Atchison, Topeka and Santa Fe) Railway that was first constructed in 1882-1883. The existing tracks and other associated railroad features, however, are mostly modern in origin, and show no particular historical characteristics. A short segment of older tracks, now abandoned, is observed in front of the historic Santa Fe depot in National City (see p. 5).

*P3b. Resource Attributes: (List attributes and codes) HP37--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.)

(See p. 5)

P5b. Description of Photo: (view, date, accession #)
Photos taken on September 3, 2002

*P6. Date Constructed/Age of Sources:
 Historic Prehistoric Both 1882-1883 (see Items B6 and B12 for detail)

*P7. Owner and Address:
Burlington Northern Santa Fe Railway Company, 2650 Lou Menk Drive, Fort Worth, TX 76131

*P8. Recorded by: (Name, affiliation, and address)
Daniel Ballester/Teresa Woodard, CRM TECH, 4472 Orange Street, Riverside, CA 92501

*P9. Date Recorded: September 2002

*P10. Survey Type: Section 106-compliance survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Bai Tang, Michael Hogan, Mariam Dahdul, Teresa Woodard, and Daniel Ballester (2002): Historical Resources Compliance Report: Track Improvements between San Diego and National City, and New Locomotive/Car Service and Inspection Facility in National City, San Diego County, California. On file, South Coastal Information Center, San Diego State University.

*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): _____

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD SDi-16385-N

- B1. Historic Name: Atchison, Topeka and Santa Fe Railway
- B2. Common Name: Burlington Northern Santa Fe Railway
- B3. Original Use: Railroad B4. Present Use: Railroad
- *B5. Architectural Style: N/A
- *B6. Construction History: (Construction date, alterations, and date of alterations) This segment of railroad was originally constructed in 1882-1883 as a part of the California Southern Railroad, the first Santa Fe subsidiary in California and the Pacific coast terminus of the second transcontinental railway to reach the state. Almost all of the physical components of the railroad, however, have been replaced over the years. The existing tracks typically date to the post-1975 period.
- *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- *B8. Related Features: Two minor railroad bridges across the Chollas Creek Channel in San Diego and the Seventh Street Channel in National City, recorded separately for Caltrans references (see CRM TECH 878-4H and -5H)
- B9a. Architect: N/A b. Builder: California Southern Railroad Company Area California
- *B10. Significance: Theme Railroad transportation Property Type Railroad Applicable Criteria N/A
Period of Significance 1880s
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The completion of the California Southern Railroad marked the beginning of the end of the Southern Pacific Railway Company's transportation monopoly in the state, an important event in 19th century California history, and contributed directly to the southern California land boom of the 1880s. However, the existing railroad line and its associated features that constitute Site CRM TECH 787-2H, as working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. Therefore, the site does not appear eligible for listing in the National Register of Historic Places.
- B11. Additional Resource Attributes: (List attributes and codes) HP19--Bridges
- *B12. References: Lee Gustafson and Philip Serpico (1992): Santa Fe Coast Lines Depots, Los Angeles Division. Omni Publications, Palmdale, California.
- B13. Remarks: _____
- *B14. Evaluator: Bai "Tom" Tang
- *Date of Evaluation: September 2002

(Sketch Map with north arrow required.)

(See pp. 3-4)

(This space reserved for official comments.)

*Required information

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

Primary # 37024739
HRI # _____
Trinomial SDI-1638S-H

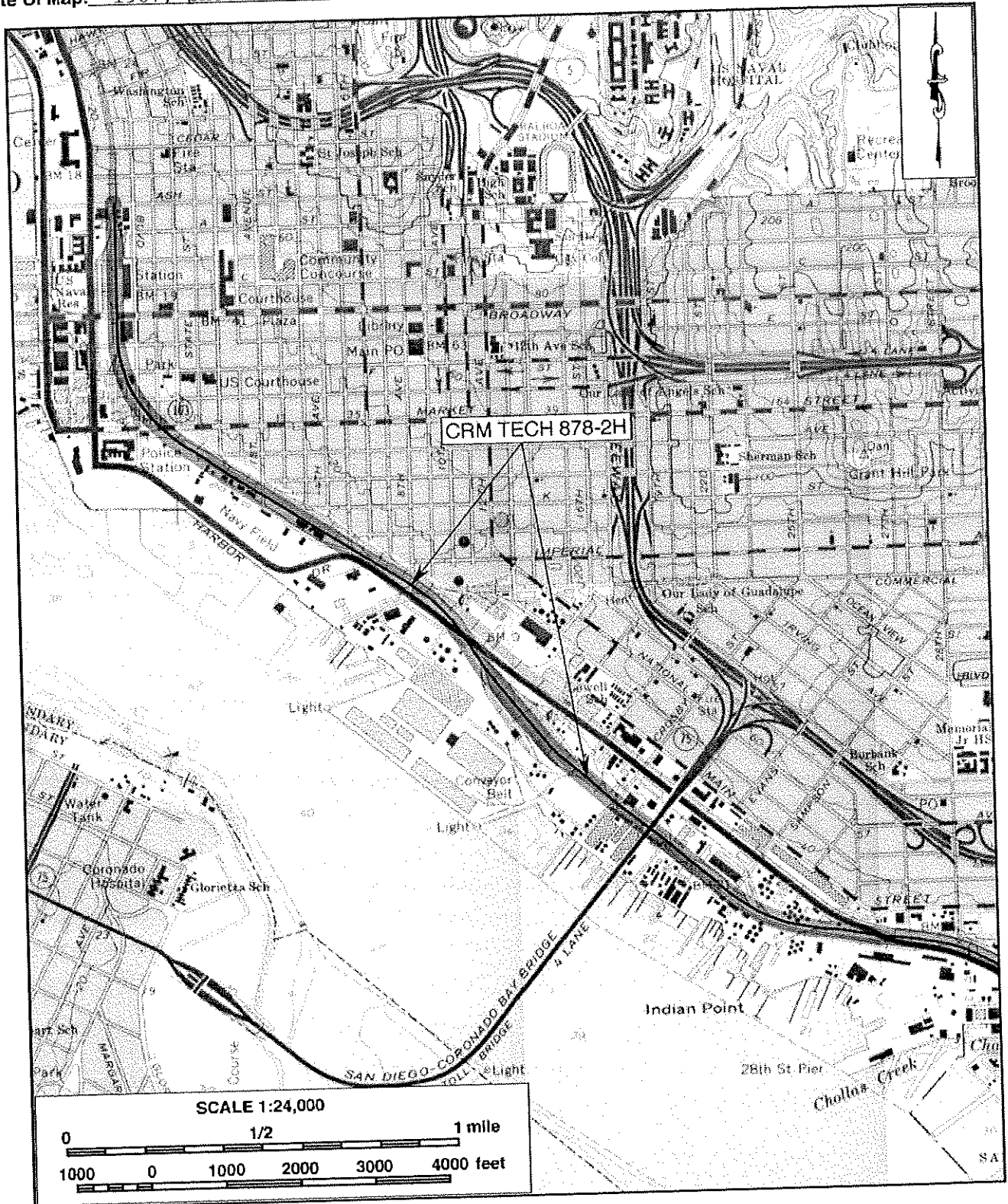
Page 3 of 5

*Resource Name or # (Assigned by recorder) CRM TECH 878-2H

*Map Name: Point Loma, Calif.

*Scale: 1:24,000

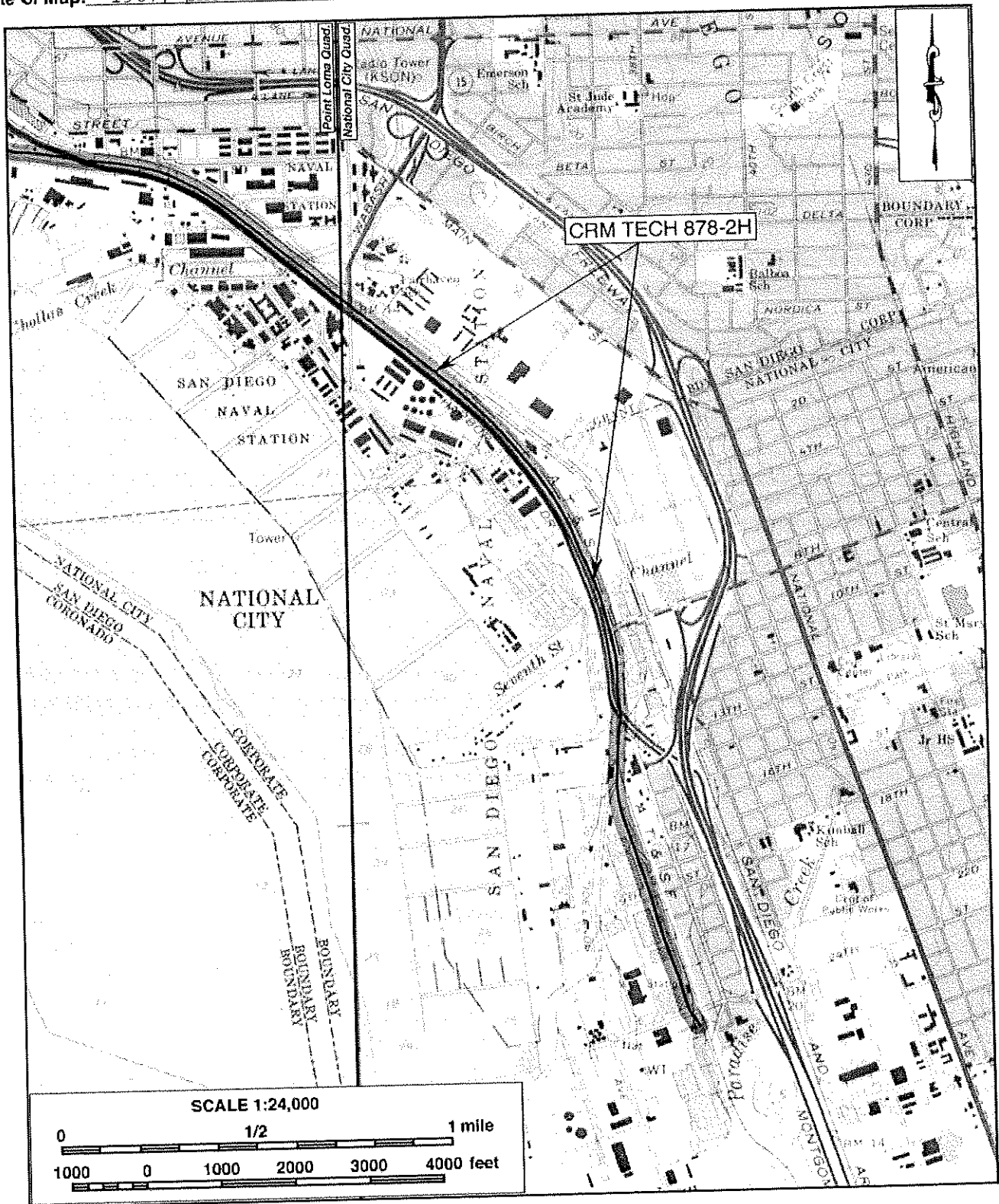
*Date of Map: 1967, photorevised 1975, minor revisions 1994



Northern portion

*Required information

*Map Name: Point Loma and National City, Calif. *Scale: 1:24,000
*Date of Map: 1967, photorevised 1975, minor revisions 1994; 1967, photorevised 1975



Southern portion

*Required information

Primary # 37024730

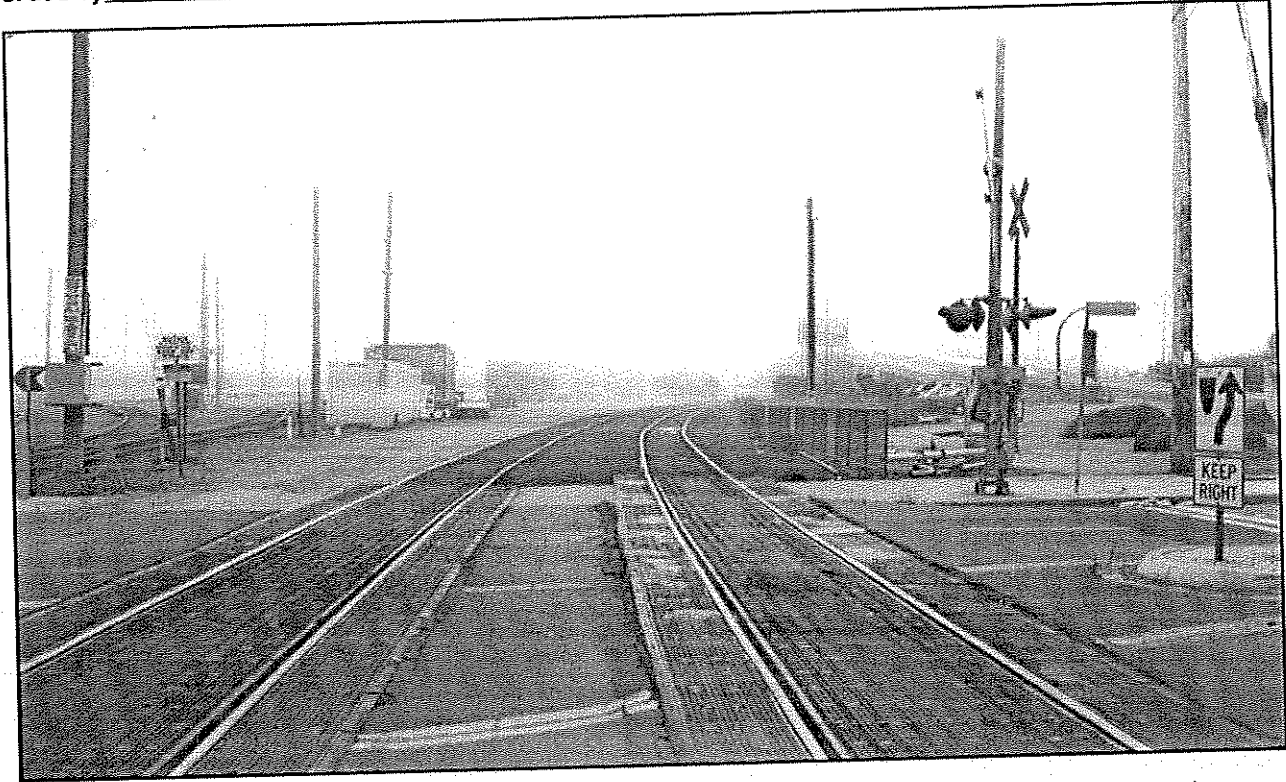
HRI # _____

Trinomial SDI-16385-11

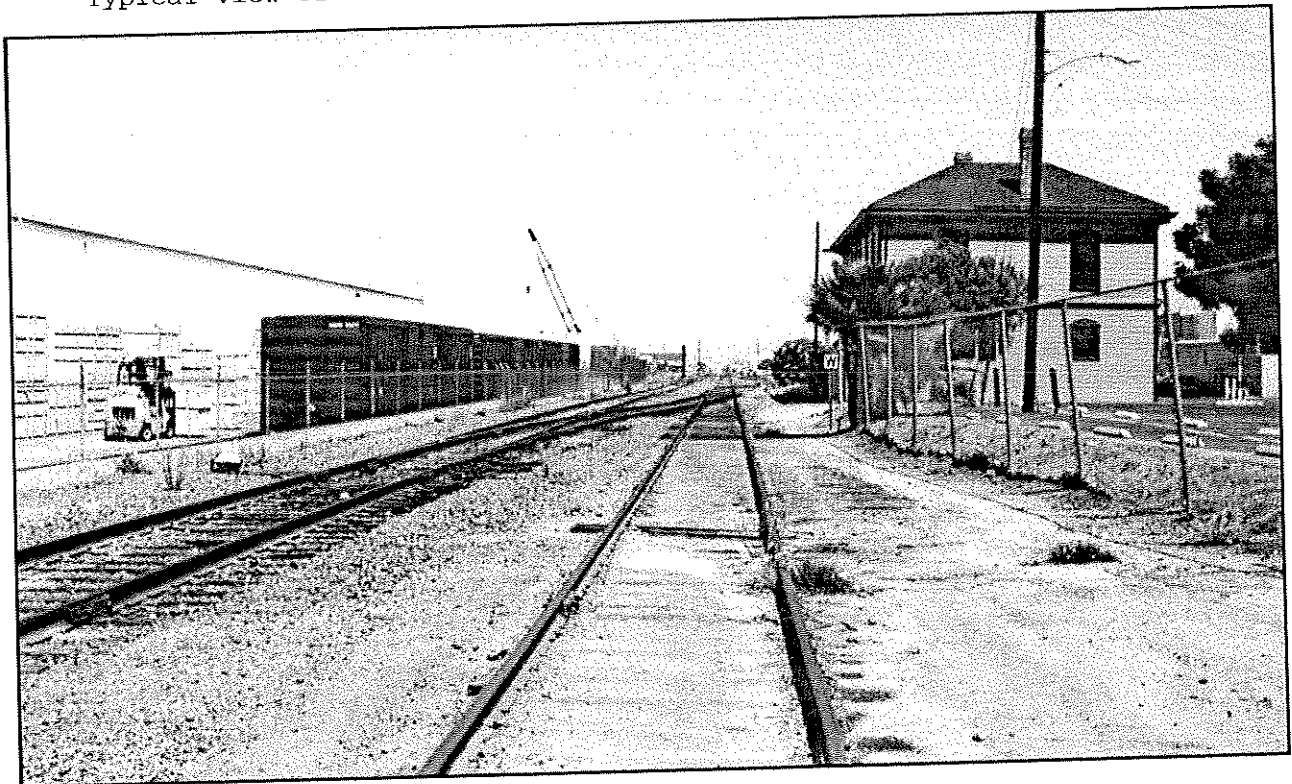
Page 5 of 5

Resource name or # (Assigned by recorder) CRM TECH 878-2H

Recorded by Danniel Ballester *Date September 3, 2002 Continuation Update



Typical view of the existing railroad line. (View to the southeast)



Abandoned segment of old railroad near the National City depot. (View to the north)

*Required information

CONTINUATION SHEET

*Recorded by: Pamela Daly, M.S.H.P.

*Date: November 22, 2015 Continuation Update

The San Diego & Arizona/SPRR/UPRR railroad stopped passenger service out of San Diego in 1951, and abandoned the line heading to Yuma after a flash flood in 1976. Freight service was continued to Los Angeles and Mexico. By 1980 UPRR had ceased both passenger and freight operations on the line in and out of San Diego. The UPRR's ROW was sold to the City, and the Metropolitan Transit System Blue Line trolley now runs through the old San Diego & Arizona/SPRR/UPRR corridor that intersects with the Project APE.

The current double-track ROW of the Blue Line is situated within the path of the San Diego & Arizona Railroad (1907-1919)/SPRR/UPRR (1919-1977). The South Coastal Information Center has recorded the San Diego & Arizona/SPRR/UPRR as Primary Number P-37-025680 for sections of the railroad located on the expanse of abandoned track that extends to the east of the City of San Diego. We also found a notation on an Updated DPR for the San Diego & Arizona Railroad (P-37-25680), dated 1/3/2012, that a segment of the Union Pacific Railroad line in San Diego County is also recorded under Primary Number P-37-024023.

A section of the Coronado Belt Line Railroad was constructed from downtown San Diego to National City during its inception in 1886. The Coronado Belt Line Railroad was merged with the National City and Otay Railroad in 1905 by owner John D. Spreckels. In 1916, a serious flood event caused major damage to the bridges and rail bed of the Coronado Belt Line. Instead of repairing and restoring function to the northernmost section of the original Coronado Belt Line, the 6.5 mile section between San Diego and National City was abandoned for use. The Coronado Belt Line ceased their operations in the current Project APE, shortly after 1916. The San Diego & Arizona Railroad took over control of the abandoned segment of the Coronado Belt Line between San Diego and National City in 1919.

As Project path of the APE heads west along 32nd Street, it intersects with the ground-level and overhead structures of the Blue Line Trolley. (Figure 4) The Pacific Fleet Station trolley stop is located immediately to the south of the APE. (Figure 5) The Blue Line Trolley through this area is located within the right-of-way of the San Diego & Arizona/SPRR/UPRR owned by the San Diego Metropolitan Transit System (MTS).

Due to the rise of private automobile use after World War II, the San Diego & Arizona/SPRR/UPRR railroad stopped passenger service out of San Diego in 1951. The UPRR abandoned the entire line after sections of the track heading to El Centro were destroyed by flash floods in 1976, and UPRR determined repairs to the old San Diego & Arizona route were not worth the financial investment to continue freight service on the line. The UPRR's right-of-way in the City of San Diego was sold, and the Metropolitan Transit System started the San Diego Trolley Blue Line in 1981, in the ROW abandoned by the San Diego & Arizona/SPRR/UPRR corridor located in the Project APE.

Where the Project APE intersects with the Blue Line are two sets of standard gauge (4 feet 8 ½ inches wide), steel rail tracks embedded in a concrete apron system that supports the rails without the use of ballast or ties, which is desirable where the rails intersect with automobile roads. Approaching the tracks from the east or west on 32nd Street, an overhead, cantilevered, railroad crossing sign, constructed of tubular steel framing, with a paired set of red lights, give a driver the first indication that railroad tracks are ahead, and will activate if a train is approaching. Set more closely to the railroad tracks, again on both the east and west approach, are railroad crossing guard gates that are wired into the rail system to automatically drop the gates along with flashing red lights and sounding warning bells, when a train is approaching the intersection.

The most significant alteration to the San Diego & Arizona/SPRR/UPRR railroad ROW was the installation of the overhead electric power lines and supporting towers in the 1980s to support the light rail that was constructed for the Blue Line Trolley cars. Light rail systems and subways operate on the same power structure, but the power line also known as the "third rail" for the trolley system is lifted overhead and away from pedestrians.

Starting in 2011, to accommodate the addition of new Siemens S70 rail cars to the light rail system, it was necessary for MTS to completely renovate existing stations and upgrade the rails, ties, and ballast system of the Blue Line. The upgrades to the Pacific Fleet Station appear to have removed much of historic material in the ROW and APE associated with the abandoned San Diego & Arizona/SPRR/UPRR railroad. (See continuation sheet for additional text)

CONTINUATION SHEET

Trinomial

Page 2 of 4

*Resource Name or: San Diego & Arizona/SPRR/UPRR/SDMTS Blue Line Trolley (linear resource)

*Recorded by: Pamela Daly, M.S.H.P.

*Date: November 22, 2015 Continuation Update

The most noticeable change in the rail bed of the station was the conversion from the old wood railroad ties to the use of modern, formed-concrete tied set in a bed of re-graded ballast. The installation of contemporary designed lighting, benches, information kiosks, completed the modern upgrades to the station. On the north side of the intersection of the rail line with 32nd Street, the steel rails are supported on wood ties in a stone ballast bed.

The evaluation of the entire San Diego & Arizona/SPRR/UPRR linear resource by JRP Historical Consulting Services in 2000, as part of a report produced by ASM Affiliates, found that “despite a short but interesting history, the railroad failed to make significant contributions to our history” and that it did not qualify for listing in the National Register under Criterion A. The City of San Diego had been served by the California Southern/ATSF railroad since 1880, which provided both local and transcontinental passenger and freight service. The San Diego & Arizona Railroad did not start service to San Diego until 1919, almost 40 years after the California Southern/ATSF railroad had provided both passenger and freight services to the city. We concur with JRP’s determination that the San Diego & Arizona/SPRR/UPRR linear resource does not qualify for listing in the National Register under Criterion A.

Edward D. Harriman, owner of the Illinois Central, Southern Pacific, and Union Pacific Railroads had died in 1909, at the beginning of the construction of the San Diego & Arizona Railroad, so he was not directly associated with the official beginning the line in 1919. John D. Spreckels moved with his family to San Diego permanently in 1906 after the San Francisco earthquake, and invested and managed a number of important local and international transportation companies while he lived in San Diego. For the San Diego & Arizona Railroad, Spreckels had personally brokered a secret deal with Harriman for the SPRR to build the line between El Centro and San Diego, and supported the effort with his personal wealth. Although Spreckels was the main booster and vocal supporter of the new railroad line into San Diego, he was not directly involved in the actual construction or day-to-day management and operations of the railroad.

The evaluation by JRP Historical Consulting Services found that the San Diego & Arizona/SPRR/UPRR railroad did not qualify for listing in the National Register under Criterion B as “the association of the Spreckels brothers [John D. and Adolph B.] and [Edward D.] Harriman with the railroad fails to illustrate the most important achievements of their varied careers in either railroad history or in other fields”. JRP Historical Consulting Services also states that “the establishment of this railroad line is not among the more significant contributions of any of these individuals to California and American history”. We concur with JRP’s determination that the San Diego & Arizona/SPRR/UPRR linear resource does not qualify for listing in the National Register under Criterion B.

The segment of the San Diego & Arizona/SPRR/UPRR ROW that is now used for the Blue Line Trolley, does not appear eligible for listing under Criterion C of the National Register, as a property that is significant for its design or construction. The ROW has also been altered with the construction of the overhead power lines and carrying towers that are necessary for the transmission of electricity to the trolley line, and the construction of the platforms for the Pacific Fleet trolley station. The segment of the trolley line has been so altered that it does not accurately provide any information about early 20th-century railroad construction technologies or methods as required under Criterion C.

The segment of the San Diego & Arizona/SPRR/UPRR ROW in the Project APE does not appear to have the potential to yield information important to history as per Criterion D.

The segment of the railroad has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance. It has lost the integrity of its original design, workmanship, materials used, feeling, association, and setting. The integrity of the segment at this location has been compromised with the removal of the original tracks, wood ties, and ballast, and the installation of features and structures incompatible with a “heavy rail system” but necessary for the operation of a modern, electric-powered trolley system. The segment has retained the integrity of the location of the San Diego & Arizona/SPRR/UPRR/Blue Line ROW in the community, yet it cannot provide the feeling of a mode of transportation dating from the early twentieth century. The Project as currently planned will not result in adverse direct or indirect impacts to this resource. (See continuation sheet for additional text)

CONTINUATION SHEET

Trinomial

Page 3 of 4

*Resource Name or: San Diego & Arizona/SPRR/UPRR/SDMTS Blue Line Trolley (linear resource)

*Recorded by: Pamela Daly, M.S.H.P.

*Date: November 22, 2015 Continuation Update

The segment of the San Diego & Arizona/SPRR/UPRR linear resource within the Project APE does not appear eligible for listing in the California Register under Criterion 1, as the linear resource has not been found to have made a significant contribution to the railroad transportation history of California or San Diego. The California Southern/ATSF Railroad has brought interstate rail travel and freight hauling to San Diego in 1888. Short haul lines such as the Coronado Belt Line and the National City & Otay Railroad had served to move passengers and goods in-and-around San Diego, but it was the ATSF that was responsible for connecting the city to the rest of the nation. It was not until 1919, over thirty years later, that San Diego & Arizona/SPRR brought travelers directly into San Diego without having to stop in San Bernardino or Los Angeles.

Significance under Criterion 2 of the California Register evaluates a person's direct relationship with a resource. It can easily be argued that John D. Spreckels was a strong supporter of the city he and his family called home after 1906. San Diego benefitted greatly from Spreckels' financial backing of the local railroads, establishing a local newspaper, and the development of shipping wharves in San Diego Harbor. But the building of the railroad line from Yuma to San Diego, in collaboration with the SPRR, turned into a folly instead of one of Spreckels' many successes. With the design and construction of good roads for automobiles and trucks, the San Diego & Arizona/SPRR line was obsolete almost as soon as it was finished. It does not appear that the San Diego & Arizona/SPRR/UPRR is eligible for listing in the California Register under Criterion 2.

Criterion 3 of the California Register states that a resource must embody the distinctive characteristics of a type, period, region, or method of construction, or represent the work of a master, or possess high artistic values. The Coronado Belt Line had abandoned the section of track in the current Project APE in 1916, and the line was taken over by the San Diego & Arizona Railroad. As the ROW has now been completely repurposed for use as an electric powered trolley line within the city, it no longer has the capacity to present the physical attributes of a railroad operation of the late 1800s and early 1900s. There are no built-environment resources, such as the original rails, ballast, ties, signals, crossing arms, or platforms associated with the San Diego & Arizona/SPRR/UPRR within the ROW that intersects with 32nd Street and the Project APE.

The segment of the San Diego & Arizona/SPRR/UPRR ROW in the Project APE does not appear to have the potential to yield information important to history as per Criterion 4 of the California Register.

The segment of the railroad has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance. It has lost the integrity of its original design, workmanship, materials used, feeling, association, and setting. The integrity of the segment at this location has been compromised with the removal of the original tracks, wood ties, and ballast, and the installation of features and structures necessary for the operation of a modern trolley system. The segment has retained the integrity of the location of the San Diego & Arizona/SPRR/UPRR/Blue Line ROW in the community, yet it cannot provide the feeling of a mode of transportation dating from the early twentieth century. The Project as currently planned will not result in adverse direct or indirect impacts to this resource.

Criterion a: Due to the repurposing of the San Diego/SPRR/UPRR ROW into a light rail system, the segment of the ROW in the Project APE does not reflect any special elements of the history of locomotive rail use in the City.

Criterion b: The San Diego & Arizona/SPRR/UPRR ROW has not been found to be directly associated with persons or events significant in the history of railroads in San Diego, California, or the United States. The current segment of the ROW had been used by local short line railroads since 1886. We have been unable to find any specific information that would point to the importance of this particular rail corridor.

Criterion c: The segment of the railroad ROW in the Project APE has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance. It has lost the integrity of its original design, workmanship, materials used, feeling, association, and setting. The integrity of the segment at this location has been compromised with the removal of the original tracks, wood ties, and ballast, and the installation of features and structures necessary for the operation of a modern trolley system. The segment has retained the integrity of the location of the San Diego & Arizona/SPRR/UPRR/Blue Line ROW in the community, yet it cannot provide the feeling of a mode of transportation dating from the early twentieth century. (See continuation sheet for additional text)

CONTINUATION SHEET

Trinomial

Page 4 of 4

*Resource Name or: San Diego & Arizona/SPRR/UPRR/SDMTS Blue Line Trolley (linear resource)

*Recorded by: Pamela Daly, M.S.H.P.

*Date: November 22, 2015 Continuation Update

Criterion d: The segment of the railroad ROW in the Project APE has not been found to be representative of the notable work of a master builder, designer, architect, engineer, landscape architect, interior designer, artist or craftsman.

Criterion e: The San Diego & Arizona/SPRR/UPRR ROW, and the specific segment within the Project APE, is not listed the National Register. Nor has the resource been determined eligible by National Park Service for listing in the National Register, or is listed or has been determined eligible by the State Historical Preservation Office for listing in the California Register.

Criterion f: The San Diego & Arizona/SPRR/UPRR ROW is a linear resource that has not been found to be of historical significance. The segment of the railroad ROW in the Project APE has lost the overwhelming majority of the levels of integrity necessary for the segment of the railroad to convey significance in the history and development of the City.

We recommend the segment of the San Diego & Arizona/SPRR/UPRR ROW in the Project APE be assigned the California Historical Resource Status Code of 6Z. (See continuation sheet for additional text)

CONTINUATION SHEET

*Recorded by: B. Comeau

*Date: Feb. 14, 2013 Continuation Update

This resource is the Union Pacific Railroad, built between 1907 and 1919, which runs from El Centro, CA to San Diego and is also known as the San Diego and Arizona Railway. The resource was originally recorded in 2000 by JRP Consulting who researched the railroad in great detail. That study suggested that with the possible exception of the section of railroad through Carrizo Gorge, the railroad is not eligible under any criteria for inclusion in the National Register. During the current survey, for the Tierra del Sol Gen-Tie project, a short section of railway was encountered within the southern end of the APE. The railroad is in good condition, with both tracks and all of the railroad ties still in place. The railroad tracks will not be impacted as part of this project, so no further research is planned.

P11. Report Citation: (Cite survey report and other sources, or enter "none.") Daniels, J.T., Hale, M.J., Comeau, B.E., and Giacinto, A., 2013. Archaeological Survey and Evaluation for the Tierra del Sol LLC Project, San Diego County, California

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

Primary # P-37-025680 Update
HRI # _____
Trinomial _____

Page 1 of 1

Recorded by: Adam Giacinto and Scott Wolf

Continuation Update

*Resource Name: P-37-025680 Update

Date: 1/3/2012

P-37-024023, generally referred to as the Union Pacific Railroad, has been dutifully recorded by a number of archaeologists and historians in the past. A recent Intensive pedestrian archaeological survey, conducted by ASM Affiliates on the Campo Indian Reservation, observed the railroad to be in the same general condition as previously recorded.

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

Primary # P-37-025680
HRI # _____
Trinomial _____

Page 1 of 1

*Resource Name or # P-37-025680

Recorded by: Brian Williams

Date: 21 July 2009

Continuation Update

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) JRP Historical Consulting Services originally recorded P-37-25680 in 2000 as a portion of the Union Pacific Railroad. The railroad line is historically known as the San Diego and Arizona Railway constructed in the early part of the twentieth century. During the current survey, ASM relocated the railroad in the same location and general condition as the initial recording.

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

Brian Williams
ASM Affiliates, Inc.
2034 Corte del Nogal
Carlsbad, CA 92011

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

Intensive Pedestrian

***P11. Report Citation:**

Arleen Garcia-Herbst, David Iversen, Brian Williams and Don Laylander
2009 *Class III Inventory of the Cultural Resources along the Approved San Diego Gas & Electric Sunrise Powerlink Final Environmentally Superior Southern Route, San Diego and Imperial Counties, California.* ASM Affiliates, Inc. Submitted to SDG&E.

Page 1 of 2

Recorded by: Drew Pallette

Resource Name or #: San Diego and Arizona Railroad (Campo Reservation Trestle) UPDATE

Date: September 2008

Continuation Update

P2. Location: Located at PM 59.16 on SR-94.

USGS Quad: Live Oak Springs

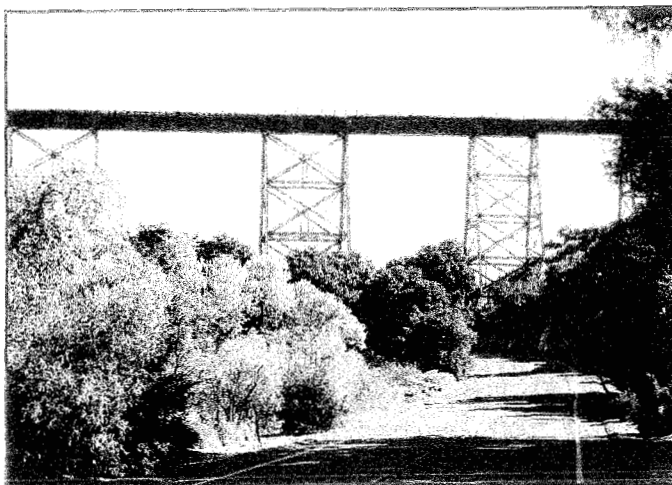
UTM: NAD 27; Zone 11 559572 mE 3612249 mN (recorded by GPS)

State Plane: NAD 83, Zone 6, 1988357 mE / 553546 mN (recorded by GPS)

P3a. Description: San Diego and Arizona Railroad trestle located on the Campo Indian Reservation. The railroad, built in 1915, crosses SR-94 at PM 59.16.

P8. Recorded by: Drew Pallette, ASM Affiliates, Inc., 2034 Corte dei Nogal, Carlsbad, CA 92011

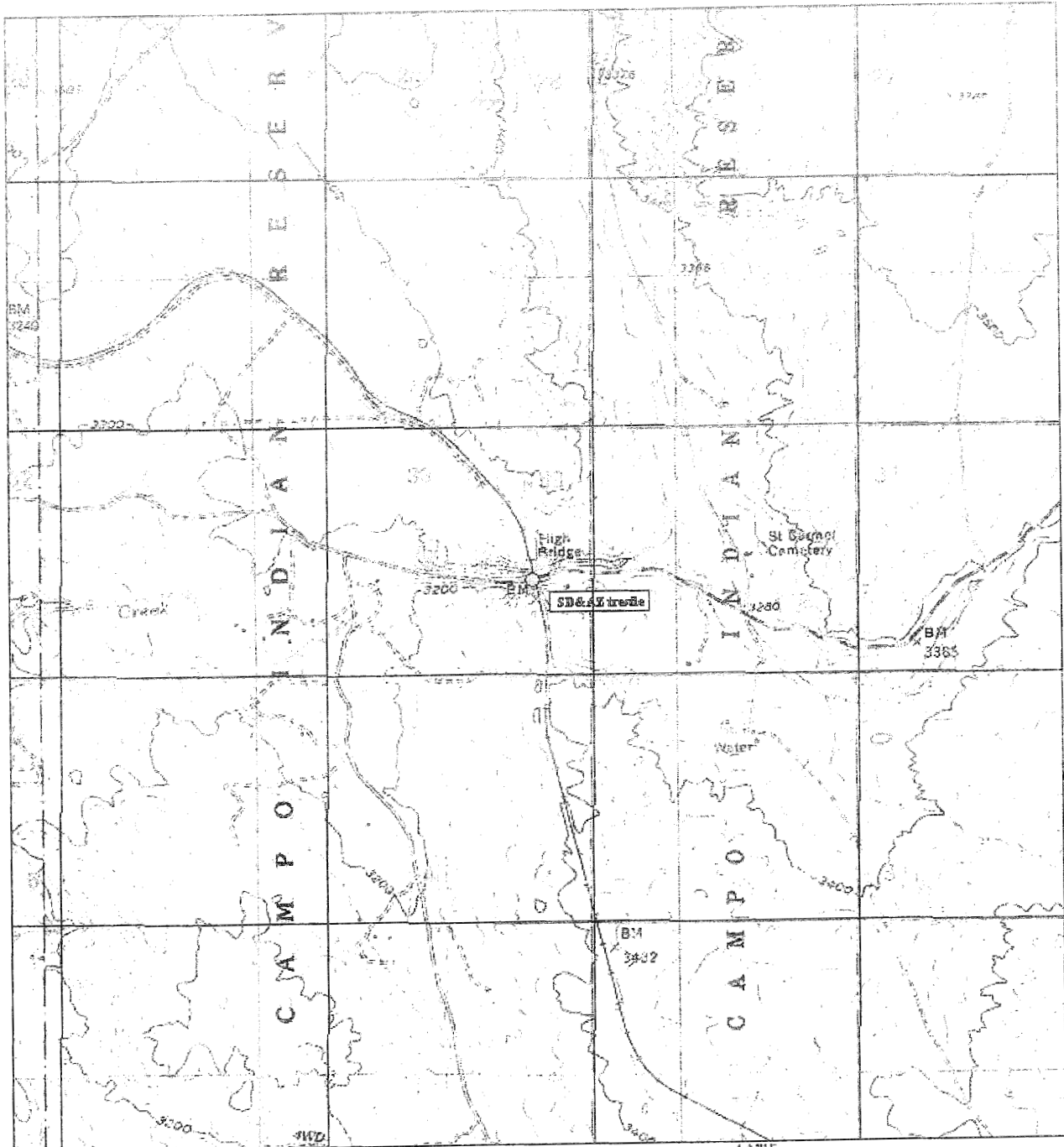
P11. Report Citation: Don Laylander and Drew Pallette, 2006, *Archaeological Survey Report for the District 11 TEA21 Rural Route Survey, State Route 94, San Diego County, California*, ASM Affiliates, Carlsbad, California



View looking east from SR-94..



Upper portion of trestle looking east.



TN * MN
13°

Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

Page 1 of 2

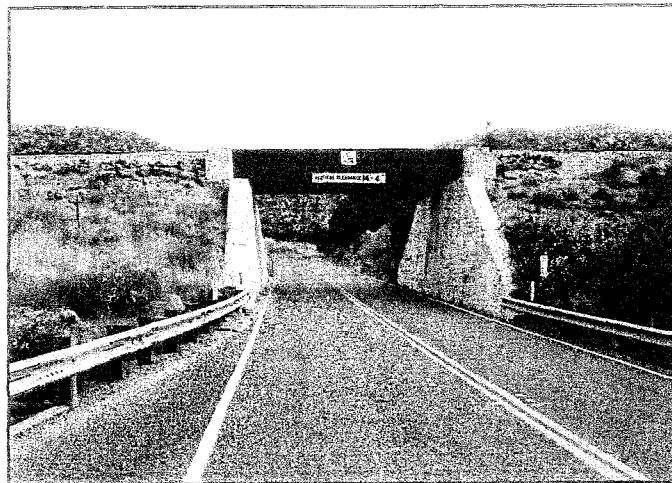
Recorded by: Drew Pallette

Resource Name or #: San Diego and Arizona Railroad (Dogpatch Trestle) UPDATE

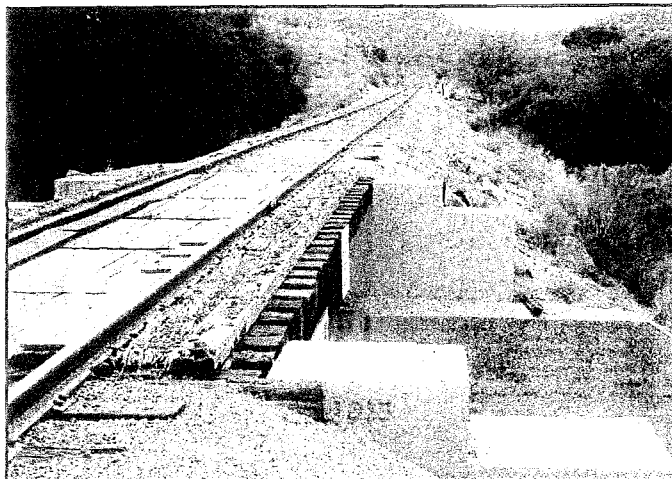
Date: September 2006

Continuation Update

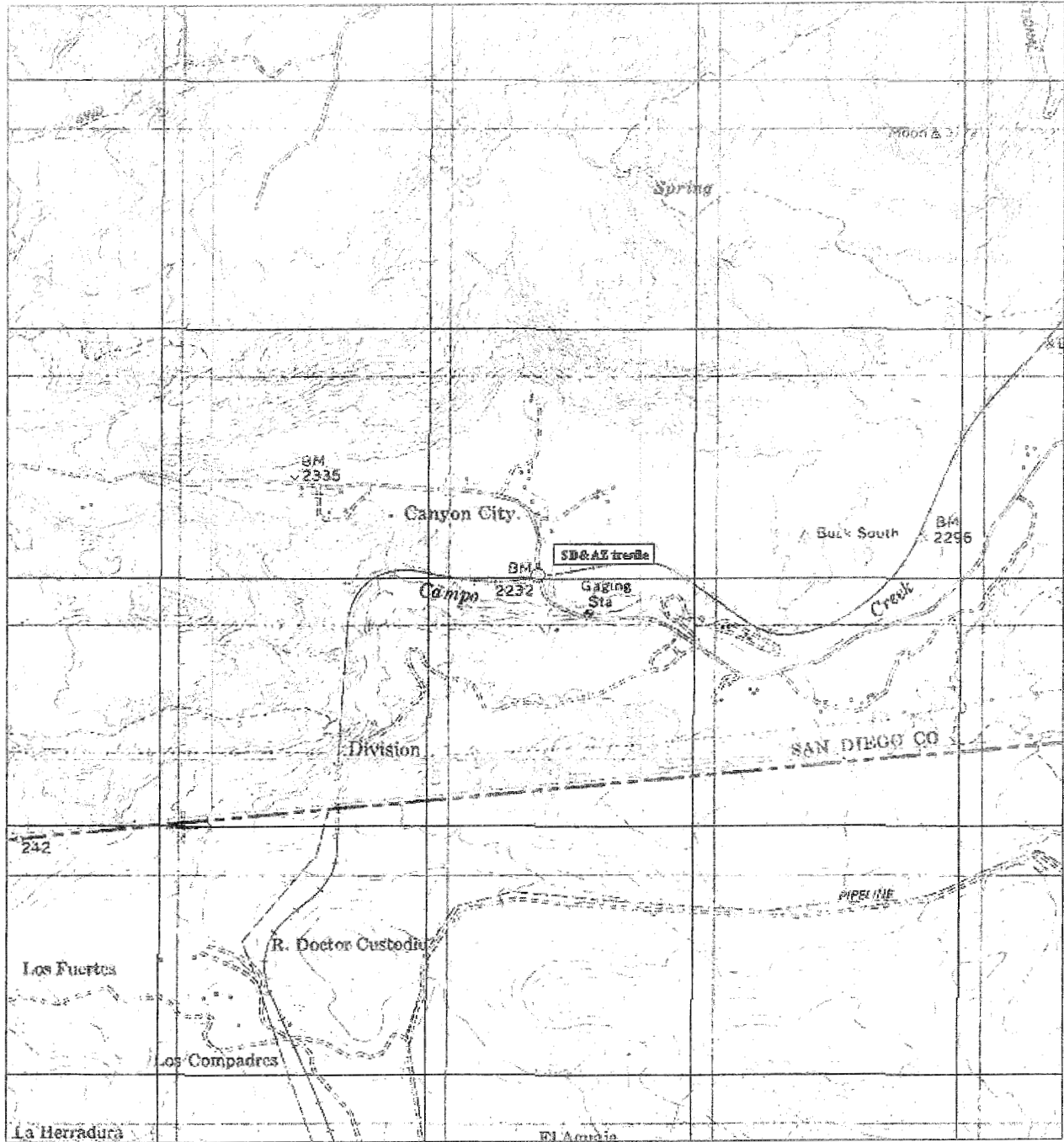
- P2. **Location:** Located at PM 46.79 on SR-94, 100 m east of the Dogpatch Railroad stop, just south of Canyon City.
USGS Quad: Potrero
UTM: NAD 27, Zone 11 544412 mE 3806009 mN (recorded by GPS)
State Plane: NAD 83, Zone 6, 1973937 mE / 547255 mN (recorded by GPS)
- P3a. **Description:** San Diego and Arizona Railroad trestle at Canyon City/Dogwood. The railroad, built in 1915, crosses SR-94 at PM 46.79. This trestle is located 100 m east of the Dogpatch Railroad stop.
- P8. **Recorded by:** Drew Pallette, ASM Affiliates, Inc., 2034 Corte del Nogal, Carlsbad, CA 92011
- P11. **Report Citation:** Don Laylander and Drew Pallette, 2006, *Archaeological Survey Report for the District 11 TEA21 Rural Route Survey, State Route 94, San Diego County, California*, ASM Affiliates, Carlsbad, California



Side view of trestle looking north.



Upper portion of trestle looking east.



TN * MN
13°

0 5 1 MILE
0 1000 FEET 0 500 1000 METERS

Map created with TOPO!® ©2003 National Geographic (www.nationalgeographic.com/topo)

27-030680

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

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1

*Resource Name or # San Diego and Arizona Railway

P1. Other Identifier:

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

*a. County San Diego and Imperial

*b. USGS 7.5' Quad See Continuation Sheet Date _____

c. Address _____ City _____ Zip _____

d. UTM: (give more than one for large and/or linear resources) See Continuation Sheet

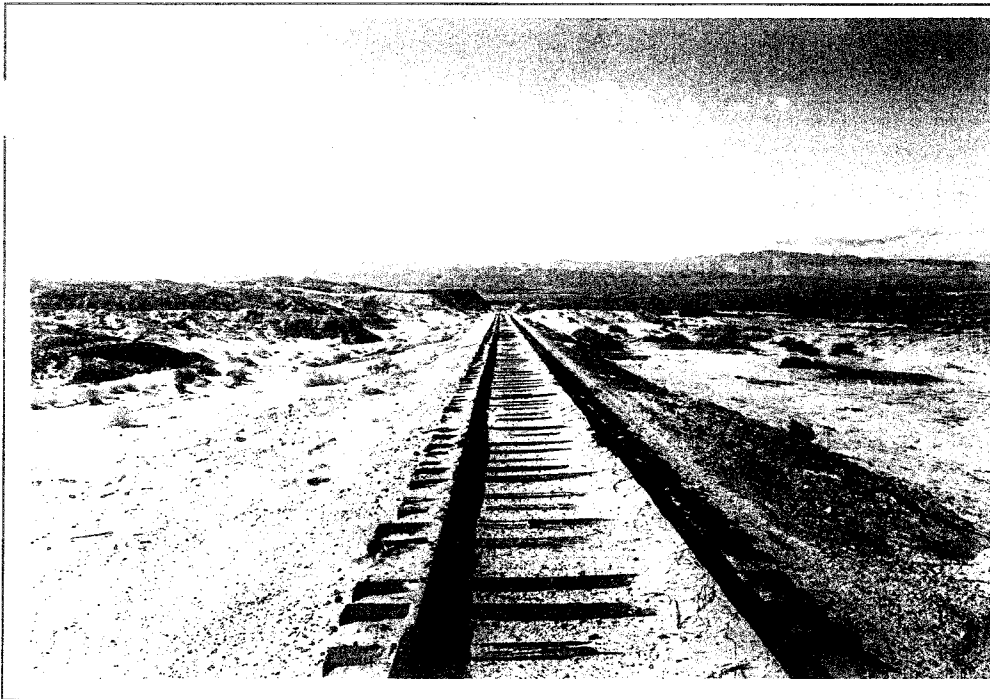
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

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

The resource treated in this historic property survey is an approximately twenty-mile segment of the Union Pacific Railroad running from the vicinity of Ocotillo to a point about 2.5 miles east of Seeley. The entire length of the line, historically known as the San Diego and Arizona Railway, is 150 miles in length. It stretches from San Diego to El Centro and was completed in 1919. The general alignment of the entire railroad and the alignment the segment in the study area are shown on continuation sheets. (See Continuation Sheets pages 6 and 7)

*P3b. Resource Attributes: (List attributes and codes) HP11

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



P5b. Description of Photo: (View, date, accession #) Photograph # 1 Railroad tracks 1/2 miles west of Plaster City camera facing west November 2000

*P6. Date Constructed/Age and Sources:

Historic Prehistoric Both

1919

*P7. Owner and Address:

Union Pacific Railroad Co. 1416 Dodge St. Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, address)
Stephen Wee and Paul Ferrell JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

*P9. Date Recorded: November 29, 2000

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ASM Affiliates, Inc., "A Cultural Resources Inventory of the Proposed AT&T/PF.Net Fiber Optics Conduit Imperial and Riverside Counties, CA" (August 2000) and "A Cultural Resources Inventory of the Proposed AT&T/PF.Net Fiber Optics Conduit Ocotillo to San Diego, CA" (August 2000)

*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) _____

37-025680

Page 2

*NRHP Status Code 6

*Resource Name or # San Diego and Arizona Railway

B1. Historic Name: San Diego & Arizona Railway

B2. Common Name: Union Pacific Railway

B3. Original Use: Railroad B4. Present Use: Railroad/portions abandoned

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alteration, and date of alterations) 1907 – 1919

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

*B8. Related Features: Railroad sidings in Plaster City, Dixieland and Seeley

B9. Architect: n/a b. Builder: San Diego & Arizona Railway/Holt Inter-Urban Railroad

*B10. Significance: Theme Railroads Area California

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.)

The San Diego and Arizona Railroad was one of the last major railroads built in the United States. The railroad, constructed in the first two decades of the twentieth century, stretched eastward from San Diego only as far as El Centro, California – fifty miles short of Arizona. At El Centro the line connected with Southern Pacific’s network of rails connecting San Diego directly with the east. The idea of building a railroad connecting San Diego directly with the eastern United States existed since California joined the Union after the Mexican-American War. Defense as well as the development of the port of San Diego were sited as the primary reasons for the railroad. The Atcheson Topeka and Santa Fe Railway built a line to San Diego from Los Angeles in 1885 but the long-sought direct link with the east was not fulfilled until 1919. (See Continuation Sheet)

B11. Additional Resource Attributes: (HP18) – Train

*B12. References: ASM Affiliates, Inc., “A Cultural Resources Inventory of the Proposed AT&T/PF.Net Fiber Optics Conduit Imperial and Riverside Counties, CA (August 2000)” and “A Cultural Resources Inventory of the Proposed AT&T/PF.Net Fiber Optics Conduit Ocotillo to San Diego, CA” (August 2000)

B13. Remarks:

*B14. Evaluator: Stephen Wee and Paul Ferrell

*Date of Evaluation: November 29, 2000

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See continuation sheet.

37-025680

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

Primary # _____
HRI # _____
Trinomial _____

Page 3

*Resource Name or # Imperial Highway Railroad Crossing

L1. Historic and/or Common Name: None

L2a. Portion Described: Entire Resource Segment Point Observation Designation: Imperial Highway Railroad Crossing

L2b. 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.)

Railroad crossing at Imperial Highway 400 feet south of Highway 94. (See Continuation Sheet for Location Map)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

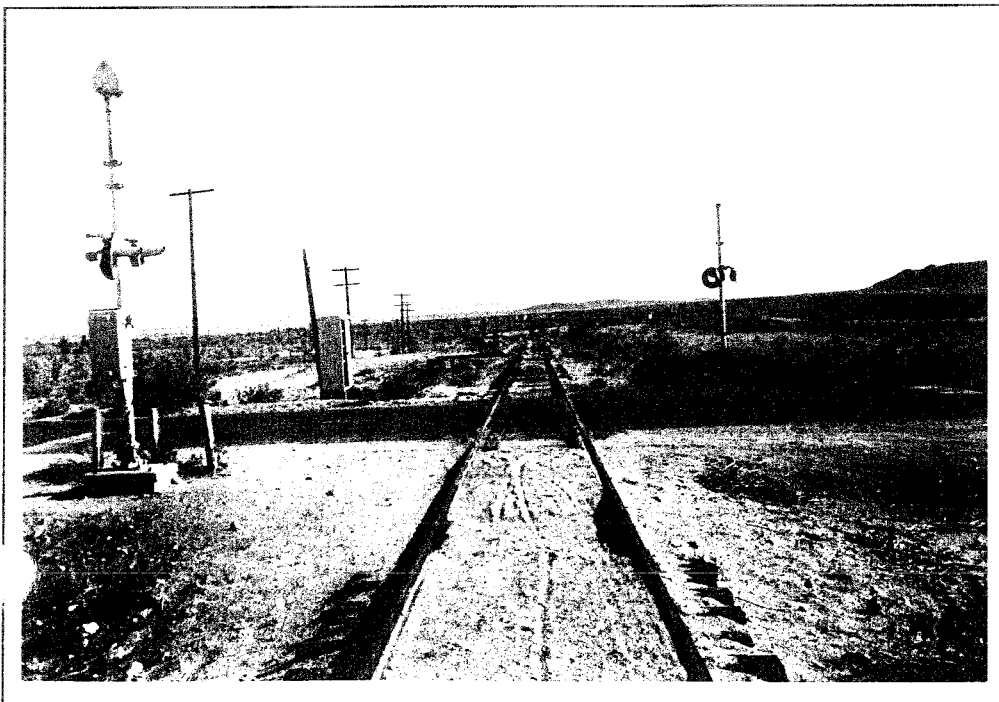
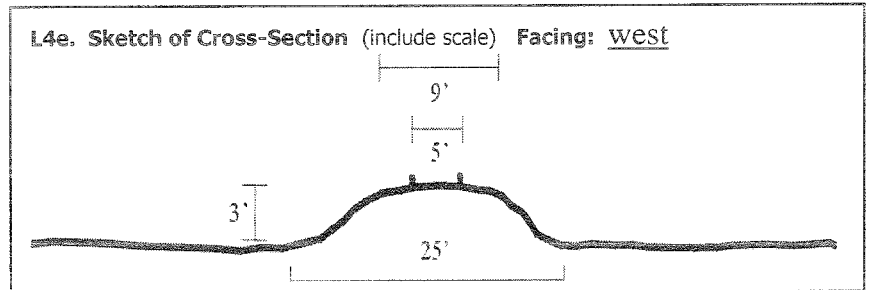
This is a controlled railroad crossing that is no longer in use because the tracks have been abandoned. The tracks were once part of the San Diego and Arizona Railroad. They run in an east-west direction and cross Imperial Highway at a right angle. Crossing signs and traffic arms on both sides of the road have been removed from the metal poles that once supported them, but warning lights and bells remain. An empty metal control panel box also remains. The box, lights and bell all appear to be in a state of disrepair. Imperial Highway is a paved road with a north-south alignment. The tracks are two steel rails five feet apart on wooden ties resting on a berm three feet high and 25 feet wide made up of rock ballast covered with desert sand. (See Continuation Sheet)

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

- a. Top Width 9 feet
- b. Bottom Width 25 feet
- c. Height or Depth 3 feet
- d. Length of Segment 30 feet
- e. L5. Associated Resources:
- f.

L6. Setting: See Continuation Sheet

L7. Integrity Considerations: See Continuation Sheet



L8b. Description of Photo, Map, or Drawing: Railroad crossing at Imperial Highway camera facing east November 2000

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Stephen Wee and Paul Ferrell JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: November 29, 2000

37-025630

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

Primary # 37425680
HRI # _____
Trinomial _____

*Resource Name or # Evan Hews Highway Railroad Crossing

L1. Historic and/or Common Name: San Diego and Arizona Railway

L2a. Portion Described: Entire Resource Segment Point Observation Designation: Evan Hews Railroad 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.)

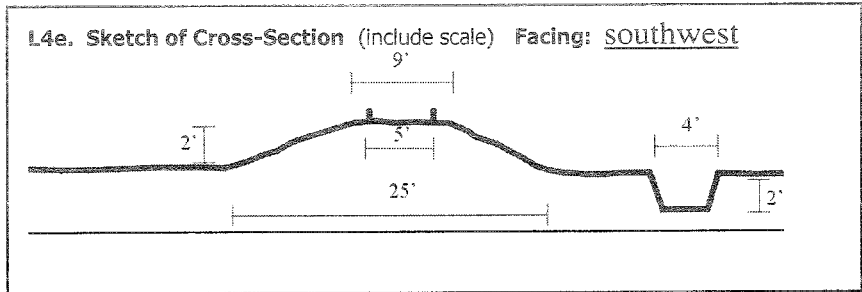
Twenty feet northeast of railroad crossing at S8 .8 mile east of Seeley, 850 feet west of Elder Canal. (See Continuation Sheet for Location Map)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This is a controlled railroad crossing with signs, that feature lights, bells and traffic arms, on both sides of Evan Hews Highway. The highway is a two lane paved road with a east-west alignment. The tracks run in an northeast-southwest direction and cross the road at a sharp angle. The tracks consist of two steel rails five feet apart resting on wooden ties. A low berm two-feet high and 25 feet wide made up of rock ballast support the tracks. (See Continuation Sheet)

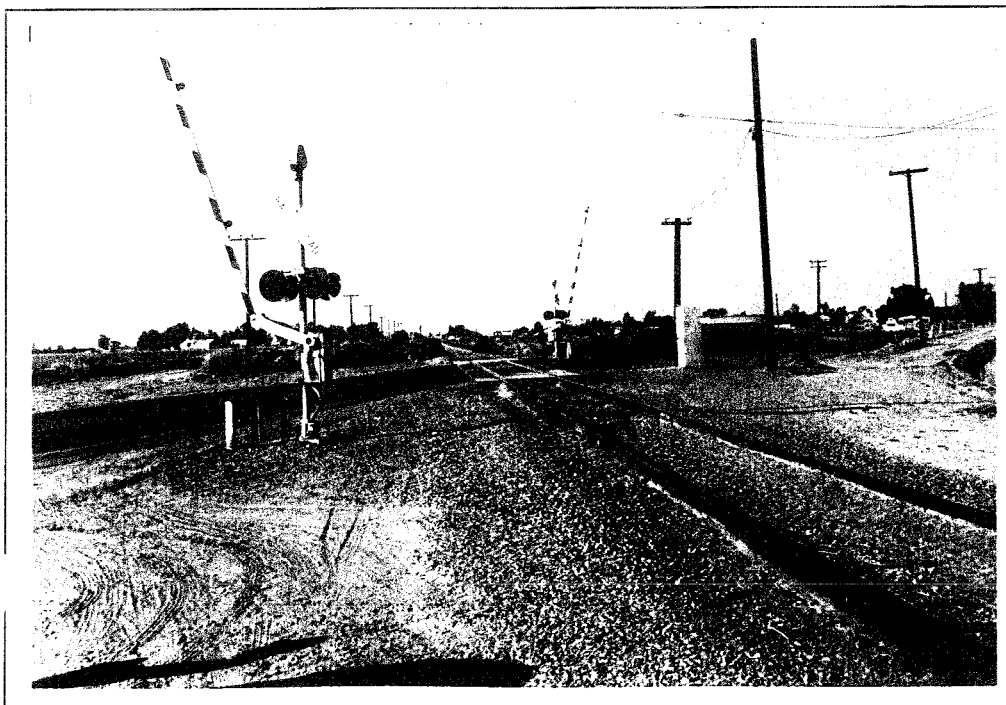
L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width 9 feet
- b. Bottom Width 25 feet
- c. Height or Depth 2 feet
- d. Length of Segment 30 feet
- e. L5. Associated Resources:



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: Railroad crossing at Evan Hews Highway camera facing southwest November 2000

L9. Remarks:

L10. Form prepared by: Stephen Wee and Paul Ferrell JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: November 29, 2000

37-025680

L1. Historic and/or Common Names: San Diego and Arizona Railway

L2a. Portion Described: Entire Resource Segment Point Observation Designation: Silsbee Road Railroad 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.)

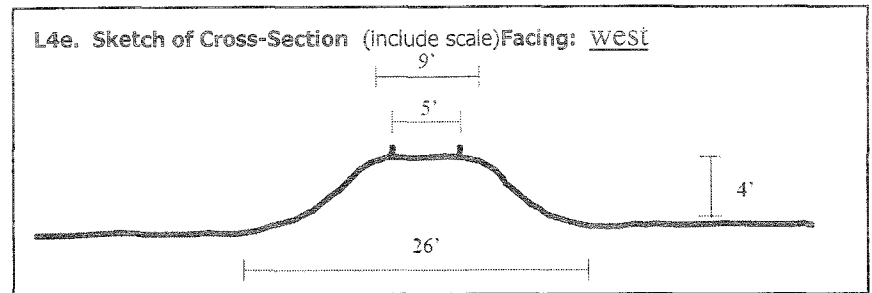
Twenty feet east railroad crossing at Silsbee Road, 2.5 miles east of Seeley and .2 mile north of S80. (See Continuation Sheet for Location Map)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

This is an uncontrolled railroad crossing with railroad crossing signs on both sides of Silsbee Road. Silsbee is a paved road with a north – south alignment. The tracks run in an east – west direction and cross the road perpendicularly. The tracks consist of two steel rails five feet apart resting on wooden ties. A four-foot high berm 26 feet wide made up of rock ballast elevates the tracks to the road grade. (See Continuation Sheet)

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

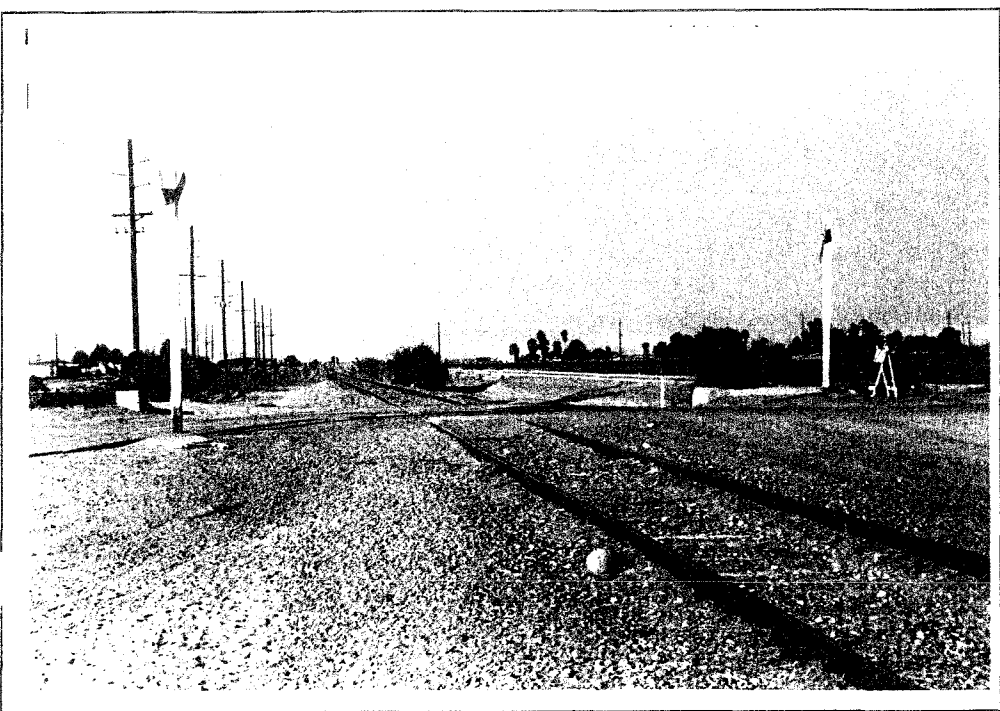
- a. Top Width 9 feet
- b. Bottom Width 26 feet
- c. Height or Depth 4 feet
- d. Length of Segment 30 feet
- 5. Associated Resources:



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: Railroad crossing at Silsbee Road camera facing west November 2000

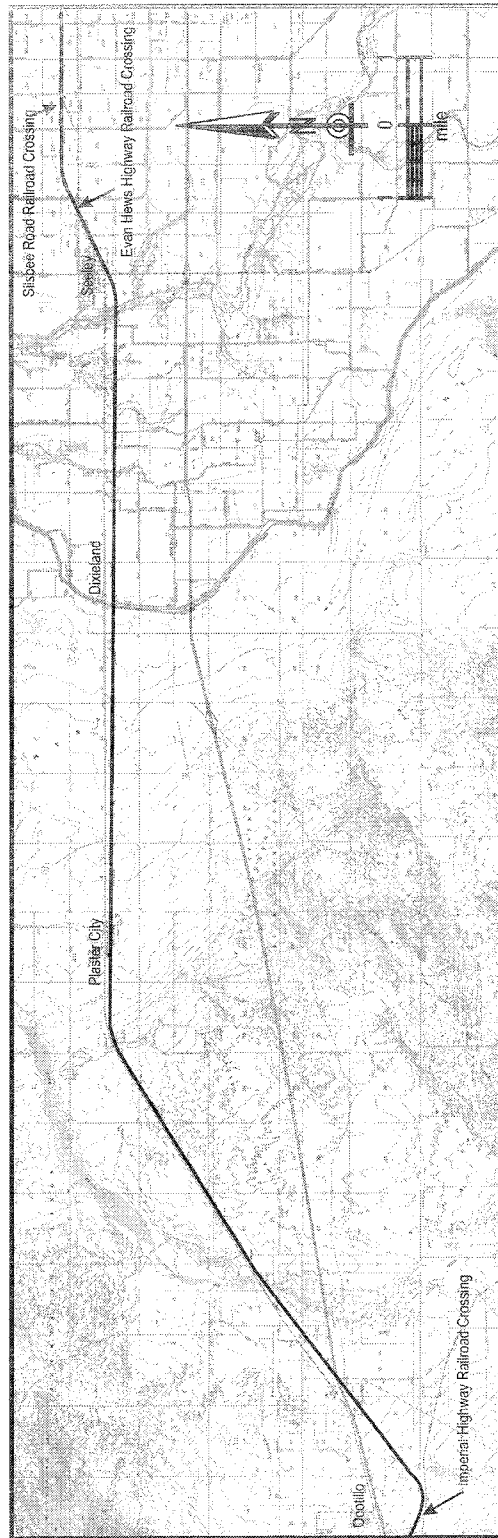
L9. Remarks:

L10. Form prepared by:
Stephen Wee and Paul Ferrell, JRP
Historical Consulting Services,
1490 Drew Ave, Suite 110,
Davis, CA 95616

L11. Date: November 29, 2000

37-025680

Sketch Map:



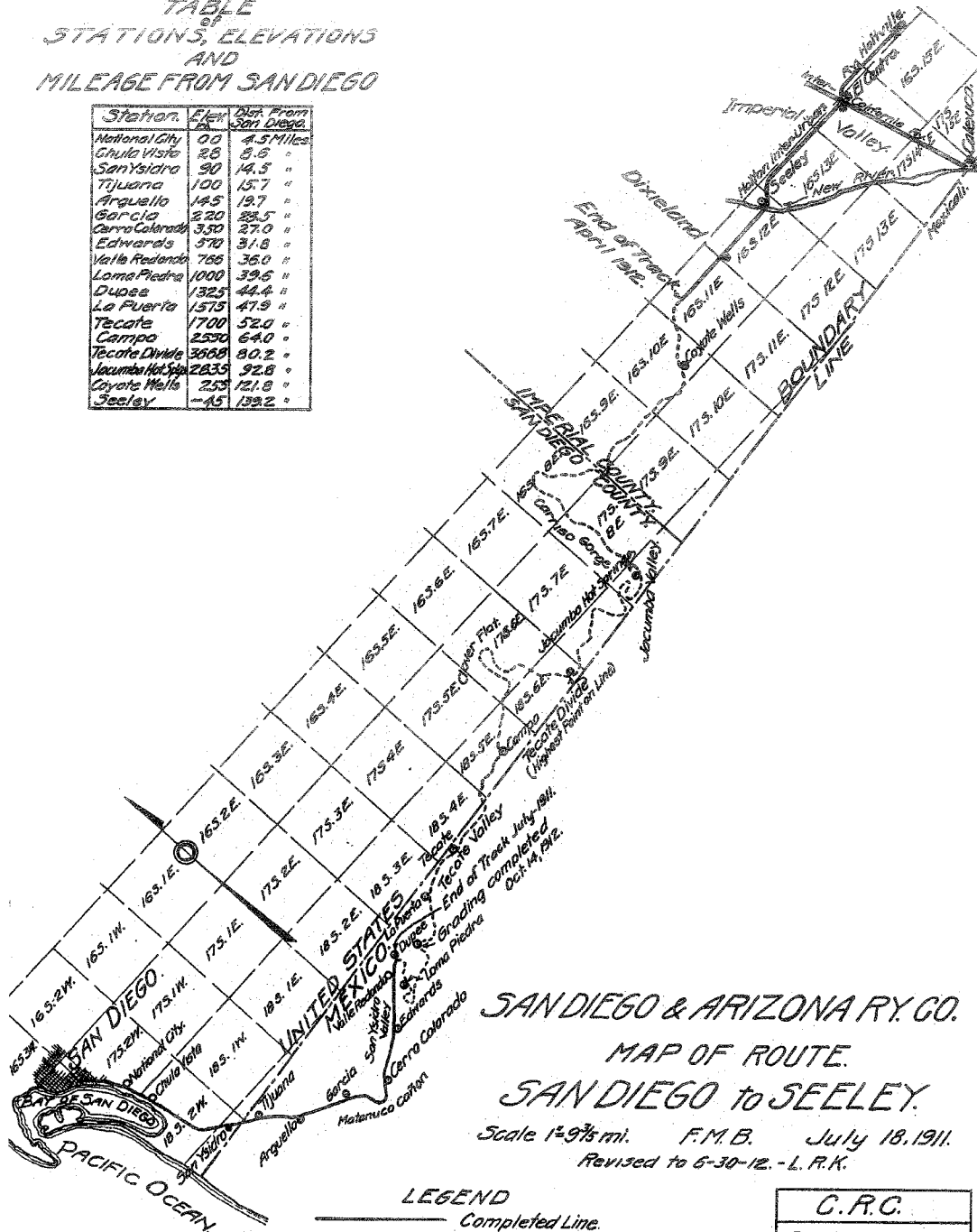
Study Area, San Diego & Arizona Railway, Coyote Wells, Painted Gorge, Plaster City, Yuha Basin, Seeley, & Mount Signal
USGS 7.5 Quadrangles

37025680

Historic Map of San Diego and Arizona Railway:

TABLE
 of
 STATIONS, ELEVATIONS
 AND
 MILEAGE FROM SAN DIEGO

Station	Elev.	Dist. From San Diego
National City	0.0	4.5 Miles
Chula Vista	28	8.8 "
San Ysidro	90	14.5 "
Tijuana	100	15.7 "
Arguillo	145	19.7 "
Borcia	220	23.5 "
Carro Colorado	330	27.0 "
Edward's	370	31.8 "
Valle Redondo	760	36.0 "
Loma Piedra	1000	39.6 "
Duosa	1325	44.4 "
La Fuerza	1575	47.9 "
Tecate	1700	52.0 "
Campo	2530	64.0 "
Tecate Divide	3668	80.2 "
Jacumba Mt. Sta	2835	92.8 "
Coyote Wells	255	121.8 "
Seeley	-45	139.2 "



Route Map of San Diego and Arizona Railway

37-025680

P2b. USGS 7.5' Quad:

From west to east the segment recorded by the survey for this project is on USGS 7.5 quads Coyote Wells, Painted Gorge, Plaster City, and Seeley. All are dated 1957 with photorevisions done in 1979. USGS quads for the entire San Diego and Arizona Railway west to east are: Point Loma (1967 photorevised 1975), National City (1967 photorevised 1975), Imperial Beach (1967 photorevised 1975), Potero (1960 photorevised 1975), Campo (1959), Cameron Corners (1958 photorevised 1988), Live Oak Springs (1959 photorevised 1975), Tierra Del Sol (1959), Jacumba (1959 photorevised 1975), In-Ko-Pah Gorge (1959 photorevised 1975).

P2d. UTM:

The western end of the segment recorded by the survey for this project is at UTM coordinates Zone 11; 594227 mE/ 362177 mN the tracks pass through Plaster City at Zone 11; 608204 mE/ 3628352 mN and continue on to the eastern end of the segment recorded at Zone 11; 626833 mE/ 3629739 mN. The UTM coordinates for the entire San Diego and Arizona Railway are Zone 11; 486543mE/ 3617193mN at the western terminus in San Diego and Zone 11; 635480mE/ 3629866mN at the eastern terminus in El Centro.

P3a. Description (continued):

The railroad begins in San Diego and goes south crossing the Mexican border at Tijuana. Tijuana it continues south then swings east to begin its passage through the mountainous Mexican terrain. At an elevation of 2,200 feet it re-crosses the border east of Tecate at Lindero. The tracks then climb eastward to over the high point of line at 3,660 feet near Tecate Divide and then descends to Jacumba. From Jacumba it goes north 11 miles through Carriso Gorge then swings eastward again and descends to the desert floor in the vicinity of Ocatillo. From Ocatillo the tracks go northeast to a point 1.5 miles west of Plaster City where the tracks turn due east and continue on that alignment until Seeley. At Seeley the tracks once again swing northeast for only 2.5 miles then return to the due east alignment until they reach El Centro.

The tracks observed in the study area (Ocatillo to about one mile east of Seeley) are standard gage single track with wooden ties and steel rails set on crushed stone ballast. Four points on the line were recorded in the attached Linear Resource forms. The line was abandoned west of Plaster City in 1977 but remains in active use to the east. The line was abandoned in the more mountainous west because of landslides, washouts and a loss of business due to competition with the highway transport industry. The tracks remain active through the near level terrain east of Plaster City mostly hauling manufactured goods from the US Gypsum facility at Plaster City and agricultural product from the irrigated farmlands to the east. Although the tracks in the study area cross near level terrain, in places the roadbed is elevated with earth berms and crosses washes and ditches on timber stringer trestles resting on timber pile bents. Rails and tie plates east of Plaster City have dates ranging from 1943 to 1951 while west of Plaster City, along the abandoned line, the dates 1911, 1913 and 1925 were observed. **Photographs 1 and 2** show a typical segment of abandoned track and a railroad trestle west of Plaster City. An active portion of track near Seeley is shown in **Photograph 3**.

37-026680

B10. Significance (continued):

John D. Spreckles and his brother Adolph, sons of Claus Spreckles the sugar millionaire of San Francisco, secretly incorporated the railroad in partnership with Edward H. Harriman who controlled both the Southern Pacific and Central Pacific.¹

John D. Spreckles acted as a front man for the new railroad with Edward H. Harriman of the Southern Pacific behind the scenes secretly funding the construction. Harriman, sought this arraignment in order to use the more popular local figure to instill cooperation with contractors, landowners, and government officials that the railroad would need to deal with. Spreckles was popular with San Diegans while Harriman was often viewed as an outsider at best and a robber baron at worst. Harriman, aware of the potential of the fertile Imperial Valley, sought direct rail connections with San Diego's Harbor. Irrigation and a SP branch line south into the Valley spurred the growth of agriculture in the valley in the first few years of the twentieth century.²

Construction of the railroad began in 1907. The Mexican portion of the railroad was built from Tijuana to Tecate. In the San Diego region branch lines ran to Coronado Island and northeastward approximately 25 miles to Lakeside. A series of unexpected events including natural disasters, revolution in Mexico, and the withdrawal and then reinstatement of SP funding, prolonged construction until the final segment of the line, Carriso Gorge was completed in 1919. The railroad earned the title of the "impossible railroad" because of the rugged terrain in Carriso Gorge. The route through the gorge required the construction of multiple bridges and tunnels.³

From its first days of service highway construction and the dramatic increase in automotive transport brought strong competition for the railroad's passenger service and the railroad carried freight exclusively after 1951. Landslides, flooding, and several fires on wooden trusses and in tunnels plagued the railroad and made maintenance costs too high for operation. The line was abandoned in 1977 with only a few segments remaining in operation.⁴

The abandonment of the line and the destruction of segments of track compromised the historic integrity of the railroad. Integrity, as defined by National Register guidelines, addresses a resource's physical features, including design, materials, and workmanship. Also considered are its location, setting, feeling, and association. Integrity and significance are the twin pillars upon which National Register eligibility rests. Generally, historic properties more than fifty years old need to qualify under one or more of three criteria, Criterion A, B, and C. In some cases, Criterion D, information potential, applies to historic properties but to be eligible the property itself must be the principal source of important information.

The railroad would be considered significant under Criterion A if it were associated with events that have made a significant contribution to the broad patterns of our history. In the context of American railroad history, the San

¹ Robert M. Hanft, *San Diego and Arizona: The Impossible Railroad* (Glendale, California: Trans-Anglo Books, 1984), 46; Richard V. Dodge, "San Diego's 'Impossible' Railroad," *Dispatcher* Issue #6 (June 29, 1956) 1.

² Richard Steinheimer, "Imperial Valley" *Railroad Magazine* Vol. 62, No. 3 (December 1953) 38; Dodge, 2.

³ Hanft, 48.

⁴ Dodge, 5; Hanft, 154.

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Diego to El Centro line did not make significant contributions. The railroad faced obsolescence relatively soon after it was constructed because of the simultaneous development of highway transportation. High maintenance costs due to landslides and flooding further reduced the effectiveness of the railroad. After 1976 only short segments remained in operation with only a limited amount of local rail traffic. The railroad made only minor contributions to the development of San Diego and to national defense by transporting military supplies to San Diego during WWII and the Korean War. Despite a short but interesting history the railroad failed to make significant contributions to our history, so it does not appear to qualify for listing under National Register Criterion A.

Significance under Criterion B relates to the railroad's association with the lives of persons significant in our past. John D. Spreckles, his brother Adolph B. Spreckles, and Edward H. Harriman are all significant persons in California history and each is associated with the financing and development of this railroad. However, all three are generally better known for other more significant accomplishments in the field of railroad history or in other fields of endeavor, in other words establishment of this railroad line is not among the more significant contributions of any of these individuals to California and American history. Harriman's association with the resource was brief; he died in 1909 soon after construction began. He is better remembered for his association with the Union Pacific and Southern Pacific railroads. John D. Spreckles is best known for founding the Oceanic Steamship Company in 1881. San Diego was a home for Spreckles and he played an important role in the development and growth of the city. He had interests in coal deposits and he developed wharves in the San Diego harbor. He owned the city railroad and the *San Diego Union* newspaper. Adolph B. Spreckles was involved in the family sugar business and is best know for his varied contributions to the history of San Francisco. The association of the Spreckles brothers and Harriman with the railroad fails to illustrate the most important achievements of their varied carriers in either railroad history or in other fields, so significance is not achieved under Criterion B.⁵

Criterion C applies to properties significant for their design or construction. It is possible that the 11-mile segment of the railroad in Carriso Gorge might be eligible for the National Register under Criterion C, if it retains sufficient integrity. That portion, with its 17 tunnels and 14 trestles, might be a good representation of the distinctive characteristics of early 20th century railroad construction and engineering in difficult mountainous terrain. However, the segment of railroad in the study area does not appear eligible under Criterion C. The tracks cross approximately twenty miles of near level desert terrain. In places, the roadbed is elevated with earth berms and timber stringer trestles resting on timber pile bents span desert washes. These features are typical of railroads in such areas, therefore the segment of tracks in the study area does not embody distinctive engineering qualities need to be considered significant under the National Register's Criterion C. Nor does the railroad in this section appear to retain qualities that would make it a significant contributor to information about railroad construction technologies or methods under Criterion D.

Although some segments of track within the study area for this survey do retain physical integrity, their association with the historic railroad has been compromised by the abandonment of the line west of Plaster City. Within the abandoned section of track there is only one at grade crossing on Imperial Highway south of Ocatillo. At this location the crossing arms are inoperative, the ties are badly deteriorated in the abandoned segment, and desert sands cover the track in places. East of Plaster City the railroad track is still in use and has been upgraded

⁵ James D. Hart, *A Companion to California* (New York: Oxford University Press) 207, 492.
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*Resource Name or # San Diego and Arizona Railway

*Recorded by Stephen Wee and Paul Ferrell *Date Continuation Update

with heavier rails, new ties and tie plates in the post-World War II era. Overall, the integrity of the tracks west of Plaster City is higher than the track to the east because it retains original materials, design, workmanship, and feeling. Because the integrity of the line has been compromised by the abandonment and modifications to modernize those sections still in use and because it fails to meet any significance criteria, the railroad within the study area does not appear eligible for listing in the National Register of Historic Places.

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*Resource Name Imperial Highway Railroad Crossing

*Recorded by _____

*Date November 29, 2000 Continuation Update

L3. Linear Feature Record Description (Continued) :

Imperial Highway Railroad Crossing

Between the rails at the crossing two timbers one-foot wide are set beside the rails with asphalt paving between them. The rails at and around the crossing are stamped with the date 1913.

L6. Setting (Continued) :

Imperial Highway Railroad Crossing

The crossing is surrounded on all sides with open desert. About 100 feet to the south is a storage yard about 300 square feet in area enclosed with a chain link fence.

L7. Integrity Considerations:

Imperial Highway Railroad Crossing

This segment of track at the Imperial Highway crossing was built by the San Diego and Arizona Railroad. The SD & A railroad, completed in 1919, ran 150 miles from El Centro westward to San Diego. Due to competition with highway transportation, and reoccurring problems with landslides and flooding, the tracks west of Plaster City were abandoned in 1977. The abandonment of the tracks has compromised the integrity of the resource at this location by allowing deterioration of the berm, ballast and track and the removal or vandalizing of equipment such as the track signals on Imperial Highway.

L3. Linear Feature Record Description (Continued) :

Evan Hews Highway Railroad Crossing

A metal control panel box is located on the north side of the road. Concrete paving is found between the rails and on two foot wide strips on both sides of the tracks at the crossing. The rails at and around the crossing are stamped with the date 1950. Tie plates have the dates 1947 and 1948.

L6. Setting (Continued) :

Evan Hews Highway Railroad Crossing

The Evan Hews Highway railroad crossing is surrounded with irrigated fields. A modular home is located approximately 100 feet north of the crossing. A concrete irrigation ditch four feet wide and two feet deep runs along the north side the road and passes under the railroad berm through a concrete culvert. The year 1964 is inscribed in the concrete of the ditch.

L7. Integrity Considerations:

Evan Hews Highway Railroad Crossing

The Holton Inter-Urban Railroad built this segment of track at the Evan Hews Highway railroad crossing in the years before the completion of the San Diego and Arizona Railroad in 1919. The Holton Company became a subsidiary of Southern Pacific and the 8.3 mile portion of track between El Centro and Seeley was leased to SD & A. The SD & A railroad ran 150 miles from El Centro westward to San Diego. Today the line is owned by Union Pacific and only goes as far west as Plaster City. The tracks west of Plaster City were abandoned in 1977 because of competition from highway transportation, and problems with flooding and landslides. Thus compromising the integrity of the resource by breaking its association with the historic SD & A Railroad. The historic integrity of the resource was further compromised with the replacement of materials. The original line was built with 75 pound steel rails fastened with steel tie plates to redwood ties.¹ The original rails at the crossing have been replaced with heavier rails stamped with the date 1950. Dates on the tie plates are from the 1940s. Because of alterations to the resource's materials, and association to the historic railroad line, this resource does not retain its historic integrity.

¹ Robert M. Hanft, *San Diego and Arizona: The Impossible Railroad* (Glendale, California: Trans-Anglo Books, 1984), 49.
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L3. Linear Feature Record Description (Continued) :

Silsbee Road Railroad Crossing

Asphalt paving is between the rails at the crossing. The rails at and around the crossing are stamped with the dates, 1945, 1946, 1949 and 1951. Tie plates have the dates 1943, 1946 and 1947.

L6. Setting (Continued) :

Silsbee Road Railroad Crossing

The crossing is surrounded on three sides with irrigated fields with an industrial plant southwest of the crossing. An irrigation ditch runs along side the road on the east side and passes under the railroad berm via a concrete pipe. The Elm Lateral Canal passes under the berm on the west side through a larger concrete culvert.

L7. Integrity Considerations:

Silsbee Road Railroad Crossing

This segment of track at the Silsbee Road crossing was built by the Holton Inter-Urban Railroad in the years before the completion of the San Diego and Arizona Railroad in 1919. The Holton Company became a subsidiary of Southern Pacific and the 8.3 mile portion of track between El Centro and Seeley was leased to SD & A. The SD & A railroad ran 150 miles from El Centro westward to San Diego. Today the line is owned by Union Pacific and only goes as far west as Plaster City. Due to competition with highway transportation, and reoccurring problems with landslides and flooding, the tracks west of Plaster City were abandoned in 1977. The abandonment of the tracks compromised the integrity of the resource by breaking its association with the historic SD & A Railroad. The historic integrity of the resource was further compromised with the replacement of materials. The original line was built with 75 pound steel rails fastened with steel tie plates to redwood ties.¹ The original rails at the crossing have been replaced with heavier rails stamped with dates from the 1940s and 1950s. Dates on the tie plates are from the 1940s. Because of alterations to the resource's materials and association to the historic railroad line this resource does not retain its historic integrity.

¹ Robert M. Hanft, *San Diego and Arizona: The Impossible Railroad* (Glendale, California: Trans-Anglo Books, 1984), 49.

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Recorded by: D. Ivarsen

Continuation Update

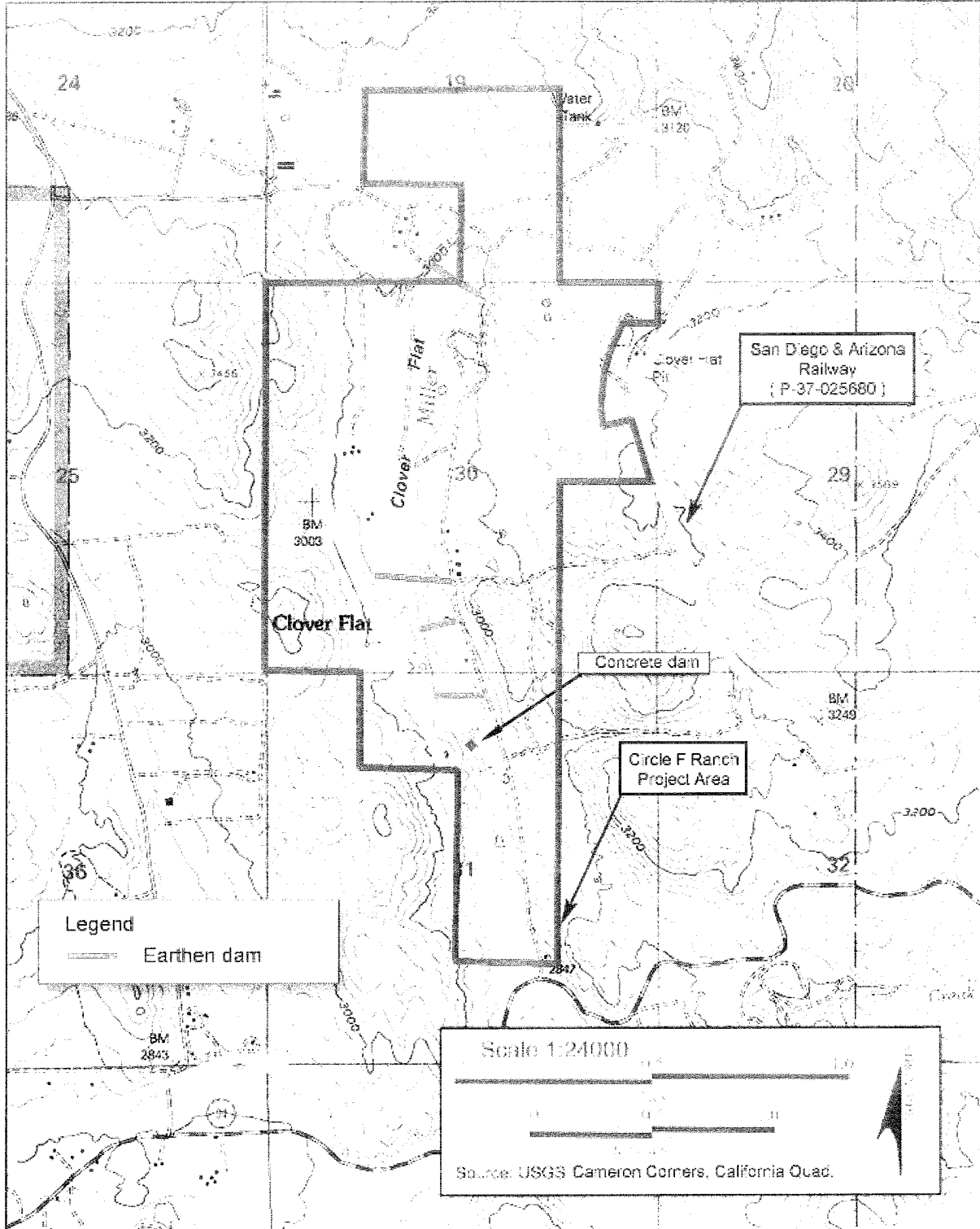
*Resource Name or # (Assigned by recorder) San Diego and Arizona Railway

Date: 5/12/05

ASM, Affiliates archaeologists revisited the San Diego and Arizona Railway on April 27, 2005. Wee and Ferrell originally recorded the site in 2000. The site consists of twenty-mile segment of the San Diego and Arizona Eastern Railroad grade. The railroad was completed in 1919, and originally provided service between San Diego and El Centro, California, including parts of northwestern Mexico. The portion of the railroad observed by ASM appears to be in the same condition as when it was recorded in 2000. This portion of the railway circles northward around two 4000 foot peaks, north of Highway 94. Two historic rail stops, Clover Flat and Miller Creek, are marked with modern signs. A limited amount of historic debris, including ceramic, glass, and metal, was observed on the ground surface near the Miller Creek sign, just outside of the current study area. Wood and metal debris associated with railroad maintenance (i.e. railroad ties and spikes) was observed on the side of the tracks adjacent to the Clover Flat sign. The debris is probably of modern origin and associated with recent railroad repair. Freight trains and passenger tour trains currently utilize the existing tracks. The site has been determined to be ineligible for listing on the National Register of Historic Places.

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*Resource Name or # (Assigned by recorder) San Diego and Arizona Railway
Date: 5/12/05

Current condition of P-37-025680:

