

## DOCKETED

<b>Docket Number:</b>	16-SPPE-01
<b>Project Title:</b>	AltaGas Pomona Energy
<b>TN #:</b>	210803-16
<b>Document Title:</b>	Appendix 4.3C
<b>Description:</b>	Application for Small Power Plant Exemption Volume 2
<b>Filer:</b>	Sabrina Savala
<b>Organization:</b>	AltaGas Pomona Energy, Inc.
<b>Submitter Role:</b>	Applicant
<b>Submission Date:</b>	3/22/2016 12:28:10 PM
<b>Docketed Date:</b>	3/21/2016

Appendix 4.3C  
Historic Resources Inventory  
and Evaluation Report



# Appendix 4.3C

## Historic Resources Inventory and Evaluation Report

### AltaGas San Gabriel Cogeneration Facility Project

*Prepared for:*  
*AltaGas Power Holdings (U.S.) Inc.*  
*Park Seventeen*  
*1717 McKinney Avenue, Suite 1040,*  
*Dallas, Texas 75202*

*Prepared by:*  
*JRP Historical Consulting, LLC*  
*2850 Spafford Street*  
*Davis, CA 95618*

***February 2016***



## 1. Executive Summary

JRP Historical Consulting, LLC (JRP) prepared this Historic Resources Inventory and Evaluation Report (HRIER) under contract with CH2M HILL (CH2M) for AltaGas Pomona Energy Inc.'s AltaGas San Gabriel Cogeneration Facility. The purpose of this report is to provide full documentation for the identification and evaluation of historic-era resources within the architectural study area, in conformance with the California Energy Commission's (CEC's) *Rules of Practice and Procedure* dated April 2007, which provide specific guidance for cultural resources studies pertaining to the built environment in urban and suburban areas. This report addresses only those resources built in or before 1970.

The HRIER assists AltaGas Pomona Energy Inc. in the project compliance with requirements of the California Environmental Quality Act (CEQA) as it pertains to historical resources. The historic-era resources studied for this report have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA guidelines using the California Register of Historical Resources (CRHR) criteria outlined in Section 5024.1 of the California Public Resources Code. Additionally, JRP has evaluated historic-era resources using National Register of Historic Places (NRHP) criteria.

The architectural study area encompasses three parcels that contain built environment resources (i.e., buildings, structures, or objects) not previously evaluated. All three parcels include historic-era resources or "survey population" resources (i.e., those constructed in or before 1970 that required formal evaluation using NRHP / CRHR criteria). These properties now have the following addresses (from west to east): 1667 Mt. Vernon Avenue, 1507 Mt. Vernon Avenue,<sup>1</sup> and 1404 West Holt Avenue. None of the three survey population properties appear to meet the criteria for listing in either the NRHP or CRHR, and the properties are not considered historical resources under CEQA.

Maps showing project location and project vicinity are included in **Figures 1 and 2** in **Attachment A**. The study area and subject study parcels are depicted on **Figure 3** in **Attachment A**. The survey population properties are recorded on California Department of Parks and Recreation (DPR) 523 forms in **Attachment B**.

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<sup>1</sup> The property at 1507 Mt. Vernon Avenue (the AltaGas San Gabriel Cogeneration Facility) is currently listed in Los Angeles County Assessor records with the address 100 Erie Street, which was used by previous owners of the property and might be a holdover. This HRIER identifies it as 1507 Mt. Vernon Avenue, which is currently used as the physical and mailing address by the property owners.



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## 2. Project Description<sup>2</sup>

The Pomona Repowering Project (PRP) is a natural-gas-fired, simple-cycle, water-cooled, electrical generating facility with a nominal net output of 100 megawatts that will replace the San Gabriel Cogeneration Facility, an existing and operating power plant in Pomona, California. PRP will be located on a 2-acre parcel in the City of Pomona in Los Angeles County located in the Pomona Valley, directly 28 miles east of the city of Los Angeles (**Attachment A, Figures 1 through 3**). PRP will be powered by one General Electric LMS100 gas turbine. The balance of plant equipment will include natural gas compressors, water treatment facilities, emergency services, administration/maintenance building and a cooling tower to provide gas turbine compressor inter-stage and auxiliary cooling.

PRP will include the removal of the existing LM5000 gas turbine currently in operation. Demolition of the existing facility, scheduled to occur between the first and second quarter of 2017, will provide the space required for the construction of PRP. Project construction is expected to take approximately 16 months (3<sup>rd</sup> Quarter 2017 to 4<sup>th</sup> Quarter 2018). Commissioning is scheduled to start in the fourth quarter of 2018 and be completed by the first quarter of 2019.

PRP will use existing supply and discharge lines including natural gas, potable and recycled water supply, process wastewater and sanitary wastewater. The primary water source for PRP will be recycled water from an existing pipeline.

The LMS100 will use the existing 66 kV Simpson transmission line connected to Southern California Edison's (SCE) 66 kV Ganesha-Simpson transmission line. The existing poles will be upgraded with new conductors to account for the additional power generated by the LMS100.

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<sup>2</sup> Project Description provided by CH2M.

### 3. Research & Field Methods

JRP established the study area, in consultation with CH2M, for this report. In general, the study area includes all properties adjacent to the project parcel, and conforms to the CEC's *Rules of Practice and Procedure* dated April 2007, which provides specific guidance for cultural resources studies pertaining to the built environment in urban and suburban areas. Consistent with current cultural resource practices, the study area for this HRIER encompasses only those parcels in which the project has the potential to either directly or indirectly affect historic resources.

Potential NRHP-eligible resources are usually 50 years of age or older, but in this report the age limit is extended to include resources constructed in or before 1970 to account for lead time between preparation of the environmental document and actual construction. All three properties in the study area contain buildings, structures, or objects built in or before 1970 at the time of the current survey (conducted in 2015) and were therefore subject to intensive-level study. Maps showing project location and project vicinity are included in **Figures 1 and 2** in **Attachment A**. The study area and subject study parcels are depicted on **Figure 3** in **Attachment A**.

JRP conducted background research to assess which resources would be in the survey population for this HRIER. JRP reviewed current and historic topographic maps, Los Angeles County assessment records through RealQuest commercial database, historic aerial photographs, and other sources. This helped to determine which buildings, groups of buildings, structures, and objects were built in or before 1970.

JRP undertook research on the relevant historic themes (twentieth century Pomona development, industrial development, agricultural development) and property-specific research in both archival and published records at the following facilities: California State Library in Sacramento; Pomona City Building Permits; Pomona Public Library Special Collections and general collection; California State Polytechnic University, Pomona, Special Collections and University Archives and University Library general collection; and JRP's in-house library. See the bibliography in Section 7 for a complete listing of materials consulted.

JRP reviewed the California Historical Resources information System (CHRIS), California Historical Landmarks and Point of Historical Interest publications and updates, and the NRHP, CRHR, and local register listings. CH2M requested a record search from the South Central Coastal Information Center for the project area and a one-mile radius. The results (Records Search File No. 15535.1546) were received September 28, 2015. No resources were found within the project area. No properties in the study area were found listed in, or determined eligible listing in, the NRHP or CRHR as a result of previous studies.

JRP conducted fieldwork on November 17, 2015. All of the three parcels within the study area contain buildings and structures constructed in or before 1970 and required formal evaluation. JRP inspected and photographed these properties in the field and evaluated each using NRHP and CRHR criteria and recorded them on DPR 523 forms included as Attachment B. JRP also conducted windshield survey of properties along an overhead power line that will be used for the proposed project. The power line leaves the north end of the AltaGas cogeneration facility at 1507 Mt. Vernon Avenue heading west before turning south. It crosses over the Union Pacific Railroad (UPRR) tracks south, and outside of the study area, before connecting with the SCE Ganesha Substation. The properties included in the windshield survey are characterized in Section 5.2.

## 4. Historic Context

This report addresses three industrial properties located in Pomona, a city at the northwest end of the Pomona Valley in eastern Los Angeles County, California. The Pomona Valley is bounded by the San Gabriel Mountains on the north, the San Jose Hills to the east, Chino Hills to the south, and Lytle Creek, the Santa Ana River and Jurupa Hills to the east. The historical development of the valley is closely tied to the history of the Los Angeles to the west and San Gabriel Valley, which separates the two. The resources evaluated in this study were part of a paper mill – originally known as the California Fruit Wrapping Paper Mills – developed in the 1920s to supply wrappers used for fruit packing and continued operation as a paper mill through the twentieth century. The properties now have the following addresses: 1667 Mt. Vernon Avenue, 1507 Mt. Vernon Avenue,<sup>3</sup> and 1404 West Holt Avenue. The following sections include historic context for the themes relevant to this property, including nineteenth and twentieth Pomona development, agriculture, and industry. The subject properties are located west of the historic center of Pomona, and they are situated adjacent to the former Southern Pacific Railroad (now UPRR) line.

### 4.1. Early History: The Pomona Valley under Mexican Rule

During the early to mid nineteenth century the Pomona Valley, including the overall study area for this report, was held in a series of adjoining ranchos. Under Mexican rule, prior to 1846, various Mexican governors of Alta California granted many large tracts of land to individuals and small groups. Following the Mexican War and California's subsequent annexation by the United States, and under the terms of the Treaty of Guadalupe Hidalgo, claims to these rancho lands had to be confirmed by the United States Government. Competing claims to Mexican rancho lands often ensnared claimants in protracted legal battles as their cases moved from the U.S. Land Claims Commission, to U.S. District Court, and, in some cases, to the U.S. Supreme Court. The subject properties are located on what was Rancho San José in western Pomona. Granted on April 15, 1837 and March 14, 1840 by Governor Juan B. Alvarado to Ricardo Vejar and Ygnacio Palomares, the 22,720.38-acre grant of Rancho San José was confirmed by the Land Claims Commission on January 31, 1854 and by the District Court on February 4, 1856 to Vejar, Palomares, and Henry Dalton. The properties are now located within the corporate boundaries of Pomona.<sup>4</sup>

### 4.2. The Pomona Valley from Statehood through Arrival of the Railroads: 1850-1890

The Pomona Valley was remote and sparsely settled during both the rancho period and the decades immediately following California statehood in 1850. The only established community between Los Angeles and San Bernardino through the 1860s was the town of El Monte. In 1853, San Bernardino County was created out of the eastern portion of Los Angeles County. The new county bisected Pomona Valley, with the future towns of Pomona and Claremont located in Los Angeles County and most other communities to the east in San Bernardino County. During this period, most of the inhabitants of Pomona Valley were farmers

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<sup>3</sup> The property at 1507 Mt. Vernon Avenue is currently listed in Los Angeles County Assessor records with the address 100 Erie Street, which was used by previous owners of the property and might be a holdover. This HRIER identifies it as 1507 Mt. Vernon Avenue, which is currently used as the physical and mailing address by the property owners.

<sup>4</sup> Ogden Hoffman, *Reports of Land Cases Determined in the United States District Court for the Northern District of California*, Volume I (San Francisco: Numa Hubert, 1862; reprinted by Yosemite Collections), Appendix, 54; Warren A. Beck and Ynez D. Haase, *Historical Atlas of California* (Norman, OK: University of Oklahoma Press, 1974), 37.

and ranchers who lived in small adobes or wood-frame houses that were often separated by hundreds of acres of open land. These grain growers and cattlemen suffered great losses in the flooding of the winter of 1861-1862, a disaster that was intensified by severe droughts that followed in the next two years. The valley's settlers persevered and their stage stops and general stores eventually developed into named crossroads or small communities, but like much of the valley they did not coalesce into formal towns during this period.<sup>5</sup>

The arrival of the Southern Pacific Railroad (SPRR) in the valley in the mid-1870s fundamentally changed the complexion of the area. The line entered the valley from Los Angeles just west of Pomona and continued eastward through the present-day town of Ontario on its way to Colton to the east of Pomona Valley. The agricultural interests of the greater Los Angeles region understood that the rails offered them access to a nationwide market for their products for the first time. Additionally, the railroad would also bring opportunity to California, especially in terms of immigrants, each of whom was a prospective customer for goods, services, and especially real estate. Starting in the 1870s and continuing particularly in the 1880s, pioneer rancho families and speculative investors began to subdivide the large holdings in the Pomona Valley establishing smaller parcels and town lots to create Pomona, Ontario, and other communities, taking advantage of the infrastructure offered by the new railroad line. SPRR had a monopoly in the valley until the Atchison, Topeka and Santa Fe Railroad (ATSF) constructed a line through the area in the mid-1880s. ATSF established a parallel line running through the valley to the north of the SPRR alignment, and this competition spurred a rate war that further fueled booming land sales and the Southern California economy, in general.<sup>6</sup>

#### 4.3. Establishment of Pomona Valley through 1890

Francisco Palomares, one of the rancho owners in the Pomona and San Gabriel valleys, was instrumental in assuring that the land that eventually became Pomona was served by a railroad. The Mexican government had granted the more than 22,000-acre Rancho San Jose to his father, Ignacio Palomares, and his partner, Ricardo Vejar, in 1837. Although Vejar lost his interest in the rancho in the environmental disasters of the 1860s, Francisco Palomares still controlled hundreds of acres when he started campaigning for an eastern Los Angeles County railroad terminal. He helped secure a place for the Pomona site in 1872 when the county and the railroad company signed an agreement allowing for construction of the line. By this time Louis Phillips had acquired much of the former Vejar portion of the rancho, and he granted a right of way for the railroad project during the following year. In early 1874, the first train arrived in Spadra (southwest of Pomona), and Pomona's station was completed in 1875. Several of the Rancho San Jose owners formed a development company, divided about 2,500 acres into town lots and small farms, and filed the map with the county in August of the same year. One of these promoters, nurseryman Solomon Gates, suggested the name "Pomona" for the Roman goddess of fruit.<sup>7</sup>

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<sup>5</sup> William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, California: Windsor Publications, Inc., 1990), 17-24; F. P. Brackett, *History of Pomona Valley, California with Biographical Sketches* (Los Angeles: Historic Record Company, 1920), 69-70.

<sup>6</sup> King, *San Gabriel Valley*, 25, 29-30.

<sup>7</sup> Hoffman, *Reports of Land Cases*, Appendix, 54; King, *San Gabriel Valley*, 25-26; W. W. Robinson, *Ranchos Become Cities* (Pasadena: San Pascual Press, 1939), 212-215.

Because of the railroad station and the organized efforts of local land owners, Pomona survived early hardships of drought and fire and began to enjoy modest growth before the real estate frenzy that spread across much of Southern California in the 1880s. The town was still quite small at this point, ranging between 130 and 300 citizens at the beginning of the decade. The Pomona Land & Water Company (organized in 1882) invested in 12,000 acres of land in and around the newly created town and installed a concrete pipeline to deliver water from San Antonio Canyon. The young farming community benefited greatly from the water system, and after 1885 it could boast of having a SPRR line and a branch line to the ATSF line to the north. Pomona land owners made the best of these improvements, as well as the general prosperity of the 1880s, and Pomona was able to officially incorporate in 1887 with a population of 3,500. The rapid growth and development was greatly hindered in the early 1890s with a nationwide depression and hampered locally by droughts in the mid-1890s, but Pomona still grew more than tenfold during the 1880s and had more than 3,600 inhabitants in 1890.<sup>8</sup>

The advent of the railroad spurred the establishment of other towns that are near, but not in, the project study area. A few miles west of Pomona, on the old Vejar holdings, was a railroad stop called Spadra that for a short time was the eastern rail terminus in 1874 before the line continued into Pomona. This railroad stop did not evolve into a separate community and much of the land in the Spadra area is now held by California State Polytechnic University, Pomona. The properties subject to study in this report are located in the corporate boundaries of the City of Pomona, but are situated between the historic downtown Pomona area and Spadra.<sup>9</sup>

#### 4.4. Development of the City of Pomona from 1890s through 1945

The booming land schemes and real estate sales in Southern California in the 1880s faded almost as quickly as they had begun and the Pomona Valley found itself with mixed results from this frantic decade. Some towns, like Pomona and Ontario, had done well, while other communities were never more than “paper towns” that existed only in the minds of land speculators and on maps filed with the county recorder. The real estate market was not the only problem, and although it began to settle down over the next few years, there were more tough times ahead as droughts and a nationwide depression in the 1890s kept growth from reaching the heady pace it had in previous years. While Los Angeles County continued to attract new residents—more than 60,000 settled there between 1890 and 1900—a scant 3,000 people settled in San Bernardino County during that time. Situated on the border of the two counties, Pomona’s population increased by about 50 percent during this period.<sup>10</sup>

Additional railroad lines and continuing waves of immigrants, mostly from other parts of the United States, boosted development in Pomona and surrounding areas in Pomona Valley after the turn of the twentieth century. In 1902, the San Pedro, Los Angeles & Salt Lake Railroad (SPLA&SL) constructed a line that closely

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<sup>8</sup> Glen S. Dumke, *The Boom of the Eighties in Southern California* (San Marino, California: Huntington Library, 1944), 104-111; Robinson, *Ranchos Become Cities*, 215-216; King, *San Gabriel Valley*, 29, 33-35; Pomona Land and Water Company, “Map of Pomona and Vicinity, Pomona, Palomares & North Pomona Tracts (1885),” on display at Special Collections, Pomona City Library.

<sup>9</sup> John G. Swain, *The Historical Volume and Reference Works*, Volume II, Los Angeles County (Whittier, California: Historical Publishers, 1963), 141-157; King, *San Gabriel Valley*, 30-31; E. T. Wright, “Official Map of the County of Los Angeles, California,” (1898).

<sup>10</sup> Dumke, *Boom of the Eighties*, 259-276; Spencer Crump, *Ride the Big Red Cars: How Trolleys Helped Build Southern California* (Corona Del Mar, California: Trans-Anglo Books, 1977), 248-249.

paralleled the SPRR line. From Pomona it traveled east past La Puente before turning southwest around the Puente Hills and heading west through Montebello. UPRR later acquired this line. The electric-powered interurban known as the Pacific Electric Railway also helped induce growth in the area. Henry E. Huntington (SPRR baron Collis P. Huntington's nephew) established this rail service in conjunction with his land development empire when he extended the Pacific Electric through the San Gabriel and Pomona valleys in the early 1900s. Transportation and related industries remained the dynamic element of change in Pomona Valley. Within a couple decades, freight trains, electric interurbans, and automobiles vied for space and traffic as railroad and highway construction increased in and around Pomona.<sup>11</sup>

The Pomona Valley's success through the early twentieth century hinged on the growth of its citrus industry, and as the valley's largest city, Pomona benefited greatly as the industry grew. As early as the 1880s, local farmers realized the benefits of the valley's warm climate, fertile soil, and long growing season. Grapes and wine became the first product to succeed, but that was quickly replaced with olives as foreign competition increased. The olive industry prospered for about a decade before also faltering in the face of overseas competition. A variety of deciduous fruits were grown next, including peaches, apricots, prunes, apples, pears, and walnuts, but as the value of land increased, farmers focused on the more lucrative citrus fruits. The orange in particular became a favorite throughout the so-called "orange empire" that spread from Redlands in the east to Santa Ana in south and San Fernando Valley in the west.<sup>12</sup>

Pomona was at the heart of the vast "orange empire" and citrus dominated the local economy through the mid twentieth century. The citrus industry spread beyond the orchards as numerous businesses sprang up to support the growing market. Such businesses ranged from massive canning and packing warehouses to irrigation and agricultural supply businesses, including the paper mill that developed on the properties studied for this report. By 1910, the Pomona Fruit Growers' Exchange packing plant was located south of the study area at the northeast corner of Second and Reservoir streets. The Pomona Valley Canning Company opened its state of the art plant in 1916 at the corner of East Commercial Street and North Towne Avenue, north east of the study area; the original plant remains 560 East Commercial Street, although it has taken on different functions over the years. The Brogdex Company of Pomona opened a factory at 1441 West 2<sup>nd</sup> Street south of the study area in 1922 producing wax coatings for citrus fruit that helped prevent decay and shrinkage. The brick and sawtooth roof buildings remain at their original location. The study area properties were part of the California Fruit Wrapping Paper Mills that opened its plant in 1926, supplying the local fruit companies with packaging tissue paper to protect the fruit while shipping throughout the country (see Section 4.6 for a detailed history of the California Fruit Wrapping Paper Mills).<sup>13</sup>

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<sup>11</sup> Henry Rueger, "Rueger's Township and Sectional map of Los Angeles County and Vicinity," compiled 1907 (1909); Crump, *Ride the Big Red Cars*, 226-230; King, *San Gabriel Valley*, 45-47.

<sup>12</sup> Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 73-76.

<sup>13</sup> VEJ Pomona 8, LP, "Pomona Packing Plant: History," online at <http://www.pomonapackingplant.com/#!/history/ctzx> accessed November 2015; J. C. Barthel, "Map Showing Cities of Pomona, Claremont and Lordsburg, Cal." (S.l.: Pomona Progress, 1910); Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (February 1887; April 1888; March 1895; September 1906; January 1911; June 1928; February 1938; 1928 revised through September 1950); USGS, "Ontario, Calif." 7.5 Minute Series Topographic (Washington, D.C.: GPO, 1954); King, *San Gabriel Valley*, 51-53; Pomona City Directories, various years, 1898 through 1990, Pomona City Library; King, *Pomona: The Citrus Empire*, 79; Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 95.

As it became a citrus shipping center, Pomona nearly doubled in size—from a population of over 5,500 to about 10,200—between 1900 and 1910. Despite this success, the industry relied on Southern California’s favorable weather, which did not always cooperate. In 1913, a severe frost and devastating flood wiped out entire orchards. Some were able to take advantage of the devastation, however, as they subdivided their farmland and sold lots for residential development. Three thousand new residents arrived by 1920 and nearly 7,300 people moved to Pomona between 1920 and 1930. One of the newcomers was William Kellogg, the inventor of the corn flake cereal, who bought a ranch in the San Jose Hills near Spadra west of Pomona to raise Arabian horses. The state later acquired the ranch and established California State Polytechnic College, Kellogg-Voorhis (later renamed California State Polytechnic University, Pomona, or simply Cal Poly Pomona).<sup>14</sup>

As Pomona’s population grew in the early twentieth century, commercial, civic, and industrial development expanded. A new armory building for the National Guard opened in Pomona. Social and political clubs sprang up, erecting new buildings in the downtown core. And as the citrus industry continued to grow, shipping more than 25 million boxes of fruit by the mid 1920s, the city made efforts to regulate problematic elements of the industry for the benefit of the community. Following the 1913 freeze, many orchards used heaters that burned oil to avoid crop damage. The heaters, however, released a thick smudge that fell on houses, clotheslines, cars, and anything that happened to have been left outdoors. The city elected a mayor running on an anti-smudge campaign, and passed an ordinance reducing the use of such heaters. Further helping the local economy, local community and agriculture leaders founded the Los Angeles County Fair in Pomona in the early 1920s. The site they chose for the fair was located just northwest of downtown Pomona, at the heart of the county’s agricultural industry.<sup>15</sup>

Despite the far-reaching economic developments of the early twentieth century in and around Pomona, the area remained relatively rural for several decades more. Through the 1930s and World War II (ending in 1945), valley towns like Pomona, Ontario, and Chino were distinct communities surrounded by open fields and orchards. As noted below, the California Fruit Wrapping Paper Mills was situated well west of the main built-up area of Pomona when it developed and grew in the 1920s and 1930s.

#### 4.5. Development of the City of Pomona from 1945 through the Present

After World War II and during the latter half of the twentieth century, Pomona and the surrounding valley were transformed by shifts in the Southern California transportation systems and overall economic trends of the period. The Arroyo Seco Parkway opened in late 1940 and was the first freeway on the West Coast. This freeway connected Los Angeles with the San Gabriel Valley and opened the way for development of future freeways and the suburbanization that followed. In the 1950s, the Pomona Valley was directly linked to Los Angeles by the San Bernardino Freeway (now Interstate 10). The new preference for freeways and personal automobiles meant the end of the interurban railway system, with Pacific Electric service ending most valley towns in the 1940s. The population expansion spurred by economic growth stemming from industrial development during World War II, especially in the aerospace industry, continued on after the end of the war in 1945 and continued to feed real estate and infrastructure development throughout

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<sup>14</sup> Crump, *Ride the Big Red Cars*, 248-249; King, *San Gabriel Valley*, 51-53, 76-77.

<sup>15</sup> King, *San Gabriel Valley*, 77, 79

Southern California. Often referred to as the “freeway age,” the thirty years following the war were marked by increasing residential, commercial, and industrial development on former agricultural land. The hallmark of development in Southern California (and throughout the country) after the World War II was the rapid proliferation of suburban tract homes, and the Pomona Valley was a typical example of this phenomenon. By mid century Pomona had become a small city growing from a population 10,000 in the early part of the century to 35,157 inhabitants in 1950.<sup>16</sup>

Pomona was still surrounded by citrus orchards at the end of World War II, but cold winters in 1948 and 1949—which destroyed between 25 and 45 percent of the citrus crop—hastened the decline of the citrus industry in the area and soon suburbs expanded in all directions. While many of the orchards and related businesses—including large packing plants that once dominated Pomona’s industrial economy—shut down during the 1950s, Pomona Valley experienced rapid growth in population related to the booming postwar economy. Pomona’s population doubled in the 1950s.<sup>17</sup>

Like most communities during the postwar period, Pomona faced the challenges of a depressed downtown area as residents and businesses relocated to suburban neighborhoods. The decline of the citrus industry jobs led many to seek employment outside Pomona Valley. By the 1960s, Pomona was on the verge of becoming a bedroom community for residents commuting to and from Los Angeles. In response, Pomona began a campaign bring people back to downtown and attract new industries to the city. A new civic center designed by famed Los Angeles architect Welton Becket opened in the 1960s and included a City Hall, library and city council chamber hall. A new Los Angeles Superior Court building was located nearby. The city also approved the development of a pedestrian mall with a department store anchoring the local shops.<sup>18</sup>

In place of the declining agriculture-related industrial plants, Pomona encouraged new employers to relocate to its city with varying success. City leaders wanted to replace the large packing plants and other industrial companies that tended to employ hundreds of workers. They sought to attract other industrial employers by highlighting the city’s proximity to major transportation corridors. The SPRR ran directly through town, while Interstate 10 ran to the north. Further aiding this development, the Pomona Freeway (now State Route 60), was opened in 1964 passing to the south of city’s downtown region. The areas just north and south of the railroads east and west of downtown Pomona—including the project study area—were heavily influenced by this development, turning into primarily industrial zoned neighborhoods. Major companies like General Dynamics, Wayne Manufacturing, and American Brake Shoe opened large industrial plants in Pomona in the decades after World War II. Unlike in the decades preceding the war, these postwar industrial properties were not dependent on a single industry, but rather represented a vast array of industries. Other large local employers either opened or expanded immediately after the war. The Los Angeles Fair resumed operation after its wartime closure, Mt. San Antonio Junior College began serving

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<sup>16</sup> King, *San Gabriel Valley*, 61-69, 79; Crump, *Ride the Big Red Cars*, 203-231; Swain, *The Historical Volume*, 94-96.

<sup>17</sup> King, *San Gabriel Valley*, 87-89; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 94-95.

<sup>18</sup> King, *San Gabriel Valley*, 87.

the local communities, and California State Polytechnic University, Pomona began a substantial expansion program becoming a prominent educational institution in the region.<sup>19</sup>

During the last quarter of the twentieth century, Pomona and surrounding communities continued to experience population growth and expanded services as residents were generally split between those who commuted to other communities and those who found employment in Pomona. Pomona's geography proved vital to its continued growth through the end of the century. As Southern California sprawl continued its eastward trend, the Inland Empire—which encompasses the area surrounding the cities of Riverside and San Bernardino—grew substantially with new residential and industrial development. Pomona's central location—between Los Angeles, Orange County, and the rapidly growing Inland Empire—spurred residential and commercial growth in and around the city. A 570-unit Pomona Town Center residential complex as well as new neighborhoods on the city's outskirts, helped maintain a moderate population growth of about 40,000 between 1970 and 1990.<sup>20</sup>

#### 4.6. California Fruit Wrapping Paper Mills

The three properties in the study area for this project were initially developed as part of the California Fruit Wrapping Paper Mills which opened in 1926 and was founded by brothers Erik and Fritz O. Fernstrom. Natives of Sweden, the Fernstroms combined their different backgrounds—Fritz was a banker and Erik founded a paper products exporting company—to form the successful Pomona paper mill. The idea for the paper mill was Erik's, who in the early 1920s recognized an increased demand from Southern California for fruit wrapping papers. The papers, which were treated with mold-resistant chemicals, were used to help safely transport fruit from local packing plant to retailers across the country. Construction of the California Fruit Wrapping Paper Mills in Pomona started in June 1926 and the first paper shipped from the mill four months later. With one Swedish-made papermaking machine, the plant employed 39 men in the first year. In part because the machines were so complicated and hard to stop and start, the mill ran 24 hours a day, 7 days a week. Fritz assumed to role of manager at the paper mill shortly after it opened while Erik returned to Sweden where he resumed management of his paper product exporting company. Initially, the paper pulp arrived at the mill from Sweden, but as the lumber industry in the western United States grew, the Fernstroms purchased pulp more locally.<sup>21</sup>

The mill started out with a small collection of buildings (**Plate 1**). Running along the south end of the site was a one- and two-story steel-frame warehouse and manufacturing building that housed the large papermaking machine, stored paper and pulp, and mixed pulp (this building is extant and identified for the purposes of this report as Building 3 at 1404 West Holt Avenue).<sup>22</sup> (The building numbers are also used on the DPR 523 form in Attachment B.) Attached to this building on the south side was the small, one-engine

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<sup>19</sup> Gruen and Associates, "Civic-Recreational-Industrial Project No. 1: City of Industry," (1971), 2-10; King, *San Gabriel Valley*, 79, 87; Swain, *The Historical Volume*, 108-113; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 95-96.

<sup>20</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 121-122.

<sup>21</sup> "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8.

<sup>22</sup> The extant buildings are parenthetically identified in this context using the building numbers assigned by JRP while documenting them for this report or, if known, assigned by the current occupants. The addresses of the properties at which buildings are currently located are also noted in this context. This address corresponds with the DPR 523 form attached to this report in Attachment B. Different buildings numbers were historically used, and some, although not all, buildings retain signs indicating their most recent numerical identifier. Buildings that are not extant are noted in this context.

boiler room used to produce the steam that powered the plant's machines. Two small buildings—an office and a storage building—were located near the southwest corner of the property, and a 50,000-gallon water tank on an 80-foot-tall steel tower was located near the east end (these buildings and water tank are not extant). The site also included a small pump house that was located near the southeast corner and a parking canopy near the center of the lot (not extant).<sup>23</sup>

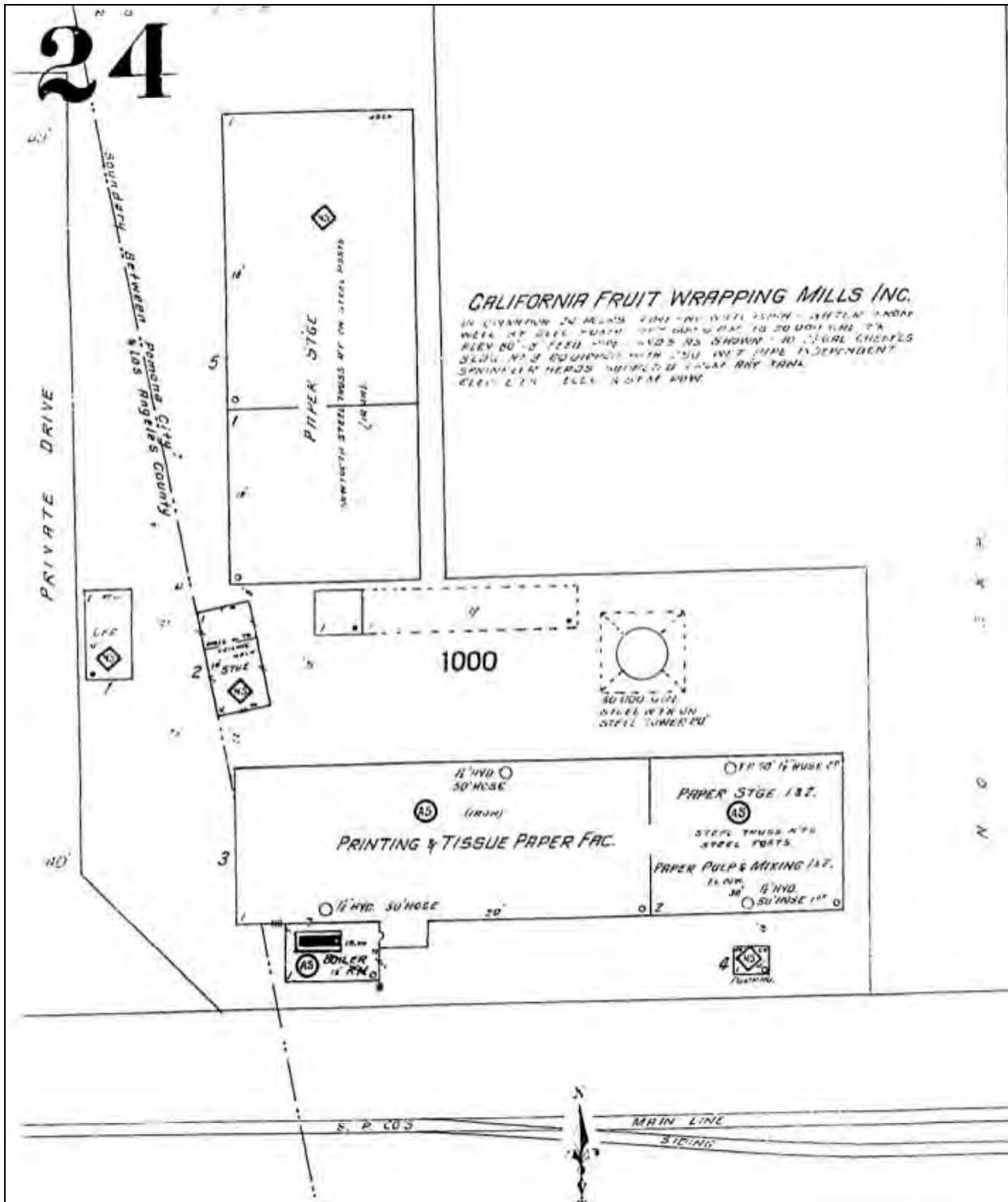


**Plate 1.** California Fruit Wrapping Paper Mills in 1927 shortly after opening. Shown is the original mill building (Building 3 at 1404 West Holt Avenue) with boiler room on left and water tank (not extant) in background. (Courtesy of Pomona Public Library, Special Collections)

The mill found early success and the Fernstroms installed a second papermaking machine that went into production in 1929. This appears to have coincided with the construction of a second steel-frame warehouse that featured a sawtooth roof and metal siding; it was used for paper storage and was in place by 1928 (Building 2 at 1667 Mt. Vernon Avenue) (**Plate 2**). Around this time, the company built an 800,000-gallon concrete water reservoir (reservoir at 1507 Mt. Vernon Avenue) to supply water for the milling process and an associated concrete pump house (pump house at 1507 Mt. Vernon Avenue) near the southeast corner of the reservoir (**Plate 3**). In 1932, the company built a new concrete block paper storage warehouse with a steel truss roof (Building 3 at 1507 Mt. Vernon Avenue) attached to the east side of the sawtooth warehouse. With the new papermaking machine, the plant doubled its production to about 6,000 tons of paper per year, most of it in the form of fruit wrapping paper. During the 1930s, the company began to diversify its output to include other products, but fruit wrapping paper remained the mill's most important and profitable product.<sup>24</sup>

<sup>23</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928); [California Fruit Wrapping Paper Mills photograph], [1927], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library; "Calif Fruit Wrapping Mills, Pomona 3/1927, Citrus Fruit Industry – Calif.," 1927, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

<sup>24</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928, 1950); "California Fruit Wrapping Mills, Inc.," [advertisement] *The Progress-Bulletin*, 13 January 1931; "California Fruit Wrapping Mills, Inc.," *The Progress-Bulletin*, 20 January



**Plate 2.** California Fruit Wrapping Paper Mills as depicted in 1928 by the Sanborn Fire Insurance Company map of Pomona. At the time, the property included the original mill building (Building 3 1404 West Holt Avenue) and a paper storage building (Building 2 at 1667 Mt. Vernon Avenue). In addition the site included a 50,000-gallon water tank, pump house, office, storage building, and garage (none are extant).

1936, 6; "Obituaries: Erik Fernstrom," *Progress-Bulletin*, 21 August 1986, 4; "Airview of the Calif. Fruit Wrapping Mills, Pomona, Calif., [ca. 1929], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

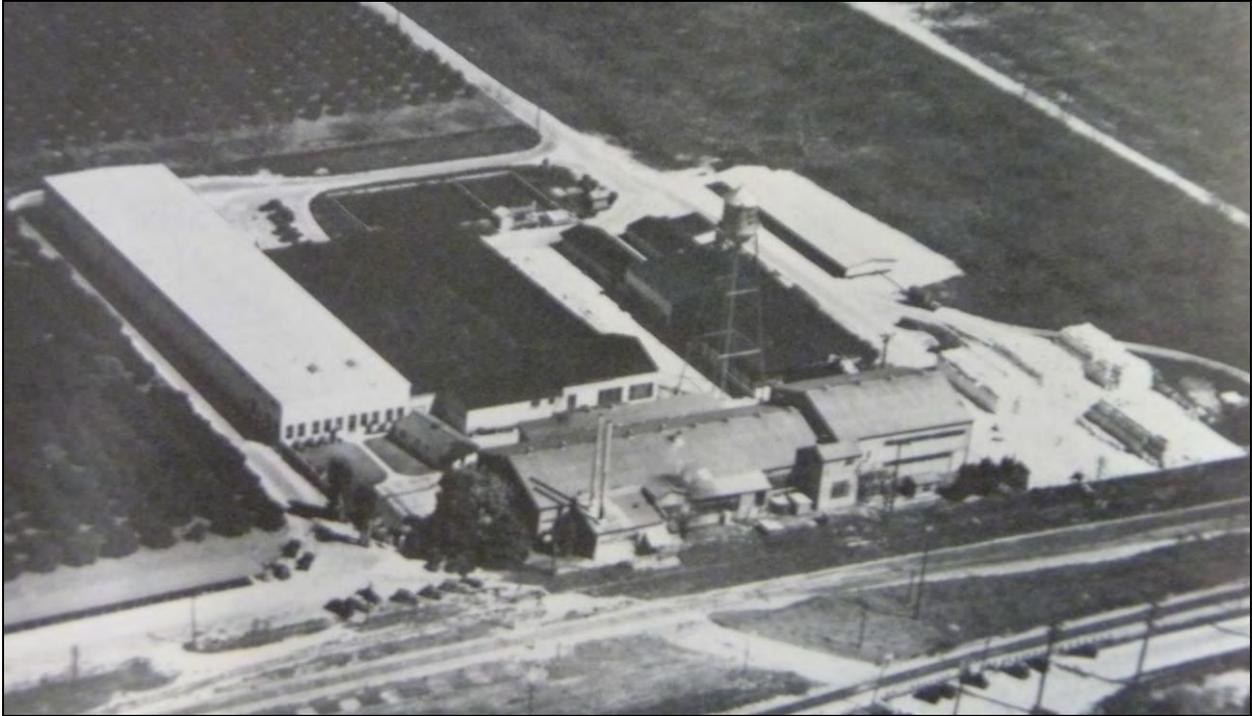


**Plate 3.** California Fruit Wrapping Paper Mills in about 1929 with the construction of the water reservoir (lower left) underway and the sawtooth storage building finished. (Courtesy of Pomona Public Library, Special Collections)

Despite the Depression of the 1930s the California Fruit Wrapping Paper Mills continued to expand as the fruit industry remained strong. By mid decade, the company had 225 employees and was considered one of the most important industrial plants in the Pomona Valley. With this success, the company added a new steel-frame warehouse in 1935 that measured 26,250 square feet (Building 3 at 1667 Mt. Vernon Avenue). Most of it was used for storage and administrative offices, while a portion on the north end was leased to a wax-paper manufacturing company based in New Jersey. Sometime during this period two storage buildings were constructed parallel to the existing storage warehouses (neither are extant) (**Plate 4**). Possibly reflecting an expansion in the type of paper products the mill manufactured, the Fernstroms renamed the company Fernstrom Paper Mills Inc. in 1940. Nonetheless, most of the products remained tissue-grade wrapping paper for fruit packaging.<sup>25</sup>

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<sup>25</sup> "California Fruit Wrapping Mills, Inc.," *The Progress-Bulletin*, 20 January 1936, 6; "Obituaries: Erik Fernstrom," *Progress-Bulletin*, 21 August 1986, 4.



**Plate 4.** An undated photograph of the Fernstrom Paper mills, ca. 1940, after the expansion of the 1930s.<sup>26</sup>

With the success of nearly twenty years behind them, the Fernstroms began planning more than \$300,000 worth of expansions and upgrades in the waning years of World War II. Equipment exceeding \$115,000 was to be installed in 1944 and 1945 followed by a second phase of development in anticipation of increased postwar business. As expected, the post-World War II period proved successful for the company as it built new facilities and added a third papermaking machine. In 1947, construction began on a new \$420,000 manufacturing facility to house a 500-ton \$400,000 papermaking machine, the plant's third. Located on the east end of the property, the one- and two-story building featured steel-framing, cement-asbestos walls and a flat roof (the building is no longer extant). With a capacity to produce 50 tons of paper a day, the new machine was expected to double the plant's output. In 1947, the wax paper manufacturing company that leased part of Fernstroms' property built a new factory east of the Fernstrom plant (Building 2 at 1404 West Holt Avenue). Pozzo Construction Company built the concrete-block, bow-truss roof building. This building was not associated with the Fernstroms' mill. The mill continued its gradual product diversification in the 1940s, as it began selling carbonizing paper, napkins, and other paper products, but fruit wrapping paper remained the company's top product.<sup>27</sup>

By the early 1950s, as the Fernstrom brothers celebrated 25 years making paper in Pomona, the Fernstrom Paper Mills was an expansive plant that dwarfed its original facilities (**Plate 5** and **Plate 6**). The oldest buildings on the site had expanded and new ones filled the once sparsely populated property. The original

<sup>26</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.

<sup>27</sup> "Paper Mill Starting \$300,000 Improvement Project," *Progress-Bulletin*, 19 September 1944, 1; "Expansion Plans for New Mill on Schedule," *Progress-Bulletin*, 8 March 1947; "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8; "Paper Products Plant Construction Begins Monday," *Progress-Bulletin*, 13 September 1947, 1; "Paper Products Building Here Rising Rapidly," *The Progress-Bulletin*, 8 December 1947; HistoricAerials.com, historic aerial images, 1946, 1948, 1953; Lothrop, *Pomona: A Centennial History*, 158.

warehouse at the south end of the lot had grown to include a larger boiler room, a pulper building, and several new smaller additions. To north, the plant included four large storage warehouses and several smaller miscellaneous storage buildings that had been built over the 25-year history. The plant had facilities for pulp mixing, paper cutting and printing, as well as a machine shop.<sup>28</sup> In 1951, the Fernstroms founded Protecto Products Company, Inc. and built another manufacturing plant and storage warehouse west of the Fernstrom Paper Mills site. This large steel-frame building featured four parallel gable roofs (the building is extant and located outside the study area).<sup>29</sup>

Despite the growth of the early 1950s, the Fernstroms' paper mill suffered the consequences of a decline in the local citrus industry. As suburban sprawl replaced the vast orchards, many related businesses dried up. Packing plants throughout Pomona started to close during this period. Furthermore, fruit no longer required wrapping paper as chemical treatments placed directly on the fruit were developed to help stave off mold and bacteria. In 1952, the Fernstroms sold controlling interest of Fernstrom Paper Mills and Protecto Products Company to Potlatch Forests Inc. The new owner had an abundant surplus of wood pulp from its lumber operations in Idaho. One of the company's first tasks was changing the product line away from fruit wrapping paper, which had made up about 50 percent of the Fernstroms' output. Potlatch shifted the mills output to household paper products, such as facial tissue paper, toilet paper, paper plates, napkins, and place mats. The shifts in output did not greatly alter the way the paper mill was operated, and Potlatch retained the majority of the employees. By 1955, Potlatch maintained a staff of 375 employees and kept the plant open 24 hours a day, 7 days a week.<sup>30</sup>

In 1957, Potlatch began a plant expansion to add a new papermaking machine and two 43-ton steam generating boilers. Once finished, the expanded plant was expected to double production and to add 200 new jobs. This expansion included adding a large warehouse building near the northeast corner of the lot (**Plate 7**). The steel-frame building featured three parallel gable roofs and corrugated siding (Building 1 at 1404 West Holt Avenue). Shortly after its construction, an addition was built connecting it with the manufacturing building to the south that housed the mill's third papermaking machine. Work during this period also included new buildings and additions to older buildings (**Plate 8**). This expansion corresponded with a relocation of the company's local sales office from the mill to an office on North Towne Avenue and the addition of a milk carton production plant east of the mill. This new plant appears to be a building located west of the mill site, which according to aerial photographs was constructed in the late 1950s (this building is extant, but outside the study area for this project). The plant printed and glued cartons before shipping them to dairies.<sup>31</sup>

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<sup>28</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1950); HistoricAerials.com, historic aerial images, 1948, 1953; "Fernstrom Paper Mills #2," [photograph], 1951, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

<sup>29</sup> "Protecto Products Plant Ground-Breaking Held," *Progress-Bulletin*, 10 February 1951.

<sup>30</sup> "Pomona Industry: Potlatch Forests, Inc.," *Pomona Action*, July 1955, 3.

<sup>31</sup> "Paper Plant Begins Major Expansion," *The Progress-Bulletin*, 3 April 1957, 10; "Potlatch Sales Force Occupies Larger Office," *The Progress Bulletin*, 14 July 1958, 16; "Potlatch Announces Major Expansion," *Progress-Bulletin*, 3 January 1957, 1; "Potlatch Milk Carton Plant is Expanded," *Progress-Bulletin*, 2 June 1958, 1; HistoricAerials.com, historic aerial images, 1953, 1959; "Potlatch Forests, Inc. #1, PB Print June 3 '57," [photograph], 1957, Potlatch Forests Inc. #1 vertical file, Special Collections, Pomona Public Library.

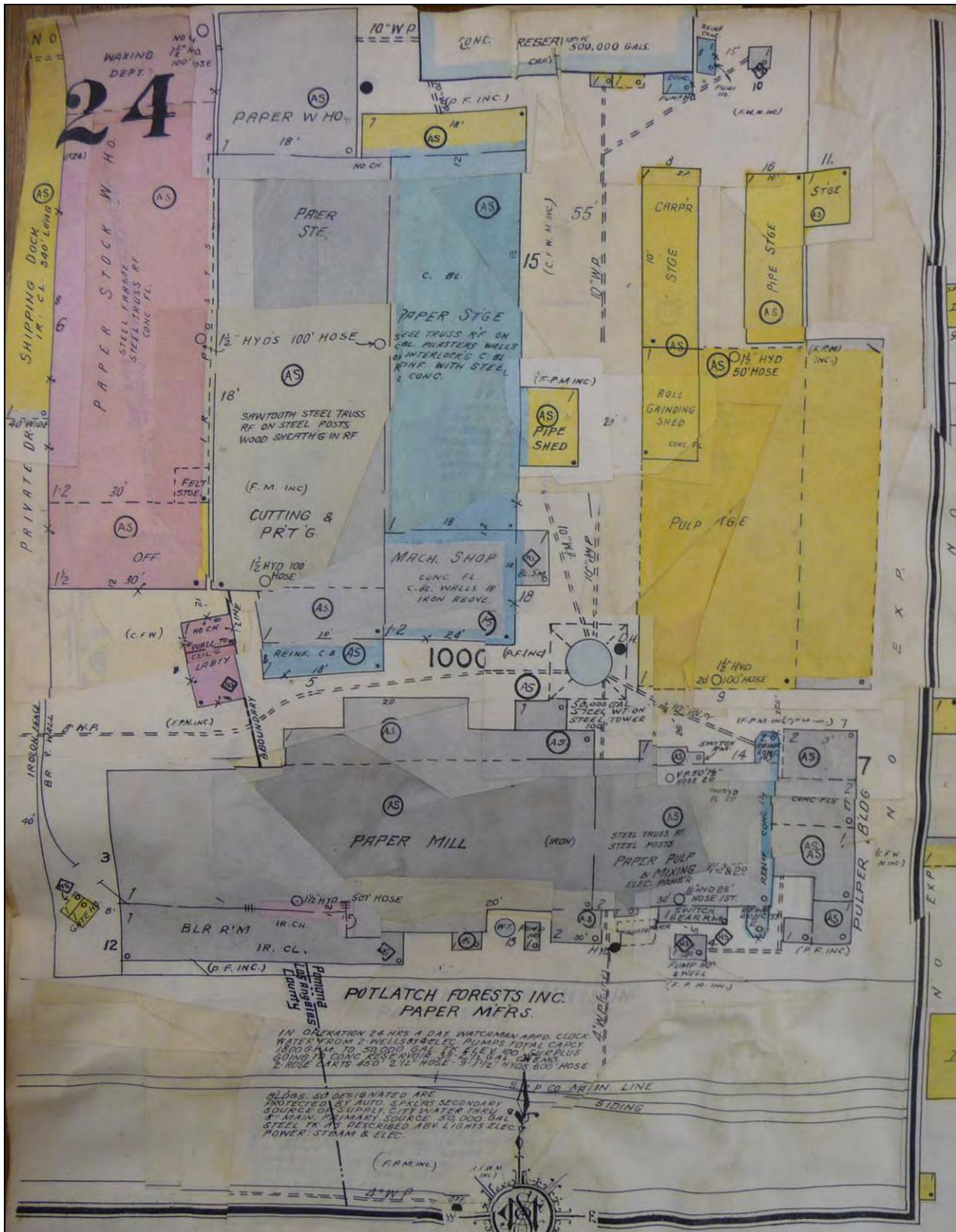




**Plate 6.** By 1951, the Fernstrom Paper Mills had expanded well beyond its original site, and included new storage facilities and a third papermaking machine, located in the long building second from the right. The warehouse on the far right was not associated with the Fernstrom Paper Mills plant, and the building on the far left was used by the Fernstroms' Protecto Products Company. (Courtesy of Pomona Public Library, Special Collections)



**Plate 7.** Expansion continued under new owners Potlatch Forests Inc., as seen in this 1957 photograph showing the construction of a new warehouse. A year later, the plant added a fourth papermaking machine. (Courtesy of Pomona Public Library, Special Collections)



**Plate 8.** By 1962, Potlatch Forests' paper mill no longer fit onto its allotted space in the Sanborn Fire Insurance map of Pomona. Each of the buildings featured additions and major expansions that had been added piecemeal since the plant opened more than six decades before.

In the late 1950s and early 1960s, two more large industrial buildings with the same parallel gable design Potlatch used for its 1957 building were constructed in areas surrounding the plant (both buildings are extant and outside the study area for this project). While historical records reviewed for this project did not provide information on their use and ownership, it seems likely these buildings were part of the Potlatch operation.<sup>32</sup>

As a result of these numerous expansions, Potlatch claimed annual output of 70,000 tons of paper products by the late 1960s. It employed 625 workers. The company had expanded its product line to include writing and business paper, as well as envelopes. The two newer papermaking machines were refurbished during this period and accounted for 90 percent of the plant's output, while the older two, which were said to be the original units, produced the remaining ten percent, which were dedicated to tissue-grade products.<sup>33</sup>

By the late 1970s, as the company boasted record profits, the plant's 600 workers walked off the job in an industry-wide strike over pay raises. More than 8,000 paper mill workers went on strike in July 1978, forcing 18 mills in California, Oregon, and Washington to shutter their doors. As the strike dragged on, Potlatch re-opened part of its Pomona plant with salaried, non-union workers. Because the strike was ongoing, Potlatch had put into operation a new papermaking machine at its Idaho plant and decided to sell the Pomona plant. Simpson Paper Company officially took ownership of the plant in January 1979 and continued negotiations on a new contract. After more than eight months, the mill workers voted to approve a new contract and returned to work in March 1979.<sup>34</sup>

Simpson made substantial changes to the plant in the more than 20 years it owned the property. As part of a multi-million dollar improvement and upgrade program, the company built a \$22 million cogeneration plant in 1984-85. The plant created electricity by burning natural gas. Through this process, steam was also created and used at the plant to power the papermaking machines. Electricity not used by the site was sold to Southern California Edison to serve the local community. This marked a trend within Simpson Paper Company, which had already opened cogeneration plants in at least two other mills.<sup>35</sup>

While it continued to produce a variety of paper products, such as household items, writing and printing paper, starting in the 1990s the paper market began to shrink and sources of wood in the western United States decreased. The Simpson Paper Company responded by contracting its California plant operations starting in 1993. It shut down its Eureka mill leaving more than 260 employees without jobs. In Pomona, the company laid off 175 Pomona workers and shut down some of its papermaking machines. In response to the uncertain market, Simpson announced it would begin producing paper from recycled products. In November 1994, it restarted one of its papermaking machines to convert recycled paper into corrugated cardboard.<sup>36</sup>

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<sup>32</sup> HistoricAerials.com, historic aerial images, 1959, 1964.

<sup>33</sup> "Paper for Everybody," *Progress-Bulletin*, 8 July 1967, 17.

<sup>34</sup> "Potlatch has Record Earnings," *Progress-Bulletin*, 20 April 1978, 29; "600 Strike at Potlatch in Pomona," *Progress-Bulletin*, 21 July 1978, 1; "No Settlement Near in Long Potlatch Strike," *Progress-Bulletin*, 3 November 1978, 13; "Pomona Paper Workers Accept New Settlement," *Progress-Bulletin*, 1 March 1979, 1; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.

<sup>35</sup> "Pomona Mill Hailed for Its 'Cogeneration' Energy Use," *Progress-Bulletin*, 18 January 1986; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 159.

<sup>36</sup> "Portion of Pomona Paper Mill Closing," *Daily Bulletin*, 12 December 1992, A1; "Pomona Paper Mill Plans Strategy to Reduce Landfills, Increase Jobs," *Daily Bulletin*, 26 February 1994, C12; "Pomona Mill to Add 40 Jobs," *Daily Bulletin*, 27 October 1994, A20.

The attempt to keep the Pomona paper mill open only lasted for about another decade. The plant was acquired and sold by a couple companies before finally shutting down in 2007. The former paper mill plant is now divided into several legal parcels, only three of which are included in the study area for this project. These properties are the AltaGas San Gabriel Cogeneration Facility at 1507 Mt. Vernon Avenue; Allan Company paper recycling plant at 1404 West Holt Avenue; and Superior Duct Fabrication warehouse at 1667 Mt. Vernon Avenue.<sup>37</sup>

#### 4.7. Industrial Architecture

The properties that comprise the extant buildings of the former California Fruit Wrapping Paper Mills are utilitarian industrial facilities constructed using standard methods of the various periods in which they were constructed. They lack aesthetic qualities that some industrial buildings possess that incorporated modest ornamentation and/or Modern architecture design, and they do not possess innovative engineering that characterized some industrial buildings. As discussed, the California Fruit Wrapping Paper Mills was developed in the 1920s through the 1950s, and it illustrates functional and utilitarian manufacturing design. This fits within the context of engineer-designed late nineteenth century and early twentieth century industrial buildings that were conceived and built to maximize functionality, efficiency, and economy. While some industrial properties of the period included architectural character to aesthetically enhance buildings, such as the brick Brogdex Company plant constructed in 1922 at 1441 West 2<sup>nd</sup> Street in Pomona, the focus of such properties was primarily on the technical and economic aspects of the business for which the property functioned. Industrial buildings often lacked the applied ornamentation, adherence to tradition, and artistic intention practiced by architects at the time for institutional, commercial, residential, and ecclesiastic buildings. While most industrial and manufacturing facilities utilized various functional types of buildings, there were also trends wherein engineers were at the forefront of the development of modern materials and technologies. Responding to demands for larger and more efficient functional industrial spaces and plants, such engineers embraced new building materials and construction methods for their industrial designs. Such developments shaped and altered the appearance of industrial buildings. The former California Fruit Wrapping Paper Mills buildings do not illustrate such innovations.<sup>38</sup>

The development of the California Fruit Wrapping Paper Mills property also straddled the rise of Modernism in architecture during the early to mid twentieth century when the shift in building aesthetics affected some industrial facilities. Modern architects sought greater purity of architectural form and function, increasing use of new technologies, materials, and construction methods, and avoiding applied ornament derived from historic architecture. In part, the architectural shift away from historical-based designs came as designers recognized the aesthetic qualities achieved in industrial designs during the late nineteenth century. This recognition was an element in the efforts of Modern design to reconcile the underlying principles of architecture with the progressive transition of contemporary society and culture. Use of the Modern architectural aesthetic in industrial properties dates to the 1910s, 1920s, and 1930s, and some industrial and manufacturing properties illustrated a “total design” that incorporated exterior,

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<sup>37</sup> “China’s Shangdon Tralin Installs Second-Hand PM from USA,” *Association of Western Pulp and Paper Workers Union*, 14 July 2008, online at [http://www.awppw.org/index.cfm?zone=/unionactive/view\\_article.cfm&HomeID=94344](http://www.awppw.org/index.cfm?zone=/unionactive/view_article.cfm&HomeID=94344) on 24 November 2015.

<sup>38</sup> Betsy Hunter Bradley, *The Works: the Industrial Architecture of the United States*, (New York: Oxford University Press, 1999) 144-145, 166-170, and 203-221.

interior, and sometimes furnishings into a unified design, bringing an architect's sense of aesthetics to industrial buildings. Numerous Modern Movement manufacturing plants were constructed in Los Angeles County during the mid-twentieth century, including the Craig Ellwood and Associates designed Xerox Corporation Manufacturing Facility at 800 East Bonita Avenue in Pomona (built in 1967, now demolished). However, most industrial and manufacturing facilities were designed and built using common building types to maximize function and utility, like the California Fruit Wrapping Paper Mills.<sup>39</sup>

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<sup>39</sup> Bradley, *The Works: the Industrial Architecture of the United States*, 244-258; Christopher A. Joseph & Associates, *City of Riverside: Modernism Context Statement*, November 2009, 12-19; PCR Services, DPR 523 Form for International Airport Industrial District, 102<sup>nd</sup> Street / Century Blvd. / 104<sup>th</sup> Street, Los Angeles, CA, in *LAX Specific Plan Amendment Study*, Appendix E, July 2012.

## 5. Description of Cultural Resources

The three parcels requiring study as part of this HRIER are located within an area originally developed as a paper mill in 1926. All three parcels are historically associated with the operations of the California Fruit Wrapping Paper Mills, which operated out of many of the buildings documented in this report. The paper mill was sold in 1952 and continued operations as a producer of paper products until the 1990s when the company that owned the mill began subdividing and selling off parts of the plant property. The mill closed in 2007, and three parcels documented in this report are now owned and operated by three separate companies. The properties include: the San Gabriel Cogeneration Facility at 1507 Mt. Vernon Avenue<sup>40</sup> owned by AltaGas Pomona Energy Inc.; the Allan Company Roll Division plant at 1404 W. Holt Avenue owned by Young Management Corporation, Inc.; and the Superior Duct Fabrication plant at 1667 Mt. Vernon Avenue owned by MK Property Group LLC.

Most of the resources on the three properties are large industrial warehouse and manufacturing type buildings. The buildings are characterized by utilitarian designs that include steel-frame or concrete construction. Many of the buildings feature simple gable roofs, but others have sawtooth-, bowstring-, shed- or flat-roof designs. The most common siding and roofing material is corrugated metal; some buildings have concrete walls and at least one has wood siding and one of the buildings has foam insulating roofing material. The buildings and their additions date from nearly every decade between the 1920s and the 1980s. Most of the large warehouses were constructed before 1950, although one was constructed starting in 1957. In addition to the warehouses, a tall cogeneration power plant and two concrete buildings are located near the center of the study area at 1507 Mt. Vernon Avenue. These buildings are modern, constructed between 1984 and 1986. The site includes a variety of smaller miscellaneous buildings and structure, including a pump house, concrete reservoir with canopy, shade structures, tanks, and a switch yard. Several of the buildings have additions constructed in the latter part of the twentieth century. The properties are described in detail on the DPR 523 Forms in Attachment B.

The following sections include photographs of the buildings on the three properties inventoried and evaluated for this HRIER. For the purposes of this report, building numbers and building names have been used to identify them. The property at 1507 Mt. Vernon Avenue includes Buildings 1 to 3, a water reservoir, and a pump house (**Photograph 1** through **Photograph 4**). The property at 1404 West Holt Avenue contains Buildings 1 to 4 (**Photograph 5** through **Photograph 9**). The property at 1667 Mt. Vernon Avenue includes Buildings 1 to 3 (**Photograph 10** through **Photograph 12**).

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<sup>40</sup> The property at 1507 Mt. Vernon Avenue (the AltaGas San Gabriel Cogeneration Facility) is currently listed in Los Angeles County Assessor records with the address 100 Erie Street, which was used by previous owners of the property and might be a holdover. This HRIER identifies it as 1507 Mt. Vernon Avenue, which is currently used as the physical and mailing address by the property owners.

5.1. Photographs

5.1.1. 1507 Mt. Vernon Avenue



**Photograph 1.** 1507 Mt. Vernon Avenue, showing cogeneration facility (left), Building 1 (center), pump house (center left) and reservoir canopy (left); camera facing southwest; November 17, 2015.



**Photograph 2.** Building 3 at 1507 Mt. Vernon Avenue; camera facing northwest; November 17, 2015.



**Photograph 3.** Water reservoir at 1507 Mt. Vernon Avenue; camera facing northeast; November 17, 2015.



**Photograph 4.** Pump house at 1507 Mt. Vernon Avenue; camera facing west; November 17, 2015.

5.1.2. 1404 W. Holt Avenue



**Photograph 5.** Building 1 at 1404 West Holt Avenue; camera facing northeast; November 17, 2015.



**Photograph 6.** Building 2 at 1404 West Holt Avenue; camera facing northeast; November 17, 2015.



**Photograph 7.** Building 3 at 1404 West Holt Avenue; camera facing northeast; November 17, 2015.



**Photograph 8.** Building 3 at 1404 West Holt Avenue; camera facing southwest; November 17, 2015.



**Photograph 9.** Building 4 at 1404 West Holt Avenue; camera facing east; November 17, 2015.

5.1.3. *1667 Mt. Vernon Avenue*



**Photograph 10.** Buildings 1 and 3 at 1667 Mt. Vernon Avenue; camera facing southwest; November 17, 2015.



**Photograph 11.** Sawtooth roof of Building 2 at 1667 Mt. Vernon Avenue; camera facing northwest; November 17, 2015.



**Photograph 12.** Building 3 at 1667 Mt. Vernon Avenue; camera facing northeast; November 17, 2015.

## 5.2. Resources Along Project Linear Alignments

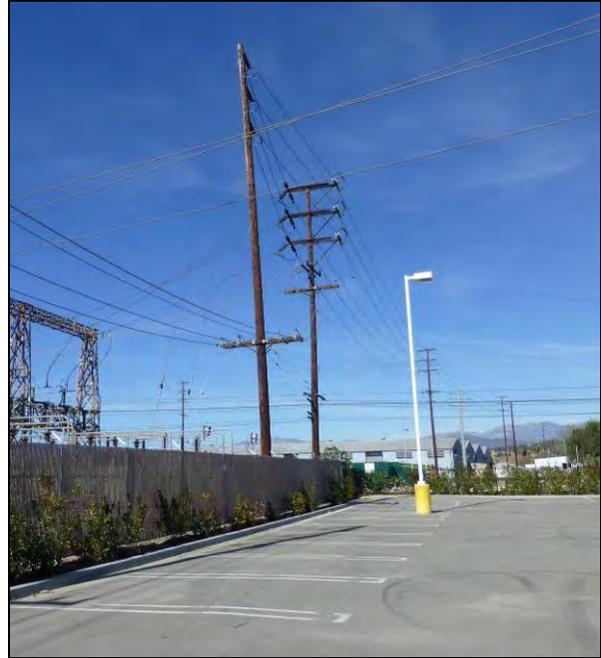
A windshield survey was conducted for properties located along a linear alignment that is part of the project. The project will use an existing overhead linear alignment that travels north from the switchyard at 1507 Mt. Vernon Avenue before turning west (**Photograph 13**). On the east side of the property at 1667 Mt. Vernon Street, the alignment continues south over the UPRR railroad tracks to the SCE Ganesha Substation (**Photograph 14**). Outside the project study area, the properties that surround the alignment on the north side of the tracks are industrial buildings characterized by large warehouses of metal-frame construction (**Photograph 15** and **Photograph 16**). These buildings generally have simple designs and utilitarian features, such as corrugated metal siding, parallel gable roofs, and concrete foundations. Most of the buildings are surrounded by concrete or asphalt areas used for parking or exterior storage.

The linear alignment crosses the UPRR alignment, which has been previously inventoried and evaluated multiple times (**Photograph 17** and **Photograph 18**). The railroad is located outside the study area for this project. It was first recorded in 1999 by Jones & Stokes during which it was found eligible for listing in the NRHP under Criteria A and B. The original evaluation did not provide an analysis of the integrity of the railroad. In three subsequent evaluations—most recently in 2009—the railroad was found not eligible for listing in the NRHP because it lacks historic integrity. The previous documentation of the UPRR alignment is included in **Attachment C**.

South of the UPRR tracks, the area includes the existing Ganesha Substation, which mostly includes electric power equipment, but also contains a small powerhouse building (**Photograph 19** and **Photograph 20**). The surrounding properties include several modern industrial buildings featuring tilt-up concrete construction, a parking lot, and storage tanks (**Photograph 21** and **Photograph 22**). The following photographs characterize the properties along the linear alignment for this project.



**Photograph 13.** Linear power line north of 1507 Mt. Vernon Avenue.



**Photograph 14.** Linear power line south of UPRR.



**Photograph 15.** Warehouse property north of study area.



**Photograph 16.** Warehouse property west of study area.



**Photograph 17.** UPRR southeast of study area.



**Photograph 18.** UPRR south of study area



**Photograph 19.** Southern California Edison Ganesha Substation powerhouse.



**Photograph 20.** Southern California Edison Ganesha Substation.



**Photograph 21.** Modern tilt-up concrete warehouse south of substation.



**Photograph 22.** Storage tanks east of substation.

## 6. Findings and Conclusions

### 6.1. Findings

JRP prepared this HRIER to assist AltaGas with its compliance requirements under the California Environmental Quality Act (CEQA) for its San Gabriel Cogeneration Facility project. All properties with historic-era resources (those built in or before 1970) were evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code. JRP evaluated three historic-era properties for this report. The properties appear to be significant for its associations with the citrus industry and local economy, but lack sufficient historic integrity to their potential period of significance.

#### 6.1.1. *Significance*

The three properties documented in this HRIER are historically associated with a paper mill that first opened in 1926 as the California Fruit Wrapping Paper Mills and continued in operation under several different names until 2007. When the mill closed in 2007, the property was subdivided into multiple parcels. Because the individual properties of the former paper mill are located on separate legal parcels owned by different companies, the buildings associated with the former paper mill property are best evaluated as a potential historic district. As such, the former California Fruit Wrapping Paper Mills property has significant associations with the citrus industry in the Pomona Valley under NRHP Criterion A and CRHR Criterion 1. However, the potential historic district and its contributing elements do not possess sufficient historic integrity to the period of significance (1926 to 1952) and thus are not eligible for listing in the NRHP or CRHR.

The plant was built and opened in 1926 by brothers Erik and Fritz Fernstrom. For 26 years, until the Fernstroms sold the property in 1952, its primary product was tissue-grade wrapping paper for fruit. Each individual fruit was placed within the chemically treated wrapping paper that helped prevent mold while it traveled to its destination, sometimes thousands of miles away. In this capacity, the California Fruit Wrapping Paper Mills served an important role in the shipment of fresh citrus fruit throughout the United States, providing a crucial service in the Pomona Valley citrus industry, which was not only widely successful, but also the central industry in Pomona's historical identity and development from the late nineteenth century to the mid twentieth century.

The potential California Fruit Wrapping Paper Mills historic district does not appear significance under NRHP Criterion B or CRHR Criterion 2 for associations with individuals who made demonstrably important contributions to history. Erik and Fritz Fernstrom, who owned and operated the paper mill from 1926 until 1952, were successfully businessmen, but research for this project indicated they did not gain importance within their profession. The potential historic district is also not important under NRHP Criterion C or CRHR Criterion 3 because neither the individual buildings nor the overall complex represent important examples of a type, period, or method of construction. The buildings are modest examples of utilitarian industrial buildings common to their period of construction. They feature standard utilitarian designs made to meet the basic needs of the paper mill's functions. They lack aesthetic qualities present in some industrial buildings that incorporate modest ornamentation and/or Modern architecture design. They also do not

possess innovative engineering that characterized some industrial buildings. Finally, the properties are not significant sources (or likely sources) of important information regarding history because the buildings do not appear to have any likelihood of yielding important information about historic construction materials or technologies (NRHP Criterion D and CRHR Criterion 4).

### 6.1.2. *Integrity*

The California Fruit Wrapping Paper Mills potential historic district period of significance extends from its opening in 1926 until it was sold in 1952. During the potential period of significance, the Fernstroms continually expanded the California Fruit Wrapping Paper Mills. By the time the property sold in 1952, it consisted of 14 buildings and structures. The mill boundaries included all or parts of several present-day parcels, including the three parcels recorded in this HRIER. Of the 14 buildings and structures, six buildings were demolished since 1952, including: a large mill building and storage warehouse that would have been located on the property that is now 1404 West Holt Avenue; a partially enclosed pulp and miscellaneous storage warehouse, machine shop, and the site's water tank that would have been on the property that is now 1507 Mt. Vernon Avenue<sup>41</sup>; and a storage and laboratory building that would have been on the property that is now 1667 Mt. Vernon Avenue.

Many of the eight remaining buildings within the potential California Fruit Wrapping Paper Mills historic district have been altered to varying degrees. The building that housed the oldest two papermaking machines (now at 1404 West Holt Avenue) has undergone the most changes. In the years after 1952, an addition was built on its west side and the boiler room was substantially increased. A one- and two-story section of the building on the east side, that originally functioned as the pulper building, was demolished, as were smaller portions of the building on the south and north sides. Some of the metal siding has been replaced while other sections of siding and roofing have been removed altogether. Some of the common alterations to other buildings include the adding modern stucco siding, replacing original freight doors, replacing or enclosing windows, adding shade canopies, and replacing corrugated metal siding and roofing.

The most intact buildings appear to be on the property now at 1667 Mt. Vernon Avenue, and the property now at 1769 Mt. Vernon Avenue farther to the west (1769 Mt. Vernon Avenue is outside the study area for this project and not recorded on a DPR 523 form). These buildings include the sawtooth storage building, the two-story building to its west, and the steel-frame warehouse with four parallel gable roofs at the west end of the potential California Fruit Wrapping Paper Mills historic district.

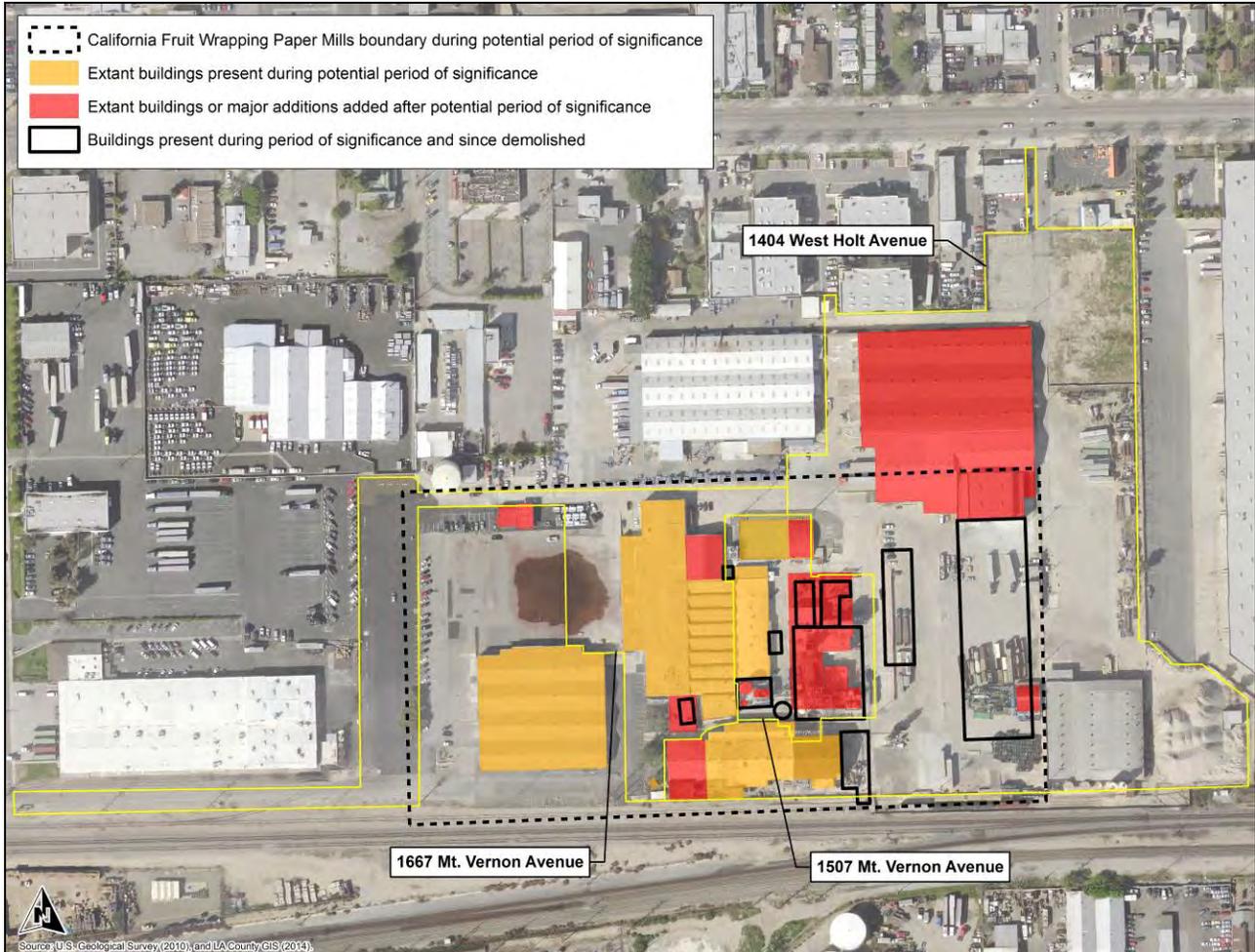
The potential historic district also includes several additions constructed after the period of significance. The most substantial addition is the cogeneration facility located on the property at 1507 Mt. Vernon Avenue constructed in 1984-85. The cogeneration facility includes two concrete buildings and the attached electrical and steam generating plant. This facility includes several large storage tanks, an electrical switch yard, and piping for natural gas. Other additions on adjacent parcels include a gable-roof building north of the sawtooth building and an addition onto the two-story building (both at 1667 Mt. Vernon Avenue).

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<sup>41</sup> The property at 1507 Mt. Vernon Avenue (the AltaGas San Gabriel Cogeneration Facility) is currently listed in Los Angeles County Assessor records with the address 100 Erie Street, which was used by previous owners of the property and might be a holdover. This HRIER identifies it as 1507 Mt. Vernon Avenue, which is currently used as the physical and mailing address by the property owners.

Some buildings constructed since 1952 encroach into the original plant boundaries from the northeast and northwest.

The following graphic illustrates the major changes to the potential California Fruit Wrapping Paper Mills historic district after the period of significance, including demolished buildings and major additions.



**Plate 9.** Illustration shows major alterations after potential period of significance (1926-1952). The three properties recorded in this HRIER are outlined in yellow. The buildings at the far left (one large building highlighted in orange and one small highlighted in red) are on a property (1769 Mt. Vernon Avenue) that is located outside the study area for this project.

The numerous alterations made to the former California Fruit Wrapping Paper Mills substantially diminish the historic integrity of not only multiple individual buildings, but also to the overall potential historic district. Six buildings and structures of the former California Fruit Wrapping Paper Mills property have been demolished, which diminishes the potential historic district’s integrity of design, materials, and workmanship. Furthermore, several of the buildings that would contribute to the historic district, have lost integrity of design, materials, and workmanship because of alterations. This loss to the individual buildings has diminished the historic integrity of design, materials, and workmanship because of alterations made to those buildings since 1952.

The buildings and the potential historic district retain integrity of location, but integrity of setting of the buildings and the potential historic district has diminished. During the period of significance, the property was generally surrounded by orchards. In the ensuing decades, those orchards have been replaced with large industrial, light industrial, and commercial properties. The immediate setting of the remaining buildings within the potential historic district that date to the period of significance has also been diminished by the addition of newer buildings / structures, including the cogeneration facility and building additions.

The integrity of feeling is diminished for the individual buildings and potential historic district because of additions to the property, changes to the function of the buildings, and subdivision of the property after the mill shutdown. In particular, the height of the modern cogeneration facility overshadows the surrounding buildings. All of the buildings and the potential historic district have lost much of their integrity of association after the paper mill closed in 2007 and the property was subdivided.

As detailed in the attached DPR 523 forms, the buildings on these three properties do not possess individual significance under any NRHP or CRHR criteria. The buildings also do not have significance as a historic district through its use after 1952 under any NRHP or CRHR criteria.

## 6.2. Conclusions

This HRIER concludes that none of the properties documented in this HRIER meet the criteria for eligibility for listing in the NRHP or CRHR, and none are considered historical resources for the purposes of CEQA. As stated above, several buildings on the three properties have significant associations as a potential historic district with the California Fruit Wrapping Paper Mills, but lack sufficient historic integrity to the potential period of significance (1926 to 1952) to convey that significance. The following table summarizes the conclusions of this report for each of the properties documented in this HRIER.

**Table 1. Properties Not Eligible for NRHP or CRHR as a Result of the Current Study**

Address / DPR 523 Form Nam	APN	Year Built	OHP Status Code
1507 Mt. Vernon Avenue Pomona, CA	8348-005-003	ca. 1929 / 1932 / 1984-85	6Z
1404 West Holt Avenue Pomona, CA	8348-005-035	1926 / 1947 / 1948-52 / 1957	6Z
1667 Mt. Vernon Avenue Pomona, CA	8348-007-004	ca. 1928 / 1935 / ca. 1957	6Z

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- "California Fruit Wrapping Mills, Inc." *Progress-Bulletin*, 20 January 1936.
- "Expansion Plans for New Mill on Schedule." *Progress-Bulletin*, 8 March 1947.
- "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary." *Progress-Bulletin*, 10 November 1951.

"No Settlement Near in Long Potlatch Strike." *Progress-Bulletin*, 3 November 1978.

"Obituaries: Erik Fernstrom." *Progress-Bulletin*, 21 August 1986.

"Paper Mill Starting \$300,000 Improvement Project." *Progress-Bulletin*, 19 September 1944.

"Paper Plant Begins Major Expansion." *The Progress-Bulletin*, 3 April 1957.

"Paper Products Building Here Rising Rapidly." *The Progress-Bulletin*, 8 December 1947.

"Paper Products Plant Construction Begins Monday." *Progress-Bulletin*, 13 September 1947.

"Pomona Industry: Potlatch Forests, Inc.." *Pomona Action*, July 1955.

"Pomona Mill Hailed for Its 'Cogeneration' Energy Use." *Progress-Bulletin*, 18 January 1986.

"Pomona Mill to Add 40 Jobs." *Daily Bulletin*, 27 October 1994.

"Pomona Paper Mill Plans Strategy to Reduce Landfills, Increase Jobs." *Daily Bulletin*, 26 February 1994.

"Pomona Paper Workers Accept New Settlement." *Progress-Bulletin*, 1 March 1979.

"Portion of Pomona Paper Mill Closing." *Daily Bulletin*, 12 December 1992.

"Potlatch Announces Major Expansion." *Progress-Bulletin*, 3 January 1957.

"Potlatch has Record Earnings." *Progress-Bulletin*, 20 April 1978, 29.

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"Potlatch Sales Force Occupies Larger Office." *Progress-Bulletin*, 14 July 1958.

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### **Maps / Aerial Photographs**

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## **8. Preparers' Qualifications**

This HRIER was prepared under the general direction of Christopher D. McMorris (M.S., Historic Preservation, Columbia University, New York), a partner at JRP with 17 years of experience conducting these types of studies. Mr. McMorris provided overall project direction and guidance, and reviewed and edited this report. Based on his level of experience and education, Mr. McMorris qualifies as both an architectural historian and historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP Staff Architectural Historian Joseph Freeman (M.A., History, University of California, Riverside) was the lead historian for this project. Mr. Freeman conducted fieldwork and research, wrote the contextual statement and property evaluations, prepared this HRIER, and helped prepare the DPR 523 forms. Mr. Freeman qualifies as an architectural historian and historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Research Assistant Matthew Walker (M.A., Public History, California State University, Sacramento) assisted in fieldwork, research, and preparation of the DPR 523 forms and this HRIER.

## **Attachment A - Figures**



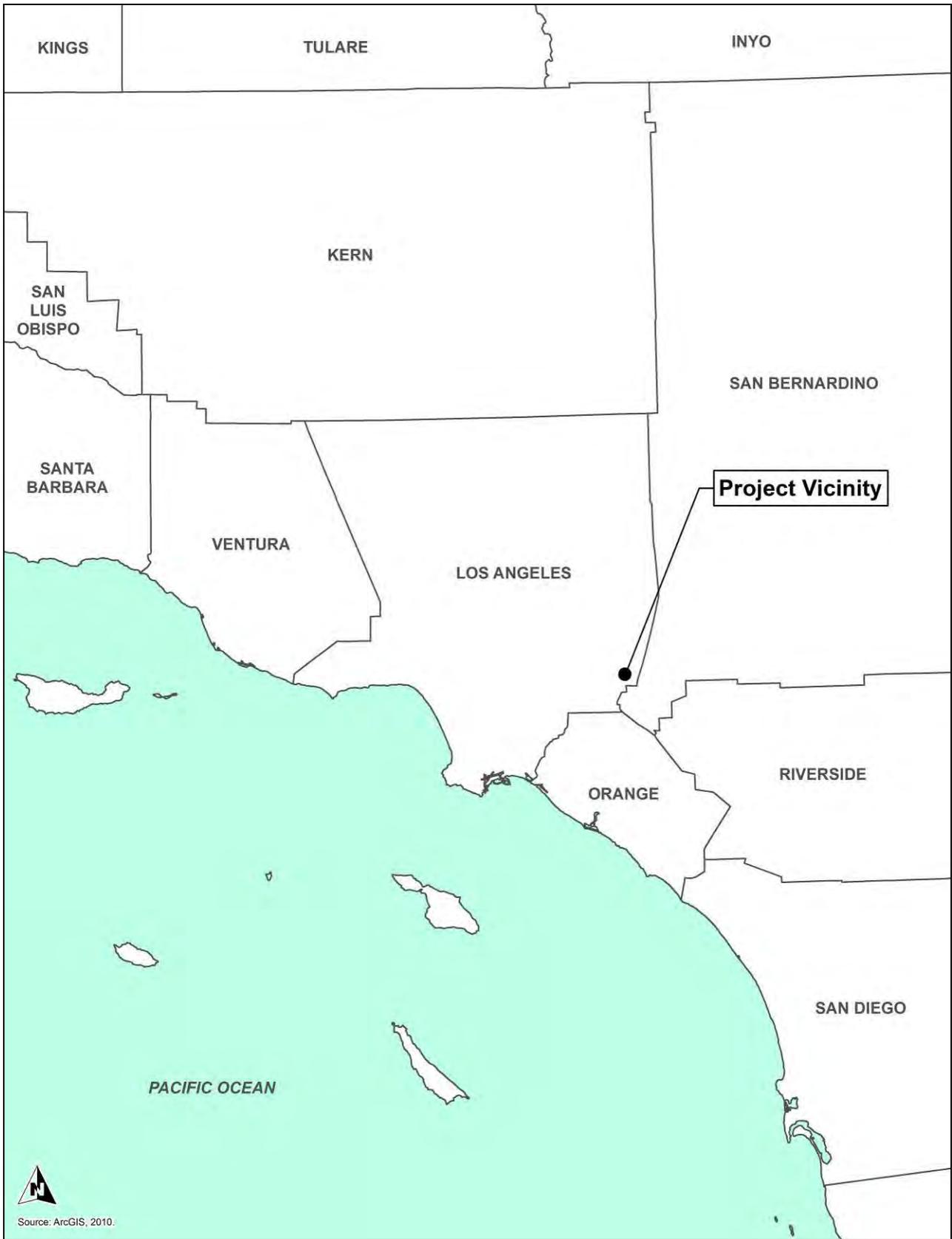
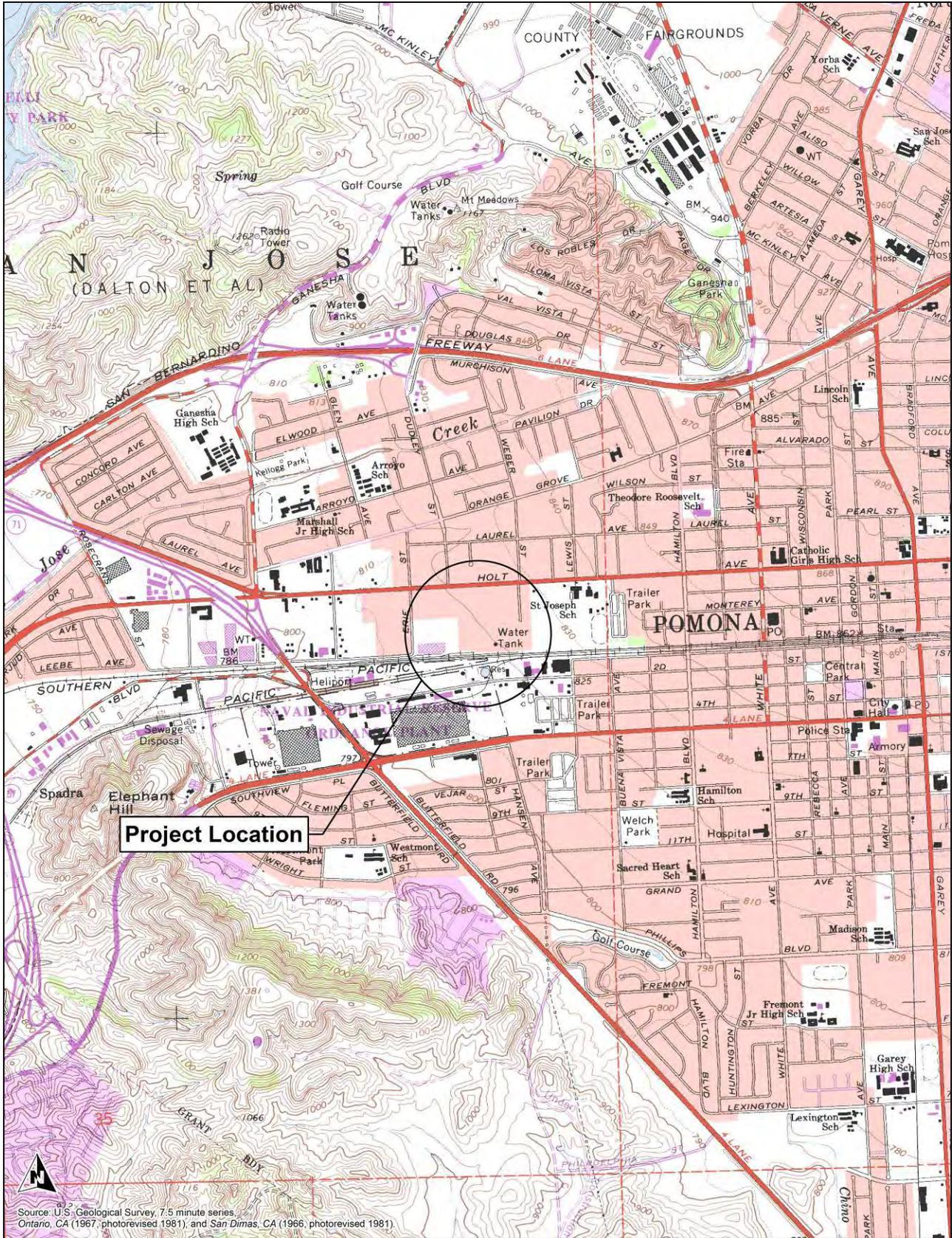


Figure 1. Project Vicinity



Source: U.S. Geological Survey, 7.5 minute series, Ontario, CA (1967, photorevised 1981), and San Dimas, CA (1966, photorevised 1981)

Figure 2. Project Location

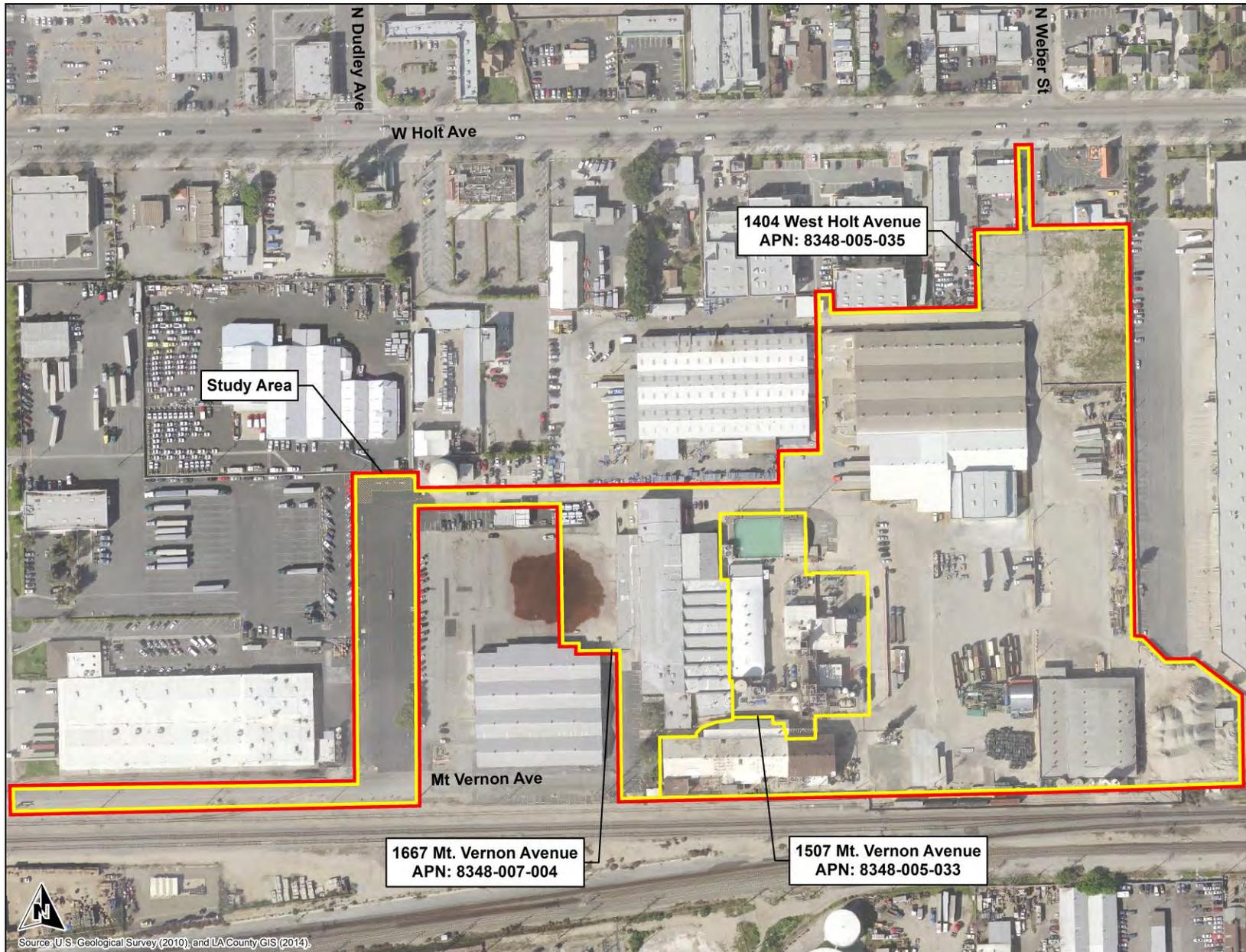


Figure 3. Project Study Area



**Attachment B - DPR 523 Forms**



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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

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Resource Name or # (Assigned by recorder) 1507 Mt. Vernon Avenue

**P1. Other Identifier:** 1507 Mt. Vernon Avenue

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

**\*a. County** Los Angeles

**\*b. USGS 7.5' Quad** San Dimas **Date** 1966, photorevised 1972 T \_\_\_\_; R \_\_\_\_; Sec \_\_\_\_; \_\_\_\_ B.M.

c. Address 1507 Mt. Vernon Avenue City Pomona Zip 91768

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_; \_\_\_\_mE/ \_\_\_\_mN

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

Assessor Parcel Number (APN): 8348-005-033

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

This form documents the property at 1507 Mt. Vernon Avenue located in a mixed industrial-commercial-residential area of west downtown Pomona, just north of the Union Pacific Railroad (UPRR) tracks (see **Location Map** on Continuation Sheet). The property is currently listed in Los Angeles County Assessor records with the address 100 Erie Street, which was used by previous owners. The address used on this form – 1507 Mt. Vernon Avenue – is currently used as the physical and mailing address by the property owners. The 1.91-acre property contains three industrial buildings, a cogeneration power facility, a water reservoir, and one small support building as well as miscellaneous movable containers and storage tanks (**Photograph 1; Site Map** on Continuation Sheet). The site, which includes paved parking areas and driveways, is accessed by a private road shared by several of the surrounding properties that extends north from Mt. Vernon Avenue. The primary buildings are referred to as Buildings 1-3 based on the numbering system used by AltaGas Pomona Energy Inc., the owner of this property. Buildings 1 and 2 are modern concrete buildings added in 1984-85 and are attached to a large, steel-framed structure that supports the site's cogenerating power facility (**Photograph 2-3**). (See Continuation Sheet.)

**\*P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building

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

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



**P5b. Description of Photo:** (View, date, accession #) **Photograph 1. 1507 Mt. Vernon Avenue, camera facing southwest, 11/17/2015**

**\*P6. Date Constructed/Age and Sources:**

Historic  Prehistoric  Both

Circa 1929 / 1932 / 1984-85 (Progress-Bulletin, 21 August 1986 and 18 January 1986)

**\*P7. Owner and Address:**

AltaGas Pomona Energy Inc.

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

Joseph Freeman & Matt Walker  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

**\*P9. Date Recorded:** November 17, 2015

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

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, Historic Resources Inventory and Evaluation Report for AltaGas San Gabriel Cogeneration Facility Project, Pomona, Los Angeles County, 2016.

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

B1. Historic Name: California Fruit Wrapping Paper Mills, Inc.

B2. Common Name: AltaGas San Gabriel Cogeneration Facility

B3. Original Use: Industrial B4. Present Use: Industrial / Utility

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Reservoir and pump house constructed ca. 1929; Building 3 constructed 1932; Buildings 1 and 2 and Cogeneration plant constructed 1984-85; pump house wood-frame addition constructed circa 1966; machine shop attached to south end of Building 3 constructed between 1929 and 1940 and demolished 2008-2009; pipe shed attached to east end of Building 3 constructed by 1946 and demolished 1980-1994; pulp storage building constructed east of Building 3 1929-1940 and demolished between 1980 and 1985; modern coat of smooth stucco added to Building 3 at an unknown date.

\*B7. Moved?  No  Yes  Unknown Date: n/a Original Location: n/a

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Industrial Development / Citrus Industry Area Pomona

Period of Significance n/a Property Type Industrial Plant Applicable Criteria n/a

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

This survey and evaluation concludes that the buildings and structures at 1507 Mt. Vernon Avenue do not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). They also do not appear eligible for listing in the NRHP or CRHR as contributors to a potential historic district. This buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and are not historical resources for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: \_\_\_\_\_

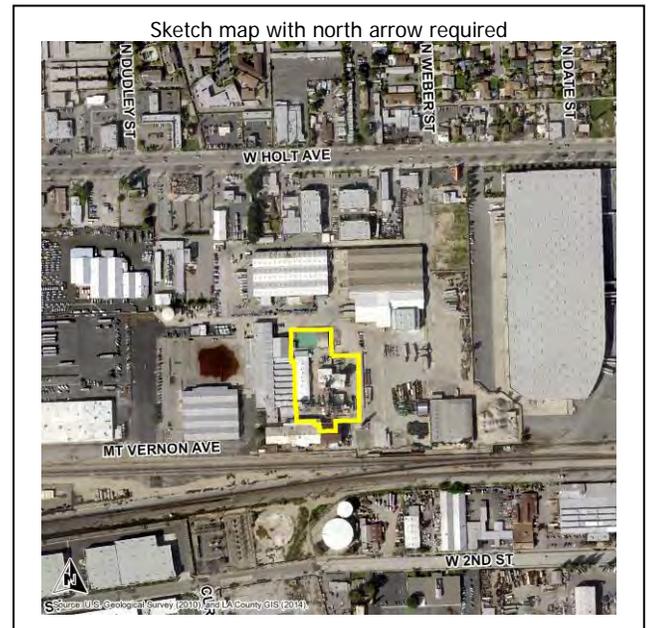
\*B12. References: Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988); William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, California: Windsor Publications, Inc., 1990); Sanborn Fire Insurance Maps, various years; and see B10 footnotes for additional references.)

B13. Remarks:

\*B14. Evaluator: Joseph Freeman

\*Date of Evaluation: November 2015

(This space reserved for official comments.)



### **P3a. Description (continued):**

Building 1 is a two-story, L-shaped building with a flat roof with metal coping located near the center of the property. The building serves as the facility's office and control center and is characterized by its exposed concrete walls, rectangular bays with roll up metal doors on its east and west walls, primary glazed metal-frame door entrance sheltered by an awning, and multi-light windows with metal sashes at the east end of the building's south side (**Photograph 4**).

Building 2 is a single-story building with a rectangular footprint, located directly south of Building 1 (**Photograph 5**). The building is defined by its flat roof with metal coping, roll-up metal bay door on the north wall, single metal entry doors, and a large multi-light metal sash window.

Building 3 is a large, single-story industrial building with a rectangular footprint, located along the western perimeter of the parcel (**Photograph 6**). This concrete block building has an irregular barrel, steel truss roof characterized by its slight overhang, insulating foam coating, evenly spaced mushroom vents along its peak, parapet walls on the north, south, and west sides, and slight overhang on its north side (**Photograph 7-8**). The building shares its west wall with the adjacent building at 1667 Mt. Vernon Avenue, but extends slightly north to reveal the west walls concrete block construction. (The property at 1667 Mt. Vernon Avenue is documented on a separate DPR 523 form.) Most visible exterior walls are covered with a modern coat of smooth stucco; the north wall clad features horizontal shiplap. A small section of the concrete block west wall is visible from outside the building; it was added within the past ten years (**Photograph 9**). The east side serves as the building's primary façade and is characterized by three evenly spaced bays with roll-up metal doors; the central and north bays are sheltered by flat roof canopies supported by metal posts (**Photograph 10**). Single metal doors are present beside the south and central bays, and a large louvered metal vent is positioned just above the south door. An additional metal panel door is located on the exposed section of the west wall. Five multi-light metal sash industrial windows are located on the building's north wall.

Directly north of Building 3 is a board-formed concrete reservoir structure surrounded by a raised concrete base (**Photograph 11**). A metal support structure with a barrel roof is located at the east end of the reservoir and a steel-framed pump system is present at its west end (**Photograph 12**). An L-shaped pump house wraps around the southeast corner of the reservoir (**Photograph 13**). The building has a shed roof covered with corrugated metal and exposed rafter tails. The north half of the building is of concrete block construction, while the south half is clad with corrugated metal. Door openings are located on the building's east and south sides. Two fixed windows, one four-light and the other single-light, are present on the building's east side.

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

#### Historic Context

The property at 1507 Mt. Vernon Avenue was initially developed as part of the California Fruit Wrapping Paper Mills which opened in 1926. Founded by brothers Erik and Fritz O. Fernstrom, the property was constructed in the outskirts of Pomona, west of the downtown area. The mill's primary product was chemically treated wrapping papers used to protect citrus fruit while it was shipped to markets across the country. The property continued operation as a paper mill through the twentieth century. The following sections include historic context for the themes relevant to this property, including nineteenth and twentieth Pomona development, agriculture, and industry.

#### *The Pomona Valley from Statehood through Arrival of the Railroads: 1850-1890*

The Pomona Valley was remote and sparsely settled during both the rancho period and the decades immediately following California statehood in 1850. The only established community between Los Angeles and San Bernardino through the 1860s was the town of El Monte. In 1853, San Bernardino County was created out of the eastern portion of Los Angeles County. The new county bisected Pomona Valley, with the future towns of Pomona and Claremont located in Los Angeles County and most other communities to the east in San Bernardino County. During this period, most of the inhabitants of Pomona Valley were farmers and ranchers who lived in small adobes or wood-frame houses that were often separated by hundreds of acres of open land. These grain growers and cattlemen suffered great losses in the flooding of the winter of 1861-1862, a disaster that was intensified by severe droughts that followed in the next two years. The valley's settlers persevered and their

stage stops and general stores eventually developed into named crossroads or small communities, but like much of the valley they did not coalesce into formal towns during this period.<sup>1</sup>

The arrival of the Southern Pacific Railroad (SPRR) in the valley in the mid-1870s fundamentally changed the complexion of the area. The line entered the valley from Los Angeles just west of Pomona and continued eastward through the present-day town of Ontario on its way to Colton to the east of Pomona Valley. The agricultural interests of the greater Los Angeles region understood that the rails offered them access to a nationwide market for their products for the first time. Additionally, the railroad would also bring opportunity to California, especially in terms of immigrants, each of whom was a prospective customer for goods, services, and especially real estate. Starting in the 1870s and continuing particularly in the 1880s, pioneer rancho families and speculative investors began to subdivide the large holdings in the Pomona Valley establishing smaller parcels and town lots to create Pomona, Ontario, and other communities, taking advantage of the infrastructure offered by the new railroad line. SPRR had a monopoly in the valley until the Atchison, Topeka and Santa Fe Railroad (ATSF) constructed a line through the area in the mid-1880s. ATSF established a parallel line running through the valley to the north of the SPRR alignment, and this competition spurred a rate war that further fueled booming land sales and the Southern California economy, in general.<sup>2</sup>

#### *Establishment of Pomona Valley through 1890*

Francisco Palomares, one of the rancho owners in the Pomona and San Gabriel valleys, was instrumental in assuring that the land that eventually became Pomona was served by a railroad. The Mexican government had granted the more than 22,000-acre Rancho San Jose to his father, Ignacio Palomares, and his partner, Ricardo Vejar, in 1837. Vejar helped secure a place for the Pomona site in 1872 when the county and the railroad company signed an agreement allowing for construction of the line. By this time Louis Phillips had acquired much of the former Vejar portion of the rancho, and he granted a right of way for the railroad project during the following year. In early 1874, the first train arrived in Spadra (southwest of Pomona), and Pomona's station was completed in 1875. Several of the Rancho San Jose owners formed a development company, divided about 2,500 acres into town lots and small farms, and filed the map with the county in August of the same year. One of these promoters, nurseryman Solomon Gates, suggested the name "Pomona" for the Roman goddess of fruit.<sup>3</sup>

Because of the railroad station and the organized efforts of local land owners, Pomona survived early hardships of drought and fire and began to enjoy modest growth before the real estate frenzy that spread across much of Southern California in the 1880s. The town was still quite small at this point, ranging between 130 and 300 citizens at the beginning of the decade. The Pomona Land & Water Company (organized in 1882) invested in 12,000 acres of land in and around the newly created town and installed a concrete pipeline to deliver water from San Antonio Canyon. The young farming community benefited greatly from the water system, and after 1885 it could boast of having a SPRR line and a branch line to the ATSF line to the north. Pomona land owners made the best of these improvements, as well as the general prosperity of the 1880s, and Pomona was able to officially incorporate in 1887 with a population of 3,500. The rapid growth and development was greatly hindered in the early 1890s with a nationwide depression and hampered locally by droughts in the mid-1890s, but Pomona still grew more than tenfold during the 1880s and had more than 3,600 inhabitants in 1890.<sup>4</sup>

#### *Development of the City of Pomona from 1890s through 1945*

The booming land schemes and real estate sales in Southern California in the 1880s faded almost as quickly as they had begun and the Pomona Valley found itself with mixed results from this frantic decade. Some towns, like Pomona and Ontario, had done well, while other communities were never more than "paper towns" that existed only in the minds of land speculators and on maps filed with the county recorder. The real estate market was not the only problem, and although it

<sup>1</sup> William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, California: Windsor Publications, Inc., 1990), 17-24; F. P. Brackett, *History of Pomona Valley, California with Biographical Sketches* (Los Angeles: Historic Record Company, 1920), 69-70.

<sup>2</sup> King, *San Gabriel Valley*, 25, 29-30.

<sup>3</sup> Hoffman, *Reports of Land Cases*, Appendix, 54; King, *San Gabriel Valley*, 25-26; W. W. Robinson, *Ranchos Become Cities* (Pasadena: San Pascual Press, 1939), 212-215.

<sup>4</sup> Glen S. Dumke, *The Boom of the Eighties in Southern California* (San Marino, California: Huntington Library, 1944), 104-111; Robinson, *Ranchos Become Cities*, 215-216; King, *San Gabriel Valley*, 29, 33-35; Pomona Land and Water Company, "Map of Pomona and Vicinity, Pomona, Palomares & North Pomona Tracts (1885)," on display at Special Collections, Pomona City Library.

began to settle down over the next few years, there were more tough times ahead as droughts and a nationwide depression in the 1890s kept growth from reaching the heady pace it had in previous years. While Los Angeles County continued to attract new residents—more than 60,000 settled there between 1890 and 1900—a scant 3,000 people settled in San Bernardino County during that time. Situated on the border of the two counties, Pomona’s population increased by about 50 percent during this period.<sup>5</sup>

Additional railroad lines and continuing waves of immigrants, mostly from other parts of the United States, boosted development in Pomona and surrounding areas in Pomona Valley after the turn of the twentieth century. In 1902, the San Pedro, Los Angeles & Salt Lake Railroad (SPLA&SL) constructed a line that closely paralleled the SPRR line. From Pomona it traveled east past La Puente before turning southwest around the Puente Hills and heading west through Montebello. Transportation and related industries remained the dynamic element of change in Pomona Valley. Within a couple decades, freight trains, electric interurbans, and automobiles vied for space and traffic as railroad and highway construction increased in and around Pomona.<sup>6</sup>

The Pomona Valley’s success through the early twentieth century hinged on the growth of its citrus industry, and as the valley’s largest city, Pomona benefited greatly as the industry grew. As early as the 1880s, local farmers realized the benefits of the valley’s warm climate, fertile soil, and long growing season. Grapes and wine became the first product to succeed, but that was quickly replaced with olives as foreign competition increased. The olive industry prospered for about a decade before also faltering in the face of overseas competition. A variety of deciduous fruits were grown next, including peaches, apricots, prunes, apples, pears, and walnuts, but as the value of land increased, farmers focused on the more lucrative citrus fruits. The orange in particular became a favorite throughout the so-called “orange empire” that spread from Redlands in the east to Santa Ana in south and San Fernando Valley in the west.<sup>7</sup>

Pomona was at the heart of the vast “orange empire” and citrus dominated the local economy through the mid twentieth century. The citrus industry spread beyond the orchards as numerous businesses sprang up to support the growing market. Such businesses ranged from massive canning and packing warehouses to irrigation and agricultural supply businesses, including the paper mill that initially developed the property documented on this form. Between 1910 and the 1920s, the Pomona Fruit Growers’ Exchange packing plant, the Pomona Valley Canning Company, and the Brogdex Company of Pomona, among many other companies, opened factories in Pomona. The property recorded on this form was originally developed as part of the California Fruit Wrapping Paper Mills that opened its plant in 1926, supplying the local fruit companies with packaging tissue paper to protect the fruit while shipping throughout the country (see below for a detailed history of the California Fruit Wrapping Paper Mills).<sup>8</sup>

As it became a citrus shipping center, Pomona nearly doubled in size—from a population of over 5,500 to about 10,200—between 1900 and 1910. Despite this success, the industry relied on Southern California’s favorable weather, which did not always cooperate. In 1913, a severe frost and devastating flood wiped out entire orchards. Some were able to take advantage of the devastation, however, as they subdivided their farmland and sold lots for residential development. Three thousand new residents arrived by 1920 and nearly 7,300 people moved to Pomona between 1920 and 1930. One of the newcomers was William Kellogg, the inventor of the corn flake cereal, who bought a ranch in the San Jose Hills near Spadra west of Pomona

<sup>5</sup> Dumke, *Boom of the Eighties*, 259-276; Spencer Crump, *Ride the Big Red Cars: How Trolleys Helped Build Southern California* (Corona Del Mar, California: Trans-Anglo Books, 1977), 248-249.

<sup>6</sup> Henry Rueger, “Rueger’s Township and Sectional map of Los Angeles County and Vicinity,” compiled 1907 (1909); Crump, *Ride the Big Red Cars*, 226-230; King, *San Gabriel Valley*, 45-47.

<sup>7</sup> Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 73-76.

<sup>8</sup> VEJ Pomona 8, LP, “Pomona Packing Plant: History,” online at <http://www.pomonapackingplant.com/#!history/ctzx> accessed November 2015; J. C. Barthel, “Map Showing Cities of Pomona, Claremont and Lordsburg, Cal.” (S.I.: Pomona Progress, 1910); Sanborn Fire Insurance Company, “Pomona, Los Angeles County, Cal.,” (February 1887; April 1888; March 1895; September 1906; January 1911; June 1928; February 1938; 1928 revised through September 1950); USGS, “Ontario, Calif.” *7.5 Minute Series Topographic* (Washington, D.C.: GPO, 1954); King, *San Gabriel Valley*, 51-53; Pomona City Directories, various years, 1898 through 1990, Pomona City Library; King, *Pomona: The Citrus Empire*, 79; Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 95.

to raise Arabian horses. The state later acquired the ranch and established California State Polytechnic College, Kellogg-Voorhis (later renamed California State Polytechnic University, Pomona, or simply Cal Poly Pomona).<sup>9</sup>

As Pomona's population grew in the early twentieth century, commercial, civic, and industrial development expanded. A new armory building for the National Guard opened in Pomona. Social and political clubs sprang up, erecting new buildings in the downtown core. And as the citrus industry continued to grow, shipping more than 25 million boxes of fruit by the mid 1920s, the city made efforts to regulate problematic elements of the industry for the benefit of the community. Following the 1913 freeze, many orchards used heaters that burned oil to avoid crop damage. The heaters, however, released a thick smudge that fell on houses, clotheslines, cars, and anything that happened to have been left outdoors. The city elected a mayor running on an anti-smudge campaign, and passed an ordinance reducing the use of such heaters. Further helping the local economy, local community and agriculture leaders founded the Los Angeles County Fair in Pomona in the early 1920s. The site they chose for the fair was located just northwest of downtown Pomona, at the heart of the county's agricultural industry.<sup>10</sup>

Despite the far-reaching economic developments of the early twentieth century in and around Pomona, the area remained relatively rural for several decades more. Through the 1930s and World War II (ending in 1945), valley towns like Pomona, Ontario, and Chino were distinct communities surrounded by open fields and orchards. As noted below, the California Fruit Wrapping Paper Mills was situated well west of the main built-up area of Pomona when it developed and grew in the 1920s and 1930s.

#### *Development of the City of Pomona from 1945 through the Present*

After World War II and during the latter half of the twentieth century, Pomona and the surrounding valley were transformed by shifts in the Southern California transportation systems and overall economic trends of the period. The Arroyo Seco Parkway opened in late 1940 and was the first freeway on the West Coast. This freeway connected Los Angeles with the San Gabriel Valley and opened the way for development of future freeways and the suburbanization that followed. In the 1950s, the Pomona Valley was directly linked to Los Angeles by the San Bernardino Freeway (now Interstate 10). The new preference for freeways and personal automobiles meant the end of the interurban railway system, with Pacific Electric service ending most valley towns in the 1940s. The population expansion spurred by economic growth stemming from industrial development during World War II, especially in the aerospace industry, continued on after the end of the war in 1945 and continued to feed real estate and infrastructure development throughout Southern California. Often referred to as the "freeway age," the thirty years following the war were marked by increasing residential, commercial, and industrial development on former agricultural land. The hallmark of development in Southern California (and throughout the country) after the World War II was the rapid proliferation of suburban tract homes, and the Pomona Valley was a typical example of this phenomenon. By mid century Pomona had become a small city growing from a population of 10,000 in the early part of the century to 35,157 inhabitants in 1950.<sup>11</sup>

Pomona was still surrounded by citrus orchards at the end of World War II, but cold winters in 1948 and 1949—which destroyed between 25 and 45 percent of the citrus crop—hastened the decline of the citrus industry in the area and soon suburbs expanded in all directions. While many of the orchards and related businesses—including large packing plants that once dominated Pomona's industrial economy—shut down during the 1950s, Pomona Valley experienced rapid growth in population related to the booming postwar economy. Pomona's population doubled in the 1950s.<sup>12</sup>

In place of the declining agriculture-related industrial plants, Pomona encouraged new employers to relocate to its city with varying success. City leaders wanted to replace the large packing plants and other industrial companies that tended to employ hundreds of workers. They sought to attract other industrial employers by highlighting the city's proximity to major transportation corridors. The SPRR ran directly through town, while Interstate 10 ran to the north. Further aiding this development, the Pomona Freeway (now State Route 60), was opened in 1964 passing to the south of city's downtown

<sup>9</sup> Crump, *Ride the Big Red Cars*, 248-249; King, *San Gabriel Valley*, 51-53, 76-77.

<sup>10</sup> King, *San Gabriel Valley*, 77, 79

<sup>11</sup> King, *San Gabriel Valley*, 61-69, 79; Crump, *Ride the Big Red Cars*, 203-231; Swain, *The Historical Volume*, 94-96.

<sup>12</sup> King, *San Gabriel Valley*, 87-89; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 94-95.

region. The areas just north and south of the railroads east and west of downtown Pomona were heavily influenced by this development, turning into primarily industrial zoned neighborhoods. Major companies like General Dynamics, Wayne Manufacturing, and American Brake Shoe opened large industrial plants in Pomona in the decades after World War II. Unlike in the decades preceding the war, these postwar industrial properties were not dependent on a single industry, but rather represented a vast array of industries. Other large local employers either opened or expanded immediately after the war. The Los Angeles Fair resumed operation after its wartime closure, Mt. San Antonia Junior College began serving the local communities, and California State Polytechnic University, Pomona began a substantial expansion program becoming a prominent educational institution in the region.<sup>13</sup>

During the last quarter of the twentieth century, Pomona and surrounding communities continued to experience population growth and expanded services as residents were generally split between those who commuted to other communities and those who found employment in Pomona. Pomona's geography proved vital to its continued growth through the end of the century. As Southern California sprawl continued its eastward trend, the Inland Empire—which encompasses the area surrounding the cities of Riverside and San Bernardino—grew substantially with new residential and industrial development. Pomona's central location—between Los Angeles, Orange County, and the rapidly growing Inland Empire—spurred residential and commercial growth in and around the city. A 570-unit Pomona Town Center residential complex as well as new neighborhoods on the city's outskirts, helped maintain a moderate population growth of about 40,000 between 1970 and 1990.<sup>14</sup>

#### *California Fruit Wrapping Paper Mills*

The property at 1507 Mt. Vernon Avenue was initially developed as part of the California Fruit Wrapping Paper Mills which opened in 1926 and was founded by brothers Erik and Fritz O. Fernstrom. Only Building 3, the water reservoir and pump house were constructed during the operation of the California Fruit Wrapping Paper Mills. Buildings 1 and 2 and the cogeneration facility were developed by later owners of the property.<sup>15</sup>

Natives of Sweden, the Fernstroms combined their different backgrounds—Fritz was a banker and Erik founded a paper products exporting company—to establish the successful paper mill in the outskirts of Pomona. The idea for the paper mill was Erik's, who in the early 1920s recognized an increased demand from Southern California for fruit wrapping papers. The papers, which were treated with mold-resistant chemicals, were used to help safely transport fruit from local packing plant to retailers across the country. Construction of the California Fruit Wrapping Paper Mills in Pomona started in June 1926 and the first paper shipped from the mill four months later. With one Swedish-made papermaking machine, the plant employed 39 men in the first year. In part because the machines were so complicated and hard to stop and start, the mill ran 24 hours a day, 7 days a week. Fritz assumed the role of manager at the paper mill shortly after it opened while Erik returned to Sweden where he resumed management of his paper product exporting company. Initially, the paper pulp arrived at the mill from Sweden, but as the lumber industry in the western United States grew, the Fernstroms purchased pulp more locally.<sup>16</sup>

The mill started out with a small collection of buildings (**Figure 1**), none of which are present on the property at 1507 Mt. Vernon Avenue, although some are extant on adjacent properties. Running along the south end of the California Fruit Wrapping Paper Mills site was a one- and two-story steel-frame warehouse and manufacturing building that housed the large papermaking machine, stored paper and pulp, and mixed pulp (this building is extant at 1404 West Holt Avenue, south of 1507 Mt. Vernon Avenue). Attached to this building on the south side was the small, one-engine boiler room used to produce the steam that powered the plant's machines. Two small buildings—an office and a storage building—were located near the southwest corner of the property, and a 50,000-gallon water tank on an 80-foot-tall steel tower was located near the east end

<sup>13</sup> Gruen and Associates, "Civic-Recreational-Industrial Project No. 1: City of Industry," (1971), 2-10; King, *San Gabriel Valley*, 79, 87; Swain, *The Historical Volume*, 108-113; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 95-96.

<sup>14</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 121-122.

<sup>15</sup> Some buildings originally developed as part of the California Fruit Wrapping Paper Mills are now located on other properties, including two properties recorded on separate DPR 523 forms for the project cited in P11. The property at 1404 West Holt Avenue is located east and south of 1507 Mt. Vernon Avenue while the property at 1667 Mt. Vernon Avenue is located to the west.

<sup>16</sup> "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8.

(these buildings and water tank are not extant). The site also included a small pump house that was located near the southeast corner and a parking canopy near the center of the lot (not extant).<sup>17</sup>

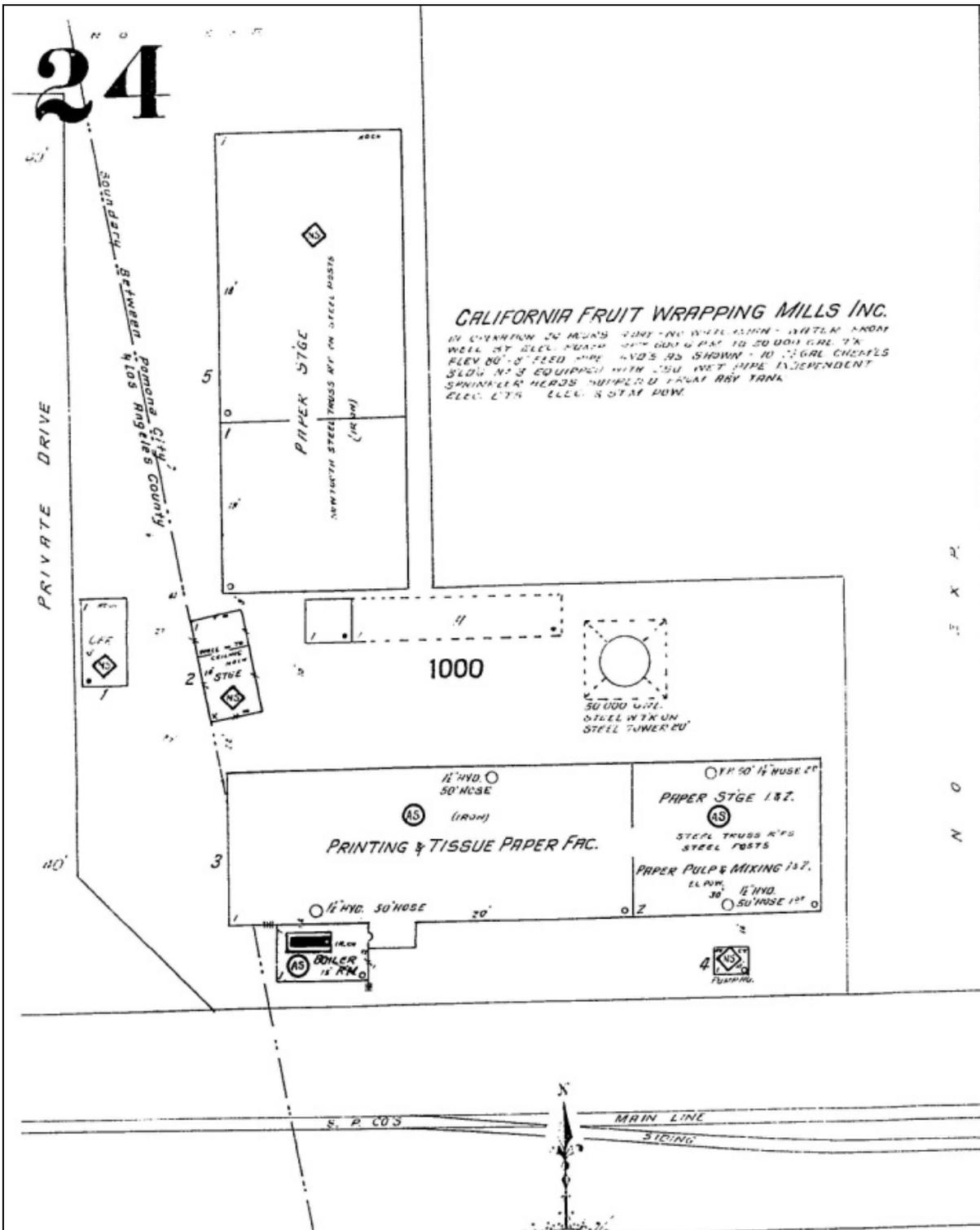


**Figure 1.** California Fruit Wrapping Paper Mills in 1927 shortly after opening. Shown is the original mill building (which is extant at 1404 West Holt Avenue) with boiler room on left and water tank (not extant) in background. (Courtesy of Pomona Public Library, Special Collections)

The mill found early success and the Fernstroms installed a second papermaking machine that went into production in 1929. This appears to have coincided with the construction of a second steel-frame warehouse that featured a sawtooth roof and metal siding; it was used for paper storage and was in place by 1928 (extant at 1667 Mt. Vernon Avenue, west of 1507 Mt. Vernon Avenue) (**Figure 2**). Around this time, the company built an 800,000-gallon concrete water reservoir (reservoir recorded on this form) to supply water for the milling process and an associated concrete pump house (pump house recorded on this form) near the southeast corner of the reservoir (**Figure 3**). In 1932, the company built a new concrete block paper storage warehouse with a steel truss roof (Building 3 recorded on this form) attached to the east side of the sawtooth warehouse. With the new papermaking machine, the plant doubled its production to about 6,000 tons of paper per year, most of it in the form of fruit wrapping paper. During the 1930s, the company began to diversify its output to include other products, but fruit wrapping paper remained the mill's most important and profitable product.<sup>18</sup>

<sup>17</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928); [California Fruit Wrapping Paper Mills photograph], [1927], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library; "Calif Fruit Wrapping Mills, Pomona 3/1927, Citrus Fruit Industry – Calif.," 1927, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

<sup>18</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928, 1950); "California Fruit Wrapping Mills, Inc.," [advertisement] *The Progress-Bulletin*, 13 January 1931; "California Fruit Wrapping Mills, Inc.," *The Progress-Bulletin*, 20 January 1936, 6; "Obituaries: Erik Fernstrom," *Progress-Bulletin*, 21 August 1986, 4; "Airview of the Calif. Fruit Wrapping Mills, Pomona, Calif., [ca. 1929], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.



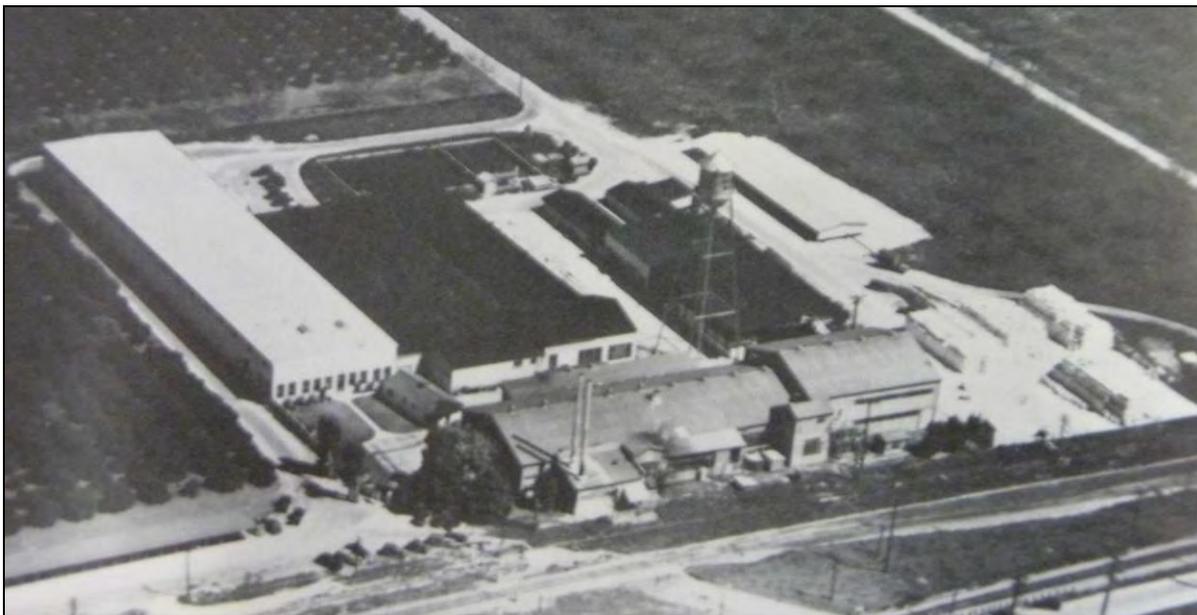
**Figure 2.** California Fruit Wrapping Paper Mills as depicted in 1928 by the Sanborn Fire Insurance Company map of Pomona. At the time, the property included the original mill building (extant at 1404 West Holt Avenue) and a paper storage building (extant at 1667 Mt. Vernon Avenue). In addition the site included a 50,000-gallon water tank, pump house, office, storage building, and garage (none are extant).



**Figure 3.** California Fruit Wrapping Paper Mills in about 1929 with the construction of the water reservoir (lower left) underway. (Courtesy of Pomona Public Library, Special Collections)

Despite the Depression of the 1930s the California Fruit Wrapping Paper Mills continued to expand as the fruit industry remained strong. By mid decade, the company had 225 employees and was considered one of the most important industrial plants in the Pomona Valley. With this success, the company added a new steel-frame warehouse in 1935 that measured 26,250 square feet (extant at 1667 Mt. Vernon Avenue, west of 1507 Mt. Vernon Avenue). Most of it was used for storage and administrative offices, while a portion on the north end was leased to a wax-paper manufacturing company based in New Jersey. Sometime during this period two storage buildings were constructed parallel to the existing storage warehouses (neither are extant) (**Figure 4**). It should be noted that one of the storage facilities, a partially enclosed pulp and miscellaneous storage warehouse, was located at the current site of Buildings 1 and 2 and the cogeneration facility at 1507 Mt. Vernon Avenue (**Figure 5**). Possibly reflecting an expansion in the type of paper products the mill manufactured, the Fernstroms renamed the company Fernstrom Paper Mills Inc., in 1940. Nonetheless, most of the products remained tissue-grade wrapping paper for fruit packaging.<sup>19</sup>

<sup>19</sup> “California Fruit Wrapping Mills, Inc.,” *The Progress-Bulletin*, 20 January 1936, 6; “Obituaries: Erik Fernstrom,” *Progress-Bulletin*, 21 August 1986, 4.



**Figure 4.** An undated photograph of the Fernstrom Paper mills, ca. 1940, after the expansion of the 1930s.<sup>20</sup>

With the success of nearly twenty years behind them, the Fernstroms began planning more than \$300,000 worth of expansions and upgrades in the waning years of World War II. Equipment exceeding \$115,000 was to be installed in 1944 and 1945 followed by a second phase of development in anticipation of increased postwar business. As expected, the post-World War II period proved successful for the company as it built new facilities and added a third papermaking machine. In 1947, construction began on a new \$420,000 manufacturing facility to house a 500-ton \$400,000 papermaking machine, the plant's third. Located on the east end of the property, the one- and two-story building featured steel-framing, cement-asbestos walls and a flat roof (not extant). With a capacity to produce 50 tons of paper a day, the new machine was expected to double the plant's output. In 1947, the wax paper manufacturing company that leased part of Fernstroms' property built a new factory east of the Fernstrom plant (extant at 1404 West Holt Avenue, southeast of 1507 Mt. Vernon Avenue). This building was not associated with the Fernstroms' mill. The mill continued its gradual product diversification in the 1940s, as it began selling carbonizing paper, napkins, and other paper products, but fruit wrapping paper remained the company's top product.<sup>21</sup>

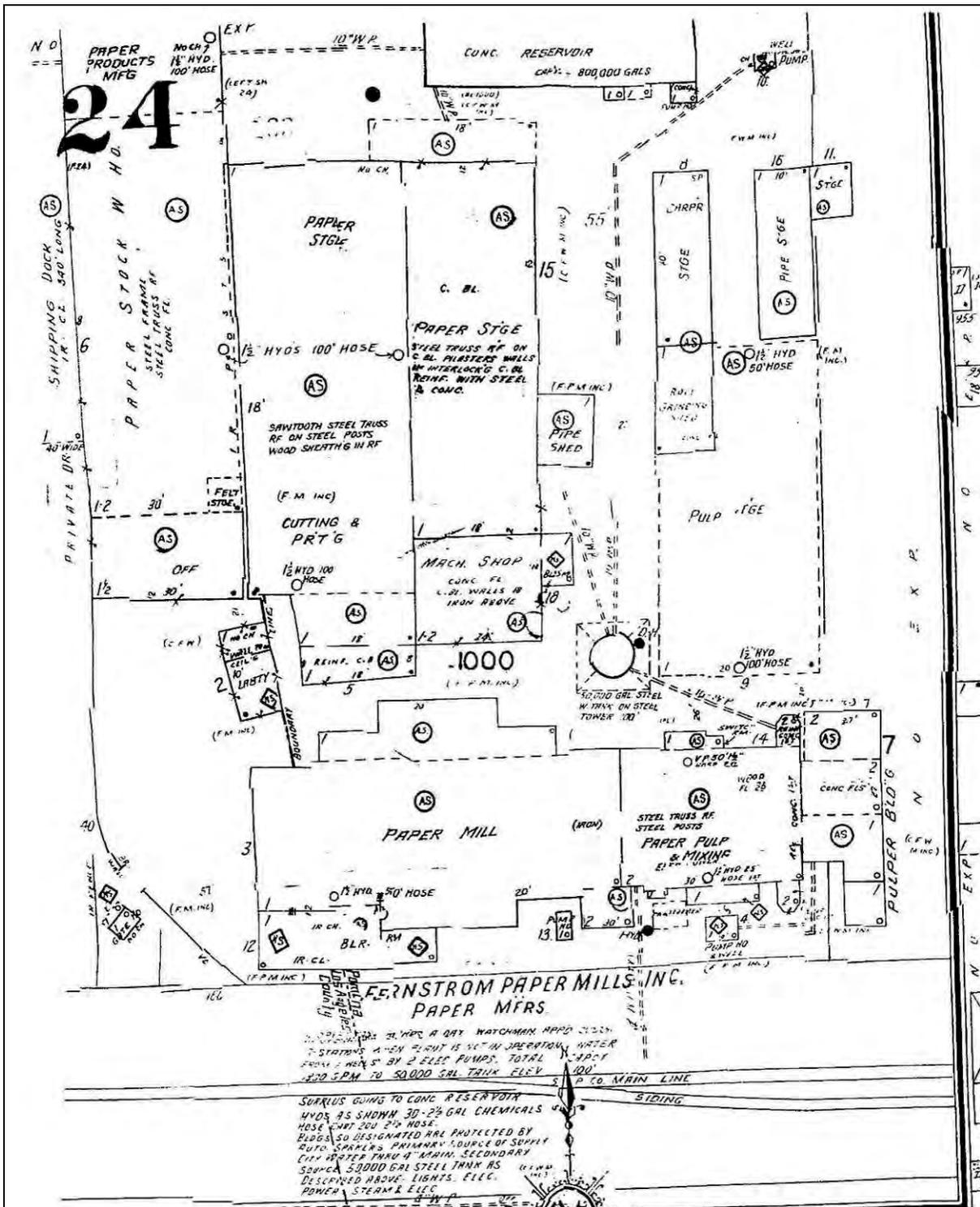
By the early 1950s, as the Fernstrom brothers celebrated 25 years making paper in Pomona, the Fernstrom Paper Mills was an expansive plant that dwarfed its original facilities (**Figure 5** and **Figure 6**). The oldest buildings on the site had expanded and new ones filled the once sparsely populated property. The original warehouse at the south end of the lot had grown to include a larger boiler room, a pulper building, and several new smaller additions. To north, the plant included four large storage warehouses and several smaller miscellaneous storage buildings that had been built over the 25-year history. The plant had facilities for pulp mixing, paper cutting and printing, as well as a machine shop.<sup>22</sup> In 1951, the Fernstroms founded Protecto Products Company, Inc. and built another manufacturing plant and storage warehouse west of the Fernstrom Paper Mills site. This large steel-frame building featured four parallel gable roofs (the building is extant and located outside the study area to the west of 1507 Mt. Vernon Avenue).<sup>23</sup>

<sup>20</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.

<sup>21</sup> "Paper Mill Starting \$300,000 Improvement Project," *Progress-Bulletin*, 19 September 1944, 1; "Expansion Plans for New Mill on Schedule," *Progress-Bulletin*, 8 March 1947; "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8; "Paper Products Plant Construction Begins Monday," *Progress-Bulletin*, 13 September 1947, 1; "Paper Products Building Here Rising Rapidly," *The Progress-Bulletin*, 8 December 1947; HistoricAerials.com, historic aerial images, 1946, 1948, 1953; Lothrop, *Pomona: A Centennial History*, 158.

<sup>22</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1950); HistoricAerials.com, historic aerial images, 1948, 1953; "Fernstrom Paper Mills #2," [photograph], 1951, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

<sup>23</sup> "Protecto Products Plant Ground-Breaking Held," *Progress-Bulletin*, 10 February 1951.



**Figure 5.** California Fruit Wrapping Paper Mills as depicted in 1950 by the Sanborn Fire Insurance Company map of Pomona. Mill buildings located east, west, and north were not included in the Sanborn maps. A machine shop was attached to the south side of Building 3 at 1507 Mt. Vernon Avenue, and a pipe shed was attached to the east. The site also included a partially enclosed pulp and miscellaneous storage where Buildings 1 and 2 and the cogeneration facility at 1507 Mt. Vernon Avenue are not located.



**Figure 6.** By 1951, the Fernstrom Paper Mills had expanded well beyond its original site, and included new storage facilities and a third papermaking machine, located in the long building second from the right. The warehouse on the far right was not associated with the Fernstrom Paper Mills plant, and the building on the far left was used by the Fernstroms' Protecto Products Company. (Courtesy of Pomona Public Library, Special Collections)

Despite the growth of the early 1950s, the Fernstroms' paper mill suffered the consequences of a decline in the local citrus industry. As suburban sprawl replaced the vast orchards, many related businesses dried up. Packing plants throughout Pomona started to close during this period. Furthermore, fruit no longer required wrapping paper as chemical treatments placed directly on the fruit were developed to help stave off mold and bacteria. In 1952, the Fernstroms sold controlling interest of Fernstrom Paper Mills and Protecto Products Company to Potlatch Forests Inc. The new owner had an abundant surplus of wood pulp from its lumber operations in Idaho. One of the company's first tasks was changing the product line away from fruit wrapping paper, which had made up about 50 percent of the Fernstroms' output. Potlatch shifted the mills output to household paper products, such as facial tissue paper, toilet paper, paper plates, napkins, and place mats. The shifts in output did not greatly alter the way the paper mill was operated, and Potlatch retained the majority of the employees. By 1955, Potlatch maintained a staff of 375 employees and kept the plant open 24 hours a day, 7 days a week.<sup>24</sup>

In 1957, Potlatch began a plant expansion to add a new papermaking machine and two 43-ton steam generating boilers. Once finished, the expanded plant was expected to double production and to add 200 new jobs. This expansion included adding a large warehouse building near the northeast corner of the lot (**Figure 7**). The steel-frame building featured three parallel gable roofs and corrugated siding (extant at 1404 West Holt Avenue, northeast of 1507 Mt. Vernon Avenue). Work during this period also included new buildings and additions to older buildings (**Figure 8**) Shortly after its construction, an addition was built connecting it with the manufacturing building to the south that housed the mill's third papermaking machine. This expansion corresponded with a relocation of the company's local sales office from the mill to an office on North Towne Avenue and the addition of a milk carton production plant east of the mill. This new plant appears to be a building located west of the mill site, which according to aerial photographs was constructed in the late 1950s (this building is extant but outside the study area for the project cited in P11). The plant printed and glued cartons before shipping them to dairies.<sup>25</sup>

<sup>24</sup> "Pomona Industry: Potlatch Forests, Inc.," *Pomona Action*, July 1955, 3.

<sup>25</sup> "Paper Plant Begins Major Expansion," *The Progress-Bulletin*, 3 April 1957, 10; "Potlatch Sales Force Occupies Larger Office," *The Progress Bulletin*, 14 July 1958, 16; "Potlatch Announces Major Expansion," *Progress-Bulletin*, 3 January 1957, 1; "Potlatch Milk Carton Plant is Expanded,"



**Figure 7.** Expansion continued under new owners Potlatch Forests Inc., as seen in this 1957 photograph showing the construction of a new warehouse. A year later, the plant added a fourth papermaking machine. (Courtesy of Pomona Public Library, Special Collections)

In the late 1950s and early 1960s, two more large industrial buildings with the same parallel gable design Potlatch used for its 1957 building were constructed in areas surrounding the plant (both buildings are extant and outside the study area for the project cited in P11). While historical records reviewed for this project did not provide information on their use and ownership, it seems likely these buildings were part of the Potlatch operation.<sup>26</sup>

As a result of these numerous expansions, Potlatch claimed annual output of 70,000 tons of paper products by the late 1960s. It employed 625 workers. The company had expanded its product line to include writing and business paper, as well as envelopes. The two newer papermaking machines were refurbished during this period and accounted for 90 percent of the plant's output, while the older two, which were said to be the original units, produced the remaining ten percent, which were dedicated to tissue-grade products.<sup>27</sup>

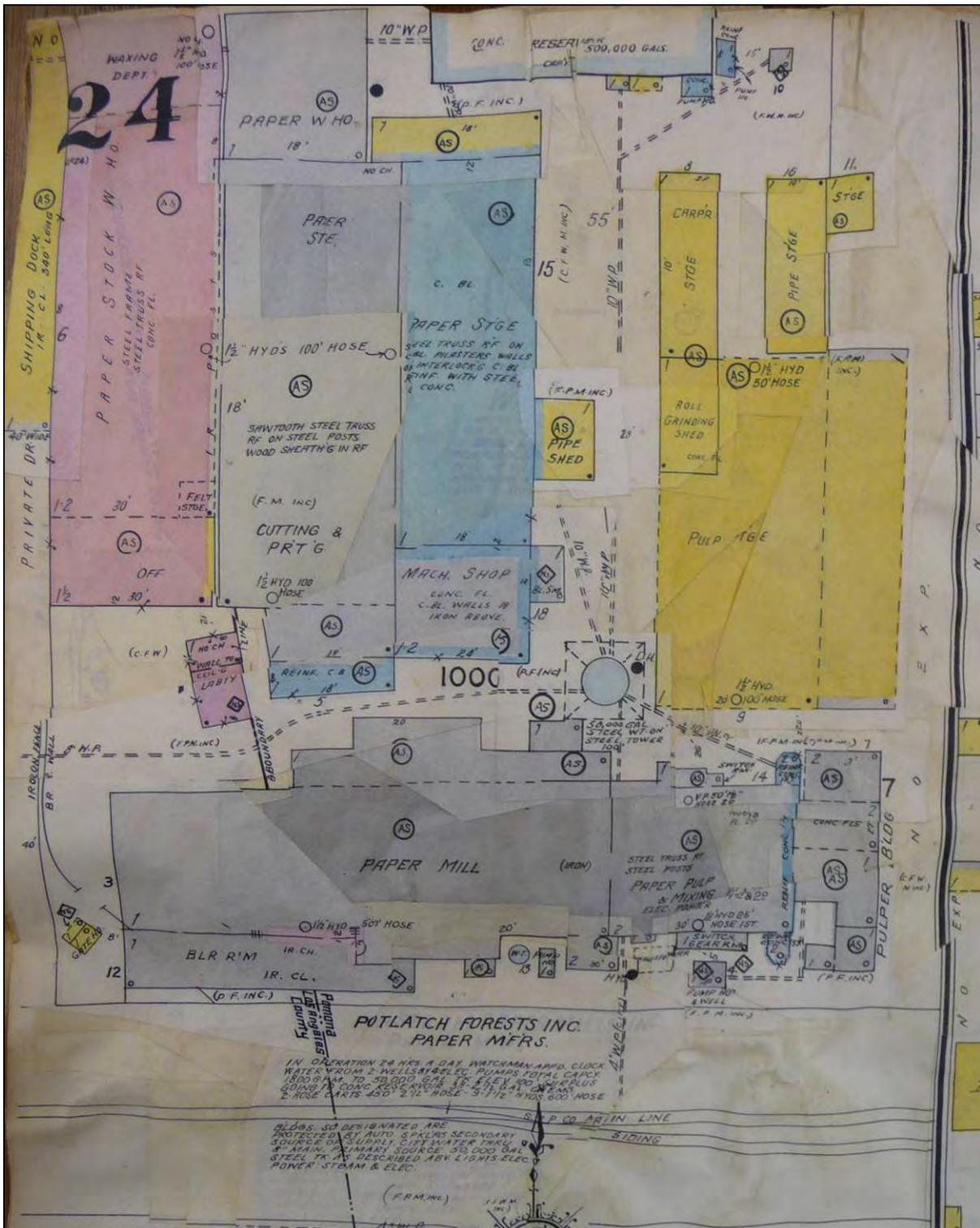
By the late 1970s, as the company boasted record profits, the plant's 600 workers walked off the job in an industry-wide strike over pay raises. More than 8,000 paper mill workers went on strike in July 1978, forcing 18 mills in California, Oregon, and Washington to shutter their doors. As the strike dragged on, Potlatch re-opened part of its Pomona plant with salaried, non-union workers. Because the strike was ongoing, Potlatch had put into operation a new papermaking machine at its Idaho plant and decided to sell the Pomona plant. Simpson Paper Company officially took ownership of the plant in January 1979 and continued negotiations on a new contract. After more than eight months, the mill workers voted to approve a new contract and returned to work in March 1979.<sup>28</sup>

*Progress-Bulletin*, 2 June 1958, 1; HistoricAerials.com, historic aerial images, 1953, 1959; "Potlatch Forests, Inc. #1, PB Print June 3 '57," [photograph], 1957, Potlatch Forests Inc. #1 vertical file, Special Collections, Pomona Public Library.

<sup>26</sup> HistoricAerials.com, historic aerial images, 1959, 1964.

<sup>27</sup> "Paper for Everybody," *Progress-Bulletin*, 8 July 1967, 17.

<sup>28</sup> "Potlatch has Record Earnings," *Progress-Bulletin*, 20 April 1978, 29; "600 Strike at Potlatch in Pomona," *Progress-Bulletin*, 21 July 1978, 1; "No Settlement Near in Long Potlatch Strike," *Progress-Bulletin*, 3 November 1978, 13; "Pomona Paper Workers Accept New Settlement," *Progress-Bulletin*, 1 March 1979, 1; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.



**Figure 8.** Potlatch Forests' paper mill as depicted by Sanborn Fire Insurance Map in 1962. Each of the buildings featured additions and major expansions that had been added piecemeal since the plant opened more than six decades before.

Simpson made substantial changes to the plant in the more than 20 years it owned the property. As part of a multi-million dollar improvement and upgrade program, the company built a \$22 million cogeneration plant in 1984-85. The plant created electricity by burning natural gas. Through this process, steam was also created and used at the plant to power the papermaking machines. Electricity not used by the site was sold to Southern California Edison to serve the local community. This marked a trend within Simpson Paper Company, which had already opened cogeneration plants in at least two other mills. In order to construct the cogeneration facility, Simpson Paper Company demolished some of the facilities that were originally located on the property that is now 1507 Mt. Vernon Avenue. These buildings include the water tank and the pulp and miscellaneous storage warehouse.<sup>29</sup>

While it continued to produce a variety of paper products, such as household items, writing and printing paper, starting in the 1990s the paper market began to shrink and sources of wood in the western United States decreased. The Simpson Paper Company responded by contracting its California plant operations starting in 1993. It shut down its Eureka mill leaving more than 260 employees without jobs. In Pomona, the company laid off 175 Pomona workers and shut down some of its papermaking machines. In response to the uncertain market, Simpson announced it would begin producing paper from recycled products. In November 1994, it restarted one of its papermaking machines to convert recycled paper into corrugated cardboard.<sup>30</sup>

The attempt to keep the Pomona paper mill open only lasted for about another decade. The plant was acquired and sold by a couple companies before finally shutting down in 2007. The former paper mill plant is now divided into several legal parcels, only three of which are included in the study area for the project cited in P11. These properties are the AltaGas San Gabriel Cogeneration Facility at 1507 Mt. Vernon Avenue; Allan Company paper recycling plant at 1404 West Holt Avenue; and Superior Duct Fabrication warehouse at 1667 Mt. Vernon Avenue. In recent years, additional buildings were demolished, including a machine shop south of Building 3 and a pipe shed attached to the east side of Building 3.<sup>31</sup>

### *Industrial Architecture*

The properties that comprise the extant buildings of the former California Fruit Wrapping Paper Mills on this property are utilitarian industrial facilities constructed using standard methods of the various periods in which they were constructed. They lack aesthetic qualities that some industrial buildings possess that incorporated modest ornamentation and/or Modern architecture design, and they do not possess innovative engineering that characterized some industrial buildings. As discussed, the California Fruit Wrapping Paper Mills was developed in the 1920s through the 1950s, and it illustrates functional and utilitarian manufacturing design. This fits within the context of engineer-designed late nineteenth century and early twentieth century industrial buildings that were conceived and built to maximize functionality, efficiency, and economy. While some industrial properties of the period included architectural character to aesthetically enhance buildings, such as the brick Brogdex Company plant constructed in 1922 at 1441 West 2<sup>nd</sup> Street in Pomona, the focus of such properties was primarily on the technical and economic aspects of the business for which the property functioned. Industrial buildings often lacked the applied ornamentation, adherence to tradition, and artistic intention practiced by architects at the time for institutional, commercial, residential, and ecclesiastic buildings. While most industrial and manufacturing facilities utilized various functional types of buildings, there were also trends wherein engineers were at the forefront of the development of modern materials and technologies. Responding to demands for larger and more efficient functional industrial spaces and plants, such engineers embraced new building materials and construction methods for their industrial

<sup>29</sup> "Pomona Mill Hailed for Its 'Cogeneration' Energy Use," *Progress-Bulletin*, 18 January 1986; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 159.

<sup>30</sup> "Portion of Pomona Paper Mill Closing," *Daily Bulletin*, 12 December 1992, A1; "Pomona Paper Mill Plans Strategy to Reduce Landfills, Increase Jobs," *Daily Bulletin*, 26 February 1994, C12; "Pomona Mill to Add 40 Jobs," *Daily Bulletin*, 27 October 1994, A20.

<sup>31</sup> "China's Shangdon Tralin Installs Second-Hand PM from USA," *Association of Western Pulp and Paper Workers Union*, 14 July 2008, online at [http://www.awppw.org/index.cfm?zone=/unionactive/view\\_article.cfm&HomeID=94344](http://www.awppw.org/index.cfm?zone=/unionactive/view_article.cfm&HomeID=94344) on 24 November 2015; HistoricAerials.com, historic aerial images, 1972, 1980, 1994, 2002, 2005, 2008, 2009.

designs. Such developments shaped and altered the appearance of industrial buildings. The former California Fruit Wrapping Paper Mills buildings do not illustrate such innovations.<sup>32</sup>

The development of the California Fruit Wrapping Paper Mills property also straddled the rise of Modernism in architecture during the early to mid twentieth century when the shift in building aesthetics affected some industrial facilities. Modern architects sought greater purity of architectural form and function, increasing use of new technologies, materials, and construction methods, and avoiding applied ornament derived from historic architecture. In part, the architectural shift away from historical-based designs came as designers recognized the aesthetic qualities achieved in industrial designs during the late nineteenth century. This recognition was an element in the efforts of Modern design to reconcile the underlying principles of architecture with the progressive transition of contemporary society and culture. Use of the Modern architectural aesthetic in industrial properties dates to the 1910s, 1920s, and 1930s, and some industrial and manufacturing properties illustrated a “total design” that incorporated exterior, interior, and sometimes furnishings into a unified design, bringing an architect’s sense of aesthetics to industrial buildings. Numerous Modern Movement manufacturing plants were constructed in Los Angeles County during the mid-twentieth century, including the Craig Ellwood and Associates designed Xerox Corporation Manufacturing Facility at 800 East Bonita Avenue in Pomona (built in 1967, now demolished). However, most industrial and manufacturing facilities were designed and built using common building types to maximize function and utility, like the California Fruit Wrapping Paper Mills.<sup>33</sup>

### Evaluation

The industrial buildings and cogeneration facility at 1507 Mt. Vernon Avenue are historically associated with a paper mill that started in 1926 as the California Fruit Wrapping Paper Mills. The paper mill was originally a much larger property than the property inventoried on this form. The mill included several of the surrounding parcels. When the mill closed in 2007, the property was subdivided into multiple parcels. Because the individual properties of the former paper mill are located on separate legal parcels owned by different companies, the buildings associated with the former paper mill property are best evaluated as a potential historic district. As such, the former California Fruit Wrapping Paper Mills property has significant associations with the citrus industry in the Pomona Valley under NRHP Criterion A and CRHR Criterion 1. However, the potential historic district and its contributing elements do not possess sufficient historic integrity to the period of significance (1926 to 1952) and thus are not eligible for listing in the NRHP or CRHR. (See integrity discussion below.)

The plant was built and opened in 1926 by brothers Erik and Fritz Fernstrom. For 26 years, until the Fernstroms sold the property in 1952, its primary product was tissue-grade wrapping paper for fruit. Each individual fruit was placed within the chemically treated wrapping paper which helped prevent mold while it traveled to its destination, sometimes thousands of miles away. In this capacity, the California Fruit Wrapping Paper Mills served an important role in the shipment of fresh citrus fruit throughout the United States, providing a crucial service in the Pomona Valley citrus industry, which was not only widely successful, but also the central industry in Pomona’s historical identity and development from the late nineteenth century and through the early and mid twentieth century.

In 1952, the Fernstroms sold the property to an Idaho lumber company known as Potlatch Forests that used it to produce household paper products, such as paper plates and napkins. From 1952 until 2007, it continued in this role making general household and business paper products, but does not appear to have gained significance within the paper products industry nor in the broad industrial development of Pomona during the latter half of the twentieth century. Pomona’s post–World War II industrial development was much more diversified than it was prior to the downturn of the citrus industry, and generally followed trends typical of the region. This development was among numerous factors that helped drive the local economy and does not appear to have been a significant trend within the postwar history of Pomona. Within this context, the Potlatch Forests paper mill was among an array of local industrial properties serving a variety of industries.

<sup>32</sup> Betsy Hunter Bradley, *The Works: the Industrial Architecture of the United States*, (New York: Oxford University Press, 1999) 144-145, 166-170, and 203-221.

<sup>33</sup> Bradley, *The Works: the Industrial Architecture of the United States*, 244-258; *City of Riverside: Modernism Context Statement*, prepared by Christopher A. Joseph & Associates, November 2009, 12-19; PCR Services, DPR 523 Form for International Airport Industrial District, 102<sup>nd</sup> Street / Century Blvd. / 104<sup>th</sup> Street, Los Angeles, CA, in *LAX Specific Plan Amendment Study*, Appendix E, July 2012

The California Fruit Wrapping Paper Mills potential historic district period of significance extends from its opening in 1926 until it was sold in 1952. On the property at 1507 Mt. Vernon Avenue, only Building 3 (originally a paper storage building), the water reservoir, and the pump house date to the period of significance and have association with the California Fruit Wrapping Paper Mills. Buildings 1 and 2, the cogeneration power facility, and the associated storage tanks and moveable containers were added to the property well after the period of significance.

Individually, the buildings on this property do not possess significance with trends or patterns important to history and thus are not individually eligible under NRHP Criterion A or CRHR Criterion 1. While some buildings were more important within the operations of the California Fruit Wrapping Paper Mills than others—such as the buildings that housed the papermaking machines—they ultimately worked integrally with all buildings on the property. Thus the property has potential significance for its linkage and continuity with adjacent parcels that were historically united as the former California Fruit Wrapping Paper Mills, and any importance associated with individual buildings cannot be properly understood separate from the context of the larger property. The cogeneration power facility buildings and structures were built in 1984-85. As buildings not yet 50 years of age, they would need to possess exceptional significance to be considered eligible for listing in the NRHP or CRHR. These buildings do not possess exceptionally significant associations with events or trends important to history.

The buildings on this property are not significant for associations with the lives of persons important to history and thus not eligible under NRHP Criterion B or CRHR Criterion 2. California Fruit Wrapping Paper Mills potential historic district has associations with successful businessmen Erik and Fritz Fernstrom, who owned and operated the paper mill from 1926 until 1952. Despite their business accomplishments, they do not appear to have made important contributions to the papermaking industry or the citrus industry. While recognized in the general community for their success, they did not gain importance within their profession. No other individuals closely associated with the California Fruit Wrapping Paper Mills potential historic district appear to have made demonstrably important contributions to history. Individually, the buildings also do not appear to possess significance—or exceptional significance for the cogeneration power facility—for associations with persons important to history. The individuals associated with Potlatch Forests do not appear to have made gained demonstrably important contributions to their profession.

The industrial buildings at 1507 Mt. Vernon Avenue are not significant under NRHP Criterion C or CRHR Criterion 3 because they do not represent important examples of a type, period, or method of construction, do not possess high artistic value, and are not the work of a master. The buildings are modest examples of utilitarian industrial buildings common to their period of construction. They feature standard utilitarian designs made to meet the basic needs of the paper mill's functions. They lack aesthetic qualities present in some industrial buildings that incorporate modest ornamentation and/or Modern architecture design. They also do not possess innovative engineering that characterized some industrial buildings. The cogeneration power facility is typical of its kind, and does not appear to possess important design or engineering innovations that would be considered exceptionally significant. Likewise, the California Fruit Wrapping Paper Mills potential historic district does not have significance under these criteria. The site was expanded gradually over several decades and the new additions do not appear to have followed an overall planned design. Instead, it appears decisions of the locations and designs of the buildings were based on the needs of the time.

Under NRHP Criterion D and CRHR Criterion 4, this property is not a significant source (or likely source) of important information regarding history. The buildings do not appear to have any likelihood of yielding important information about historic construction materials or technologies. After the paper mill closed down, it appears the original mill machines and equipment were removed from the site.

During the potential period of significance, the Fernstroms continually expanded the California Fruit Wrapping Paper Mills. By the time the property sold in 1952, it consisted of 14 buildings and structures. The mill boundaries included several present-day parcels, including the parcel at 1507 Mt. Vernon Avenue recorded on this form. Of the 14 buildings and structures, six buildings were demolished since 1952, including a partially enclosed pulp and miscellaneous storage warehouse and the site's water tank, both of which would have been on the property that is now 1507 Mt. Vernon Avenue. Other demolished buildings included one of the largest buildings on the site at the time, which would have been located on the property that is now 1404 West Holt Avenue, located immediately east of 1507 Mt. Vernon Avenue. During the period of

significance, that building housed the newest of the plant's three papermaking machines. The other buildings and structures across the entire former California Fruit Wrapping Paper Mills that have been demolished were a second large storage warehouse, a machine shop, and a laboratory which dated to the 1920s.

Many of the eight remaining buildings within the potential California Fruit Wrapping Paper Mills historic district have been altered to varying degrees. On the property that is now 1507 Mt. Vernon Avenue, stucco siding and insulating foam roofing have been applied to Building 3; its freight doors on the east side—the primary entrances to the building—are replacements and one is surrounded by a section of replacement metal siding. A canopy has been added to the concrete water reservoir at the north end of the property, and the small adjacent pump house has been expanded.

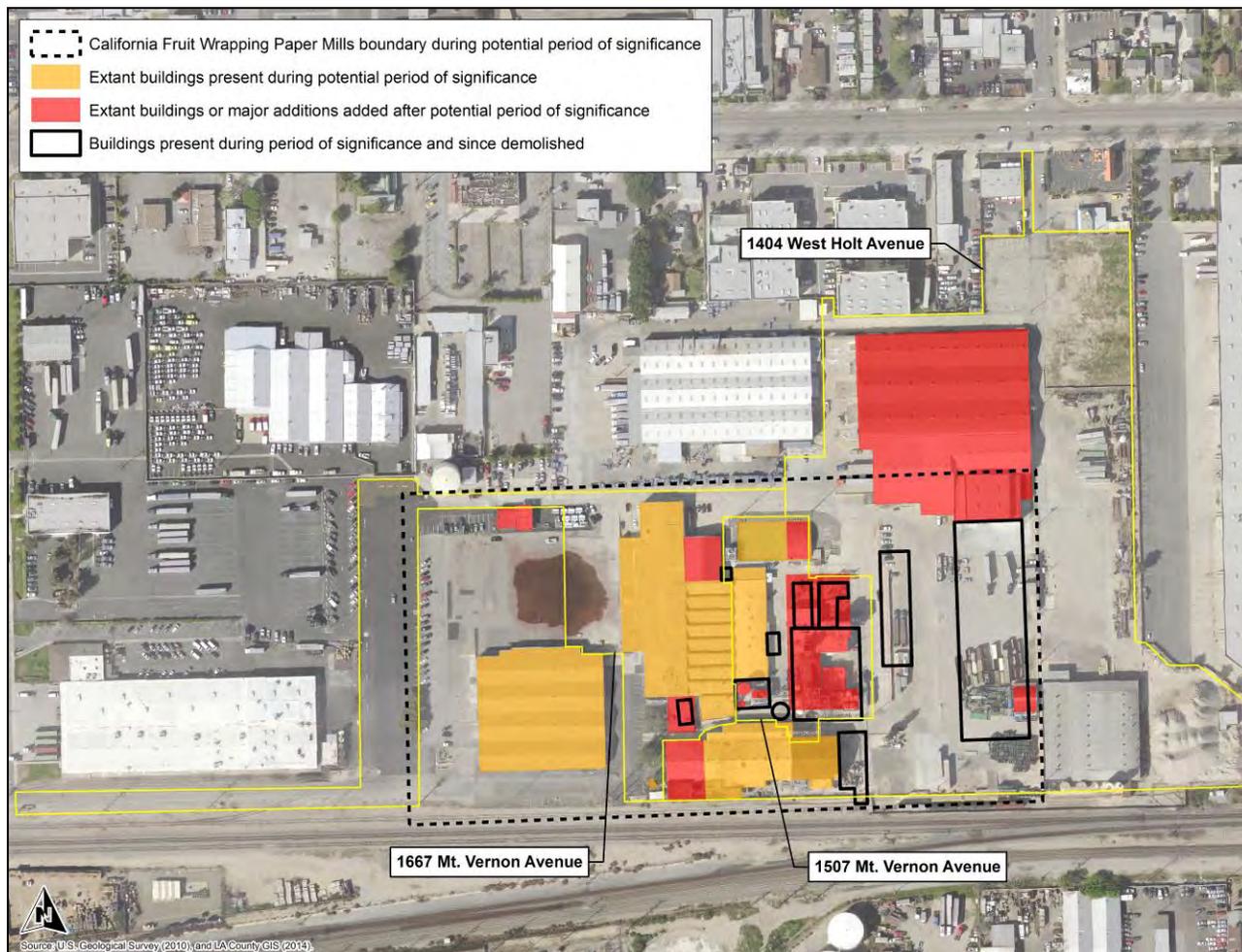
Buildings on the adjacent properties have also been altered. The building that housed the oldest two papermaking machines (now at 1404 West Holt Avenue and recorded on separate DPR 523 form) has undergone the most changes. In the years after 1952, an addition was built on its west side and the boiler room was substantially increased. A one- and two-story section of the building on the east side, that originally functioned as the pulper building, was demolished, as were smaller portions of the building on the south and north sides. Some of the metal siding has been replaced while other sections of siding and roofing have been removed altogether. The most intact buildings appear to be on the adjacent property now at 1667 Mt. Vernon Avenue to the west of the property recorded on this form, and the property now at 1769 Mt. Vernon Avenue farther to the west (1667 Mt. Vernon Avenue is recorded on a separate DPR 523 form; 1769 Mt. Vernon Avenue is outside the study area for the project cited in P11 and not recorded on a DPR 523 form). These buildings include the sawtooth storage building, the two story building to its west, and the steel-frame warehouse with four parallel gable roofs at the west end of the potential California Fruit Wrapping Paper Mills historic district.

The potential historic district also includes several additions constructed after the period of significance. The most substantial addition is the cogeneration facility located on the property at 1507 Mt. Vernon Avenue and recorded on this form. The cogeneration facility includes two concrete buildings and the attached electrical and steam generating plant. This facility includes several large storage tanks, an electrical switch yard, and piping for natural gas. Other additions on adjacent parcels include a gable-roof building north of the sawtooth building and an addition onto the two story building (both at 1667 Mt. Vernon Avenue). Some buildings constructed since 1952 encroach into the original plant boundaries from the northeast and northwest.

The numerous alterations made to the former California Fruit Wrapping Paper Mills substantially diminish the historic integrity of not only multiple individual buildings, but also to the overall potential historic district. Six buildings and structures of the former California Fruit Wrapping Paper Mills property have been demolished, which diminishes the potential historic district's integrity of design, materials, and workmanship. Furthermore, several of the buildings that would contribute to the historic district, including Building 3 recorded on this form, have lost integrity of design, materials, and workmanship because of alterations. This loss to the individual buildings has diminished the historic integrity of design, materials, and workmanship because of alterations made to those buildings since 1952.

The buildings and the potential historic district retain integrity of location, but integrity of setting of the buildings and the potential historic district has diminished. During the period of significance, the property was generally surrounded by orchards. In the ensuing decades, those orchards have been replaced with large industrial, light industrial, and commercial properties. The immediate setting of the remaining buildings within the potential historic district that date to the period of significance has also been diminished by the addition of newer buildings / structures, including the cogeneration facility recorded on this form and building additions on adjacent properties.

The integrity of feeling is diminished for the individual buildings and potential historic district because of additions to the property, changes to the function of the buildings, and subdivision of the property after the mill shut down. In particular, the height of the modern cogeneration facility overshadows the surrounding buildings. All of the buildings and the potential historic district have lost integrity of association after the paper mill closed in 2007 and the property was subdivided. The following graphic illustrates the major changes to the potential California Fruit Wrapping Paper Mills historic district after the period of significance, including demolished buildings and major additions.

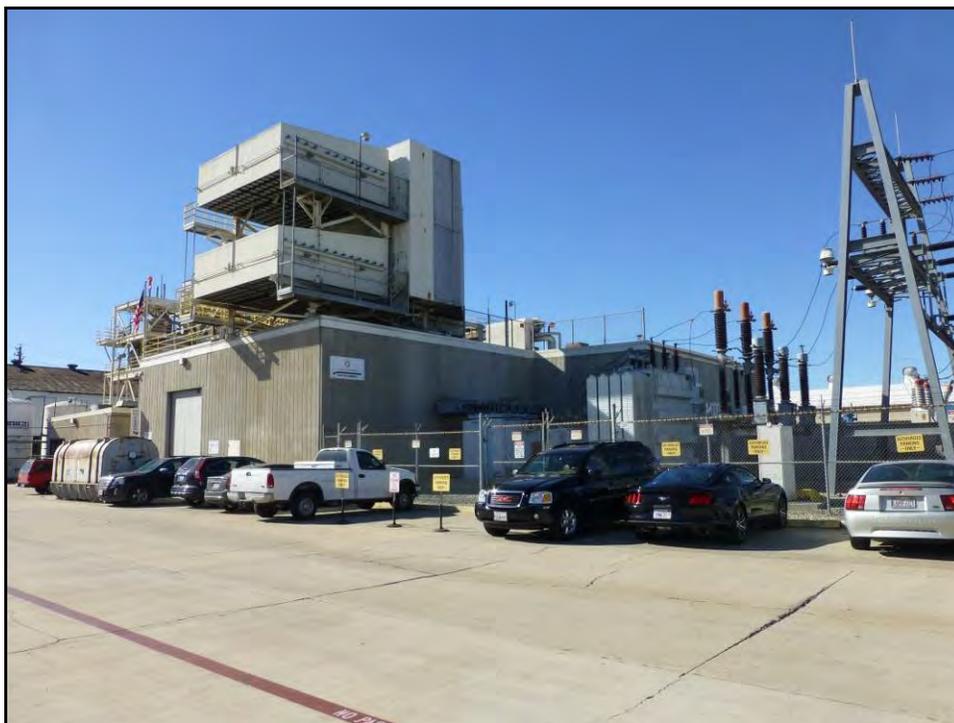


**Figure 9.** Illustration shows major alterations after potential period of significance (1926-1952). 1507 Mt. Vernon Avenue and the other two properties recorded for the project cited in P11 are outlined in yellow. The buildings at the far left (one large building highlighted in orange and one small highlighted in red) are on a property (1769 Mt. Vernon Avenue) that is located outside the study area for the project cited in P11.

**Photographs (continued):**



**Photograph 2.** Buildings 1 (right) and 2 (left), camera facing west, November 17, 2015.



**Photograph 3.** Buildings 1 (center) and 2 (left, background), camera facing southwest, November 17, 2015.

**Photographs (continued):**



**Photograph 4.** South and west sides of Building 1, camera facing northeast, November 17, 2015.

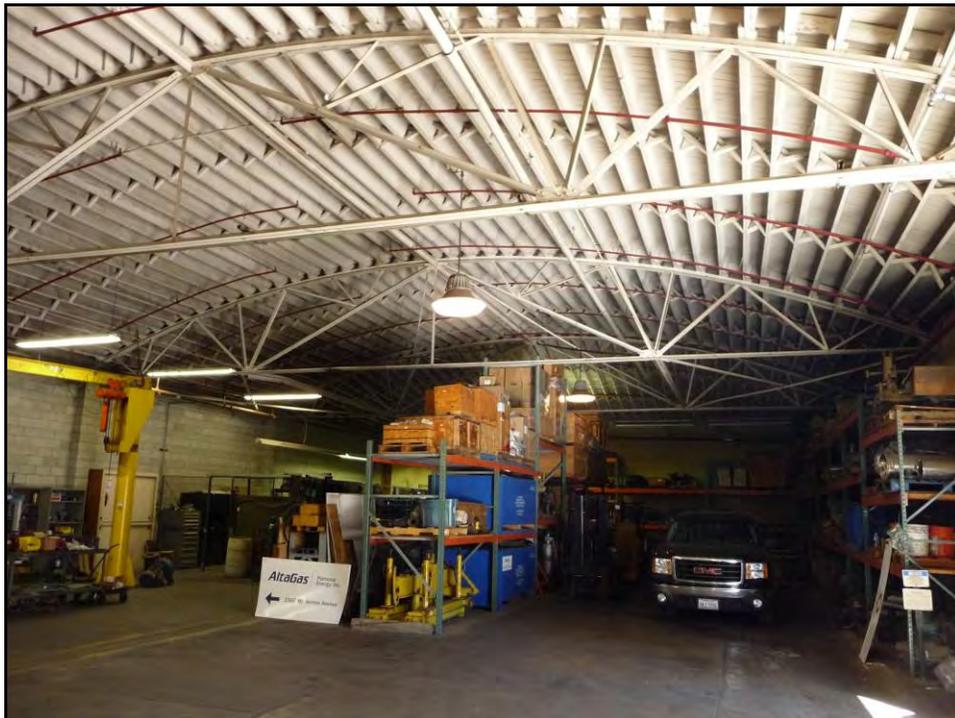


**Photograph 5.** North and east sides of Building 2, camera facing southwest, November 17, 2015.

**Photographs (continued):**



**Photograph 6.** Oblique aerial view of Building 3, camera facing northwest, November 17, 2015.



**Photograph 7.** Interior view of Building 3, camera facing northwest, November 17, 2015.

**Photographs (continued):**



**Photograph 8.** Interior view of Building 3, camera facing northeast, November 17, 2015. Note the concrete wall.



**Photograph 9.** North and west sides of Building 3, camera facing southeast, November 17, 2015.

**Photographs (continued):**



**Photograph 10.** East side of Building 3, camera facing southwest, November 17, 2015.



**Photograph 11.** Reservoir, camera facing northeast, November 17, 2015.

**Photographs (continued):**

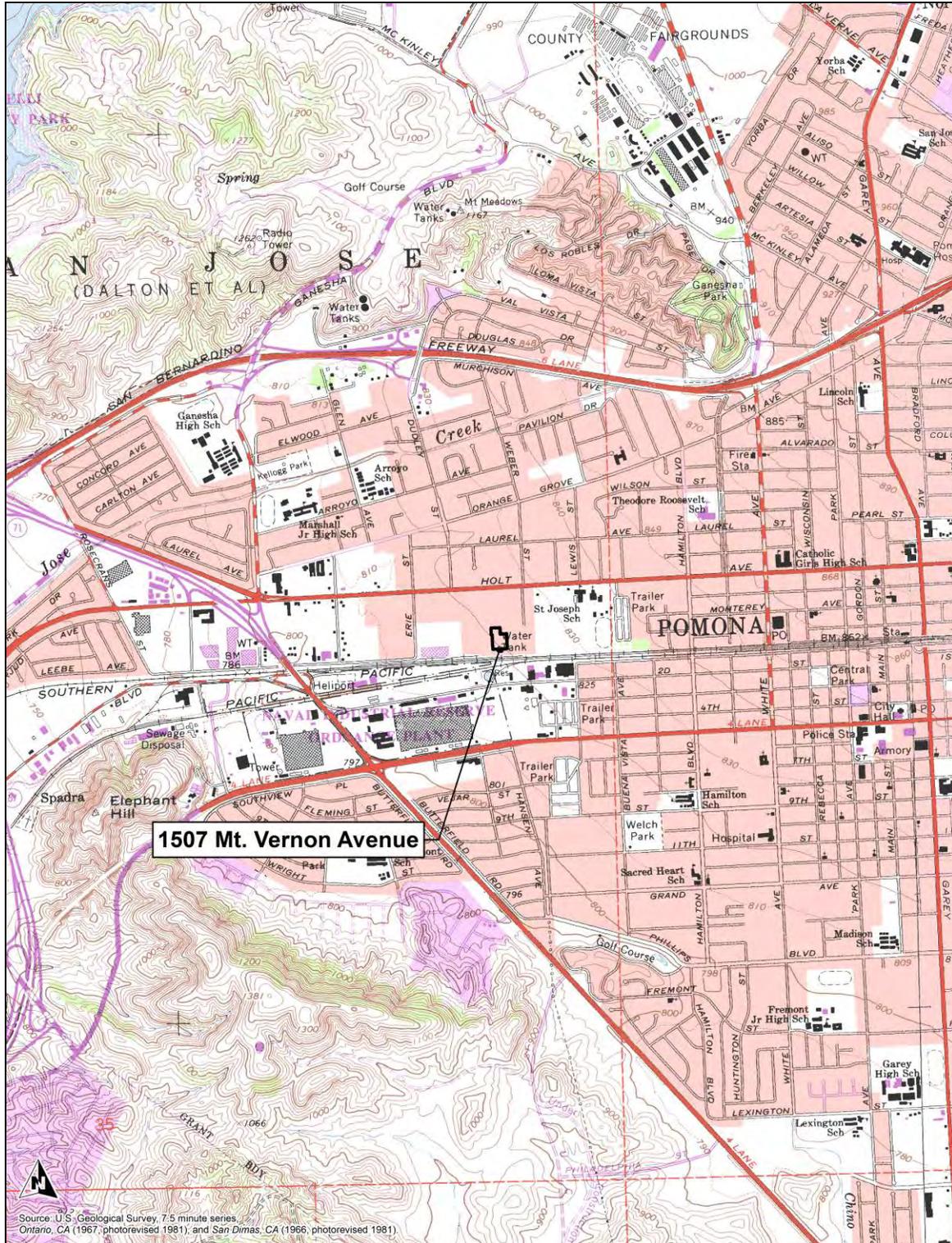


**Photograph 12.** Reservoir and Building 3, camera facing southwest, November 17, 2015.



**Photograph 13.** Pump house, camera facing southwest, November 17, 2015.

**Location Map:**



**Site Map:**



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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

\*Resource Name or # (Assigned by recorder) 1404 West Holt Avenue

P1. Other Identifier: 1404 West Holt Avenue

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

\*a. County Los Angeles

\*b. USGS 7.5' Quad San Dimas Date 1966, photorevised 1972 T\_\_\_\_; R\_\_\_\_; Sec\_\_\_\_; \_\_\_\_\_ B.M.

c. Address 1404 West Holt Avenue City Pomona Zip 91768

d. UTM: (give more than one for large and/or linear resources) Zone\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor Parcel Number (APN): 8348-005-035

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

This form documents the property at 1404 West Holt Avenue located in a mixed industrial-commercial-residential area of west Pomona, just north of the Union Pacific Railroad (UPRR) tracks (see **Location Map** on Continuation Sheet). This 13.43-acre property contains three large industrial buildings and one small auxiliary building surrounded by pavement and miscellaneous movable containers and storage tanks (see **Site Map** on Continuation Sheet). The site is accessed by a private road shared by several of the surrounding properties that extends north from Mt. Vernon Avenue. The buildings are referred to as Buildings 1-4 for descriptive purposes in this form. Building 1 is a large, two-story steel-frame building with a roughly rectangular footprint, located at the north end of the property (**Photograph 1**). This building has a complex roofline, comprised of the building's three original moderately pitched adjoining gables at its north end and multiple additions on the building's south end. (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) HP8 – Industrial Building

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

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



P5b. Description of Photo: (View, date, accession #) Photograph 1, Building 2, camera facing northeast, 11/17/2015

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
1926 / 1947 / 1948-1951 / 1957  
(Progress-Bulletin, 10 November 1951,  
8 December 1947, 3 April 1957;  
Historicaerials.com 1948, 1953)

\*P7. Owner and Address:  
Young Management Corp., Inc.  
515 S Figueroa Street, 9<sup>th</sup> Floor  
Los Angeles, CA 90071-3301

\*P8. Recorded by: (Name, affiliation, address)  
Joseph Freeman & Matt Walker  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

\*P9. Date Recorded: November 17, 2015

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, Historic Resources Inventory and Evaluation Report for AltaGas San Gabriel Cogeneration Facility Project, Pomona, Los Angeles County, 2016.

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

B1. Historic Name: California Fruit Wrapping Mills, Inc.

B2. Common Name: Allan Company Roll Division

B3. Original Use: Industrial B4. Present Use: Industrial

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Building 3 constructed in 1926; Building 2 constructed 1947; Building 4 constructed between 1948 and 1951; Building 1 constructed 1957, partial-width adjoining gable addition constructed by 1959, southwest corner addition constructed 1964-1965; Building 3 additions between 1953 and 1959; Storage warehouse constructed circa 1935 and demolished circa 1965; Paper mill building constructed 1947, attached to Building 1 in 1959 and demolished in 2008; Tall, tiered flat roof addition at southeast corner of Building 1 constructed 2009; east side of Building 3 demolished 2005.

\*B7. Moved?  No  Yes  Unknown Date: n/a Original Location: n/a

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Industrial Development / Citrus Industry Area Pomona

Period of Significance n/a Property Type Industrial Plant Applicable Criteria n/a

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

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

This survey and evaluation concludes that the buildings at 1404 West Holt Avenue do not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). They also do not appear eligible for listing in the NRHP or CRHR as contributors to a potential historic district. This buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and are not historical resources for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: \_\_\_\_\_

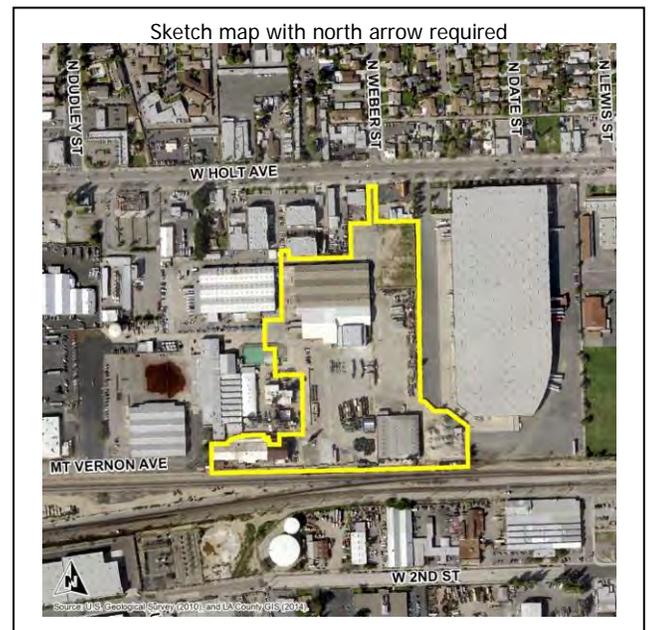
\*B12. References: Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988); William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, California: Windsor Publications, Inc., 1990); Sanborn Fire Insurance Maps, various years; and see B10 footnotes for additional references.)

B13. Remarks:

\*B14. Evaluator: Joseph Freeman

\*Date of Evaluation: November 2015

(This space reserved for official comments.)



### **P3a. Description (continued):**

South side additions include a wide, low-pitch gable roof portion with wide overhang supported by steel beams at the southwest corner, an additional partial-width adjoining gable roof section just south of the original building at the east end, and a taller, modern section with a tiered flat roof at the southeast corner (**Photograph 1-3**). The building's roof is clad with corrugated metal. The exterior of the original gable roof section is clad with corrugated metal, while the south side additions are clad with raised seam metal.

The west side of Building 1 appears to serve as its primary façade and is characterized by a prominent, raised concrete loading dock with two ramps leading to four large bays and three metal doors, sheltered by the widely overhanging roof at its south end (**Photograph 2**). A metal staircase with tubular metal railings leads to a glazed metal door positioned on the west side of the southern adjoining gable, with an additional metal door with fixed upper glazing on the central gable (**Photograph 4**). A tiered rectangular addition with a flat roof added in about 2009 projects from the building's southeast corner (**Photograph 5**). The north and east sides of the building are only partially visible. Two large bays with sliding doors are located on the two southern adjoining gable ends on the building's east side (**Photograph 3**). The building is characterized by a general lack of windows; the only window observed is a single metal frame window present on its north wall.

Building 2 is a single-story industrial building with a rectangular footprint, positioned at the southeast corner of the property and largely obscured by a property fence, trucks, and miscellaneous yard materials. This concrete block building has an irregular barrel roof covered with rolled composite shingle and evenly spaced mushroom vents along its peak. A flat roof, concrete block addition extends the length on the building's west side. A single bay with a roll up metal door and a ribbon of windows with metal sashes are present on the building's north side. A single multi-light window is present on the west end of the south side. A small corrugated metal building topped with a shed roof projects from the building's southeast corner. Four large tanks are located just south of the Building 2 (**Photograph 6-7**)

Building 3 is a large, two-story steel frame building with a roughly rectangular footprint, located at the southwest corner of the property (**Photograph 8-9**). The building has a two-tiered, low-pitch, corrugated metal, side-gable roof with a taller east end and mushroom vents along the roof ridge. The building's exterior is clad primarily with corrugated metal siding with a modern coat of stucco on its west end. A louvered metal vent is present beneath its east gable peak. The building has an open first floor on its east end, exposing its metal framing, and a large rectangular opening on its east wall. A corrugated metal, side-gable addition with five bays with roll-up metal doors and missing windows, projects near the center of the building's north side (**Photograph 10-11**). A small concrete block addition with a flat roof and a set of metal double doors on its south wall extends near the east end of the south side (**Photograph 12**). A shed roof addition with exposed metal framing is partially covered by a corrugated metal roof at the west end of the south side (**Photograph 13**). The building has few windows, with two hopper windows on the south side and some window openings on the second floor of the north and south side of the taller, eastern end.

Located just west of Building 3, and visible only from a distance on Mt. Vernon Avenue and from the south of the UPRR tracks, Building 4 is a small, single-story building with a rectangular footprint (**Photograph 14**). The building has a side-gable roof with exposed rafter tails and covered with composite shingle and red clay tile. Louvered vents are present beneath each gable peak. The exterior is clad with a coat of stucco and windows are filled with vertical boards.

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

#### Historic Context

The property at 1404 West Holt Avenue was initially developed as part of the California Fruit Wrapping Paper Mills which opened in 1926. Founded by brothers Erik and Fritz O. Fernstrom, the property was constructed in the outskirts of Pomona, west of the downtown area. The mill's primary product was chemically treated wrapping papers used to protect citrus fruit while it was shipped to markets across the country. The property continued operation as a paper mill through the twentieth century. The following sections include historic context for the themes relevant to this property, including nineteenth and twentieth Pomona development, agriculture, and industry.

*The Pomona Valley from Statehood through Arrival of the Railroads: 1850-1890*

The Pomona Valley was remote and sparsely settled during both the rancho period and the decades immediately following California statehood in 1850. The only established community between Los Angeles and San Bernardino through the 1860s was the town of El Monte. In 1853, San Bernardino County was created out of the eastern portion of Los Angeles County. The new county bisected Pomona Valley, with the future towns of Pomona and Claremont located in Los Angeles County and most other communities to the east in San Bernardino County. During this period, most of the inhabitants of Pomona Valley were farmers and ranchers who lived in small adobes or wood-frame houses that were often separated by hundreds of acres of open land. These grain growers and cattlemen suffered great losses in the flooding of the winter of 1861-1862, a disaster that was intensified by severe droughts that followed in the next two years. The valley's settlers persevered and their stage stops and general stores eventually developed into named crossroads or small communities, but like much of the valley they did not coalesce into formal towns during this period.<sup>1</sup>

The arrival of the Southern Pacific Railroad (SPRR) in the valley in the mid-1870s fundamentally changed the complexion of the area. The line entered the valley from Los Angeles just west of Pomona and continued eastward through the present-day town of Ontario on its way to Colton to the east of Pomona Valley. The agricultural interests of the greater Los Angeles region understood that the rails offered them access to a nationwide market for their products for the first time. Additionally, the railroad would also bring opportunity to California, especially in terms of immigrants, each of whom was a prospective customer for goods, services, and especially real estate. Starting in the 1870s and continuing particularly in the 1880s, pioneer rancho families and speculative investors began to subdivide the large holdings in the Pomona Valley establishing smaller parcels and town lots to create Pomona, Ontario, and other communities, taking advantage of the infrastructure offered by the new railroad line. SPRR had a monopoly in the valley until the Atchison, Topeka and Santa Fe Railroad (ATSF) constructed a line through the area in the mid-1880s. ATSF established a parallel line running through the valley to the north of the SPRR alignment, and this competition spurred a rate war that further fueled booming land sales and the Southern California economy, in general.<sup>2</sup>

*Establishment of Pomona Valley through 1890*

Francisco Palomares, one of the rancho owners in the Pomona and San Gabriel valleys, was instrumental in assuring that the land that eventually became Pomona was served by a railroad. The Mexican government had granted the more than 22,000-acre Rancho San Jose to his father, Ignacio Palomares, and his partner, Ricardo Vejar, in 1837. Vejar helped secure a place for the Pomona site in 1872 when the county and the railroad company signed an agreement allowing for construction of the line. By this time Louis Phillips had acquired much of the former Vejar portion of the rancho, and he granted a right of way for the railroad project during the following year. In early 1874, the first train arrived in Spadra (southwest of Pomona), and Pomona's station was completed in 1875. Several of the Rancho San Jose owners formed a development company, divided about 2,500 acres into town lots and small farms, and filed the map with the county in August of the same year. One of these promoters, nurseryman Solomon Gates, suggested the name "Pomona" for the Roman goddess of fruit.<sup>3</sup>

Because of the railroad station and the organized efforts of local land owners, Pomona survived early hardships of drought and fire and began to enjoy modest growth before the real estate frenzy that spread across much of Southern California in the 1880s. The town was still quite small at this point, ranging between 130 and 300 citizens at the beginning of the decade. The Pomona Land & Water Company (organized in 1882) invested in 12,000 acres of land in and around the newly created town and installed a concrete pipeline to deliver water from San Antonio Canyon. The young farming community benefited greatly from the water system, and after 1885 it could boast of having a SPRR line and a branch line to the ATSF line to the north. Pomona land owners made the best of these improvements, as well as the general prosperity of the 1880s, and Pomona was able to officially incorporate in 1887 with a population of 3,500. The rapid growth and development was greatly hindered in

<sup>1</sup> William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, California: Windsor Publications, Inc., 1990), 17-24; F. P. Brackett, *History of Pomona Valley, California with Biographical Sketches* (Los Angeles: Historic Record Company, 1920), 69-70.

<sup>2</sup> King, *San Gabriel Valley*, 25, 29-30.

<sup>3</sup> Hoffman, *Reports of Land Cases*, Appendix, 54; King, *San Gabriel Valley*, 25-26; W. W. Robinson, *Ranchos Become Cities* (Pasadena: San Pascual Press, 1939), 212-215.

the early 1890s with a nationwide depression and hampered locally by droughts in the mid-1890s, but Pomona still grew more than tenfold during the 1880s and had more than 3,600 inhabitants in 1890.<sup>4</sup>

*Development of the City of Pomona from 1890s through 1945*

The booming land schemes and real estate sales in Southern California in the 1880s faded almost as quickly as they had begun and the Pomona Valley found itself with mixed results from this frantic decade. Some towns, like Pomona and Ontario, had done well, while other communities were never more than “paper towns” that existed only in the minds of land speculators and on maps filed with the county recorder. The real estate market was not the only problem, and although it began to settle down over the next few years, there were more tough times ahead as droughts and a nationwide depression in the 1890s kept growth from reaching the heady pace it had in previous years. While Los Angeles County continued to attract new residents—more than 60,000 settled there between 1890 and 1900—a scant 3,000 people settled in San Bernardino County during that time. Situated on the border of the two counties, Pomona’s population increased by about 50 percent during this period.<sup>5</sup>

Additional railroad lines and continuing waves of immigrants, mostly from other parts of the United States, boosted development in Pomona and surrounding areas in Pomona Valley after the turn of the twentieth century. In 1902, the San Pedro, Los Angeles & Salt Lake Railroad (SPLA&SL) constructed a line that closely paralleled the SPRR line. From Pomona it traveled east past La Puente before turning southwest around the Puente Hills and heading west through Montebello. Transportation and related industries remained the dynamic element of change in Pomona Valley. Within a couple decades, freight trains, electric interurbans, and automobiles vied for space and traffic as railroad and highway construction increased in and around Pomona.<sup>6</sup>

The Pomona Valley’s success through the early twentieth century hinged on the growth of its citrus industry, and as the valley’s largest city, Pomona benefited greatly as the industry grew. As early as the 1880s, local farmers realized the benefits of the valley’s warm climate, fertile soil, and long growing season. Grapes and wine became the first product to succeed, but that was quickly replaced with olives as foreign competition increased. The olive industry prospered for about a decade before also faltering in the face of overseas competition. A variety of deciduous fruits were grown next, including peaches, apricots, prunes, apples, pears, and walnuts, but as the value of land increased, farmers focused on the more lucrative citrus fruits. The orange in particular became a favorite throughout the so-called “orange empire” that spread from Redlands in the east to Santa Ana in south and San Fernando Valley in the west.<sup>7</sup>

Pomona was at the heart of the vast “orange empire” and citrus dominated the local economy through the mid twentieth century. The citrus industry spread beyond the orchards as numerous businesses sprang up to support the growing market. Such businesses ranged from massive canning and packing warehouses to irrigation and agricultural supply businesses, including the paper mill that initially developed the property documented on this form. Between 1910 and the 1920s, the Pomona Fruit Growers’ Exchange packing plant, the Pomona Valley Canning Company, and the Brogdex Company of Pomona, among many other companies, opened factories in Pomona. The property recorded on this form was originally developed as part of the California Fruit Wrapping Paper Mills that opened its plant in 1926, supplying the local fruit companies with packaging tissue paper to protect the fruit while shipping throughout the country (see below for a detailed history of the California Fruit Wrapping Paper Mills).<sup>8</sup>

<sup>4</sup> Glen S. Dumke, *The Boom of the Eighties in Southern California* (San Marino, California: Huntington Library, 1944), 104-111; Robinson, *Ranchos Become Cities*, 215-216; King, *San Gabriel Valley*, 29, 33-35; Pomona Land and Water Company, “Map of Pomona and Vicinity, Pomona, Palomares & North Pomona Tracts (1885),” on display at Special Collections, Pomona City Library.

<sup>5</sup> Dumke, *Boom of the Eighties*, 259-276; Spencer Crump, *Ride the Big Red Cars: How Trolleys Helped Build Southern California* (Corona Del Mar, California: Trans-Anglo Books, 1977), 248-249.

<sup>6</sup> Henry Rueger, “Rueger’s Township and Sectional map of Los Angeles County and Vicinity,” compiled 1907 (1909); Crump, *Ride the Big Red Cars*, 226-230; King, *San Gabriel Valley*, 45-47.

<sup>7</sup> Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 73-76.

<sup>8</sup> VEJ Pomona 8, LP, “Pomona Packing Plant: History,” online at <http://www.pomonapackingplant.com/#!history/ctzx> accessed November 2015; J. C. Barthel, “Map Showing Cities of Pomona, Claremont and Lordsburg, Cal.” (S.l.: Pomona Progress, 1910); Sanborn Fire Insurance Company, “Pomona, Los Angeles County, Cal.,” (February 1887; April 1888; March 1895; September 1906; January 1911; June 1928; February 1938; 1928 revised through September 1950); USGS, “Ontario, Calif.” *7.5 Minute Series Topographic* (Washington, D.C.: GPO, 1954); King, *San Gabriel Valley*, DPR 523L (1/95)

As it became a citrus shipping center, Pomona nearly doubled in size—from a population of over 5,500 to about 10,200—between 1900 and 1910. Despite this success, the industry relied on Southern California’s favorable weather, which did not always cooperate. In 1913, a severe frost and devastating flood wiped out entire orchards. Some were able to take advantage of the devastation, however, as they subdivided their farmland and sold lots for residential development. Three thousand new residents arrived by 1920 and nearly 7,300 people moved to Pomona between 1920 and 1930. One of the newcomers was William Kellogg, the inventor of the corn flake cereal, who bought a ranch in the San Jose Hills near Spadra west of Pomona to raise Arabian horses. The state later acquired the ranch and established California State Polytechnic College, Kellogg-Voorhis (later renamed California State Polytechnic University, Pomona, or simply Cal Poly Pomona).<sup>9</sup>

As Pomona’s population grew in the early twentieth century, commercial, civic, and industrial development expanded. A new armory building for the National Guard opened in Pomona. Social and political clubs sprang up, erecting new buildings in the downtown core. And as the citrus industry continued to grow, shipping more than 25 million boxes of fruit by the mid 1920s, the city made efforts to regulate problematic elements of the industry for the benefit of the community. Following the 1913 freeze, many orchards used heaters that burned oil to avoid crop damage. The heaters, however, released a thick smudge that fell on houses, clotheslines, cars, and anything that happened to have been left outdoors. The city elected a mayor running on an anti-smudge campaign, and passed an ordinance reducing the use of such heaters. Further helping the local economy, local community and agriculture leaders founded the Los Angeles County Fair in Pomona in the early 1920s. The site they chose for the fair was located just northwest of downtown Pomona, at the heart of the county’s agricultural industry.<sup>10</sup>

Despite the far-reaching economic developments of the early twentieth century in and around Pomona, the area remained relatively rural for several decades more. Through the 1930s and World War II (ending in 1945), valley towns like Pomona, Ontario, and Chino were distinct communities surrounded by open fields and orchards. As noted below, the California Fruit Wrapping Paper Mills was situated well west of the main built-up area of Pomona when it developed and grew in the 1920s and 1930s.

#### *Development of the City of Pomona from 1945 through the Present*

After World War II and during the latter half of the twentieth century, Pomona and the surrounding valley were transformed by shifts in the Southern California transportation systems and overall economic trends of the period. The Arroyo Seco Parkway opened in late 1940 and was the first freeway on the West Coast. This freeway connected Los Angeles with the San Gabriel Valley and opened the way for development of future freeways and the suburbanization that followed. In the 1950s, the Pomona Valley was directly linked to Los Angeles by the San Bernardino Freeway (now Interstate 10). The new preference for freeways and personal automobiles meant the end of the interurban railway system, with Pacific Electric service ending most valley towns in the 1940s. The population expansion spurred by economic growth stemming from industrial development during World War II, especially in the aerospace industry, continued on after the end of the war in 1945 and continued to feed real estate and infrastructure development throughout Southern California. Often referred to as the “freeway age,” the thirty years following the war were marked by increasing residential, commercial, and industrial development on former agricultural land. The hallmark of development in Southern California (and throughout the country) after the World War II was the rapid proliferation of suburban tract homes, and the Pomona Valley was a typical example of this phenomenon. By mid century Pomona had become a small city growing from a population of 10,000 in the early part of the century to 35,157 inhabitants in 1950.<sup>11</sup>

Pomona was still surrounded by citrus orchards at the end of World War II, but cold winters in 1948 and 1949—which destroyed between 25 and 45 percent of the citrus crop—hastened the decline of the citrus industry in the area and soon suburbs expanded in all directions. While many of the orchards and related businesses—including large packing plants that

51-53; Pomona City Directories, various years, 1898 through 1990, Pomona City Library; King, *Pomona: The Citrus Empire*, 79; Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 95.

<sup>9</sup> Crump, *Ride the Big Red Cars*, 248-249; King, *San Gabriel Valley*, 51-53, 76-77.

<sup>10</sup> King, *San Gabriel Valley*, 77, 79

<sup>11</sup> King, *San Gabriel Valley*, 61-69, 79; Crump, *Ride the Big Red Cars*, 203-231; Swain, *The Historical Volume*, 94-96.

once dominated Pomona's industrial economy—shut down during the 1950s, Pomona Valley experienced rapid growth in population related to the booming postwar economy. Pomona's population doubled in the 1950s.<sup>12</sup>

In place of the declining agriculture-related industrial plants, Pomona encouraged new employers to relocate to its city with varying success. City leaders wanted to replace the large packing plants and other industrial companies that tended to employ hundreds of workers. They sought to attract other industrial employers by highlighting the city's proximity to major transportation corridors. The SPRR ran directly through town, while Interstate 10 ran to the north. Further aiding this development, the Pomona Freeway (now State Route 60), was opened in 1964 passing to the south of city's downtown region. The areas just north and south of the railroads east and west of downtown Pomona were heavily influenced by this development, turning into primarily industrial zoned neighborhoods. Major companies like General Dynamics, Wayne Manufacturing, and American Brake Shoe opened large industrial plants in Pomona in the decades after World War II. Unlike in the decades preceding the war, these postwar industrial properties were not dependent on a single industry, but rather represented a vast array of industries. Other large local employers either opened or expanded immediately after the war. The Los Angeles Fair resumed operation after its wartime closure, Mt. San Antonia Junior College began serving the local communities, and California State Polytechnic University, Pomona began a substantial expansion program becoming a prominent educational institution in the region.<sup>13</sup>

During the last quarter of the twentieth century, Pomona and surrounding communities continued to experience population growth and expanded services as residents were generally split between those who commuted to other communities and those who found employment in Pomona. Pomona's geography proved vital to its continued growth through the end of the century. As Southern California sprawl continued its eastward trend, the Inland Empire—which encompasses the area surrounding the cities of Riverside and San Bernardino—grew substantially with new residential and industrial development. Pomona's central location—between Los Angeles, Orange County, and the rapidly growing Inland Empire—spurred residential and commercial growth in and around the city. A 570-unit Pomona Town Center residential complex as well as new neighborhoods on the city's outskirts, helped maintain a moderate population growth of about 40,000 between 1970 and 1990.<sup>14</sup>

### *California Fruit Wrapping Paper Mills*

The property at 1404 West Holt Avenue was initially developed as part of the California Fruit Wrapping Paper Mills which opened in 1926 and was founded by brothers Erik and Fritz O. Fernstrom. Only Buildings 3 and 4 were constructed for the mill during the operation of the California Fruit Wrapping Paper Mills. Building 1 was constructed by later owners of the property and Building 2 was originally located on a property separate from the mill and owned by a different company.<sup>15</sup>

Natives of Sweden, the Fernstroms combined their different backgrounds—Fritz was a banker and Erik founded a paper products exporting company—to establish the successful paper mill in the outskirts of Pomona. The idea for the paper mill was Erik's, who in the early 1920s recognized an increased demand from Southern California for fruit wrapping papers. The papers, which were treated with mold-resistant chemicals, were used to help safely transport fruit from local packing plant to retailers across the country. Construction of the California Fruit Wrapping Paper Mills in Pomona started in June 1926 and the first paper shipped from the mill four months later. With one Swedish-made papermaking machine, the plant employed 39 men in the first year. In part because the machines were so complicated and hard to stop and start, the mill ran 24 hours a day, 7 days a week. Fritz assumed to role of manager at the paper mill shortly after it opened while Erik returned to Sweden where he resumed management of his paper product exporting company. Initially, the paper pulp arrived at the mill from Sweden, but as the lumber industry in the western United States grew, the Fernstroms purchased pulp more locally.<sup>16</sup>

<sup>12</sup> King, *San Gabriel Valley*, 87-89; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 94-95.

<sup>13</sup> Gruen and Associates, "Civic-Recreational-Industrial Project No. 1: City of Industry," (1971), 2-10; King, *San Gabriel Valley*, 79, 87; Swain, *The Historical Volume*, 108-113; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 95-96.

<sup>14</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 121-122.

<sup>15</sup> Some buildings originally developed as part of the California Fruit Wrapping Paper Mills are now located on other properties, including two properties recorded on separate DPR 523 forms for the project cited in P11. The property at 1507 Mt. Vernon Avenue is located immediately west and north of 1404 West Holt Avenue while the property at 1667 Mt. Vernon Avenue is located farther to the west.

<sup>16</sup> "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8.

The mill started out with a small collection of buildings (**Figure 1**), including Building 3 recorded on this form. Running along the south end of the California Fruit Wrapping Paper Mills site was Building 3, a one- and two-story steel-frame warehouse and manufacturing building that housed the large papermaking machine, stored paper and pulp, and mixed pulp. Attached to this building on the south side was the small, one-engine boiler room used to produce the steam that powered the plant's machines. Two small buildings—an office and a storage building—were located near the southwest corner of the property, and a 50,000-gallon water tank on an 80-foot-tall steel tower was located near the east end (these buildings and water tank are not extant). The site also included a small pump house that was located near the southeast corner and a parking canopy near the center of the lot (not extant).<sup>17</sup>

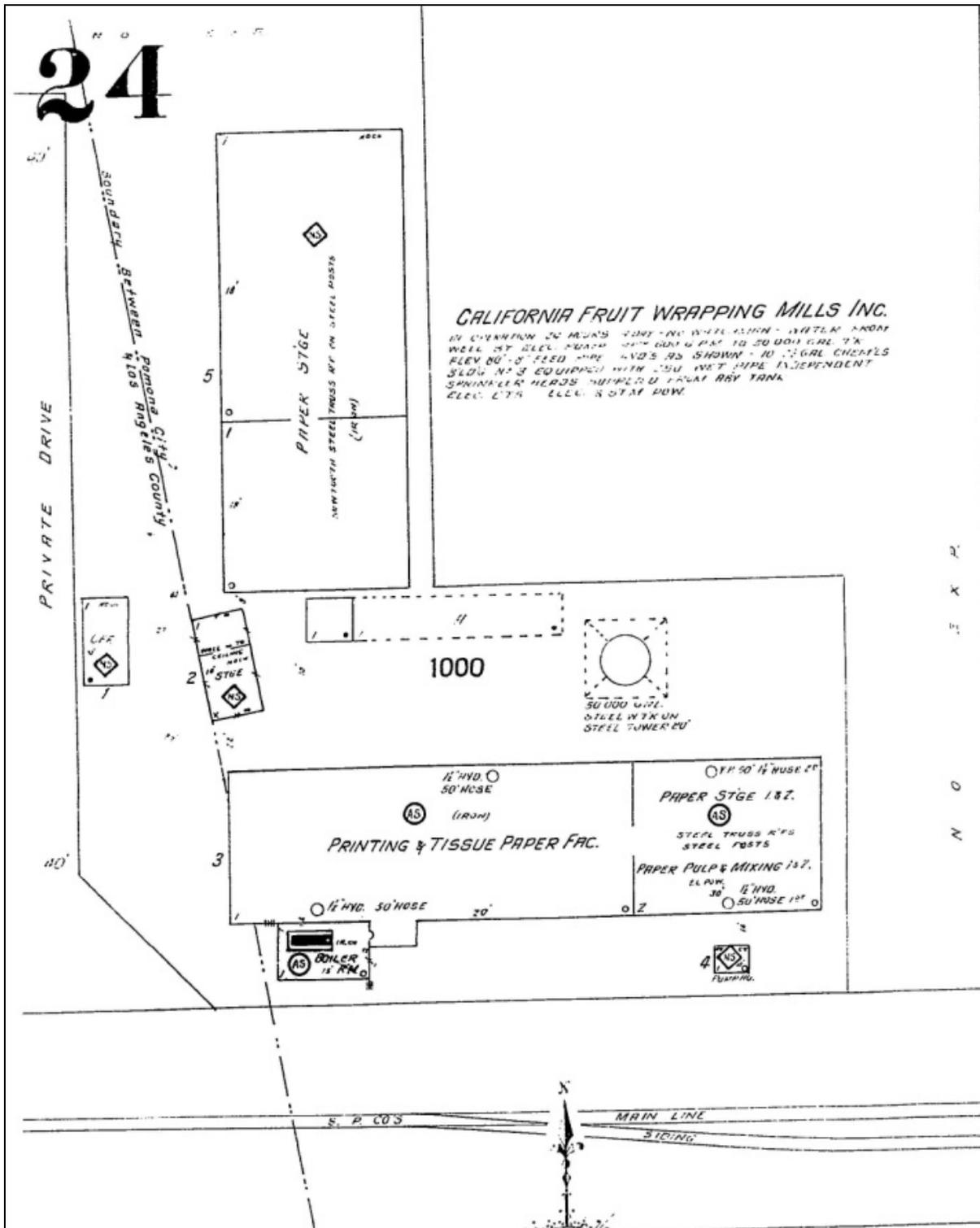


**Figure 1.** California Fruit Wrapping Paper Mills in 1927 shortly after opening. Shown is Building 3 recorded on this form which was the original mill building with boiler room in on left. The water tank in background is not extant. (Courtesy of Pomona Public Library, Special Collections)

The mill found early success and the Fernstroms installed a second papermaking machine that went into production in 1929. This appears to have coincided with the construction of a second steel-frame warehouse that featured a sawtooth roof and metal siding; it was used for paper storage and was in place by 1928 (extant at 1667 Mt. Vernon Avenue, west of 1404 West Holt Avenue) (**Figure 2**). Around this time, the company built an 800,000-gallon concrete water reservoir (extant at 1507 Mt. Vernon Avenue, west of 1404 West Holt Avenue) to supply water for the milling process and an associated concrete pump house (extant at 1507 Mt. Vernon Avenue, west of 1404 West Holt Avenue) near the southeast corner of the reservoir (**Figure 3**). In 1932, the company built a new concrete block paper storage warehouse with a steel truss roof (extant at 1507 Mt. Vernon Avenue, west of 1404 West Holt Avenue) attached to the east side of the sawtooth warehouse. With the new papermaking machine, the plant doubled its production to about 6,000 tons of paper per year, most of it in the form of fruit wrapping paper. During the 1930s, the company began to diversify its output to include other products, but fruit wrapping paper remained the mill's most important and profitable product.<sup>18</sup>

<sup>17</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928); [California Fruit Wrapping Paper Mills photograph], [1927], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library; "Calif Fruit Wrapping Mills, Pomona 3/1927, Citrus Fruit Industry – Calif.," 1927, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

<sup>18</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928, 1950); "California Fruit Wrapping Mills, Inc.," [advertisement] *The Progress-Bulletin*, 13 January 1931; "California Fruit Wrapping Mills, Inc.," *The Progress-Bulletin*, 20 January 1936, 6; "Obituaries: Erik Fernstrom," DPR 523L (1/95)



**Figure 2.** California Fruit Wrapping Paper Mills as depicted in 1928 by the Sanborn Fire Insurance Company map of Pomona. At the time, the property included the original mill building (Building 3 recorded on this form)

*Progress-Bulletin*, 21 August 1986, 4; "Airview of the Calif. Fruit Wrapping Mills, Pomona, Calif., [ca. 1929], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

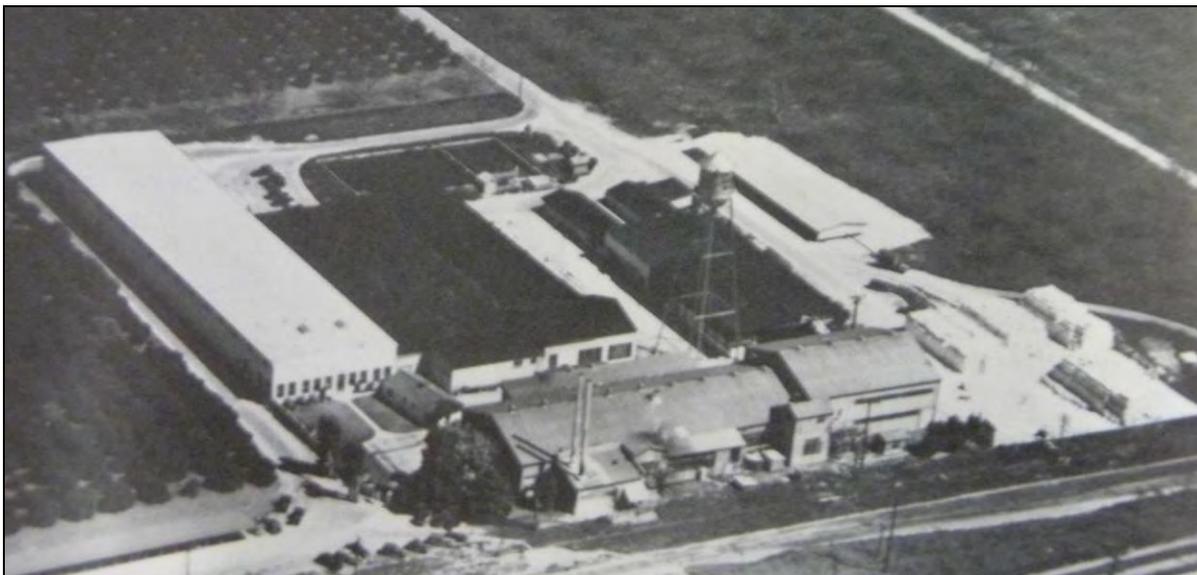
and a paper storage building (extant at 1667 Mt. Vernon Avenue). In addition the site included a 50,000-gallon water tank, pump house, office, storage building, and garage (none are extant).



**Figure 3.** California Fruit Wrapping Paper Mills in about 1929 with the construction of the water reservoir (lower left) underway (extant at 1507 Mt. Vernon Avenue). (Courtesy of Pomona Public Library, Special Collections)

Despite the Depression of the 1930s the California Fruit Wrapping Paper Mills continued to expand as the fruit industry remained strong. By mid decade, the company had 225 employees and was considered one of the most important industrial plants in the Pomona Valley. With this success, the company added a new steel-frame warehouse in 1935 that measured 26,250 square feet (extant at 1667 Mt. Vernon Avenue, west of 1404 West Holt Avenue). Most of it was used for storage and administrative offices, while a portion on the north end was leased to a wax-paper manufacturing company based in New Jersey. Sometime during this period two storage buildings were constructed parallel to the existing storage warehouses (neither are extant) (**Figure 4**). It should be noted that one of the storage warehouses was located on what today would be the property at 1404 West Holt Avenue (**Figure 5**). Possibly reflecting an expansion in the type of paper products the mill manufactured, the Fernstroms renamed the company Fernstrom Paper Mills Inc., in 1940. Nonetheless, most of the products remained tissue-grade wrapping paper for fruit packaging.<sup>19</sup>

<sup>19</sup> “California Fruit Wrapping Mills, Inc.,” *The Progress-Bulletin*, 20 January 1936, 6; “Obituaries: Erik Fernstrom,” *Progress-Bulletin*, 21 August 1986, 4.



**Figure 4.** An undated photograph of the Fernstrom Paper mills, ca. 1940, after the expansion of the 1930s.<sup>20</sup>

With the success of nearly twenty years behind them, the Fernstroms began planning more than \$300,000 worth of expansions and upgrades in the waning years of World War II. Equipment exceeding \$115,000 was to be installed in 1944 and 1945 followed by a second phase of development in anticipation of increased postwar business. As expected, the post-World War II period proved successful for the company as it built new facilities and added a third papermaking machine. In 1947, construction began on a new \$420,000 manufacturing facility to house a 500-ton \$400,000 papermaking machine, the plant's third. Located on the east end of the property, the one- and two-story building featured steel-framing, cement-asbestos walls and a flat roof. With a capacity to produce 50 tons of paper a day, the new machine was expected to double the plant's output. Before this building was demolished in 2008, it was located at the center of the property at 1404 West Holt Avenue. In 1947, the wax paper manufacturing company that leased part of Fernstroms' property built a new factory east of the Fernstrom plant (Building 2 recorded on this form). This building was not associated with the Fernstroms' mill. The mill continued its gradual product diversification in the 1940s, as it began selling carbonizing paper, napkins, and other paper products, but fruit wrapping paper remained the company's top product.<sup>21</sup>

By the early 1950s, as the Fernstrom brothers celebrated 25 years making paper in Pomona, the Fernstrom Paper Mills was an expansive plant that dwarfed its original facilities (**Figure 5** and **Figure 6**). The oldest buildings on the site had expanded and new ones filled the once sparsely populated property. The original mill building at the south end of the lot (Building 3 recorded here) had grown to include a larger boiler room, a pulper building, and several new smaller additions. A gatehouse (Building 4 recorded on this form) was added to the southwest corner of the property, west of Building 1. To north, the plant included four large storage warehouses and several smaller miscellaneous storage buildings that had been built over the 25-year history. The plant had facilities for pulp mixing, paper cutting and printing, as well as a machine shop.<sup>22</sup> In 1951, the Fernstroms founded Protecto Products Company, Inc. and built another manufacturing plant and storage warehouse west of the Fernstrom Paper Mills site. This large steel-frame building featured four parallel gable roofs (the building is extant and located outside the study area to the west of 1404 West Holt Avenue).<sup>23</sup>

<sup>20</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.

<sup>21</sup> "Paper Mill Starting \$300,000 Improvement Project," *Progress-Bulletin*, 19 September 1944, 1; "Expansion Plans for New Mill on Schedule," *Progress-Bulletin*, 8 March 1947; "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8; "Paper Products Plant Construction Begins Monday," *Progress-Bulletin*, 13 September 1947, 1; "Paper Products Building Here Rising Rapidly," *The Progress-Bulletin*, 8 December 1947; HistoricAerials.com, historic aerial images, 1946, 1948, 1953; Lothrop, *Pomona: A Centennial History*, 158.

<sup>22</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1950); HistoricAerials.com, historic aerial images, 1948, 1953; "Fernstrom Paper Mills #2," [photograph], 1951, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

<sup>23</sup> "Protecto Products Plant Ground-Breaking Held," *Progress-Bulletin*, 10 February 1951.





**Figure 6.** By 1951, the Fernstrom Paper Mills had expanded well beyond its original site, and included new storage facilities and a third papermaking machine, located in the long building second from the right, which was located on the property at 1404 West Holt Avenue before it was demolished in 2008. Building 2 is also depicted at the far right, but it was not associated with the Fernstrom Paper Mills plant. (Courtesy of Pomona Public Library, Special Collections)

Despite the growth of the early 1950s, the Fernstroms' paper mill suffered the consequences of a decline in the local citrus industry. As suburban sprawl replaced the vast orchards, many related businesses dried up. Packing plants throughout Pomona started to close during this period. Furthermore, fruit no longer required wrapping paper as chemical treatments placed directly on the fruit were developed to help stave off mold and bacteria. In 1952, the Fernstroms sold controlling interest of Fernstrom Paper Mills and Protecto Products Company to Potlatch Forests Inc. The new owner had an abundant surplus of wood pulp from its lumber operations in Idaho. One of the company's first tasks was changing the product line away from fruit wrapping paper, which had made up about 50 percent of the Fernstroms' output. Potlatch shifted the mills output to household paper products, such as facial tissue paper, toilet paper, paper plates, napkins, and place mats. The shifts in output did not greatly alter the way the paper mill was operated, and Potlatch retained the majority of the employees. By 1955, Potlatch maintained a staff of 375 employees and kept the plant open 24 hours a day, 7 days a week.<sup>24</sup>

In 1957, Potlatch began a plant expansion to add a new papermaking machine and two 43-ton steam generating boilers. Once finished, the expanded plant was expected to double production and to add 200 new jobs. This expansion included adding a large warehouse building near the northeast corner of the lot (Building 1 recorded on this form; **Figure 7**). The steel-frame building featured three parallel gable roofs and corrugated siding. Shortly after its construction, an addition was built connecting it with the manufacturing building to the south that housed the mill's third papermaking machine. Work during this period also included new buildings and additions to older buildings (**Figure 8**). This expansion corresponded with a relocation of the company's local sales office from the mill to an office on North Towne Avenue and the addition of a milk carton production plant east of the mill. This new plant appears to be a building located west of the mill site, which according to aerial photographs was constructed in the late 1950s (this building is extant but outside the study area for the project cited in P11). The plant printed and glued cartons before shipping them to dairies.<sup>25</sup>

<sup>24</sup> "Pomona Industry: Potlatch Forests, Inc.," *Pomona Action*, July 1955, 3.

<sup>25</sup> "Paper Plant Begins Major Expansion," *The Progress-Bulletin*, 3 April 1957, 10; "Potlatch Sales Force Occupies Larger Office," *The Progress Bulletin*, 14 July 1958, 16; "Potlatch Announces Major Expansion," *Progress-Bulletin*, 3 January 1957, 1; "Potlatch Milk Carton Plant is Expanded," **DPR 523L (1/95)**



**Figure 7.** Expansion continued under new owners Potlatch Forests Inc., as seen in this 1957 photograph showing the construction of Building 1 recorded on this form. A year later, the plant added a fourth papermaking machine. (Courtesy of Pomona Public Library, Special Collections)

In the late 1950s and early 1960s, two more large industrial buildings with the same parallel gable design Potlatch used for its 1957 building were constructed in areas surrounding the plant (both buildings are extant and outside the study area for the project cited in P11). While historical records reviewed for this project did not provide information on their use and ownership, it seems likely these buildings were part of the Potlatch operation. In the mid 1960s, Potlatch demolished a storage warehouse that was located on what is now 1404 West Holt Avenue. The area was thereafter used as an uncovered storage area.<sup>26</sup>

As a result of these numerous expansions, Potlatch claimed annual output of 70,000 tons of paper products by the late 1960s. It employed 625 workers. The company had expanded its product line to include writing and business paper, as well as envelopes. The two newer papermaking machines were refurbished during this period and accounted for 90 percent of the plant's output, while the older two, which were said to be the original units, produced the remaining ten percent, which were dedicated to tissue-grade products.<sup>27</sup>

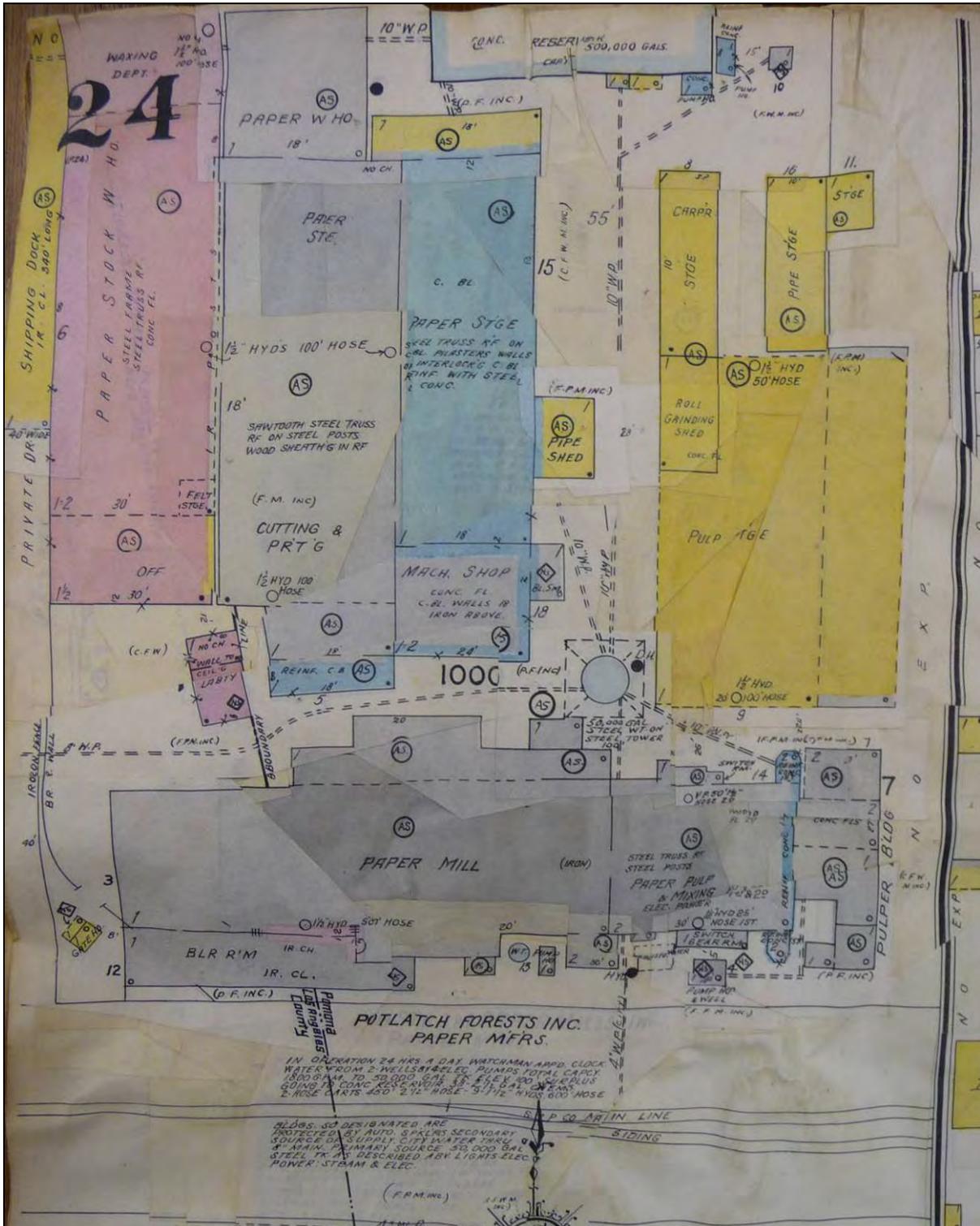
By the late 1970s, as the company boasted record profits, the plant's 600 workers walked off the job in an industry-wide strike over pay raises. More than 8,000 paper mill workers went on strike in July 1978, forcing 18 mills in California, Oregon, and Washington to shutter their doors. As the strike dragged on, Potlatch re-opened part of its Pomona plant with salaried, non-union workers. Because the strike was ongoing, Potlatch had put into operation a new papermaking machine at its Idaho plant and decided to sell the Pomona plant. Simpson Paper Company officially took ownership of the plant in January 1979 and continued negotiations on a new contract. After more than eight months, the mill workers voted to approve a new contract and returned to work in March 1979.<sup>28</sup>

*Progress-Bulletin*, 2 June 1958, 1; HistoricAerials.com, historic aerial images, 1953, 1959; "Potlatch Forests, Inc. #1, PB Print June 3 '57," [photograph], 1957, Potlatch Forests Inc. #1 vertical file, Special Collections, Pomona Public Library.

<sup>26</sup> HistoricAerials.com, historic aerial images, 1959, 1964, 1965.

<sup>27</sup> "Paper for Everybody," *Progress-Bulletin*, 8 July 1967, 17.

<sup>28</sup> "Potlatch has Record Earnings," *Progress-Bulletin*, 20 April 1978, 29; "600 Strike at Potlatch in Pomona," *Progress-Bulletin*, 21 July 1978, 1; "No Settlement Near in Long Potlatch Strike," *Progress-Bulletin*, 3 November 1978, 13; "Pomona Paper Workers Accept New Settlement," *Progress-Bulletin*, 1 March 1979, 1; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.



**Figure 8.** By 1962, Potlatch Forests' paper mill no longer fit onto its allotted space in the Sanborn Fire Insurance map of Pomona. Each of the buildings featured additions and major expansions that had been added piecemeal since the plant opened more than six decades before. Buildings 3 and 4 are depicted on the south side of the property. Building 1 includes a new addition to the west.

Simpson made substantial changes to the plant in the more than 20 years it owned the property. As part of a multi-million dollar improvement and upgrade program, the company built a \$22 million cogeneration plant in 1984-85. The plant created electricity by burning natural gas. Through this process, steam was also created and used at the plant to power the papermaking machines. Electricity not used by the site was sold to Southern California Edison to serve the local community. This marked a trend within Simpson Paper Company, which had already opened cogeneration plants in at least two other mills. The cogeneration facility is located on what is now 1507 Mt. Vernon Avenue, located west of 1404 West Holt Avenue. In order to construct the cogeneration facility, Simpson Paper Company demolished a few older facilities, including the water tank and the pulp and miscellaneous storage warehouse.<sup>29</sup>

While it continued to produce a variety of paper products, such as household items, writing and printing paper, starting in the 1990s the paper market began to shrink and sources of wood in the western United States decreased. The Simpson Paper Company responded by contracting its California plant operations starting in 1993. It shut down its Eureka mill leaving more than 260 employees without jobs. In Pomona, the company laid off 175 Pomona workers and shut down some of its papermaking machines. In response to the uncertain market, Simpson announced it would begin producing paper from recycled products. In November 1994, it restarted one of its papermaking machines to convert recycled paper into corrugated cardboard.<sup>30</sup>

The attempt to keep the Pomona paper mill open only lasted for about another decade. The plant was acquired and sold by a couple companies before finally shutting down in 2007. This shut down appears to have coincided with the demolition of one of the property's two papermaking mill buildings, which was located near the center of the property at 1404 West Holt Avenue and came down in 2008. The former paper mill plant is now divided into several legal parcels, only three of which are included in the study area for the project cited in P11. These properties are the AltaGas San Gabriel Cogeneration Facility at 1507 Mt. Vernon Avenue; Allan Company paper recycling plant at 1404 West Holt Avenue; and Superior Duct Fabrication warehouse at 1667 Mt. Vernon Avenue.<sup>31</sup>

### *Industrial Architecture*

The properties that comprise the extant buildings of the former California Fruit Wrapping Paper Mills on this property are utilitarian industrial facilities constructed using standard methods of the various periods in which they were constructed. They lack aesthetic qualities that some industrial buildings possess that incorporated modest ornamentation and/or Modern architecture design, and they do not possess innovative engineering that characterized some industrial buildings. As discussed, the California Fruit Wrapping Paper Mills was developed in the 1920s through the 1950s, and it illustrates functional and utilitarian manufacturing design. This fits within the context of engineer-designed late nineteenth century and early twentieth century industrial buildings that were conceived and built to maximize functionality, efficiency, and economy. While some industrial properties of the period included architectural character to aesthetically enhance buildings, such as the brick Brogdex Company plant constructed in 1922 at 1441 West 2<sup>nd</sup> Street in Pomona, the focus of such properties was primarily on the technical and economic aspects of the business for which the property functioned. Industrial buildings often lacked the applied ornamentation, adherence to tradition, and artistic intention practiced by architects at the time for institutional, commercial, residential, and ecclesiastic buildings. While most industrial and manufacturing facilities utilized various functional types of buildings, there were also trends wherein engineers were at the forefront of the development of modern materials and technologies. Responding to demands for larger and more efficient functional industrial spaces and plants, such engineers embraced new building materials and construction methods for their industrial

<sup>29</sup> "Pomona Mill Hailed for Its 'Cogeneration' Energy Use," *Progress-Bulletin*, 18 January 1986; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 159.

<sup>30</sup> "Portion of Pomona Paper Mill Closing," *Daily Bulletin*, 12 December 1992, A1; "Pomona Paper Mill Plans Strategy to Reduce Landfills, Increase Jobs," *Daily Bulletin*, 26 February 1994, C12; "Pomona Mill to Add 40 Jobs," *Daily Bulletin*, 27 October 1994, A20.

<sup>31</sup> "China's Shangdon Tralin Installs Second-Hand PM from USA," *Association of Western Pulp and Paper Workers Union*, 14 July 2008, online at [http://www.awppw.org/index.cfm?zone=/unionactive/view\\_article.cfm&HomeID=94344](http://www.awppw.org/index.cfm?zone=/unionactive/view_article.cfm&HomeID=94344) on 24 November 2015; HistoricAerials.com, historic aerial images, 1972, 1980, 1994, 2002, 2005, 2008, 2009.

designs. Such developments shaped and altered the appearance of industrial buildings. The former California Fruit Wrapping Paper Mills buildings do not illustrate such innovations.<sup>32</sup>

The development of the California Fruit Wrapping Paper Mills property also straddled the rise of Modernism in architecture during the early to mid twentieth century when the shift in building aesthetics affected some industrial facilities. Modern architects sought greater purity of architectural form and function, increasing use of new technologies, materials, and construction methods, and avoiding applied ornament derived from historic architecture. In part, the architectural shift away from historical-based designs came as designers recognized the aesthetic qualities achieved in industrial designs during the late nineteenth century. This recognition was an element in the efforts of Modern design to reconcile the underlying principles of architecture with the progressive transition of contemporary society and culture. Use of the Modern architectural aesthetic in industrial properties dates to the 1910s, 1920s, and 1930s, and some industrial and manufacturing properties illustrated a “total design” that incorporated exterior, interior, and sometimes furnishings into a unified design, bringing an architect’s sense of aesthetics to industrial buildings. Numerous Modern Movement manufacturing plants were constructed in Los Angeles County during the mid-twentieth century, including the Craig Ellwood and Associates designed Xerox Corporation Manufacturing Facility at 800 East Bonita Avenue in Pomona (built in 1967, now demolished). However, most industrial and manufacturing facilities were designed and built using common building types to maximize function and utility, like the California Fruit Wrapping Paper Mills.<sup>33</sup>

### Evaluation

The industrial buildings at 1404 West Holt Avenue are historically associated with a paper mill that started in 1926 as the California Fruit Wrapping Paper Mills. The paper mill was originally a much larger property than the property inventoried on this form. The mill included several of the surrounding parcels. When the mill closed in 2007, the property was subdivided into multiple parcels. Because the individual properties of the former paper mill are located on separate legal parcels owned by different companies, the buildings associated with the former paper mill property are best evaluated as a potential historic district. As such, the former California Fruit Wrapping Paper Mills property has significant associations with the citrus industry in the Pomona Valley under NRHP Criterion A and CRHR Criterion 1. However, the potential historic district and its contributing elements do not possess sufficient historic integrity to the period of significance (1926 to 1952) and thus are not eligible for listing in the NRHP or CRHR. (See integrity discussion below.)

The plant was built and opened in 1926 by brothers Erik and Fritz Fernstrom. For 26 years, until the Fernstroms sold the property in 1952, its primary product was tissue-grade wrapping paper for fruit. Each individual fruit was placed within the chemically treated wrapping paper which helped prevent mold while it traveled to its destination, sometimes thousands of miles away. In this capacity, the California Fruit Wrapping Paper Mills served an important role in the shipment of fresh citrus fruit throughout the United States, providing a crucial service in the Pomona Valley citrus industry, which was not only widely successful, but also the central industry in Pomona’s historical identity and development from the late nineteenth century through the early to mid twentieth century.

In 1952, the Ferstroms sold the property to an Idaho lumber company known as Potlatch Forests that used it to produce household paper products, such as paper plates and napkins. From 1952 until 2007, it continued in this role making general household and business paper products, but does not appear to have gained significance within the paper products industry nor in the broad industrial development of Pomona during the latter half of the twentieth century. Pomona’s post–World War II industrial development was much more diversified than it was prior to the downtown of the citrus industry, and generally followed trends typical of the region. This development was among numerous factors that helped drive the local economy and does not appear to have been a significant trend within the postwar history of Pomona. Within this context, the Potlatch Forests paper mill was among an array of local industrial properties serving a variety of industries.

<sup>32</sup> Betsy Hunter Bradley, *The Works: the Industrial Architecture of the United States*, (New York: Oxford University Press, 1999) 144-145, 166-170, and 203-221.

<sup>33</sup> Bradley, *The Works: the Industrial Architecture of the United States*, 244-258; *City of Riverside: Modernism Context Statement*, prepared by Christopher A. Joseph & Associates, November 2009, 12-19; PCR Services, DPR 523 Form for International Airport Industrial District, 102<sup>nd</sup> Street / Century Blvd. / 104<sup>th</sup> Street, Los Angeles, CA, in *LAX Specific Plan Amendment Study*, Appendix E, July 2012

The California Fruit Wrapping Paper Mills potential historic district period of significance extends from its opening in 1926 until it was sold in 1952. On the property at 1404 West Holt Avenue, only Building 3 (originally a paper mill and storage building) and Building 4 (originally the property gate house) date to the period of significance and have association with the California Fruit Wrapping Paper Mills. Building 1 was added to the mill property after the period of significance and Building 2 was originally developed in 1947 as a wax paper manufacturing plant for a company not directly associated with the California Fruit Wrapping Paper Mills.

Individually, the buildings on this property do not possess significance with trends or patterns important to history and thus are not individually eligible under NRHP Criterion A or CRHR Criterion 1. While some buildings were more important within the operations of the California Fruit Wrapping Paper Mills than others—such as the buildings that housed the papermaking machines—they ultimately worked integrally with all buildings on the property. Thus the property has potential significance for its linkage and continuity with adjacent parcels that were historically united as the former California Fruit Wrapping Paper Mills, and any importance associated with individual buildings cannot be properly understood separate from the context of the larger property.

The buildings on this property are not significant for associations with the lives of persons important to history and thus not eligible under NRHP Criterion B or CRHR Criterion 2. California Fruit Wrapping Paper Mills potential historic district has associations with successful businessmen Erik and Fritz Fernstrom, who owned and operated the paper mill from 1926 until 1952. Despite their business accomplishments, they do not appear to have made important contributions to the papermaking industry or the citrus industry. While recognized in the general community for their success, they did not gain importance within their profession. No other individuals closely associated with the California Fruit Wrapping Paper Mills potential historic district appear to have made demonstrably important contributions to history. Individually, the buildings also do not appear to possess significance for associations with persons important to history. The individuals associated with Potlatch Forests or the wax paper manufacturing company do not appear to have made gained demonstrably important contributions to their profession.

The industrial buildings at 1404 West Holt Avenue are not significant under NRHP Criterion C or CRHR Criterion 3 because they do not represent important examples of a type, period, or method of construction, do not possess high artistic value, and are not the work of a master. The buildings are modest examples of utilitarian industrial buildings common to their period of construction. They feature standard utilitarian designs made to meet the basic needs of the paper mill's functions. They lack aesthetic qualities present in some industrial buildings that incorporate modest ornamentation and/or Modern architecture design. They also do not possess innovative engineering that characterized some industrial buildings. The California Fruit Wrapping Paper Mills potential historic district also does not have significance under these criteria. The site was expanded gradually over several decades and the new additions do not appear to have followed an overall planned design. Instead, it appears decisions of the locations and designs of the buildings were based on the needs of the time.

Under NRHP Criterion D and CRHR Criterion 4, this property is not a significant source (or likely source) of important information regarding history. The buildings do not appear to have any likelihood of yielding important information about historic construction materials or technologies. After the paper mill closed down, it appears the original mill machines and equipment were removed from the site.

During the potential period of significance, the Fernstroms continually expanded the California Fruit Wrapping Paper Mills. By the time the property sold in 1952, it consisted of 14 buildings and structures. The mill boundaries included several present-day parcels, including the southwest portion of the parcel at 1404 West Holt Avenue recorded on this form. Of the 14 buildings and structures, six buildings were demolished since 1952, including one of the largest buildings on the site at the time, which would have been located on the property that is now 1404 West Holt Avenue. During the period of significance, that building housed the newest of the plant's three papermaking machines. Other demolished buildings included two large storage warehouses, the site's original water tank, a machine shop, and a laboratory which dated to the 1920s, all of which were located east of the property at 1404 West Holt Avenue.

Many of the eight remaining buildings within the potential California Fruit Wrapping Paper Mills historic district have been altered to varying degrees. Building 3 on the property recorded here, which housed the oldest two papermaking machines,

has undergone the most changes. In the years after 1952, an addition was built on its west side and the boiler room was substantially increased. A one- and two-story section of the building on the east side, that originally functioned as the pulper building, was demolished, as were smaller portions of the building on the south and north sides. Some of the metal siding has been replaced while other sections of siding and roofing have been removed altogether. Buildings on the adjacent properties have also been altered. Some of the common alterations include the adding modern stucco siding, replacing original freight doors, replacing or enclosing windows, adding shade canopies, and replacing corrugated metal siding and roofing.

The most intact buildings appear to be the property to the west now at 1667 Mt. Vernon Avenue, and the property now at 1769 Mt. Vernon Avenue farther to the west (1667 Mt. Vernon Avenue is recorded on a separate DPR 523 form; 1769 Mt. Vernon Avenue is outside the study area for the project cited in P11 and not recorded on a DPR 523 form). These buildings include the sawtooth storage building, the two story building to its west, and the steel-frame warehouse with four parallel gable roofs at the west end of the potential California Fruit Wrapping Paper Mills historic district.

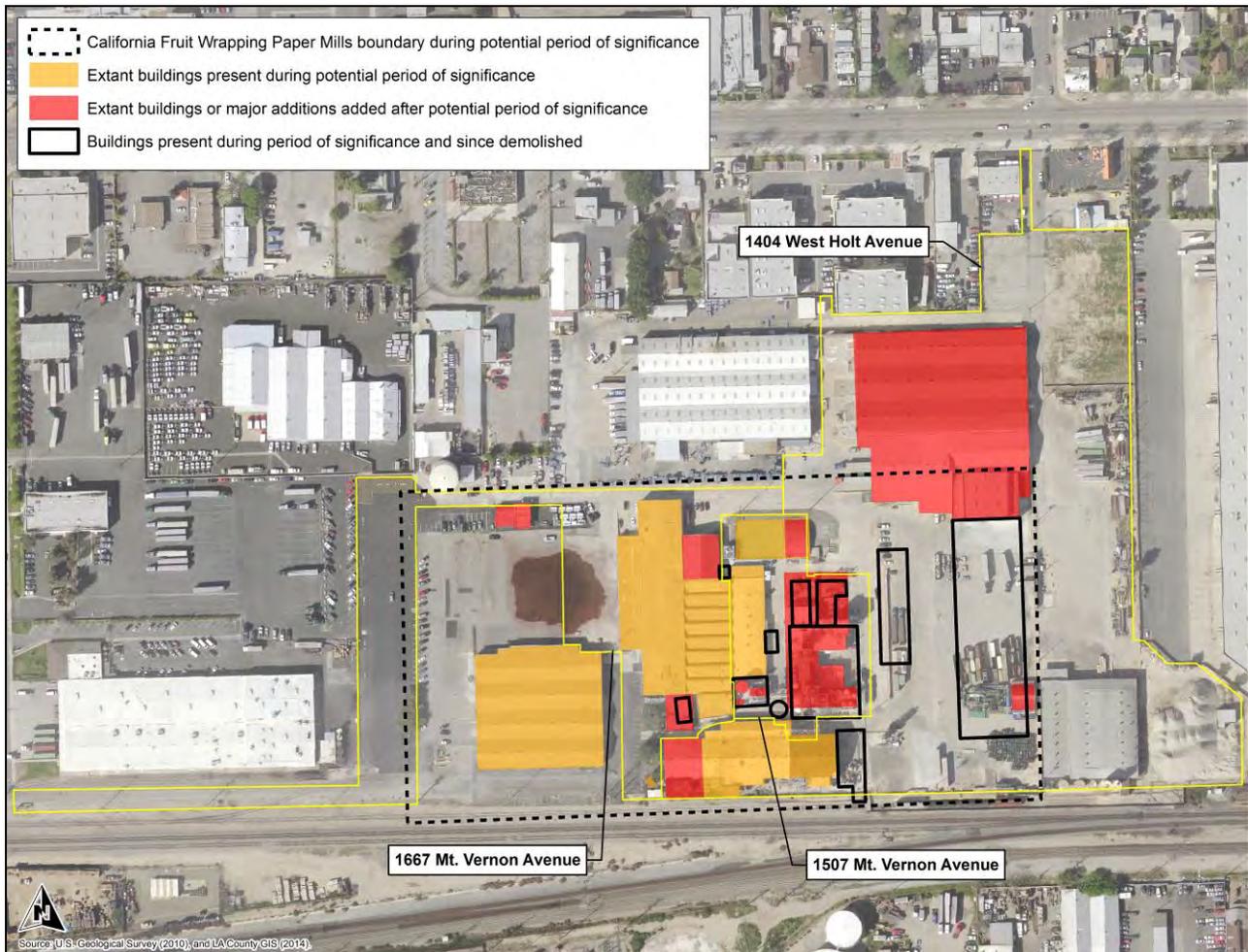
The potential historic district also includes several additions constructed after the period of significance. The most substantial addition is the cogeneration facility located at 1507 Mt. Vernon Avenue, the property immediately to the west of 1404 West Holt Avenue. The cogeneration facility includes two concrete buildings and the attached electrical and steam generating plant. This facility includes several large storage tanks, an electrical switch yard, and piping for natural gas. The cogeneration facility is several stories tall, much higher than the surrounding buildings. Other additions on adjacent parcels include a gable-roof building north of the sawtooth building and an addition onto the two story building (both at 1667 Mt. Vernon Avenue). Some buildings constructed since 1952 encroach into the original plant boundaries from the northeast and northwest. Building 1 at 1404 West Holt Avenue was constructed in 1957 and part of it was located in the northeast corner of what would have been the California Fruit Wrapping Paper Mills historic district boundary.

The numerous alterations made to the former California Fruit Wrapping Paper Mills substantially diminish the historic integrity of not only multiple individual buildings, but also to the overall potential historic district. Six buildings and structures of the former California Fruit Wrapping Paper Mills property have been demolished, which diminishes the potential historic district's integrity of design, materials, and workmanship. Furthermore, several of the buildings that would contribute to the historic district, including Building 3 recorded on this form, have lost integrity of design, materials, and workmanship because of alterations. This loss to the individual buildings has diminished the historic integrity of design, materials, and workmanship because of alterations made to those buildings since 1952.

The buildings and the potential historic district retain integrity of location, but integrity of setting of the buildings and the potential historic district has diminished. During the period of significance, the property was generally surrounded by orchards. In the ensuing decades, those orchards have been replaced with large industrial, light industrial, and commercial properties. The immediate setting of the remaining buildings within the potential historic district that date to the period of significance has also been diminished by the addition of newer buildings / structures, including the cogeneration facility and building additions.

The integrity of feeling is diminished for the individual buildings and potential historic district because of additions to the property, changes to the function of the buildings, and subdivision of the property after the mill shut down. In particular, the height of the modern cogeneration facility at 1507 Mt. Vernon Avenue overshadows the surrounding buildings. All of the buildings and the potential historic district have lost much of their integrity of association after the paper mill closed in 2007 and the property was subdivided.

The following graphic illustrates the major changes to the potential California Fruit Wrapping Paper Mills historic district after the period of significance, including demolished buildings and major additions.

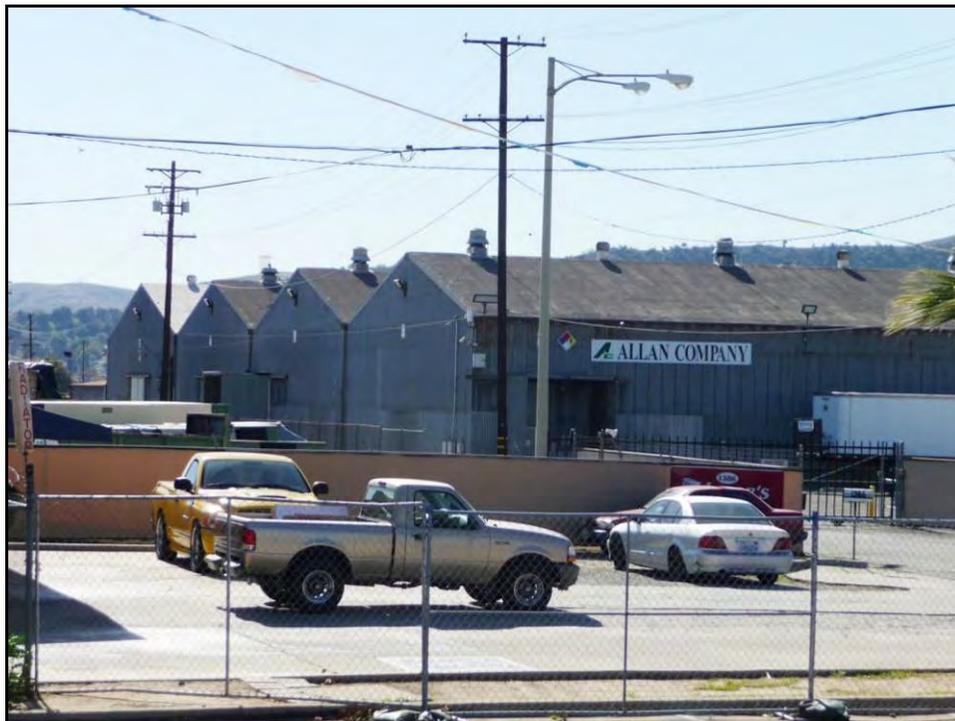


**Figure 9.** Illustration shows major alterations after potential period of significance (1926-1952). 1404 West Holt Avenue and the other two properties recorded for the project cited in P11 are outlined in yellow. The buildings at the far left (one large building highlighted in orange and one small highlighted in red) are on a property (1769 Mt. Vernon Avenue) that is located outside the study area for the project cited in P11.

**Photographs (continued):**



**Photograph 2.** West side of Building 1, camera facing northeast, November 17, 2015.



**Photograph 3.** North and east sides of Building 1, camera facing southwest, November 17, 2015. Note the additional adjoining gable section on the south end.

**Photographs (continued):**



**Photograph 4.** Detail view of original joined gable roof portion of Building 1, camera facing northeast, November 17, 2015.



**Photograph 5.** West and south sides of Building 1, camera facing northeast, November 17, 2015.

**Photographs (continued):**



**Photograph 6.** Obscured view of Building 2, camera facing southeast, November 17, 2015.



**Photograph 7.** West and south sides of Building 2, camera facing northeast, November 17, 2015.

**Photographs (continued):**



**Photograph 8.** East and north sides of Building 3, camera facing southwest, November 17, 2015.



**Photograph 9.** East and south sides of Building 3, camera facing northwest, November 17, 2015.

**Photographs (continued):**



**Photograph 10.** North side of Building 3, camera facing southwest, November 17, 2015.



**Photograph 11.** North side of Building 3, camera facing south, November 17, 2015. (The building number posted in this photo appears to be an obsolete numbering system. It is unclear whether this dates to the period when the California Fruit Wrapping Paper Mills occupied this property.)

**Photographs (continued):**



**Photograph 12.** Detail view of concrete block addition, camera facing northwest, November 17, 2015.



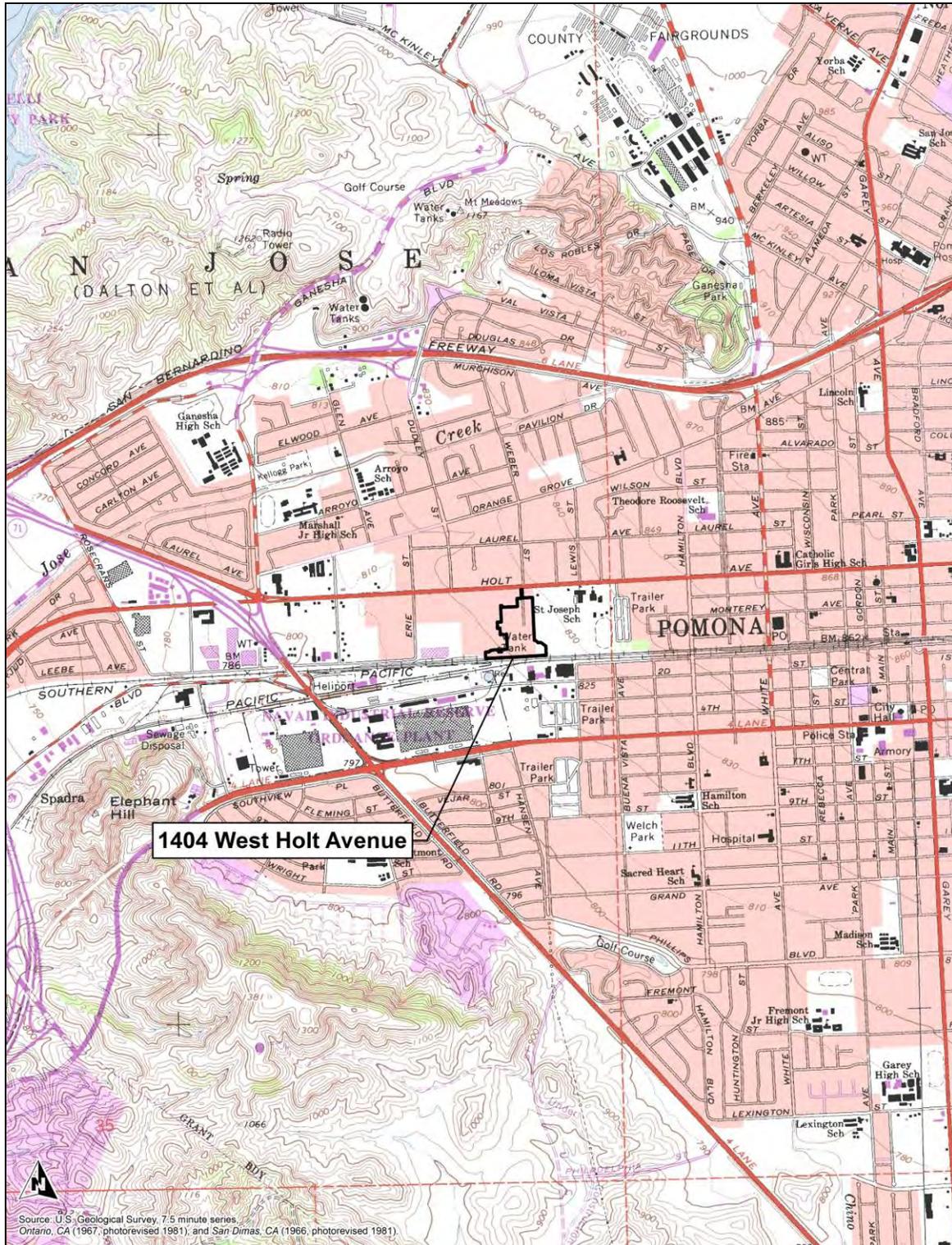
**Photograph 13.** West and south sides of Building 3, camera facing northeast, November 17, 2015. Note stucco cladding on west end.

**Photographs (continued):**



**Photograph 14.** Building 4, camera facing east, November 17, 2015.

**Location Map:**



**Site Map:**





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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6Z

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

**P1. Other Identifier:** 1667 Mt. Vernon Avenue

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

\*a. County Los Angeles

\*b. USGS 7.5' Quad San Dimas Date 1966, photorevised 1972 T \_\_\_\_; R \_\_\_\_; Sec \_\_\_\_; \_\_\_\_ B.M.

c. Address 1667 Mt. Vernon Avenue City Pomona Zip 91768

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_; \_\_\_\_mE/ \_\_\_\_mN

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

Assessor Parcel Number (APN): 8348-007-004

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

This form documents the property at 1667 Mt. Vernon Avenue located in a mixed industrial-commercial-residential area of west Pomona, just north of the Union Pacific railroad (UPRR) tracks (see **Location Map** on Continuation Sheet). This 3.33-acre property contains three attached industrial buildings surrounded by pavement and miscellaneous movable containers and storage tanks (**Photograph 1; Site Map** on Continuation Sheet). The site is accessed by a private road shared by several of the surrounding properties that extends north from Mt. Vernon Avenue. The buildings are referred as Buildings 1-4 for descriptive purposes in this form. Building 1 is a small building with a rectangular footprint, located at the north end of the parcel. The building is attached to Building 3 on its west side and Building 2 on its south side (**Photograph 2-3**). The building is clad in corrugated metal and topped by a corrugated metal front-gable roof with mushroom vents along the roof ridge. A freight door opening with a rollup metal door and top-sliding track for the original door is present on the east end of the building's north wall. (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) HP8 – Industrial Building

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

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



**P5b. Description of Photo:** (View, date, accession #) Photograph 1, 1667 Mt. Vernon Avenue, camera facing southwest, 11/17/2015

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both  
Circa 1928 / 1935 / circa 1957 (Sanborn 1928, 1957; Historicaerials.com 1959; historic photographs; Progress-Bulletin, 20 January 1936)

\*P7. Owner and Address:

MK Property Group LLC  
1683 Mount Vernon Avenue  
Pomona, CA 91768-3300

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

Joseph Freeman & Matt Walker  
JRP Historical Consulting, LLC  
2850 Spafford Street  
Davis, CA 95618

\*P9. Date Recorded: November 17, 2015

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, Historic Resources Inventory and Evaluation Report for AltaGas San Gabriel Cogeneration Facility Project, Pomona, Los Angeles County, 2016.

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 1667 Mt. Vernon Avenue

B1. Historic Name: California Fruit Wrapping Mills, Inc.

B2. Common Name: Superior Duct Fabrication

B3. Original Use: Industrial B4. Present Use: Industrial

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Building 2 constructed circa 1928 and south side sawtooth addition constructed circa 1929; Building 3 constructed 1935; Building 3 east side addition and Building 2 south side flat roof addition constructed circa 1947; Building 1 constructed circa 1957; Building 3 south side addition constructed between 1972 and 1980; Building 3 stucco siding added unknown date.

\*B7. Moved?  No  Yes  Unknown Date: n/a Original Location: n/a

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

\*B10. Significance: Theme Industrial Development / Citrus Industry Area Pomona

Period of Significance n/a Property Type Industrial Plant Applicable Criteria n/a

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

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

This survey and evaluation concludes that the buildings at 1667 Mt. Vernon Avenue do not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). They also do not appear eligible for listing in the NRHP or CRHR as contributors to a potential historic district. This buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code and are not historical resources for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: \_\_\_\_\_

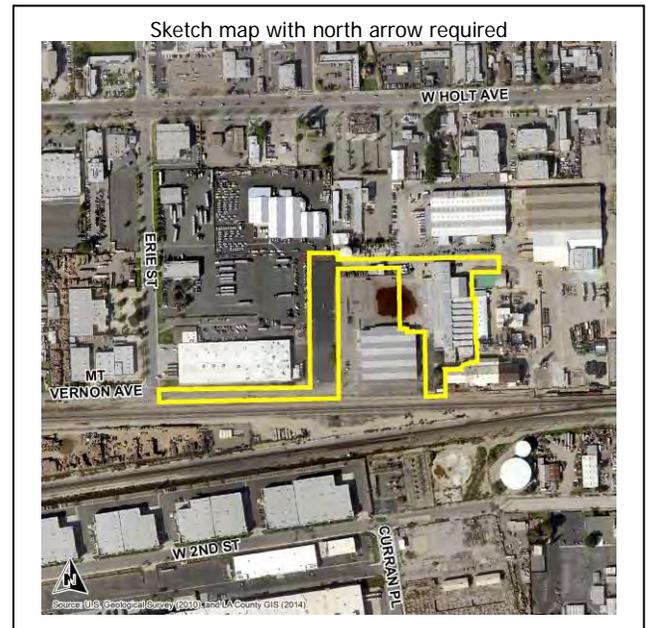
\*B12. References: Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988); William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, California: Windsor Publications, Inc., 1990); Sanborn Fire Insurance Maps, various years; and see B10 footnotes for additional references.)

B13. Remarks:

\*B14. Evaluator: Joseph Freeman

\*Date of Evaluation: November 2015

(This space reserved for official comments.)



### P3a. Description (continued):

An additional, smaller top-sliding corrugated metal door is located on the west end of the north wall. A ribbon of multi-light, metal sash awning windows are present on the second story of the building's east side.

Building 2 is a long, rectangular building, largely obscured by buildings that are attached on all but its south side. The building is attached to Building 1 on its north side, Building 3 on its west side, and Building 3 at 1507 Mt. Vernon Avenue on its east side. (The property at 1507 Mt. Vernon Avenue is documented on a separate DPR 523 form.) Building 2 has a moderately pitched sawtooth roof covered with rolled asphalt (**Photograph 4**). A single sawtooth extension covered with rolled asphalt projects from its south side. The visible walls of this building have corrugated metal siding. A single-story concrete block addition with a flat roof with a slight parapet and multi-light windows extends from the south end of the sawtooth extension (**Photograph 5**). A small section of Building 2's north side is exposed and includes a ribbon of fixed, steel sash windows below the roofline (**Photograph 3**). These windows are likely typical on each north-facing side of the sawtooth roof.

Building 3 is a long, two-story warehouse with a rectangular footprint, attached to Buildings 1 and 2 on its west side (**Photograph 1 & 6**). This building is topped with a low-pitch, side-gable roof covered with rolled asphalt. The exterior is clad with a modern coat of smooth stucco. All windows are situated just beneath the roofline and are steel, 15-light central awning windows. A partial-width, single-story, rectangular addition topped with a shed roof projects from the building's west side (**Photograph 7**). This addition is clad with corrugated metal and has three large freight bays with sliding metal doors on its west wall and an additional bay on its north side. A single-story, flat roof addition with a low parapet and tilt-up concrete walls extends from the south side of Building 3 (**Photograph 8**).

### B10. Significance (continued):

#### Historic Context

The property at 1667 Mt. Vernon Avenue was initially developed as part of the California Fruit Wrapping Paper Mills which opened in 1926. Founded by brothers Erik and Fritz O. Fernstrom, the property was constructed in the outskirts of Pomona, west of the downtown area. The mill's primary product was chemically treated wrapping papers used to protect citrus fruit while it was shipped to markets across the country. The property continued operation as a paper mill through the twentieth century. The following sections include historic context for the themes relevant to this property, including nineteenth and twentieth Pomona development, agriculture, and industry.

#### *The Pomona Valley from Statehood through Arrival of the Railroads: 1850-1890*

The Pomona Valley was remote and sparsely settled during both the rancho period and the decades immediately following California statehood in 1850. The only established community between Los Angeles and San Bernardino through the 1860s was the town of El Monte. In 1853, San Bernardino County was created out of the eastern portion of Los Angeles County. The new county bisected Pomona Valley, with the future towns of Pomona and Claremont located in Los Angeles County and most other communities to the east in San Bernardino County. During this period, most of the inhabitants of Pomona Valley were farmers and ranchers who lived in small adobes or wood-frame houses that were often separated by hundreds of acres of open land. These grain growers and cattlemen suffered great losses in the flooding of the winter of 1861-1862, a disaster that was intensified by severe droughts that followed in the next two years. The valley's settlers persevered and their stage stops and general stores eventually developed into named crossroads or small communities, but like much of the valley they did not coalesce into formal towns during this period.<sup>1</sup>

The arrival of the Southern Pacific Railroad (SPRR) in the valley in the mid-1870s fundamentally changed the complexion of the area. The line entered the valley from Los Angeles just west of Pomona and continued eastward through the present-day town of Ontario on its way to Colton to the east of Pomona Valley. The agricultural interests of the greater Los Angeles region understood that the rails offered them access to a nationwide market for their products for the first time. Additionally,

<sup>1</sup> William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, California: Windsor Publications, Inc., 1990), 17-24; F. P. Brackett, *History of Pomona Valley, California with Biographical Sketches* (Los Angeles: Historic Record Company, 1920), 69-70.

the railroad would also bring opportunity to California, especially in terms of immigrants, each of whom was a prospective customer for goods, services, and especially real estate. Starting in the 1870s and continuing particularly in the 1880s, pioneer rancho families and speculative investors began to subdivide the large holdings in the Pomona Valley establishing smaller parcels and town lots to create Pomona, Ontario, and other communities, taking advantage of the infrastructure offered by the new railroad line. SPRR had a monopoly in the valley until the Atchison, Topeka and Santa Fe Railroad (ATSF) constructed a line through the area in the mid-1880s. ATSF established a parallel line running through the valley to the north of the SPRR alignment, and this competition spurred a rate war that further fueled booming land sales and the Southern California economy, in general.<sup>2</sup>

#### *Establishment of Pomona Valley through 1890*

Francisco Palomares, one of the rancho owners in the Pomona and San Gabriel valleys, was instrumental in assuring that the land that eventually became Pomona was served by a railroad. The Mexican government had granted the more than 22,000-acre Rancho San Jose to his father, Ignacio Palomares, and his partner, Ricardo Vejar, in 1837. Vejar helped secure a place for the Pomona site in 1872 when the county and the railroad company signed an agreement allowing for construction of the line. By this time Louis Phillips had acquired much of the former Vejar portion of the rancho, and he granted a right of way for the railroad project during the following year. In early 1874, the first train arrived in Spadra (southwest of Pomona), and Pomona's station was completed in 1875. Several of the Rancho San Jose owners formed a development company, divided about 2,500 acres into town lots and small farms, and filed the map with the county in August of the same year. One of these promoters, nurseryman Solomon Gates, suggested the name "Pomona" for the Roman goddess of fruit.<sup>3</sup>

Because of the railroad station and the organized efforts of local land owners, Pomona survived early hardships of drought and fire and began to enjoy modest growth before the real estate frenzy that spread across much of Southern California in the 1880s. The town was still quite small at this point, ranging between 130 and 300 citizens at the beginning of the decade. The Pomona Land & Water Company (organized in 1882) invested in 12,000 acres of land in and around the newly created town and installed a concrete pipeline to deliver water from San Antonio Canyon. The young farming community benefited greatly from the water system, and after 1885 it could boast of having a SPRR line and a branch line to the ATSF line to the north. Pomona land owners made the best of these improvements, as well as the general prosperity of the 1880s, and Pomona was able to officially incorporate in 1887 with a population of 3,500. The rapid growth and development was greatly hindered in the early 1890s with a nationwide depression and hampered locally by droughts in the mid-1890s, but Pomona still grew more than tenfold during the 1880s and had more than 3,600 inhabitants in 1890.<sup>4</sup>

#### *Development of the City of Pomona from 1890s through 1945*

The booming land schemes and real estate sales in Southern California in the 1880s faded almost as quickly as they had begun and the Pomona Valley found itself with mixed results from this frantic decade. Some towns, like Pomona and Ontario, had done well, while other communities were never more than "paper towns" that existed only in the minds of land speculators and on maps filed with the county recorder. The real estate market was not the only problem, and although it began to settle down over the next few years, there were more tough times ahead as droughts and a nationwide depression in the 1890s kept growth from reaching the heady pace it had in previous years. While Los Angeles County continued to attract new residents—more than 60,000 settled there between 1890 and 1900—a scant 3,000 people settled in San Bernardino County during that time. Situated on the border of the two counties, Pomona's population increased by about 50 percent during this period.<sup>5</sup>

<sup>2</sup> King, *San Gabriel Valley*, 25, 29-30.

<sup>3</sup> Hoffman, *Reports of Land Cases*, Appendix, 54; King, *San Gabriel Valley*, 25-26; W. W. Robinson, *Ranchos Become Cities* (Pasadena: San Pascual Press, 1939), 212-215.

<sup>4</sup> Glen S. Dumke, *The Boom of the Eighties in Southern California* (San Marino, California: Huntington Library, 1944), 104-111; Robinson, *Ranchos Become Cities*, 215-216; King, *San Gabriel Valley*, 29, 33-35; Pomona Land and Water Company, "Map of Pomona and Vicinity, Pomona, Palomares & North Pomona Tracts (1885)," on display at Special Collections, Pomona City Library.

<sup>5</sup> Dumke, *Boom of the Eighties*, 259-276; Spencer Crump, *Ride the Big Red Cars: How Trolleys Helped Build Southern California* (Corona Del Mar, California: Trans-Anglo Books, 1977), 248-249.

Additional railroad lines and continuing waves of immigrants, mostly from other parts of the United States, boosted development in Pomona and surrounding areas in Pomona Valley after the turn of the twentieth century. In 1902, the San Pedro, Los Angeles & Salt Lake Railroad (SPLA&SL) constructed a line that closely paralleled the SPRR line. From Pomona it traveled east past La Puente before turning southwest around the Puente Hills and heading west through Montebello. Transportation and related industries remained the dynamic element of change in Pomona Valley. Within a couple decades, freight trains, electric interurbans, and automobiles vied for space and traffic as railroad and highway construction increased in and around Pomona.<sup>6</sup>

The Pomona Valley's success through the early twentieth century hinged on the growth of its citrus industry, and as the valley's largest city, Pomona benefited greatly as the industry grew. As early as the 1880s, local farmers realized the benefits of the valley's warm climate, fertile soil, and long growing season. Grapes and wine became the first product to succeed, but that was quickly replaced with olives as foreign competition increased. The olive industry prospered for about a decade before also faltering in the face of overseas competition. A variety of deciduous fruits were grown next, including peaches, apricots, prunes, apples, pears, and walnuts, but as the value of land increased, farmers focused on the more lucrative citrus fruits. The orange in particular became a favorite throughout the so-called "orange empire" that spread from Redlands in the east to Santa Ana in south and San Fernando Valley in the west.<sup>7</sup>

Pomona was at the heart of the vast "orange empire" and citrus dominated the local economy through the mid twentieth century. The citrus industry spread beyond the orchards as numerous businesses sprang up to support the growing market. Such businesses ranged from massive canning and packing warehouses to irrigation and agricultural supply businesses, including the paper mill that initially developed the property documented on this form. Between 1910 and the 1920s, the Pomona Fruit Growers' Exchange packing plant, the Pomona Valley Canning Company, and the Brogdex Company of Pomona, among many other companies, opened factories in Pomona. The property recorded on this form was originally developed as part of the California Fruit Wrapping Paper Mills that opened its plant in 1926, supplying the local fruit companies with packaging tissue paper to protect the fruit while shipping throughout the country (see below for a detailed history of the California Fruit Wrapping Paper Mills).<sup>8</sup>

As it became a citrus shipping center, Pomona nearly doubled in size—from a population of over 5,500 to about 10,200—between 1900 and 1910. Despite this success, the industry relied on Southern California's favorable weather, which did not always cooperate. In 1913, a severe frost and devastating flood wiped out entire orchards. Some were able to take advantage of the devastation, however, as they subdivided their farmland and sold lots for residential development. Three thousand new residents arrived by 1920 and nearly 7,300 people moved to Pomona between 1920 and 1930. One of the newcomers was William Kellogg, the inventor of the corn flake cereal, who bought a ranch in the San Jose Hills near Spadra west of Pomona to raise Arabian horses. The state later acquired the ranch and established California State Polytechnic College, Kellogg-Voorhis (later renamed California State Polytechnic University, Pomona, or simply Cal Poly Pomona).<sup>9</sup>

As Pomona's population grew in the early twentieth century, commercial, civic, and industrial development expanded. A new armory building for the National Guard opened in Pomona. Social and political clubs sprang up, erecting new buildings in the downtown core. And as the citrus industry continued to grow, shipping more than 25 million boxes of fruit by the mid 1920s, the city made efforts to regulate problematic elements of the industry for the benefit of the community. Following the 1913 freeze, many orchards used heaters that burned oil to avoid crop damage. The heaters, however, released a thick smudge that fell on houses, clotheslines, cars, and anything that happened to have been left outdoors. The city elected a

<sup>6</sup> Henry Rueger, "Rueger's Township and Sectional map of Los Angeles County and Vicinity," compiled 1907 (1909); Crump, *Ride the Big Red Cars*, 226-230; King, *San Gabriel Valley*, 45-47.

<sup>7</sup> Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 73-76.

<sup>8</sup> VEJ Pomona 8, LP, "Pomona Packing Plant: History," online at <http://www.pomonapackingplant.com/#!history/ctzx> accessed November 2015; J. C. Barthel, "Map Showing Cities of Pomona, Claremont and Lordsburg, Cal." (S.l.: Pomona Progress, 1910); Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (February 1887; April 1888; March 1895; September 1906; January 1911; June 1928; February 1938; 1928 revised through September 1950); USGS, "Ontario, Calif." *7.5 Minute Series Topographic* (Washington, D.C.: GPO, 1954); King, *San Gabriel Valley*, 51-53; Pomona City Directories, various years, 1898 through 1990, Pomona City Library; King, *Pomona: The Citrus Empire*, 79; Pomona Centennial-Bicentennial Committee, *Pomona Centennial History* (San Bernardino, CA: Franklin Press, 1976), 95.

<sup>9</sup> Crump, *Ride the Big Red Cars*, 248-249; King, *San Gabriel Valley*, 51-53, 76-77.

mayor running on an anti-smudge campaign, and passed an ordinance reducing the use of such heaters. Further helping the local economy, local community and agriculture leaders founded the Los Angeles County Fair in Pomona in the early 1920s. The site they chose for the fair was located just northwest of downtown Pomona, at the heart of the county's agricultural industry.<sup>10</sup>

Despite the far-reaching economic developments of the early twentieth century in and around Pomona, the area remained relatively rural for several decades more. Through the 1930s and World War II (ending in 1945), valley towns like Pomona, Ontario, and Chino were distinct communities surrounded by open fields and orchards. As noted below, the California Fruit Wrapping Paper Mills was situated well west of the main built-up area of Pomona when it developed and grew in the 1920s and 1930s.

#### *Development of the City of Pomona from 1945 through the Present*

After World War II and during the latter half of the twentieth century, Pomona and the surrounding valley were transformed by shifts in the Southern California transportation systems and overall economic trends of the period. The Arroyo Seco Parkway opened in late 1940 and was the first freeway on the West Coast. This freeway connected Los Angeles with the San Gabriel Valley and opened the way for development of future freeways and the suburbanization that followed. In the 1950s, the Pomona Valley was directly linked to Los Angeles by the San Bernardino Freeway (now Interstate 10). The new preference for freeways and personal automobiles meant the end of the interurban railway system, with Pacific Electric service ending most valley towns in the 1940s. The population expansion spurred by economic growth stemming from industrial development during World War II, especially in the aerospace industry, continued on after the end of the war in 1945 and continued to feed real estate and infrastructure development throughout Southern California. Often referred to as the "freeway age," the thirty years following the war were marked by increasing residential, commercial, and industrial development on former agricultural land. The hallmark of development in Southern California (and throughout the country) after the World War II was the rapid proliferation of suburban tract homes, and the Pomona Valley was a typical example of this phenomenon. By mid century Pomona had become a small city growing from a population of 10,000 in the early part of the century to 35,157 inhabitants in 1950.<sup>11</sup>

Pomona was still surrounded by citrus orchards at the end of World War II, but cold winters in 1948 and 1949—which destroyed between 25 and 45 percent of the citrus crop—hastened the decline of the citrus industry in the area and soon suburbs expanded in all directions. While many of the orchards and related businesses—including large packing plants that once dominated Pomona's industrial economy—shut down during the 1950s, Pomona Valley experienced rapid growth in population related to the booming postwar economy. Pomona's population doubled in the 1950s.<sup>12</sup>

In place of the declining agriculture-related industrial plants, Pomona encouraged new employers to relocate to its city with varying success. City leaders wanted to replace the large packing plants and other industrial companies that tended to employ hundreds of workers. They sought to attract other industrial employers by highlighting the city's proximity to major transportation corridors. The SPRR ran directly through town, while Interstate 10 ran to the north. Further aiding this development, the Pomona Freeway (now State Route 60), was opened in 1964 passing to the south of city's downtown region. The areas just north and south of the railroads east and west of downtown Pomona were heavily influenced by this development, turning into primarily industrial zoned neighborhoods. Major companies like General Dynamics, Wayne Manufacturing, and American Brake Shoe opened large industrial plants in Pomona in the decades after World War II. Unlike in the decades preceding the war, these postwar industrial properties were not dependent on a single industry, but rather represented a vast array of industries. Other large local employers either opened or expanded immediately after the war. The Los Angeles Fair resumed operation after its wartime closure, Mt. San Antonia Junior College began serving the

<sup>10</sup> King, *San Gabriel Valley*, 77, 79

<sup>11</sup> King, *San Gabriel Valley*, 61-69, 79; Crump, *Ride the Big Red Cars*, 203-231; Swain, *The Historical Volume*, 94-96.

<sup>12</sup> King, *San Gabriel Valley*, 87-89; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 94-95.

local communities, and California State Polytechnic University, Pomona began a substantial expansion program becoming a prominent educational institution in the region.<sup>13</sup>

During the last quarter of the twentieth century, Pomona and surrounding communities continued to experience population growth and expanded services as residents were generally split between those who commuted to other communities and those who found employment in Pomona. Pomona's geography proved vital to its continued growth through the end of the century. As Southern California sprawl continued its eastward trend, the Inland Empire—which encompasses the area surrounding the cities of Riverside and San Bernardino—grew substantially with new residential and industrial development. Pomona's central location—between Los Angeles, Orange County, and the rapidly growing Inland Empire—spurred residential and commercial growth in and around the city. A 570-unit Pomona Town Center residential complex as well as new neighborhoods on the city's outskirts, helped maintain a moderate population growth of about 40,000 between 1970 and 1990.<sup>14</sup>

### *California Fruit Wrapping Paper Mills*

The property at 1667 Mt. Vernon Avenue was initially developed as part of the California Fruit Wrapping Paper Mills which opened in 1926 and was founded by brothers Erik and Fritz O. Fernstrom. Only Buildings 2 and 3 were constructed for the mill during the operation of the California Fruit Wrapping Paper Mills. Building 1 was constructed by later owners of the property.<sup>15</sup>

Natives of Sweden, the Fernstroms combined their different backgrounds—Fritz was a banker and Erik founded a paper products exporting company—to establish the successful paper mill in the outskirts of Pomona. The idea for the paper mill was Erik's, who in the early 1920s recognized an increased demand from Southern California for fruit wrapping papers. The papers, which were treated with mold-resistant chemicals, were used to help safely transport fruit from local packing plant to retailers across the country. Construction of the California Fruit Wrapping Paper Mills in Pomona started in June 1926 and the first paper shipped from the mill four months later. With one Swedish-made papermaking machine, the plant employed 39 men in the first year. In part because the machines were so complicated and hard to stop and start, the mill ran 24 hours a day, 7 days a week. Fritz assumed to role of manager at the paper mill shortly after it opened while Erik returned to Sweden where he resumed management of his paper product exporting company. Initially, the paper pulp arrived at the mill from Sweden, but as the lumber industry in the western United States grew, the Fernstroms purchased pulp more locally.<sup>16</sup>

The mill started out with a small collection of buildings (**Figure 1**), none of which are present on the property recorded on this form, although some are extant on adjacent properties. Running along the south end of the California Fruit Wrapping Paper Mills site was a one- and two-story steel-frame warehouse and manufacturing building that housed the large papermaking machine, stored paper and pulp, and mixed pulp (this building is extant at 1404 West Holt Avenue, east of 1667 Mt. Vernon Avenue). Attached to this building on the south side was the small, one-engine boiler room used to produce the steam that powered the plant's machines. Two small buildings—an office and a storage building—were located near the southwest corner of the property, and a 50,000-gallon water tank on an 80-foot-tall steel tower was located near the east end (these buildings and water tank are not extant). The site also included a small pump house that was located near the southeast corner and a parking canopy near the center of the lot (not extant).<sup>17</sup>

<sup>13</sup> Gruen and Associates, "Civic-Recreational-Industrial Project No. 1: City of Industry," (1971), 2-10; King, *San Gabriel Valley*, 79, 87; Swain, *The Historical Volume*, 108-113; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 95-96.

<sup>14</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 121-122.

<sup>15</sup> Some buildings originally developed as part of the California Fruit Wrapping Paper Mills are now located on other properties, including two properties recorded on separate DPR 523 forms for this project. The property at 1507 Mt. Vernon Avenue is located immediately east of 1667 Mt. Vernon Avenue while the property at 1404 West Holt Avenue is located farther to the east.

<sup>16</sup> "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8.

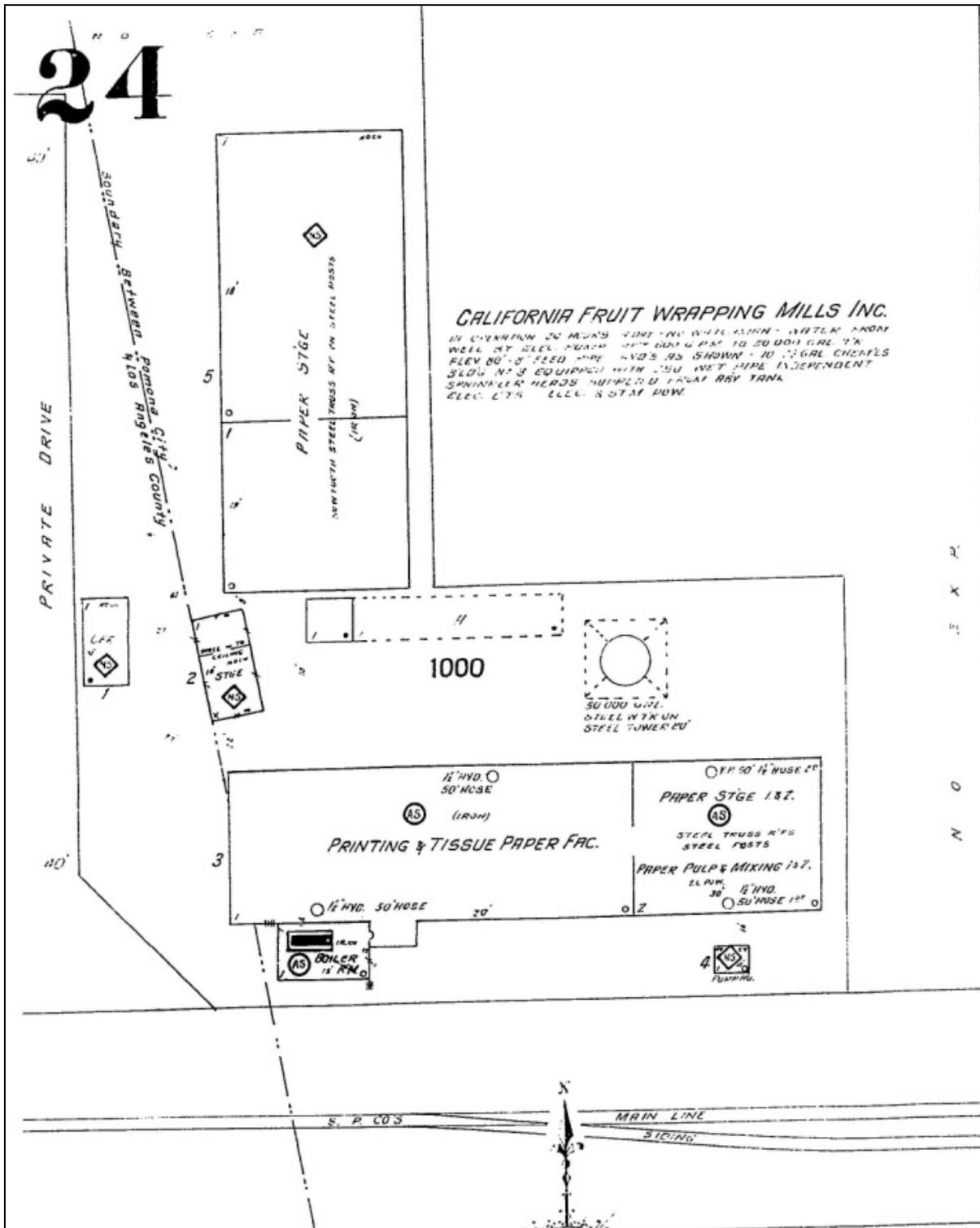
<sup>17</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928); [California Fruit Wrapping Paper Mills photograph], [1927], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library; "Calif Fruit Wrapping Mills, Pomona 3/1927, Citrus Fruit Industry – Calif.," 1927, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.



**Figure 1.** California Fruit Wrapping Paper Mills in 1927 shortly after opening. Shown is the original mill building (which is extant at 1404 West Holt Avenue) with boiler room in on left and water tank (not extant) in background. (Courtesy of Pomona Public Library, Special Collections)

The mill found early success and the Fernstroms installed a second papermaking machine that went into production in 1929. This appears to have coincided with the construction of a second steel-frame warehouse, Building 2 recorded on this form, which featured a sawtooth roof and metal siding; it was used for paper storage and was in place by 1928 (**Figure 2**). Around this time, the company built an 800,000-gallon concrete water reservoir (extant at 1507 Mt. Vernon Avenue, east of 1667 Mt. Vernon Avenue) to supply water for the milling process and an associated concrete pump house (also extant at 1507 Mt. Vernon Avenue) near the southeast corner of the reservoir (**Figure 3**). In 1932, the company built a new concrete block paper storage warehouse with a steel truss roof (extant at 1507 Mt. Vernon Avenue) attached to the east side of the Building 2 recorded on this form. With the new papermaking machine, the plant doubled its production to about 6,000 tons of paper per year, most of it in the form of fruit wrapping paper. During the 1930s, the company began to diversify its output to include other products, but fruit wrapping paper remained the mill's most important and profitable product.<sup>18</sup>

<sup>18</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1928, 1950); "California Fruit Wrapping Mills, Inc.," [advertisement] *The Progress-Bulletin*, 13 January 1931; "California Fruit Wrapping Mills, Inc.," *The Progress-Bulletin*, 20 January 1936, 6; "Obituaries: Erik Fernstrom," *Progress-Bulletin*, 21 August 1986, 4; "Airview of the Calif. Fruit Wrapping Mills, Pomona, Calif., [ca. 1929], Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.



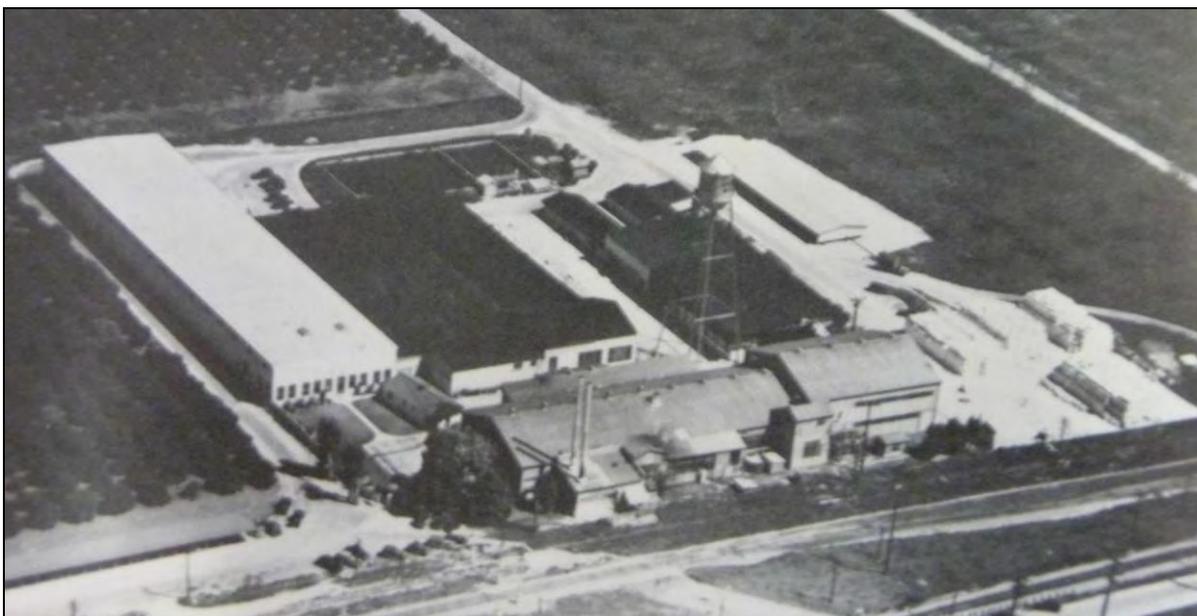
**Figure 2.** California Fruit Wrapping Paper Mills as depicted in 1928 by the Sanborn Fire Insurance Company map of Pomona. At the time, the property included the original mill building (extant at 1404 West Holt Avenue) and a paper storage building (Building 2 recorded on this form). In addition the site included a 50,000-gallon water tank, pump house, office, storage building, and garage (none are extant).



**Figure 3.** California Fruit Wrapping Paper Mills in about 1929 with the construction of the water reservoir (lower left) underway (extant at 1507 Mt. Vernon Avenue). (Courtesy of Pomona Public Library, Special Collections)

Despite the Depression of the 1930s the California Fruit Wrapping Paper Mills continued to expand as the fruit industry remained strong. By mid decade, the company had 225 employees and was considered one of the most important industrial plants in the Pomona Valley. With this success, the company added a new steel-frame warehouse in 1935 that measured 26,250 square feet (Building 3 recorded on this form). Most of it was used for storage and administrative offices, while a portion on the north end was leased to a wax-paper manufacturing company based in New Jersey. Sometime during this period two storage buildings were constructed parallel to the existing storage warehouses (neither are extant) (**Figure 4**). Possibly reflecting an expansion in the type of paper products the mill manufactured, the Fernstroms renamed the company Fernstrom Paper Mills Inc. in 1940. Nonetheless, most of the products remained tissue-grade wrapping paper for fruit packaging.<sup>19</sup>

<sup>19</sup> “California Fruit Wrapping Mills, Inc.,” *The Progress-Bulletin*, 20 January 1936, 6; “Obituaries: Erik Fernstrom,” *Progress-Bulletin*, 21 August 1986, 4.



**Figure 4.** An undated photograph of the Fernstrom Paper mills, ca. 1940, after the expansion of the 1930s.<sup>20</sup>

With the success of nearly twenty years behind them, the Fernstroms began planning more than \$300,000 worth of expansions and upgrades in the waning years of World War II. Equipment exceeding \$115,000 was to be installed in 1944 and 1945 followed by a second phase of development in anticipation of increased postwar business. As expected, the post-World War II period proved successful for the company as it built new facilities and added a third papermaking machine. In 1947, construction began on a new \$420,000 manufacturing facility to house a 500-ton \$400,000 papermaking machine, the plant's third. Located on the east end of the property, the one- and two-story building featured steel-framing, cement-asbestos walls and a flat roof. With a capacity to produce 50 tons of paper a day, the new machine was expected to double the plant's output. In 1947, the wax paper manufacturing company that leased part of Fernstroms' property built a new factory east of the Fernstrom plant (extant at 1404 West Holt Avenue, east of 1667 Mt. Vernon Avenue). This building was not associated with the Fernstroms' mill. The mill continued its gradual product diversification in the 1940s, as it began selling carbonizing paper, napkins, and other paper products, but fruit wrapping paper remained the company's top product.<sup>21</sup>

By the early 1950s, as the Fernstrom brothers celebrated 25 years making paper in Pomona, the Fernstrom Paper Mills was an expansive plant that dwarfed its original facilities (**Figure 5** and **Figure 6**). The oldest buildings on the site had expanded and new ones filled the once sparsely populated property. The original mill building at the south end of the lot had grown to include a larger boiler room, a pulper building, and several new smaller additions. To north, the plant included four large storage warehouses and several smaller miscellaneous storage buildings that had been built over the 25-year history. The plant had facilities for pulp mixing, paper cutting and printing, as well as a machine shop.<sup>22</sup> In 1951, the Fernstroms founded Protecto Products Company, Inc. and built another manufacturing plant and storage warehouse west of the Fernstrom Paper Mills site. This large steel-frame building featured four parallel gable roofs (the building is extant and located outside the study area to the west of 1667 Mt. Vernon Avenue).<sup>23</sup>

<sup>20</sup> Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.

<sup>21</sup> "Paper Mill Starting \$300,000 Improvement Project," *Progress-Bulletin*, 19 September 1944, 1; "Expansion Plans for New Mill on Schedule," *Progress-Bulletin*, 8 March 1947; "Fernstrom Paper Mill to Observe 25<sup>th</sup> Anniversary," *The Progress-Bulletin*, 10 November 1951, 8; "Paper Products Plant Construction Begins Monday," *Progress-Bulletin*, 13 September 1947, 1; "Paper Products Building Here Rising Rapidly," *The Progress-Bulletin*, 8 December 1947; HistoricAerials.com, historic aerial images, 1946, 1948, 1953; Lothrop, *Pomona: A Centennial History*, 158.

<sup>22</sup> Sanborn Fire Insurance Company, "Pomona, Los Angeles County, Cal.," (1950); HistoricAerials.com, historic aerial images, 1948, 1953; "Fernstrom Paper Mills #2," [photograph], 1951, Citrus Fruit Industry – Calif., Calif. Fruit Wrapping Mills vertical file, Special Collections, Pomona Public Library.

<sup>23</sup> "Protecto Products Plant Ground-Breaking Held," *Progress-Bulletin*, 10 February 1951.





**Figure 6.** By 1951, the Fernstrom Paper Mills had expanded well beyond its original site, and included new storage facilities and a third papermaking machine, located in the long building second from the right (not extant). The warehouse on the far right was not associated with the Fernstrom Paper Mills plant, and the building on the far left was used by the Fernstroms' Protecto Products Company. (Courtesy of Pomona Public Library, Special Collections)

Despite the growth of the early 1950s, the Fernstroms' paper mill suffered the consequences of a decline in the local citrus industry. As suburban sprawl replaced the vast orchards, many related businesses dried up. Packing plants throughout Pomona started to close during this period. Furthermore, fruit no longer required wrapping paper as chemical treatments placed directly on the fruit were developed to help stave off mold and bacteria. In 1952, the Fernstroms sold controlling interest of Fernstrom Paper Mills and Protecto Products Company to Potlatch Forests Inc. The new owner had an abundant surplus of wood pulp from its lumber operations in Idaho. One of the company's first tasks was changing the product line away from fruit wrapping paper, which had made up about 50 percent of the Fernstroms' output. Potlatch shifted the mills output to household paper products, such as facial tissue paper, toilet paper, paper plates, napkins, and place mats. The shifts in output did not greatly alter the way the paper mill was operated, and Potlatch retained the majority of the employees. By 1955, Potlatch maintained a staff of 375 employees and kept the plant open 24 hours a day, 7 days a week.<sup>24</sup>

In 1957, Potlatch began a plant expansion to add a new papermaking machine and two 43-ton steam generating boilers. Once finished, the expanded plant was expected to double production and to add 200 new jobs. This expansion included a large warehouse near the northeast corner of the lot (**Figure 7**). The steel-frame building featured three parallel gable roofs and corrugated siding (extant at 1404 West Holt Avenue, northeast of 1667 Mt. Vernon Avenue). Work during this period also included new buildings, such as the small warehouse on the north side of the property (Building 1 recorded on this form) and additions to older buildings (**Figure 8**). Shortly after its construction, an addition was built connecting it with the manufacturing building to the south that housed the mill's third papermaking machine. This expansion corresponded with a relocation of the company's local sales office from the mill to an office on North Towne Avenue and the addition of a milk carton production plant east of the mill. This new plant appears to be a building located west of the mill site, which according

<sup>24</sup> "Pomona Industry: Potlatch Forests, Inc.," *Pomona Action*, July 1955, 3.

to aerial photographs was constructed in the late 1950s (this building is extant but outside the study area for the project cited in P11). The plant printed and glued cartons before shipping them to dairies.<sup>25</sup>



**Figure 7.** Expansion continued under new owners Potlatch Forests Inc., as seen in this 1957 photograph. Building 1 recorded on this form had been built and construction was underway on a warehouse at the northeast corner of the plant (extant on 1404 West Holt Avenue). A year later, the plant added a fourth papermaking machine. (Courtesy of Pomona Public Library, Special Collections)

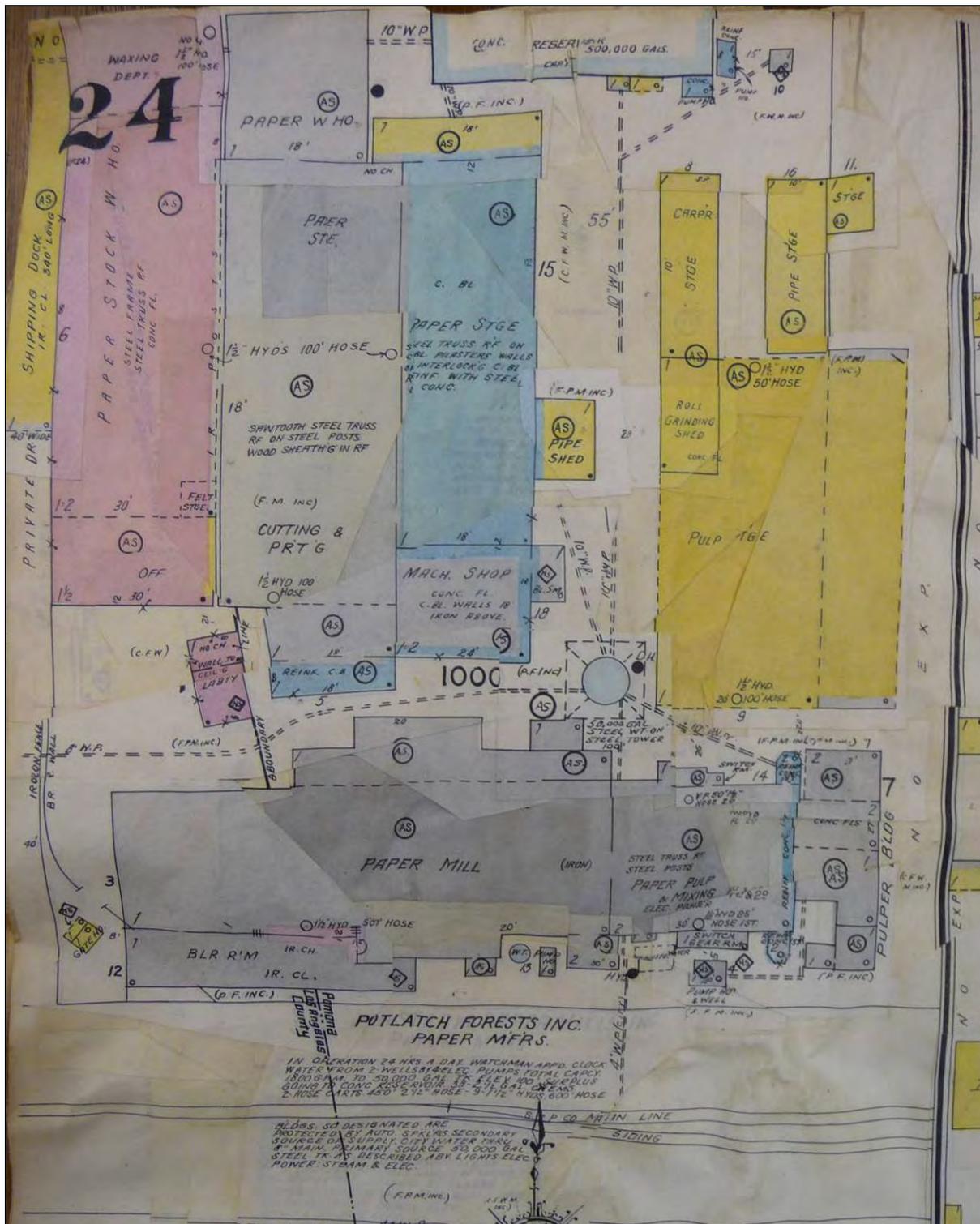
In the late 1950s and early 1960s, two more large industrial buildings with the same parallel gable design Potlatch used for its 1957 building were constructed in areas surrounding the plant (both buildings are extant and outside the study area for the project cited in P11). While historical records reviewed for this project did not provide information on their use and ownership, it seems likely these buildings were part of the Potlatch operation.<sup>26</sup>

As a result of these numerous expansions, Potlatch claimed annual output of 70,000 tons of paper products by the late 1960s. It employed 625 workers. The company had expanded its product line to include writing and business paper, as well as envelopes. The two newer papermaking machines were refurbished during this period and accounted for 90 percent of the plant's output, while the older two, which were said to be the original units, produced the remaining ten percent, which were dedicated to tissue-grade products.<sup>27</sup>

<sup>25</sup> "Paper Plant Begins Major Expansion," *The Progress-Bulletin*, 3 April 1957, 10; "Potlatch Sales Force Occupies Larger Office," *The Progress Bulletin*, 14 July 1958, 16; "Potlatch Announces Major Expansion," *Progress-Bulletin*, 3 January 1957, 1; "Potlatch Milk Carton Plant is Expanded," *Progress-Bulletin*, 2 June 1958, 1; HistoricAerials.com, historic aerial images, 1953, 1959; "Potlatch Forests, Inc. #1, PB Print June 3 '57," [photograph], 1957, Potlatch Forests Inc. #1 vertical file, Special Collections, Pomona Public Library.

<sup>26</sup> HistoricAerials.com, historic aerial images, 1959, 1964.

<sup>27</sup> "Paper for Everybody," *Progress-Bulletin*, 8 July 1967, 17.



**Figure 8.** Potlatch Forests' paper mill as depicted by Sanborn Fire Insurance Map in 1962. Many of the buildings featured additions and major expansions that had been added piecemeal since the plant opened more than six decades before. Buildings 1, 2, and 3 recorded on this form are depicted in the northwest corner of the property.

By the late 1970s, as the company boasted record profits, the plant's 600 workers walked off the job in an industry-wide strike over pay raises. More than 8,000 paper mill workers went on strike in July 1978, forcing 18 mills in California, Oregon, and Washington to shutter their doors. As the strike dragged on, Potlatch re-opened part of its Pomona plant with salaried, non-union workers. Because the strike was ongoing, Potlatch had put into operation a new papermaking machine at its Idaho plant and decided to sell the Pomona plant. Simpson Paper Company officially took ownership of the plant in January 1979 and continued negotiations on a new contract. After more than eight months, the mill workers voted to approve a new contract and returned to work in March 1979. During this period, the paper mill added a small addition on the south side of Building 3, recorded on this form. This addition replaced an earlier building that was used as a storage building and laboratory, and dated to the 1920s.<sup>28</sup>

Simpson made substantial changes to the plant in the more than 20 years it owned the property. As part of a multi-million dollar improvement and upgrade program, the company built a \$22 million cogeneration plant in 1984-85. The plant created electricity by burning natural gas. Through this process, steam was also created and used at the plant to power the papermaking machines. Electricity not used by the site was sold to Southern California Edison to serve the local community. This marked a trend within Simpson Paper Company, which had already opened cogeneration plants in at least two other mills. The cogeneration facility is located on what is now 1507 Mt. Vernon Avenue, located east of 1667 Mt. Vernon Avenue. In order to construct the cogeneration facility, Simpson Paper Company demolished a few older facilities, including the water tank and the pulp and miscellaneous storage warehouse.<sup>29</sup>

While it continued to produce a variety of paper products, such as household items, writing and printing paper, starting in the 1990s the paper market began to shrink and sources of wood in the western United States decreased. The Simpson Paper Company responded by contracting its California plant operations starting in 1993. It shut down its Eureka mill leaving more than 260 employees without jobs. In Pomona, the company laid off 175 Pomona workers and shut down some of its papermaking machines. In response to the uncertain market, Simpson announced it would begin producing paper from recycled products. In November 1994, it restarted one of its papermaking machines to convert recycled paper into corrugated cardboard.<sup>30</sup>

The attempt to keep the Pomona paper mill open only lasted for about another decade. The plant was acquired and sold by a couple companies before finally shutting down in 2007. The former paper mill plant is now divided into several legal parcels, only three of which are included in the study area for the project cited in P11. These properties are the AltaGas San Gabriel Cogeneration Facility at 1507 Mt. Vernon Avenue; Allan Company paper recycling plant at 1404 West Holt Avenue; and Superior Duct Fabrication warehouse at 1667 Mt. Vernon Avenue.<sup>31</sup>

### *Industrial Architecture*

The properties that comprise the extant buildings of the former California Fruit Wrapping Paper Mills on this property are utilitarian industrial facilities constructed using standard methods of the various periods in which they were constructed. They lack aesthetic qualities that some industrial buildings possess that incorporated modest ornamentation and/or Modern architecture design, and they do not possess innovative engineering that characterized some industrial buildings. As discussed, the California Fruit Wrapping Paper Mills was developed in the 1920s through the 1950s, and it illustrates functional and utilitarian manufacturing design. This fits within the context of engineer-designed late nineteenth century and early twentieth century industrial buildings that were conceived and built to maximize functionality, efficiency, and

<sup>28</sup> "Potlatch has Record Earnings," *Progress-Bulletin*, 20 April 1978, 29; "600 Strike at Potlatch in Pomona," *Progress-Bulletin*, 21 July 1978, 1; "No Settlement Near in Long Potlatch Strike," *Progress-Bulletin*, 3 November 1978, 13; "Pomona Paper Workers Accept New Settlement," *Progress-Bulletin*, 1 March 1979, 1; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 158.

<sup>29</sup> "Pomona Mill Hailed for Its 'Cogeneration' Energy Use," *Progress-Bulletin*, 18 January 1986; Gloria Ricci Lothrop, *Pomona: A Centennial History* (Windsor Publications, Inc., 1988), 159.

<sup>30</sup> "Portion of Pomona Paper Mill Closing," *Daily Bulletin*, 12 December 1992, A1; "Pomona Paper Mill Plans Strategy to Reduce Landfills, Increase Jobs," *Daily Bulletin*, 26 February 1994, C12; "Pomona Mill to Add 40 Jobs," *Daily Bulletin*, 27 October 1994, A20.

<sup>31</sup> "China's Shangdon Tralin Installs Second-Hand PM from USA," *Association of Western Pulp and Paper Workers Union*, 14 July 2008, online at [http://www.awppw.org/index.cfm?zone=unionactive/view\\_article.cfm&HomeID=94344](http://www.awppw.org/index.cfm?zone=unionactive/view_article.cfm&HomeID=94344) on 24 November 2015; HistoricAerials.com, historic aerial images, 1972, 1980, 1994, 2002, 2005, 2008, 2009.

economy. While some industrial properties of the period included architectural character to aesthetically enhance buildings, such as the brick Brogdex Company plant constructed in 1922 at 1441 West 2<sup>nd</sup> Street in Pomona, the focus of such properties was primarily on the technical and economic aspects of the business for which the property functioned. Industrial buildings often lacked the applied ornamentation, adherence to tradition, and artistic intention practiced by architects at the time for institutional, commercial, residential, and ecclesiastic buildings. While most industrial and manufacturing facilities utilized various functional types of buildings, there were also trends wherein engineers were at the forefront of the development of modern materials and technologies. Responding to demands for larger and more efficient functional industrial spaces and plants, such engineers embraced new building materials and construction methods for their industrial designs. Such developments shaped and altered the appearance of industrial buildings. The former California Fruit Wrapping Paper Mills buildings do not illustrate such innovations.<sup>32</sup>

The development of the California Fruit Wrapping Paper Mills property also straddled the rise of Modernism in architecture during the early to mid twentieth century when the shift in building aesthetics affected some industrial facilities. Modern architects sought greater purity of architectural form and function, increasing use of new technologies, materials, and construction methods, and avoiding applied ornament derived from historic architecture. In part, the architectural shift away from historical-based designs came as designers recognized the aesthetic qualities achieved in industrial designs during the late nineteenth century. This recognition was an element in the efforts of Modern design to reconcile the underlying principles of architecture with the progressive transition of contemporary society and culture. Use of the Modern architectural aesthetic in industrial properties dates to the 1910s, 1920s, and 1930s, and some industrial and manufacturing properties illustrated a “total design” that incorporated exterior, interior, and sometimes furnishings into a unified design, bringing an architect’s sense of aesthetics to industrial buildings. Numerous Modern Movement manufacturing plants were constructed in Los Angeles County during the mid-twentieth century, including the Craig Ellwood and Associates designed Xerox Corporation Manufacturing Facility at 800 East Bonita Avenue in Pomona (built in 1967, now demolished). However, most industrial and manufacturing facilities were designed and built using common building types to maximize function and utility, like the California Fruit Wrapping Paper Mills.<sup>33</sup>

### Evaluation

The industrial buildings at 1667 Mt. Vernon Avenue are historically associated with a paper mill that started in 1926 as the California Fruit Wrapping Paper Mills. The paper mill was originally a much larger property than the property inventoried on this form. The mill included several of the surrounding parcels. When the mill closed in 2007, the property was subdivided into multiple parcels. Because the individual properties of the former paper mill are located on separate legal parcels owned by different companies, the buildings associated with the former paper mill property are best evaluated as a potential historic district. As such, the former California Fruit Wrapping Paper Mills property has significant associations with the citrus industry in the Pomona Valley under NRHP Criterion A and CRHR Criterion 1. However, the potential historic district and its contributing elements do not possess sufficient historic integrity to the period of significance (1926 to 1952) and thus are not eligible for listing in the NRHP or CRHR. (See integrity discussion below.)

The plant was built and opened in 1926 by brothers Erik and Fritz Fernstrom. For 26 years, until the Fernstroms sold the property in 1952, its primary product was tissue-grade wrapping paper for fruit. Each individual fruit was placed within the chemically treated wrapping paper which helped prevent mold while it traveled to its destination, sometimes thousands of miles away. In this capacity, the California Fruit Wrapping Paper Mills served an important role in the shipment of fresh citrus fruit throughout the United States, providing a crucial service in the Pomona Valley citrus industry, which was not only widely successful, but also the central industry in Pomona’s historical identity and development in the late nineteenth and early twentieth centuries.

<sup>32</sup> Betsy Hunter Bradley, *The Works: the Industrial Architecture of the United States*, (New York: Oxford University Press, 1999) 144-145, 166-170, and 203-221.

<sup>33</sup> Bradley, *The Works: the Industrial Architecture of the United States*, 244-258; *City of Riverside: Modernism Context Statement*, prepared by Christopher A. Joseph & Associates, November 2009, 12-19; PCR Services, DPR 523 Form for International Airport Industrial District, 102<sup>nd</sup> Street / Century Blvd. / 104<sup>th</sup> Street, Los Angeles, CA, in *LAX Specific Plan Amendment Study*, Appendix E, July 2012

In 1952, the Ferstroms sold the property to an Idaho lumber company known as Potlatch Forests that used it to produce household paper products, such as paper plates and napkins. From 1952 until 2007, it continued in this role making general household and business paper products, but does not appear to have gained significance within the paper products industry nor in the broad industrial development of Pomona during the latter half of the twentieth century. Pomona's post-World War II industrial development was much more diversified than it was prior to the downturn of the citrus industry, and generally followed trends typical of the region. This development was among numerous factors that helped drive the local economy and does not appear to have been a significant trend within the postwar history of Pomona. Within this context, the Potlatch Forests paper mill was among an array of local industrial properties serving a variety of industries.

The California Fruit Wrapping Paper Mills potential historic district period of significance extends from its opening in 1926 until it was sold in 1952. On the property at 1667 Mt. Vernon Avenue, Buildings 2 and 3 (originally a paper storage buildings) date to the period of significance and have association with the California Fruit Wrapping Paper Mills. Building 1 was added to the mill property after the period of significance.

Individually, the buildings on this property do not possess significance with trends or patterns important to history and thus are not individually eligible under NRHP Criterion A or CRHR Criterion 1. While some buildings were more important within the operations of the California Fruit Wrapping Paper Mills than others—such as the buildings that housed the papermaking machines—they ultimately worked integrally with all buildings on the property. Thus the property has potential significance for its linkage and continuity with adjacent parcels that were historically united as the former California Fruit Wrapping Paper Mills, and any importance associated with individual buildings cannot be properly understood separate from the context of the larger property.

The buildings on this property are not significant for associations with the lives of persons important to history and thus not eligible under NRHP Criterion B or CRHR Criterion 2. California Fruit Wrapping Paper Mills potential historic district has associations with successful businessmen Erik and Fritz Fernstrom, who owned and operated the paper mill from 1926 until 1952. Despite their business accomplishments, they do not appear to have made important contributions to the papermaking industry or the citrus industry. While recognized in the general community for their success, they did not gain importance within their profession. No other individuals closely associated with the California Fruit Wrapping Paper Mills potential historic district appear to have made demonstrably important contributions to history. Individually, the buildings also do not appear to possess significance for associations with persons important to history. The individuals associated with Potlatch Forests do not appear to have made gained demonstrably important contributions to their profession.

The industrial buildings at 1667 Mt. Vernon Avenue are not significant under NRHP Criterion C or CRHR Criterion 3 because they do not represent important examples of a type, period, or method of construction, do not possess high artistic value, and are not the work of a master. The buildings are modest examples of industrial buildings common to their period of construction. They feature standard utilitarian designs made to meet the basic needs of the paper mill's functions. The California Fruit Wrapping Paper Mills potential historic district also does not have significance under these criteria. The site was expanded gradually over several decades and the new additions do not appear to have followed an overall planned design. Instead, it appears decisions of the locations and designs of the buildings were based on the needs of the time.

Under NRHP Criterion D and CRHR Criterion 4, this property is not a significant source (or likely source) of important information regarding history. The buildings do not appear to have any likelihood of yielding important information about historic construction materials or technologies. After the paper mill closed down, it appears the original mill machines and equipment were removed from the site.

During the potential period of significance, the Fernstroms continually expanded the California Fruit Wrapping Paper Mills. By the time the property sold in 1952, it consisted of 14 buildings and structures. The mill boundaries included several present-day parcels, including the parcel at 1667 Mt. Vernon Avenue recorded on this form. Of the 14 buildings and structures, six buildings were demolished since 1952, including a building that functioned as a storage building and laboratory for the mill, which would have been located on the property that is now 1667 Mt. Vernon Avenue. Other demolished buildings included what was the mill's largest building which housed the newest of the three papermaking

machines, two large storage warehouses, the site's original water tank, a machine shop, and a laboratory which dated to the 1920s, all of which were located east of the property at 1667 Mt. Vernon Avenue.

Many of the eight remaining buildings within the potential California Fruit Wrapping Paper Mills historic district have been altered to varying degrees. Building 3 has received a modern stucco coating on all its walls and an addition was built on the south side. Buildings on the adjacent properties have also been altered. The building that housed the oldest two papermaking machines (now at 1404 West Holt Avenue and recorded on separate DPR 523 form) has undergone the most changes. In the years after 1952, an addition was built on its west side and the boiler room was substantially increased. A one- and two-story section of the building on the east side, that originally functioned as the pulper building, was demolished, as were smaller portions of the building on the south and north sides. Some of the metal siding has been replaced while other sections of siding and roofing have been removed altogether.

The most intact buildings are located on the property at 1667 Mt. Vernon Avenue, and the property now at 1769 Mt. Vernon Avenue farther to the west (1769 Mt. Vernon Avenue is outside the study area for the project cited in P11 and not recorded on a DPR 523 form). These buildings include the sawtooth storage building (Building 2), and the steel-frame warehouse with four parallel gable roofs at 1769 Mt. Vernon Avenue.

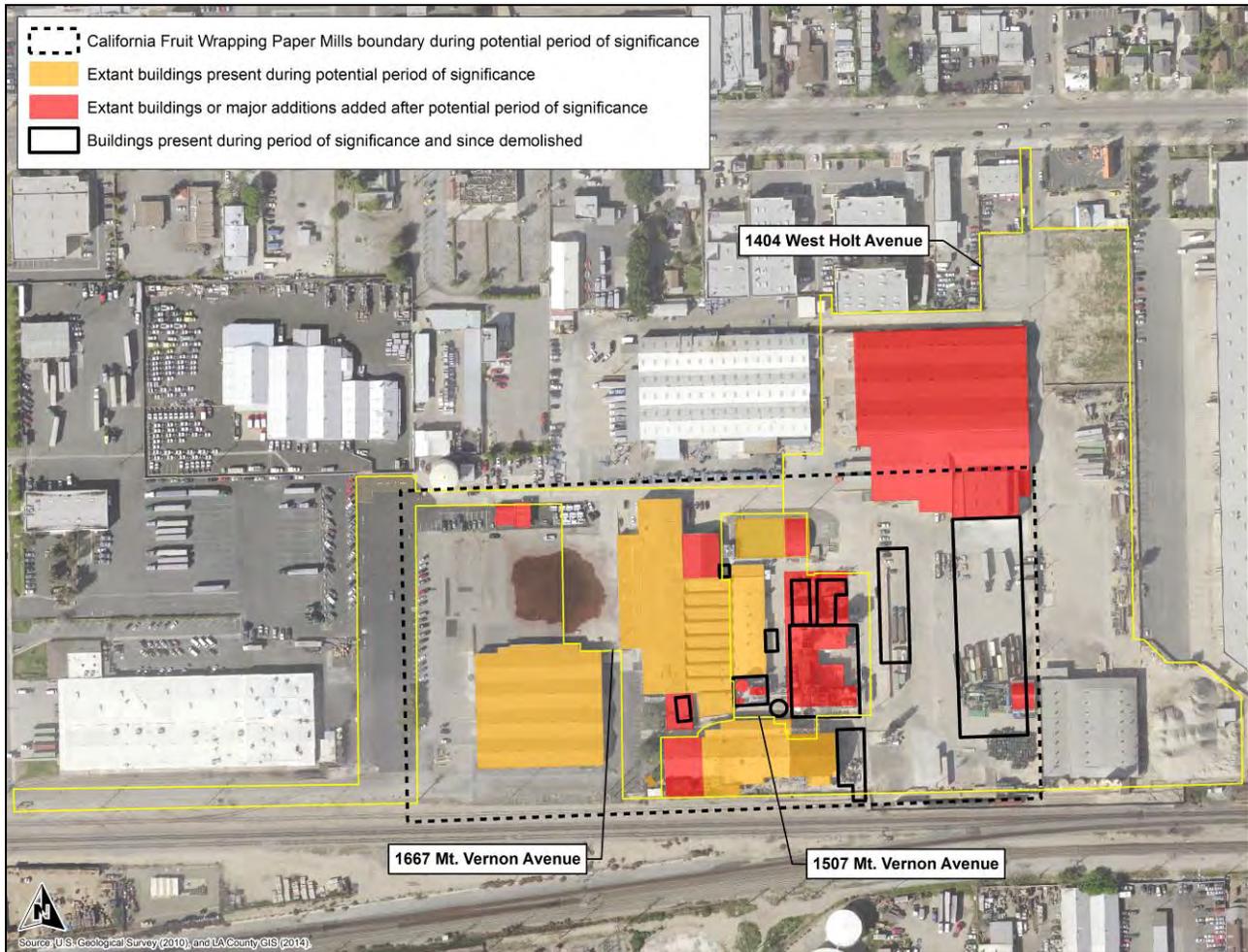
The potential historic district also includes several additions constructed after the period of significance, including Building 1 and the south addition on Building 3 at 1667 Mt. Vernon Avenue. The most substantial addition is the cogeneration facility located at 1507 Mt. Vernon Avenue, the property immediately to the east of 1667 Mt. Vernon Avenue. The cogeneration facility includes two concrete buildings and the attached electrical and steam generating plant. This facility includes several large storage tanks, an electrical switch yard, and piping for natural gas. The cogeneration facility is several stories tall, much higher than the surrounding buildings. Some buildings constructed since 1952 encroach into the original plant boundaries from the northeast and northwest. A large warehouse building at 1404 West Holt Avenue—east of the property at 1667 Mt. Vernon Avenue—was constructed in 1957 and part of it was located in the northeast corner of what would have been the California Fruit Wrapping Paper Mills historic district boundary.

The numerous alterations made to the former California Fruit Wrapping Paper Mills substantially diminish the historic integrity of not only multiple individual buildings, but also to the overall potential historic district. Six buildings and structures of the former California Fruit Wrapping Paper Mills property have been demolished, which diminishes the potential historic district's integrity of design, materials, and workmanship. Furthermore, several of the buildings that would contribute to the historic district have lost integrity of design, materials, and workmanship because of alterations. This loss to the individual buildings has diminished the historic integrity of design, materials, and workmanship because of alterations made to those buildings since 1952.

The buildings and the potential historic district retain integrity of location, but integrity of setting of the buildings and the potential historic district has diminished. During the period of significance, the property was generally surrounded by orchards. In the ensuing decades, those orchards have been replaced with large industrial, light industrial, and commercial properties. The immediate setting of the remaining buildings within the potential historic district that date to the period of significance has also been diminished by the addition of newer buildings / structures, including the cogeneration facility recorded on this form and building additions on adjacent properties.

The integrity of feeling is diminished for the individual buildings and potential historic district because of additions to the property, changes to the function of the buildings, and subdivision of the property after the mill shut down. In particular, the height of the modern cogeneration facility at 1507 Mt. Vernon Avenue overshadows the surrounding buildings. All of the buildings and the potential historic district have lost much of their integrity of association after the paper mill closed in 2007 and the property was subdivided.

The following graphic illustrates the major changes to the potential California Fruit Wrapping Paper Mills historic district after the period of significance, including demolished buildings and major additions.



**Figure 9.** Illustration shows major alterations after potential period of significance (1926-1952). 1667 Mt. Vernon Avenue and the other two properties recorded for the project cited in P11 are outlined in yellow. The buildings at the far left (one large building highlighted in orange and one small highlighted in red) are on a property (1769 Mt. Vernon Avenue) that is located outside the study area for the project cited in P11.

**Photographs (continued):**



**Photograph 2.** North and east sides of Building 1, camera facing southwest, November 17, 2015.



**Photograph 3.** East wall of Building 1 (right) and north wall of Building 2 (left), camera facing southwest, November 17, 2015.

**Photographs (continued):**



**Photograph 4.** Elevated view of Building 2 (center), camera facing northwest, November 17, 2015.



**Photograph 5.** South side extension of Building 2, camera facing west, November 17, 2015.

**Photographs (continued):**



**Photograph 6.** North and west sides of Building 3, camera facing southeast, November 17, 2015.



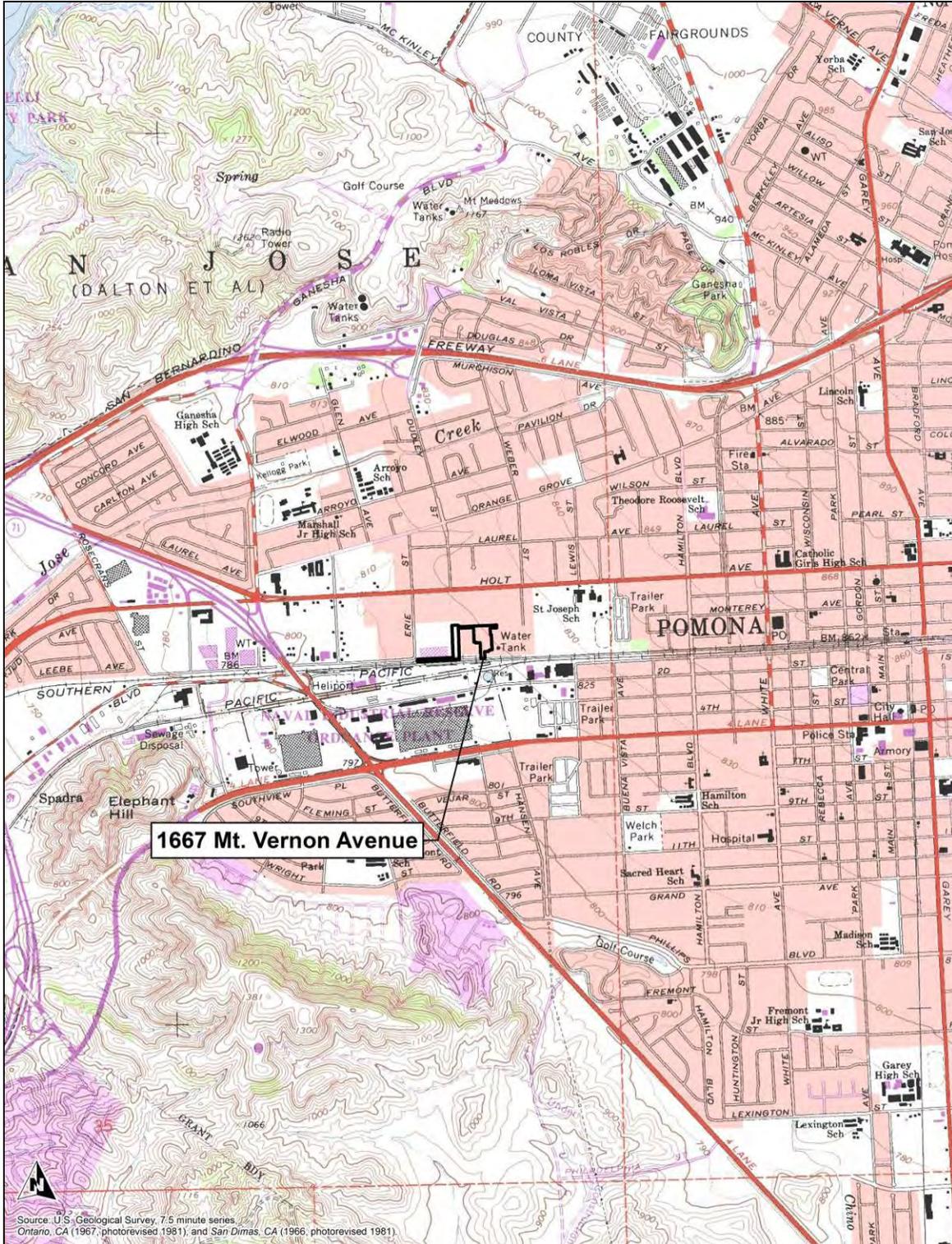
**Photograph 7.** West side addition, camera facing southeast, November 17, 2015.

**Photographs (continued):**



**Photograph 8.** South side addition, camera facing west, November 17, 2015.

**Location Map:**



**Site Map:**



**Attachment C – Previous DPR 523 Forms for  
Union Pacific Railroad (P-19-186112)**



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

Primary # \_\_\_\_\_  
 HRI # 19-186112  
 TrInomial \_\_\_\_\_  
 NRHP Status Code \_\_\_\_\_

Other Listings \_\_\_\_\_  
 Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

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

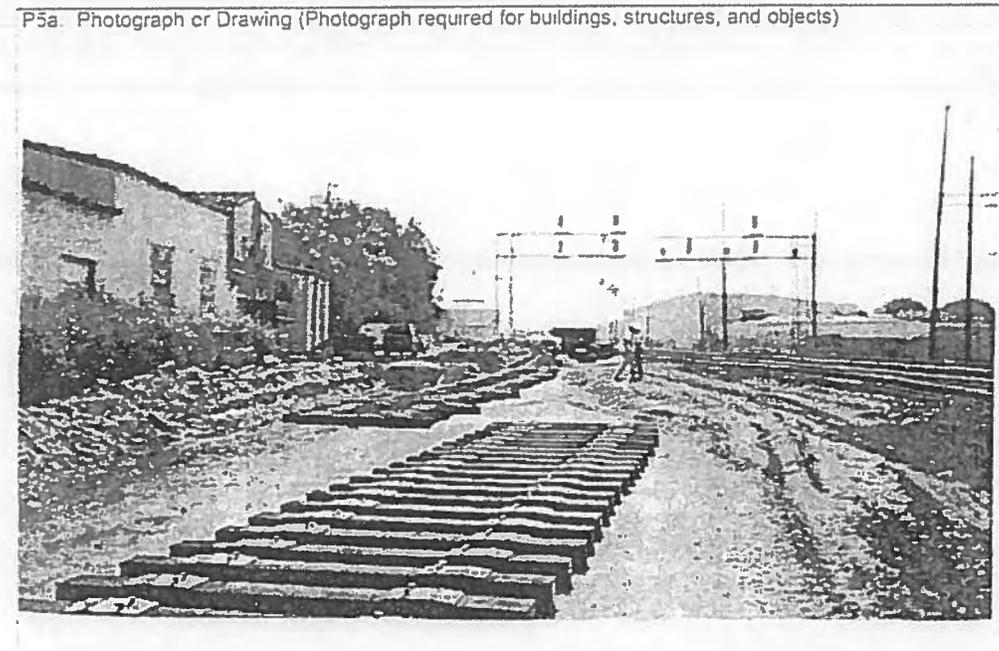
P1. Other Identifier: Union Pacific Railroad, Southern Pacific Railroad  
 \*P2. Location:  Not for Publication  Unrestricted \*a. County: Los Angeles and Orange Riverside San Bernardino

and (P2b and P2c or P2d. Attach a Location Map as necessary.)  
 \*b. USGS 7.5' Quad see below Date \_\_\_\_\_ T \_\_\_\_\_; R \_\_\_\_\_; \_\_\_\_\_ 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.  
 c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_  
 d. UTM: (Give more than one for large and/or linear resources) Zone: \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN  
 e. Other Locational Data: (e.g. parcel #, directions to resource, elevation, etc., as appropriate)  
 This segment of the railroad is located on the following USGS quads: Los Angeles (1966, PR 1981), El Monte (PR 1994), Baldwin Park (PR 1981), La Habra (PR 1981), San Dimas (PR 1981), Ontario (PR 1981), Guasti (PR 1981), Fontana (PR 1980), and San Bernardino South (PR 1980).

\*P3a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
 The Union Pacific Railroad (historically the Southern Pacific Railroad) is a standard gauge railroad which runs through the Los Angeles area. It is part of a larger resource, the Union Pacific Railroad line. Numerous associated features include railroad stations, sidings, spurs, and railyards.

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

\*P3b. Resource Attributes: (List attributes and codes) HP39, Other - Railroad  
 \*P4. Resources present:  Building  Structure  Object  Site  District  Element of District  Other (isolates, etc.)



P5b. Description of Photo: (View, date, accession #) \_\_\_\_\_  
 \_\_\_\_\_  
 \*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both  
1870s - present  
 \*P7. Owner and Address: Union Pacific Railroad  
 \_\_\_\_\_  
 \*P8. Recorded by: (Name, affiliation, and address) S. Ashkar Jones & Stokes Associates, Inc. 2500 V Street, Suite 100 Sacramento, CA 95818  
 \*P9. Date Recorded: 6/22/99  
 \*P10. Survey Type: (Describe) Cursory and intensive pedestrian surveys

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

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

B3. Original Use: railroad

B4. Present Use: railroad

\*B5. Architectural Style: \_\_\_\_\_

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

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

\*B7. Moved?  No  Yes  Unknown

Date: \_\_\_\_\_

Original Location: \_\_\_\_\_

\*B8. Related Features:

Numerous sidings; spurs, stations and railyards

B9a. Architect: \_\_\_\_\_

b. Builder: \_\_\_\_\_

\*B10. Significance: Theme: Railroad

Area: California, U.S.

Period of Significance: 1869 to present

Property Type: railroad

Applicable Criteria: A, B

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

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

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

\*B12. References:

B13. Remarks:

\*B14. Evaluator: S. Ashkar Jones & Stokes

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

\*Date of Evaluation: 6/22/99

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

CONTINUATION SHEET

Primary # 19-186112

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 3 of 12

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

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

\*Date 6/22/99

Continuation

Update

P3a. Description

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

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

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

References:

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

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

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

# LOCATION MAP

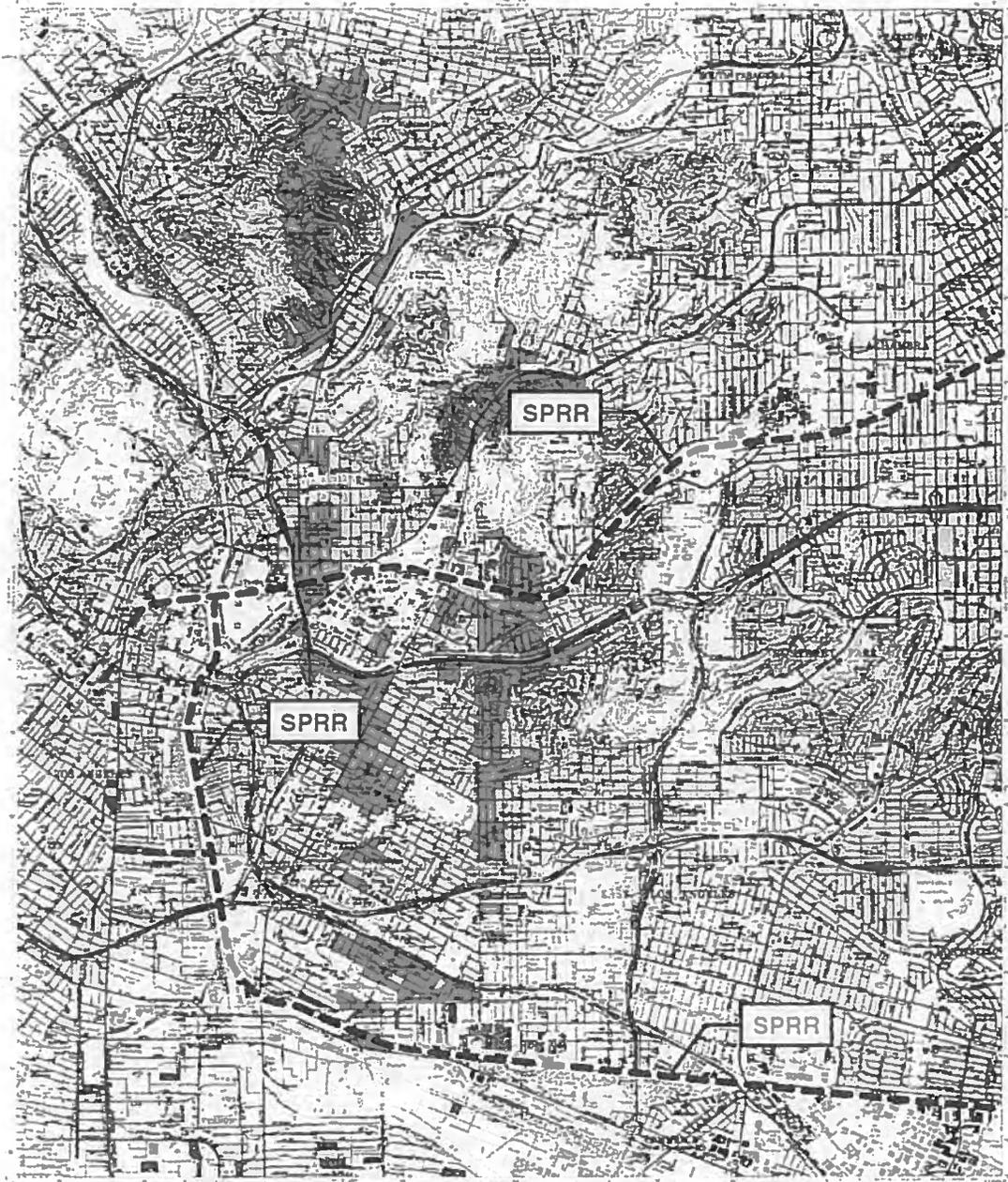
Page 4 of 12

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

\*Map Name: Los Angeles, California

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

\*Date of Map: MR 1994



Scale = 1:80,000

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



# LOCATION MAP

Page 5 of 12

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

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



0 5000

feet

Scale = 1 80 000

Base map, USGS 7.5-series El Monte  
California quadrangle (1986 MR 1994)



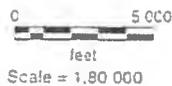
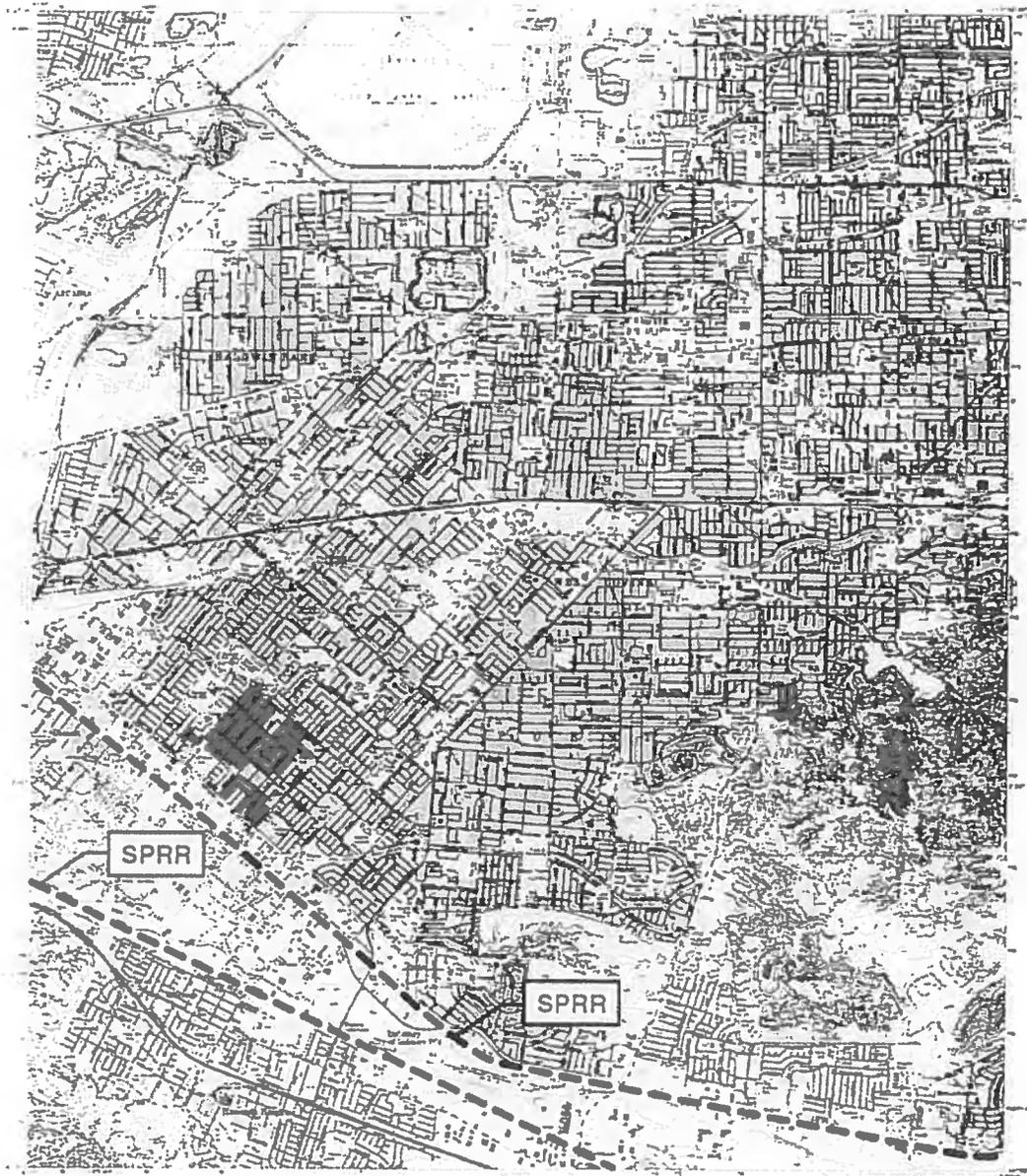
# LOCATION MAP

Primary # \_\_\_\_\_  
HRI # 19-186112  
Tnnomial \_\_\_\_\_

Page 6 of 12

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

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



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



# LOCATION MAP

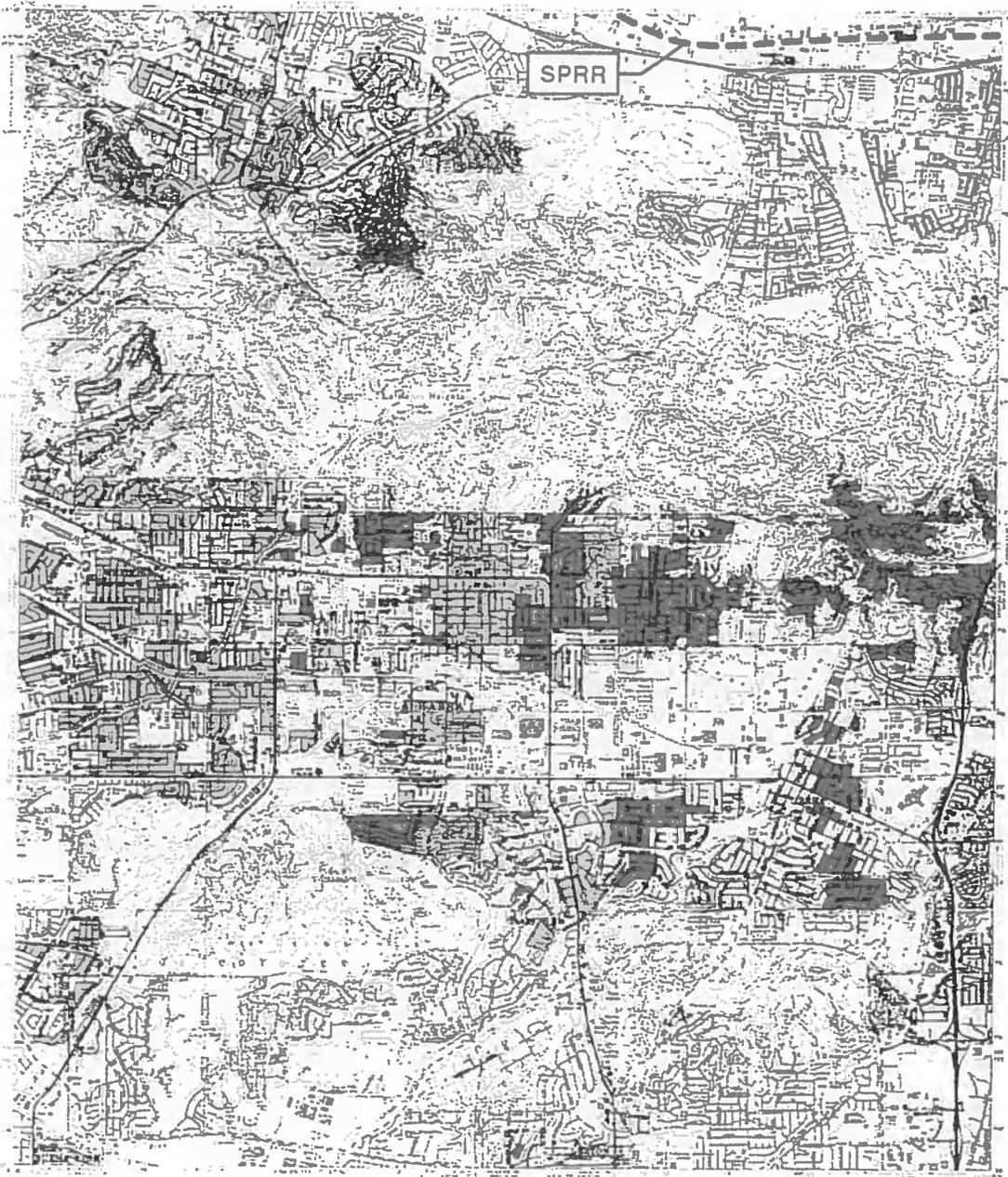
Page 7 of 12

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

\*Map Name: La Habra, California

\*Scale: 1 80.000 (1"=6 666)

\*Date of Map: PR 1981



0 5 200

feet

Scale = 1:80,000

Base map: USGS 7.5'-series La Habra  
California quadrangle (1954, PR 1981)



# LOCATION MAP

Primary # 19-186112  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

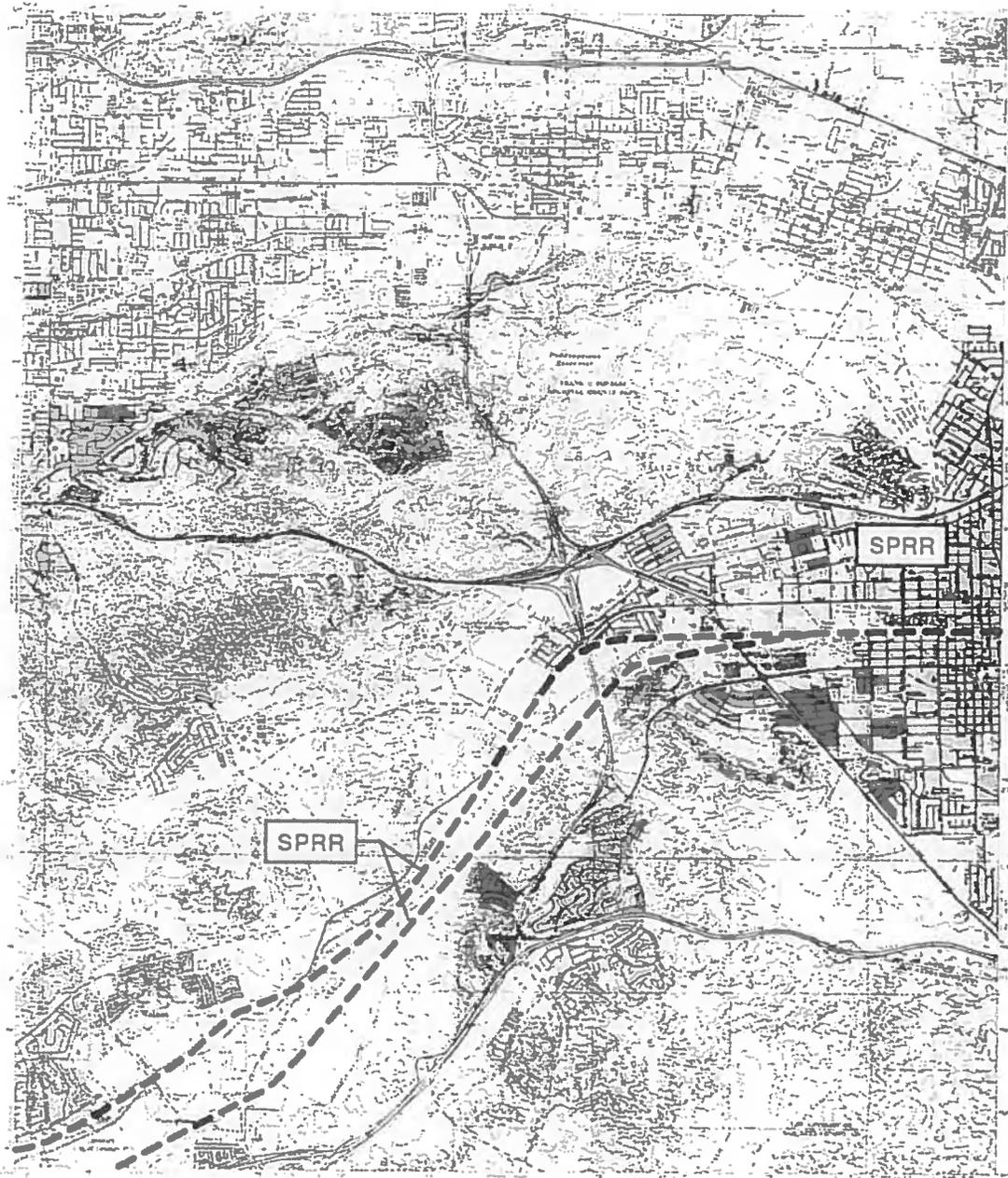
Page 8 of 12

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

\*Map Name: San Dimas, California

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

\*Date of Map: PR 1981



Scale = 1:80,000

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



# LOCATION MAP

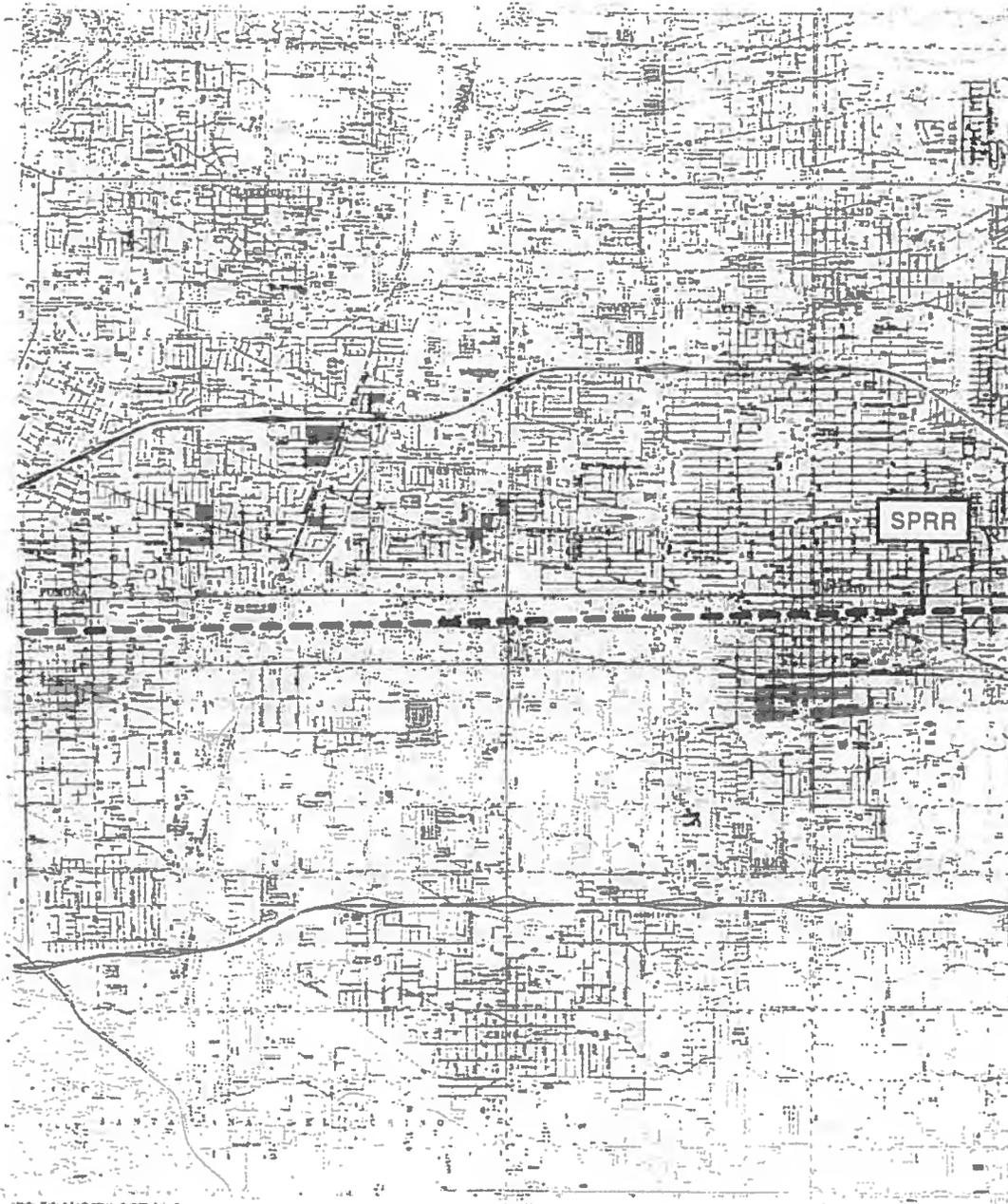
Page 9 of 12

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

\*Map Name: Ontario, California

\*Scale: 1:80,000 (1"=6.666')

\*Date of Map: PR 1981



Scale = 1:80,000

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



# LOCATION MAP

Primary # 19-186112  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

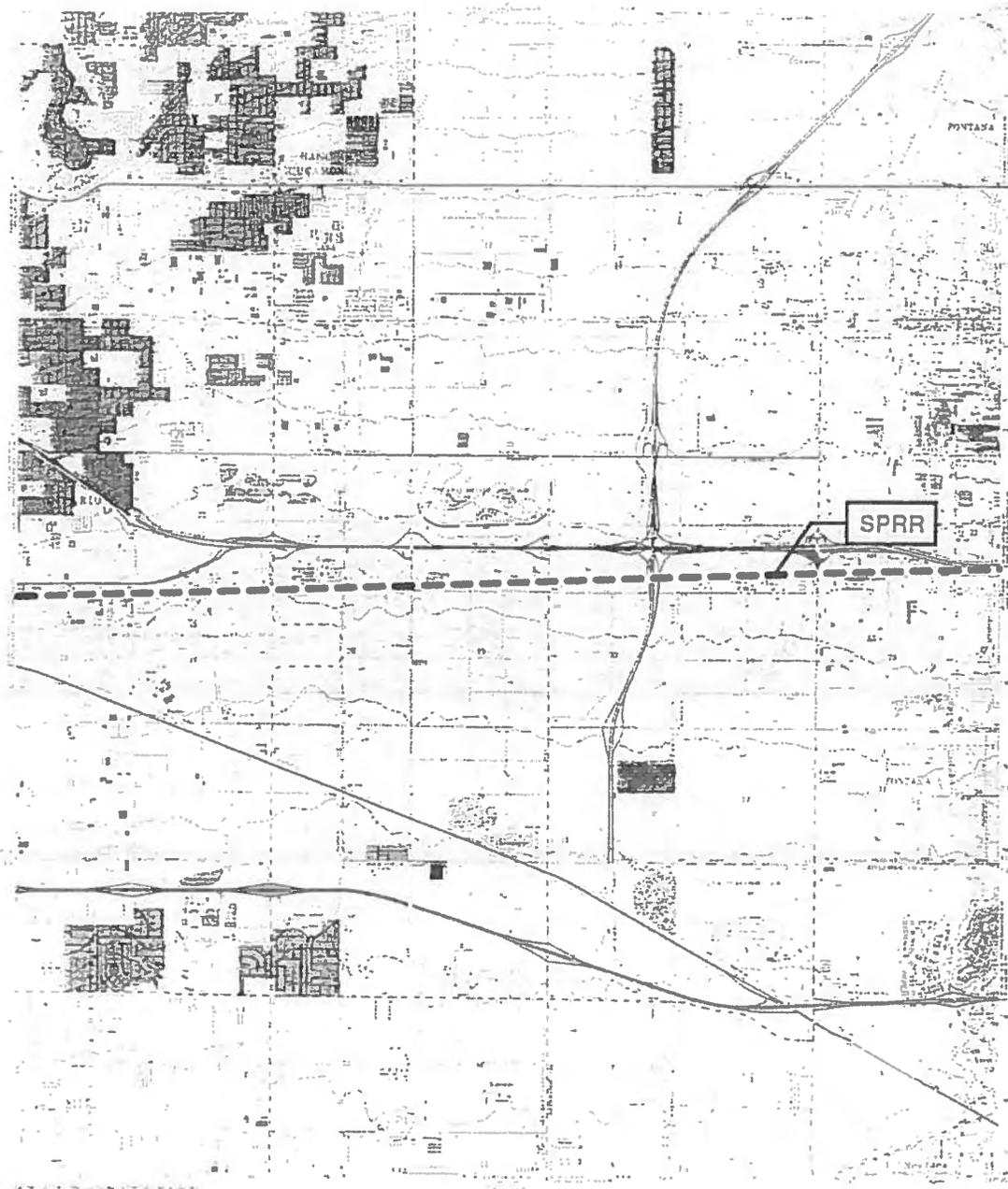
Page 10 of 12

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

\*Map Name: Guasti, California

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

\*Date of Map: PR 1981



Scale = 1:80,000

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



# LOCATION MAP

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

**19-186112**

Page 11 of 12

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

\*Map Name: Fontana, California

\*Scale: 1:80 000 (1"=6.666')

\*Date of Map: PR 1980



0 5 000

feet

Scale = 1:80,000

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



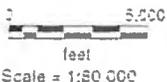
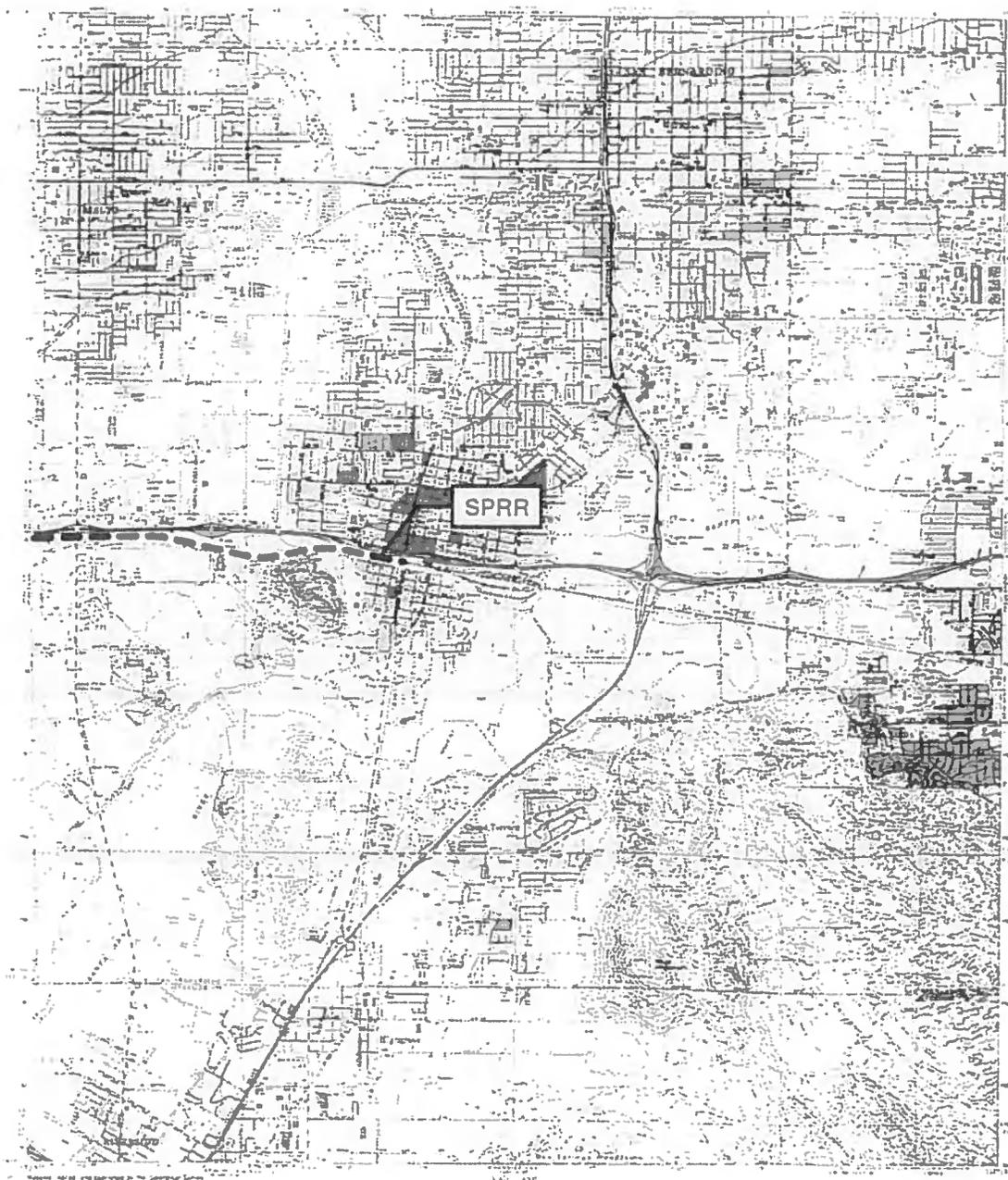
# LOCATION MAP

Primary # 19-186112  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 12 of 12

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

\*Map Name: San Bernardino South, California \*Scale: 1:80 000 (1"=6.666') \*Date of Map: PR 1980



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



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 of 22

\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaP1. Other Identifier: Southern Pacific Los Angeles Division; Union Pacific Railroad\*P2. Location:  Not for Publication  Unrestricted  
and (P2b and P2c or P2d. Attach a Location Map as necessary.)\*a. County Los Angeles\*b. USGS 7.5' Quad See Continuation Sheet T \_\_\_\_\_; R \_\_\_\_\_; ¼ of Sec \_\_\_\_\_; \_\_\_\_\_ B.M.

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: (give more than one for large and/or linear resources) See Linear Feature Records

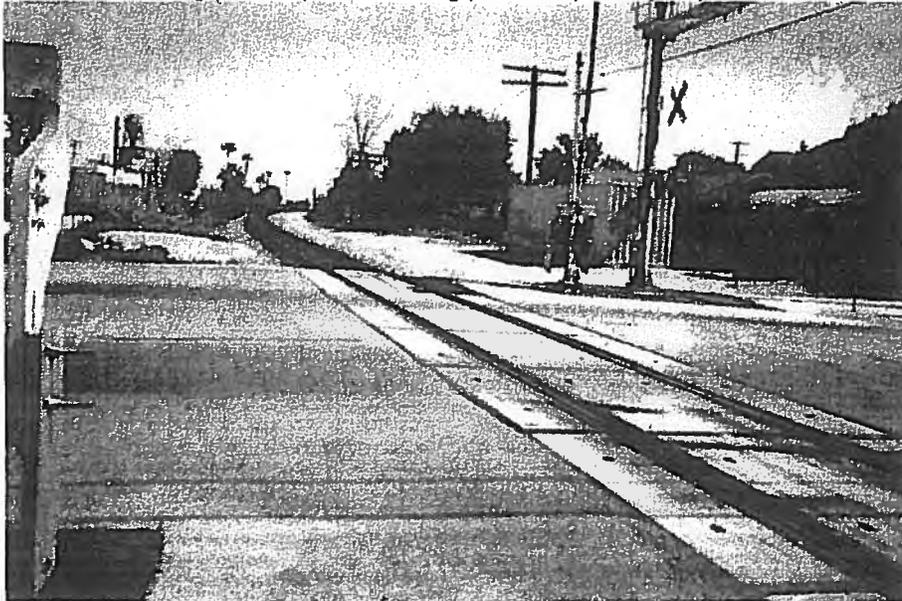
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

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

This form treats an approximately 26.5-mile section of what was once known as the Southern Pacific Railroad's (SPRR) Los Angeles Division. This railroad travels northwest from Yuma, Arizona through California's Imperial Valley, over the San Bernadino Mountains into the San Gabriel Valley and west to terminate in Los Angeles. This form addresses only that portion running between the towns of Pomona and San Gabriel in Los Angeles County. The SPRR constructed this standard gauge line between 1874 and 1877, making it only the third railroad to be built in the Los Angeles area, the first being the Los Angeles & San Pedro, which was constructed in 1869, and the second the Southern Pacific line from the San Joaquin Valley completed in 1876, which was the first to provide Los Angeles with transcontinental shipping capabilities. The Union Pacific Railroad gained control of this line when they acquired SPRR in 1996. For most of the section within the study area, the railroad consists of a single set of tracks, occasionally splitting into two parallel sets, or the main track and a spur line. Its tracks, rails, and ballast have all been replaced over the years, and modern grade crossing and safety equipment installed.

\*P3b. Resource Attributes: (List attributes and codes) (AH7) Railroad grade; (HP39) Railroad grade\*P4. Resources Present:  Building  Structure  Object  Site  District  Element of District  Other (Isolates, etc.)

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



P5b. Description of Photo: (View, date, accession #) Photograph 1; Crossing #4, at Del Mar Road; Camera facing east; March 4, 2002

\*P6. Date Constructed/Age and Sources:  
 Historic  Prehistoric  Both  
1874-1877; John R. Signor, *Southern Pacific Lines, Pacific Lines Stations Volume 1* (Pasadena, CA: Southern Pacific Historical and Technical Society, 1997).

\*P7. Owner and Address:  
Union Pacific Railroad  
Omaha, Nebraska

\*P8. Recorded by: (Name, affiliation, address)  
Rand F. Herbert, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

\*P9. Date Recorded: March 4, 2002\*P10. Survey Type: (Describe): Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting Services, "Grade Separations Within the Alameda Corridor-East Project, Los Angeles County, California," 1999

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

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 22

\*NRHP Status Code 6

\*Resource Name or # Southern Pacific Los Angeles Division San Gabriel - Pomona

B1. Historic Name: Southern Pacific Railroad, Los Angeles Division

B2. Common Name: Union Pacific Railroad

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

\*B5. Architectural Style: None

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed between 1874 and 1877; modernization and replacement of equipment, rails, ballast, ties, etc. part of routine maintenance.

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

\*B8. Related Features: See Description, P3a.

B9. Architect: N/A b. Builder: Southern Pacific Railroad

\*B10. Significance: Theme n/a Area n/a

Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

That portion of the Southern Pacific Railroad Los Angeles Division (now Union Pacific) evaluated for the purposes of the proposed project does not appear to meet the criteria for listing in the National Register of Historic Places, primarily because it lacks integrity of design, setting, materials, workmanship, feeling and association to its potential period of significance being between 1877 when its construction was completed, and 1885, when the Atchison, Topeka, and Santa Fe Railroad was constructed into Los Angeles as a competing line through the same general area. This form does not record or evaluate the entirety of the Southern Pacific line between Los Angeles and Yuma, Arizona; instead, for the purposes of the proposed project, that approximately 26.5-mile portion of the line within Los Angeles County between San Gabriel and Pomona was examined in order to assess its potential eligibility both as part of a larger system and as an individual section. The Southern Pacific Railroad constructed the line between 1874 and 1877; the line operated under the Southern Pacific until that company was acquired by the Union Pacific Railroad in 1996. (See Continuation Sheet)

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

\*B12. References: USGS 7.5" Topographic Quad Sheets: "Ontario" (1967, photorevised 1973); "San Dimas" (1966, photorevised 1981); "Baldwin Park" (1966, photorevised 1981); "El Monte" (1966, photorevised 1981); "Los Angeles" (1966, photorevised 1981); see footnotes, Significance, B10.

B13. Remarks:

\*B14. Evaluator: Rand F. Herbert and Jessica Herrick

\*Date of Evaluation: March 4, 2002

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See continuation sheet.

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

**L1. Historic and/or Common Name:** Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Crossing # 2

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

UTM: Zone 11; 397892 mE/ 3773126 mN

Intersection with Ramona Street in San Gabriel.

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

At this, the westernmost point recorded, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing (see **Photograph 2**). The modern rails are not welded, and travel on a low (1 ½ foot) berm to the east and west of the crossing. Modern crossing guard arms protect traffic on the multiple lanes of Ramona Street. A small, portable manufactured service shed with a gable roof stands on the southwest side of the crossing (see **Photograph 12**).

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

At-grade road crossing of Ramona Street, multiple lanes.

**L5. Associated Resources:**  
 See Description, L3.

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

See Photograph 2

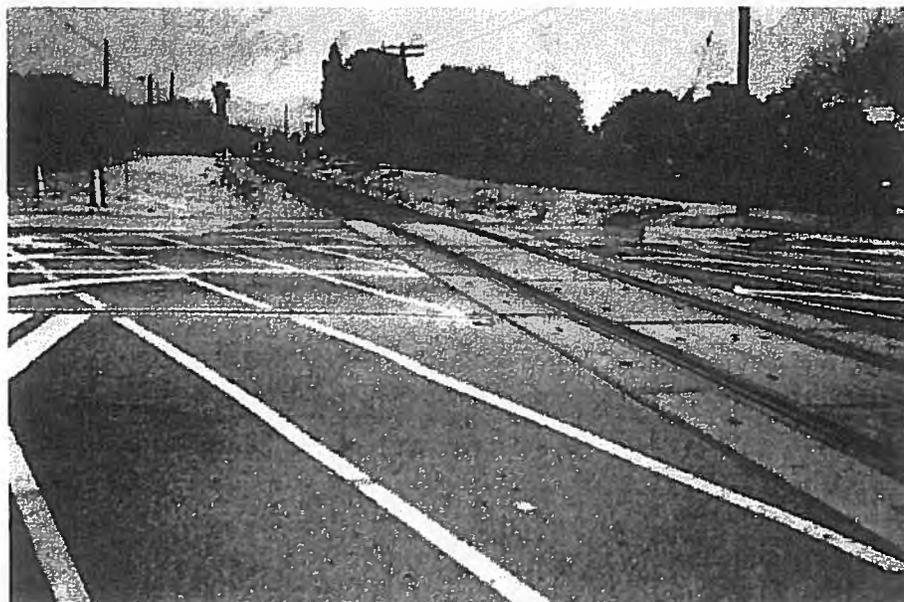
**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Mission Road parallels the tracks on the south; a residential area and school appear south of the crossing, and a mission area sits to the north.

**L7. Integrity Considerations:**

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

**L8a. Photograph, Map, or Drawing.**



**L8b. Description of Photo, Map, or Drawing:**  
Photograph 2; concrete pads for at-grade crossing, Ramona Street; camera facing east; March 4, 2002.

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

**L11. Date:** March 4, 2002

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaL1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific RailroadL2a. Portion Described:  Entire Resource Segment  Point Observation Designation: Crossing # 3

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

UTM: Zone 11; 397999 mE/ 3773167 mN

At intersection with Mission Road in San Gabriel.

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

At this point, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. (See **Photograph 3**) The modern rails and ties travel on a low (1 ½ foot) berm to the east and west of the crossing (see **Photograph 13**). Safety equipment includes two automatic crossing guard arms with appurtenant service boxes; a signal at milepost #4904, and wood railing around a culvert on the east side of the crossing.

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

At-grade crossing of Mission Road,  
four lanes.

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

See Photograph 3.

L5. Associated Resources:

See Description, L3.

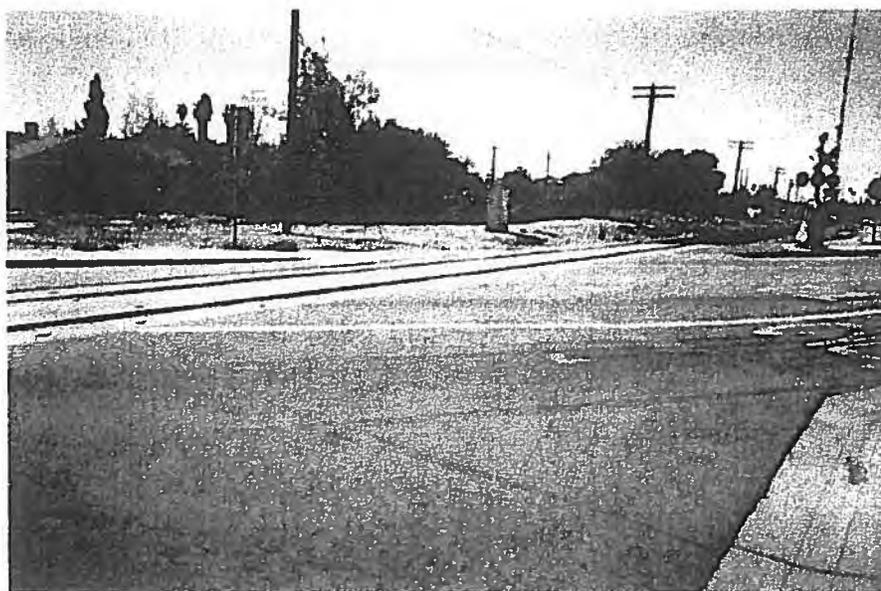
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Residential or commercial/industrial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:  
Photograph 3; steel and concrete box pads over ties at Mission Street crossing; camera facing west; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaL1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific RailroadL2a. Portion Described:  Entire Resource Segment  Point Observation Designation: Crossing # 4

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

UTM: Zone 11; 398652 mE/ 3773309 mN

At intersection with Del Mar Avenue in San Gabriel.

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

At this point, similar to Crossing # 2 and 3, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low (one-foot) berm to the east and west of the crossing. Safety equipment includes signs, two automatic crossing guard arms and two automatic warning signal towers, with appurtenant service and electricity boxes (see Photograph 4).

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

At-grade crossing of Del Mar Avenue,  
two lanes.

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

See Photograph 4.

L5. Associated Resources:

See Description, L3.

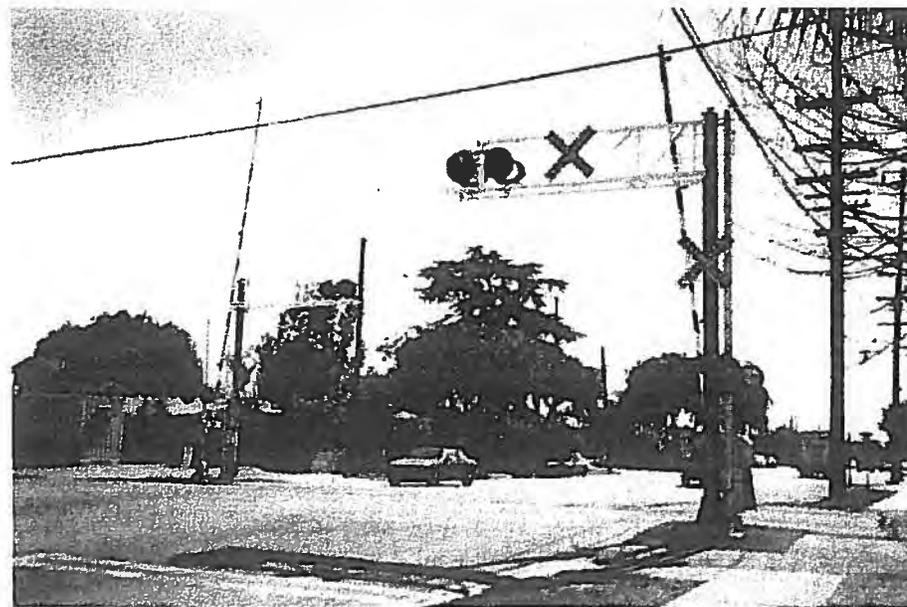
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Residential or commercial/industrial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:  
**Photograph 4; crossing at Del Mar Avenue; camera facing southeast; March 4, 2002.**

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaL1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific RailroadL2a. Portion Described:  Entire Resource Segment  Point Observation Designation: Crossing # 5

\*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.)

UTM: Zone 11; 399450 mE/ 3773152 mN

At intersection with San Gabriel Boulevard, in San Gabriel.

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

At this point, similar to Crossing # 2, 3 and 4, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low (one-foot) berm to the east and west of the crossing. Safety equipment includes signs, two automatic crossing guard arms and two automatic warning signal towers, with appurtenant service and electricity boxes (see **Photograph 5**).

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

At-grade road crossing of San Gabriel Boulevard, two lanes.

L5. Associated Resources:

See Description, L3.

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

See Photograph 5.

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

Industrial/commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing: Photograph 5; Crossing at San Gabriel Boulevard; camera facing east; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>LINEAR FEATURE RECORD</b>	Primary # _____ HRI # _____ Trinomial _____
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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

**L1. Historic and/or Common Name:** Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Crossing # 6

\***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.)

UTM: zone 11; 403095 mE/ 3771682 mN

At intersection of Baldwin Avenue in Rosemead.

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

At this point, similar to Crossing # 2 and 3, the railroad is a single track, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low (one-foot) berm to the east and west of the crossing. Safety equipment includes signs and two automatic crossing guard arms with appurtenant service and electricity boxes (see **Photograph 6**).

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

At-grade road crossing of Baldwin Avenue, four lanes.

a.

**L5. Associated Resources:**

See Description, L3.

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

See Photograph 6.

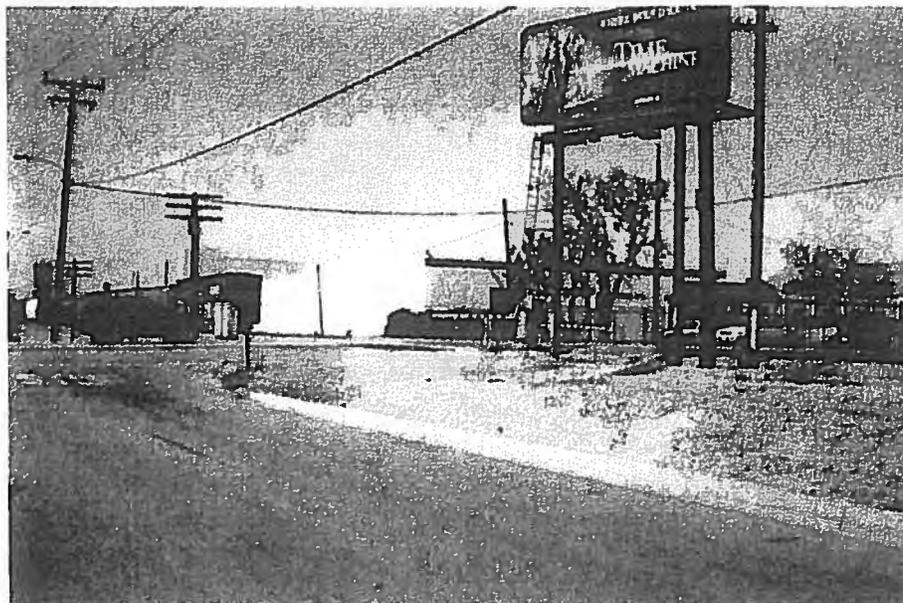
**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Industrial/commercial at all compass points.

**L7. Integrity Considerations:**

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

**L8a. Photograph, Map, or Drawing.**



**L8b. Description of Photo, Map, or Drawing:** Photograph 6; Crossing at Baldwin Avenue; camera facing northwest; March 4, 2002.

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

**L11. Date:** March 8, 2002

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaL1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific RailroadL2a. Portion Described:  Entire Resource Segment  Point Observation Designation: Crossing # 7

\*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.)

UTM: Zone 11; 405034 mE/ 3770556 mN

Intersection with Iris and Ramona Streets in El Monte.

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

At this point, the railroad consists of two tracks, recently re-ballasted. A steel and concrete box pad has been installed at grade over the ties at each crossing. The modern rails and ties travel on a low (1 ½ -foot) berm to the on either side of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes. Two gabled, pre-manufactured service sheds stand to the north (see **Photograph 7**). A spur line intersects the main track west of the crossings (See **Photograph 14**).

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

At-grade road crossing of Iris and Ramona Streets; Iris is two lanes, Ramona is four lanes.

L5. Associated Resources:

See Description, L3.

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

See Photograph 7.

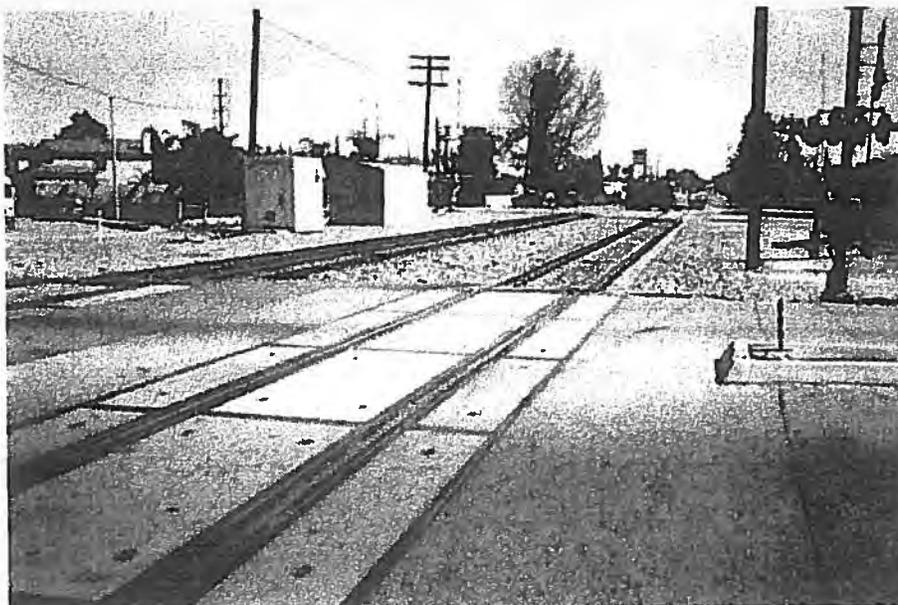
L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

Residential and commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:  
Photograph 7; Crossing at Iris and Ramona Streets; Camera facing east; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave. Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaL1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific RailroadL2a. Portion Described:  Entire Resource Segment  Point Observation Designation: Crossing # 10

\*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.)

UTM: Zone 11; 409701 mE/ 3766645 mN

At intersection with Orange Avenue in City of Industry.

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

At this point, the railroad consists of a single track – this location is almost identical in appearance to the intersection with Sunset Avenue (Crossing # 11) to the southeast, shown in **Photograph 8**. The tracks parallel Valley Boulevard. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a very low berm (less than one foot) to the east and west of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes.

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

At-grade road crossing of Orange Avenue,  
four lanes.

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

See Photograph 8.

L5. Associated Resources:

See Description, L3.

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

Industrial/commercial at all compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.

See Photograph 8.

L8b. Description of Photo, Map, or Drawing:

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>LINEAR FEATURE RECORD</b>	Primary # _____ HRI # _____ Trinomial _____
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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

**L1. Historic and/or Common Name:** Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Crossing # 11

\*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.)

UTM: Zone 11; 410140 mE/ 3766250 mN

Intersection with Sunset Avenue in City of Industry.

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)  
 At this point, the railroad consists of a single track; a spur or side-track appears east of the crossing. The tracks parallel Valley Boulevard. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a very low berm (less than one foot) on either side of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes. (see **Photograph 8**).

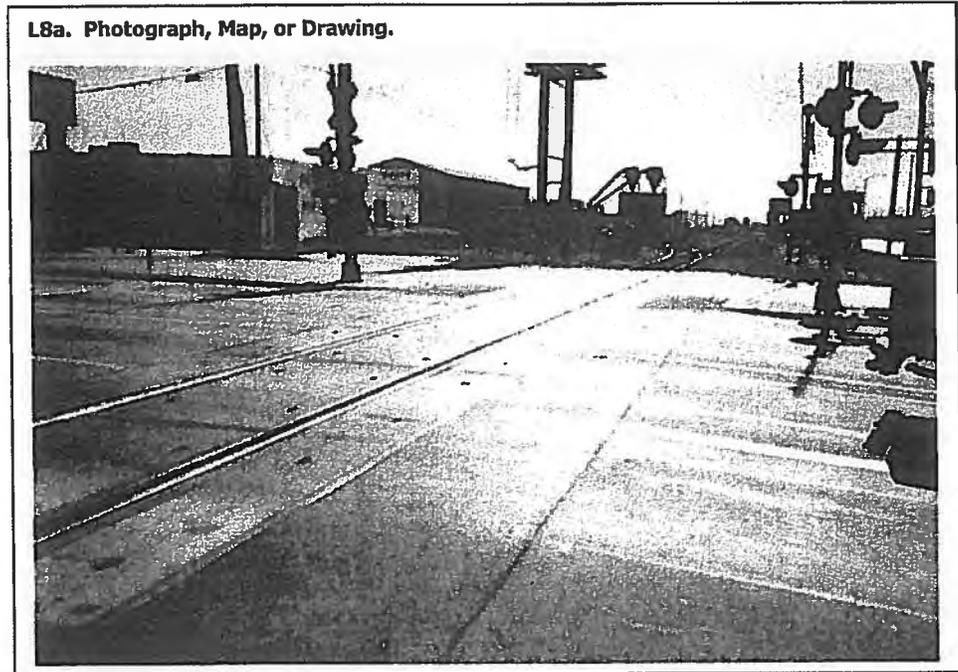
**L4. Dimensions:** (in feet for historic features and meters for prehistoric features)  
At-grade road crossing of Sunset Avenue, four lanes.

**L4e. Sketch of Cross-Section** (include scale) Facing: \_\_\_\_\_  
  
See Photograph 8.

**L5. Associated Resources:**  
 See Description, L3.

**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)  
 Industrial/commercial at all compass points.

**L7. Integrity Considerations:**  
 Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.



**L8b. Description of Photo, Map, or Drawing:**  
Photograph 8; Crossing at Sunset Avenue; camera facing east; March 4, 2002.

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

**L11. Date:** March 8, 2002

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

Primary # \_\_\_\_\_  
 HRI # \_\_\_\_\_  
 Trinomial \_\_\_\_\_

\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

**L1. Historic and/or Common Name:** Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Crossing # 12

**\*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.)

UTM: Zone 11; 410599 mE/ 3765878 mN

Intersection with California Avenue in City of Industry.

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

At this point, the railroad consists of a single track – this location is almost identical in appearance to the intersection with Sunset Avenue to the northwest, shown in **Photograph 8**. The tracks parallel Valley Boulevard. A steel and concrete box pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a very low berm (less than one foot) to the east and west of the crossing. Safety equipment includes signs, automatic crossing guard arms and automatic warning signal towers with appurtenant service and electricity boxes.

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

At-grade road crossing of California Avenue, two lanes.

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

See Photograph 8.

**L5. Associated Resources:**

See Description, L3.

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

Industrial/commercial at all compass points.

**L7. Integrity Considerations:**

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

**L8a. Photograph, Map, or Drawing.**

See Photograph 8.

**L8b. Description of Photo, Map, or Drawing:**

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

**L11. Date:** March 8, 2002

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION <b>LINEAR FEATURE RECORD</b>	Primary # _____ HRI # _____ Trinomial _____
--	---

\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

**L1. Historic and/or Common Name:** Southern Pacific Railroad, Los Angeles Division / Union Pacific Railroad

**L2a. Portion Described:**  Entire Resource Segment  Point Observation **Designation:** Crossing # 16

**\*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.)

UTM: Zone 11; 425125 mE/ 3767634 mN

Intersection with Temple Avenue, near the entrance to California State Polytechnic University, Pomona.

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

At this point, the railroad consists of a single track, recently re-ballasted. A modern rubberized pad has been installed at grade over the ties at the crossing. The modern rails and ties travel on a low berm (approximately one foot) on either side of the crossing. Safety equipment includes signs, four automatic crossing guard arms and warning signal lights with appurtenant service and electricity boxes. (See **Photograph 9**)

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

At-grade road crossing of Temple Avenue, four lanes.

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

See Photograph 9.

**L5. Associated Resources:**

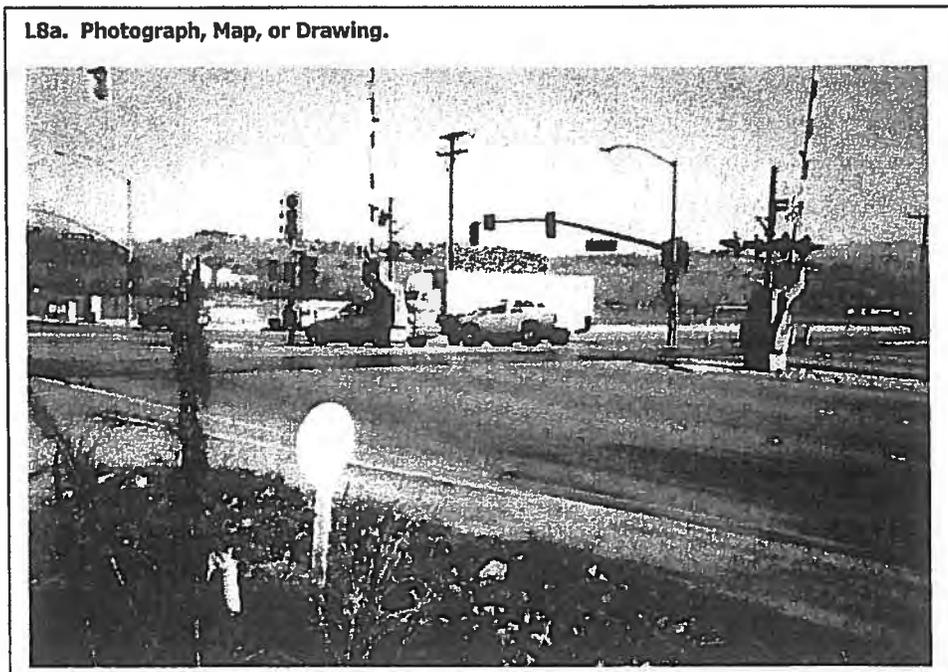
See Description, L3.

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

Commercial to the east, campus of California State Polytechnic University to the west.

**L7. Integrity Considerations:**

Modernized rails and safety equipment. Recently re-ballasted. Has modern rubberized pad over ties at grade crossing.



**L8b. Description of Photo, Map, or Drawing:**

Photograph 9; Crossing at Temple Avenue near entrance to California State Polytechnic University; camera facing west; March 4, 2002.

**L9. Remarks:**

**L10. Form prepared by:** (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

**L11. Date:** March 8, 2002

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaL1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific RailroadL2a. Portion Described:  Entire Resource Segment  Point Observation Designation: Crossing # 17

\*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.)

UTM: Zone 11; 432455 mE/ 3768795 mN

Intersection with Reservoir Street in Pomona.

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

At this point, like Crossing # 18 (see below) this railroad parallels the tracks of another Union Pacific Railroad line, located south of the railroad treated by this form. Both railroads consist of a single track, each recently re-ballasted. Modern steel and concrete box pads have been installed at grade over the ties at the crossing. The modern rails and ties travel on a low berm (approximately one foot). Safety equipment includes signs, automatic crossing guard arms and warning signal lights with appurtenant service and electricity boxes. (See **Photograph 10 and 15**)

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

At-grade road crossing of Reservoir Street,  
four lanes.

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

See Photograph 10.

L5. Associated Resources:

See Description, L3.

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

Industrial/commercial at all four compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:  
Photograph 10; crossing at  
Reservoir Street; camera facing  
northwest; March, 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation,  
address) Rand Herbert and Jessica  
Herrick, JRP Historical Consulting  
Services, 1490 Drew Ave, Suite  
110, Davis, CA 95616

L11. Date: March 8, 2002

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - PomonaL1. Historic and/or Common Name: Southern Pacific Railroad, Los Angeles Division / Union Pacific RailroadL2a. Portion Described:  Entire Resource Segment  Point Observation Designation: Crossing # 18

\*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.)

UTM: Zone 11; 433264 mE/ 3768800 mN

Intersection with East End Avenue in Pomona.

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

At this point, like Crossing # 17 (see above) this railroad parallels the tracks of another Union Pacific Railroad line, located south of the railroad treated by this form. Both railroads consist of a single track, each recently re-ballasted. Modern steel and concrete box pads have been installed at grade over the ties at the crossing. The modern rails and ties travel on a low berm (approximately one foot). Safety equipment includes signs and warning signal lights with appurtenant service and electricity boxes. (See **Photograph 11**)

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

At-grade road crossing of East End Avenue, four lanes.

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

See Photograph 11.

L5. Associated Resources:

See Description, L3.

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

Industrial/commercial area at all four compass points.

L7. Integrity Considerations:

Modernized rails and safety equipment. Recently re-ballasted. Has steel and concrete box infill over ties at grade crossing.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:  
Photograph 11; at-grade crossing at East End Avenue; camera facing north; March 4, 2002.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Rand Herbert and Jessica Herrick, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: March 8, 2002

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\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

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## **P2b. USGS 7.5" Quad (continued):**

Ontario (1967, photorevised 1973)  
San Dimas (1966, photorevised 1981)  
Baldwin Park (1966, photorevised 1981)  
El Monte (1966, photorevised 1981)  
Los Angeles (1966, photorevised 1981)

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

This railroad, the first transcontinental connection for the Los Angeles region, might be considered significant under Criterion A for its importance in the development of the Los Angeles area in the late nineteenth and twentieth centuries. However, virtually nothing remains of the original tracks or appurtenant structures and equipment within the study area. Additionally, development of the area, in part caused by the construction and operation of the railroad itself, has resulted in a loss of feeling and association that also damages this section of rail's historical integrity. The following sections explore the potential area of eligibility, and the changes that this portion of line has undergone.

### *Historic Context*

The arrival of the Southern Pacific Railroad (SPRR) in the San Gabriel Valley in the mid-1870s fundamentally altered the complexion and development of the area. Prior to this time, the region between Los Angeles and San Bernardino was sparsely settled, primarily by farmers and ranchers living in small adobes or wood-frame houses that were often separated by hundreds of acres of open land. Grain-growers and cattlemen, these settlers slowly began to crisscross the region with local roads and small communities, but rapid growth did not occur until the railroad entered the valley; only 5,728 inhabitants lived in the City of Los Angeles by 1870. The economic leaders and entrepreneurs of the Greater Los Angeles area recognized that the rails offered them access to a nationwide market for their products for the first time. Additionally, the railroad would bring other interests into California, in terms of immigrants, health-seekers, and tourists, all prospective customers for goods, services, and real estate. Through the 1870s and 1880s, the large rancho holdings that had previously typified land ownership were subdivided into smaller parcels and town lots, creating Pasadena, Alhambra and other communities in the San Gabriel Valley, and taking advantage of the infrastructure offered by the new railroad line.<sup>1</sup>

The Southern Pacific Railroad incorporated October 13, 1870, as a consolidation of the San Francisco and San Jose Railroad, the Southern Pacific Railroad Company, the Santa Clara and Pajaro Valley Railroad, and the California Southern. Charles Crocker, Leland Stanford, Mark Hopkins, and Collis P. Huntington, the "Big Four" already in control of the Central Pacific, owned, and acted as directors of, the new company. The main line serving southern California ran from Goshen in the San Joaquin Valley to Los Angeles by way of Mojave, Soledad Canyon, and the San Fernando Valley, and was completed in 1876. The Los Angeles Division,

<sup>1</sup> William F. King, *The San Gabriel Valley: Chronicles of an Abundant Land* (Chatsworth, CA: Windsor Publications, Inc., 1990), 25, 29-30; Edna Monch Parker, "The Southern Pacific Railroad and Settlement in Southern California," in *Pacific Historical Review*, vol. 6, no. 3 (1937): 105.

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sometimes called the “Sunset line”, was built from Los Angeles east and south to Yuma, Arizona, between 1874 and 1877 and linked the San Gabriel Valley and points east with Los Angeles. The Sunset line eventually extended as far as New Orleans, Louisiana by the mid-1880s, connecting California by a southern route to the population centers on the East Coast. The SPRR Los Angeles Division was one of the first rail lines constructed in the San Gabriel Valley, preceded only by the Los Angeles & San Pedro, which was constructed in 1869 and acquired by SPRR in 1874.<sup>2</sup>

Beginning in the 1850s, local politicians and editors in southern California had been calling for a transcontinental railroad to traverse the region. In the early 1870s, Los Angeles County and the SPRR signed an agreement that ensured the SPRR would pass through Los Angeles; the county agreed to provide a depot site, a \$602,000 donation and the sale of the Los Angeles and San Pedro Railroad in return for the SPRR constructing their line through the Los Angeles region instead of adopting a route through Antelope Valley and then on to the east. Soon after, in 1872, the county and the SPRR made another agreement allowing for construction of the Los Angeles Division line. Local landowners throughout the San Gabriel Valley immediately began to lobby for railroad terminals within their communities. The Los Angeles Division line as eventually constructed followed the same alignment as it does today. From Yuma, Arizona, near the border with California, the line headed northwest through California’s Imperial Valley, past the northeastern shore of the Salton Sea and then over the San Bernadino Mountains into the San Gabriel Valley, shifting west to terminate in Los Angeles. In Los Angeles County, it passes through such communities as Pomona, Walnut, the City of Industry, El Monte, and San Gabriel, which owe their existence and later development at least in part to the construction of the rail lines.<sup>3</sup>

Los Angeles welcomed the coming of the SPRR main line from the San Joaquin Valley in 1876 with parades and banquets; however, even with the construction of the Los Angeles Division line east to Yuma, the railroad did not immediately have a large impact on the local economy, probably because businessmen and farmers could not yet take full advantage of the new rapid transportation facilities. Development of local economies was assisted when the SPRR began real-estate promotion in order to sell the lands adjacent to the railroad lines. The railroad companies possessed millions of acres of land, available for sale to farmers and other business entrepreneurs after the completion of the rail lines. The sale of such properties benefited the railroad not only through the purchase price, but also ensuring that the lines would have freight and passenger customers in the future. The Southern Pacific embarked upon a massive land promotion campaign to induce people to purchase and cultivate the company’s lands, advertising in newspaper articles, books, and pamphlets across the United States. One such book was Charles Nordhoff’s *California for Health, Pleasure, and Residence: A Book for Travellers and Settlers*, published in 1875 and revised in 1882 after the Sunset line to New Orleans was almost complete; others included the *Southern Pacific Sketchbook* and *The Lands of the Southern Pacific* (published in 1887 and 1877 respectively). This promotional literature provided the reader with descriptions of land, local towns, the advantages of the area, wages, working conditions, living expenses, and agricultural products, all written in enticing ways to encourage immigration and purchase.<sup>4</sup>

<sup>2</sup> John R. Signor, *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division* (Pasadena, CA: Southern Pacific Historical and Technical Society, 1997), 31; Parker, “The Southern Pacific Railroad and Settlement in Southern California,” 104-105.

<sup>3</sup> John W. Caughey, *California: A Remarkable State's Life History* (Englewood Cliffs, NJ: Prentice-Hall, Inc., 1970), 940.

<sup>4</sup> Caughey, *California*, 343-350; Parker, “The Southern Pacific Railroad and Settlement in Southern California,” 106-109.

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As a result of this promotional effort, the population of southern California increased dramatically. A land boom occurred in the 1880s, with most of this growth taking place, predictably, in the sectors dictated by the railroad, a circumstance that resulted in much criticism of the Southern Pacific. Los Angeles and the surrounding areas began to prosper, especially after the connection between the Los Angeles Division line and New Orleans, Louisiana was completed in 1883. This "Sunset" route provided citrus farmers with a warmer, less mountainous and shorter route for shipment of their products. Previously, when southern Californian agriculture was dependant upon the Southern Pacific-Central Pacific line connection with the Union Pacific line in the northern part of the state for freighting. Citrus fruits and other agricultural products were often ruined by cold weather and long shipment times.<sup>5</sup>

An additional benefit of the railroad promotional literature and the subsequent land-boom came in the form of "health seekers" and their attendant doctors, who began moving into the southern California region in large numbers in the late 1870s and 1880s. Earlier in the century, the advantages of southern California's climate had been recognized, but the region proved too remote to be a successful health resort area. After the SPRR constructed its lines, including the Los Angeles Division that linked to New Orleans through Texas, New Mexico, and Arizona, people searching for relief from maladies such as tuberculosis, asthma and rheumatism flooded into the area. Their presence spurred the construction of hotels and restaurants, housing developments, hospitals and health resorts. The convalescents also turned to agricultural pursuits during their recovery, planting such non-labor intensive crops as vines and citrus, as well as taking up bee keeping. These health seekers brought much attention to southern California throughout the remainder of the nineteenth century and well into the twentieth century. One historian has concluded that at least one quarter of the population of southern California in 1900 had immigrated to the region either as a health seeker or as a relative of such an individual.<sup>6</sup>

The land boom faded after the 1880s, leaving mixed results in its wake. Some communities benefited greatly, others proved no more than "paper towns" that existed only in the minds of land speculators. The real estate market slowed, and the region suffered from droughts and a nationwide depression in the 1890s that kept growth from reaching the heady pace it had in previous years. Despite this, several branch lines to the main line of the Los Angeles Division were constructed by 1898, including the Pasadena Branch (completed in 1895), the Ojai Branch (completed in 1898) and the Santa Ana Branch (completed in 1890). In most cases, these branch lines were originally built and operated by local railroad companies, and were gradually taken over by the Southern Pacific. Los Angeles County attracted almost 60,000 new residents between 1890 and 1900. After the turn of the century, additional rail lines and continuing waves of immigrants boosted development in the San Gabriel Valley, as well as the development of electric interurban lines such as the Pacific Electric Railway.<sup>7</sup>

The Southern Pacific was forced to compete with electric interurbans and automobile traffic for space and passengers as the twentieth century progressed and highway construction increased. Advances in oil recovery and refining technology aided the economic development of southern California, but much of the area through which

<sup>5</sup> Caughey, *California*, 340-350; Parker, "The Southern Pacific Railroad and Settlement in Southern California," 106-109, 116-119; Richard J. Orsi, "The Octopus Reconsidered: The Southern Pacific and Agricultural Modernization in California, 1865-1915," in *California Historical Quarterly*, vol. LIV, no. 3 (Fall 1975): 207-209.

<sup>6</sup> Caughey, *California*, 340-343.

<sup>7</sup> Signor, *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division*, 31; Glen S. Dumke, *The Boom of the Eighties in Southern California* (San Marino, CA: Huntington Library, 1944), 259-276; Spencer Crump, *Ride the Big Red Cars: How Trolleys Helped Build Southern California* (Corona Del Mar, CA: Trans-Anglo Books, 1977), 226-230.

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the Los Angeles Division passed remained relatively rural until the mid-twentieth century. Many San Gabriel Valley towns such as Pomona, Covina, and Puente were distinct communities surrounded by open fields and orchards throughout the 1930s. After World War II, suburban development increased dramatically, and suburban tract homes rapidly proliferated throughout the San Gabriel Valley. Southern California had attracted record numbers of immigrants to work in war-related industries, as well as the families of those serving in the military. Builders converted acres of farmland to residential and commercial use in the early 1950s to meet this demand, and the valley communities began to expand, significantly altering the setting around much of the Los Angeles Division lines.<sup>8</sup>

Additionally, the 1930s had seen the introduction of the diesel-electric locomotive and the streamlined passenger train, eliminating the need for many structures along railroad lines dependant upon steam power, such as water stops with tanks, wells, and pumping stations. Advances in the technology of safety equipment and structures also occurred. Because the Los Angeles Division developed so early in the history of the region, much of its original materials and engineering structures were primitive in comparison to modern ones. By 1952, many had been replaced with more advanced railroad structures. Additionally, much of the line ran through an arid region with little development, and so structures original to the railroad's initial construction are few and far between. The rush of development that occurred post-World War II and the need for suburban housing tracts resulting in the dismantling of many of the Southern Pacific Railroad buildings that did exist; only a few stations have survived. In 1996, the Southern Pacific Railroad was acquired by the Union Pacific railroad, and this company has continued to provide maintenance and operation of the Los Angeles Division.<sup>9</sup>

### *Significance Discussion*

For the purposes of the proposed project the Los Angeles Division line does not appear to be eligible for listing in the National Register of Historic Places, primarily because of its loss of historic integrity. Therefore the section under evaluation in this form does not appear to have the potential to be a contributor to any larger historic property, nor does the segment appear to meet the criteria for eligibility as an individual property. If the Southern Pacific Los Angeles Division was found to possess integrity, it would be potentially eligible under Criterion A, for its association with the development of the Los Angeles area in the late nineteenth and early twentieth centuries, including its urban and social development, the rise of commercial agriculture such as citrus crops, and the development of rapid transit lines in southern California. The Los Angeles Division lines were the first to provide such services to the Los Angeles area, as well as linking with the original line from the first transcontinental railroad through Sacramento. The period of significance would be 1877 to 1885, from its completion to the arrival of the competing Atchison, Topeka and Santa Fe Railroad in Los Angeles. Railroads have an important impact on their region; however, this line was not the first in the Los Angeles area and thus had a lesser impact than had it been the original line. Additionally, based on field surveys conducted for the proposed undertaking, this section of railroad line does not appear to retain sufficient integrity to convey a sense of the property's historical significance.

<sup>8</sup> King, *The San Gabriel Valley*, 61, 69; John G. Swaine, ed., *The Historical Volume and Reference Works*, Volume II, Los Angeles County (Whittier, CA: Historical Publishers, 1963), 94-96.

<sup>9</sup> Signor, *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division*, 31.

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Although it is located on its original alignment, this section of line's lack of integrity of design, setting, materials, workmanship, feeling and association appear to preclude it from listing in the National Register. As stated above, routine maintenance procedures and the need to keep abreast of advancing technology has resulted in the replacement or demolition of many of the original structures, such as the ties, rails, ballast, crossing equipment, safety features and most of the railroad stations, meaning that the railroad's integrity of design, materials and workmanship to its potential period of significance between its construction in 1877 to 1885 has been compromised. Portions of the single-track line have been double-tracked to create "spur" lines. Additionally, the region surrounding the railroad has changed tremendously since the turn of the century. During its potential period of significance this railroad ran through mostly undeveloped arid country in the San Gabriel Valley, land that has since undergone intensive development that created residential suburbs and industrial areas in support of the ever-growing economic activities in Los Angeles County. This has substantially altered the integrity of feeling, association, and setting for the railroad. The only aspect of integrity that the railroad has retained is its integrity of location, for it follows the same alignment as when constructed. However, given the severe lack under other aspects of historical integrity, this does not appear to be enough for the railroad to meet the criteria for listing in the National Register.

Under Criterion B, the railroad was associated with members of the "Big Four" that helped bring the railroad, in the form of the Central Pacific and the Southern Pacific, to California, changing the pace and direction of California's economic, social, and agricultural development. However, the Big Four are not known to have had any direct involvement in the construction or operation of the Los Angeles Division. This line would also not be the best resource to demonstrate their significance; other resources, such as the original transcontinental line over Donner Summit, would be superior examples of resources related to these persons. In any event, the same issue of lack of historical integrity applies. Also, no special engineering or construction techniques were known to be used in the construction of the Los Angeles Division lines, which would militate against their eligibility under Criterion C. In rare instances, buildings or structures themselves can serve as sources of important information about historic construction or engineering technologies (Criterion D); however, these railroad lines have been otherwise documented, and do not appear likely to be a principal source of important information in this regard.

The integrity of materials, workmanship, design, feeling, setting, and association for the Southern Pacific Los Angeles Division line within Los Angeles County has been compromised by maintenance procedures and the heavy development of the surrounding area. Therefore, for the purposes of this project, the Southern Pacific Railroad Los Angeles Division does not appear to be eligible for the National Register of Historic Places. Consequently, the San Gabriel-Pomona segment within the study area is not a contributing element of any larger historic property. Even if the Southern Pacific Railroad Los Angeles Division line was determined to be a historic property, the San Gabriel-Pomona segment lacks integrity, and would not likely be determined a contributing element. Nor does the segment appear to possess the significance for individual eligibility. Furthermore, this property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. This historic property, lacking integrity, does not meet the significance criteria as outlined in these guidelines.

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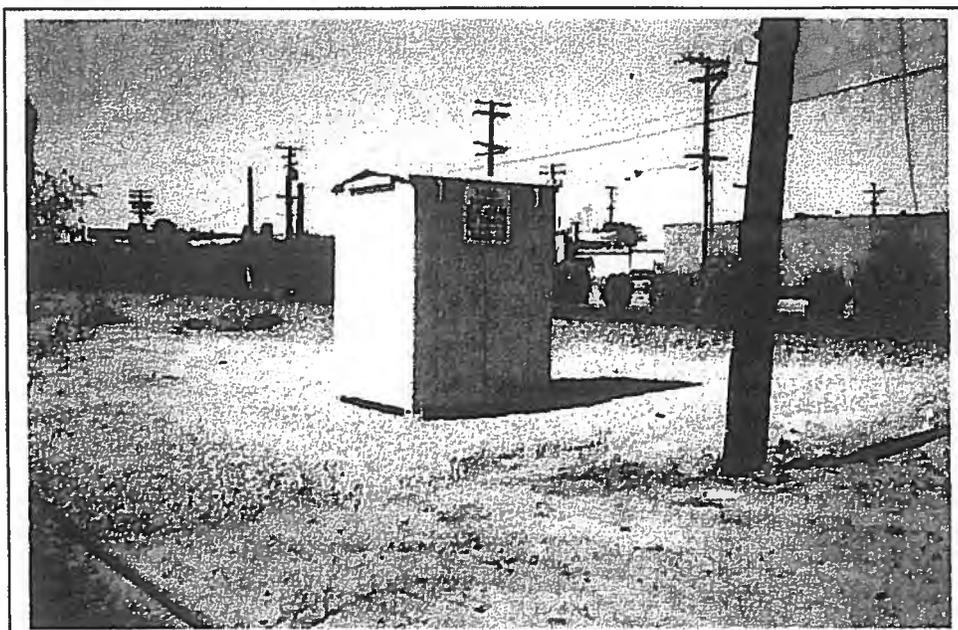
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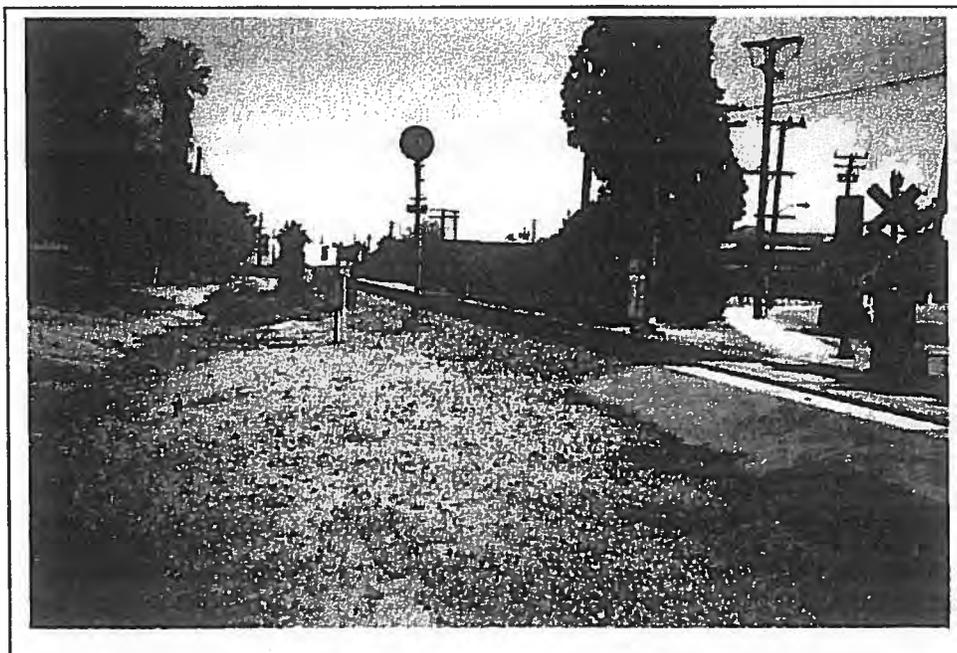
\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

\*Recorded by Rand Herbert \*Date March 4, 2002  Continuation  Update

## Photographs



**Photograph 12.** Service shed near crossing at Ramona Street in San Gabriel; camera facing northwest; March 4, 2002.



**Photograph 13.** Tracks to the east of crossing at Mission Road; camera facing east, March 4, 2002.

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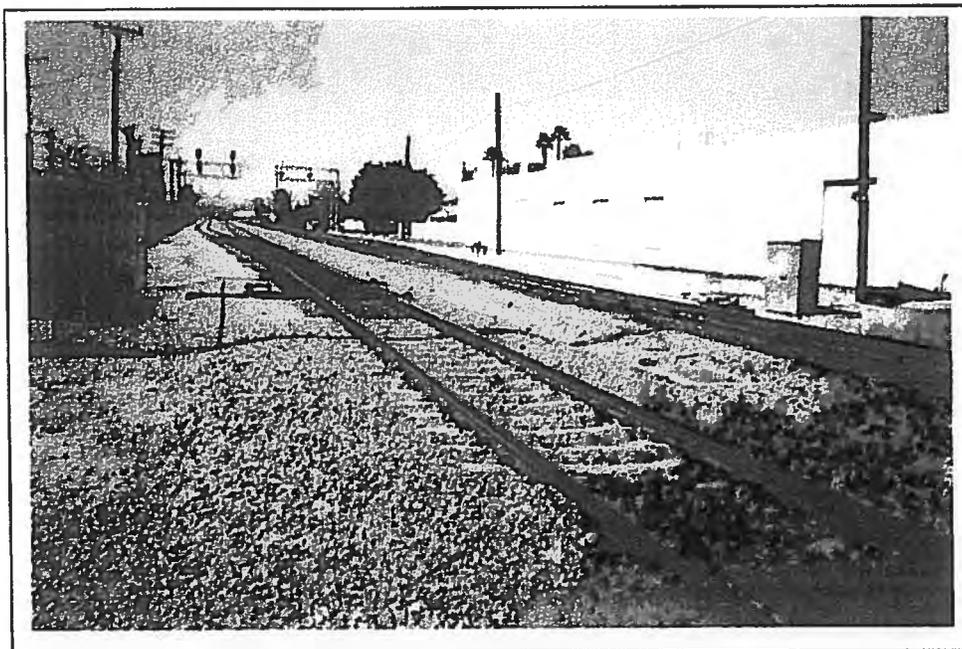
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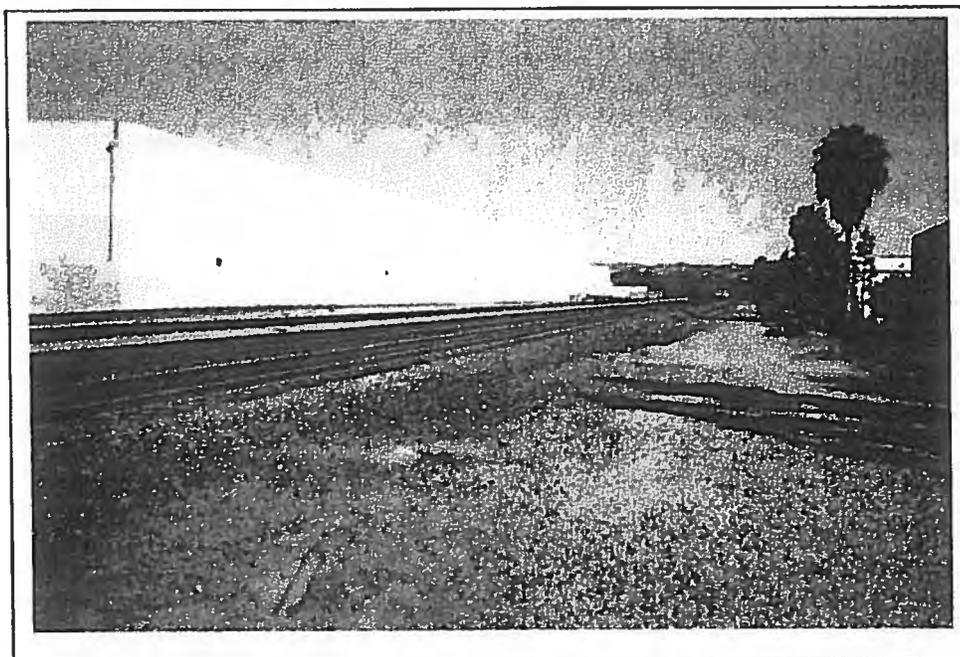
\*Resource Name or # Southern Pacific Los Angeles Division, San Gabriel - Pomona

\*Recorded by Rand Herbert \*Date March 4, 2002  Continuation  Update

## Photographs



**Photograph 14.** Tracks west of Iris and Ramona crossings in El Monte.  
 Note spur line at upper left. Camera facing west, March 4, 2002.



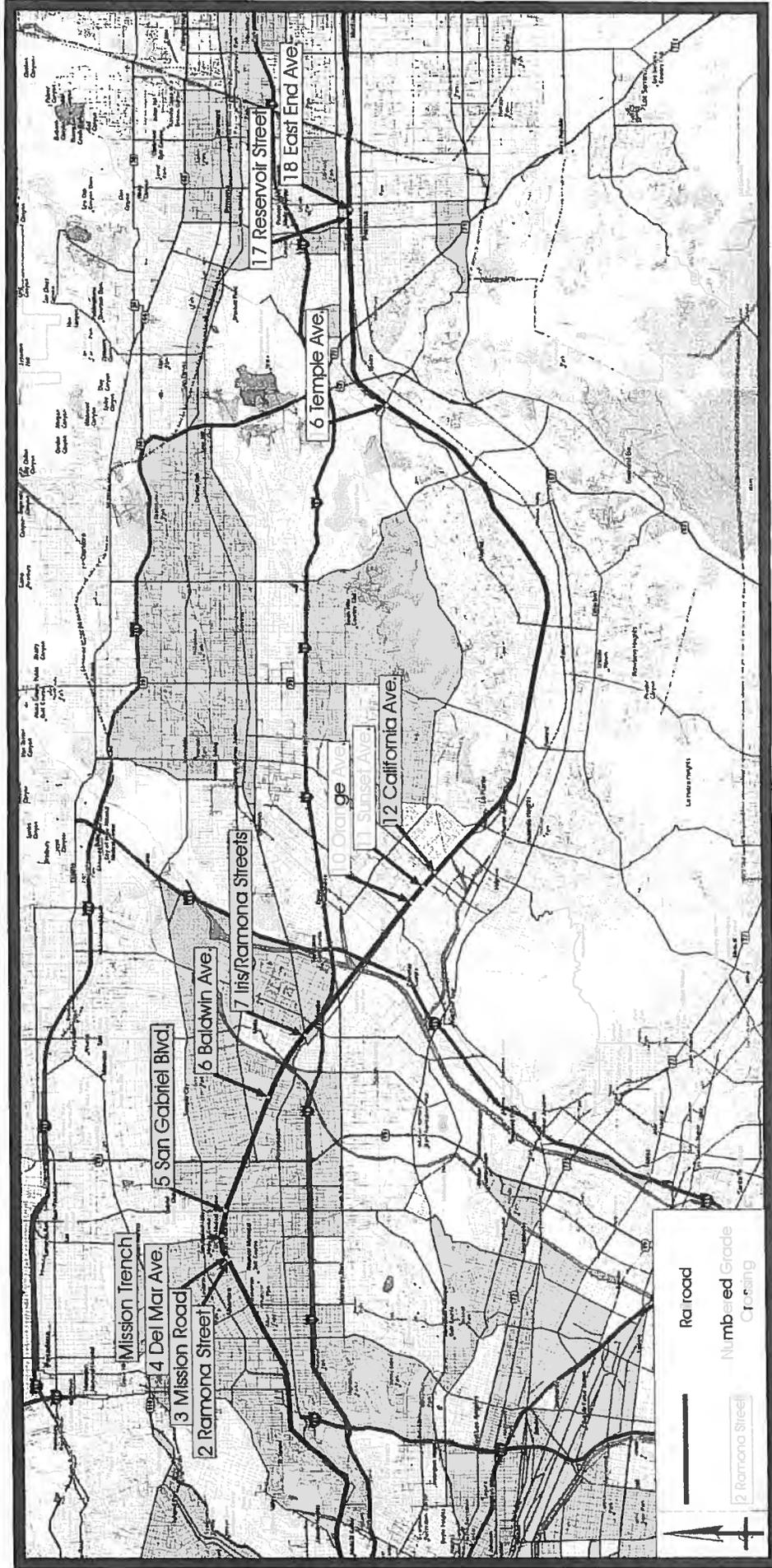
**Photograph 15.** Rail lines east of crossing at Reservoir Street, Pomona,  
 camera facing east, March 4, 2002.

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Sketch/Location Map



ACE Southern Pacific Grade Separations

\*Required Information

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**PRIMARY RECORD**

Primary # 19-186112 (Update)  
 HRI #  
 Trinomial  
 NRHP Status Code 6Z

Other Listings  
 Review Code

Reviewer

Date

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\*Resource Name or #: Union Pacific Railroad

P1. Other Identifier: MetroLink Riverside Line

\*P2. Location:  Not for Publication  Unrestricted \*a. County: Los Angeles

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

\*b. USGS 7.5' Quad: La Habra Date: 1964 (photorevised 1981) T 2S, R 10W; unsectioned; S.B.B.M.

c. Address: Mile Post 22.4

City: n/a

Zip: n/a

d. UTM: Zone: 11 ; 417804 mE/ 3762236 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: The subject UPRR tracks are located in the City of Industry. From the Nogales Street exit on State Route 60, proceed 0.24 miles north on Nogales Street. The tracks extend east and west of the Nogales Street crossing at an elevation of 460 feet above mean sea level.

APNs: 8760-005-808, 8760-005-809, 8760-005-810, and 8264-021-801.

\*P3a. **Description:** This update records a 0.38-mile long segment of the Union Pacific Railroad (UPRR) property originally recorded by S. Ashkar in 1999. The original site record includes the railroad from its beginning in Los Angeles to the City of Colton, California. The portion of the UPRR property in this site record update is located in the City of Industry at Nogales Street and includes MetroLink Riverside Line tracks. This 0.38-mile long segment of the property consists of two sets of parallel railroad tracks, running east to west. The tracks are approximately 6 feet apart and are set in ballast. The northern, likely freight tracks have wood ties, the southern tracks serve MetroLink and have concrete sleepers. These segments of tracks are contiguous at the east and west ends to additional portions of railroad track beyond. The tracks are not physically distinguishable from other steel, standard gauge, continuous welded freight railroad tracks. The track bed is roughly flat and noted by a raised berm. This segment contains one at-grade crossing at Nogales Street, updated with steel and concrete box pads (circa 1993) and contemporary signals (dates unknown). Alterations include the replacement of wood ties on the south side with concrete sleepers and construction of steel and concrete box pads, contemporary crossing arms and other contemporary equipment (dates unknown) at the Nogales Street crossing.

\*P3b. **Resource Attributes:** HP11 (Engineering structure); HP39 (Other-railroad)

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



P5b. **Description of Photo:**  
 UPRR Nogales Street crossing,  
 view west. Photograph 2086,  
 February 13, 2009

\*P6. **Date Constructed/Age and Sources:**  Historic  Prehistoric  
 Both  
 circa 1905

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

\*P8. **Recorded by:**  
 R. Ramirez and F. Smith  
 SWCA Environmental Consultants  
 625 Fair Oaks Avenue, Suite 190  
 South Pasadena, CA 91030

\*P9. **Date Recorded:**  
 February 13, 2009

\*P10. **Survey Type:**  
 Intensive

\*P11. **Report Citation:** Historic Property Survey Report, Nogales Street Grade Separation and Gale Avenue/Walnut Drive Widening Project, City of Industry, Los Angeles County, California (SWCA Environmental Consultants 2009).

\*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):



**Legend**

—+— P-19-186112

USGS 7.5' Quadrangle:  
La Habra, CA 1884  
(Photorevised 1981)

Land Grant: La Puente  
T2S, R10W  
Unsectioned



1:24,000

0 500 1,000 2,000  
Feet

0 250 500  
Meters

Nogales Street Grade  
Separation and Gale Avenue/  
Walnut Drive Widening Project

**Project Location Map**

**SWCA**  
SPECIALIZED CONSULTANTS

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 3 of 5

\*NRHP Status Code 6Z

\*Resource Name or # Union Pacific Railroad

B1. Historic Name: Los Angeles, San Pedro & Salt Lake Railroad  
B2. Common Name: Union Pacific Railroad/ Metro Link, Riverside Line  
B3. Original Use: railroad B4. Present Use: railroad

\*B5. Architectural Style:

\*B6. Construction History: Railroad originally built circa 1905. Alterations include replacement of wood ties on the southern set of tracks with concrete sleepers and construction of steel and concrete box pads, contemporary crossing arms and other contemporary equipment (circa 1993).

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

\*B8. Related Features: None

B9a. Architect:

b. Builder:

\*B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria:

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)  
The subject property was first built by Los Angeles & San Pedro Railroad, which had become Los Angeles, San Pedro and Salt Lake Railroad by 1905, when this segment was constructed. The current owner of the subject property, Union Pacific Railroad was the third transcontinental railroad to reach Los Angeles, arriving through its subsidiary, the Los Angeles Terminal Railroad (predecessor to the Los Angeles & Salt Lake). Shortly after Union Pacific's arrival, the line became Los Angeles & Salt Lake Railroad through a series of mergers and acquisitions. By the turn of the twentieth century, the three main competing railroads in the west were the Southern Pacific, Atchison Topeka & Santa Fé and Union Pacific (UP).

See Continuation Sheet.

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

\*B12. References:

Ambrose, Stephen E. *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad, 1863-1869*. New York: Simon and Schuster, 2000, various.

Ashkar, Shahira. Primary form for P-19-186112. On file at the South Central Coastal Information Center (Continued on Continuation Sheet)

B13. Remarks: None

\*B14. Evaluator: Francesca Smith

\*Date of Evaluation: February 13, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



**\*B10. Significance:**

The arrival of railroads to southern California brought unprecedented growth, later called the "boom of the 'eighties" which took place predominantly in areas served by the relatively new technology. Citrus crops benefited greatly from the invention of the refrigerated car, and southern California citriculture, which became a significant economic and cultural influence was among the results of that innovation. When built, the line went through undeveloped land, which was sparsely populated at the turn of the twentieth century by agricultural uses, with homes and scattered small businesses.

Also at the dawn of the 1900s, Senator William Andrews Clark (1888-1925) acquired the struggling Los Angeles Terminal Railway at the growing city's developing port with the intention of serving the growing mining industry in Salt Lake City. In 1901, the line was reestablished as the San Pedro, Los Angeles & Salt Lake Railroad, and plans were made to construct a line connecting southern California with Salt Lake City, Utah. Despite Union Pacific's opposition, the owner assembled considerable political and financial support. The smaller railroad began construction work along the existing UP grade, resulting in a notorious but brief "railroad war" in Nevada. The rivals came to an agreement in 1903, Clark ended up acquiring UP alignments south of Salt Lake City, and Union Pacific received half-ownership in the LA, SP & SL RR. Once the disagreements were settled, the completed line, likely including the subject property, began service in 1905. Four years later, in 1909, the town of San Pedro was annexed to Los Angeles (affording the growing city its own port) and the town's name was omitted from the railroad title. In 1916, the railroad became the Los Angeles & Salt Lake Railroad (Signor).

In 1921, Clark's half interest in the LA & Salt Lake was transferred to Union Pacific's ownership. After the second World War, rising popularity of private automobiles, trucks and airlines greatly cut into railroad business lines- which been an enormously profitable and powerful component of American business. The Metro Link passenger railroad acquired property in about 1992 and began service between Riverside and Los Angeles in 1993. UP made an unsuccessful bid to purchase Santa Fé Railway the following year, although it was determined that the unification would result in too many duplicate routes, amounting to a monopoly. In 1996, the UP and SP merged, ostensibly ending more than 100 years of rivalry.

The subject property is not eligible for listing in the National or California registers under Criterion A/1, despite its obvious connection with events that shaped the development of the community and region. Because of alterations to the tracks, including periodic replacement of track, hardware and ties, changes in grading and sweeping changes in setting from open agricultural land, to a small to a highly urbanized area, the railroad right-of-way does not retain sufficient integrity to impart its historic significance. Although the rail line had not been relocated, the rail, track, ballast, landforms and setting have all been irretrievably altered, diminishing its integrity of design, setting, materials, workmanship, feeling, and association. This segment of the UPRR is not eligible under Criterion B/2, as any connections to persons important in our history were not direct, but part of much larger portfolios of investments held by various wealthy investors. The subject property is part of a standard contemporary freight railroad line currently "the largest railroad in north America" (Union Pacific), and a passenger commuter line. As a standardized modern railroad alignment, the property does not warrant consideration under Criterion C/3. Due to extensive alterations to the tracks, there is no data potential under Criterion D/4 because the resource is not the principal source of any important information. As an altered and ubiquitous resource type, subject property is not eligible as a contributor to a larger National or California Register-eligible historic district.

**\*B12. References:**

- Dumke, Glenn S. *The Boom of the 'Eighties*. San Marino: Huntington Library, 1944, various.(See Continuation Sheet)
- Hine, Robert V. and John Mack Faragher. *The American West: A New Interpretive History*. New Haven: Yale University Press, 2000, 291.
- Lewis, Oscar. *The Big Four: The Story of Huntington, Stanford, Hopkins, and Crocker, and of the Building of the Central Pacific*. New York: A.A. Knopf, 1938, various.
- Robinson, John W. "The Big Four Move South: The Building of The Southern Pacific Railroad" *California Territorial Quarterly* Fall 2003, 4-29.
- Signor, John R. *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division* Pasadena: Southern Pacific Historical and Technical Society, 1997, 31.
- Signor, John R. *The Los Angeles and Salt Lake Railroad Company: Union Pacific's Historic Salt Lake Route*. San Marino, California: Golden West Books, 1988, various.
- Wilson, Neill Compton and Frank J. Taylor. *Southern Pacific: The Roaring Story of a Fighting Railroad*. McGraw-Hill, 1952, various.

L1. Historic and/or Common Name: San Pedro, Los Angeles & Salt Lake Railroad, Metro Link- Riverside Line

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

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) 11S, 417804mE/3762236mN (westernmost point) and 11S, 418387mE/3762262mN (easternmost point); railroad tracks located on the east and west sides of Nogales Street.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) See Primary Form, page 1.

- L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- a. Top Width: 4' - 8.5" per track
  - b. Bottom Width: ± 9'-0" per track
  - c. Height or Depth: 5" (track- top to bottom)
  - d. Length of Segment: ± 0.38 miles

L5. Associated Resources: None

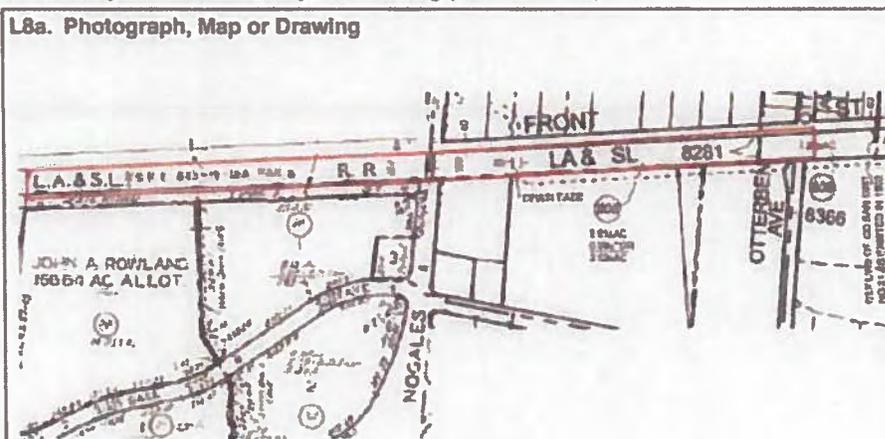
6. Setting: Urban (commercial/industrial)

L7. Integrity Considerations: This segment has been subject to ongoing maintenance, including replacement of tracks, ballast and ties. Industrial urban development has greatly altered the integrity of setting of the railroad.

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

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

L8a. Photograph, Map or Drawing



Annotated, combined Los Angeles County Assessors Index Maps (8760- Sheet 5, 2009 and 8264 Sheet 21, 1992) depicting approximate limits of subject property.

L9. Remarks: None

L10. Form Prepared by:  
R. Ramirez and F. Smith  
SWCA Environmental Consultants  
625 Fair Oaks Avenue, Suite 190  
South Pasadena, CA 91030

L11. Date: February 13, 2009

DPR 523E (1/95)

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

Primary # 19-186112 (Update)  
 HRI #  
 Trinomial  
 NRHP Status Code 6Z

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: Union Pacific Railroad (2.2-mile segment) (Map Reference #2-35)

P1. Other Identifier: former Southern Pacific Railroad's Los Angeles Division and Sunset Line structure

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Los Angeles

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

\*b. USGS 7.5' Quad: Los Angeles and El Monte Date: 1966 (photo revised 1981 and 1994) T ; R ; ; S.B.B.M.

c. Address: Mile Posts 489.5-491.8

City: Alhambra, San Gabriel, Rosemead

Zip: n/a

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: ~245 feet above msl

Tracks on the south side of West Mission Drive, north of Main Street and East Angelino Avenue, and Santa Fe Avenue and Grand Avenue between San Pasqual Drive and North Muscatel Avenue

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The Union Pacific Railroad (UPRR) property in the project APE occupies a 2.2-mile long, narrow series of parcels, containing a single-track freight railroad. The track is generally continuous welded rail, set in a roadbed topped with ballast and concrete ties (recent, but dates unknown). This segment of track is contiguous at the east and west ends to the historic Southern Pacific Los Angeles Division and Sunset Route in and out of Los Angeles. This 2.2-mile roadbed segment rises and falls with gentle grades on a raised berm with various at-grade crossings, spanning two culverts and one bridge in the project area. At-grade crossings include: Mission Road, Ramona, Del Mar, and Walnut Grove avenues, and San Gabriel Boulevard; each is paved with steel-enframed concrete box-pad pavers, and signaled with recent code-compliance crossing arms, flashing lights, and sound devices. Alterations in the past circa 45 years include loss of parallel local-service sidings, some mainline grade elevation lowering on the west end, replacement of wood ties with concrete ties; installation of steel-enframed concrete pavers at most crossings, code-compliant crossing arms and other safety equipment at grade crossings, and reballasting (dates unknown). Various recent prefabricated service sheds house crossing and signal electronics and machinery.

\*P3b. Resource Attributes: (List attributes and codes) HP11 (Engineering structure); HP39 (Other-railroad)

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

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



P5b. Description of Photo: (View, date, accession #) View southeast from San Gabriel Boulevard crossover, January 24, 2009, Mission 104-g

\*P6. Date Constructed/Age and Sources:

Historic  Prehistoric  Both  
 circa 1877-present

\*P7. Owner and Address:

Union Pacific Railroad  
 1416 Dodge St  
 Omaha, NE 68179-0001

\*P8. Recorded by:

F. Smith and J. Steely  
 SWCA Environmental Consultants  
 625 Fair Oaks Avenue, Suite 190  
 South Pasadena, CA 91030

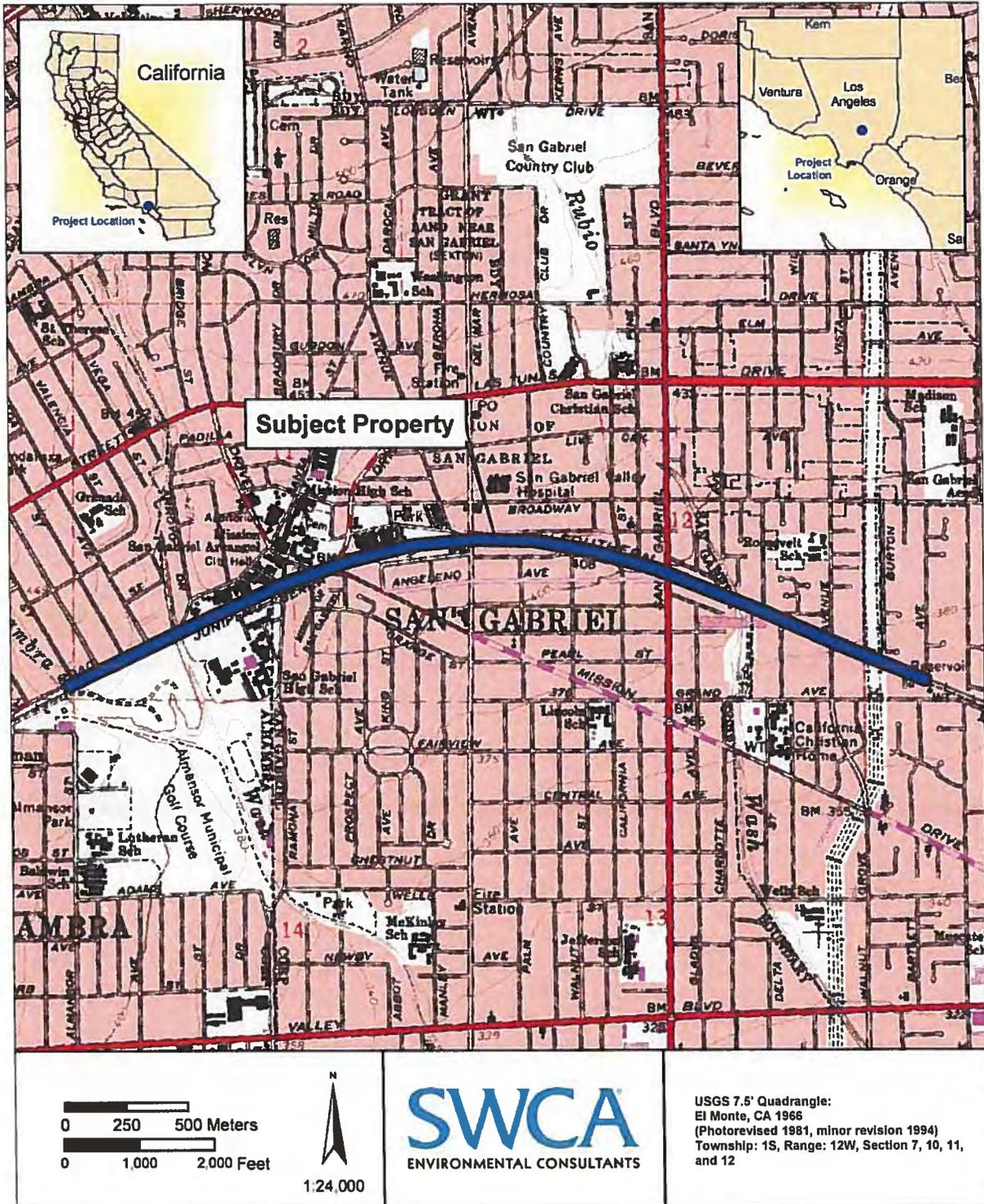
\*P9. Date Recorded: June 18, 2009

\*P10. Survey Type: (Describe) Intensive

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

Historical Resources Evaluation Report for the San Gabriel Trench Project, Cities of San Gabriel, Alhambra, and Rosemead, Los Angeles County, California (SWCA Environmental Consultants 2009)

\*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):



**L1. Historic and/or Common Name:** Southern Pacific Railroad, Los Angeles Division, Sunset Route

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

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

Railroad track on the south side of West Mission Drive, north of Main Street and East Angelino Avenue, and Santa Fe Avenue and Grand Avenue between San Pasqual Drive and North Muscatel Avenue in the cities of Alhambra, San Gabriel, and Rosemead.

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) See Primary Form, page 1.

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

**a. Top Width:** 4'- 8.5" (standard gauge)

**b. Bottom Width:** ± 100-foot right of way

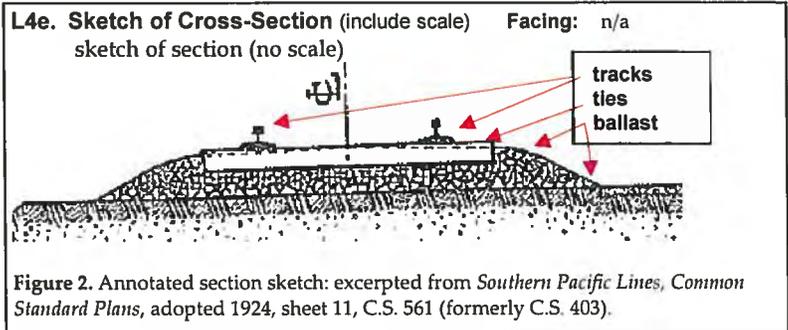
**c. Height or Depth:** 12-18" roadbed to rail top

**d. Length of Segment:** c. 2.2 miles

**L5. Associated Resources:** 2 culverts (Alhambra Wash, and culvert just west of Main Street and Lafayette Street in San Gabriel) and 1 bridge (Rubio Wash)

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

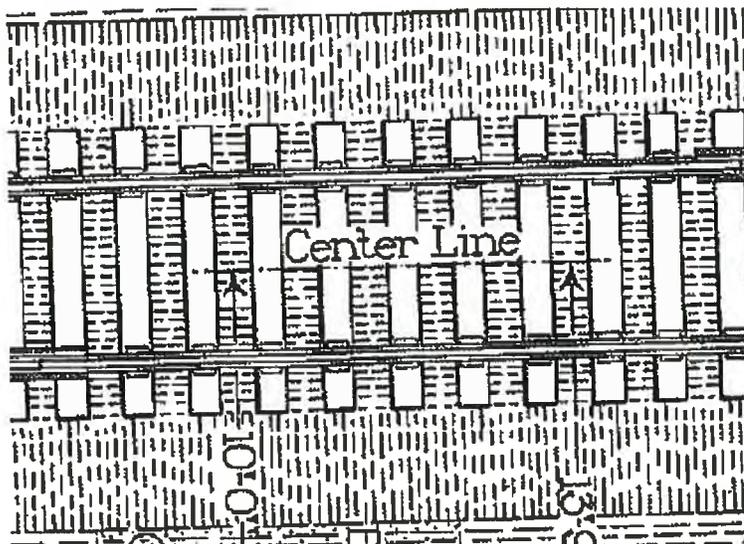
See Primary Form, page 1.



**L7. Integrity Considerations:**

This segment of railroad track has been subject to ongoing maintenance, which has included replacement of rails, ballast, and ties as needed. Widespread agricultural (1890s) and suburban development (1910s and later) along this route segment altered the setting of the railroad at the turn of the 20<sup>th</sup> century. In the early 20th century Alhambra and Rubio washes were channelized (late 1920s, early 1930s). Urban development including expansion of adjacent residential tracts (1920s-1970s), extensive commercial development (retail and office, 1910s-1960s), industrial growth and street/grade-crossing realignments (1940s-1990s) have greatly altered the railroad's integrity aspects of materials, workmanship, and setting. Alhambra, San Gabriel, and Rosemead each once fronted the railroad with distinctive depot buildings, all presumably removed more than 45 years ago with a consequent additional loss in integrity of design, feeling, and association.

**L8a. Photograph, Map or Drawing**



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

**Figure 3.** Plan view: excerpt from *Southern Pacific Lines, Common Standard Plans*, adopted 1924, sheet 11, C.S. 561 (formerly C.S. 403). No scale.

**L9. Remarks:**

**L10. Form Prepared by:** (Name, affiliation, and address)  
 J. Steely and F. Smith  
 SWCA Environmental Consultants  
 625 Fair Oaks Avenue, Suite 190  
 South Pasadena, CA 91030

**L11. Date:** August 31, 2009

\*Recorded by: F. Smith, J. Steely

\*Date: June 18, 2009

Continuation  Update

**\*B10. Significance:**

The Southern Pacific Railroad Company (SP or Espee) was acquired in 1868 by Charles Crocker (1813-1888), Mark Hopkins (1813-1878), Collis P. Huntington (1821-1900), and Leland Stanford (1824-1893), collectively known as "the Big Four." Their company evolved from expansion of the Central Pacific Railroad (CP) in the 1860s, the western half of the First Transcontinental Railroad. Two years after SP's inception and shortly after completion of the CP's Transcontinental efforts, SP management under the Big Four maneuvered considerable resources to construct a rail line from San Francisco southeast to the Colorado River to control the alignment of the Second Transcontinental Railroad. By that time, the Big Four had already established monopolies in California and Nevada. Part of the Big Four's surreptitious strategy was to build many separate lines that when joined, would control not just transportation but business and politics in California (Lewis).

The first railroad to be built into Los Angeles was the 21-mile Los Angeles & San Pedro Railroad (LA&SP) connecting the ambitious city with the Pacific Ocean port near Wilmington in 1869. Two years later the Big Four's SP connected Los Angeles to the north via Soledad Canyon in the San Gabriel Mountains with SP's San Joaquin Valley line from San Francisco. This link included the SP's fabled line through the Tehachapi Mountains, notably providing California's rapidly expanding inland agricultural regions with access to another Pacific port at San Pedro, and to rail routes across the United States. Soon after reaching Los Angeles, the SP turned east toward the Colorado River, passing along the De Anza route and Old Spanish Trail through the old Spanish Mission hamlet of San Gabriel as the railroad forged its right of way eastward through the fertile basins of the San Gabriel and Santa Ana Rivers.

Thus, between 1876 and 1877 the Southern Pacific constructed its historic line evaluated for the current grade-trenching Alameda Corridor East project (in 2009) as part of what became its Los Angeles Division and its transcontinental "Sunset Route." The line extended east from Los Angeles to Colton, through San Geronio Pass between the San Bernardino and San Jacinto Mountains, and southeast into the Imperial Valley, to present Yuma on the Colorado River. Port and national railroad connections for southern California brought unprecedented growth, later called the "boom of the 'eighties" that took place predominantly in areas served by the relatively new transportation technology (Dumke). When the SP's Sunset Route completed its tracks across Arizona to New Mexico in 1881, then New Orleans in 1883, the Los Angeles Division became part of the nation's Second Transcontinental Railroad.

With railroad promotion and long-distance shipping, and development of local irrigation water systems, citrus crops around San Gabriel and the eventual communities of Alhambra and Rosemead developed at the turn of the century as the major industry along SP's Los Angeles Division. Citrus producers soon benefited further from the invention of refrigerated rail cars, and southern California "citriculture" became a significant economic and cultural influence as a result. Numerous Los Angeles area communities emerged and prospered into the mid-20<sup>th</sup> century because of their focus on such specialized agriculture (Signor).

By 1900 the three main competing railroads in all of California were the Southern Pacific, the Atchison Topeka & Santa Fe, and Union Pacific, each with east-west mainlines through the San Gabriel and Santa Ana river valleys into Los Angeles. With the death of the last Big Four magnate and SP president C.P. Huntington in 1900, his archrival Edward H. Harriman of the Union Pacific gained control of SP (including the original CP) in 1901. Huntington's nephew Henry after 1901 invested his inheritance in Los Angeles-area rail systems, including the Pacific Electric and its interurban line that connected San Gabriel and Alhambra with downtown Los Angeles through 1940 (the line followed S. Mission Drive into the city's east side and Junipero Serra Drive out the west side; no trace of this line remains in the project area). Harriman meanwhile coordinated SP and UP operations until his death in 1909, and SP remained under control of UP until a Supreme Court-ruled separation in 1913. Railroads entered the 20<sup>th</sup> century as enormously profitable and powerful components of American culture, but after World War II rising popularity of private automobiles, trucks and commercial airlines cut deeply into railroad business. Small towns such as San Gabriel, Alhambra, and Rosemead eventually lost their depots as passenger trains and local rail traffic disappeared and the SP Los Angeles Division primarily carried through-freight trains. The sustained pattern of heavy through-traffic has resulted in plans for the current project.

During the railroad merger frenzy after federal deregulation in 1980, SP and the Santa Fe Railway attempted to merge in 1988, but instead SP was purchased by the owner of the Denver & Rio Grande Western Railroad (aka Rio Grande). Subsequently, Rio Grande with Cotton Belt and SP lines all operated as "Southern Pacific." In 1995 SP's old rival and partner Union Pacific acquired the Chicago & North Western for direct access to Chicago, and then in 1996 the UP acquired SP to restore much of Harriman's old system.

When built, the subject property railroad line went through undeveloped lands, previously dominated by Mission-related ranching and agriculture, then improved in the late 19<sup>th</sup> century by widespread "citriculture." By the turn of the 20<sup>th</sup> century, the surrounding properties were characterized by single-family residences and scattered small businesses concentrated in San Gabriel. In the ensuing years, local communities including San Gabriel, Alhambra, Rosemead, and Pasadena all prospered because of their proximity to the railroads. In the project area, the Mission San Gabriel Arcángel Church, Sacristy, and Padres' Quarters, along with surviving adobe homes including the Ortega-Vigare, Las Tunas, and Lopez-de Lowther adobes (Properties No. 3-35, 3, 49, and 3A-1) notably predated the railroad. At the peak of local SP rail service in 1925, where the railroad line crossed South Del Mar Avenue, three parallel tracks were flanked by a planning mill, citrus packing houses, a freight house, and the San Gabriel railroad depot (refer to Figure 3). The line is now a single track mainline and none of the described historic-age buildings remain. The surrounding area is currently densely developed by residential and industrial uses.

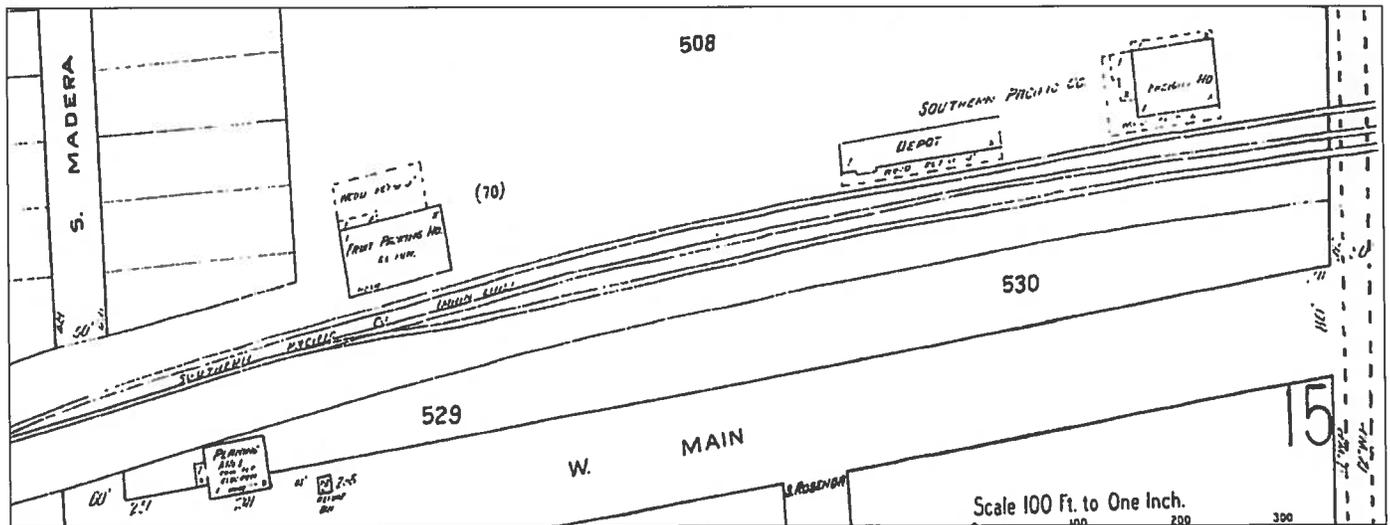


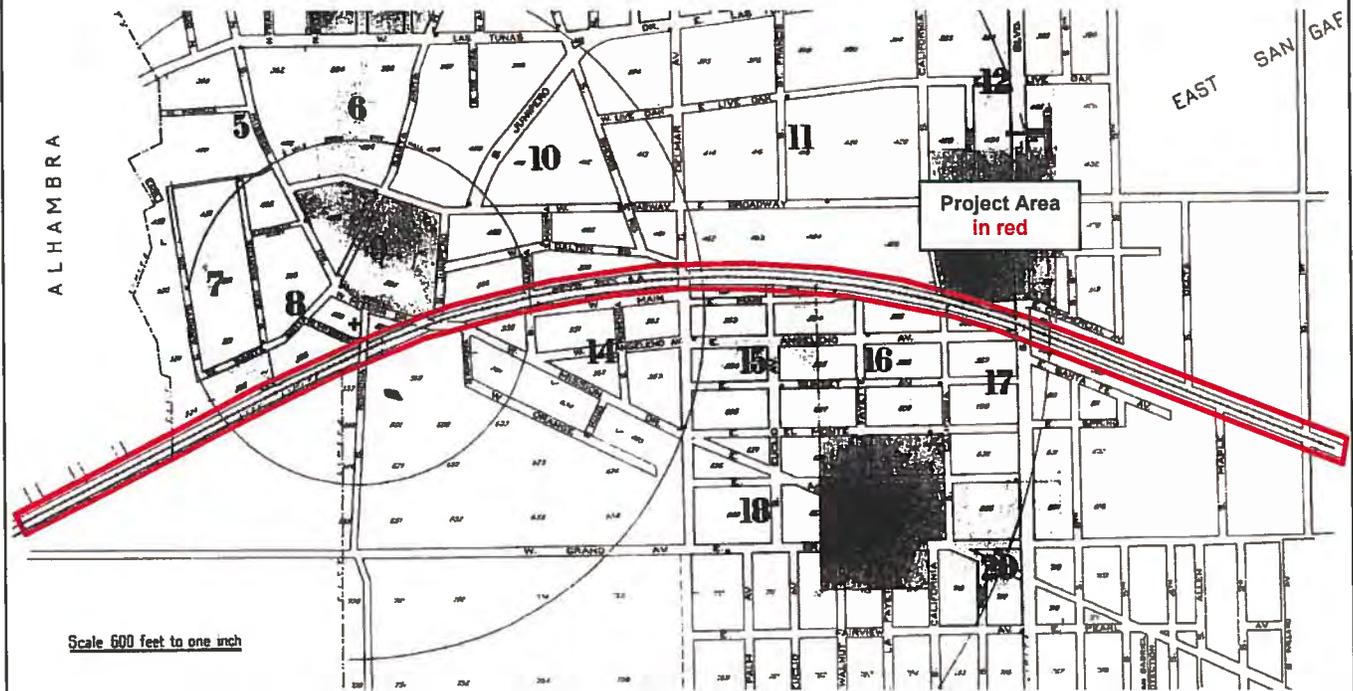
Figure 3: Excerpted Sanborn Fire Insurance Map of San Gabriel, California. Detail of northwest intersection of South Del Mar Avenue and Southern Pacific Railroad, August 1925, sheet 10. Note that depot, railroad-related packing house buildings, and flanking track sidings are no longer extant.

The subject property is part of a standard contemporary freight railroad line and a component of Union Pacific Corporation, currently “the largest railroad in north America” (Union Pacific). However, the subject property railroad line segment is not recommended eligible for listing in the National or California registers under Criteria A/1, despite its obvious connection with events that shaped the development of the community and region through the 1950s, when rail service declined to eliminate direct San Gabriel participation. In the American west, most railroads are directly connected with regional expansion, and to possess historic significance those railroads must retain adequate integrity to be recognizable to their period of significance.

This UPRR mainline segment is not recommended eligible under Criteria B/2, as any connections to persons important in our history were not direct, but part of much larger portfolios of investments held over time by various wealthy investors.

Although the rail mainline has not been relocated horizontally, its grade, rail, track, ballast, landforms, and setting have all been irretrievably altered, diminishing its integrity of design, setting, materials, workmanship, feeling, and association. As a standardized modern railroad track the property does not warrant consideration under Criteria C/3. Because of major alterations to this line segment—including changes in grade elevation, reduction in service tracks to the single mainline, major realignments of street crossings, and sweeping changes in setting from a small town (San Gabriel) and adjacent open agricultural land to a highly urbanized area, this railroad right-of-way does not retain sufficient integrity to impart its historic significance. It is also not eligible under Criteria D/4. As an altered and ubiquitous resource type, the subject property is also not recommended eligible as a contributing resource to any larger California Register-eligible historic district.

P5a. Drawing:



P5b. Description of Drawing:

Figure 4. Annotated excerpt from Sanborn Fire Insurance Company *Maps of San Gabriel, California*, August 1925, sheet 1. Project area is noted in red. Not to scale

\*B12. References:

- Ambrose, Stephen E. *Nothing Like It in the World: The Men Who Built the Transcontinental Railroad, 1863-1869*. New York: Simon and Schuster, 2000: various.
- Dumke, Glenn S. *The Boom of the 'Eighties*. San Marino: Huntington Library, 1944, various.
- Hine, Robert V. and John Mack Faragher. *The American West: A New Interpretive History*. New Haven: Yale University Press, 2000, 291.
- JRP. "HASR, Grade Separations Within the Alameda Corridor- East Project." December 1999.
- Klein, Maury. *Union Pacific: The Rebirth 1894-1969*. Garden City, NY: Doubleday, 1987, various.
- Lewis, Oscar. *The Big Four: The Story of Huntington, Stanford, Hopkins, and Crocker, and of the Building of the Central Pacific*. New York: A. A. Knopf, 1938, various.
- Robinson, John W. "The Big Four Move South: The Building of The Southern Pacific Railroad" *California Territorial Quarterly* Fall 2003: 4-29.
- Sanborn Fire Insurance Map Company. "San Gabriel, California" 1925: index sheet and sheet 10.
- San Pedro, Los Angeles & Salt Lake Railroad. *Corporate History of San Pedro, Los Angeles & Salt Lake Railroad Company*. 1914: various.
- Signor, John R. *Southern Pacific Lines, Pacific Lines Stations Volume 1: Coast Division, Los Angeles Division, Portland Division* Pasadena: Southern Pacific Historical and Technical Society, 1997: 31.
- Union Pacific. "Corporate Information: Company Overview" 16 February, 2009  
[http://www.uprr.com/aboutup/corporate\\_info/uprover.shtml](http://www.uprr.com/aboutup/corporate_info/uprover.shtml)
- Wilson, Neill Compton and Frank J. Taylor. *Southern Pacific: The Roaring Story of a Fighting Railroad*. McGraw-Hill, 1952: various.

