

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

Page 1 of 2 *Resource Name or #: Union Pacific Railroad Bridge

P1. Other Identifier: Mile Post 541.63, Riverside Industrial Lead

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 Location:** Not for Publication Unrestricted ***a. County:** San Bernardino

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

***b. USGS 7.5' Quad:** San Bernardino South **Date:** 1980 T 2S; R 4W; SW¼ of NW¼ of Sec 5; M.D. B.M.

c. Address: City: Grand Terrace Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

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

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

The bridge at Milepost 541.63 is a single-span structure that carries Union Pacific railroad tracks over a lateral of the Riverside Canal. The bridge superstructure is a timber stringer span measuring 23.17 feet. The substructure consists of brick abutments with stepped wing walls. The bridge has a timber deck with crushed granite ballast supporting a single set of tracks. The Bridge was constructed in 1895 and rebuilt in 1930, and although it is not clear which, if any, components of the bridge are original, it appears that the timber stringers were replaced.

***P3b. Resource Attributes:** (List attributes and codes) HP 19 Bridge

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

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



P5b. Description of Photo: (View, date, accession #)
2010

***P6. Date Constructed/Age and Sources:** Historic Prehistoric Both
1895, 1930; Union Pacific records

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

***P8. Recorded by:** (Name, affiliation, and address)
Andrew Schmidt, Summit
Envirosolutions, Inc.

***P9. Date Recorded:**

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

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

***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

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*NRHP Status Code

*Resource Name or # (Assigned by recorder) Union Pacific Railroad Bridge

- B1. Historic Name:
B2. Common Name: Union Pacific Railroad Bridge at Milepost 541.63, Riverside Industrial Lead
B3. Original Use: Railroad Bridge
B4. Present Use: Inactive

*B5. Architectural Style: Timber Stringer

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

Originally built in 1895, the bridge was rebuilt in 1930. The bridge is on a railroad line originally constructed by the Southern California Motor Road as a narrow-gauge passenger line between San Bernardino and Colton in 1886. The following year, the Line was converted to standard gauge, and in 1888, it was extended to Riverside. In 1895, the Pacific Improvement Company acquired the Line and made improvements. The Southern Pacific Railroad Company assumed control of the Line in 1896 and absorbed it into the system in 1898. The Southern Pacific operated the Line as a passenger and freight line until the Pacific Electric acquired it for use as a freight line.

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

*B8. Related Features: Union Pacific Railroad Line, CA-SBR-6101H

B9a. Architect:

b. Builder:

*B10. Significance: Theme: Transportation/Agriculture and Railroads Area: Grand Terrace

Period of Significance: 1895-1930

Property Type: Bridge

Applicable Criteria: N/A

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

The bridge is located on a railroad line (CA-SBR-6101H) that was previously found not eligible for listing in the NRHP. Because the line lacks association with significant historic patterns, the bridge also lacks such an association. In addition, the bridge is not known to be associated with significant events or persons in history. Furthermore, the bridge, a single wood-stringer span with brick abutments, does not embody the distinctive characteristics of a type, period, or method of construction, and it is an ordinary example of its type. Lacking historical or architectural significance, the railroad bridge does not appear to meet the criteria for listing in the NRHP. The property was also 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 and was determined no a hiostorical resource for the purposes of CEQA.

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

*B12. References:

Mayeda, Heather Menninger and Mervin Acebo. "A Century of Public Transportation in the San Bernardino Valley."

Document prepared for Omnitrans, San Bernardino, CA, 2001.

Paul, Daniel. "Interstate 215 Bi-County HOV Lane Gap Closure Project, Historical Resources Evaluation Report." Document prepared by ICF Jones & Stokes for Caltrans District 8, San Bernardino, CA, 2010.

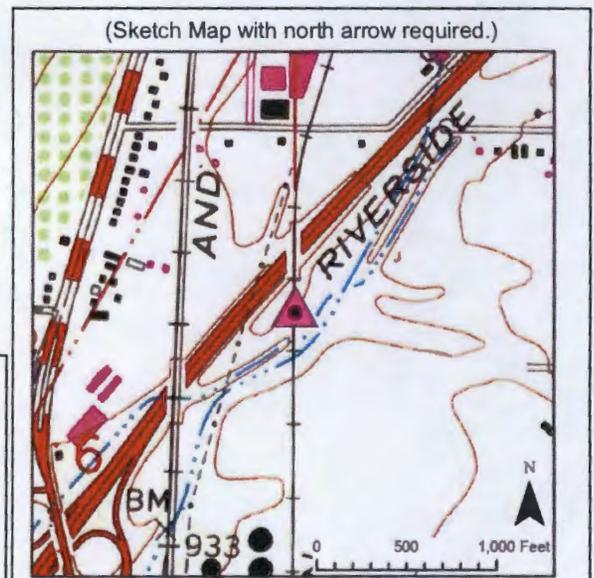
Union Pacific Railroad Company Records.

B13. Remarks:

*B14. Evaluator: Andrew Schmidt, Summit Enviroolutions

*Date of Evaluation: January 2013

(This space reserved for official comments.)



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

*b. USGS 7.5' Quad: San Bernardino South Date: 1980 T 2S; R 4W; SW¼ of NW¼ of Sec 5; M.D. B.M.

c. Address:

City: Grand Terrace

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

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

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

The bridge at Milepost 541.79 is a single-span culvert that carries Union Pacific railroad tracks over the Riverside Canal. The bridge superstructure is railtop (steel rails encased in concrete), measuring 10 feet. The substructure consists of concrete abutments with wing walls. The bridge has an earthen deck with crushed granite ballast supporting a single set of tracks.

*P3b. Resource Attributes: (List attributes and codes) HP 19 Bridge

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

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



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

Photo take 2010, facing east

*P6. Date Constructed/Age and

Sources: Historic
 Prehistoric Both

1908; Union Pacific records

*P7. Owner and Address:

Union Pacific Railroad Company
1400 Douglas Street
Omaha, NE 68179

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

Andrew Schmidt, Summit
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*P9. Date Recorded: 2010

*P10. Survey Type: (Describe)

Reconnaissance

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

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

DPR 523A (1/95)

*Required information

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B2. Common Name: Union Pacific Railroad Bridge at Milepost 541.79, Riverside Industrial Lead
B3. Original Use: Railroad Bridge
B4. Present Use: Inactive

*B5. Architectural Style: Timber Stringer

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

The bridge was rebuilt in 1908. The bridge is on a railroad line originally constructed by the Southern California Motor Road as a narrow-gauge passenger line between San Bernardino and Colton in 1886. The following year, the Line was converted to standard gauge, and in 1888, it was extended to Riverside. In 1895, the Pacific Improvement Company acquired the Line and made improvements. The Southern Pacific Railroad Company assumed control of the Line in 1896 and absorbed it into the system in 1898. The Southern Pacific operated the Line as a passenger and freight line until the Pacific Electric acquired it for use as a freight line.

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

*B8. Related Features: Union Pacific Railroad Line, CA-SBR-6101H

B9a. Architect:

b. Builder:

*B10. Significance: Theme: Transportation/Agriculture and Railroads Area: Grand Terrace

Period of Significance: 1895-1930

Property Type: Bridge

Applicable Criteria: N/A

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

The bridge is located on a railroad line (CA-SBR-6101H) that was previously found not eligible for listing in the NRHP. Because the line lacks association with significant historic patterns, the bridge also lacks such an association. In addition, the bridge is not known to be associated with significant events or persons in history. Furthermore, the bridge, a concrete rail-top culvert, does not embody the distinctive characteristics of a type, period, or method of construction, and it is an ordinary example of its type. Lacking historical or architectural significance, the railroad bridge does not appear to meet the criteria for listing in the NRHP. The property was also 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 and was determined no a hiostorical resource for the purposes of CEQA.

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

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Mayeda, Heather Menninger and Mervin Acebo. "A Century of Public Transportation in the San Bernardino Valley."

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*B14. Evaluator: Andrew Schmidt, Summit Envirosolutions

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