

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 97001113

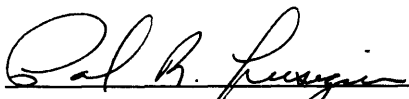
Date Listed: 9/25/97

Old Ridge Route
Property Name

Los Angeles CA
County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.


Signature of the Keeper

9/25/97
Date of Action

=====
Amended Items in Nomination:

Significance:
The level of significance is: STATE

Geographical Location:
The correct U. T. M. Coordinates for points B/2 and C/3 are:
B. 11 345480 3831460
C. 11 341160 3838770 (incorrect on map)

The Verbal Boundary Description is amended to add the following phrase:
"At the location of the roadside inn and work camp sites the boundaries expand to incorporate the full extent of the resources identified in the nomination. Normally within a distance of 150' from the centerline of the historic roadway."

This information was confirmed with Evan De Bloois USFS FPO and Douglas Milburn, Angeles National Forest.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

=====
4. State/Federal Agency Certification
=====

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ✓ meets does not meet the National Register criteria.
 See continuation sheet.

Evan J. DeBlouis 7-29-97
Signature of certifying official Date
 Forest Service Federal Preservation Officer
State or Federal agency and bureau

In my opinion, the property X meets does not meet the National Register criteria.

See continuation sheet.
 Daniel Abeyta, Deputy 5/9/96
Signature of certifying official Date
 State Historic Preservation Officer
 State or Federal agency and bureau

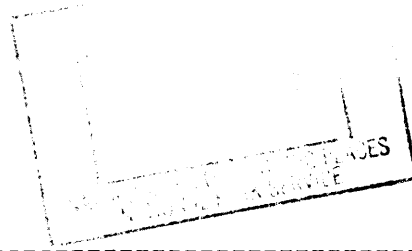
=====
5. National Park Service Certification
=====

I, hereby certify that this property is:

X entered in the National Register Paul R. Payne 9/25/97
 See continuation sheet. _____
 determined eligible for the _____
National Register. _____
 See continuation sheet. _____
 determined not eligible for the _____
National Register. _____
 removed from the National _____
Register. _____
 other (explain:) _____

 h Signature of the Keeper Date of Action

United States Department of the Interior
National Park Service



1113

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

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1. Name of Property

=====

historic name: Old Ridge Route

other names/site number: Ridge Route; Ridge Road; Tejon Route; Tejon-Castaic
Ridge Road; State Route 4; Forest Road 8N04; F.S. Site No. 05-01-53-32;
CA-LAn-990H.

=====

2. Location

=====

street and number: Saugus Ranger District, Angeles National Forest
not for publication: n/a

city/town: Castaic/Gorman vicinity: X

state: CA county: Los Angeles code: 037 zip code: 93534/91384

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3. Classification

=====

Ownership of Property: public-federal

Category of Property: structure

Number of Resources within Property:

Contributing	Noncontributing	
00	00	sites
01	00	structures
00	00	objects
01	00	Total

Number of contributing resources previously listed in the National
Register: 00

Name of related multiple property listing: n/a

=====

6. Function or Use

=====

Historic: Transportation/road-related (vehicular)

Current: Transportation/road-related (vehicular)
 Landscape/Forest
 Recreation and culture/outdoor recreation

=====

7. Description

=====

Architectural Classification: Other: Reinforced concrete road

Materials: foundation: concrete
 steel
 walls: n/a
 roof: n/a
 other: concrete
 asphalt

Describe present and historic physical appearance.

When first opened to traffic in 1915, the notorious and romanticized Ridge Route roadway (State Route 4) was the most direct automobile and truck route connecting Los Angeles to northern California (Architect and Engineer 1920:119). In its entirety, the Ridge Route was approximately 115 miles long and included some 30 miles of new roadway hacked through the mountains between Castaic and Bailey's Ranch (Darlington 1915:322; Henry 1920:92). The Ridge Route roadway was considered a daring conception and a remarkable feat of mountain highway engineering because it abandoned previous canyon routes through the rugged Transverse Mountain Ranges and climbed over the isolated ridgelines using an innovative system of sweeping banked curves and deep road cuts (California Highway Bulletin 1916:4).

By 1919, just four years after its opening, the Old Ridge Route had been transformed from a dirt roadway into a paved thoroughfare with four and one-half inches of reinforced 20 foot wide concrete (Architect and Engineer 1920:119). Designed with easy grades and gracefully sweeping banked curves that conformed to the rugged topography, the Route was called "...the most wonderful piece of mountain boulevard in the world" and one of the great scenic thoroughfares of California (Henry 1920:93; Automobile Club of Southern California 1915:7; 1919:11-12).

An unbroken span of the original Ridge Route roadway, commonly referred to as the Old Ridge Route, climbs over some 17.6 miles of mountainous terrain within the boundaries of the Angeles National Forest. This segment of the Old Ridge Route retains most its original 1914 to 1919 engineering features, as well as additional upgrades and modifications undertaken before 1933. Electric transmission lines, gas/oil underground pipelines, ruins of multi-functional motor inns, and remnants of a road maintenance camp are present along the Route.

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The nominated 20 foot wide original Old Ridge Route roadway structure and its associated engineering features remain essentially as constructed or modified during its period of significance (1915-1933). The nominated 17.6 mile span of unbroken roadway runs from an elevation of 2788 feet at its intersection with the Angeles Forest boundary near Warm Springs Road, twists and climbs northward up the rugged ridges to Liebre Summit at 4233 feet, and winds down to 4165 feet at Sandberg's Summit Hotel historic site.

The steel reinforced concrete road surface constructed in 1919 remains the primary driving surface for a 10.5 mile segment of the Old Ridge Route from "Swede's Cut" vicinity northward to Sandberg's historic site and provides the foundation for most of the remaining 7.1 miles of asphalt covered road structure. Asphalt on the Route's concrete roadbed, which includes remnants of the earliest asphalt resurfacing attempts (ca. 1921-1922), application of bituminous macadam pavement (1925-1930), and experimental pavement efforts (1928), is primarily visible between the Warm Springs vicinity north to Swede's Cut.

Along the entire length of the roadway are numerous "daylighted" areas (ca. 1920-1933), where dangerous curves were widened for greater visibility, and short sections of road realignment (ca. 1920-1933) where asphalt paving cuts across concrete curves. These engineering upgrades and modifications altered the Ridge Route's original design but occurred during the Ridge Route's 18 year period of significance when the structure evolved from a low volume dirt roadway to the busiest highway in the Western United States (c.f. Carr 1932).

Among the most impressive of the original engineering features along the Old Ridge Route are a series of road cuts referred to as the "Culebra Excavations" (ca. 1914-15), including the massive 110 feet deep "Swede's Cut," or "Big Cut." Other original engineering features visible along the roadway include areas of "benching" (steep banks cut in steps for stability [ca. 1915-1920]), approximately 150 feet of concrete curbing (ca. 1919), approximately 20 concrete and steel pipe culverts (ca. 1919), remnants of wooden barrier posts and guardrails (ca. 1919-1922), and highway right-of-way concrete markers (ca. 1914-1915).

Integrity of the Old Ridge Route structure has been compromised at several locations along its nominated span. Modern asphalt paving now covers five separate road repair locations (totaling about approximately 0.2 miles) between Warm Springs Road and the National Forest Inn historic site. The Old Ridge

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Route also contains isolated areas where significant loss of structural integrity has occurred due to washouts and/or utility construction. These include five locations, totaling about 0.4 miles in length, where the roadbed has reverted to a dirt surface.

Situated within the boundaries of the historic property are various structures associated with electric transmission lines and oil/gas pipelines. Also located within nominated boundaries of the Old Ridge Route are the remnants of five motor inns and a road maintenance camp whose histories are intrinsically tied to the roadway. These historic sites and utility structures are described as follows:

1. Liebre State Road Camp (CA-LAn-990H):

The site of the dismantled Liebre State Road Maintenance Camp, one of the camps associated with construction of the Ridge Route, is situated on both sides of the roadway approximately two and one half miles south of Sandberg's Lodge. Following construction, the Ridge Route was almost continually being upgraded and modified by engineers for safety reasons (Wlodarski 1991:10-11; Hill 1954:55-56). State employees stationed at the Road Camp were directly associated with these projects as well as routine maintenance activities. Recorded as part of the Old Ridge Route structure (CA-LAn-990H), the Road Camp site now consists of a wide turnout, remnants of cement foundations, water system segments, and refuse areas.

2. Motor Inn Sites:

Immediately upon the opening of the Ridge Route automobile and truck usage became heavy and a number of multi-functional commercial enterprises, commonly referred to as inns or lodges, soon lined the route. Much of the hostelry along the Ridge Route fits into the category of "motor inns," described as facilities with community buildings where guests could cook or dine surrounded by bungalows (Brilliant 1989; Suter 1992:14). These facilities provided motorists and truckers with food, gasoline, auto repairs, overnight lodging, or simply a chance to relax. Five inn sites are situated partially within the boundaries of the Old Ridge Route roadway:

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- National Forest Inn (CA-LAn-991H):

The National Forest Inn site is situated on the Old Ridge Route approximately 12 miles north of Castaic (four and three-quarter miles north of the present Templin Highway) at an elevation of 3327 feet. The neatly trimmed white clapboard inn structure was situated on the west side of the roadway and its large garage structure was located on the east side. The National Forest Inn complex completely burned down in 1932 (Newhall Signal and Saugus Enterprise 1932). The site now consists of cement steps, several cement foundations, two dumps, and planted locust and cypress trees (Reponen 1978). The Magunden-Mesa Transmission Line crosses over the site and the underground Southern California Gas and the Mobil Oil pipelines also cross through the site.

- Reservoir Summit (CA-LAn-992H):

Five miles north of the National Forest Inn, at 3920 feet in elevation, is a dominant ridge known as Old Reservoir Summit. At Reservoir Summit travelers on the Old Ridge Route were offered, besides the magnificent view, the services of a restaurant, store, and gas station (Robinson 1986:5). Water cisterns were also available for hot radiators. The site now consists of ruins of cement foundations north of the Old Ridge Route roadway, a cement reservoir on the top of the hill, and a scatter of historic debris (Reponen 1978). There are also planted trees consisting of coulter pine, ponderosa pine and spruce. An underground Forest Service water storage cistern, constructed in the 1950s, is located at the site.

- Kelley's Halfway Inn (CA-LAn-1277H):

North of Reservoir Summit approximately two and one-quarter miles is situated a small resort site known variously as Kelley's Place, Kelley's Garage, or the Halfway Inn (Newhall Signal 1922, 1925; Newhall Signal and Saugus Enterprise 1932). At an elevation of 3625 feet the Halfway Inn is situated on the east side of the Ridge Route roadway and consists primarily of a flat graded area with a distinctive planted cypress tree. There are also ruins of cement foundations at the site as well as a scatter of historic refuse (Wessel 1985). The Bailey-Pardee Electric Transmission Line crosses over a portion of the site.

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- Tumble Inn (CA-LAn-993H):

The Tumble Inn resort site, later called the Mountain View Lodge (Los Angeles Times 1947) is located on the west side of the roadway at an elevation of 3690 feet, two and one-quarter miles north of Kelly's Halfway Inn. This vicinity was also the location of one of the original Ridge Route construction camps. Remaining features at the site include a large distinctive wall of cemented round granitic rocks and segments of waterline. The site also contains three refuse areas (Reponen 1978) and a Forest Service water storage cistern constructed in the 1950s.

- Sandberg's Summit Hotel (CA-Lan-994H):

Sandberg's Summit Hotel site, later called Sandberg's Lodge Guest Ranch, is located under Liebre Summit, three and three-quarter miles north of Tumble Inn. Situated at an elevation of 4164 feet, the distinctive three-story hotel was surrounded by large oak trees and resembled the Western-alpine look popularized by hotels in the national parks early in the century (Suter 1992:12). Constructed of rough-hewn logs and rugged stone, Sandberg's was known for its fine food and high class atmosphere (Suter 1992:12; Jones 1990). The log structure, left derelict for many years, eventually burned down in 1960 (Reynolds 1990). Sandberg's site consists of cement foundations, cemented granite rock walls, dirt roadbed features, and a scatter of historic debris.

3. Edison Electric Transmission Lines:

The Bailey-Pardee/Pardee-Pastoria Transmission Line and the Magunden-Mesa/Magunden-Saugus Transmission Line are Southern California Edison (SCE) structures are two parallel sets of steel towers and electric transmission lines. The Bailey-Pardee line was in place before construction of the Old Ridge Route and is clearly evident in several historical postcard photographs (ca. 1920s). Electric transmission lines cross the Old Ridge Route roadway at the following locations: (1) Kelly's Halfway Inn; (2) One-half mile north of Reservoir Summit; (3) Reservoir Summit; (4) Three-quarters of a mile south of Reservoir Summit; (5) Two miles north of National Forest Inn; (6) National Forest Inn; and (7) One and one-half miles south of National Forest Inn.

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Three distinctive concrete footings, remnants of a removed tower from the Bailey-Pardee Electric Transmission Line, are located one-half mile north of Reservoir Summit along the west side of the roadway. The tower footings were built before construction of the Old Ridge Route and are indicated on historical photographs of the roadway (ca. 1920s).

4. Southern California Gas/Four Corners Gas Pipelines:

Natural gas pipeline structures cross the Old Ridge Route roadbed at various locations. One or more pipelines cross under the roadway at the following places: (1) One-quarter mile southeast of the Halfway Inn; (2) Reservoir Summit; (3) Three-quarters of a mile south of Reservoir Summit; (4) One and one-quarter miles north of National Forest Inn; (5) One-quarter mile north of the National Forest Inn; (6) National Forest Inn; (7) One and three-quarter miles north of Templin Highway; and (8) One and one-quarter miles north of Templin Highway. The integrity of the roadbed has been compromised at these specific crossing locations due to removal of the concrete roadbed. A gas pipeline also crosses above the roadbed on a wood and steel support structure approximately one and three-quarter miles north of National Forest Inn.

5. Mobil Oil (M-70) Crude Oil Pipeline:

Constructed in 1992, this 16 inch pipeline structure crosses under the Old Ridge Route at the following locations: (1) Three-quarters of a mile south of Reservoir Summit; (2) One and one-quarter miles north of National Forest Inn; (3) One quarter mile north of the National Forest Inn; (4) National Forest Inn; (5) One and three-quarter miles north of Templin Highway; and (6) One mile north of Templin Highway. The trench for the pipeline was drilled under the Old Ridge Route at these crossing locations with no damage to the roadbed.

In summary, an unbroken span of the Old Ridge Route roadway, little changed since falling in disuse in 1933, winds over approximately 17.6 miles of mountainous terrain in the Angeles National Forest of southern California. The narrow winding roadway contains sections of potholes and dirt but remains open for slow speed public automobile travel. Clearly identifiable along the route are most of its original engineering features in fair to good condition and remnants of associated commercial enterprises. Electric transmission lines

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cross over the historic property and gas/oil pipeline excavations have damaged several short spans of the original concrete roadbed. Although turned into a "ghost highway" when it was abandoned in 1933, the Old Ridge Route is situated in a largely unaltered mountain setting and retains its integrity of design, materials, workmanship, and, to a slightly more limited extent, feeling and association. Because of its sweeping landscapes, design/structural integrity, and identifiable historic sites, driving the Old Ridge Route today still evokes strong feelings of what it must have been like to travel the roadway between 1915 and 1933.

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8. Statement of Significance
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Certifying official has considered the significance of this property in relation to other properties: _____ nationally _____ statewide _____ locally

Applicable National Register Criteria: A B C D

Criteria Considerations (Exceptions): A B C D E F G

Areas of Significance:	Period of Significance:	Significant Dates:
Transportation	1915-1933	1915
Engineering		

Cultural Affiliation: n/a

Significant Person: n/a

Architect/Affiliation:

W. Lewis Clark, Designer, California Division of Highways,
J.B. Woodson, Designer, California Division of Highways;
Lee Moor Contracting Company, Builder, El Paso, Texas;
Mahoney Brothers, Builder, San Francisco, California.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

One of the first highways constructed by the State of California, the Old Ridge Route roadway is described as having National Register of Historic Places significance in two areas: Criterion A - providing the first direct automobile and truck thoroughfare connecting Los Angeles to northern California; and Criterion C - an example of early mountain motor vehicle highway engineering.

The Old Ridge Route roadway meets National Register criterion A in that it is "associated with events that have made a significant contribution to the broad patterns of our history" (36 CFR 60.4). The opening of the Old Ridge Route in 1915 was unquestionably important to the economic, social, political and recreational development of the Los Angeles and San Joaquin regions of California (Wlodarski 1991:13). By providing much greater opportunities for trade, commerce, and public mobility, the Ridge Route also promoted unity and integrity between previously divided regions of the state and discouraged efforts to divide California into two states (California Highway Bulletin 1916:4; Fluter 1958:10; Jones 1990).

Before the 20th century dawned in California, the state's transportation system consisted of a limited and generally undesirable network of paved, gravel, and dirt roads maintained by individual counties, cities, or private citizens. With horse-drawn transportation being replaced by the automobile, Californians began to take notice of the need for an improved transportation system. The San Joaquin Valley at the time was largely inaccessible from Los Angeles due to the lack of a direct transportation route across the Tehachapi Mountains (Henry 1920:42). To reach Bakersfield from Los Angeles required traveling...

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...on roads that were time-consuming, exhausting, and hard on vehicles (Henry 1920:42; Robinson 1986:3). In 1896 the newly created State Bureau of Highways issued a report which recommended the construction of a direct route between Los Angeles and the San Joaquin Valley as soon as possible (Hill 1954:39-40; Suter 1992:2; Wlodarski 1991:7,12). Pressure from the Automobile Club of Southern California and appeals from motorists assisted with the passage of the State Highway Act in 1909. Bonds for highway building were approved by the voters in 1910. Surveying for the Old Ridge Route began in 1912, excavation started in 1914, and the roadway was thrown open to traffic in 1915 as part of the new state highway system (Hill 1954:51).

Almost immediately vehicle traffic was heavy and the savings in time and money was enormous according to every source. The Old Ridge Route cut off 45 miles of the distance between San Francisco and Los Angeles (Automobile Club of Southern California 1916:4) which resulted in a direct savings to motorists of \$6,000 a day (Henry 1920:94). Motor stages were soon running between Los Angeles and Bakersfield in just five hours, much faster than the passenger service of the railroads, which took eight hours to get over the mountains (Ibid). Thriving commercial enterprises sprang up along the roadway to help motorists and truckers wind their way along the Route. It was not long before the Old Ridge Route had the highest volume of motor vehicle traffic of any thoroughfare in the western United States (c.f Carr 1932).

The Old Ridge Route provided rapidly growing markets in Los Angeles access to previously untapped resources in the San Joaquin Valley related to oil, agriculture, and commerce. Agricultural products were transported daily to Los Angeles markets and further destinations. Supplies for the oil fields in Taft and Bakersfield could also be delivered in a day. By the 1920s the major oil companies operating in the San Joaquin Valley were located in Los Angeles. The Old Ridge Route also provided tourists and vacationers with unprecedented access to the unrivaled climate, scenic beauty, and diverse natural resources of southern California. Many people were convinced to relocate to Los Angeles after having visited the area between 1915 and 1933 (Wlodarski 1991:11,13). When the Route was opened to traffic in 1915, the two previously separated sections of California, with widely differing interests, were connected for good.

Despite being hailed as an engineering marvel and a motorist's delight when it first opened, the narrow roadway was not designed for the amount of vehicular traffic that occurred in the 1920s (Heckerroth and Cohon 1965:2). Numbers of vehicles rose from 776 a day in 1920 to 2,280 a day in 1925 (Suter 1992:26).

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The narrow roadway had a strictly enforced speed limit of 15 miles per hour (Bakersfield Californian 1919; Newhall Signal 1919) but still became infamous for its horrific accidents and numerous traffic fatalities (Hill 1954:54-55). Due to its extremely heavy traffic and lack of passing lanes, driving times lengthened until the Ridge Route became an anathema (Hill 1954:55). The roadway was derided as a tortuous highway barrier, a "Mason-Dixon Line," separating San Francisco from Los Angeles (Blow 1932). Called one of the "most nerve-racking, perilous and costly roads ever built" (Hill 1954:55), the Ridge Route was replaced in 1933 by the Alternate Ridge Route, U.S. Highway 99. The Route simply fell into disuse and its various commercial enterprises were abandoned.

The Old Ridge Route roadway also meets National Register criterion C in that the roadway embodies "the distinctive characteristics of a type, period, or method of construction" (36 CFR 60.4). When completed in 1915, the Old Ridge Route was considered a daring engineering conception and a remarkable feat of mountain highway engineering because it abandoned old established travel routes in canyons to avoid drainage problems and instead boldly climbed over steep isolated mountain ridges in gentle sweeping curves and deep road cuts (Architect and Engineer 1920:119-120; California Highway Bulletin 1916:4; Henry 1920:119).

The pioneering Old Ridge Route highway construction project began in 1912 when State Division of Highway engineers, J.B. Woodson of Bakersfield and W. Lewis Clark of Los Angeles, began surveying the proposed route from their respective ends. Using pack mules they spent 18 months traversing a wild tangle of steep ridges and deep canyons (Robinson 1986:4). When completed, they announced they had laid out a direct route from Bakersfield to Los Angeles which was 24 miles shorter than Bouquet Canyon road and 48 miles shorter than the old Tehachapi-Mojave Desert route (Henry 1920:42).

Three contracts were awarded by the State Highway Commission for 40 miles of heavy grading and excavation between Castaic and Kern County line to Mahoney Brothers, railroad contractors of San Francisco, and Lee Moor Contracting Company, railroad and grading contractors of El Paso (Architect and Engineer 1920:120). Early in 1914, crews numbering between 300 to 400 workers climbed into the mountains and began the long, arduous process of excavating the roadway (Wlodarski 1991:9). Most of the labor in hewing out the roadbed was done by hand, using picks and shovels (Robinson 1986:4; Suter 1992:8). Grading

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of the roadbed was carried out by "Fresno Scrapers," mules hitched to large iron bars. Mule teams along with a fleet of 16 motor trucks were used to transport all equipment, materials, supplies, food, and water up the mountains to the project area (Hill 1954:50; Robinson 1986:4; Suter 1992:8).

The heavy road excavations, "tunnel-like in their depths" (San Francisco Chronicle 1916), were cut along the steep mountain sides and through saddles between peaks. These cuts ran up the construction costs but vastly shortened the mileage (California Highway Bulletin 1916:4). Steam-powered shovels were hauled up the ridges to dig the big cuts in what was called the "Culebra" excavation. The largest of the excavations was "Swede's Cut," also known as "Big Cut," which was 110 feet deep (California Highway Bulletin 1916:4; Robinson 1986:4). Two team shovels were kept in operation 24 hours a day on the largest cuts and chain-driven, solid-tired, dump trucks hauled away the excavated material (Wlodarski 1991:9). However, the prohibitive costs of "modern" excavation techniques limited the use of such equipment to only a few locations. To save money, most of the roadbed followed ridge contours and was constructed with handtools and mule drawn scrapers (Suter 1992:8). Despite difficulties associated with severe winter storms, intense summer heat, and isolated mountainous terrain, the twisting mountain highway was excavated and graded from Castaic to Gorman by mid-1915 (Robinson 1986:4; Hill 1954:50-51). A total of 1,010,610 cubic yards of earth had been excavated at a cost to the state of \$430,712.20 (Architect and Engineer 1920:122). The Ridge Route was opened to traffic in October 1915 as a dirt roadway.

In February 1919 the Ridge Route was closed so state highway crews could begin paving the roadway with four and one-half inches of 20 foot wide, steel reinforced concrete (Hill 1954:53; Architect and Engineer 1920:122). Recruiting labor was difficult, scarcity of water was a continuing problem; and materials and supplies had to be trucked in from the Mojave desert community of Lancaster, a distance of 40 miles (Henry 1920:94). The pavement project was completed at a cost slightly in excess of \$700,000 (Architect and Engineer 1920:122). The Ridge Route was reopened on December 15, 1919. The total construction cost of the Old Ridge Route between 1914 and 1919 is estimated to be about \$1,500,000 ((Wlodarski 1991:9).

The design of the Old Ridge Route roadway, which conformed largely to the contours of ridge topography, was considered innovative for automobile thoroughfares in 1915. Inspired by alpine roadways in Europe and designed for low speed and low volume traffic (c.f. Hill 1954), the Ridge Route wound across

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the Transverse Mountain Range utilizing a system of 642 narrow banked curves totaling 39,441 degrees, which required motor vehicles to travel about 110 complete circles (c.f. Automobile Club of Southern California 1915; Suter 1992). The Route's twisting design was partially responsible for one of its most popular nicknames, "The Grapevine." Although the Old Ridge Route had an elevation gain and loss of 6,000 feet, its massive road cuts and gracefully banked turns allowed the roadway to contain no grades in excess of six percent (Automobile Club of Southern California 1915:7; Architect and Engineer 1920:120). When its concrete paving was completed, the Old Ridge Route was considered a "stupendous accomplishment" and southern California's "magnum opus" in mountain highway construction (San Francisco Chronicle 1919).

However, the Ridge Route was constructed in an era of gathering speed and its narrow writhing design, unique among California highways, could not accommodate modern traffic patterns (c.f. Robinson 1986:31; Suter 1992:9). With an earned reputation as the most dangerous highway in California, the Ridge Route was abandoned as a maintained thoroughfare by 1933. Its gracefully sweeping curves were not repeated into the design of any other major highway in the state.

Representing one of the earliest motor vehicle thoroughfares constructed in California, the Old Ridge Route was the first commercially efficient automobile and truck route between Los Angeles and the San Joaquin Valley. During its period of operation the Ridge Route became the busiest highway in the western United States. Connecting previously divided regions of the California, the Old Ridge Route roadway was essential to the state's economic, social, political and recreational development. The Old Ridge Route roadway is thereby eligible for inclusion in the National Register of Historic Places per criterion A.

As an example of pioneering motor vehicle roadway design and construction, the Old Ridge Route is also eligible to the National Register per criterion C. For its time, the Ridge Route was a daring conception of highway engineering which abandoned valley road locations and utilized an innovative system of sweeping banked curves and deep road cuts to climb over the rugged mountains separating Los Angeles from the San Joaquin Valley. The nominated segment of the Old Ridge Route structure represents one of the earliest highways constructed by the State of California and its European inspired twisting structure remains a graceful and unique example of early motor vehicle travel in California.

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9. Major Bibliographical References

=====

Architect and Engineer

1920 Completed Ridge Route Now Open To Traffic. Architect and Engineer, Vol. LX No. 1.

Automobile Club of Southern California

1915 \$500,000 Ridge Road Engineering Masterpiece, Touring Topics for December. Automobile Club of Southern California, Los Angeles.

1919 All Aboard For Ridge Route-But Watch Your Step!, Touring Topics for November. Automobile Club of Southern California, Los Angeles.

Bakersfield Californian

1919 Speed Cops on Ridge Route to Save Lives of Automobile Fans. Bakersfield Californian, Vol.XXX, Nov. 15, 1919.

Blow, Ben

1932 San Francisco Chronicle, May 1, 1932, Section A.1, pg.6

Brilliant, Ashleigh

1989 The Great Car Craze: How Southern California Collided with the Automobile in the 1920's. Woodbridge Press, Santa Barbara.

California Highway Bulletin

1916 The Great Short Cut Over Tehatchapi [sic] Mountains. California Highway Bulletin, Fifth Issue, July 1, 1916, Sacramento.

X See continuation sheet.

Previous documentation on file (NPS):

 preliminary determination of individual listing (36 CFR 67) has been requested.

 previously listed in the National Register.

 previously determined eligible by the National Register.

 designated a National Historic Landmark.

 recorded by Historic American Buildings Survey #

 recorded by Historic American Engineering Record #

Primary Location of Additional Data:

 State historic preservation office.

 Other state agency.

 X Federal agency.

 Local government.

 University.

 Other

Specify repository: Angeles National Forest, 701 North Santa Anita Avenue, Arcadia, California, 91006-2725.

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Carr, Henry

1932 First Outsider on the Ridge Route. Los Angeles Times. June 17, 1932, Section 6.1, pg.1.

Code of Federal Regulations (36 CFR 60.4)

1990 Office of the Federal Register, National Archives and Records Administration. Revised July 1, 1990.

Darlington, N.D.

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National Park Service

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Photographs _____ Old Ridge Route Page 1

HISTORICAL AND RECENT PHOTOGRAPHS OF OLD RIDGE ROUTE DISTRICT

PHOTOGRAPHERS: Unknown unless otherwise indicated.

DATE OF PHOTOGRAPHS: 1914-1992

LOCATION OF PHOTOGRAPH COPY NEGATIVES: Angeles National Forest, Arcadia,
California.

PHOTOGRAPH NO.	DESCRIPTION	PHOTO MAP KEY
1.	Early Truckers on the Old Route Near Castaic	N/A
2.	Construction of the Ridge Route with Mules and Fresno Scrapers (ca. 1914).	N/A
3.	Intersection Old Ridge Route and Templin Highway view to the southeast, Milburn, July 1992.	A
4.	Rock wall overlooking Castaic Creek, view to the east - vicinity of modern Templin Highway, 1920s postcard.	A
5.	National Forest Inn, view to the southwest, 1920s postcard.	B
6.	National Forest Inn, view to the southwest, Milburn, July 1992.	B
7.	Oil pipeline overcrossing the Old Ridge Route, view to the east, Milburn, July 1992.	C
8.	Construction of "Serpentine" section, view to the southeast, October 29, 1915.	D
9.	"Swede's Cut," view to the southeast, August 28, 1915.	E
10.	"Swede's Cut," view to the southeast, Scott, June 1992.	E
11.	Mobil Oil Pipeline on Reservoir Summit Ridge, view to the northwest, Milburn, July 1992.	F

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Photographs _____ Old Ridge Route Page 2

HISTORICAL AND RECENT PHOTOGRAPHS OF OLD RIDGE ROUTE DISTRICT

PHOTOGRAPHERS: Unknown unless otherwise indicated.

DATE OF PHOTOGRAPHS: 1914-1992

LOCATION OF PHOTOGRAPH COPY NEGATIVES: Angeles National Forest, Arcadia,
California.

PHOTOGRAPH NO.	DESCRIPTION	PHOTO MAP KEY
12.	Reservoir Summit site, view to northeast, Scott, June 1992.	G
13.	Southern California Edison transmission lines overcrossing Old Ridge Route near Reservoir Summit, view to northeast, Milburn, July 1992.	H
14.	Electrical tower concrete footings, view to southeast, ca. 1920s.	I
15.	Electrical tower concrete footing, view to northwest, Milburn, July 1992.	I
16.	Kelley's Halfway Inn site, view to the east, Milburn, July 1992.	J
17.	Tumble Inn (Mountainview Lodge), view to the west, <u>Los Angeles Times</u> , Thursday, May 29, 1947, Part I, page 3.	K
18.	Tumble Inn site, view to the south, Scott, June 1992.	K
19.	Liebre Road Camp, view to the north, <u>Motor Magazine</u> , June 1920, pg.42.	L
20.	Liebre Road Camp site, view to the south, Milburn, July 1992.	L
21.	Horseshoe Bend overlooking Liebre Gulch, view to the southwest, early 1920s postcard.	M

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HISTORICAL AND RECENT PHOTOGRAPHS OF OLD RIDGE ROUTE DISTRICT

PHOTOGRAPHERS: Unknown unless otherwise indicated.

DATE OF PHOTOGRAPHS: 1914-1992

LOCATION OF PHOTOGRAPH COPY NEGATIVES: Angeles National Forest, Arcadia,
California.

PHOTOGRAPH NO.	DESCRIPTION	PHOTO MAP KEY
22.	"Granite Gate" rock outcrop, view to the northwest, early 1920s postcard.	N
23.	Sandberg's Summit Hotel, view to the west, early 1920's Postcard.	O
24.	Sandberg's Summit Hotel site, view to the west, Milburn, July 1992.	O
25.	View of Antelope Valley north of Sandberg's, view to the northwest, early 1920s postcard.	P
26.	Intersection of Old Ridge Route and State Highway 138, view to the east, Milburn, July 1992.	Q

=====
10. Geographical Data
=====

Acreeage of Property: Approximately 214 acres.

UTM References:

A	11	346130	3828240	B	11	344480	3831460
	Zone	Easting	Northing		Zone	Easting	Northing
C	11	341160	3838770	D	11	343565	3845500
	Zone	Easting	Northing		Zone	Easting	Northing

____ See continuation sheet.

Verbal Boundary Description:

The nominated 17.6 mile unbroken span of original Old Ridge Route roadway is contained entirely within the administrative boundaries of the Angeles National Forest. The nominated roadway runs from the National Forest boundary north of Warm Springs Road (UTM:11/E346130/N3828240) over the mountains to its intersection with the the Forest boundary at Sandburg's Summit Hotel historic site (UTM:11/E343565/N3845500). The Old Ridge Route property's boundary width is designated as 100 feet (50 feet from the roadway's original center-line) for the entire nominated span. The boundaries of the historic property are delineated approximately by black lines on the attached USGS 7.5' maps (Liebre Mountain and Whitaker Peak, CA).

____ See continuation sheet.

Boundary Justification:

Boundary termini for the linear Old Ridge Route property were selected to contain the longest remaining unbroken segment of the original roadway structure which has not been bisected by modern highways or suffered other significant loss of integrity. These termini contain the historic property within the boundaries of the Angeles National Forest and avoid any impact to private landowners, some of whom object to the nomination. The boundary width was selected to encompass the original State of California right-of-way for the Ridge Route roadway and all subsequent improvements associated with the structure during its period of significance from 1915 to 1933.

____ See continuation sheet.

=====
11. Form Prepared By
=====

name/title: Douglas H. Milburn/Archaeologist
organization: Angeles National Forest
street and number: 701 N. Santa Anita Ave.
city or town: Arcadia.

date: 05-01-96
telephone: 805-944-2188
state: CA zip code: 91006

name/title: Harrison I. Scott/Engineer (Ret.)
organization: Pacific Bell Company
street and number: 908 Patronella Ave.
city or town: Torrance

date: 05-01-96
telephone: 310-353-4631
state: CA zip code: 90503

X See continuation sheet.

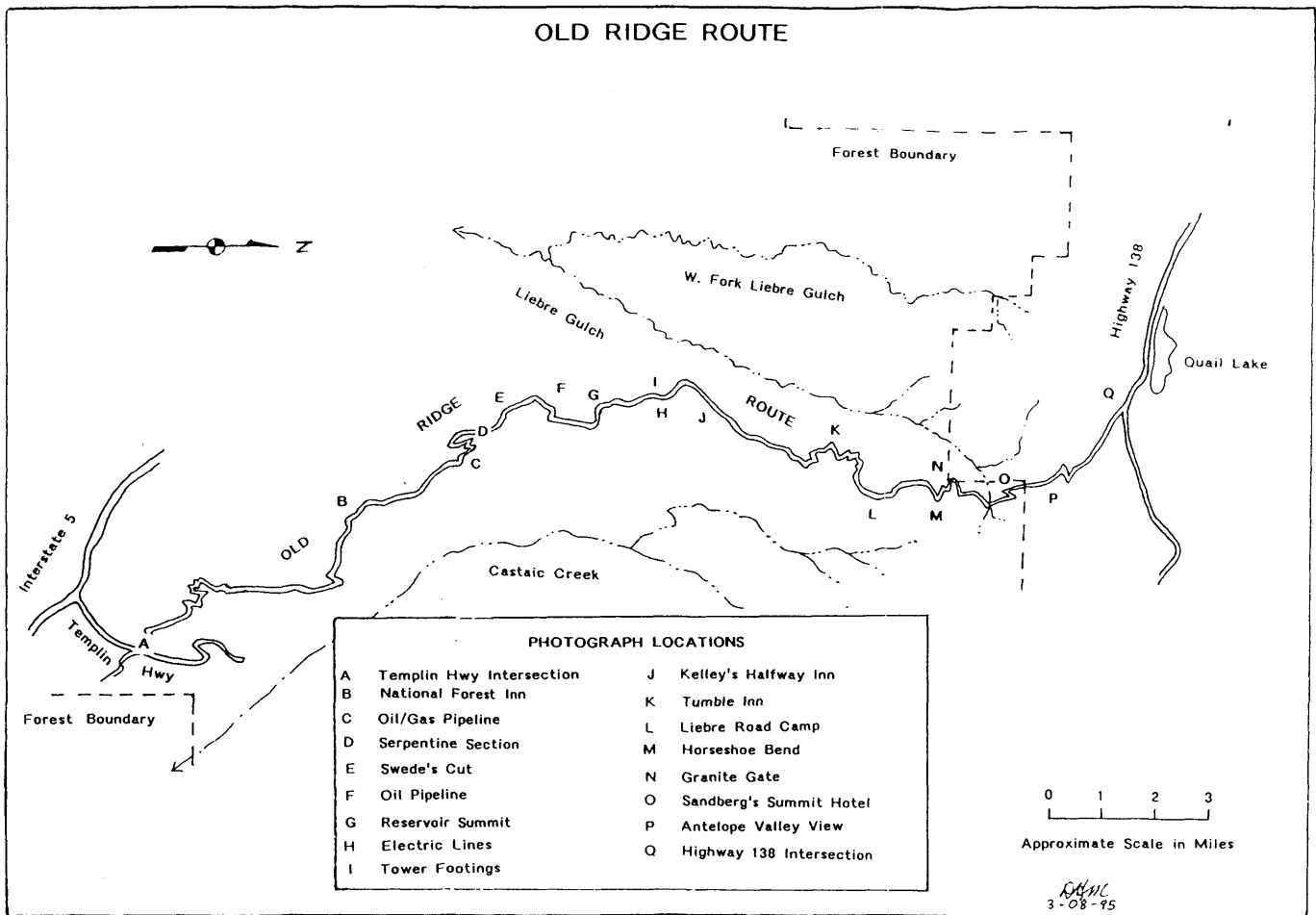
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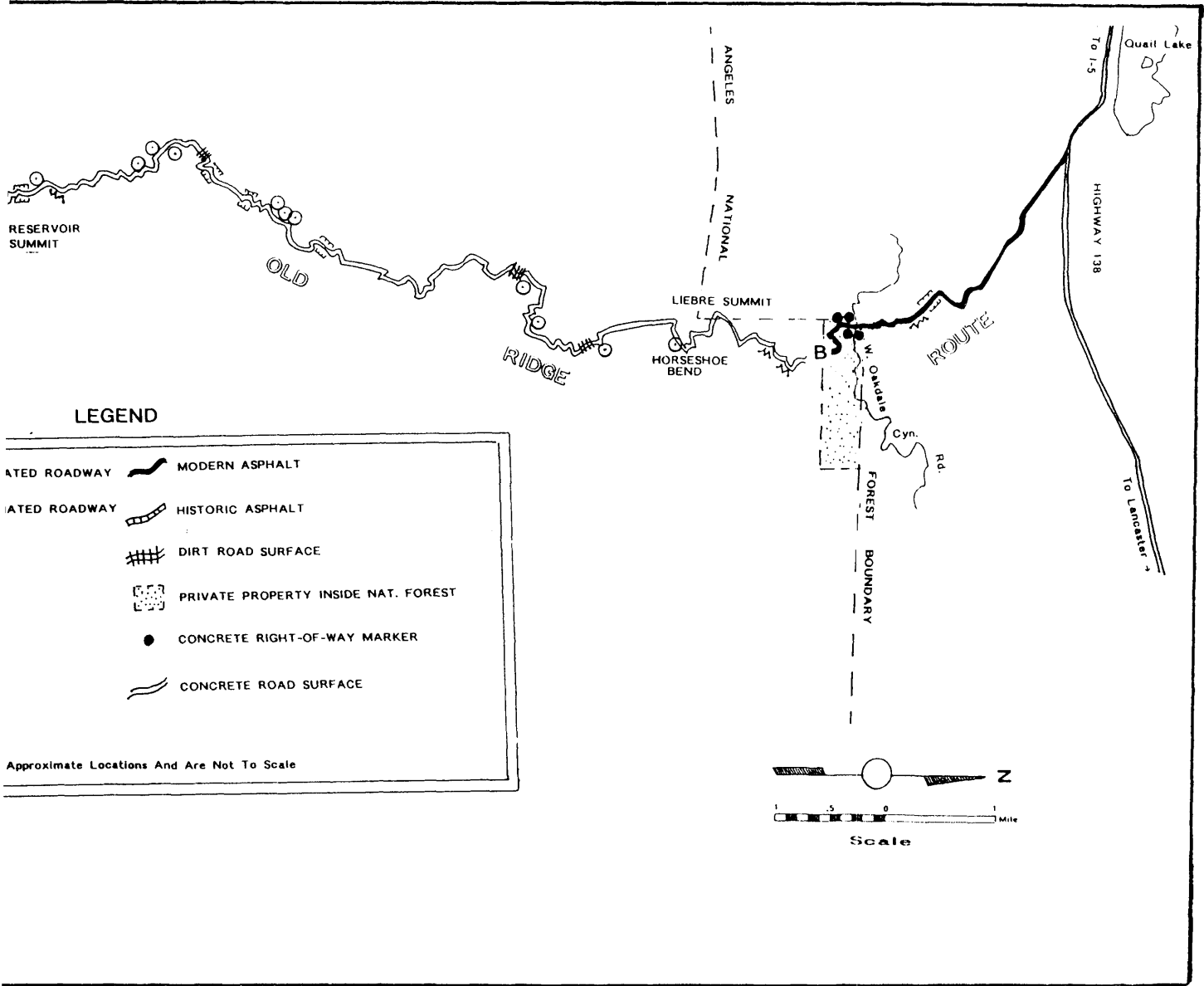
Old Ridge Route

Page 4



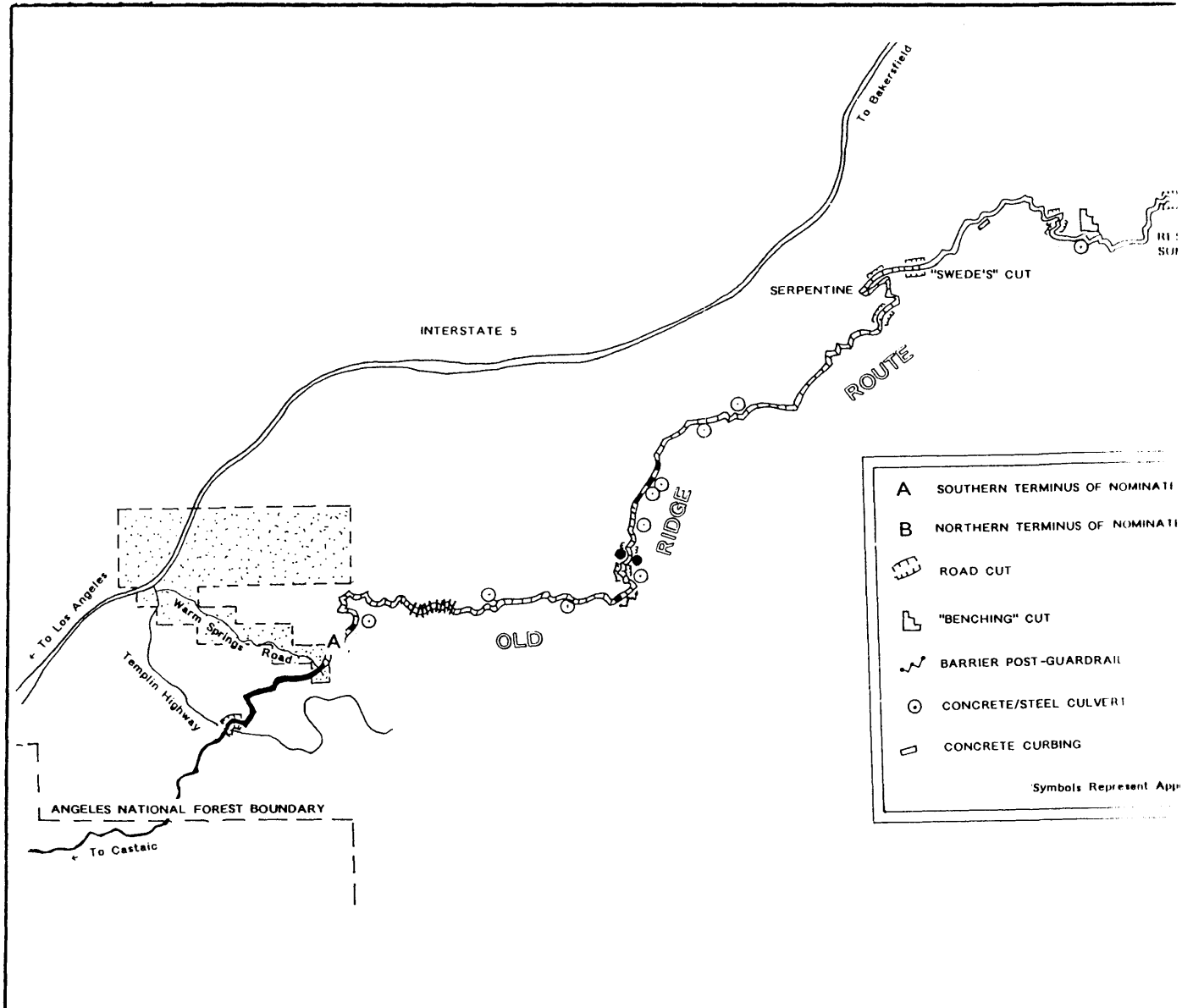
E ROUTE

Midway Structure



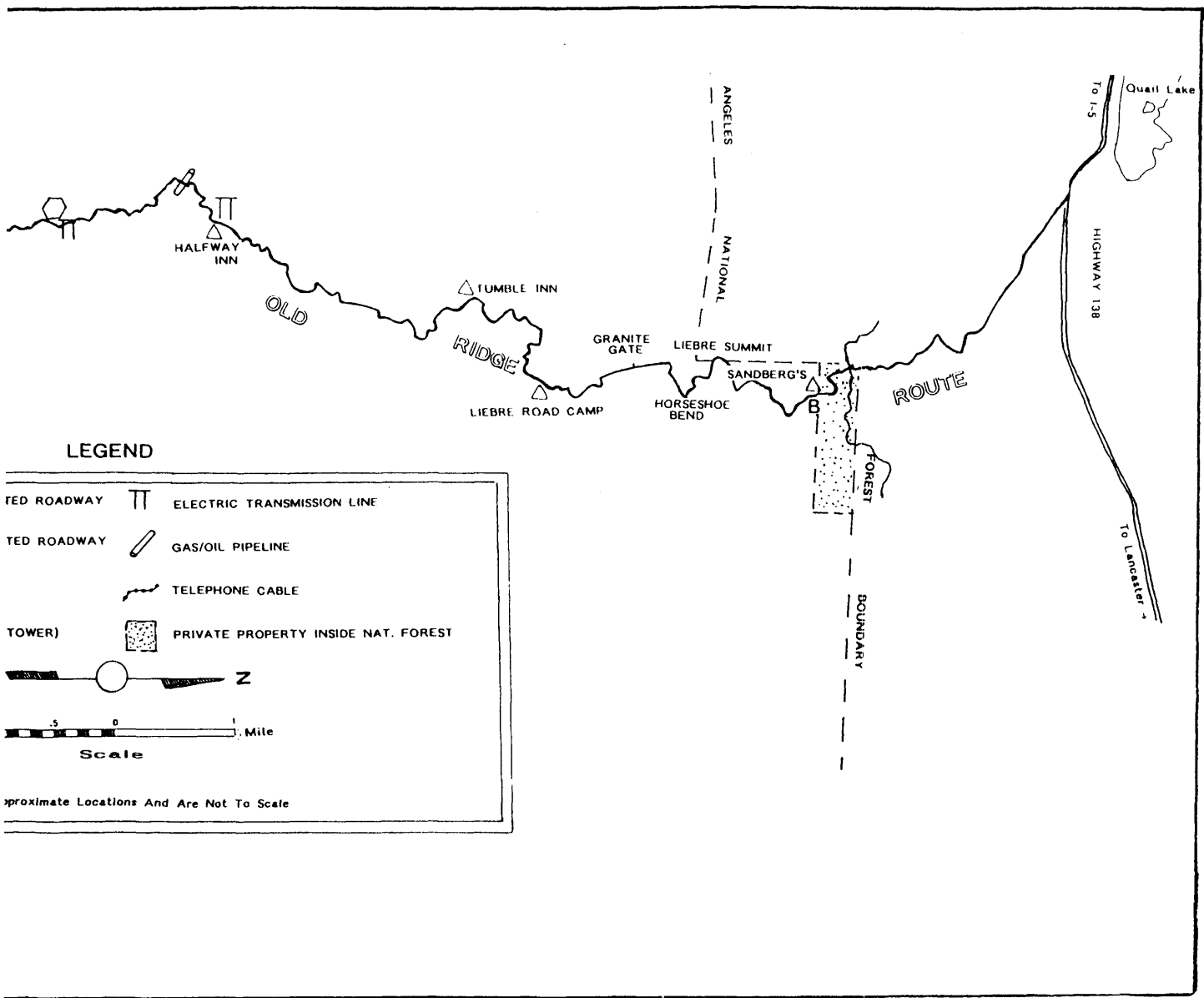
OLD RIDGE

Sketch Map - Road



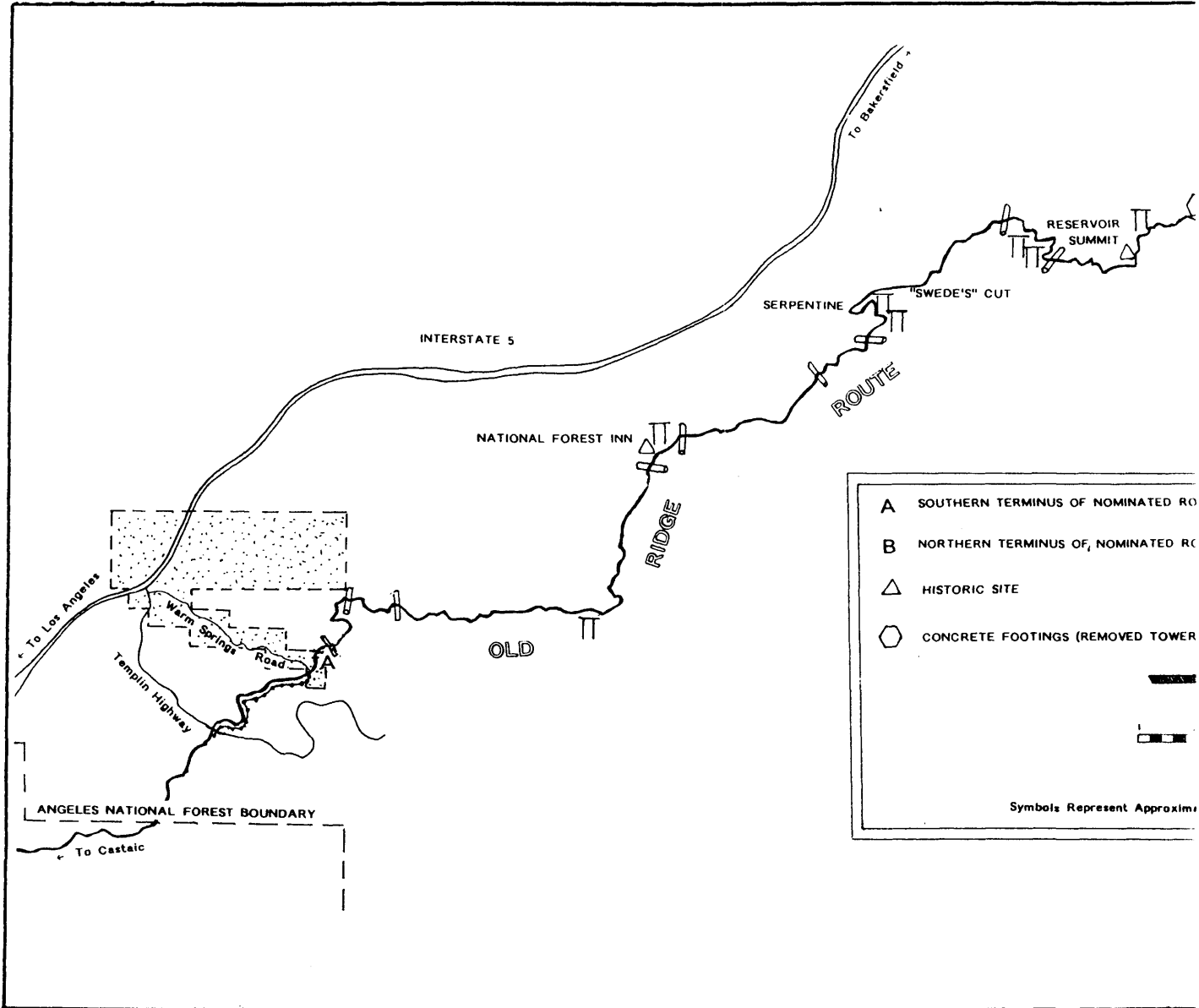
E ROUTE

ing Sites And Structures



Sketch Map 2 of 3

OLD RIDGE Sketch Map - Noncontributing

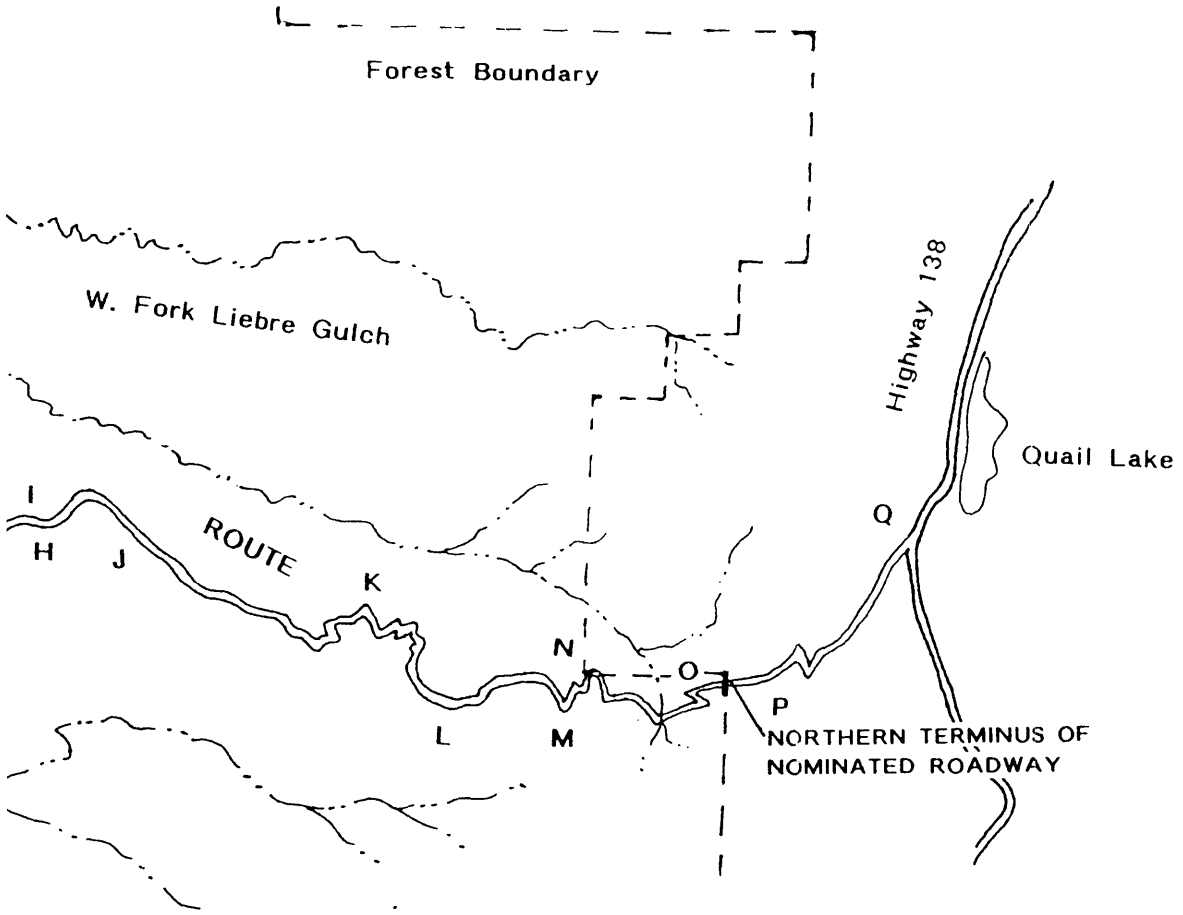


A	SOUTHERN TERMINUS OF NOMINATED RO
B	NORTHERN TERMINUS OF, NOMINATED RO
△	HISTORIC SITE
⬡	CONCRETE FOOTINGS (REMOVED TOWER

Symbols Represent Approximate

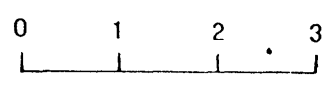
PROPOSED ROUTE

Location Map



LOCATIONS

- J Kelley's Halfway Inn
- K Tumble Inn
- L Liebre Road Camp
- M Horseshoe Bend
- N Granite Gate
- O Sandberg's Summit Hotel
- P Antelope Valley View
- Q Highway 138 Intersection



Approximate Scale in Miles

OLD RIDGE Photograph L

