

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Ontario and San Antonio Heights Waiting Station

other names/site number _____

2. Location

street & number 1251 West 24th Street

☐ not for publication

city or town Upland

☐ vicinity

state California code CA county San Bernardino code 071 zip code 91784

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 x meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

national statewide x local

[Signature]
Signature of certifying official

State Historic Preservation Officer
Title

8/10/12
Date

California Office of Historic Preservation
State or Federal agency/bureau or Tribal Government

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

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I, hereby, certify that this property is:

☒ entered in the National Register

☐ determined eligible for the National Register

☐ determined not eligible for the National Register

☐ removed from the National Register

☐ other (explain): _____

[Signature]
Signature of the Keeper

9.25.12
Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property

(Check only one box)

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Contributing	Noncontributing
1	
	buildings
	district
	site
	structure
	object
1	Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

n/a

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation: Rail Related: Streetcar Depot

Current Functions

(Enter categories from instructions)

Recreation & Culture: Outdoor Recreation: Park

7. Description

Architectural Classification

(Enter categories from instructions)

Late Victorian: Romanesque Revival

Materials

(Enter categories from instructions)

foundation: Concrete

walls: River Rock, Mortar

Concrete

roof: Tar Paper

other: Concrete (Parapet)

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Ontario and San Antonio Heights Railroad Waiting Station is a one-story Romanesque Revival streetcar passenger station located in San Antonio Park, in the San Antonio Heights neighborhood of Upland, California. The building is constructed of stone, including roughly cut stone blocks and a mixture of smooth and irregular stones of multicolored granite, secured with concrete mortar. The building is approximately 20x20 feet, with battered buttresses at each corner. The walls are topped with a stone parapet with stone pedestals at each corner and two smaller pedestals in a raised section in the middle of each wall. Entrances on north and south walls feature round arches with prominent keystones. A larger entrance on the eastern wall has a basket-handle arch, also with prominent keystone, and a smaller, rectangular entrance on the west wall has a segmental arch. A stone balustrade, not original but matching the main building in materials and style, projects from the north wall, enclosing an area of approximately 20 by 20 feet, topped by a flat concrete parapet. The building interior is coated in smooth concrete. A single light fixture of brass and glass, installed in 2009, is located inside the building in the center of the ceiling. The flat roof is tarpaper.

Narrative Description

The property exhibits elements of Romanesque architecture, including the arched entrances and monumental stone walls, but the use of irregular river rock (a common local building material) and battered piers on the building corners suggests some influence of Craftsman style. The building was constructed as an interurban waiting station, small shelters intended to provide shade and rain protection for passengers awaiting the next streetcar or interurban train. The property retains a high degree of integrity due to the durability of the stone and concrete material. The building is architecturally simple, befitting its role as a shelter and waiting area adjacent to a community park. The balustrade is an exterior addition to the perimeter of the building, apparently added during the 2009 rehabilitation of the building.

Irregular river rocks like those used for the waiting station were a very common construction material in the early community of San Antonio Heights and Upland. In 1895, a hydroelectric powerhouse called the "Stone Castle" was constructed to generate electricity for the streetcar line and for commercial sale to the community. The powerhouse was constructed of river rock in a simplified Romanesque style and located north of Mountain Avenue and east of Park Street approximately 1000 feet from the waiting station, and the waiting station's design appears similar to the powerhouse. The "Stone Castle" powerhouse has since been demolished. Other contemporary photographs of the community demonstrate frequent use of river rock as an architectural element or a primary construction material.

The Ontario and San Antonio Heights Waiting Station was constructed in 1907, in conjunction with an extension of the San Antonio and San Antonio Heights Railroad to San Antonio Park, a recreation and leisure park built by William G. Kerchoff, owner of the Ontario Electric Company and its associated streetcar line. The property was constructed as a transfer point between the Euclid Avenue streetcar line and transportation up San Antonio Canyon to Mount Baldy, intended to service a future resort on Mount Baldy that was never constructed. The waiting station was instead used as the terminal for the Euclid Avenue streetcar line, and automobiles dispatched from Mount Baldy carried visitors back and forth from the station to San Antonio Canyon.

Integrity

The property retains integrity of location, design, setting, materials and workmanship. The new balustrade adjacent to the property does not damage the materials of the waiting station, and uses similar materials in its construction. Integrity of feeling and association are limited because the property is no longer a functioning streetcar depot, and the park surrounding the depot has been altered, but the property's basic setting at the eastern edge of San Antonio Park is unaltered, and the surrounding neighborhood is still primarily a residential suburb, the original purpose of the San Antonio Park development.

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

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

Criteria Considerations

(Mark "x" in all the boxes that apply)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1907-1924

Significant Dates

1907-Construction

1912- Railroad sold to Pacific Electric

1924-End of trolley service to San Antonio Heights

Significant Person

(Complete only if Criterion B is marked above)

Cultural Affiliation

Architect/Builder

Period of Significance (justification)

Property constructed in 1907, utilized as waiting station until end of streetcar service in 1924

Criteria Considerations (explanation, if necessary)

Statement of Significance Summary Paragraph (provide a summary paragraph that includes level of significance and applicable criteria)

The Ontario and San Antonio Heights Waiting Station is eligible for the National Register under Criterion A at the local level of significance for its association with electric railroading and the suburban development of Upland, California, via its role as a passenger waiting station at the northern terminus of the Ontario Electric Company's streetcar line, located in the San Antonio Heights recreational park. The period of significance is 1907-1924, the period from construction until the end of streetcar service.

Narrative Statement of Significance (provide at least one paragraph for each area of significance)

Criterion A: Transportation--Electric Railroad Development of Upland, California

The station was constructed in 1907 by company owner William G. Kerckhoff. The property was built as the new terminus of the extended Ontario and San Antonio Heights Railroad, first completed in 1887 and electrified in 1895. This extension was constructed from the Power House to nearby San Antonio Park, a distance of approximately 1000 feet. The first day of operation for this extension was July 4, 1907. This building replaced an earlier wooden waiting station adjacent to the 1895 "Stone Castle" powerhouse, the previous terminus of the San Antonio Park streetcar line. The building was utilized as a streetcar station until the discontinuation of streetcar service in 1924.

The Ontario and San Antonio Heights Railroad was a passenger streetcar line intended to carry passengers 8.5 miles up Euclid Avenue from the Southern Pacific and Atchison, Topeka & Santa Fe railroad stations that connected the community of Upland to the rest of southern California, to the new suburban settlement of San Antonio Heights and recreation area at Mount Baldy. The nominated property served as a distinct visual terminus at the entrance to San Antonio Park.

Recreational parks were often included in 19th century "City Beautiful" era suburban subdivisions, as a public amenity to attract residents, and streetcar lines often terminated at these parks to provide a pleasant and bucolic setting for a visitor or commuter's arrival in the neighborhood.

During the period of significance, the commuter railroad expanded into an interurban route providing service to the nearby communities of Claremont and Pomona. This interurban connection drove more traffic to San Antonio Park by providing direct electric rail connection to these other Southern California communities, in addition to connection with passenger stations of the Southern Pacific and Atchison Topeka & Santa Fe steam railroads. In 1912 the railroad became part of the Pacific Electric network, and in 1915-16 the tracks to San Antonio Heights was relaid with heavier rail (60 pounds per yard, replacing earlier 30-35 pound rail) in order to accommodate larger, heavier steel city cars that replaced the smaller wooden cars previously used on the line. The property owner's plans for a large-scale resort at the project site were never realized, other than as a staging area for automobile-based tours of Mount Baldy, but San Antonio Heights Park is still in use as a neighborhood park in 2012.

The station's use of a commonly available material (river rock utilized in many regional buildings of the era) and simple, functional design (intended to resemble the nearby powerhouse) have made it a sturdy and enduring part of the neighborhood. By 1924, the end of the period of significance, the Ontario and San Antonio Heights Railroad had been acquired by the interurban Pacific Electric, and was taken out of service due to declining revenue as automobiles became more common in the community of Upland. The end of streetcar service thus marks the end of the period of significance.

There are no remains of the "Stone Castle" powerhouse or the O&SAHRR streetcar tracks, poles or any stations other than the San Antonio Heights waiting station, making the subject property the best surviving property directly associated with the city of Upland's period as a streetcar suburb.

Developmental history/additional historic context information (if appropriate)

The Ontario & San Antonio Heights Railway Company began operating with mule cars in 1887, a mule hauling the little single-truck car from State St.(Ontario) due north to San Antonio Heights, about ten miles north and 1200 feet higher; on the return trip the motive power climbed aboard a tiny trailer and coasted down with the car. When O&SA electrified the line in 1895, the mules became the property of a nearby rancher; the story goes that the temperamental animals pulled the plough fine uphill, but refused to work downhill.

A thirty-acre recreational park was built by the company of San Antonio Heights, with a powerhouse nearby. Heavy crowds were transported along Euclid Ave. in the early days, for the line connected Ontario with Upland, provided connections between the SP Station at Ontario and the Santa Fe Station at Upland, and cared for the throngs bound for pleasure-

seeking at the Park. Euclid Ave. was famous for its divided highway; in the wide center strip was a double line of huge pepper trees, and between the rows of trees, set a grass-covered private way, went the single track of this line.

Owned after electrification by Ontario Electric Company, the line became the property of the Pacific Light & Power Corporation in a merger in 1903. Mr. William G. Kerckhoff, at that time president of PL&P, energetically pushed the expansion of the O&SA by building its branch to San Bernardino. However, the O&SA was purchased by Southern Pacific Railroad (owner of the Pacific Electric interurban railroad) on 13 April 1912 and this line, plus the line from Upland to Pomona, passed into Pacific Electric's hands.

Route: From Ontario Chamber of Commerce at Emporia St., north on Euclid Avenue, passing the Central School at G St., the Chaffey Union High School at 4th St., making a crossing of the Santa Fe main line at A St., to PE Station, Upland; from here the line continued due north on Euclid Ave. to 24th St. (La Cima), where it turned west on private way to San Antonio Heights.

History: Acquired by PE in 1912. In 1914 established as Ontario-San Antonio Heights Line (branch to Pomona separated and became Pomona-Claremont Line at this time). Line cut back to La Cima on 4 July 1924; on November 1, 1924, cut back to Upland. On October 6, 1928, the Ontario-Upland Line was abandoned.

Operation: The main function of this line after 1914 was to provide a shuttle service between Ontario and the main line at Upland. This round-about way to get to the L.A. area suffered heavily when motor bus operation began on a direct highway route. In the abandonment hearing in 1928, PE produced records which tended to show that this line was hopelessly incapable of earning even operating expenses. Passenger traffic fluctuated widely.

As of 1 February 1924, PE public timetables had separate listings for the Upland- San Antonio Heights Line and Upland-Ontario Line. Approximately one hour service was given from Upland to the Park from 5:46 AM to 10:48 PM. Upland to Ontario service was approximately twenty minutes during rush periods, one hour at off peak periods. 34 round trips daily were carded, of which 16 made connections with main line trains.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form)

Black, Esther Boulton, *Stories of Old Upland*. Revised edition, reprint of Parts 1-4 with new Part 5. Ontario: Inland Offset Printing Company, 1979.

Blumenson, John. *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945*. Nashville, W.W. Norton & Company, 1977.

Lucas, Donald Anderson, Marilyn and Cooper Regional History Museum. *Upland, California: Images of America*. Chicago, Arcadia Publishing, 2009

Swett, Ira L., "The Ontario & San Antonio Heights Railroad Company/Pacific Electric in Ontario & Claremont," *Interurbans Special 48*, Volume 26, Number 2, Summer 1969.

Upland Yesterday, Pomona, Pomona First Federal Savings and Loan Association, 1975.

"Man who took over for Chaffey in Ontario hardly remembered today." *The Sun*, 08 June 2008, English ed. Print

"Ontario & San Antonio Heights Line," *Lines of the Pacific Electric*, <http://www.erha.org/peeosah.htm>

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
☐ Federal agency
☐ Local government
☐ University
☒ Other

Name of repository: Cooper Regional History Museum

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property Less than one acre
(Do not include previously listed resource acreage)

UTM References

(Place additional UTM references on a continuation sheet)

1	<u>11</u>	<u>438270</u>	<u>3779020</u>	3	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing
2	<u> </u>	<u> </u>	<u> </u>	4	<u> </u>	<u> </u>	<u> </u>
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The parcel number for the Waiting Station is 02001350140000. Located at the northeast end of San Antonio Park, the waiting station faces north towards Mount Baldy and San Antonio Heights, and sits east of the 2000 block of Mountain Avenue.

Boundary Justification (explain why the boundaries were selected)

The boundaries chosen reflect the property's parcel number.

11. Form Prepared By

name/title Ashley L. Griffith, Senior Recreation Specialist (Contact: Roberta Knighten)
organization City of Upland Recreation & Community Service date September 1, 2010
street & number 651 West 15th Street telephone (909)931-4287
city or town Upland state CA zip code 91786
e-mail agriffith@ci.upland.ca.us / cc: rknighten@ci.upland.ca.us

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Ontario and San Antonio Heights Waiting Station

City or Vicinity: Upland

County: San Bernardino

State: California

Photographer: Ashley L. Griffith

Date Photographed: August 2010

Description of Photograph(s) and number:

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0001.tif

East side of building showing baskethandle arch.

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0002.tif

North side of building showing north wall showing round arch and balustrade.

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0003.tif

Southeast side of building showing battered stone pier.

CA_San Bernardino_Ontario and San Antonio Heights Waiting Station_0004.tif

Northwest side of building showing round arch on north wall and segmented arch on west wall.

Property Owner:

(complete this item at the request of the SHPO or FPO)

name City of Upland, attn.: Roberta Knighten

street & number 651 W. 15th Street

telephone (909) 931-4280

city or town Upland

state CA

zip code 91761

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Ontario and San Antonio Heights
Waiting Station

Name of Property
San Bernardino, CA

County and State

Section number Additional Documentation

Page 1

FIGURE LOG

Figure 1: Map of Ontario & San Antonio Heights Railway and connections to other railroads.

Figure 2: Map showing route from Euclid Avenue to San Antonio Park (property site) on far left.

Figure 3: Photograph of San Antonio Heights Waiting Station, 1909.

Figure 4: Photograph of San Antonio Heights Waiting Station, circa 1975.

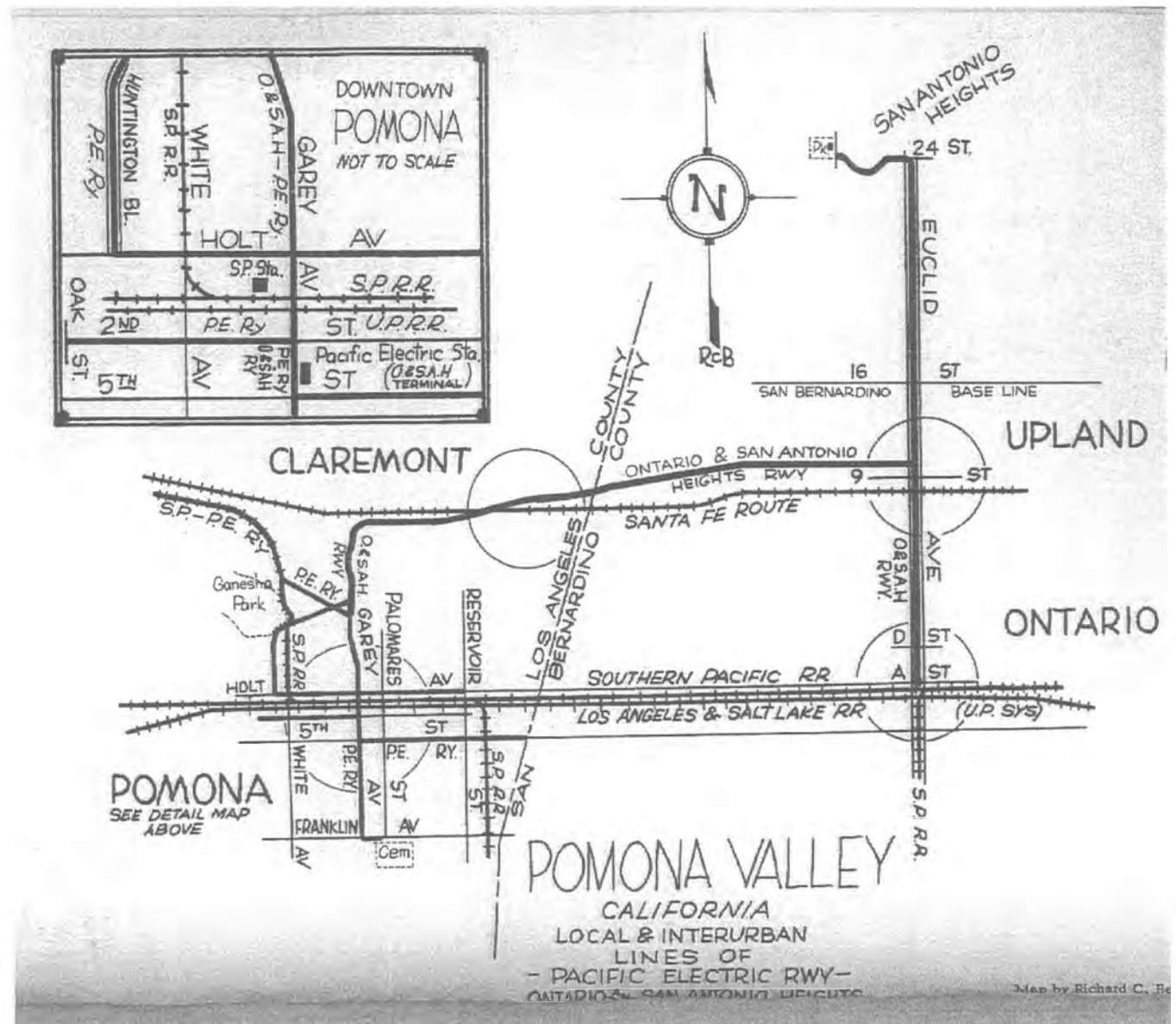


Figure 1: Map of Ontario & San Antonio Heights Railway and connections to other railroads. San Antonio Heights is in upper right corner, location of park and subject property indicated by "Pk"

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Ontario and San Antonio Heights
Waiting Station

Name of Property
San Bernardino, CA
County and State

Section number Additional Documentation Page 2

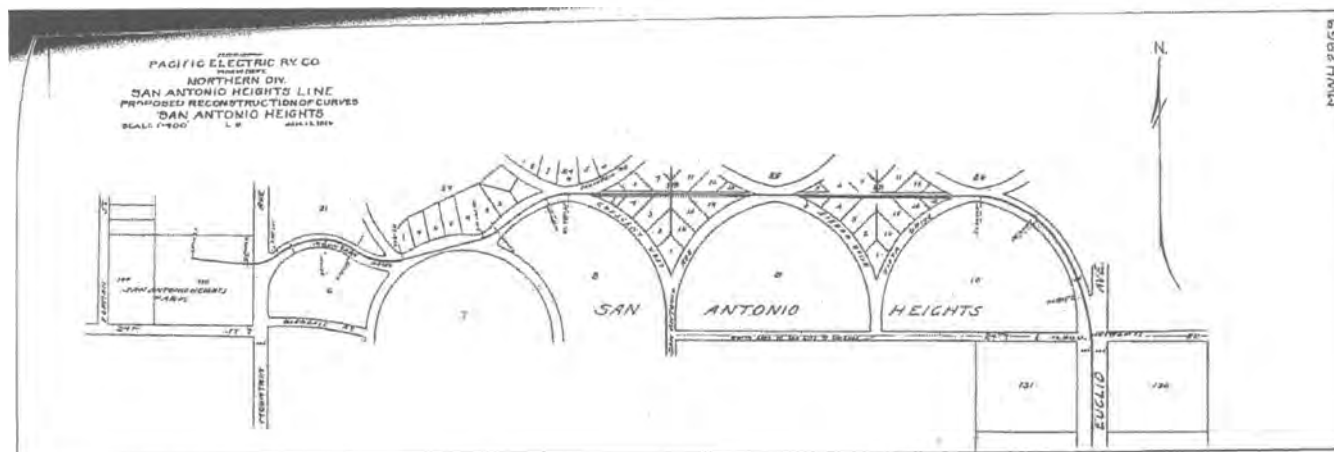


Figure 2: Map showing route from Euclid Avenue to San Antonio Park (property site) on far left, detailing reconstruction of route to San Antonio Park circa 1915 to allow use of heavier Pacific Electric streetcars instead of light single-truck Ontario & San Antonio Heights Railroad cars.

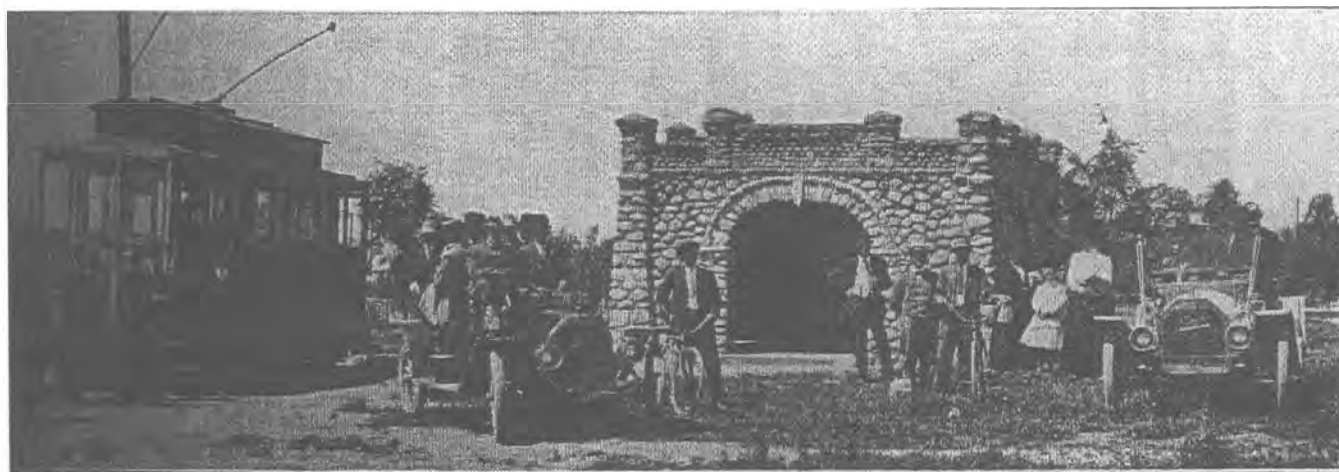


Figure 3: Photograph of San Antonio Heights Waiting Station, 1909, showing relationship of tracks and park to waiting station.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Ontario and San Antonio Heights

Waiting Station

Name of Property

San Bernardino, CA

County and State

Section number Additional Documentation

Page 3



The waiting station at the northwest terminus of the electric railroad was located on the west side of Mountain Avenue between 24th and 25th Streets in San Antonio Park. The remains still may be seen today.

Figure 4: Photograph of San Antonio Heights Waiting Station, circa 1975.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Ontario and San Antonio Heights Waiting Station
NAME:

MULTIPLE
NAME:

STATE & COUNTY: CALIFORNIA, San Bernardino

DATE RECEIVED: 8/10/12 DATE OF PENDING LIST: 9/07/12
DATE OF 16TH DAY: 9/24/12 DATE OF 45TH DAY: 9/26/12
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 12000813

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 9.25.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the
nomination is no longer under consideration by the NPS.

**Ontario and San Antonio Heights Waiting Station
Upland, San Bernardino County
Staff Report**

The Ontario and San Antonio Heights Waiting Station is a Romanesque Revival passenger shelter located in San Antonio Park, in the San Antonio Heights neighborhood of Upland, California. Constructed of roughly cut stone blocks, the waiting station was built as a new terminus for the Ontario and San Antonio Heights Railroad when it was extended to San Antonio Park in 1907.

The property features elements of Romanesque architecture, including arched entrances and monumental stone walls, using irregular river rock as its primary building material, with some elements of Craftsman architecture, based on the use of local material and battered piers. The building was modeled after the nearby "Stone Castle" hydroelectric powerhouse. The property is no longer in use as a streetcar waiting station but retains its integrity of location, feeling and association, due to its park setting in a suburban neighborhood. The property was restored in 2009, receiving a stone exterior balustrade, a new concrete floor and roof repairs. Due to the durability of its construction and lack of alteration, the property retains a high degree of integrity of design, materials, and workmanship.

The property is eligible under Criterion A for its association with the suburban development of Upland, California. Waiting stations like this were built in conjunction with streetcar lines and recreational parks, generally owned and operated by the same real estate developers who sold lots alongside the right of way. This amenity attracted purchasers by offering convenient access between suburban tracts, Upland's commercial district, and steam railroads. The station and its railroad became part of the Pacific Electric network in 1912, until abandonment of the line in 1924, the end of the period of significance.

Staff recommends the Commission determine the Ontario and San Antonio Heights Waiting Station eligible for the National Register under Criterion A, with a period of significance of 1907-1924. Staff further recommends the State Historic Preservation Officer approve the nomination for forwarding to the National Park Service for listing in the National Register.

William Burg
State Historian I
June 28, 2012



LA - SAN BERNARDINO - ONTARIO AND SAN ANTONIO
HEIGHTS WAITING STATION - 000 1

2



CA-SAN BERNARDINO-ONTARIO AND SAN ANTONIO HEIGHTS
WAITING STATION-0002

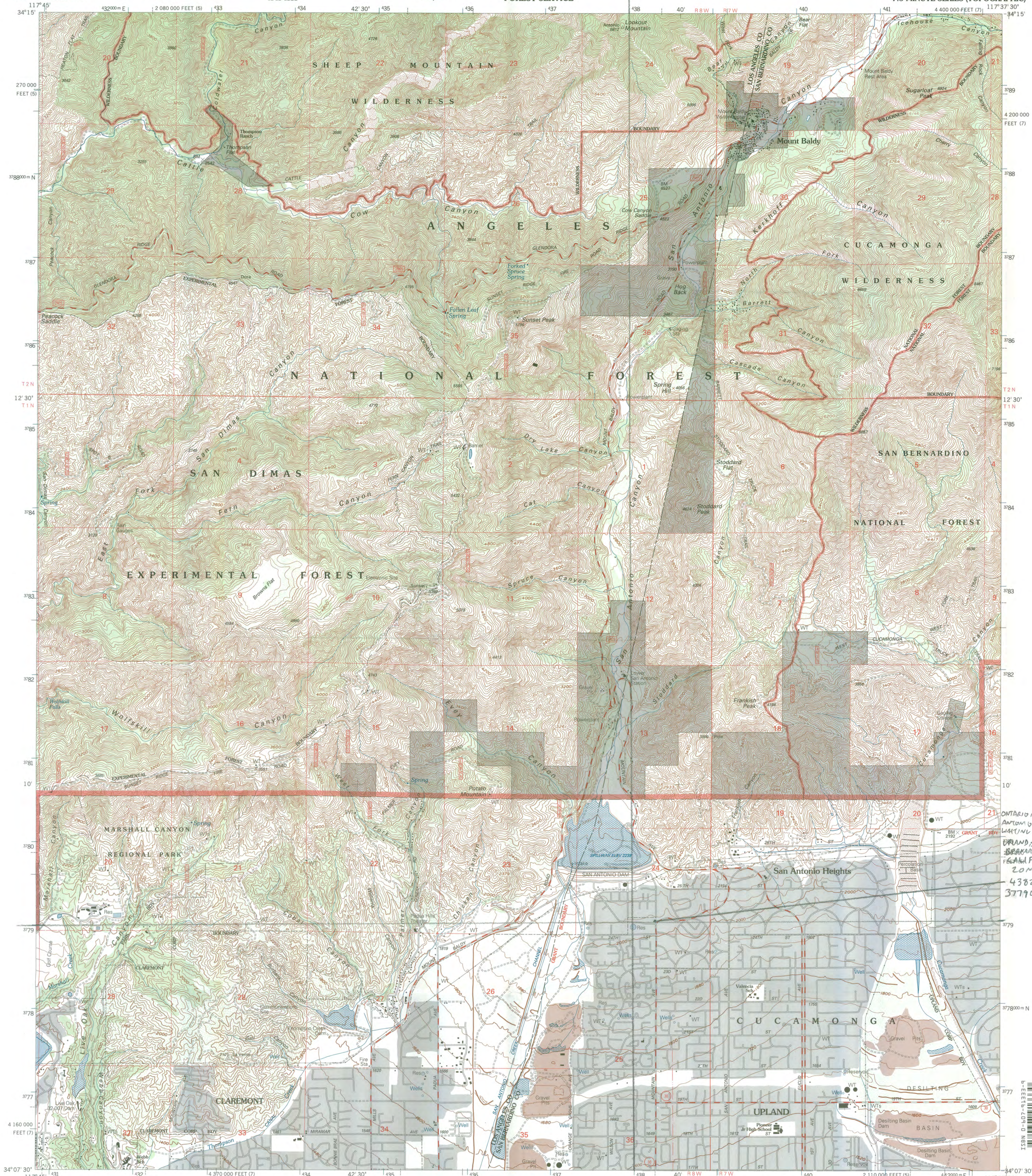


CA-SAN BERNARDINO-ONTARIO AND SAN ANTONIO HEIGHTS
WAITING STATION-0003

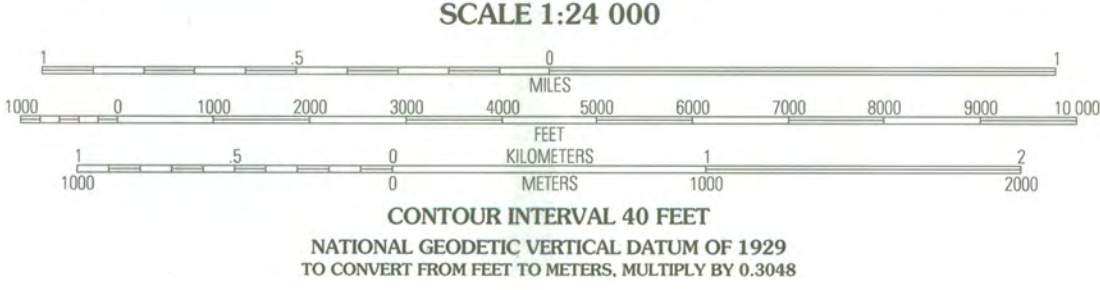
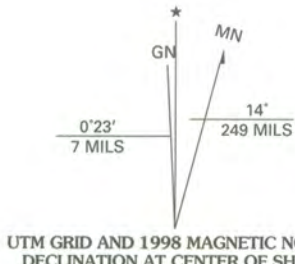
4



CA - SAN BERNARDINO - ONTARIO AND SAN ANTONIO HEIGHTS
WAITING STATION - 0004



Produced by the United States Geological Survey 1988
Revision by USDA Forest Service 1995
Topography compiled 1952. Planimetry derived from imagery taken 1988 and other sources. Public Land Survey System and survey control current as of 1995.
North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: California coordinate system, zones 7 and 5 (Lambert conformal conic). Blue 1000-meter Universal Transverse Mercator ticks, zone 11.
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software.
Non-National Forest System lands within the National Forest. Inholdings may exist in other National or State reservations.
This map is not a legal land line or ownership document. Public lands are subject to change and leasing, and may have access restrictions; check with local offices. Obtain permission before entering private lands.
Where omitted, land lines have not been established.
Areas covered by dashed light-blue pattern are subject to controlled inundation.



1	2	3	1 Crystal Lake
4	5	2 Mount San Antonio	2 Telegraph Peak
6	7	3 Glendora	4 Cucamonga Peak
		5 San Dimas	6 Ontario
			7 Ontario
			8 Ontario

- Interstate.....
U.S.
State
County
National Forest, suitable for passenger cars
National Forest, suitable for high clearance vehicles
National Forest Trail
- Primary highway
Secondary highway
Light-duty road
Composition: Unspecified...
Paved
Gravel
Dirt
Unimproved; 4 wheel drive
Trail
Gate

MOUNT BALDY, CA
1995
NIMA 2452 II NW - SERIES V895

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



August 10, 2012

Ms. Carol Shull, Keeper
National Register of Historic Places
National Park Service 2280
1201 I (Eye) Street, NW
Washington, DC 20005

Subject: **Ontario and San Antonio Heights Waiting Station
El Monte, San Bernardino County, California
National Register of Historic Places**

Dear Ms. Shull:

Enclosed please find the **Ontario and San Antonio Heights Waiting Station** nomination to the National Register of Historic Places. This property is located in the city of El Monte, in San Bernardino County, California. On August 3, 2012, the State Historical Resources Commission unanimously found the property eligible for the National Register under Criterion A at the local level of significance.

The property is nominated on behalf of the property owner, the City of El Monte.

If you have any questions regarding this nomination, please contact William Burg of my staff at 916-445-7004.

Sincerely,

A handwritten signature in black ink that reads "Milford Wayne Donaldson".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Enclosures