

Historic-Era Built Environment Survey Report

*Transmission Line Rating and Remediation Program | Control – Silver Peak Project
Mono and Inyo Counties, California*

Prepared For/Submitted To:

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Forest Service Project No.:

R2021050402483

Revised 2023

BLM ABSTRACT

I. Proposed Project Name/Title: SCE TLRR Control-Silver Peak Project.

II. Lead Agency: United States Bureau of Land Management Central California District – Bishop Field Office.

- Other Agencies involved in the Undertaking: United States Forest Service.

III. Permits:

- Cultural Resource Use Permit No. CA-17-06.
- Fieldwork Authorization Request No. FA-170-19-05.

IV. General Location:

- Nearest Town, Vicinity, County: Chalfant, Bishop, and Deep Springs, Mono and Inyo Counties, California.
- Section, Township, and Range: See Location Data Table in Appendix C1.

V. Dates of Field Survey: November 24-26, 2018; supplemental survey in April and May 2020.

VI. Statistical Summary of Survey Activities:

The following statistical summary reflects an original project description and corresponding Area of Potential Effect (APE)/Area of Potential Impact (API), surveyed in November 2018 (HBER submitted March 2019), a revised project description and corresponding APE/API dated September 2019 (revised HBER submitted May 2020), and additional revisions to the APE/API in 2022.

1. Total Acreage of the APE/API: 1,326.73 Direct Impact acres, 24,282.69 Visual Impact acres.
2. Total Acreage surveyed: 25,609.42 acres.
3. Acreage of all lands surveyed at the BLM Class III level and all lands surveyed at the Class II level, regardless of land ownership: 25,609.42 acres.
 - a. Acreage of BLM lands surveyed at Class III and Class II level: 6,611.02 acres.
 - b. Acreage of other lands surveyed at Class III and Class II level (Private, Local, Other Federal): 18,998.4 acres (Private: 34.84 acres, Local: 5,573.55 acres, Other (undetermined) 930.09, US Forest Service 12,459.92 acres).
4. Total number of cultural resources for which site records were completed: 78 (62 newly recorded properties and 16 previously recorded and updated properties -- note that one previously recorded property could not be located, and one additional previously recorded property was not updated due to age ineligibility).
 - a. Number of new cultural resources on BLM Lands: 7.
 - b. Number of new cultural resources on other lands (Private, Local, Other Federal): 55.
 - c. Total number of cultural resources located only within the project's APE/API: 78. See Cultural Resources Table in Appendix C1 for Primary and Trinomial assignments.
5. Of the cultural resources located only within the APE/API (Direct and Visual combined):
 - a. Number of cultural resources that the consultant has recommended are eligible for the National Register, if applicable: 16 listed on or recommended eligible for the NRHP.
 - b. Number of cultural resources that the consultant has recommended as not eligible for the National Register, if applicable: 62 recommended as not eligible for the NRHP.
 - c. Number of cultural resources within the APE/API that can/will be avoided: 76.
 - d. Number of cultural resources within the APE/API that cannot be avoided and would be affected: 2 (directly affected/adverse).

See **Appendix C1** for Section, Township, and Range Data, and for Primary and Trinomial assignments. See **BLM Table 1 in Appendix Co** for a list of built environment cultural resources within BLM lands. For maps showing resources within BLM lands see **BLM Maps in Appendix A3**.

EXECUTIVE SUMMARY

This Historic-Era Built Environment Survey Report (HBER) documents the results of a focused Class III level historic-era built environment survey of approximately 25,609.42-acres within Inyo and Mono Counties, California, completed by Urbana Preservation & Planning, LLC (Urbana) on behalf of Southern California Edison (SCE) and Environmental Intelligence, Inc. (EI) to inform the regulatory review process for the proposed Control – Silver Peak (CSP) project. This HBER is organized to summarize, discuss, and evaluate the NRHP/CRHR eligibility status of historic-era built environment cultural resources in the Area of Potential Effect (APE)/Area of Potential Impact (API) for the CSP project, and to analyze the effects/impacts and recommended treatment/mitigation for historic properties/historical resources identified. This report reflects a third iteration, with previous versions dating to March 2019 and May 2020, and is accordingly revised based on an updated project description provided by the SCE, the project proponent.

The CSP Project is located in Inyo County and Mono County. The project’s western terminus is at Control Substation, located approximately 5 miles southwest of the City of Bishop in Inyo County. The project’s eastern terminus is the Fish Lake Valley Metering Station near the California-Nevada border in Fish Lake Valley, approximately 2 miles east of the community of Oasis. The project’s northern terminus is at Zack Substation, approximately 5 miles north of the community of Chalfant in Mono County, and the southern terminus is at Deep Springs Substation located adjacent to Deep Springs College in Inyo County. The purpose of the proposed project is to ensure that minimum vertical and horizontal clearances are maintained between an electrical conductor and other conductors, or between a conductor and the ground, buildings, and a variety of other objects. In 2006, SCE identified places along many of its existing circuits where these minimum clearances are not met – locations known as a “discrepancy.” To mitigate these discrepancies, SCE established its Transmission Line Rating Remediation (TLRR) program. The TLRR program is focused on developing and implementing engineering solutions for each identified discrepancy, and thus to bring the circuits into compliance with minimum clearance requirements.

This HBER describes and analyzes the CSP Project, which involves rebuilding two 55 kV single-circuit pole lines as a double-circuit pole line and to selectively replace or modify existing subtransmission structures along other portions of these existing subtransmission lines, within lands that are privately owned and within Public Lands that are managed by the United States Bureau of Land Management (BLM) and the United States Forest Service (USFS). The Direct APE/API is comprised of the existing utility corridor where work is currently proposed. The CSP project would be built within existing and new rights-of-way (ROWs), existing easements, fee-owned property, and public ROWs. The project also involves installing overhead optical groundwire (OPGW) and/or fiber optic cable (ADSS) on existing structures or replacing existing poles in-kind. The purpose of the proposed project is to ensure compliance with the California Public Utilities Commission (CPUC) General Order (GO) 95 by remediating discrepancies identified in SCE’s service territory. The CSP Project is not proposed to expand electrical service to areas not currently served by SCE and would not increase the voltage capacity of the existing lines.

Preparation of this HBER was guided by a definition of the historic-era built environment issued by the Bureau of Land Management (BLM). For the purposes of this HBER the built environment includes buildings, structures, bridges, dams, canals, aqueducts, railroads, ditches and irrigation systems, electric power conveyance facilities, and paved or unpaved roads and highways. The methodological approach entails three main tasks – desk and field survey, contextual and property-specific research, and reporting. In advance of the field survey effort, Urbana prepared a desk survey to identify all built environment cultural resources in the vicinity of the CSP project locations within the established Direct and Visual APE/API boundaries. Maps delineating the APE/API survey boundaries, with all built environment cultural resource locations depicted, are included as **Appendix A**. Field survey activities were completed in late November 2018, with supplemental survey in April and May 2020. All historic-era built environment cultural resources sited within the Direct and Visual APE/API were photographed for further study and use in this HBER. APE/API (Direct and Visual) photo survey sheets are included as **Appendix B**.

A total of **82 built environment cultural resources were identified and observed within the Direct and Visual APE/API**. Of those 82 cultural resources, 79 are located in the Direct APE/API and 3 are located in the Visual APE/API. **The 82 built environment cultural resources are categorized as follows:**

- **77** are historic-era (at least 45 years of age) and within the Direct APE/API, and
- **1** is historic-era (at least 45 years of age) and within the Visual APE/API.

Of the 77 directly intersecting historic-era cultural resources within the Direct APE/API, 16 are previously recorded, and 61 are previously unrecorded. Of the 77 total Direct APE/API historic-era cultural resources, 61 are individually ineligible and without special consideration requirements (CRHR Status Code 6Z). Of the 77 Direct APE/API cultural resources, 16 are significant with respect to the NRHP/CRHR (CRHR Status Code categories 1-3). NRHP/CRHR eligibility conclusions for the 77 Direct APE/API cultural resources are categorized as follows:

- 61 are categorized as ineligible for the NRHP/CRHR/Local Register (CRHR Status Code 6Z)
- 14 are significant with respect to the NRHP/CRHR (CRHR Status Code category 3s/3CS)
- 1 is a formally determined NRHP eligible historic district (Bishop Creek Hydro - CRHS Status Code 2D2); and
- 1 is a NRHP listed historic district (Laws Narrow Gauge Railroad - CRHS Status Code 1D).

The one (1) cultural resource within the Visual APE/API was previously unrecorded. It is individually ineligible and without special consideration requirements (CRHR Status Code 6Z). NRHP/CRHR eligibility conclusions for this Visual APE/API cultural resource is categorized as follows:

- One (1) is categorized as ineligible for the NRHP/CRHR/Local Register (CRHR Status Code 6Z)

Survey summary tables are included in **Appendix C**. Direct APE/API cultural resources were documented and evaluated on California Department of Parks and Recreation (DPR) 523 series forms. For previously recorded properties, updated DPR forms were provided to demonstrate a representative view of the previously recorded cultural resource in the vicinity of the APE/API and to provide supplemental site history as needed. Complete DPR sets were prepared for the previously unrecorded properties. All properties documented on DPR 523 series forms were evaluated for significance under the eligibility criteria of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and local preservation programs (Local Register). All DPR 523 forms are included as **Appendix D** of this HBER and are organized by project segment. When primary numbers are assigned via the SHPO-California Historical Resources System, the final DPR 523 forms will be organized by P-number (P-14-xxx for Inyo and P-26-xxx for Mono).

Although Urbana focused on the built environment, research and survey efforts overlapped with project archaeologists for a single multi-discipline resource. In some cases, historic-era archaeological resources are clearly associated with collocated built environment resources; such sites are considered multidisciplinary sites. A multi-discipline cultural resource contains one or more historic-era built environment features and one or more historic-era archaeological sites that are associated through a common context, time period/age, and occupancy/use. Multi-discipline resources are contained within **Confidential Appendix D.6**.

The CSP project would cause an adverse effect on two properties within the Direct APE/API that are listed on or surveyed as individually eligible for the NRHP/CRHR. These include the SCE Control- Silver Peak "A" 55kV Transmission Line and the SCE Control- Silver Peak "C" 55kV Transmission Line.

Within the Direct APE/API, the proposed CSP project would not materially impact the other 14 NRHP/CRHR listed or eligible cultural resources. None of the other 14 NRHP/CRHR listed or eligible cultural resources are proposed for demolition or removal, although several vehicular roads within the Direct APE/API will be utilized as part of construction, operation, and maintenance of the CSP project. Use of the roads would not appear to cause an adverse effect. No specific work or modifications are proposed for these public roads, thus no impact to any potentially

eligible roads is anticipated. Existing private access roads will likely need preparation or rehabilitation, at some locations, prior to the start of the project.

One of the changes since the May 2020 HBER was to establish a visual area of potential impact (V-APE/API). The term Visual APE/API has replaced Indirect APE/API in this current document. The proposed project involves the removal of existing sub-transmission structures, which will be replaced by a reduced number of structures. While reducing the quantity of support structures is regarded as a positive improvement and at first glance may be interpreted as reducing visual clutter on the otherwise open, and scenic, landscapes that the existing corridor spans through, there may be areas where these new structures are incompatible with historic built environment cultural resources. Within the Visual APE/API, the CSP project would not cause substantial material or visual change, and thus would not have an adverse effect/significant impact, on any built environment cultural resources that are listed or surveyed/recommended NRHP/CRHR eligible.

Refer to Section VII for additional information on effects/impacts and treatment/mitigation recommendations.

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I. INTRODUCTION

This Historic-Era Built Environment Survey Report (HBER) documents the results of a Class III historic-era built environment survey of approximately 25,609.42 acres within Inyo and Mono Counties, California. The survey was completed by Urbana Preservation & Planning, LLC (Urbana) on behalf of SCE and Environmental Intelligence, Inc. (EI) to inform the regulatory review process for the proposed CSP project. The proposed project involves rebuilding two 55 kV single-circuit pole lines as a double-circuit pole line and to selectively replace or modify existing subtransmission structures along other portions of these existing subtransmission lines. In three segments, the project only involves the installation of overhead OPGW (optical groundwire) and/or ADSS (fiber optic cable) on existing structures or replacing existing poles in-kind.

The purpose of the CSP project is to ensure that minimum vertical and horizontal clearances are maintained between an electrical conductor and other conductors, or between a conductor and the ground, buildings, and a variety of other objects. In 2006, SCE identified places along many of its existing circuits where these minimum clearances are not met – locations known as a “discrepancy.” In response to mitigate discrepancies, SCE established its Transmission Line Rating Remediation (TLRR) program. The TLRR program is focused on developing and implementing engineering solutions for each identified discrepancy, and thus to bring the circuits into compliance with minimum clearance requirements.

AREA OF POTENTIAL EFFECT/AREA OF POTENTIAL IMPACT

A project APE (Area of Potential Effect) is the geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties. The project’s setting, the scale and nature of the undertaking, and the different kinds of effects that may result from the undertaking all influence the determination of the APE (36 CFR 800.16[d]). For CEQA, the project API (Area of Potential Impact) is defined in essentially the same way for historical resources potentially impacted by a project (PRC 21084.1). The APE and the API are identical for the CSP Project.

The Direct APE/API for the CSP Project includes all proposed project components for which ground disturbance is possible, including, but not limited to construction areas, access roads, construction materials yards, and helicopter landing zones. The direct APE/API for the Project is defined as a 100-foot corridor (50 feet on either side) centered on each Project subtransmission line for Segments 2 and 3, where the two existing parallel lines will be replaced with a single double circuit subtransmission line. For any Project components that occur outside of this corridor and/or Segments 2 and 3, the direct APE is a 50-foot buffer on the ancillary Project areas (e.g., pulling sites, structure work areas, contractor staging and material yards), as Segments 1, 4, and 5 will only install Overhead OPGW and/or ADSS fiber optic cable on existing structures or replace existing poles in-kind. The APE for unimproved (i.e., non-paved) access roads in all segments is a 50-foot corridor, 25 feet on either side from the center of the road. Most work areas will have a maximum of one foot of depth in disturbance. Installation of replacement and new structures have a maximum of 40 feet in depth. Therefore, the vertical APE below the ground ranges from one foot to 40 feet depending on construction activity. The vertical APE above the ground will be up to 106 feet, which accommodates for the tallest poles to be installed.

The project APE/API for visual effects, or Visual APE/API, is a 0.5-mile (0.8 km) radius on the portions of the proposed project where the two existing wood poles parallel subtransmission lines will be removed and replaced with a single double circuit subtransmission line, with structures that will range from the height of existing poles to 50 feet taller.

This HBER builds on two prior iterations of the CSP Project HBER (March 2019 and May 2020). The current iteration (2022) would involve removal of existing historic-era 55kV wood pole sub-transmission lines in order to rebuild the lines and replace the existing wood poles in parallel circuits with a single double circuit subtransmission line, with structures that will range from the height of existing poles to 50 feet taller within lands that are privately owned and within Public Lands that are managed by the United States Bureau of Land Management (BLM) and the United

States Forest Service (USFS). The March 2019 HBER project description included more land area, a longer survey corridor, and a larger APE/API compared to the September 2019 project proposal. The May 2020 HBER project description included more land than the 2022 project area. As a result, it was determined that retaining information on sites that were documented and evaluated within Urbana’s March 2019 and May 2020 HBER and assessing potential for effects for the larger APE/API, would be beneficial for federal agencies, for whom this HBER was prepared, and for the project proponent should the proposed project description be further revised in a manner consistent with the initial scope of work.

The project is in the vicinity of Chalfant (unincorporated Mono County), Bishop (Inyo County), Laws (unincorporated Inyo County), Deep Springs (unincorporated Inyo County), and Oasis (unincorporated Mono County). The major objective of the proposed CSP project is to rebuild two 55 kV single-circuit pole lines as a double-circuit pole line and to selectively replace or modify existing subtransmission structures along other portions of existing subtransmission lines. The CSP project would be built within existing and new rights-of-way (ROWs), existing easements, fee-owned property, and public ROWs that are managed by the BLM and the USFS. Upon completion of construction, new double-circuit poles and conductor would be installed along the length of the rebuilt lines. OPGW would be installed on the new poles. The purpose of the Proposed Project is to ensure compliance with the California Public Utilities Commission (CPUC) General Order (GO) 95 by remediating discrepancies identified in SCE’s service territory. The CSP Project is not proposed to expand electrical service to areas not currently served by SCE and would not increase the voltage capacity of the existing lines.

The CSP Project is located wholly in California. The sub-transmission lines included in the proposed project are in Inyo County and Mono County. The Proposed Project’s western terminus is at Control Substation, located approximately 5 miles southwest of the City of Bishop in Inyo County. The Proposed Project’s eastern terminus is the Fish Lake Valley Metering Station near the California-Nevada border in Fish Lake Valley, approximately 2 miles east of the community of Oasis. The Proposed Project’s northern terminus is at Zack Substation, approximately 5 miles north of the community of Chalfant in Mono County, and the southern terminus is at Deep Springs Substation located adjacent to Deep Springs College in Inyo County.

METHODOLOGICAL APPROACH AND REPORT ORGANIZATION

Jurisdictions involved in the project include the U.S. Bureau of Land Management (BLM), United States Forest Service (USFS), California Public Utilities Commission (CPUC), California Department of Transportation, the counties of Mono and Inyo, and the Los Angeles Department of Water and Power. Preparation of this HBER was guided by a definition of the historic-era built environment issued by the BLM. For the purposes of this HBER the built environment includes buildings, structures, bridges, dams, canals, aqueducts, railroads, ditches and irrigation systems, electric power conveyance facilities, and paved or unpaved roads and highways. The methodological approach entails three main tasks – desk and field survey, research, and reporting.

Desk and Field Survey

In advance of the field survey effort, Urbana prepared a desk survey to identify all built environment cultural resources in the vicinity of the CSP project locations. Desk survey included use of current aerial imagery (obtained from Google Earth Professional), review of historic aerial imagery, ca. 1974-1975 (obtained from the United States Geological Survey Earth Explorer database), and Mono and Inyo County Assessors’ Data. The year-built data was derived for all observed cultural resources using these cited sources. The list of observed cultural resources was then sorted into “historic-era” (prior to 1975) and “contemporary-period” (post 1974). The locations of historic-era cultural resources were overlaid against the proposed CSP project corridor to identify what cultural resources directly intersect with the proposed CSP project. The project corridor is defined as the Direct APE/API. A one-half mile radius was established from the outside edge of the survey corridor to form the Visual APE/API. Maps delineating

the APE/API survey boundaries, with all built environment cultural resource locations depicted, are included as **Appendix A**.

Field survey activities were completed in late November 2018 with supplemental survey in April and May 2020. All buildings, structures, site features, and view corridors within and surrounding the APE/API were photographed for further study in this HBER. Notes were compiled on the existing conditions, architectural features, and observed modifications for use in DPR 523 series forms. Supplemental observation of buildings and structures were completed as part of post-processing. A photo survey package is included as **Appendix B** of this HBER. Survey summary tables are included in **Appendix C** and within the Survey Findings sections of this HBER.

Research

All Direct APE/API cultural resources were documented and evaluated on California Department of Parks and Recreation (DPR) 523 series forms. Previously recorded properties were updated on DPR forms to demonstrate a representative view of the previously recorded cultural resource in the vicinity of the APE/API and any substantive status changes. All DPR 523 forms are included as **Appendix D** of this HBER, bound under separate cover.

Significance summaries for all recorded cultural resources, extracted from the DPR 523 forms, are additionally contained within the Survey Findings sections of this HBER.

Research resources utilized to inform eligibility evaluations included contextual information and imagery from the Online Archive of California, the Laws Museum, the City of Bishop, Deep Springs College archive, Owens Valley History archives, United States census records, United States Geological Survey historic and current topographic maps, the BLM Government Land Office online database, digitized copies of the *Inyo Independent*, *Sacramento Bee*, *San Francisco Chronicle*, *Los Angeles Daily Herald*, *Los Angeles Times*, *Salt Lake Telegram*, *The San Bernardino County Sun*, *Wall Street Daily News*, and the *Riverside Daily Press*, historic photographs from the *Southern California Edison Photographs and Negative Collection* at the Huntington Library, data sheets on file at SCE Corporate Drawing Management, Mono and Inyo County Assessor Data, Mono and Inyo County Public Works Departments road history records, and California Department of Transportation (Caltrans) archives. Historic-era maps played a key role in understanding the history of the area and to determine the age of paved and unpaved roads that intersect with the APE/API. Map types reviewed include historical USGS topographical maps and BLM Government Land Office plat maps for the townships associated with the proposed project area. Published sources on water conveyance, electric power conveyance, mining, transportation, agriculture and ranching, homesteading and settlement, and recreation, were additionally reviewed to inform eligibility conclusions. Section IV of this HBER includes a historical overview of the proposed project area, with brief histories of communities in the vicinity of the proposed project area. Section V describes contextual themes identified within the proposed project area and defines historic contexts under which properties in the survey corridor were evaluated for NRHP/CRHR/Local Register eligibility. Specific references used in the development of the historical narrative are cited in the notes of the report. References for historical information developed for individual property cultural resources are included in the DPR 523 forms.

Reporting

This HBER was undertaken to assist federal permitting agencies in complying with Section 106 of the National Historic Preservation Act (NHPA) and the National Environmental Policy Act (NEPA) and to assist the CPUC in complying with the California Environmental Quality Act (CEQA). The lead federal agency for the CSP project is the BLM. The state lead agency is the CPUC. The execution of the Class III Cultural Resources Inventory and the production of this HBER conform to guidelines contained in BLM Manual 8110 (2004). Prepared by Urbana under contract to Environmental Intelligence, Inc. (EI), this report is organized to summarize, discuss, and evaluate the NRHP/CRHR eligibility status of historic-era built environment cultural resources in the Direct APE/API for the CSP project, and to analyze the effects and recommend treatment for historic properties/historical resources within the Direct APE/API.

Urbana submitted the first draft of the HBER (Version 1) to the BLM and USFS in March 2019. Version 1 was revised to reflect BLM and USFS comments as well as changes to the project description in September of 2019. Version 2 was submitted to the BLM and USFS in May 2020 (Version 2). In January 2021, BLM and USFS provided final comments and approval to request Primary Numbers for all surveyed resources from the SHPO-CHRIS Eastern Information Center. The March 2021 request for Primary Numbers remains pending.

Subsequent to BLM and USFS approval of Version 2, additional comments were provided by the CPUC, in September 2021, as part of review of the Proponent’s Environmental Assessment (PEA) and overall environmental documents completed for the project. Project proponent SCE responded to the environmental comments in December 2021, including an outline of suggested revisions made in this document. CPUC comments were received for Version 2 in June and July of 2021, at which time Urbana initiated revisions to form this current version (Version 3). Major revisions to Version 3 are summarized below.

- Periods of significance for all significant sites were narrowed based on the revised sub-themes used in the report.
- All references to contemporary properties (those less than 45 years of age) were removed from the report and tables.
- References to potential cultural landscape themes were removed from the report. References to properties associated with potential cultural landscape themes were similarly removed.
- Refinement of the seven historic contexts to include detailed information on significance criteria, character defining features, and integrity thresholds for each theme.
- The project APE was revised to designate the former “Indirect” APE as the “Visual” APE.
- New GIS mapping was completed consistent with ongoing changes to project engineering. This resulted in changes to resource counts within the Direct and Visual APE/API and general content changes throughout the report.
- Project engineering changes and revisions to the APE resulted in 12 resources being removed from the HBER. Sites that were documented and evaluated within the original Direct APE/API in Urbana’s May 2020 HBER were retained in this updated report to benefit federal agencies and the project proponent should the proposed project description be further revised in a manner consistent with the initial scope of work. A listing of all sites evaluated in prior versions of the reports is contained in Appendix C7 and all DPR forms, current and former APE/API, are listed by segment in Appendix D.

CPUC comments were received for Version 3 in January 2023, at which time Urbana initiated revisions to form this current version (Version 4). Major revisions to Version 4 are summarized below.

- Additional information was included to clarify the periods of significance for all themes, with a focus on Water Conveyance, Electrical Power Conveyance, Mining, and Homesteading and Settlement. Dates for periods of significance did not change from V3.
- Background information on guidance documents for the development of the themes has been reduced and shifted to the notes.
- Some themes have been truncated to reduce the amount of information included. Although all themes were revised to reduce the amount of background information, this applied particularly to the Recreation theme and the Exploration, Travel, and Transportation theme.
- Several changes were made to word choice, site numbering, and other grammar and typographical conventions because of comments received.
- Maps showing the location of overall historical developments by decade have been deleted.
- Some refinements to the counts have been made for V4, resulting in 77 resources in the Direct APE and one (1) in the Visual APE. These changes are as follows:

- TLRR CSP_098 was listed twice in V3; once listed as in the Direct APE/API, one listing in the Visual APE/API. It is in Direct APE/API, and deleted from the Visual APE/API list for V4.
- TLRR CSP_068 was included on Visual and removed lists in V3. It is in the Visual APE/API, and has been deleted from the V4 removed list.
- TLRR CSP_042 is not in the APE. The previous Version 3 had it listed on the Visual and removed lists. It has been deleted from the V4 visual list.

Preparers

Urbana personnel Wendy L. Tinsley Becker, RPH, AICP, Principal; Douglas Kupel, RPA, Ph.D., Senior Historian; Ginger Weatherford, MPS, Senior Historian; Ashley Losco, MSHP, Preservation Planner; Alexia Landa, B.A., Historian; Alexandra Baker, MCP; Preservation Planner; Kimberly Kantrud, B.S.; and Nicole Vysotskaya, B.A., Project Assistant, prepared this HBER. Ms. Tinsley Becker meets *The Secretary of the Interior's Professional Qualifications Standards* in the disciplines of history and architectural history. She is registered as Professional Historian (RPH) #612 and is a member of the American Institute of Certified Planners (AICP). Ms. Weatherford meets *The Secretary of the Interior's Professional Qualifications Standards* in the discipline of architectural history. Mr. Kupel meets *The Secretary of the Interior's Professional Qualifications Standards* in the discipline of history and is a Registered Professional Archaeologist. Ms. Losco meets the *Secretary of the Interior's Professional Qualifications Standards* in the disciplines of history and architectural history. Ms. Landa meets *The Secretary of the Interior's Professional Qualifications Standards* in the discipline of history. Resumes for the Urbana team are included in **Appendix F**.

II. PROPOSED PROJECT DESCRIPTION

The Control-Silver Peak Project (CSP Project) is sited within northern Inyo County and southern Mono County. Land uses along the western portion of the project in the vicinity of the City of Bishop are primarily residential and open space, with scattered agricultural uses. The other portions of the project are characterized by open space with scattered residential and agricultural uses. One leg of the project has institutional/agricultural use associated with Deep Springs College at its southern end. The project covers a varied topography from the flat Chalfant Valley and Owens River Valley in the west, west-east running valleys in the White Mountains, and the flat Deep Springs Valley and Fish Lake Valley in the east. Project elevations range from approximately 5,000 to 10,500 feet above sea level. The project spans the perennial Owens River in the vicinity of the City of Bishop, and numerous smaller perennial and intermittent streambed resources.

Portions of the CSP Project are located on the Inyo National Forest, on lands managed by the BLM, and on lands owned by Los Angeles Department of Water and Power (LADWP). The project corridor crosses State Route 168, US Highway 395, US Highway 6, and State Route 266. The project would be built within existing and new rights-of-way (ROWs), existing easements, fee-owned property, and public ROWs.

In accordance with CPUC General Order 131-D (GO 131-D), in September of 2019 SCE prepared a draft Proponent's Environmental Assessment (PEA) as part of its application for a Permit to Construct for the CSP Project in unincorporated portions northern Inyo County and southern Mono County. The CSP Project is being proposed to meet the following objectives.

- Ensure compliance with CPUC General Order 95 and North American Electric Reliability Corporation (NERC) Facility Ratings.
- Provide safe and reliable electrical service.
- Minimize environmental impacts.
- Conform to industry and/or SCE's approved engineering, design, and construction standards for subtransmission system projects.

The CSP Project is not intended to expand electrical service to areas not currently served by SCE, or to increase the capacity of the existing lines. No new substations would be constructed under the project. Modifications at and adjacent to existing substations and the metering station will be necessary to accommodate the installation of new conductor and systems protection equipment. The CSP Project contains separate segments that are delineated according to geographic location, the configuration of existing and proposed electrical infrastructure, and scopes of proposed work. The CSP Project involves five distinct segments.

- Segment 1 of the Proposed Project is located west of the City of Bishop. Segment 1 is 3.4 miles in length. There are two single-circuit pole lines in Segment 1. In Segment 1, the existing OHGW that is installed on existing poles along one of the two pole lines found in Segment 1 would be removed and OPGW would be installed on those existing poles.
- Segment 2 of the Proposed Project is located northwest of the City of Bishop. Two existing single-circuit pole lines are in Segment 2. The existing poles and conductor would be removed, and new poles and conductor would be installed along the 1.4-mile length of Segment 2. OPGW would be installed on new poles along one of the pole lines, and OHGW would be installed on new poles along the other pole line.
- Segment 3 runs for approximately 37 miles from northwest of the City of Bishop to the California-Nevada border. Two existing single-circuit pole lines are in Segment 3; the Proposed Project would result in removal of one of the pole lines and conversion of the remaining pole line from a single-circuit configuration to a double-circuit configuration. The existing poles and conductor would be removed, and new double-circuit

poles and conductor would be installed along the length of Segment 3. OPGW would be installed on new poles.

- Segment 4 is in the Chalfant Valley between the City of Bishop and the community of Hammil. In Segment 4, two existing poles would be removed, and two replacement poles would be installed. The existing conductor attached to the poles would be transferred to the replacement poles. Insulators and other hardware on adjoining poles may be replaced or modified to accommodate the taller replacement poles.
- Segment 5 is in the Deep Springs Valley. In Segment 5, eight existing poles would be removed and eight replacement poles would be installed. The existing conductor attached to the poles would be transferred to the replacement poles. Insulators and other hardware on adjoining poles may be replaced or modified to accommodate the taller replacement poles.

Location maps for the project are included in **Appendix A**.

The 2022 CSP Project description involves a rebuild of two 55 kV single-circuit pole lines as a double-circuit pole line and to selectively replace or modify existing subtransmission structures along other portions of these existing subtransmission lines. For Segments 2 and 3, two existing parallel lines will be replaced with a single double circuit subtransmission line. Segments 1, 4, and 5 SCE will only install Overhead OPGW and/or ADSS fiber optic cable on existing structures or replace existing poles in-kind. In total, the project involves removal of roughly 1,567 structures from the transmission corridor and modification of roughly 78 structures.

This updated HBER describes and analyzes the revised project description and corresponding APE/API. Previous project descriptions included larger land areas, a longer survey corridor, and a larger APE/API. As the APE/API has shifted, it was determined that resources previously documented and evaluated within Urbana's March 2019 and May 2020 HBERs, would be retained in this iteration within a separate appendix (Appendix D6).

III. PRESERVATION PLANNING REGULATORY FRAMEWORK

Following is an overview of the historic preservation regulatory framework and eligibility criteria relative to future actions proposed within the CSP project boundaries.

NATIONAL HISTORIC PRESERVATION ACT (NHPA) & HISTORIC PROPERTIES

The NHPA requires federal agencies to consider the effects of proposed undertakings on historic properties. A historic property is defined as any building, site, district, structure or object that is listed in or eligible for listing in the NRHP. For a property to qualify for the NRHP, it must meet one of four criteria for evaluation and retain sufficient integrity to convey its significance. Pursuant to *National Register Bulletin 15*, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

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

Two scenarios exist relative to the effects a potential undertaking may have on historic properties: 1) no historic properties are affected, or 2) historic properties are affected. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Adverse effects can include the following:

- physical destruction or damage
- neglect and deterioration
- alterations inconsistent with the *Secretary of the Interior's Standards for the Treatment of Historic Properties*
- relocation of the property or change in the character of the property's use or setting
- introduction of incompatible visual, atmospheric, or audible elements, and
- transfer, lease, or sale of a historic property out of federal control without adequate preservation restrictions.

A finding of no adverse effect may be issued if the effects of a proposed undertaking do not meet the examples pursuant to 36 CFR Part 800.5(a) (1, 2), or if the undertaking is modified or imposed in order to avoid adverse effects.

Integrity and the NRHP

Integrity is defined as the ability of a property to physically convey its identified significance or historic theme with which it is associated. After a positive eligibility status has been determined, a property's integrity is reviewed pursuant to National Register Bulletin 15 to determine whether the property physically conveys its significance. According to National Register Bulletin 15 to retain historic integrity a property will always possess several, and usually most, of the seven aspects of integrity described herein. **Location** is the place where the historic property was constructed or the place where the historic event occurred. **Design** is the combination of elements that create the form, plan, space, structure, and style of a property. **Setting** is the physical environment of a historic property. **Materials** are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. **Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. **Feeling** is a property's expression of the aesthetic or historic sense of a particular period of time. **Association** is the direct link between an important historic event or person and a historic property.

Section 110

While Section 106 of the NHPA is arguably the most well-known aspect of the 1966 law (as amended), Section 110 is also critically important. Section 110 of the NHPA requires federal agencies to establish programs for identification, evaluation, and protection of historic properties. This section of the law places specific stewardship responsibilities on federal agencies for historic properties owned or within their control and states that “all Federal agencies shall carry out agency programs and projects (including those under which any Federal assistance is provided or any Federal license, permit, or other approval is required) in accordance with the purposes of this Act” Furthermore, Section 110 (a)(2)(c) states “that the preservation of properties not under the jurisdiction or control of the agency, but subject to be potentially affected by agency actions are given full consideration in planning.”

Section 110 and National Historic Landmarks

In addition to requiring that federal agencies give the preservation of properties full consideration in the planning process, Section 110 contains specific provisions for the protection of National Historic Landmarks (NHL). Section 110 (f) states: “Prior to the approval of any Federal undertaking which may directly and adversely affect any National Historic Landmark, the head of the responsible Federal agency shall, to the maximum extent possible, undertake such planning and actions as may be necessary to minimize harm to such landmark, and shall afford the Advisory Council on Historic Preservation a reasonable opportunity to comment on the undertaking.”

ARCHAEOLOGICAL RESOURCES PROTECTION ACT

Enacted in 1979, the Archaeological Resources Protection Act (ARPA) provides for the protection of archaeological resources more than 100 years old that occur on federally owned or controlled lands. The statute makes it unlawful to excavate and remove items of archaeological interest from federal lands without a permit, and it defines the process for obtaining such a permit from the responsible federal agency. This process includes a 30-day notification to interested persons, including Native American tribes, by the agency to receive comments regarding the intended issuing of a permit. The law establishes a process for prosecuting persons who illegally remove archaeological materials from lands subject to ARPA. The law also provides for curation of archaeological artifacts, ecofacts, notes, records, photographs, and other items associated with collections made on federal lands. Standards for curation are provided for in regulations at 36 CFR Part 79. Although ARPA is focused on archaeological resources, in many instances those resources may be in close association with built environment resources. ARPA defines “archaeological resource” as “any material remains of past human life or activities which are of archaeological interest.”

US DEPARTMENT OF AGRICULTURE - FOREST SERVICE

The Organic Act of 1897 is the original organic act governing the administration of National Forest System (NFS) lands. It is one of several Federal laws under which the Forest Service operates. Under this act, the Secretary of Agriculture may make regulations and establish services necessary to regulate the occupancy and use of National Forest System lands and preserve them from destruction. Persons violating the act or regulations adopted under it are subject to fines or imprisonment. The Organic Act is one authority used to protect cultural resources. The official NFS policy for the management of cultural resources is established in Forest Service Manual- Chapter 2360 Heritage Program Management (FSM 2360). The NFS Heritage Program is spread throughout the agency’s organizational structure. Heritage staff are found in district offices, national forest offices, and regional offices. A full description of the NFS authority for its heritage program management is found in FSM 2360.1.

BUREAU OF LAND MANAGEMENT

Management of cultural resources on the public lands under the administration of the Bureau of Land Management is primarily determined by the Federal Land Policy and Management Act of 1976 (FLPMA). Consistent with FLPMA, BLM follows the same multiple use principles and the same planning and decision-making processes that are followed in managing other resources on the public lands. The BLM manages cultural resources as mandated by

other federal laws and policies as well, like the Archaeological Resources Protection Act, and Section 106 of the National Historic Preservation Act of 1966.

In 2012, the BLM Director, the Advisory Council on Historic Preservation, and the National Conference of State Historic Preservation Officers signed a national programmatic agreement explicitly framed "to emphasize the common goal of planning for and managing historic properties under the BLM's jurisdiction or control in the public interest." This agreement calls for cooperation and enhanced communication among state historic preservation offices and BLM States as well as "a protocol specifying how they will operate and interact under this agreement." Each BLM state that operates under the national programmatic agreement has a "protocol" agreement. Since California BLM administers land in both California and Nevada, a protocol was negotiated by the California State Director of the BLM with the California SHPO (CASHPO) and the Nevada SHPO (NVSHPO). The current version in effect for California and Nevada was executed in 2019 and replaced a prior version from 2012.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) & HISTORICAL RESOURCES

Historical resources are defined as "a resource listed or eligible for listing on the California Register of Historical Resources" (Public Resources Code, Section 5024.1; 14 CCR 15064.5). Under CEQA Guidelines Section 15064.5(a), the term "historical resources" includes the following:

- (1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1).
- (2) A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, will be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- (3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code Section 5024.1) including the following:
 1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 2. Is associated with the lives of persons important in California's past;
 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 4. Has yielded, or may be likely to yield, information important in prehistory or history.
- (4) The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

Pursuant to the California Office of Historic Preservation

The California Register includes resources listed in or formally determined eligible for listing in the National Register of Historic Places, as well as some California State Landmarks and Points of Historical Interest. Properties of local significance that have been designated under a local

preservation ordinance (local landmarks or landmark districts) or that have been identified in a local historical resources inventory may be eligible for listing in the California Register and are presumed to be significant resources for purposes of CEQA unless a preponderance of evidence indicates otherwise (PRC Section 5024.1, 14 CCR § 4850).

The California Register statute (PRC Section 5024.1) and regulations (14 CCR Section 4850 et seq.) require that at the time a local jurisdiction nominates an historic resources survey for listing in the California Register, the survey must be updated if it is more than five years old. This is to ensure that a nominated survey is as accurate as possible at the time it is listed in the California Register. However, this does not mean that resources identified in a survey that is more than five years old need not be considered “historical resources” for purposes of CEQA. Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the California Register.¹

Integrity and the CRHR

Integrity is the authenticity of a historical resource’s physical identity evidenced by the survival of characteristics that existed during the resource’s period of significance. Historical resources eligible for listing in the California Register must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.

Historical resources that have been rehabilitated or restored may be evaluated for listing. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance.

It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the National Register, but they may still be eligible for listing in the California Register. A resource that has lost its historic character or appearance may still have sufficient integrity for the California Register if it maintains the potential to yield significant scientific or historical information or specific data.

MONO COUNTY HISTORIC PRESERVATION PROGRAM

Mono County does not maintain a local historic preservation program, although 28 NRHP sites, California Points of Interest, and California Landmarks are located throughout the county. The Mono County General Plan calls for the creation of an historic preservation ordinance and a Mono County Historic Register (Local Register). The General Plan proposes the following criteria for historical or architecturally significant sites, places, historic districts or landmarks within County boundaries.

1. Buildings and structures on the National Register of Historic Places, and/or the California Register of Historic Places shall be automatically eligible to be included on the Mono County Historic Register.
2. It exemplifies or reflects significant elements of Mono County’s cultural, social, religious, economic, political, engineering or architectural history.
3. It is identified with historic persons or with important events in local, state or national history.
4. It embodies distinguished architectural characteristics valuable for a study of a period style or method of construction or is a valuable example of the use of indigenous materials or workmanship.
5. It is representative of a notable work of a master builder or architect.

The above criteria, however, are not adopted and are not included within the County Municipal Code.

INYO COUNTY HISTORIC PRESERVATION PROGRAM

The County of Inyo regulates the identification, protection, and appropriate treatment of historical resources and historic properties through the Inyo County Code (ICC) and the General Plan Conservation/Open Space Element.

Inyo County Code Chapter 9.52

Pursuant to Section 9.52.030 of the Inyo County Code (ICC), no publicly or privately sponsored project or action shall be expressly permitted by the County Planning Commission (Commission) or any other county agency where the Commission finds that any archaeological, paleontological, and historical features, or Native American burial sites may be disturbed in any way by the project or action. The Commission may approve the project or action if the project or action sponsor takes responsibility for preservation, protection, or relocation of the features or sites in accordance with a specific plan for preservation, protection, or relocation that shall be reviewed and approved by the Commission after a public hearing. The required plan, in addition to proposed preservation, protection, or relocation measures, shall propose reasonable alternatives to the proposed project or action that do not require significant disturbance of the features or sites. The Commission may deny a proposed project if it finds a reasonable alternative exists.

Chapter 9.52 of the ICC covers the disturbance of archaeological, paleontological, and historical features. Pursuant to ICC Chapter 9.52, the excavation or exploration for archaeological, educational, or artifact collection purposes of any Native California Indian burial site is prohibited. Additionally, when archaeological or historical evidence indicates that a site was set aside for a Native California Indian burial site, all plans for a project that may cause disturbance must be submitted to the Big Pine Paiute Tribe of the Owens Valley, the Bishop Paiute, the Death Valley Timbisha Shoshone Tribe, the Fort Independence Indian Community of Paiute Indians, the Lone Pine Paiute-Shoshone Tribe, the Owens Valley-Paiute-Shoshone Band, or other representatives for review and comment. Additionally, in the event that a Native American burial site is discovered in the course of a project development, the person responsible for the project must notify the Commission and interested Native Americans in the County. The Commission will weigh the archaeological, paleontological, or historical value of the burial site against the economic detriment to the project; based on the outcome, either the project or the burial site may be relocated.

Inyo County General Plan Conservation/Open Space Element

Cultural resources are addressed within the Conservation/Open Space Element of the Inyo County General Plan.² Section 8.7, Cultural Resources, of the Conservation/Open Space Element contains the following goal and implementation policies to protect cultural resources within the County:

Goal: The goal is to preserve and promote the historic and prehistoric cultural heritage of the county.

- Partnerships in Cultural Programs: Encourage and promote private programs and public/private partnerships that express the cultural heritage of the area.
- Interpretive Opportunities: Support and promote the development of interpretive facilities that highlight the county's cultural resources.
- Protection of Cultural Resources: Preserve and protect key resources that have contributed to the social, political, and economic history and prehistory of the area, unless overriding circumstances are warranted.
- Regulatory Compliance: Development and/or demolition proposals shall be reviewed in accordance with the requirements of CEQA and the National Historic Preservation Act.
- Native American Consultation: The County and private organizations shall work with appropriate Native American groups when potential Native American resources could be affected by development proposals.

SCE HISTORIC-ERA ELECTRICAL INFRASTRUCTURE MANAGEMENT PROGRAM

The SCE Historic-Era Electrical Infrastructure Management Program (HEIMP/Program) was developed to establish a consistent protocol for identifying, reviewing, exempting, and treating SCE's historic-era electrical infrastructure throughout its 50,000 square-mile service territory. SCE maintains several classes of electrical infrastructure, and has developed a strategy for identifying and defining the significant properties within each class or facility type based on a contextual narrative relating to the organization's history, innovative achievements in electrical engineering and electrical system design that helped to industrialize the southern California region, and the company's aesthetic ideology and architectural programming employed through the historic-period. SCE's significant properties are listed in the HEIMP document and shall be managed according to the Program requirements including NRHP and CRHR evaluation and comprehensive documentation to respond to treatment and mitigation requirements resultant from a proposed undertaking or discretionary project.

Comprehensive documentation entails thorough Historic American Engineering Record (HAER) Level II photographic and narrative reporting submitted to the National Park Service for inclusion in the Library of Congress, and preparation of DPR 523 Forms to be submitted to the appropriate branch of the California Historical Resources Information System. As part of the Program, those historic-era facilities identified as being secondary, or common 'off the shelf' iterations of the milestone facilities, are exempted from future review and generally would not be evaluated or regarded as historic properties or historical resources pursuant to the preservation planning regulatory review process established in the NHPA and CEQA.

The HEIMP is a culmination of historic context development, technical studies, and programmatic agreements for the identification, review, exemption, and treatment of SCE's historic-era electrical infrastructure. The purpose of the Program is to establish an efficient, logical, and standardized process for responsibly managing the historic-era electrical infrastructure facilities that are regarded as important by SCE and/or other interested parties, and to outline the approach for no longer managing facilities known to be ineligible within the established context for SCE's service territory. In that regard, SCE's goals are to obtain validation and consensus for the Program requirements and procedures, to partner with State and Federal agencies to formally adopt the Program, and to recognize the Program as a model after which other utility providers can develop a similar protocol and management process, thereby improving and streamlining the preservation planning regulatory review.

process for all classes of historic-era electrical infrastructure. To this end, HEIMP accomplishes the following tasks.

1. Provides the historic context of SCE's historic-era electrical infrastructure;
2. Identifies SCE's historically significant or potentially significant electrical infrastructure;
3. Identifies certain classes of SCE's electrical infrastructure not significant and ineligible for listing in the NRHP or CRHR, and therefore exempt from NHPA Section 106 historic property identification and CEQA Section 21084.1 historical resource identification;
4. Requires comprehensive documentation of significant infrastructure as part of a program to treat effects under NHPA and mitigate impacts under CEQA; and
5. Exempts further analysis of effects or impacts to significant infrastructure pending completion of prescribed documentation.

The Program is recommended for incorporation, as appropriate, by Federal agencies into existing or future Memoranda of Agreement or Programmatic Agreements to reduce the need for consultation between Federal agencies with NHPA Section 106 responsibilities and the State Historic Preservation Office (SHPO) for undertakings affecting SCE's historic-era electrical infrastructure. The Program establishes a proactive approach for SCE to manage its significant facilities while recognizing the obligation of on-going maintenance, improvements, and upgrades to serve the electrical needs of southern California. Therefore, it is consistent with the express purposes of the NHPA and the policy of the Federal government "to use measures ... to foster conditions under which our modern society and our prehistoric and historic resources can exist in productive harmony and fulfill the social,

economic, and other requirements of present and future generations” and to “encourage the public and private preservation and utilization of all usable elements of the Nation’s historic built environment” (16 U.S.C. 470-1(1) and (5)).

IV. HISTORICAL OVERVIEW OF THE SURVEY CORRIDOR

The survey corridor spans south from the Chalfant Valley in Mono County, into the Owens Valley, Inyo County, in the vicinity of Bishop and West Bishop, and then spans east through the White Mountains and the Inyo National Forest, arriving at the Deep Springs Valley, where it splits north-south in the vicinity of the unincorporated communities of Deep Springs (to the south), in the Deep Springs Valley, and Oasis (to the north end) in the Fish Valley, approximately two miles west of the California-Nevada border. This HBER section includes a historical overview of the communities in and around the survey corridor.



Figure 1. Unknown Photographer. Historic View of Silver Canyon Road looking west, 1905. Image Courtesy of Images of America: Bishop.



Figure 2. David Welle. Highway to Deep Springs: Hwy 168 Heading east, 1961. Chocolate Mountain (then known as Piper Mountain in background, with Deep Springs at its base. Courtesy of Deep Springs College.

MONO COUNTY AND THE CHALFANT VALLEY REGION

Mono County is located in the east central portion of California, covering approximately 3,030 square miles, situated between the crest of the eastern Sierra Nevada Mountain range and the California-Nevada state line, encompassing the southeast end of the Great Basin Desert.³ The general contour of the county is rough and mountainous with snowcapped peaks, intermittently broken by fertile valleys (Antelope Valley, Bridgeport Valley, Mono Basin) where the greater portion of the population reside.⁴ White Mountain Peak, the highest point, is found on the east side of the county, in the White Mountain Range, at 14,252 feet and is the third highest peak in California.⁵ Along this mountain range, the Ancient Bristlecone Pines, the oldest trees in the world (*Pinus longaeva*), are found scattered throughout the White Mountains into Nevada and Utah.⁶ Numerous in lakes, the largest lake is Mono Lake situated in the center of the county and described by Mark Twain's *Rouging It* as a "solemn, silent, sailless sea... a lonely tenant of the loneliest spot on earth."⁷ Mono Lake, often called "California's Dead Sea," is home to a variety of endemic species that thrive in its salty alkaline waters.⁸ The county's main transportation corridors are US Highway 395 and US Highway 6. US Highway 395 intersects the county from north to south, providing access to popular recreational locations such as Yosemite National Park and Mammoth Mountain. East of US Highway 395 is historic US Highway 6, once the longest highway in the United States, initiating in Bishop and spanning north through the Chalfant Valley into Nevada, and ultimately terminating in Provincetown, Massachusetts.⁹

Prior to the 1850s, limited permanent settlement occurred in the Mono County region.¹⁰ In 1827, Jedediah Strong Smith, Robert Evans, and Silas Goble completed their famous journey west to the then Mexican territory of California, through present-day Mono County.¹¹ In 1843-44, Lt. John Fremont, on his second expedition, explored the region on his search for a Sierra Nevada crossing.¹² Known for its rough terrain, surveyors traveling into the area considered the Mono County region too high (5,500-7,000 feet) and too dry and cool to allow for successful agriculture or settlement.¹³ By the 1850s, specimens of gold-bearing quartz were discovered approximately five miles south of Mono Lake. Reports of Mormons from Nevada washing out gold in present-day Dog Town, approximately seven miles south of Bridgeport, brought early prospectors into the area in the spring of 1857.¹⁴

Into the 1860s, the discovery of gold and silver mines created an incentive to establish the county.¹⁵ By 1861, the population in present-day Mono County was large enough to consider making it a county. The county was created on April 24, 1861, with the mining town of Aurora named as the county seat.¹⁶ The county seat was in Aurora from 1861 to 1864, until it was discovered, through much litigation, that the town belonged to the newly formed state of Nevada. The county seat then moved to Bridgeport, north of Mono Lake. In 1870, the southern boundary line of Mono County was moved 20 miles north to accommodate the newly incorporated county of Inyo, in exchange for a payment of \$12,000.¹⁷ During Aurora's height, the mining town of Bodie, located approximately 10 miles north of Mono Lake, was just beginning to be recognized as a potential contender. It was not until 1877 that Bodie would be recognized as the county's main mining town. Between the years of 1878 and 1884, the Standard Mine (originally named Bunker Hill Mine) in the Bodie District produced over \$10,000,000 in gold, while the combined production of other mines almost totaled this amount.¹⁸ Aside from Bodie, small strikes in other portions of the county were being made, creating settlements ranging in population from twenty-five to several hundred.¹⁹

In support of the mining industry, large agricultural pursuits were quick to notice the possibilities of the valley, followed by ranching prospects.²⁰ The demand for lumber to support the ever-growing population led to the development of sawmills, an industry that was indirectly the impetus to the founding of Bridgeport in the 1860s.²¹ By 1908, Mono County had erected a number of establishments including a county hospital, public schools with 230 children in attendance, four sawmills, one brewery, and several mining districts. While the northern portion of the county grew, the southern portion of Mono County, south of Mono Lake, took much longer to develop. At the turn of the twentieth century mines being worked in the area included; the Casa Diablo Mine, located along the Sierra Nevada Mountain range, and the Blind Springs and Montgomery, located approximately 14 to 19 miles north of Chalfant Valley along US Highway 6 at the base of the White Mountains.²² These locations were noted to contain

“great producing mines with exceptional richness.”²³ The Blind Springs and Montgomery Districts were notable for their vast quantities of silver and recognized as “the richest silver mines in the world with much of the ore running 80 percent pure silver.”²⁴ However, poor management and crude techniques combined with the depreciation of the metal resulted in the abandonment of the mines. The Southern Belle Mine, located approximately five miles south of the Chalfant Valley, along the White Mountain Range, situated near the southern boundary of Mono County, ranked among the biggest producers of gold in the county.²⁵

Today, Mono County has a population of over 14,000, with nine unincorporated areas (Benton, Bridgeport, Chalfant Valley, Coleville, Hammil Valley, June Lake, Lee Vining, Tom’s Place, and Walker) and one incorporated town, Mammoth Lakes. The county’s overall employment trend has shifted and is dominated by leisure and hospitality services, retail trade, and government industries, while the unincorporated areas continue to rely on agriculture, mining, construction, manufacturing, transportation, and public utilities and services.²⁶ The Chalfant Valley is located in a seismically active part of the western Great Basin, between the White Mountains to the east and the eastern Sierra Nevada Mountains to the west.²⁷ Once the stronghold of the Paiute, today the Chalfant Valley is one of Mono County’s unincorporated rural communities, located approximately 14 miles north of Bishop along US Highway 6. Mainly agricultural, it lies in an area known as the Tri-Valley, comprised of the Benton, Hammil, and Chalfant Valleys, located in the southeast corner of Mono County. The Chalfant Valley includes large parcels of land owned by the LADWP.²⁸ The area is known for prehistoric petroglyphs and pictographs. Chalfant Valley is named after the newspaper publisher and owner of the *Inyo Register* and *Inyo Independent*, Pleasant Arthur Chalfant (1831-1901), who settled in the area in 1870.



Figure 3. Chalfant Valley Region, 2008. Mono County, California: Tri Valley Community Profile. 2008. Monocounty.ca.gov. Accessed September 2022.

Hammil Valley

Hammil Valley is an unincorporated community, located approximately five miles southwest of Chalfant Valley, west of US Highway 6, bound by the Sierra Nevada Mountains to the west and the White Mountains to the east. It is located approximately 4,500 feet above sea level and is one of the three communities forming the Tri-Valley (Benton, Hammil Valley, Chalfant), which is in the southeast corner of Mono County. The topography within the region is relatively flat with gentle sloping alluvial fans. Historic nineteenth century topographic maps label the area as “alkali flat,” “alkali valley,” “Spring Creek Valley,” or “Irish Flat.”²⁹ The exact year the location name was changed to Hammil Valley is unknown. The area is named after the Hammil family (originally spelled Hamil), Irish immigrants from Belfast who were among the first homesteaders in the area during the 1860s.³⁰ The 150-year-old privately owned Cinnamon Ranch (originally Hamil Ranch), located 10 miles south-southeast of Benton and east of US

Highway 6, was one of the first homesteading ranches in Hammil Valley. Once owned by William and Mary Hammil, the couple allowed the Carson and Colorado Railway to take water from their water sources. This action helped bring a speedier mode of transportation into the area. A stagecoach way station was setup approximately one mile west of the ranch (operational until 1888), and later replaced with a train station, known as Hammil Station.³¹ The ranch was later purchased in 1900, after William and Mary’s passing, by the Cinnamon family, ranchers who capitalized during the Bodie mining boom in the 1870s.³² Today the Hammil Valley is characterized primarily by agriculture land uses, with large ranches, agricultural fields and equestrian properties.³³ The majority of Hammil Valley residents commute to work and attend school in Bishop, approximately 12 miles south.

Chalfant

Chalfant is an unincorporated rural community, located approximately 14 miles north of Bishop, along US Highway 6, west of the White Mountains and east of the Sierra Nevada Mountains. The community was named after P.A. Chalfant, a newspaper publisher and owner of Inyo County’s first newspaper, the *Inyo Independent* (1870), and the *Inyo Register* (1885) of Bishop. Chalfant and his son, W. A. Chalfant, were prominent figures in the Inyo-Mono region.³⁴ Both worked endlessly to inform and protect the rights of the citizens of Inyo in their fight with the City of Los Angeles over the valley’s water supply.³⁵ Chalfant is primarily agricultural, famous for its high protein alfalfa feed crop, garlic, and carrots.³⁶ A majority of the residents commute to Bishop for work and school.



Figure 4. Map of Owens Valley showing Chalfant and Hammill Valley extensions.
<https://www.usgs.gov/centers/california-water-science-center/science/owens-valley-hydrogeology>. Accessed January 2023.

INYO NATIONAL FOREST

Located along the eastern edge of the Sierra Nevada and in the White and Inyo Mountains, encompassing much of the Owens Valley, the Inyo National Forest is home to a variety of environmental wonders, including Mt. Whitney and the Ancient Bristlecone Pine Forest. The Inyo National Forest encompasses the counties of Inyo, Mono, Tulare, Fresno, and Madera, in California, and Esmeralda and Mineral, in Nevada, covering a total of two million acres, mostly on the eastern slope of the Sierra Nevada. The eastern scarp of the Sierra Nevada is the highest and most extensive mountain front, with elevations ranging from 4,000 feet, in the Owens Valley, to 14,494 feet at Mt. Whitney, the highest peak in the contiguous United States.³⁷

Created by presidential proclamation on May 25, 1907, the Inyo National Forest was initially established to secure the water interests of the City of Los Angeles for the Los Angeles Aqueduct. Several boundary changes followed. In 1908, in an effort to promote better management of the California's forests, President Roosevelt signed an executive order that changed the boundaries of nearly all national forests in the state.³⁸ Under this order the new Inyo National Forest incorporated over one million acres of the Sierra National Forest, the Kern National Forest, the Mono National Forest, the White Mountains, and portions of the Owens River Valley, which ensured that the city could continue construction of the Los Angeles Aqueduct and diversion of the Owens River.³⁹ In 1911, President William Taft eliminated 276,474 acres from the Inyo National Forest, restoring settlements of large tracts of land in the Owens River Valley.⁴⁰ This was considered a major victory for the citizens of the Owens Valley seeking to regain their water rights from the LADWP, however, by this time, the Los Angeles Aqueduct was nearly constructed.

As the forest was established, rangers were tasked with the development of ranger stations, spaced at a distance of one day's ride by horseback, throughout the territory. From north to south ranger stations were established at Little Antelope, Mammoth, Wells Meadow, Bishop, Longley Meadow, Big Pine, McMurray Meadow, Oak Creek, Mount Whitney, Tunnel, Live Oak, Casa Vieja, and in the White Mountains at Crooked Creek under the guidance of A. H. Hogue, the first Forest Supervisor. Rangers kept busy creating and maintaining trails, overseeing road construction, and identifying solutions to pests and other environmental concerns affecting the forest.⁴¹ In 1909, reports from Bishop detailed the destruction of the Lodgepole pines in the forest on the eastern slope of the Sierra Nevada, caused by porcupines. Most of the Inyo National Forest had been affected. A proposal to exterminate the nocturnal animal was suggested in an attempt to preserve the forest.⁴² Other animals proposed for extermination included coyotes, mountain lions, lynxes, wild cats, and wolves.⁴³ While porcupines destroyed the Lodgepole pines, the rest of the animals targeted posed a threat to settlers' livestock. From 1914-1915 a total of 4,135 predatory animals were hunted after an annual loss of \$15,000,000.⁴⁴ This estimated loss would increase the following year when poisonous plants and diseases (blackleg and anthrax) targeted livestock grazing in the forest. Soon thereafter, the Forest Supervisor implemented an experimental serum to vaccinate livestock infected with anthrax.⁴⁵

Conservation was ever present along with an awareness of the Inyo National Forest's recreational attractions. In 1933 the Harvey Monroe Hall Research Natural Area was established in the forest, just east of Yosemite National Park north of Tioga Pass. In 1937, visitors indicated that fishing was the forest's primary attraction, with scenery coming in second. By 1939 approximately 156,821 visitors entered the forest. Visitor counts had steadily increased from the late 1910s forward with 40,000 to 50,000 visitors estimated in 1919 and 67,425 visitors in 1924. By 1965 recreation visits were reported as 3,200,000.⁴⁶ After World War II, the Inyo National Forest became a playground for recreational activities for all to enjoy. Hunting, fishing, hiking, skiing, riding, camping, and climbing are just some of the activities that have motivated the Forest Service to expand and prioritize, not only the protection of wilderness and its resources, but to designate and enhance areas of recreation for generations to come.⁴⁷

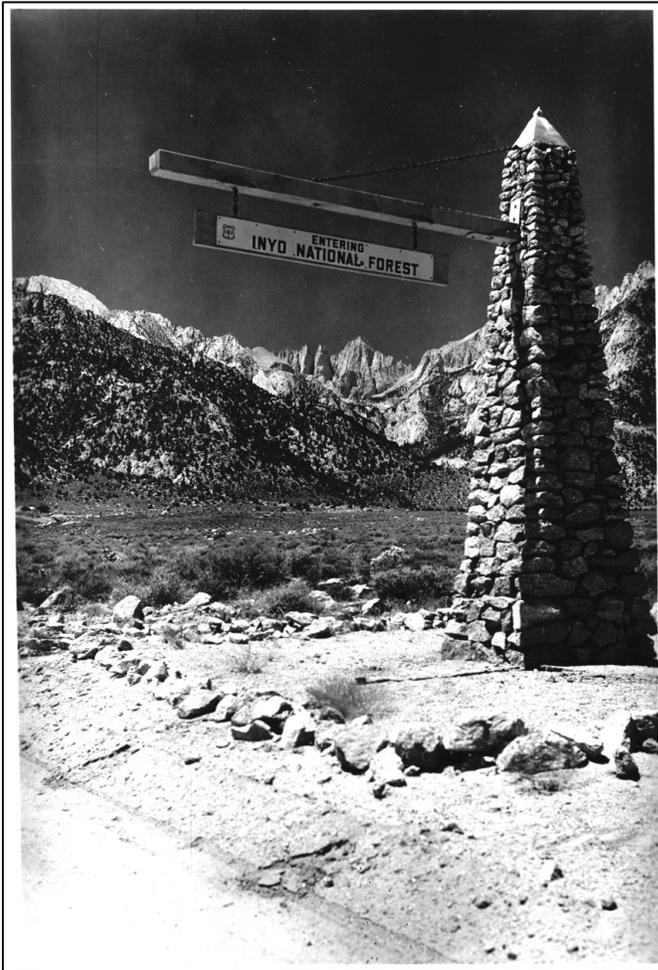


Figure 5. Historic view of the Inyo National Forest entrance, ca. 1930. University of Southern California: California Historical Society Collection 1930, <https://doi.org/10.25549/chs-m7344>. Accessed September 2022.



Figure 6. Inyo National Forest, California. 1925. Images of America: Inyo National Forest, by Andy Selters, Arcadia Press, 2012, p. 127.

INYO COUNTY AND THE OWENS VALLEY REGION

The Owens Valley is situated between the Sierra Nevada Mountain Range and the White-Inyo Mountain Range in eastern California. Most of the Owens Valley is in Inyo County.⁴⁸ Inyo is the second largest county in California with its county seat located in the town of Independence. The County was created in 1866, with its present-day boundaries formed in 1870.⁴⁹ The main highway that bisects the region is US Highway 395, which cuts through the Owens Valley between the Sierra Nevada to the west and the White and Inyo Mountains to the east. The region's numerous water sources include the Owens River, Sierra creeks, and Bishop Creek.⁵⁰ Snowfall in the Sierra Nevada Mountains supplies most of the precipitation that results in stream discharges. The stream flow increases in the spring and summer when the snow melts and runs into forty small tributaries that supply the Owens River. Percolating ground water keeps the minimum flow steady.⁵¹ The Owens River flows southeast along the Owens Valley, which reaches four thousand feet above sea level.⁵² In the southeast portion of the county, the highest point is Mount Whitney at 14,505 feet, located within the Inyo National Forest, which encompasses most of the county.⁵³ Located in the northeast portion of the county, the nearly 5,000-year-old Great Basin Bristlecone trees grow in the White Mountains between 10,000 to 11,000 feet in elevation.⁵⁴ Death Valley, one of the world's hottest locations, is mostly located in the southeastern portion of Inyo County. Earthquake faults are located at the base of each mountain range. On March 26, 1872, one of the most violent earthquakes recorded in the history of California had an epicenter a few miles north of Owens Lake, shaking the entire west side of the valley.⁵⁵

For much of the early nineteenth century, Inyo County remained unexplored. The first recorded exploration of the area occurred in 1833 when trapper Joseph Walker (1798-1876) entered the Owens Valley on his return from an expedition to Bonneville. John C. Fremont (1813-1890) entered the region next, along with Walker and Kit Carson (1809-1868), on his way to support the American forces fighting in the Mexican-American War in San Francisco and San José. Walker's path, now identified as the Walker Pass–Owens Valley Route, would become the primary route utilized for California Gold Rush.⁵⁶ Prospectors passing through the region to the California gold fields and the Comstock Lode commonly traveled along the route to move materials to and from mines and mining communities. By the 1860s, ranchers utilized the road to drive cattle into the high Sierra Nevada to supply the mining town of Aurora. Along with ranchers, miners and farmers settled in large numbers in the Owens Valley in the first decade of the American period. Farmers and ranchers, following the new markets created by miners. Reports of bountiful land and water lured farmers and ranchers to the Owens Valley, to escape the drought that afflicted much of the state. The influx of livestock severely damaged the natural environment that the native Paiute subsisted upon. Tension increased between settlers and the Paiute, ultimately sparking the Owens Valley Indian War of 1862-1863. As a direct result of this conflict, Fort Independence was established in 1862.⁵⁷

Settlement of the area was primarily due to the discovery and development of rich mineral resources, particularly silver. Early strikes focused on silver in Owens and Panamint Valleys, in the late 1850s and early 1860s, which resulted in the establishment of the Potosi Mining District, near Lone Pine.⁵⁸ Most of the strikes and mines were small and of little significance, but in 1865, silver was discovered at Cerro Gordo, which resulted in the organization of the Lone Pine Mining District. This area was very productive, and by 1868, the Union Mine at Cerro Gordo was the most productive silver mine in the United States.⁵⁹ Around this time, in 1866, Inyo County was formally designated out of what had been proposed as Coso County, a subdivision of Mono and Tulare counties, and later expanded in the early 1870s to include segments of Mono, Kern, and San Bernardino counties.⁶⁰ Silver, lead, and zinc were the early metals mined in the area. In the early twentieth century, tungsten mining additionally developed as an important industry. First discovered in 1913, in the Tungsten Hills west of the town of Bishop, tungsten mining took off with the construction of two mills in Round Valley, in 1916. This industry remained economically important until the price of tungsten collapsed following World War I. At the end of the Great Depression, into World War II, prices rebounded, and tungsten mining remained important in the area around Bishop until the end of the twentieth century, when mining effectively ceased.⁶¹

In 1864, salt was mined in the Saline Valley, east of Independence. Transportation costs, however, kept the enterprise from growing into a major operation.⁶² The Saline Valley Salt Company constructed the Saline Valley Salt Tram, between 1911 and 1913, to transport salt over the Inyo Mountains to Owens Valley, where it was then shipped via railroad.⁶³ It was the steepest tram in the United States, rising from 1,100 feet in the Saline Valley to 8,500 feet at the crest of the Inyo Mountains, then dropping to 3,600 feet in the Owens Valley. The tram is listed on the NRHP.⁶⁴ Salt mining by various companies continued on and off until 1930, when the Sierra Salt Company closed.⁶⁵

Mining in the Death Valley–Furnace Creek area was slow to develop due to transportation difficulties. The Telescope Mining District, organized in 1860, was located just west of Death Valley, on a spur of the Panamint Range. Worked only minimally in the beginning, by the late 1860s, a substantial mining district had developed.⁶⁶ The discovery of borax in Death Valley, in 1881, led to the development of this sparsely populated portion of Inyo County. One of the most successful mining operations in the area, during the late 1800s, was Harmony Borax Works. In 1881, William T. Coleman (1824-1893) formed the Greenland Salt and Borax Mining Company, which began operating Harmony Borax Works, north of Furnace Creek, in 1882.⁶⁷

Though mining was the impetus for the local economy, farming and ranching stabilized the area into the early twentieth century. These industries utilized the Owens River to sustain cattle and crops until the river was diverted for the Los Angeles Aqueduct. The scarcity of supply was further exacerbated by a drought in 1921–1922. By the mid-1930s, farming had nearly ceased in the Owens Valley.⁶⁸

Numerous small railroads were constructed into Inyo County for the express purpose of servicing mining operations. One of these intersects the project area. The Carson and Colorado Railway was incorporated in 1880 as the Carson and Colorado Railroad. It ran from Mound House, Nevada, to Keeler, California, below the Cerro Gordo Mines, on the eastern side of Owens Valley. Much of the route was later paralleled by US Highway 395. In 1892 it was reorganized as the Carson and Colorado Railway. In 1900, the Southern Pacific Railroad Company (SPRC) acquired the line and by 1905, the line was renamed the Nevada and California Railway. Portions of the railroad alignment closed in the 1930s and 1940s. The final portion from Laws to Keeler was abandoned in 1960, and the tracks were removed in 1961. The Laws Narrow Gauge Railroad Historic District (TLRR CSP_78) preserves an engine and depot from the Carson and Colorado Railroad in Bishop and is located within the Direct APE/API.

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Figure 7. 1910 panorama view of Owens Lake. West Coast Art. Courtesy of the Library of Congress.



Figure 8. Thomas. G. Owens Valley, and the Sierra Escarpment, 2006. *Sierraescarpmentca.jpg*.

Dixon Lane-Meadow Creek

Dixon Lane-Meadow Creek is a census-designated place in Inyo County, located approximately two miles north of Bishop proper. The area is bounded by US Highway 395 to the south, Riverside Road to the north, and US Highway 6 to the east, while its western border follows Brockman Lane south past Dixon Lane. The area remained underdeveloped into the early 1900s. The 1913 Bishop topographic map shows the area as marshland, sparsely populated, with a school in the northeast labeled *Riverside School* below Riverside Road. By 1949, the population of Dixon Lane-Meadow Creek grew slightly with many of its residents concentrated along US Highway 395 and Dixon Lane.

Notable residents of Dixon Lane-Meadow Creek include the Wonacott-Huckaby family. In the 1870s, both families traveled west towards Bishop from Missouri after receiving word of vast amounts of available farmland in the newly formed county. Vicky and Hiram Huckaby purchased 164 acres along present-day Dixon Lane, west of US Highway 6, which was passed down to their children (George, James, and Rachel) upon their deaths. Rachel's husband, Charles Wonacott, bought out the Huckaby siblings and became the sole owner of the ranch.

In the early 1900s, Bishop had few schools and children had to commute several miles to attend the nearest school. To alleviate the issue, Wonacott donated an acre of his land for the construction of the Riverside School at the northeast end of Dixon Lane-Meadow Creek, west of US Highway 6. The Wonacott-Huckabys, among other children from Bishop, attended this school until attendance was insufficient to maintain it. Wonacott, also a builder, constructed several of downtown Bishop's establishments, including a schoolhouse in West Bishop. Today, Dixon Lane-Meadow Creek has a population of over 2,000. The old Wonacott-Huckaby Ranch and the Riverside School are no longer extant. The only evidence of the ranch is the outline of the old silo north of Dixon Lane.⁷⁰

Brockman's Corner

Brockman's Corner is an unincorporated community in Inyo County located along US Highway 395, on the southwest corner of Dixon Lane-Meadow Creek. It is presumably named after Moses Calloway Brockman (1836-1904), a farmer/miner from Georgia who was reported to be the principal owner of a borax deposit in Fish Slough. In 1877, Brockman owned 160 acres south of West Line Street, approximately one mile south of present-day Brockman's Corner.⁷¹ The year it was named is unknown, however, it is listed on the 1949 USGS Bishop quadrangle map as Brockman's Corner. Brockman Lane, one of the roads that served as the backbone into the region, providing access to ranching, mining, and railroads for early inhabitants, is delineated on the 1913 Bishop quadrangle map. The road initiates at Riverside Road, travels south through Brockman's Corner and terminates at West Line Street above the location of Moses C. Brockman's 160 acres, of what is now part of the Bishop Paiute Reservation.

Bishop Paiute Reservation

The Bishop Paiute Reservation is a sovereign tribal nation located in Bishop, situated south of Dixon Lane-Meadow Creek, between US Highway 395 and State Route 168, approximately 1.6 miles west of the city of Bishop. The reservation encompasses 8.74 square miles. With 2,000 (approximate) enrolled members, the Bishop Paiute are recognized as the fifth largest tribe in California.⁷² The Bishop Paiute Tribe was created and federally recognized, after a presidential order in March of 1912.⁷³ This executive order reserved 67,000 acres of land for the Paiute, only to be taken away two decades later. In 1937, an act of Congress ceded all previously owned Indian Lands to the City of Los Angeles, in an effort to assist the LADWP's control of the Owens Valley water resources. In 1936, the Federal Government traded the remaining lands to the City of Los Angeles for 875 acres, which today comprise the Bishop Paiute Reservation.⁷⁴

Bishop

Bishop is the only incorporated city in Inyo County, with a land area of 1.75 square miles, nestled between the eastern Sierra Nevada and the White-Inyo Mountain Range. The city is accessed via US Highway 395, US Highway 6, and State Route 168. Formally known as Bishop Creek, the city was one of the major mining districts in the Owens Valley.⁷⁵ Bishop's strategic location, near several water sources, made it appealing to early farmers and ranchers in the state of California. The town took its name from Samuel Addison Bishop (1825 – 1893), a rancher who arrived in the Owens Valley on August 22, 1861. Bishop Creek was named after him. He founded the San Francis Ranch in 1861. Bishop and his family moved to Kern County in 1863 where he became one of the first county supervisors in 1866. Bishop later moved to San Jose where he died in 1893. Bishop Creek was named after Samuel A. Bishop and subsequently the town of Bishop was named after the creek.⁷⁶ Bishop was officially incorporated as a city in 1903, and functioned as a commercial center for the surrounding farmland of Inyo County.⁷⁷ Samuel A. Bishop was one of the many ranchers who settled in the Owens Valley during the early 1860s to escape the drought that afflicted much of the state. By 1864, explorer William Henry Brewer reported "tens of thousands of starving cattle were driven into the valley" via the south end of the valley from Kern County.⁷⁸ Ranching and farming remained an important economic interest in the area for many years, providing supplies to nearby mining towns. For much of the late 1800s and early 1900s, the valley's agricultural sector flourished, maintaining a readily available market in Nevada and the Owens Valley.⁷⁹ When reports of the verdant and bountiful valley reached the City of Los Angeles, it marked the beginning of the end for the agricultural sector, the livelihood of most of the residents in Bishop. Today, there are several developed unincorporated areas adjacent to the city. The farm and ranch lands established a scenic setting for the City of Bishop and allow panoramic views toward the Sierra Nevada and White Mountains.⁸⁰

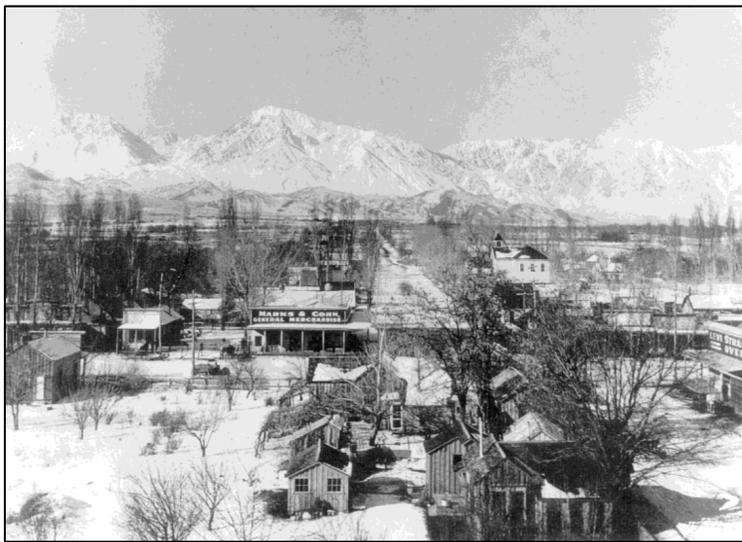


Figure 9. Bishop, California. 1902. Images of America: Bishop, by Pam Vaughan, Arcadia Press, 2011, p. 12.

West Bishop

West Bishop is a census-designated place in Inyo County, west of Bishop. The main highways serving West Bishop are US Highway 395 and State Route 168. Among its unincorporated communities are Rocking K and Oteys Sierra Village. Two California Historical Landmarks, the 1862 Bishop Creek Battleground (No. 811) and San Francis Ranch (No. 208), are located here. The Bishop Creek Battleground historical marker is sited in the vicinity of State Route 168 and Bishop Creek Road, approximately five miles southwest of Bishop. The San Francis Ranch historical marker is installed at the intersection of Red Hill Road and State Route 168, three miles southwest of Bishop. The Bishop Creek area was the site of an early battle in the Owens Valley Indian War.⁸¹ Early prospecting, ranching, and farming in the Owens Valley displaced and threatened the Paiute way of life. In response to disruptions in their food supplies, the Paiute slaughtered cattle for sustenance, angering ranchers and Owens Valley settlers. American soldiers from the mining town of Aurora were called in, further exacerbating the situation between the Paiute and settlers. Samuel Bishop, a rancher who came to Bishop in 1861, offered his ranch, San Francis Ranch (No. 208), as a site for ranchers and Paiute chiefs to settle their issues, in hopes of peace treaty negotiations. On January 13, 1862, all but one of the Paiute Chiefs agreed to sign the peace treaty. However, this action did not resolve the Owen Valley Indian wars. In April of 1862, soldiers and ranchers battled the Paiute and Shoshone tribes at the Bishop Creek Battleground site. Hostilities continued periodically until the spring of 1865.⁸²

Rocking K

Rocking K is an unincorporated community in West Bishop, located approximately four miles west of downtown Bishop. The Rocking K Guest Ranch, purchased by Bill Kinmont in 1947, was the location of present-day Rocking K. The Rocking K Guest Ranch became a popular destination with vacationers passing through Bishop. The ranch provided guests with a guide to the best fishing holes and boasted of “ultra-modern housekeeping cabins.” The property once contained a natural swimming hole, with a well-stocked trout pond. The Kinmont family gained fame through Jill Kinmont (1936-2012), the daughter of Bill Kinmont (1912-1967). A former world-class skier destined for the 1956 Olympics, Jill suffered a tragic turn of fate when a skiing accident ended her career and left her a quadriplegic. Two films were made about Jill Kinmont’s life in the 1970s, *The Other Side of The Mountain* and *The Other Side of the Mountain II*. By the 1960s, the Kinmonts’ property was renamed as the Rocking K Dude Ranch under the ownership of Larry Donovitz.⁸³

Laws

Laws is an unincorporated community in the Owens Valley, approximately four miles northeast of Bishop in Inyo County. Originally called Bishop Station, or Bishop Depot, Laws was established in 1860 in anticipation of a rail stop, although the train did not arrive until 1883. The Carson and Colorado Railroad Company was formed in 1880 with plans of running its line south through the important mining districts, into the Owens Valley. It would take three years for the rail line to make its way south into Laws. The Carson and Colorado line began in the mining town of Mound House, in Nevada, and ran south, terminating at Keeler, California, northwest of Owens Lake. Before the line reached Bishop Station, the small settlement was comprised of a depot, an agent’s house, a section supervisor’s house, a water tank, a railway turntable, and outhouses. After 1883, the town would include two general stores, a hotel, a boardinghouse, a blacksmith’s shop, a dance hall, a barbershop, and warehouses. By 1887, the population was large enough to support a post office.⁸⁴

Bishop Station prospered through the latter part of the nineteenth century, largely due to its location. By 1900, the Carson and Colorado Railway sold the line to the SPRC and the area’s name changed from Bishop Station to the Laws, after SPRC Superintendent R.J. Laws. The town of Laws served as the main location for shipping supplies to the gold mining towns of Tonopah and Goldfield, in Nevada.⁸⁵ For the next half-century, Laws remained a close-knit community, until its gradual decline in the 1920s. By 1959, the once booming town was nearly abandoned. The decline of Laws was the direct result of the closure of local mines and the lower cost of transportation by truck versus rail. The town was stripped and torn down, leaving only the depot station, agent’s house, oil and water tanks, and

the turntables.⁸⁶ Today, Laws Station is a historic district registered as California Historical Landmark No. 953 and is listed on the NRHP. The district is significant for its role in the development of the east side of the Sierra Nevada Mountains from the 1880s to the 1920s.⁸⁷

Poleta

Poleta is an unincorporated community in Inyo County, approximately four miles east of Bishop. Named after the Cambrian Poleta Formation, a geological unit known for exceptional fossil preservation, the town's primary economic base was mining.⁸⁸ The Poleta Mine, located in the White Mountains, was one of the more productive mines in the Bishop area. A mineral survey was conducted at the Poleta Mine in 1881 confirming its yield potential.⁸⁹ By 1881, the town included a restaurant, two saloons, a town hall, the Drake Hotel, the O.K. Store, an office and drug store, a Baptist church, a boarding house, and numerous dwellings.⁹⁰ In 1882, a mill was erected in the mine. Throughout the 1880s, the Poleta Mine produced deep veins of gold ore under the ownership of W.A. Irwin and employed between 24 and 50 men.⁹¹ By 1899, the Poleta School District was established.⁹² Today, Poleta includes agricultural fields to the west, the base of the White Mountains to the east, and the Owens River running north-to-south along its western borders.

DEEP SPRINGS VALLEY AND ITS ENVIRONS

Deep Springs is a census-designated place in the Deep Springs Valley, approximately 40 miles east of Bishop. Accessible via State Route 168, the community encompasses 47 square miles.⁹³ As early as 1,000 years ago, the area featured a large lake that may have covered more than one-half of the valley floor.⁹⁴ Surrounded by the White Mountains and Owens Valley to the west, the Eureka Valley to the east, and Fish Lake Valley to the north, Deep Springs is one of the major mining districts documented in the White Mountains. The principal mineral deposits discovered were tungsten, silver, lead, copper, and gold. The Deep Springs Mining District was once considered to be rich in minerals, and even produced as much ore as Cerro Gordo, Bishop Creek, and Darwin.⁹⁵ Important mines in the surrounding area include Copper Queen, Fringe Benefit, and the Oasis Mine. The area's history initiates in White Mountain City, a mining town established in 1861 by Lieutenant W.A. Oliver and surveyed by L.F. Cooper.⁹⁶ Located at the upper eastern end of the valley, where Wyman Creek meets Deep Springs Valley, White Mountain City was a silver ore processing center replete with smelter ovens and stacks and other permanent improvements.⁹⁷ Remnants of these improvements exist today.⁹⁸ In 1861 the relatively isolated mining town was involved in a voter fraud scandal concerning the State Senate election. A voting precinct, Big Springs, was fraudulently established in White Mountain City. Voter returns for the Big Springs precinct reflected a total of 521 votes had been cast, with zero reported for the Republican candidate. The final figures roused suspicion by Republican nominee Nelson M. Orr, prompting an investigation shortly after.⁹⁹ At the time, area population was extremely limited, certainly less than the 521 votes reported. The investigation revealed that voter names had been copied from the passenger list of a steamer in San Francisco.¹⁰⁰ As a result, the fraudulently elected officials were removed from office. By 1864 the Deep Springs Valley was recognized as a suitable location for grazing and agricultural activities, although sub-freezing temperatures made winter foraging difficult, at times resulting in the loss of cattle.¹⁰¹

One of the valley's earliest homesteaders in the Deep Springs Valley was Arthur L. Stewart, who registered a total of 160 acres of land in 1914.¹⁰² Three years later, in 1917, electricity tycoon and philanthropist, L.L. Nunn (1853-1925), moved into the valley and established Deep Springs College, not far from Arthur Stewart's Ranch. Nunn devoted his influence and wealth to develop a unique in-house educational system that provided free education and training to intelligent and hard-working men. Nunn's vision was a cycle of mentorship and leadership wherein alumni would continue on to higher education, and then fulfill leadership roles at his electrical plants. Nunn's college and cattle ranch in the Deep Springs Valley was intended to prepare students for a "life of service to humanity."¹⁰³ The mountain range surrounding the college provided the isolation he was searching for. Nunn's philanthropic ideals and education at Deep Springs College were based on three pillars: self-governance, labor, and academics. Students studied humanities, self-governance, and social and natural sciences; and learned to work and live off the land

alongside their cohorts, while maintaining the school and its environs. The college was constructed in an Arts and Crafts aesthetic with simple Craftsman style bungalows arranged around a central circular drive. Deep Springs College remains in place and serves as a visual landmark within the otherwise unpopulated Deep Springs Valley.

Oasis

Oasis is an unincorporated community located in the extreme southeastern tip of Mono County, in Fish Lake Valley, approximately two miles from the Nevada/California state border. It remains isolated from the rest of the county by the White Mountain range to the west. The main routes of transportation into the area are State Route 168 and State Route 266. Noah T. Piper (1843-1910), a first generation American with English parents, arrived in Oasis in 1872. He established a ranch north of the Last Chance Range, in Fish Lake Valley, to provide supplies to nearby mining camps, eastern California, and western Nevada.¹⁰⁴ The name "Oasis" was derived from the hundreds of cottonwood and black locust trees on his ranch. Primarily a cattle ranch, various vegetables, potatoes, hay and alfalfa were also grown there. He employed 30 European-Americans and Native American farmhands on his ranch. For two decades, Piper's ranch dominated the economy of southeastern Mono County and he became one of the most influential citizens in the county.¹⁰⁵ On September 8, 1879, Noah Piper was appointed postmaster of Oasis.¹⁰⁶ On September 18, 1891, Mr. Piper was granted a total of 640 acres east of State Route 266 and directly above State Route 168. His wife Catherine C. Piper was granted 160 acres in April of 1894. In 1902 Piper sold his ranch for \$100,000, resigned as postmaster, and retired to Los Angeles where he died in 1910.¹⁰⁷ Today, Oasis is an isolated agricultural area with limited recreational use.¹⁰⁸

V. HISTORIC CONTEXT

CONTEXT DEVELOPMENT FOR HISTORIC PRESERVATION PLANNING

The use of historic contexts as a historic preservation planning tool has long been a part of the process to determine the significance of historic properties. A context is focused on identifying the broad patterns of historical development in a community or region. As such, the emphasis is clearly on geography. A historic context consists of a theme, geographic area, and chronological period.¹⁰⁹

In terms of geography, the Direct APE/API for the transmission line project is a narrow corridor. There is a separate area for the Visual APE/API. However, the linear corridor passes through a larger geographic context starting at the base of the eastern Sierra Nevada foothills, moving east across Owens Valley and through the White Mountains, and ending in the Deep Springs and Fish Springs valleys of eastern California. These general geographic areas influence the historic contexts, particularly for contexts associated with the development of natural resources such as mineral and water resources. Because place is one of the three components of a historic context, the HBER necessarily describes the wider geographic area that the survey corridor passes through.

A historic context statement is not intended to be a comprehensive history. Rather, its purpose is to highlight trends and patterns critical to the understanding of the built environment. The purpose of the context statement determines how broad or narrow the focus should be. Context statements are normally prepared in the following instances: as a first step in the development of a historic preservation program, in conjunction with historic resource surveys, to facilitate the simultaneous designation of multiple properties, and for individual landmark designation.

Historic contexts are not developed in isolation. They are tied to statewide historic preservation planning efforts. This allows for consistency in approach and provides direction on preservation priorities for the state. The California OHP provides structure for context studies through an online Historic Contexts Library that has leading examples of context studies at both the local and state level. While the local level contexts have limited applicability for the current transmission line project, which passes through a predominantly rural portion of the state, the statewide contexts are especially useful. The statewide contexts have been prepared by Caltrans. Statewide contexts prepared by Caltrans and consulted in the preparation of the HBER include:

- General Guidelines for Identifying and Evaluating Historic Landscapes (1999);
- Water Conveyance Systems in California, Historic Context Development and Evaluation Procedures (2000);
- A Historical Context and Archaeological Research Design for Agricultural Properties in California (2007);
- A Historical Context and Archaeological Research Design for Mining Properties in California (2008);
- A Historical Context and Archaeological Research Design for Townsite Properties in California (2010);
- Tract Housing in California, 1945-1973: A Context for National Register Evaluation (2011)
- A Historical Context and Archaeological Research Design for Work Camp Properties in California (2013); and
- A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California (2016).¹¹⁰

Other states outside of California have useful related studies that have applicability to the HBER. The State of Oregon has developed a guidance document for recording and evaluating linear features. While not a context study per se, this study offers useful guidance regarding preservation planning for linear features. Because the transmission line project is a linear feature itself, it crosses many other such linear features. These include canals (irrigation and transportation), other transmission lines, trails, railroads, roads, and levees. Nevada has produced a useful context regarding early exploration in that state; including some trails that ultimately pass through the transmission line project area on the California side of the border.¹¹¹

Arizona has a significant collection of context documents. Many of these cover themes that are associated with property types that are located along the current transmission line project area. The following Arizona contexts have proved particularly useful in developing themes and contexts for the HBER:

- Cattle Ranching in Arizona 1540-1950 (2002)
- Arizona Cattle Ranching in the Modern Era, 1945-1970 (2008)
- Gold & Silver Mining in Arizona 1848-1945 (1992)
- Historic Trails in Arizona from Coronado to 1940 (1994)
- Homesteading in Arizona 1870-1942 (1990)
- Down in The Dumps: Context Statement and Guidance on Historical-Period Waste Management and Refuse Deposits (2005)
- The United States Military in Arizona 1846-1945 (1993)
- Transcontinental Railroading in Arizona 1878-1940 (1989)¹¹²

The historic contexts referenced above are useful for providing broad historical and geographical background for the project area and for specific properties identified in the Direct APE/API. This information is useful in determining which properties are significant in terms of National Register eligibility for the Section 106 process. Many of the more recent historic context documents have specific guidance concerning eligibility. Of particular importance given the number of roads that cross the APE/API is the Caltrans road context titled *A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California* (2016). This context includes guidance on a framework for methodology and evaluation which notes many roads and associated features are exempt from evaluation. Most notably, this includes isolated segments of bypassed or abandoned roads. For those roads that are not categorically exempt, Caltrans specifies: "A trail, road, or highway should have contributed to the broad patterns associated with local, state, regional, or national history and, in doing so, made a significant contribution in regard to culture, economics, politics, or technology." Few trails, roads, or highways are eligible for association with a significant person (NRHP Criterion B). More roads are likely to be eligible as a product of a notable design or engineering attributes (NRHP Criterion C).¹¹³

The Caltrans context report includes a useful 4-step process for determining the eligibility of roads and trails. Step one is identification, to see if the resource has appropriate character defining features. For roads evaluated as built environment resources, this would include function and structure. Step two is to apply the historic context. For the current project, this includes the specific geographic and temporal contexts based on research that are described later in the report. Step three is an evaluation of integrity of the resource, to determine if it still has the appearance of a historic resource based on the seven aspects of integrity. The decisive step is an evaluation of significance, including the area of significance and period of significance based on context.¹¹⁴

In general terms the evaluation of resources identified in the HBER followed the 4-step process outlined by Caltrans for roads. However, the approach for other resource categories was less formulaic. For example, eligibility analysis of mining properties included an examination of the four areas mentioned in the Caltrans report in a more informal process. For mining resources, the importance is on significance and integrity. For significance, the resource must be representative of one of the four National Register criteria and be associated with a geographic and temporal context. The resource must have significance and integrity to convey the representation and association. The guidance from archeologist Karen K. Swope and historic built environment expert Carrie J. Gregory in their analysis of hard rock mining served as an example for this methodological approach. These approaches were followed for other resources as well.¹¹⁵

APE/API THEMES AND CONTEXTS

The APE/API is most closely associated with Owens Valley, initially a destination for prospectors and miners seeking new sources of wealth in the 1860s after the initial California Gold Rush of 1848. The lush valley in the shadow of the

Sierra Nevada then blossomed with ranches and farms to feed the mining communities. After the turn of the nineteenth century, the water wealth of Owens Valley attracted engineers and developers from Los Angeles who reached out to tap the supply for the southland. These changes were controversial, first for the Native Americans who lived in the Valley and later for the Euro-American settlers who made the region their home. Transportation routes facilitated the exploitation of metals and water. These changes left their mark on the landscape, conveying to some that the area was desolate and deserted. During WWII, the southern portion of the Owens Valley became home to the Manzanar War Relocation Center for those of Japanese ancestry who were removed to the area as a wartime defense measure. Starting in the 1950s, the region saw new life as a location for active recreation as residents and visitors took advantage of hiking, skiing, and other outdoor pursuits. Today, Owens Valley has reached accommodations with Los Angeles to offer greater protection for the local environment.

From Bishop and West Bishop, the project corridor turns east and spans through the White Mountains and the Inyo National Forest, arriving at the Deep Springs Valley. Towards the east end of the project area, the corridor has north-south extension leading south to the unincorporated community of Deep Springs in the Deep Springs Valley. East of this extension, the corridor continues to Oasis in the Fish Lake Valley, ending approximately two miles west of the California-Nevada border at the SCE Fish Lake Valley substation.

As noted above, a theme is one of the three components of a historic context. The theme is the subject or topic of historical study. As a result of research and consultation using historic contexts developed previously, the project team identified themes and sub-themes associated with resources identified in survey efforts. Each theme or sub-theme has its own period of significance based upon key dates or trends. The geographic area is Mono and Inyo Counties. Resources in the APE/API have been associated with the following themes:

1. Water Conveyance, 1870s-1930s,
2. Electrical Power Conveyance, 1905-1941,
3. Mining, 1850s-1960,
4. Exploration, Transportation and Travel Pathways, 1770s-1960,
5. Agriculture and Ranching, 1860s-1930s,
6. Homesteading and Settlement of the Owens Valley, 1860-1930, and
7. Recreation, 1910s-1970s.

Each of these seven historic themes is examined in the following pages. Properties identified in the HBER may have important associations with more than one theme or context. Additionally, where identified, Native American history has been integrated. It is important to acknowledge that Indigenous Nations occupy the territory the project corridor passes through. It is also important to recognize the history of colonialism and harm done by settlers to Indigenous communities, as well as bias and discriminatory approaches used in past historical studies. In many cases historians are tied to the sources available and often those sources reflect the views and mindsets of the time when they were created. The work of ethnographers that prepared studies associated with the expansion of U.S. Highway 395 to four lanes in the lower portion of the Owens Valley between Olancho to Cartago resulted considerable knowledge regarding Indigenous peoples who worked in the historic transportation and mining industry. Ethnographers Helen McCarthy and Lynn Johnson prepared a key report for Caltrans in 2002 titled *Ethnography and Ethnohistory: Owens Valley Paiute*. This foundational study of Native Americans in the Owens Valley area documented the forced march of Paiutes away from the valley during a period of conflict with Euro-American settlers in 1863. Based on the road network present at the time it was likely this march took place utilizing the Inyo County Wagon Road. As it turned out, the settlers later opposed forced removal because local Paiute and Shoshone residents were critical workers in the mining, transportation, and agriculture sectors.¹¹⁶

Ethnohistorian Shelly Davis-King, also working on the Caltrans project, expanded on this research one year later in 2003. Davis-King noted how wagon roads were important to Indigenous people and thus were a likely point of interaction. Using sources from early ethnographer Julian Steward (1902-1872), Davis-King documented the likely

use of the Inyo County Wagon Road through recollections of Sam Newland who was present for the event as a child. As with the prior 2002 study, Davis-King also documented the importance of local Paiute and Shoshone workers to the Owens Valley economy.¹¹⁷

Another critical point of interaction between Indigenous people and later settlers concerned water resources. Local tribes had utilized the lush riverine and marsh resources along Owens Lake and the Owens River since time immemorial. While there was some conflict during the initial years of Euro-American settlement, the availability of water meant that tension was minimized. In later years, after the start of the Los Angeles aqueduct in 1905 began to divert water supplies, native peoples did have controversy with the Los Angeles Department of Water and Power. This dispute centered on several key Indian land allotments that were necessary for the construction and operation of the aqueduct. Native Americans had received these allotments from the federal government with the goal of integrating concepts of Euro-American property values and customs. Historian Chantal Walker was the first to document the relatively unknown story of Native American opposition to the use of Owens Valley water by Los Angeles in her 2014 master's thesis at UCLA by examining these allotments.¹¹⁸

THEME 1: WATER CONVEYANCE, 1870s-1930s

As is the common theme with most arid western states, California's existence is premised on the presence of and liberties taken with water. The conveyance of water has precipitated several of the state's longest running political wars. By the 1970s there were 1,251 major reservoirs in California with nearly every significant river being dammed at least once.¹¹⁹

In the HBER project area, water systems are most importantly associated with farm irrigation following the arrival of American settlers in the 1870s; with the mining industry as used in excavation, processing, and transportation; in the development of hydro-electric power; and the development of community water systems, for both local cities and towns and as far distant as Los Angeles. Property types associated with water conveyance features range from those directly associated with the use and transportation of water itself to associated features such as construction camp sites, electrical transmission conveyance features, and transportation such as access roads.¹²⁰

Native American Irrigation

The Owens Valley is a long narrow valley watered by the Owens River and by numerous tributaries (Fish Slough, Bishop Creek, etc.) that are fed from the melting waters of the eastern Sierra Nevada Mountain Range.¹²¹ The earliest documentation describing Owens Valley irrigation systems was produced by Alexey W. Von Schmidt (1821–1906), a San Francisco-based civil engineer, who in 1855-1856, recorded numerous Native American irrigation ditches in the vicinity of present-day Bishop.¹²² The Owens Valley Paiute developed extensive irrigation systems that were dug by hand.¹²³ Despite having comprehensive knowledge of the landscape and native flora in the area, the Paiute were famously referred to by pioneering anthropologist Julian Steward as "people on the verge of agriculture without achieving it."¹²⁴

The question regarding agriculture hinges on its definition. The Caltrans water context states that both the Owens Valley Paiute and the Palm Springs band of Cahuilla practiced irrigation by diverting water from streams and springs. While there may have been non-agricultural reasons for diverting water in Owens Valley, such as a means of capturing fish or small rodents, it is likely that the water assisted in the growth and development of wild grasses and seed plants. The absence of developed cultigens indicates irrigation contributed to subsistence regimes associated with wild plants. More recent scholarship by Jenna Cavelle has revised ideas regarding Paiute agriculture. In a 2011 paper, Cavelle reviewed early accounts which provides ample evidence that the Paiute had several locations in Owens Valley where they practiced agriculture, meaning the cultivation of plants. Cavelle describes Paiute irrigation practices as communal and thus an agricultural practice, even if none of the plants were developed cultigens.¹²⁵ No prehistoric water systems were identified in the built environment survey and these activities predate the period of significance for the water conveyance theme. Nonetheless, prehistoric water use set the stage for settler activities that followed.

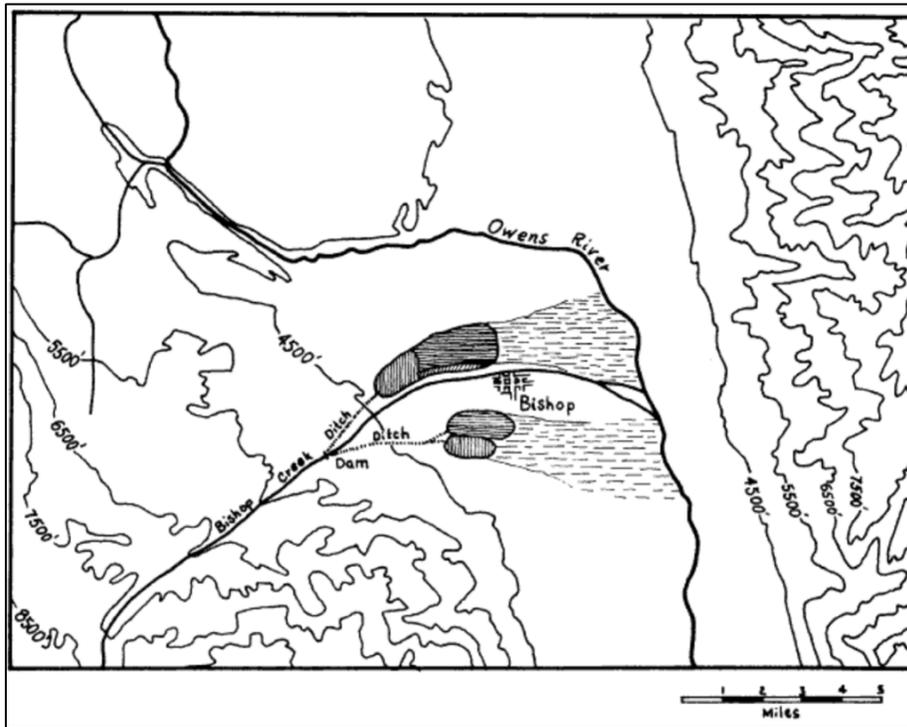


Figure 10. 1927 map of the irrigation system at pitana patil, near present Bishop, Owens Valley, California. Agriculture Among the Paiute of Owens Valley, by Harry W. Lawton, et. al, Malki Museum, Inc. 1976, p. 19.

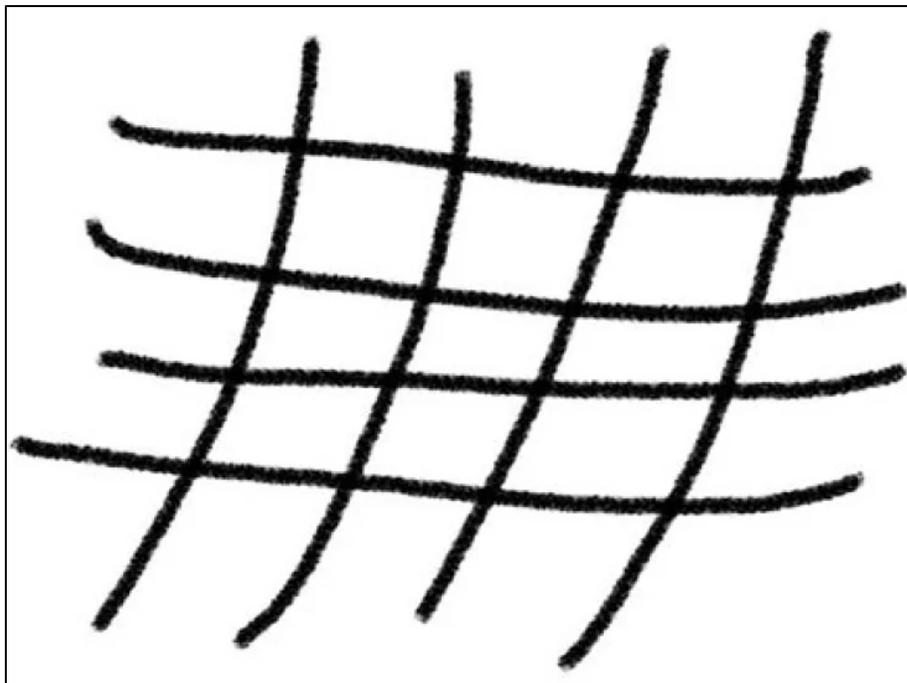


Figure 11. Wei, Clarissa. "Paiute Rock Art Symbol for Ditch." KCET: How the Owens Valley Paiute Made the Desert Bloom, December 15, 2016, Website: <https://www.kcet.org/shows/tending-the-wild/how-the-owens-valley-paiute-made-the-desert-bloom>. Accessed September 2022.



Figure 12. Wei, Clarissa. “Rocks Trace the Route of an Ancient Paiute Irrigation Ditch.” KCET: *How the Owens Valley Paiute Made the Desert Bloom*, December 15, 2016, Website: <https://www.kcet.org/shows/tending-the-wild/how-the-owens-valley-paiute-made-the-desert-bloom>. Accessed September 2022.

Owens Valley Agricultural Water, 1870s-1930s

The development of water conveyance systems by Anglo-Americans is generally divided into two eras within the overall period of significance from the 1870s to the 1930s. The first era covers irrigation systems for local homesteading, agriculture, and ranching use starting in the 1870s. The second era begins in 1904 covers the construction of large water projects that removed water from the local area for transport to Los Angeles. These two developments overlap because as the use of water by Los Angeles rose and the city acquired additional water rights, use of water for local purposes declined. By 1930, the Los Angeles Aqueduct put local agriculture pretty much out of business and ended the period of significance for water conveyance.

In the 1870s, irrigation methods employed by early American settlers entailed diversion of creeks onto adjacent lands. In some instances, these diversions resulted in an excess of irrigation and swamping of lands.¹²⁶ The earliest significant irrigation facility in the project APE/API is the Jenkins Irrigation Ditch in 1870 (TLRR CSP_59, P-14-008106). Between 1878 and 1905, farmers in the Owens Valley organized 11 mutual water companies and built a network of canals and ditches, in an effort to increase the amount of irrigable land including the Love Ditch (1874), the George Collins Ditch (1877), the McNally Canals (1877), the Bishop Creek Canal (1878, 1893), the A.O. Collins Ditch (1881, 1887), the Owens River Canal (1886, 1893, 1894), the Russell Ditch (1886), the Rawson Ditch (1886), the Big Pine Canal (1886), the Saner Ditch (1886), and the Frank Shaw Land and Cattle Company Ditch (pre-1923). These ditches served Euro-American settler agriculture, starting in the 1870s and continuing until agriculture declined in the 1930s with the full development of the Los Angeles Aqueduct.¹²⁷

Early agricultural efforts were mostly related to cattle ranching and served to supply the needs of the mining industry in the mountainous areas surrounding the Owens Valley. As settlers moved into the area and observed the abundant supplies of water and prior irrigation by Native Americans, farming became a dominant part of the economy. Wheat

was the initial agricultural crop. By 1870 more than 5,000 acres in the Owens Valley were developed for agriculture. Much of this land was dedicated to forage crops and pasture. As with stock raising, non-forage agricultural crops were destined for the nearby mining outposts. These included corn, wheat, barley, oats, potatoes, and vegetables.¹²⁸

Commercial fruit production began in the late nineteenth century. Apples and pears were the main fruit crops as agricultural operations became more permanent. As an example of the dominance of orchard crops in this later era, the community of Manzanar in the southern portion of the Owens Valley took its name from the Spanish word for apple. Fruit and produce from Owens Valley frequently won prizes at California State Fairs. However, the danger of late frosts and the distance to commercial markets limited profitability for farmers.¹²⁹

By the early twentieth century, over 100 miles of unlined canals carried water from the Owens River to approximately 70,000 acres of land between Bishop and Big Pine.¹³⁰ By 1900, it was reported that 90 percent of the region's 5,000 residents were involved in agriculture.¹³¹ Reports of bountiful land and water sparked interest both in the United States Reclamation Service and in the City of Los Angeles. In 1903, the Owens Valley was one of eight regions surveyed by the Reclamation Service for the purpose of further developing the western United States.¹³² Area residents welcomed government intervention and prepared for an economic boom. They formed cooperative associations and constructed warehouses in anticipation of an Owens Valley federal irrigation project.¹³³ However, the Owens Valley would soon experience interest in its water supply by the City of Los Angeles.

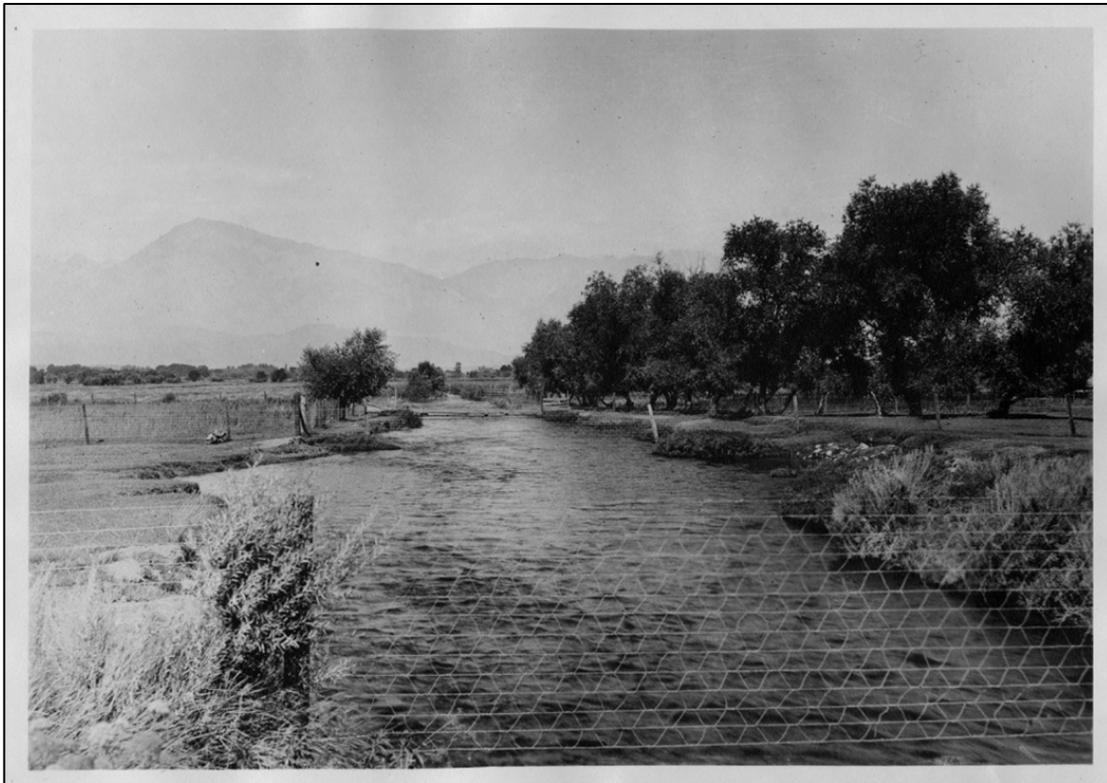


Figure 13. Huber, Walter L. "Bishop Creek Canal" 1918. UC Riverside, Library, Water Resources Collections and Archives.

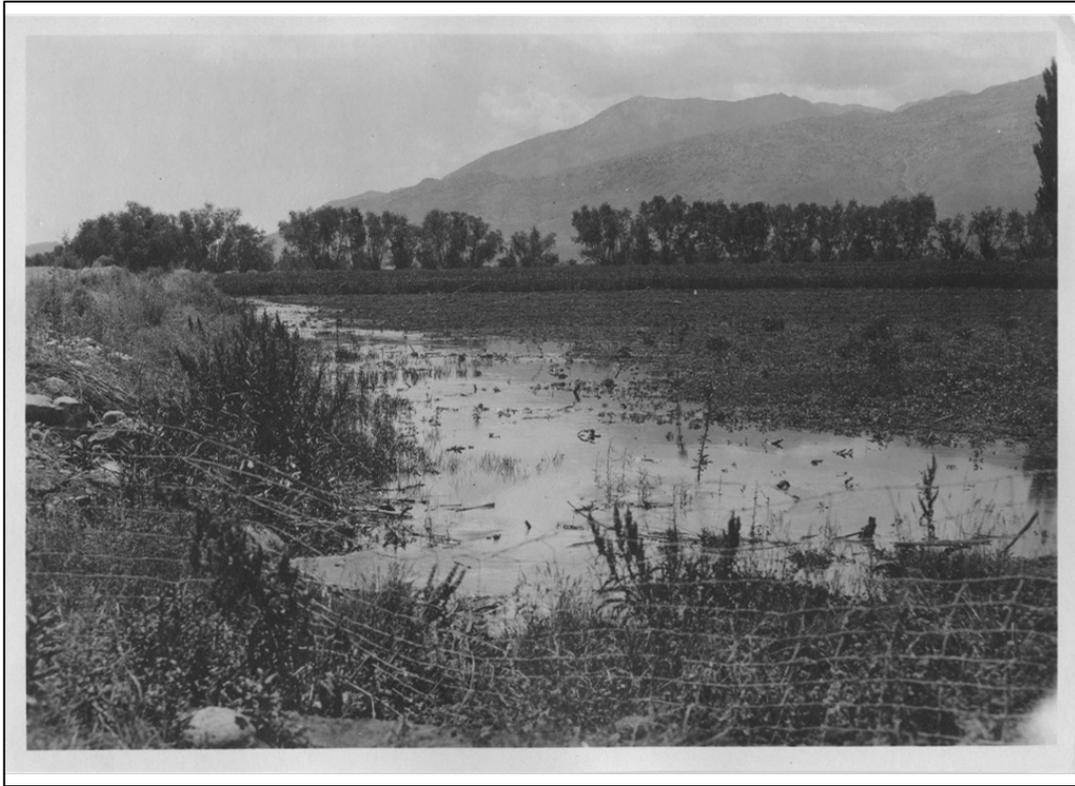


Figure 14. Huber, Walter L. "Irrigation water from Bishop Creek wasting into Owens River canal, Inyo County" 1920. UC Riverside, Library, Water Resources Collections and Archives. <https://calisphere.org/item/ark:/86086/n20k289x/>. Accessed September 2022.

Los Angeles Aqueduct, 1904-1930s

In September 1904, Fred Eaton (1856-1934), an engineering consultant for the City of Los Angeles, and William Mulholland (1855-1935), the Superintendent of the City of Los Angeles Water Department, visited the Owens Valley to examine the water supply.¹³⁴ As the Los Angeles River dried up from the high level of water used by Angelenos, City officials searched elsewhere for a large water source to sustain Los Angeles' growing population. In 1905, Eaton surreptitiously purchased 50,000 acres of riparian land, effectively preventing the Reclamation Service irrigation project from occurring. Thereafter, the Theodore Roosevelt administration abandoned the project in favor of a possible Los Angeles Aqueduct. Mulholland raised bond money to purchase land in Owens Valley for aqueduct construction. Fred Eaton was considered the mastermind behind the aqueduct project and served as mayor of Los Angeles from 1898 to 1900. Mulholland designed and engineered the aqueduct project. Both men were later involved in the disastrous failure of the St. Francis Dam in 1928, although Mulholland accepted full responsibility of the collapse of the dam.¹³⁵

The Los Angeles Aqueduct was constructed between 1907 and 1913, and included 142 tunnels, 120 miles of railroad track, 500 miles of highways and roads, two power plants, 169 miles of transmission lines, and 240 miles of telephone wire.¹³⁶ In 1907, President Theodore Roosevelt created the Inyo National Forest from public land to allow for the aqueduct right-of-way.¹³⁷ In 1910, the Southern Pacific Railroad constructed a standard gauge line to southern Inyo County, in order to transport men and materials to the aqueduct construction sites.¹³⁸ Upon completion in 1913, many of the aqueduct's features were sited south of the major agricultural region of Bishop and Big Pine and thus, farmers in the northern area were not initially impacted. The City of Los Angeles and residents of Owens Valley negotiated a water supply guarantee to ensure that farmers would have stable water supply.

Negotiations included the construction of a dam and storage reservoir to provide an irrigation supply for a set number of acres yet to be determined. Locals proposed a 150-foot-tall dam and a storage reservoir to irrigate a minimum of 40,000 acres to counter the 100-foot-tall dam and 30,000 acres the City of Los Angeles offered.¹³⁹ LADWP constructed a 100-foot-tall dam, without reaching a formal agreement, and continued to pursue additional control over the Owens Valley water supply.

The Caltrans water conveyance context notes that the Los Angeles Aqueduct was the largest system of its kind in the western United States at the time it was completed in 1913 and came to symbolize the struggle for control of water in the arid West. At first, the city owned land around its diversion point on the Owens River and in large tracts in the southern part of the valley, leaving northern valley farms largely intact. In the 1920s, the Owens Valley experienced a drought, forcing many local farmers and ranchers to sell their land and associated water rights. The City of Los Angeles was the buyer, hoping to divert the water supply back into the Owens River to feed the aqueduct. The Bishop Creek Canal, the Jenkins Ditch, the Owens River Canal, and the Lower and Upper McNally Canals, were all acquired by the LADWP in a period identified as the “Water War.”¹⁴⁰

In 1922, locals organized to divert the water supply back onto their lands.¹⁴¹ Brothers Wilfred and Mark Watterson, owners of five banks in the Eastern Sierra region, led the citizens’ movement. Under the leadership of the Watterson brothers, Owens Valley residents formed a consolidated irrigation district to formalize control and force further negotiations with the City of Los Angeles.¹⁴² The City responded by purchasing the McNally Canal, the oldest and longest of the irrigation canals and continuing its purchase of land in the upper valley region. Valley residents countered by increasing their diversions downstream. When privately owned ditches continued to divert water upstream of the aqueduct, the City of Los Angeles sued the other canal companies, despite the City’s own attempt to divert the Big Pine Canal.¹⁴³ In May of 1924, a band of 40 men planted three boxes of dynamite along the Alabama Gates, blowing a hole in the City’s concrete ditch.¹⁴⁴ On November 24, 1924, a group of men opened the Alabama Gates spillway, redirecting the water back into the Owens Valley. These acts of defiance raised national interest in the plight of Owens Valley. Mulholland then directed his attack on the Watterson banks, with the help of Bank of America, with a goal of driving the brothers out of business. In the process of establishing a Bank of America branch in Bishop, Los Angeles officials obtained detailed financial statements on the Watterson’s operations which suggested that some bank funds had been diverted to other enterprises, prompting a deep investigation into the brother’s financial activities.¹⁴⁵ In 1927, a jury found the Watterson brothers guilty of embezzlement. With the closing of the Watterson banks, some local ranchers and merchants lost everything, thus breaking the resistance. The brothers received a ten-year prison sentence, bringing an end to the Water War.¹⁴⁶

By 1930, the City of Los Angeles owned 90 percent of the Owens Valley water rights and by 1933 the LADWP owned approximately 95% of the farmland in the Valley. The transfer of water to Los Angeles caused severe environmental degradation to the Owens Valley over the second half of the twentieth century. By then, Los Angeles had reached further north to develop additional supplies. In 1930, voters approved a \$38.8 million bond issue to buy land in Mono Basin and add an extension to the water conveyance system. This brought the major period of water development in the Owens Valley to an end. On the one hand, local farmers and ranchers reached a period of decline while the City of Los Angeles reached the maximum extent of the early portion of the system.¹⁴⁷

In 1965 Los Angeles added a second pipeline to the Los Angeles Aqueduct. This second system was completed in 1970. Increased flows lasted from 1971 through 1988. Starting as early as the 1970s, a broader community began to recognize the environmental impacts from water withdrawals from both the Owens Valley and Mono Basin. Much of this interest was stimulated by the adoption of environmental laws at the state and Federal level in the 1970s that called for evaluating impacts from a wide variety of government actions. While there had been earlier concerns about the draining of Owens Lake, much of that concern was couched in terms of equity to the original settlers and landowners who had lost economic opportunity and way of life. The extension of the aqueduct into the Mono Basin introduced a new player into the drama: the natural environment itself.¹⁴⁸



Figure 15. Excavation of the LA Aqueduct in the Owens Valley, ca. 1907-1913. Water and Power Associates.



Figure 16. Frick, William H. Los Angeles Aqueduct and the landscape of the Owens Valley, 1917. Courtesy of the Huntington Library. <https://hdl.huntington.org/digital/iiif/p15150coll2/6168/full/full/0/default.jpg>. Accessed September 2022.



Figure 17. Chase, E. P. Los Angeles Aqueduct, 1919. Courtesy of the Huntington Library, ca. 1919.

Water Conveyance Property Types, Significance Thresholds and Integrity Considerations

Property types associated with water resources generally fall into three broad categories: collection, treatment, and distribution. The first aspect of a water system is the collection of raw water. Property types associated with this activity include but are not limited to springs, tunnels, wells, infiltration galleries, dams, and other structures that divert water into the system. Water storage is frequently part of the collection system, including surface water impoundments (e.g., reservoirs, lakes, and ponds) and storage tanks for raw water. Water conveyances, such as aqueducts, canals, ditches, and pipelines, are frequently in place to transport the raw water to a treatment location or a location of use. Natural water courses may also be used to transport water from a source location to a treatment or use location.

The second part of a water system includes treatment of raw water in preparation for delivery. For potable water use, the extent of treatment is dependent upon the water source and generally entails removing contaminants from water and adding chemicals to disinfect and balance the pH level of water. Surface water treatment plants can be large and complex, and surface water sources require more treatment than groundwater sources, as surface water is more likely to be contaminated with organic contaminants and micro-organisms. Groundwater is treated for chemical compounds that have leached from natural rock formations. Treatment for groundwater sources is normally confined to filtration and thus has a smaller footprint. Water for agricultural use does not normally need extensive treatment, although some treatment may be required for the use of drip and sprinkler systems. More common is the introduction of additives such as fertilizers. There may be additives to potable water as well, such as the introduction of fluoride for public health.

The third and final part of the system is distribution, which consists of pipes of varying sizes to convey treated water to end consumers. Other components of the distribution system include pressure relief valves, shut off valves, and meters. For agricultural systems, these include small ditches and diversions.

In the project area, early water conveyance properties are primarily associated with agricultural production. While agricultural water conveyance in the area dates to the prehistoric era, extant built environment properties are from

the earliest years of Euro-American settlement. Typical character defining features of early water conveyance properties consist of canals and ditches excavated into the earth, rock and earth check dams, and smaller field-level diversions. These features were constructed primarily of rock and earth, with some smaller check dams constructed of wood. Today, these older features are visible as linear depressions that look similar to natural washes and water courses. In later years, these rock and earthen ditches and canals were gradually abandoned as water was diverted into the Los Angeles aqueduct. The aqueduct contains large and sophisticated water conveyance features such as concrete canals, wooden and metal pipes, concrete or metal check dams, and valves. These are carefully designed and engineered structures in current use.

Significance Thresholds

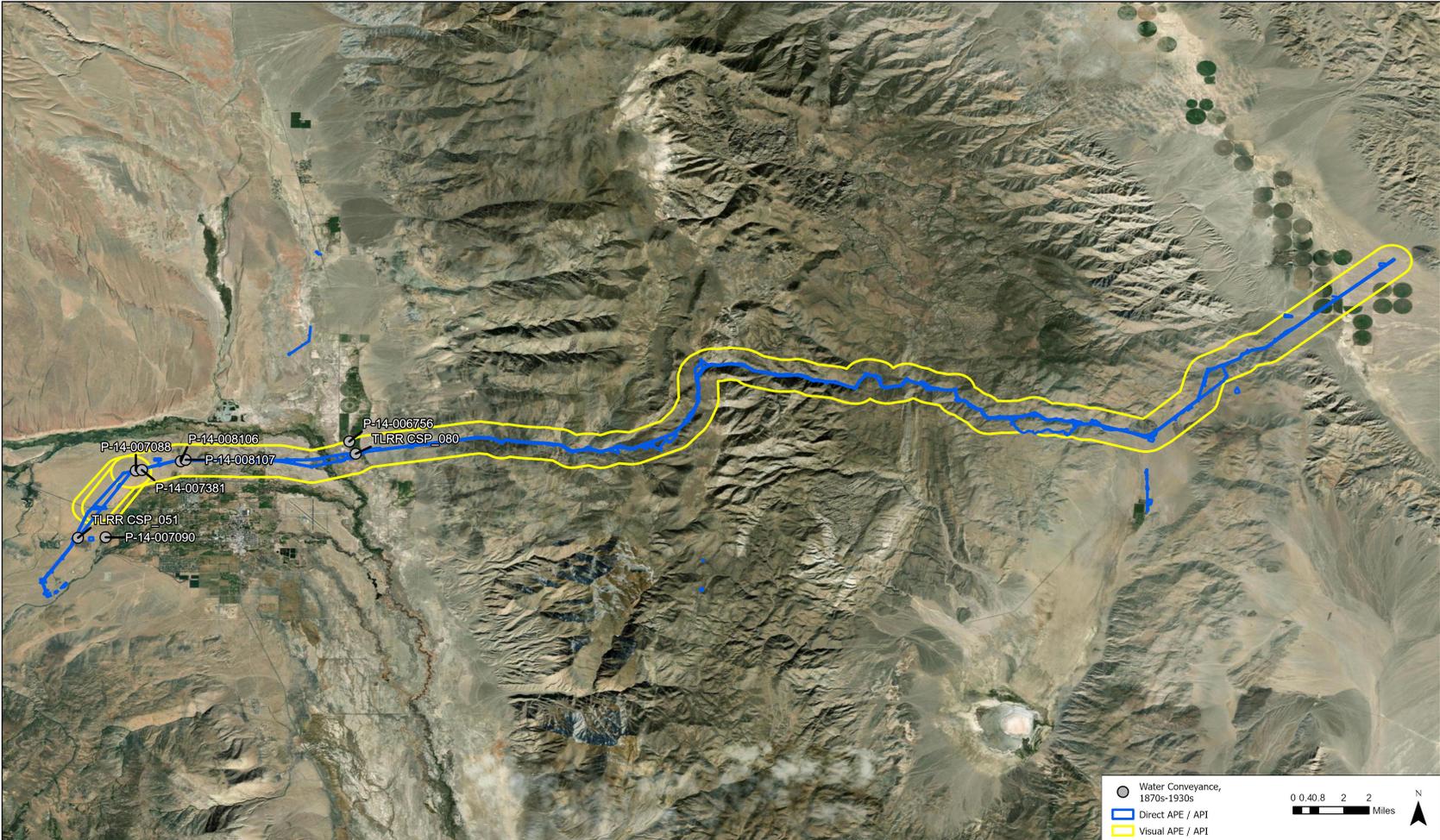
For the CSP HBER, the overall period of significance for properties associated with the water theme is from the 1870s to the 1930s. This overall period of significance was divided into two subperiods of significance: 1) Owens Valley Agricultural Water, 1870s-1930s, 2) Los Angeles Aqueduct, 1904-1930s. The period of significance begins in the 1870s when agricultural water diversions began in the Owens Valley and continue until the 1930s with the completion of major water projects from the Owens Valley.

A significant property will have been constructed during one of these periods of significance. Water conveyance resources are generally significant if they can be associated with broad patterns of development in Owens Valley and reflect important local, state, or national trends. They may be associated with a specific and important event in water history. Some may be associated with noteworthy individuals, provided a comparison of other properties associated with the individuals is conducted to document the relative significance of the properties. Larger, more complex properties such as the Los Angeles aqueduct may be associated with the work of a significant civil engineer or represent an engineering achievement. Early water conveyance features, particularly from the prehistoric period, may have the potential to provide information regarding water history, such as archaeological deposits and features.

Integrity Considerations

After eligibility under the criteria has been determined, a property's integrity is reviewed pursuant to National Register Bulletin 15 to determine whether the property physically conveys its significance in relation to the seven aspects of integrity. For water control features, it is important that the present appearance resembles the original appearance in terms of design and workmanship. The feature should retain sufficient historic integrity to convey its historical association. Important character-defining features, such as canals, ditches, check dams, and storage areas should retain integrity of setting, location, and feeling. Given the age of the early features, it is acceptable if some individual design features have been modified, altered, or lost to the passage of time.

Refer to Figure 18 for the location of built environment cultural resources associated with water conveyance in the vicinity of the APE/API.



Historic-Era Built Environment Survey Report
Transmission Line Rating Remediation Program
Control Silver Peak Project
Historic Context - Water Conveyance, 1870s - 1930s

Figure 18. Location of built environment cultural resources associated with water conveyance in the APE/API.

THEME 2: ELECTRIC POWER CONVEYANCE, 1905-1941

The development of electricity as a power source is one of the most significant technological advances in history. It was an essential element of the second industrial revolution which allowed light and power to assist humans in all their endeavors. A key contribution to this transformation was the discovery of alternating current by Nikola Tesla. A noted electrical engineer, mechanical engineer, and futurist, Tesla (1856 – 1943) patented several inventions related to alternating current. This contrasted with direct current pioneered by Thomas Edison which could only be used near where it was generated. Although Thomas Edison (1847 – 1931), is often described as America’s greatest inventor who pioneered electrical power generation and distribution during the 1870s and 1880s, in this instance his idea of direct current was not commercially practical. A more successful approach was alternating current which could be transmitted long distances. George Westinghouse Jr. used Tesla's ideas to successfully develop alternating current commercially. Westinghouse (1846 – 1914) was an entrepreneur and engineer who was a pioneer in the electrical industry. It was the ability to transmit alternating current far from its point of generation that made it so valuable as a power source. It freed industrial activities from the tether of having to locate close to a power source such as the water mills that powered the textile industry in the first industrial revolution.¹⁴⁹

Typical components of electric power conveyance start with fuel supply systems, such as oil, gas, coal, or water used in hydroelectric systems. These are the source of power for electrical generating systems, beginning with turbines that convert the raw power into mechanical energy. In turn, this motion is transformed into electrical energy by a generator. Once generated, the electrical power can be sent through an electrical transmission system to its ultimate destination. Transmission requires the power to be stepped up to a higher voltage at the start of its journey using transformers. Likewise, the power must be stepped down when it reaches its destination at a substation where it is transformed into lower voltages suitable for local distribution systems. There are several other properties associated with the main systems of fuel supply, generation, and transmission such as administrative buildings and roads.¹⁵⁰

Public power systems have a long history dating back to the origination of commercial electricity, primarily through municipally owned operations. However, large public power systems did not arrive in the nation and California until the 1930s as part of New Deal programs.¹⁵¹

The period of significance for electrical conveyance begins in 1905 with the construction of the Bishop Creek Hydroelectric System. The overall period of significance for electrical conveyance ends in 1941 when SCE completed the backbone of their 220kV system. The Bishop Creek Hydroelectric System Historic District is considered eligible for the NRHP and has a separate period of significance. The district was previously surveyed and evaluated in 1986 and 1988 and was recorded as P-14-004825. The established period of significance for the Historic District is 1905-1938. Two events mark the 1938 end date of the district: In 1938, the Callectric-Victor No. 2 line was built as a replacement to portions of the original “Tower Line” after the “Tower Line” was washed out in a flood. Also, Powerhouse 6 was rebuilt in 1938 after considerable fire damage.

Bishop Creek Hydroelectric System, 1905-1941

A significant power conveyance system in the project area is the Bishop Creek Hydroelectric System. Located on Bishop Creek and using waterpower to generate electricity, the hydroelectric plant was constructed in 1905 by the Nevada Power Mining and Milling Company (NPMCC) owned by Loren B. Curtis and Charles M. Hobbs. The plant was created as an alternate cost-effective reliable energy source for the mining communities in the White-Inyo Mountain Range and Western Nevada, in particular, in the Goldfield-Tonopah mining districts.¹⁵² During this period local utility companies produced expensive and unreliable sources of power for mining communities by burning large quantities of fuel. Curtis, an engineer, recognized the potential for supplying an inexpensive and reliable source of power, and ultimately selected Bishop Creek as a suitable location for the production of hydroelectricity to supply the mining claims in Nevada.¹⁵³

In January 1905, construction began on the first generating plant (Power Plant No. 4), the Bishop Creek Hydroelectric System Control Station and a 55kV aluminum wire transmission line from Control to Tonopah (the "A" Line so designated for its use of aluminum wire). Nine months later, in September of 1905, the NPMCMC began supplying power to mining companies in the Goldfield-Tonopah Mining Districts. Curtis and Hobbs secured contracts from mining companies in Nevada assuring a reliable market for the company. The new inexpensive power source arrived simultaneous to the railroad and prompted a mining boom and period of economic prosperity in Nevada.¹⁵⁴ Between 1904 and 1921, the Goldfield-Tonopah Mining Districts generated over \$190 million in combined revenue.¹⁵⁵

On January 5, 1907, the NPMCMC was purchased by the Nevada-California Power Company, supplier of power to Esmeralda, Mineral, and Nye Counties in Nevada and operator of plants in Inyo and Mono County. This change in ownership indicated the growing importance of cheap hydropower to the mining operations. In 1908, the company constructed a second 55kV line from Control substation to Nevada, the Plant 4 to Millers copper wire line (designated the "C" Line for its use of copper wire). By 1913, the Nevada-California Power Company operated five power plants within the Bishop Creek system. In 1911, the Nevada-California Power Company acquired the Southern Sierras Power Company as a subsidiary for the purpose of supplying power to the southern California region.¹⁵⁶

The Southern Sierras Power Company and the Nevada-California Power Company both operated the Bishop Creek power plants as separate but associated power companies.¹⁵⁷ The Nevada-California Power Company operated plants 2, 3 and 4 servicing Nevada districts, and the Southern Sierras Power Company operated plants number 5 and 6 serving power users in California. Between 1911 and 1913, the Southern Sierras Power Company constructed the "Bishop Creek to San Bernardino" line, a 115kV line that is colloquially referred to as the "Tower Line." As a result of the new readily available energy source, the agricultural production in California's Imperial Valley increased as low-cost electricity allowed the expansion of groundwater pumping.¹⁵⁸ These improvements were profitable, and the Southern Sierras Power Company's net earnings soon exceeded those of the Nevada-California Power Company. In 1915 the two corporations were merged as the Nevada-California Power Corporation. This served as a non-operating holding company for the Southern Sierras Power Company and the Nevada-California Power Company and created unified management for the electrical operations.¹⁵⁹ Following a brief hiatus during World War I, the Southern Sierras Power Company, as a subsidiary owned by the Nevada-California Power Company, expanded north in the 1920s, purchasing local utility companies along the way.¹⁶⁰

By the 1930s, at the height of the Great Depression, the Nevada-California Power Company experienced major setbacks. These included: reduced development in Bishop, which meant less local need for power; increased hydroelectric competition from companies along the Colorado River that pushed the Nevada-California Power Company out of the Southern California market, particularly in Imperial County; and a power purchase agreement between Southern Sierras Power Company and the City of Los Angeles.¹⁶¹ As a result, the Bishop Creek Hydroelectric System lost substantial market share which led to the closure of one of its hydroelectric plants.

In 1936, construction of the All-American Canal and accompanying public power resources controlled by the Imperial Irrigation District began a seven-year process that ultimately resulted in the loss of the Imperial Valley as a customer. To combat the threat to its service area from the irrigation district, the Nevada-California Power Company and the Southern Sierras Power Company reorganized in 1936 as a single entity: the Nevada-California Electric Corporation. This change failed to stem the tide of competition and in 1941 it was renamed the California Electric Power Company (referred to as Caletric).

The year 1941 ends the period of significance for the electrical conveyance theme because at that time the backbone of SCE's 220 kV system had been developed. After that, 500kV lines were advanced. The 1941 date relates to technological changes in transmission line construction based on voltage.

SCE acquired Callectric in 1964, including the Bishop Creek Hydroelectric System. The Bishop Creek Hydroelectric System has been formally determined NRHP eligible and is CRHR-listed. It is significant under NRHP/CRHR Criterion A/1 for its role in the expansion of hydroelectric power generation technology, in the development of eastern California and the settlement of major mining districts in Western Nevada, and in the development of long-distance electrical power transmission and distribution.



*Figure 19. "Crew constructing the redwood-stave flowline for Bishop Creek Powerhouse #4 (1904-1905) Nevada Mining, Milling and Power Co." Courtesy of the Huntington Library.
<https://hdl.huntington.org/digital/iiif/p16003coll2/5738/full/full/0/default.jpg>.*



Figure 20. Bishop Creek Plant # 2 Powerhouse, no date. Courtesy of the Huntington Library.
<https://hdl.huntington.org/digital/iiif/p16003coll2/4273/full/full/0/default.jpg>. Accessed September 2022.



Figure 21. Bishop Creek Plant 4, no date. Courtesy of the Huntington Library.
<https://hdl.huntington.org/digital/iiif/p16003coll2/4273/full/full/0/default.jpg>. Accessed September 2022.

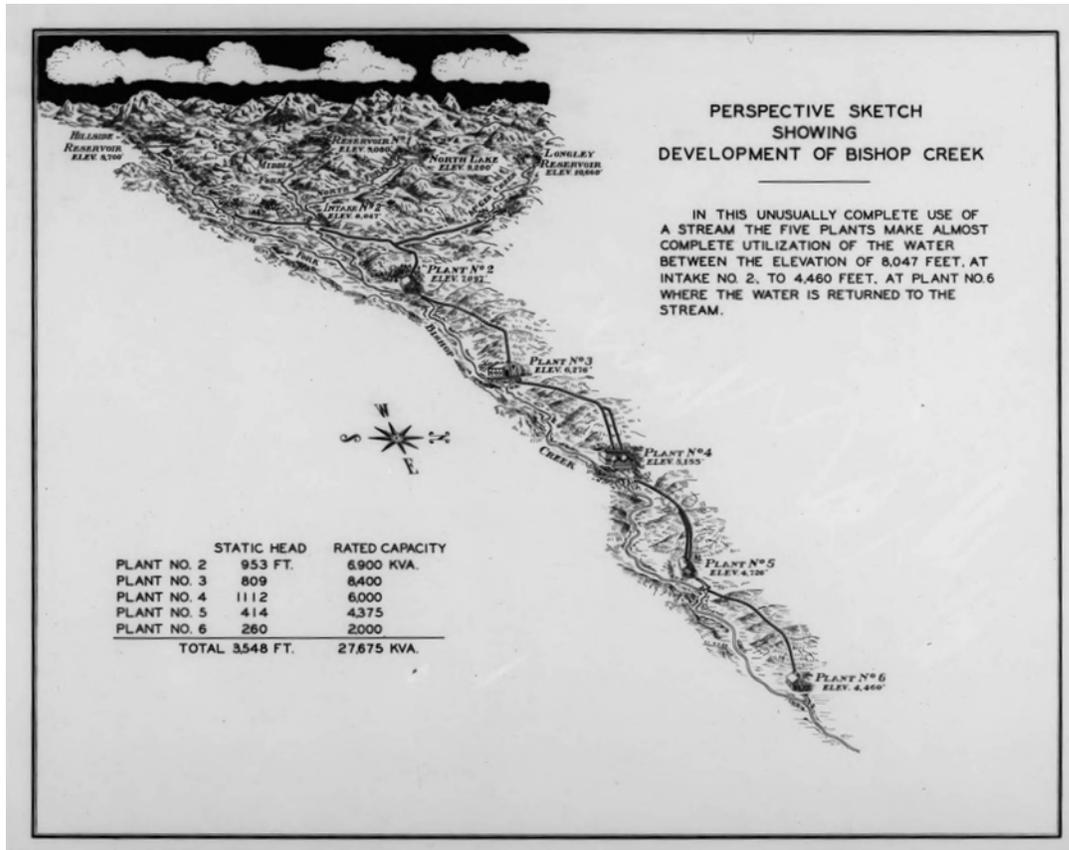


Figure 22. Sketch of the Bishop Creek Hydroelectric project, ca. 1950. Courtesy of the Huntington Library. <https://hdl.huntington.org/digital/iif/p16003coll2/2983/full/full/0/default.jpg>. Accessed September 2022.

Electrical Power Conveyance Property Types, Significance Thresholds and Integrity Considerations

Property types associated with electrical power conveyance start with generating facilities such as steam and hydroelectric plants, which were the first to be used. Later generating facilities used coal, oil, natural gas, and nuclear power to generate heat that turned turbines that generated electrical power.

The generating facilities are linked to transmission lines that take the power from the location where it is generated to a location where it is used. The first transmission lines were comparatively low voltage, increasing over time. The initial standard was 66 kV around 1900. These later increased to 138 kV, 230 kV, 280- kV, and to 500 kV, which is considered the maximum size for practical long-range transmission. Smaller lines are now classified as subtransmission and are generally include 138 kV and 69 kV. Distribution lines are normally 7 – 13 kV.

The most visible character defining feature of transmission is the support structures of poles and towers. These have changed little from the early wooden poles first used for telegraphy system and then put to a new use. Wooden poles are still very common today, particularly in lower-voltage transmission and distribution lines. Equally distinctive for higher voltage lines are the steel lattice frame towers. These had their origin with windmill towers. These iron and steel towers started small and increased in size and height as transmission voltage increased.

Other property types associated with electrical power conveyance are substations, where power was stepped up for transmission or stepped down for distribution. Early substations were enclosed within buildings, many of which were architecturally significant. Starting in the 1940s, this approach was abandoned for open-air substations. Access roads, construction camps, and staging areas are also associated with electrical power conveyance.

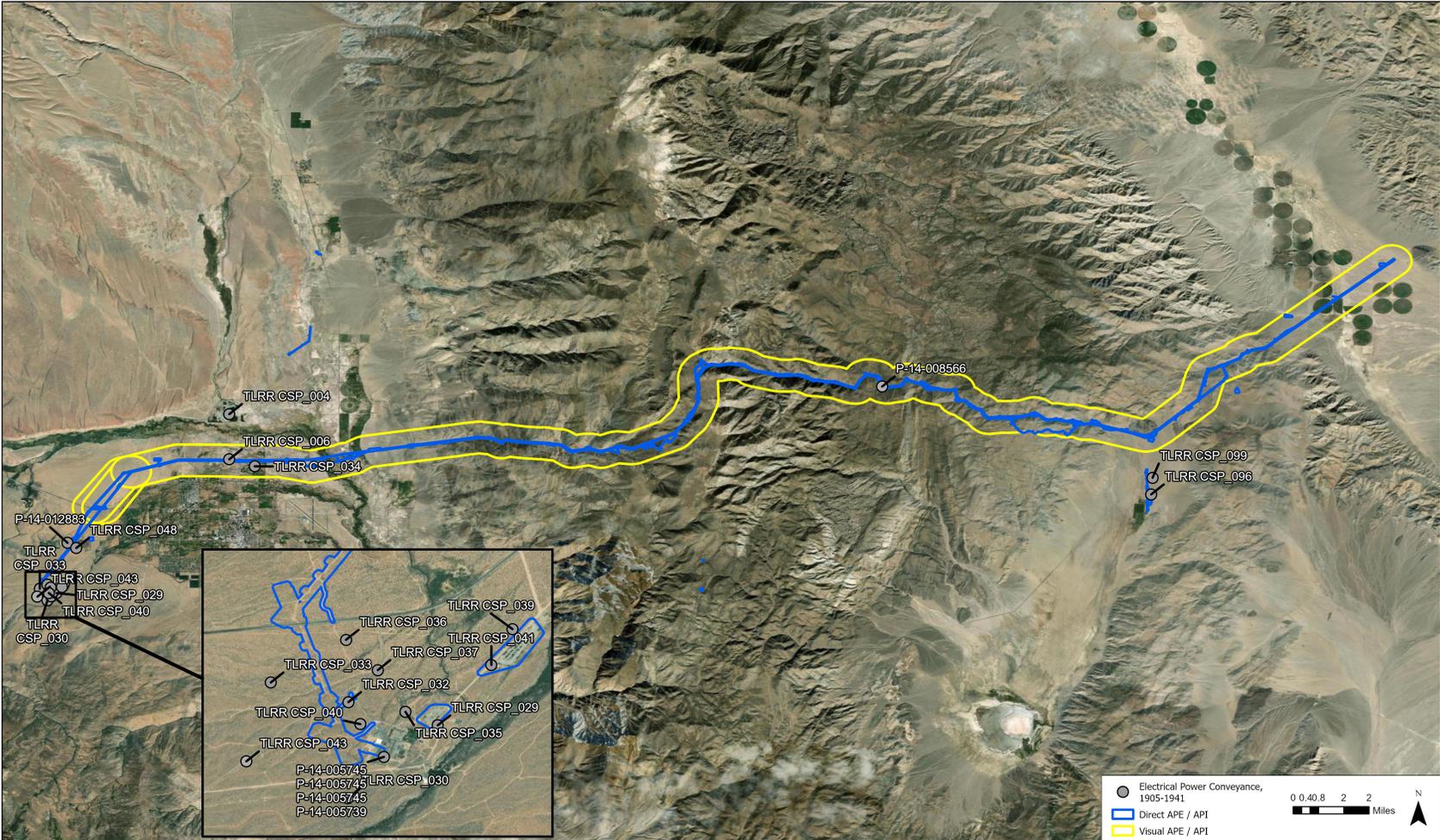
Significance Thresholds

For the CSP HBER, the overall period of significance for properties associated with the electrical power theme is from 1905 to 1941. The period of significance begins in the 1905 when the Bishop Creek hydroelectric system was constructed in Owens Valley and continues until 1941 with the full development of the 220 kV transmission system backbone. This overall period of significance has one sub-period of significance: 1) Bishop Creek Hydroelectric System, 1905-1941. A significant electrical conveyance property will fall within this period of significance because that is when the major developments associated with hydroelectric power and long-distance transmission took place. This was truly the formative period in electrical production and transmission in California. As most wood pole lines do not convey electricity at levels that could be regarded as significant under the context of voltage capacity, they are not normally considered significant. While rare, some properties could be associated with noteworthy individuals, provided a comparison of other properties associated with the noteworthy individual is conducted to document the relative significance of all properties associated with the person. As time went on, electrical power generation and transmission became standardized and routine so there are usually fewer significant engineering or design achievements in the more recent era. Electrical conveyance features do not usually have the potential to provide information regarding electrical history, although there may be archaeological deposits and features associated with certain aspects such as construction camps.

Integrity Considerations

After a positive eligibility status has been determined, a property's integrity is reviewed pursuant to National Register Bulletin 15 to determine whether the property physically conveys its significance in relation to the seven aspects of integrity. For electrical conveyance features, it is important that the present appearance resembles the original appearance in terms of design and workmanship. Because the typical life of a wood pole transmission or distribution line structure is 50 years, wood pole lines over 50 years of age usually lack original integrity of materials despite substantially retaining the look and feel of the original wood pole line. The common and non-distinct nature of replacement wood-pole transmission or distribution line structures usually disqualify them from eligibility. Historic era steel towers generally retain historic design and workmanship features and thus retain integrity. While some steel towers in a transmission line may have been replaced, if substantial numbers of original towers are intact such that the historic fabric, character, and overall visual effect have been preserved, then the resource would have retained integrity.

Refer to Figure 23 for the location of built environment cultural resources associated with electric power conveyance in the vicinity of the APE/API.



Historic-Era Built Environment Survey Report
 Transmission Line Rating Remediation Program
 Control Silver Peak Project
 Historic Context - Electrical Power Conveyance, 1905 - 1941

Figure 23. Location of built environment cultural resources associated with electrical power conveyance in the APE/API.

THEME 3: MINING, 1850s-1960

The discovery of gold at Sutter’s Mill near Sacramento in 1848 touched off a wave of migration to California. These early diggings concentrated on the western slope of the Sierra Nevada. As the claims were filed and the mines started to play out, prospectors began to turn east, over ground they had rushed over in their hurry to get to the gold fields. The discovery of the Comstock Silver Lode in Nevada in 1859 provided a valuable incentive to move east.

Several important mining context studies were used to determine the significance and integrity thresholds for these resources, and to characterize built environment property types related to mining. There are three main processes of the mining industry: extraction of the raw ore from the earth, processing the ore for treatment (called benefaction), and refining which is enhancing the value of the mineral product until it reaches a final state. These three functions may all take place at the location of the ore body itself or could be located some distance from the mine. Mining has had a disproportionate impact on the built environment, wherever it has occurred. There are a wide variety of property types associated with these three main mining activities.¹⁶²

Mining in Mono and Inyo Counties, 1850s-1900

Mining played a significant role in the economic development of Owens Valley in Mono and Inyo counties. While the region was not considered part of the 1848-1849 California Gold Rush, gold miners soon moved east across the Sierra Nevada Range to exploit resources in Inyo County. Important gold mines in the county include the Cardinal Gold Mine, the Reward Mine in the Russ Mining District, the Skidoo Mine, the Ratcliff Mine, and the Keane Wonder Mine. Gold helped shape the character of the state, increasing California’s wealth and economic power. The cultural landscape of Owens Valley was transformed because of mining and its associated industries. As miners moved to the region, related economic activities such as farming and ranching became the backbone of the operation. These ancillary industries played a vital role supplying nearby mining camps. Early travel paths were created and maintained, playing a vital part in the success of the mining and the agricultural industry by connecting the isolated Owens Valley to the surrounding region. These early prospectors, along with the merchants that followed, would lay the building blocks to new communities that arose, many of which are still present today.

Botanist, conservationist, and local author Mary DeDecker (1909-2000) provided a geographical framework with which to examine mining properties in the northern part of the survey corridor. Her 1966 book *Mines of the Eastern Sierra* categorizes mines by location of mines in the vicinity of Mono Lake and on the Mono/Inyo County line, and mines in the Owens Valley area. These two regions contained most of the significant mining properties, many of which are located near the transmission line corridor.¹⁶³

Mining in the study area began in 1859 in an area known as Dogtown. This was the first gold strike east of the Sierra Nevada. Close by was the mining area of Monoville which proved to be a good location for silver. Other nearby mines on the eastern slopes of the Sierra Nevada included Homer, Tioga, and Prescott.¹⁶⁴

Mining occurred primarily east of Owens Valley in the White Mountain Range. Approximately 6,500 claims were made in the White Mountain Range from the early 1860s forward.¹⁶⁵ The earliest of these claims began towards the southern end of the mountain range in 1861.¹⁶⁶ Major minerals extracted in the area include, gold, silver, copper, and lead, many of which were processed at the Ida Mill in Owensville, a town that grew as a result of mining operations, near the present town of Laws.¹⁶⁷ Of the many mines located in the southern White Mountains, the principal mines are the Sacramento, Twenty Grand, Southern Belle, and Poleta Mines.¹⁶⁸ Mining of the northern White Mountains commenced in 1870.¹⁶⁹ Silver was the predominant material extracted, with lesser amounts of lead, zinc and copper.¹⁷⁰ The earliest recorded mine in the area is the Indian Queen-Poorman Mine, located approximately 10 miles east of Benton, and initially discovered by William Wetherill, a prospector and member of Nevada’s Constitutional Convention.¹⁷¹ Wetherill sold the mining rights to a San Francisco company for \$50,000.¹⁷² By 1892, the mine had produced a sum of \$1,500,000.¹⁷³ In the 1890s, William Wetherill returned to the White Mountains where he had

previous success, discovering the Poorman Mine situated in close proximity to the Indian Queen.¹⁷⁴ The success of the Indian Queen and other mines near Benton, attracted considerable attention, leading to the formation of the Oneota Mining District, one of the most important districts situated in the White Mountains. From 1870 until 1917, operations in the area were continuous and were further supported by the completion of the Carson and Colorado Railway in 1883.¹⁷⁵ Further south in the Owens Valley area, mining occurred primarily east of the Owens Valley in the southern end of the White Mountain Range.

The highest producing and most extensive mining area in the Owens Valley area is the Cerro Gordo Mining District, located five miles northeast of Keeler. At its peak, the population of the Cerro Gordo District reached 770 with more than 30 miles of underground tunnels. Meaning “Fat Hill” in Spanish, Cerro Gordo was discovered in 1865. Mexicans worked the claims for a time until Anglos rushed in. The Lone Pine mining district was organized in 1866 with nearly a thousand locations claimed by 1870. It was officially recognized as the Cerro Gordo district after the United States established federal mining laws in 1872.¹⁷⁶ The mining districts that arose from these discoveries were significant as centers of activity. If a significant number of claims were located in a small geographical area, smaller districts and subdistricts were developed to better define these locations.¹⁷⁷ The major mining districts in and around the project corridor include: the town of Bishop, with its subdistricts Laws, Black Canyon, Redding Canyon and Poleta; Deep Springs with its subdistricts Westgard Pass, Pine Mountain, and Wyman Creek; Montgomery with its subdistricts White Peak, Cottonwood, Indian, and Yellowjacket; Oneota with its subdistricts Basalt, Queen, and Buena Vista; Piute with its subdistricts Chalfant, Darkhorse, Gunter Canyon, Silber Canyon, Southern Belle and Union; White Mountain with its subdistricts Benton, Blind Springs, Hammil, and Willow; and the Indian mining district, with its Cloverpatch subdistrict.¹⁷⁸

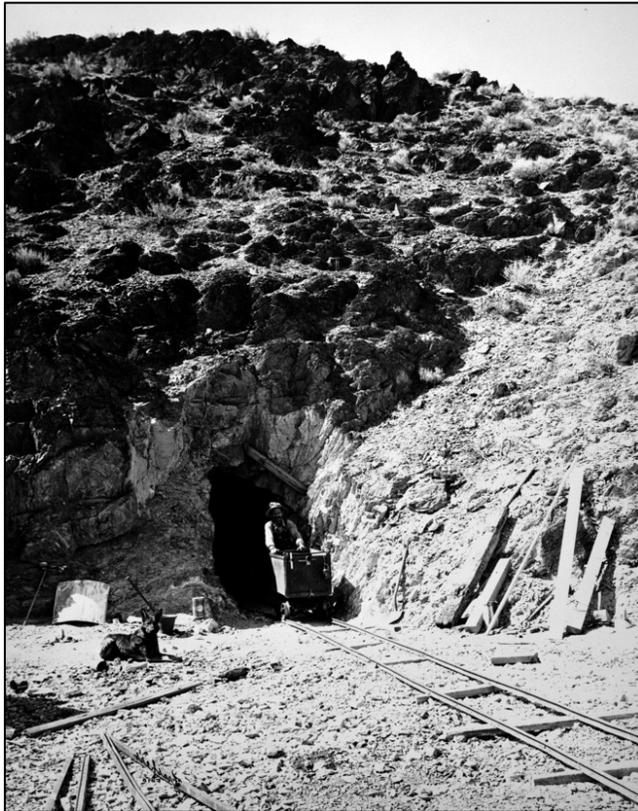


Figure 24. Entrance to the Southern Bell Mine in Bishop, 1895-1910. University of Southern California: California Historical Society Collection. https://digitallibrary.usc.edu/asset-management/2A3BF1IEIEI?FR_=1&W=980&H=659. Accessed September 2022.

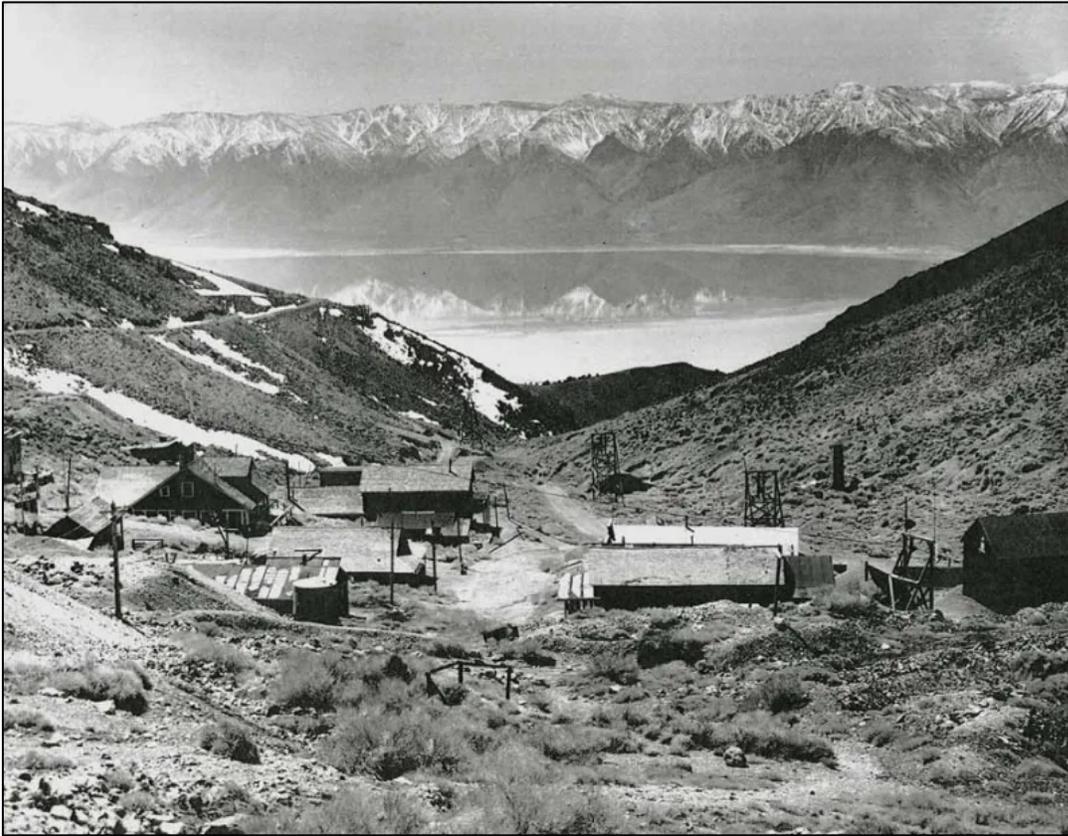


Figure 25. Cerro Gordo overlooking Owens Lake, no date. Destination: Cerro Gordo, California.
<https://www.destination4x4.com/cerro-gordo-ghost-town-inyo-california/>. Accessed September 2022.

Mining in Mono and Inyo Counties, 1900-1960

By the early twentieth century, tungsten extraction was popularized locally. First discovered in 1913, approximately eight miles northwest of Bishop in the Tungsten Hills, the tungsten mining industry launched with the construction of two mills in Round Valley in 1916. In Mono County, approximately eight miles southwest of Benton, the Black Rock Mine became the main producer of tungsten in the region.¹⁷⁹ The industry remained economically important until the price of tungsten collapsed following World War I. At the end of the Great Depression and into World War II, prices rebounded. Tungsten mining remained important in the area around Bishop until the end of the twentieth century, when mining effectively ceased.¹⁸⁰

Interest in andalusite, barite, pumice and borax began in the 1920s. The presence of andalusite was originally reported by Dr. Adolph Knopf in 1917 and was confirmed approximately five miles northeast of the Chalfant Valley in 1921. Knopf (1882-1966) was a prominent American geologist who was associated with the US Geological Survey, Yale University, and Stanford University over his lengthy career. Key producers of andalusite were the Champion Andalusite Mine and the Jeffery Mine, located between Sacramento and Silver Canyons. These were the only known commercial source of andalusite in the 1920s.¹⁸¹ During its production years, between 1921-1945, the Champion Andalusite Mine produced a total value of \$183,992. Barite and pumice were mined at Gunter Canyon approximately four miles northeast of Laws. The rugged terrain and remote location of Gunter Canyon made barite production difficult and costly to mine. In three decades, the 1920s to the 1940s, a total of 8,810 tons of barite was produced at Gunter Canyon for a total value of \$68,645.¹⁸² During the mid-1920s up until the 1980s, the production of pumice at Gunter Canyon continued to supply local and southern California markets, which was used for abrasive material, lightweight aggregates, and building materials.¹⁸³ Pumice miners produced a total of 23,978 tons for a total value

\$324,155 in a single decade, the 1930s to 1940s.¹⁸⁴ While World War II brought an end to gold production as all mining efforts were focused on war materials, Mono and Inyo counties remained an important source of mineral products. To support the war effort, locations of iron ore were developed. Other significant war materials included rare-earth deposits, tungsten, antimony, and asbestos.¹⁸⁵ The era of small mining operations ended in the years after World War II. Economies of scale necessitated the introduction of large-scale corporate outfits. This expanded after 1972, when President Richard Nixon took the United States off the gold standard. Several gold properties reopened because of this action. The historic period for mining ends by 1960, as after that date thoroughly modern techniques are employed.¹⁸⁶

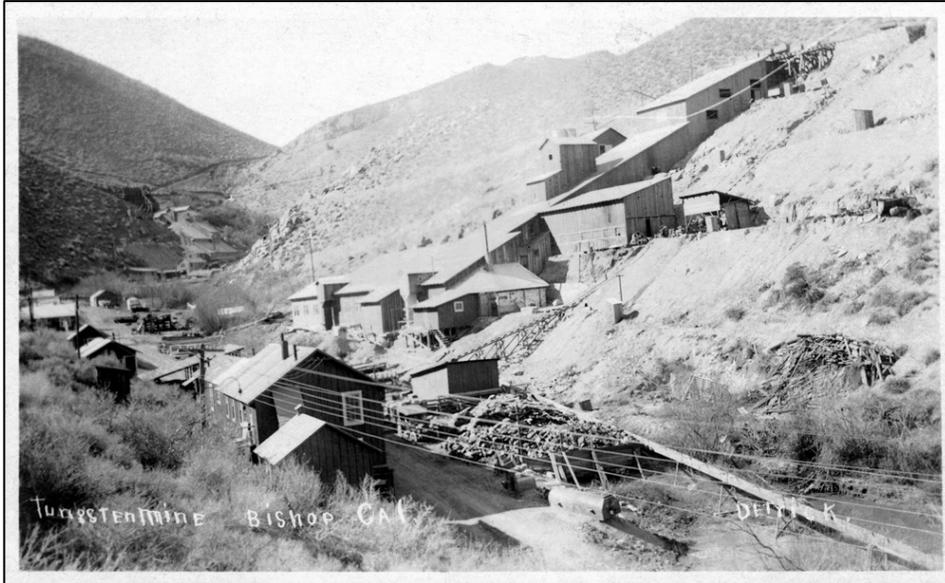


Figure 26. Tungsten Mine in Bishop, California, no date. Courtesy of Owens Valley History. <https://bishopvisitor.com/activities/owens-valley-history/>. Accessed September 2022.



Figure 27. Champion Sparkplug Mine/Champion Andalusite Mine, no date. Courtesy of Owens Valley History. http://www.owensvalleyhistory.com/bishop_early/page48f.html. Accessed September 2022.

Mining Property Types, Significance Thresholds and Integrity Considerations

Mining is an intensive activity and one that has a substantial impact on the land. Mining property types are associated with the three main processes of the mining industry: extraction of the raw ore from the earth, processing the ore for treatment (called benefaction), and refining which is enhancing the value of the mineral product until it reaches a final state. These three functions may all take place at the location of the ore body itself or could be located some distance from the mine. There are several context studies that examine mining property types and the evaluation of mining properties for National Register eligibility. These reports have a similar treatment of the three categories of mining properties. Of the four reports, the Caltrans report contains the most exhaustive description of property types. The main reason for this is that it has a strong focus on Gold Rush era (1848-1855) in northern and central California. Properties in the CSP project area are similar in components and in mining techniques and share the same three categories: mining, process, and refining.¹⁸⁷

The mine is the location where the ore is taken from the earth. Early prospectors looked for signs of “color” which were surface indication of valuable minerals. Once an outcrop was located, a claim was filed. Because of erosion, minerals were concentrated in placer deposits. That is, in streambed sands and gravels eroded from outcrops. When placer deposits were exhausted, miners followed the mineral travel path to the outcrops themselves. This was hard rock mining, where miners constructed shafts to dig vertically into the earth. They also tunneled into the sides of hills and mountains in pursuit of ore. Over time, and in areas where shafts and tunnels were no longer expedient to access remaining ore, mining ventures turned to open pit mining. Associated with mines of all types were equipment to move the ore and waste rock. This could include mining railways and aerial trams. Property types for extraction include claim markers, prospect pits, shafts, adits (horizontal shafts), surface workings, underground workings, and waste dumps.

The next step was to concentrate the ore for treatment. This took place in a mill where the mineral bearing ore was crushed for processing. This started out as a mechanical process of milling where pieces of rock were crushed into smaller and smaller particles. The next step was a process of concentration, which entails the collection of higher and higher amounts of precious metals. This often started as a mechanical process as well. For more complex processes and in later stages of the process, chemicals are used to concentrate the ore. For gold, common chemicals to concentrate the ore started with mercury in the early years dating back to the Spanish era and later included cyanide starting around 1900. Property types for benefaction include concentration platforms, mills, and waste from concentrating.

Refining or smelting was the final stage in the process. This required high heat to melt the concentrated ore where metals such as copper, lead, gold, and silver were separated from the rock. The resulting metal was called bullion and the melted rock was called slag. Because of the high heat required, the concentrated ores were often shipped over many miles to distant blast furnaces. Property types for benefaction include assay locations, and waste from assaying and smelting.

In addition to property types directly associated with mining, there are related habitation and commercial properties that catered to workers. Support facilities also included offices, change rooms, assay offices, garages, and stables or corrals that were associated with managing the mining enterprise. Support utilities, such roads, water conveyance systems, and electrical conveyance systems also supported the mining operation. Facilities within mining sites are termed site-specific while those providing transportation or utilities from afar are called inter-site systems.

Significance Thresholds

For the CSP HBER, the overall period of significance for properties associated with the mining theme is from the 1850s to 1960. This overall period of significance was divided into two periods of significance: 1) Mining in Mono and Inyo Counties, 1850s-1900, and 2) Mining in Mono and Inyo Counties, 1900-1960. The overall period of significance begins in the 1850s when mining began in the eastern portion of California east of the Sierra Nevada mountains and

continued until 1960 when modern mining techniques were employed in nearly all portions of the study area. A significant mining property will have been constructed during one of these periods of significance.

For the CSP project, mining properties with substantial production over a period of years are considered eligible. At the same time, smaller properties with more limited periods of activity could also be considered significant if, as in the words of historian Linda Green quoted in Swope and Gregory, “the biggest is not always the best.” Many properties that have firsts or technological advancements could be considered under Criterion A. No mining properties in the project area were considered significant for an association with a significant individual. Some mining properties may have the potential to provide archaeological information regarding mining history through the study of underground features, mining artifacts, or spatial patterns.

Integrity Considerations

For those mining properties where a positive eligibility status has been determined, the next step is to determine if it retains its significance in relation to the seven aspects of integrity. For mining properties, the boom-and-bust cycle may have left the aspects of materials and workmanship lacking. However, these same properties may maintain integrity of location and design that are sufficient to convey its historical association. The mining resource should maintain a significant number of intact character-defining features, such that the visual, spatial, and contextual relationships of the property may be understood.

Refer to Figure 28 for the location of built environment cultural resources associated with mining in the vicinity of the APE/API.

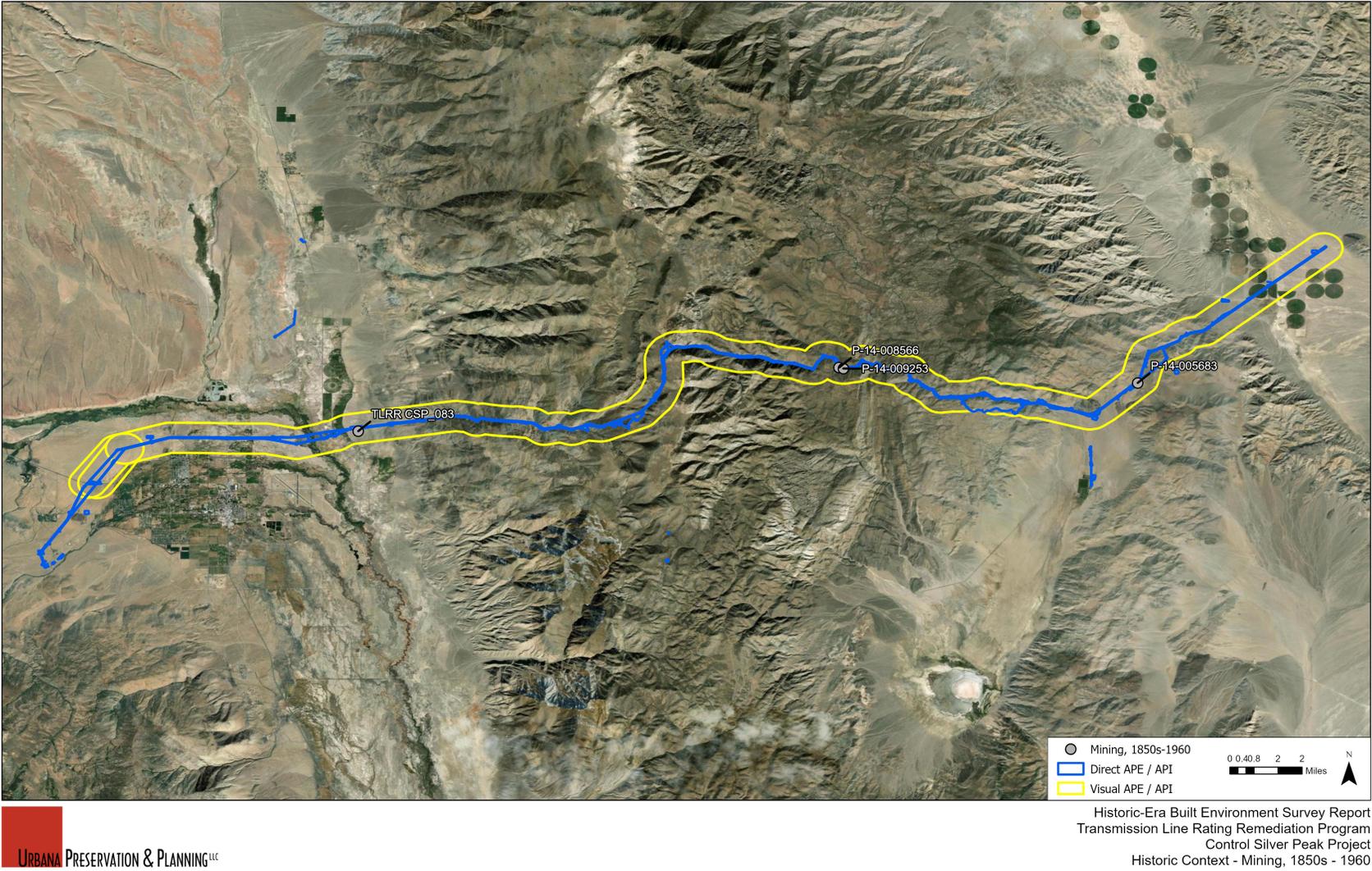


Figure 28. Location of built environment cultural resources associated with mining in the APE/API.

THEME 4: EXPLORATION, TRANSPORTATION AND TRAVEL PATHWAYS, 1770s-1960

Transportation-themed properties are the most ubiquitous resource in the study corridor. Because both the electric power transmission corridor and travel routes are linear resources, they intersect at many locations. Transportation properties make up the most frequent property type evaluated in the HBER. In the transmission corridor most travel routes are oriented north/south. The Owens Valley sits between the Sierra Nevada Mountains on the west and the White Mountains on the east, both of which rise more than 14,000 feet above sea level. These mountains funnel traffic into the valley.

Individual contexts for the Exploration, Transportation, and Travel Pathways theme are organized by time and geography. The earliest transportation pathways were trails used by native people. These routes were later followed by Spanish missionaries and, later yet, by American explorers. These trails soon developed into wagon roads for immigrants and gold rush adventurers. Railroads came a bit later and were associated with the development of transcontinental routes across the nation and, locally, with the mining industry.¹⁸⁸

Railroad routes often paralleled earlier exploration routes and wagon roads. There are transcontinental railroad routes connected to routes in the project area. Railroads were built to serve the mining industry in the area. The town of Bishop is home to the Laws Railroad Museum which preserves an engine and depot from the Carson and Colorado Railroad. There is no statewide historic context study for the railroad industry in California.¹⁸⁹

Early Exploration and Travel, Spanish and Mexican Era, 1770s-1848

Long before European and American settlers arrived, Native American trails once crisscrossed the entire region. These prehistoric trails spanned many miles and were used primarily for trade. Native American populations were known for their intimate knowledge of the natural landscape and its trails, information they generously shared with early European explorers.¹⁹⁰

The earliest Spanish explorations through the HBER project area began in 1776, Francisco Garcés, a missionary-priest who had traveled with Anza, trudged up the Mojave River southeast of the present Boron area. Garcés (1738-1781) crossed the Mojave Desert on the Mohave Trail and then through the Tejon Pass and explored the southern San Joaquin Valley in 1776. Garcés left from the Mojave Villages, headed west on March 1, 1776, and crossed the San Bernardino Mountains on March 22.¹⁹¹ Garcés also established two missions in 1780 at the crossing of the Colorado River near Yuma. These two missions were destroyed by an uprising of native peoples in 1781, resulting in the death of Father Garcés. This incident closed off all land travel to California for the remainder of the Spanish period.¹⁹²

Mexico declared its independence from Spain in 1810. A long struggle to free Mexico from Spanish colonialism followed, culminating in 1821. Alta California, which had few settlers, became a territory of Mexico rather than a state. The territorial capital remained in Monterey, California, with a governor as executive official. The original settlers and their descendants became known as *Californios*. The Spanish authorities had blocked trade with the United States in the colonial era, but with independence, they were eager to trade for new commodities, finished goods, and luxury items. The Mexican government abolished this restrictive trade policy and soon trade between the two countries began to flourish. The Old Spanish Trail from Independence, Missouri, to Santa Fe, New Mexico, was established in 1821. It did not take long for other traders to venture into former Spanish Territory once Mexico loosened the trading restrictions.

Early American Exploration and Travel, 1848-1860

The discovery of gold at Sutter's Mill in 1848 led to the California Gold Rush of 1849. As described by author J.S. Holliday in his 1981 book, the world rushed in to the California gold fields. About 300,000 immigrants traveled to the area from around the world. Many of these chose an overland route that brought them near or through the project area.¹⁹³ Near the project area, gold seekers leaving the Humboldt sink in Nevada traveled across the Sierra Nevada

south of Lake Tahoe and north of Mono Lake. These included the Sonora Road, Big Tree Road, Carson Trail, and Johnson’s Cutoff. Routes varied, and the ultimate destination was the gold-bearing region upstream into the western slopes of the Sierra Nevada. These routes were north of the project area.

South of Owens Valley, gold seekers followed the Old Spanish Trail. A trail from Salt Lake City, sometimes known as the Mormon Trail, joined up with this earlier route. South of the project area, the Gila Trail, which ran along the Gila River in Arizona and crossed the Colorado River at Yuma, brought some Forty-Niners to San Diego, where they could then travel north along the coast. Here again, routes varied and parties of miners made individual decisions on trails and paths.¹⁹⁴

Other transportation activities in the project area are associated with surveys for railroad routes. The 1848 Treaty of Guadalupe Hidalgo that ended the war with Mexico allowed the United States to begin surveys for railroads. Between 1853 and 1857, the United States sent out several teams to survey the southwest for possible transcontinental railroad routes.¹⁹⁵ Notable explorers searched for a practical route west in the interest of linking California to the rest of the nation with a transcontinental railroad. Four potential routes were surveyed: a northern route over the northern Rocky Mountains to Puget Sound; a middle route through Utah to Sacramento; a route through New Mexico and Arizona across the Mojave Desert; and a southern route through Texas to San Diego.

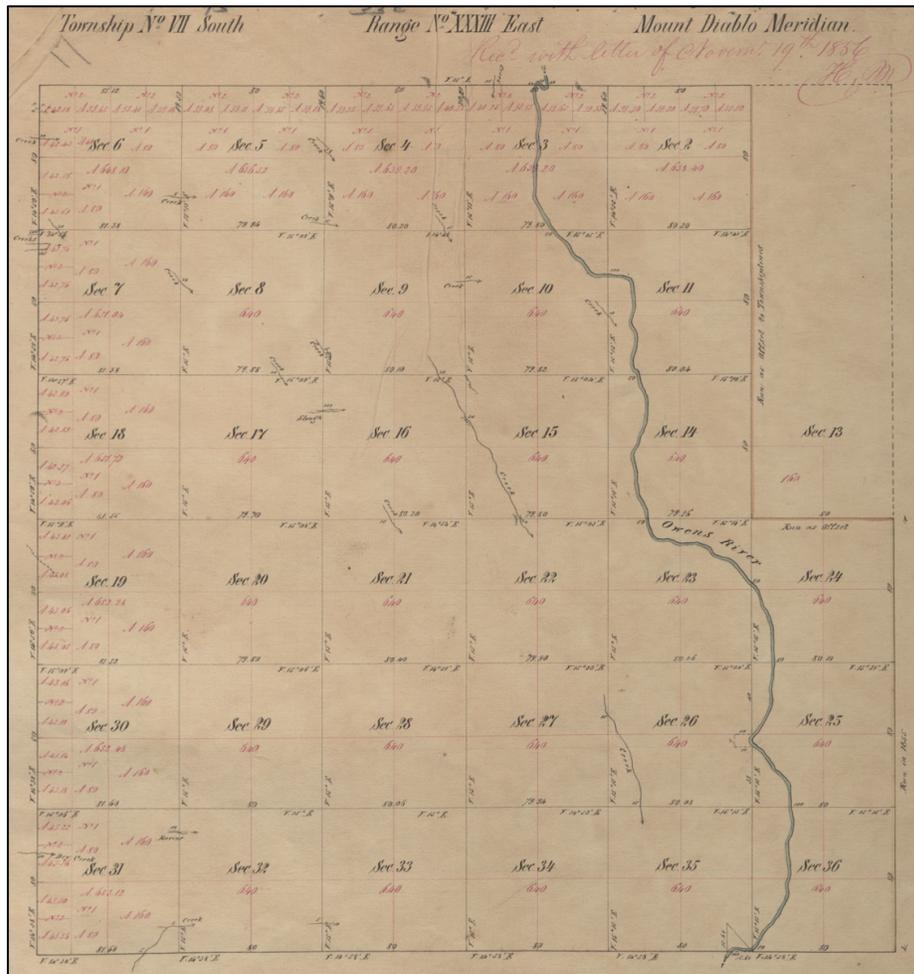


Figure 29. Schmidt, A. W. Von. 1856 Survey Plat Map of Bishop, California.
<https://glorerecords.blm.gov>. Accessed September 2022.

Wagon Roads in Mono and Inyo Counties, 1860-1910

Early transportation and travel pathways played a significant role in opening Mono and Inyo Counties to economic development and growth in the years prior to 1910. These were wagon roads that allowed visitors and pioneers access to the eastern edge of California, east of the Sierra Nevada Mountain Range, and into the Owens Valley. Early routes in the area consisted of trails that often followed established Native American pathways, which were renamed and modified as needed. The imposing height of the Sierra Nevada Mountains along the western flank of the Owens Valley and Indian Wells Valley meant that the predominant route of travel was north-south. These north-south trails were first developed in the prehistoric era and were later followed by early explorers. With the arrival of the mining frontier in the 1860s, the “Bullion Road,” made famous by freighter Remi Nadeau, was extended to Los Angeles for an outlet for mining products. Later boosters chose the romanticized name of “El Camino Sierra” for this route that spanned the Owens Valley into Mono County to the north. This route eventually became US Highway 395.¹⁹⁶

In the 1860s, a network of wagon roads was established that created reliable regional transportation and facilitated settlement and local economic development.¹⁹⁷ Miners and ranchers began using the old Native American trails as wagon roads to drive cattle and move materials to and from mining communities. The discovery of silver and gold in the Inyo-White Mountain Range resulted in the construction of major wagon roads to aid in the transportation of ores. Main wagon roads include portions of present-day East Bishop Creek Road, US Highway 6, and US Highway 395. Lesser used wagon roads such as Brockman Lane, Riverside Road, and Dixon Lane were built to connect isolated mining and ranching communities. Today about 59 of approximately 117 mapped wagon roads are extant, many of them now integrated into major highways or used as surface streets.



Figure 30. Undated view of Remi Nadeau moving freight along El Camino Sierra. Courtesy of Owens Valley History. http://www.owensvalleyhistory.com/el_camino_sierra/page76a.htm



Figure 31. Mule teams pulling freight wagons in the Owens Valley, ca. 1870. California State Library Historic Collections. https://csl.primo.exlibrisgroup.com/view/delivery/01CSL_INST/12136364930005115. Accessed September 2022.

Good Roads and State Highways in Owens Valley 1910-1956

By 1910, as America entered the age of the automobile, wagon roads become obsolete. A movement for good roads began in the late nineteenth century and was well established by 1910. California established a Bureau of Highways in 1895 and registered its first automobile in 1896. The early demand for engineered roads to replace old wagon routes culminated in passage of the Federal Aid Road Act of 1916. Much of the modern road and highway construction effort in Owens Valley is associated with US Highway 395, the major north south route through the project area.¹⁹⁸

The Inyo Good Road Club, formed in April of 1910, supported the passage of bond measures to fund improvements in the area. W. Gillette Scott, the club's executive secretary, organized road trips between 1910 and 1920 to publicize the issue as well as promote travel into Inyo County and the Owens Valley region.¹⁹⁹ The Inyo Good Road Club would become one of the most active Good Road Clubs in California, successfully promoting the improvement and development of roads in Inyo County. One of its premier accomplishments was the 1910 designation of El Camino Sierra, an old unnamed prehistoric road turned wagon road, into a highway. W. Gillette Scott, one of the founding members of the Inyo Good Road Club, is credited with creating the name of El Camino Sierra.²⁰⁰ At the time, the highway was proposed to run north from the Mojave Desert through the Owens Valley and on to Bridgeport in Mono County. For the next few years, surveys were conducted to identify the best routes to integrate into the newly designated highway. In 1910, the year of El Camino Sierra's designation, *The Sacramento Bee* reported:

The improvement of the El Camino Sierra will bring auto tourists in touch with a natural park of more than 5,000 square miles, some of it practically unexplored... It is the purpose to have the El Camino Sierra completed in time for use by tourists and others during the Panama-Pacific Exposition. This it is believed will attract to California a considerable proportion of the enormous tourist traffic that now gravitates annually to Europe.²⁰¹

During the summer of 1912, motivated by the success of El Camino Sierra, a delegation of highway enthusiasts from Goldfield and Tonopah, Nevada, met with the Inyo Good Road Club with the intention of promoting a paved transcontinental auto route.²⁰² This route still remains as present-day US Route 6 between Bishop and Tonopah.²⁰³ With the passing of the Federal Aid Road Act of 1916 and the Federal Aid Highway Act of 1921, which provided federal funding for road building, the possibility of transcontinental travel was finally deemed feasible. On June 21, 1937, US 6 became the longest US transcontinental route in the country, running from Provincetown, Massachusetts, west into Long Beach California, spanning a total distance of 3,652 miles.²⁰⁴ It remained a favorite east-west national route in the United States during the 1930s and into the 1950s, supporting local businesses along the way.²⁰⁵ What remains of the signed highway designated US 6 begins its route at Bishop at a junction with US Highway 395 near the Bishop Paiute Shoshone Indian reservation. After leaving Inyo County and entering Mono County, the highway proceeds due north to the town of Benton and makes a junction with SR 120. The California portion of US 6 was originally commissioned in 1937 as an extension of the highway from Greeley, Colorado, as part of the historic Grand Army of the Republic Highway auto trail. This was a national named road.²⁰⁶ US 6 was later extended further south through the Mojave Desert and Los Angeles to Long Beach in Southern California. It traveled along with what is now US Highway 395.²⁰⁷ In 1964, all of US 6 in California south of Bishop lost its federal designation in favor of US Highway 395 and its US 6 signs were removed. The highway was truncated to Bishop as part of a 1964 highway renumbering project.²⁰⁸

In the 1920s, the long-held debate over whether to extend El Camino Sierra Highway through the town of Bishop was resolved. The California Highway Commission, influenced by the merchants of Bishop, adopted the route via Main Street before turning westerly and continuing its northern trajectory.²⁰⁹ Upon its completion, El Camino Sierra was recognized for its scenic beauty and fostered a growing tourist economy in the region.²¹⁰ By 1931, El Camino Sierra was completely paved; much of it is within the alignment of US Highway 395.²¹¹

Since its establishment as an old mining trail, US Highway 395 has served as an important north-south interregional route in the US Highway System.²¹² In 1926, the American Association of State Highway Officials established the Federal Highway System and the Federal Bureau of Public Roads.²¹³ The establishment of these organizations resulted in the recognition of the highway (which originally only connected Spokane, Washington, to the Canadian border) and proposals to extend the route as far south as San Diego.²¹⁴ Portions of the highway would incorporate sections of US Route 6 and State Route 168, among others routes in the western United States. While much of Highway 395's history is obscure due to improper documentation, it has been classified by a series of local names and number designations. In 1909 the highway was named Legislative Route 23 and was part of state signed Route 7. It was officially signed as US Route 395 in 1935.²¹⁵

In the early 1930s, US Highway 395 was identified as the "Three Flags Highway" for its link between Canada, the United States, and Mexico.²¹⁶ The Three Flags Highway Association was established in 1931 to promote a recommended north-to-south route across the North American continent. By 1935, the Three Flags Highway was officially awarded a federal highway number (US Highway 395), giving the route its present-day identifier.²¹⁷ At this point US Highway 395 extended from the Canadian border to Los Angeles via Spokane, Pendleton, Burns, Lakeview, Alturas, Reno, Bishop, Owens Valley and Lancaster.²¹⁸ The following summer, the three-nation-highway would reach as far south as San Diego in time for the 1935 California Pacific International Exposition. Throughout its existence the highway has undergone a series of realignments to facilitate travel through various stretches of rough terrain.

California State Route 168 was added to the California State Highway System in 1931.²¹⁹ The 124-mile-long highway connects northeast Fresno, northern Inyo County, and southeastern Mono County, and serves the largest population center in Inyo County. It was originally planned as a trans-Sierra Nevada route, going from Fresno through Bishop and into Nevada via US Route 6.²²⁰ The segment that runs from Big Pine into the Inyo-White Mountain range was originally constructed in 1873 by J.S. “Scott” Broader as a toll road to facilitate access into Deep Springs; it operated as a toll road until after 1900.²²¹ On the 1913 Bishop quadrangle map, it is listed as a toll road. In 1913, the old toll road route was identified as a possible transcontinental route by the American Automobile Association.²²² In 1925, the old toll road was adopted and designated by the State of California as LRN 63, an identifier that remained in place until 1964 when it was renamed State Route 168.²²³

California State Route 266 passes through the Fish Lake Valley for a short distance. It is an extension of the same numbered route in Nevada. At Oasis, SR 266 intersects SR 168, which serves as the gateway into the Owens Valley from Nevada.²²⁴ This was an old route in Nevada, and one of the first four state highways designated as Nevada State Routes in 1917.²²⁵ This segment of Route 266 was brought into the State Highway System in 1931 as LRN 63 from Oasis easterly to the California-Nevada state line. In 1963, LRN 63 was designated as Route 168. In 1986, this segment of Route 168 became a segment of Route 266.²²⁶ The section of SR 266 from the western terminus to the junction with SR 168 is designated by the California State Legislature as eligible by law for the State Scenic Highway System, but it has not been officially designated as a scenic highway by the California Department of Transportation.²²⁷ By the mid-1950s, all major highway alignments in Inyo and Mono Counties had been completed. Today, US Highway 395, US Route 6, and State Route 168, are the primary routes that provide access to popular recreational destinations such as Sequoia National Forest, Kings Canyon National Park, Sierra National Forest, Inyo National Forest, Death Valley National Park, Mammoth Lakes, Mono Hot Springs, and Yosemite National Park. From the east, State Route 266 provides access to Owens Valley from Nevada via State Route 168.²²⁸



Figure 32. State Highway through Owens Valley to Keough Radium Hot Springs, Bishop, ca. 1927. Courtesy of Owens Valley History. http://www.owensvalleyhistory.com/el_camino_sierra/road_to_bishop2_1927.jpg. Accessed September 2022.

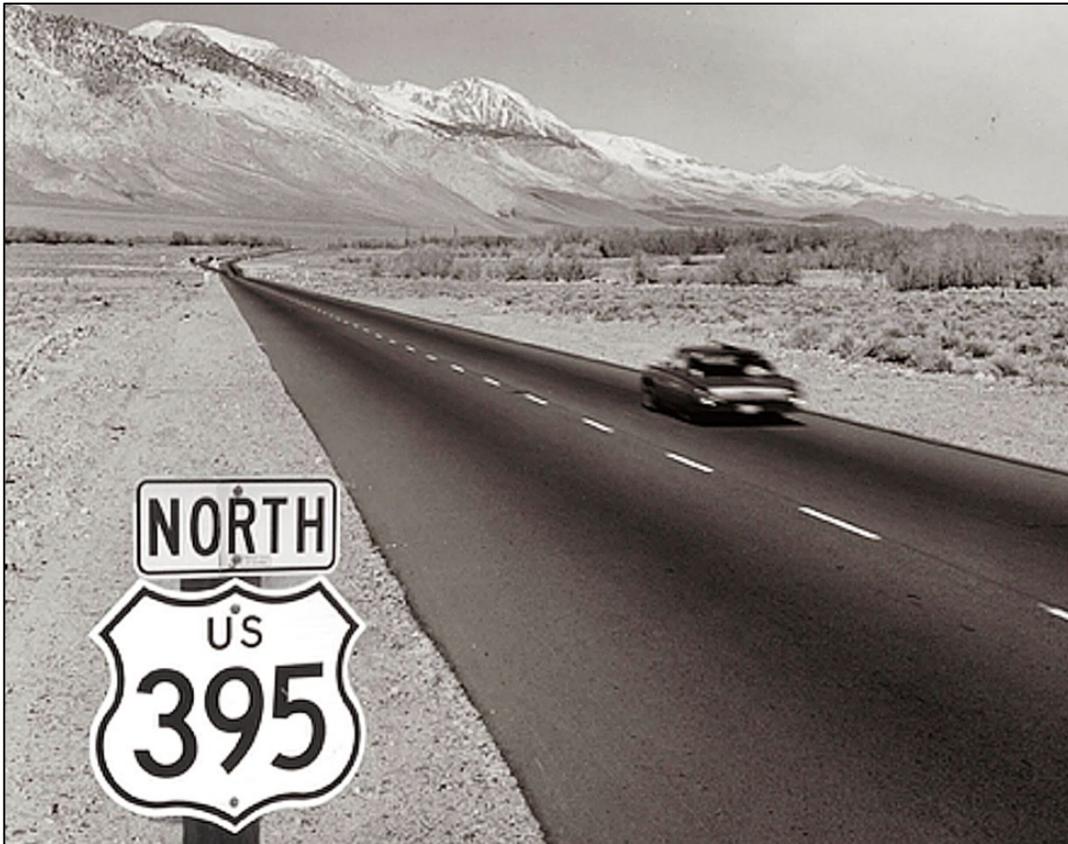


Figure 33. Highway 395, no date. Woodruff, David. et. al. "Tales Along El Camino Sierra Two: A Sentimental Journey Along Highway 395" El Camino Sierra Publishing, 2019.

Railroads in Owens Valley, 1880-1960

The first transcontinental railroad linked the Central Pacific, building east from Sacramento, California, with the Union Pacific which built west from Council Bluffs, Iowa. The two efforts met at Promontory, Utah, in 1869, creating the first transcontinental railroad. This lucrative enterprise encouraged the investors in the Central Pacific to develop a southern route that would eventually connect with Los Angeles.²²⁹

Soon after completion of the first transcontinental route, the Big Four of the Central Pacific began exploring routes for a second transcontinental along the 32nd and 35th parallels. They incorporated the Southern Pacific Railroad and began laying track south through the central valley of California. Using plans surveyed in January and February of 1868 by General William J. Palmer, they set a course east through the Mojave Desert. Palmer decided that the 35th parallel was the best route and surveyed a line along this parallel, going through Tehachapi Pass to Mojave, which it reached in 1878. This line would later become a route of the Southern Pacific Railroad, which passed through Waterman (later Barstow), Daggett and reached Needles on the Colorado River in 1882. There, the Southern Pacific ran into a problem: The Atlantic and Pacific (A&P) Railroad, a partial subsidiary of the Atchison Topeka & Santa Fe Railroad (AT&SF), was already building a railroad from the Midwest and New Mexico to Needles and Mojave in California.²³⁰

The Atlantic and Pacific completed a railroad from Santa Fe through Arizona and reached Needles in 1884. The A&P and the Southern Pacific railroads then reached a compromise agreement permitting A&P to run through traffic from the east via Needles and Mojave through Tehachapi Pass and on to San Francisco. Later known to many as just

the Santa Fe Railroad, this lease agreement allowed it to use the line constructed by the Southern Pacific through the Mojave Desert.²³¹ The Southern Pacific and the Santa Fe attempted a merger in 1983, which was blocked by the Interstate Commerce Commission (ICC). The Union Pacific acquired the Southern Pacific in 1996. That same year, the Burlington Northern acquired the Santa Fe Railroad.²³²

Railroad construction in the survey corridor first extended south from the main Union Pacific route at Carson City. Extension of a narrow-gauge railroad into the Owens Valley was associated with the development of mining properties. As the mines become more lucrative and intensive in their operation, promoters could justify the construction of a narrow-gauge railroad to bring supplies in and to ship ore out.

Railways were vital to the success of the mining and agricultural industries in Owens Valley.²³³ In 1880, the Carson and Colorado narrow gauge railroad was the first line to serve Inyo and Mono counties.²³⁴ The rail line initiated in Carson City, Nevada, and was constructed over three years to reach Benton, Hammill and the Chalfant Valley, with its terminus at Keeler, east of Owens Lake, where it could handle extensive shipments of borax.²³⁵ The rail line was 293 miles long and was strategically constructed along the eastern side of the Owens Valley to bring it closer to the mines along the Inyo-White Mountain range.²³⁶ A railway station was established at Laws, which was then called Bishop Creek, to serve the surrounding mining and farming settlements.²³⁷

Towards the end of the 19th century, as mining profits declined, the railroad's profits also began to wane. The line was reorganized as the Carson and Colorado Railway in 1892 to reduce accumulated debt. In March of 1900, the Southern Pacific Railroad Company (SPRC) purchased the Carson and Colorado Railway for a total of \$2,750,000. The Southern Pacific saw the narrow-gauge railroad as a desirable addition for its growing empire.²³⁸ Several months after the purchase, a tremendous gold strike in Tonopah provided the SPRC with a windfall. The new boom provided profit and allowed the SPRC to recuperate its investment within one year of purchase. By 1905, the line was renamed as the Nevada and California Railway. In 1912, the line was referred to as the Southern Pacific. For the next 20 years the SPRC line remained the popular mode of transportation until the rise of the automobile and the American highway system.²³⁹ The development of railroads also resulted in road construction. This included roads to and from railroad stations and other facilities. It also included trackside access roads and roads associated with railroad construction. An example of this in the project area is the Laws Frontage Road (TLRR CSP_70), which served as an access road to the Carson & Colorado narrow gauge line along US 6 in Laws.²⁴⁰

In 1908, workers forged a railroad link between the Carson & Colorado narrow gauge railroad and the main line. The City of Los Angeles and the Southern Pacific entered into an agreement for the construction of a 118-mile-long railroad from Mojave to Lone Pine. This standard gauge branch, built at a cost of more than \$1 million, was named the California and Nevada Railway. It provided easy transportation for men and materials used in the construction of the first Los Angeles Aqueduct. It was completed in 1910 and became better known as the "Jawbone Branch." It met the narrow-gauge line at Owenyo, where workers constructed a transfer point to shift cargo from one line to the other. For this reason, it is also known as the "Mojave-Owenyo Branch."²⁴¹ Today, only the southern segment of the Mojave-Owenyo branch, going southwest from Searles, California, into the Freemont Valley, is in use. This segment is currently owned and maintained by the Union Pacific Railroad.²⁴² Much of the Carson and Colorado narrow gauge railroad alignment closed in the 1930s and 1940s. Track from Laws to Keeler was abandoned in 1960 and removed in 1961. The abandonment of the narrow-gauge line marks the end of the historic period for railroads in the project area.²⁴³



Figure 34. Slim Princess Narrow Gauge Railroad in the vicinity of Laws, no date. Courtesy of Legends of America. <https://www.legendsofamerica.com/ca-laws/>. Accessed September 2022.



Figure 35. Laws Railroad Station, no date. Courtesy of Owens Valley History. <https://www.legendsofamerica.com/ca-laws/>. Accessed September 2022.

Transportation Property Types, Significance Thresholds and Integrity Considerations

While the general theme of Exploration, Transportation and Travel Pathways covers the period from the 1770s to the 1960, most properties in the project APE/API are related to vehicular transportation in the twentieth century. Because the project APE/API is a linear corridor and transportation facilities are also linear corridors, there are many opportunities for transportation resources to cross the APE/API in the long and narrow project area.

Caltrans has long had a concern with the National Register eligibility of historic transportation facilities because their work in the state naturally involves work near historic travel routes. As such, the Caltrans approach for determining eligibility of transportation resources is sophisticated and nuanced, as befitting the amount of time the agency has been evaluating historic roads. The Caltrans context study, *A Historical Context and Methodology for Evaluating Trails, Roads, and Highways in California* (2016), includes a useful 4-step process for determining the eligibility of roads and trails. Step one is identification, to see if the resource has appropriate character defining features. For roads evaluated as built environment resources, this would include function and structure. Step two is to apply the historic context. For the current project, this includes the specific geographic and temporal contexts based on research that are described in the report. Step three is an evaluation of integrity of the resource, to determine if it still has the appearance of a historic resource based on the seven aspects of integrity. The decisive step is an evaluation of significance, including the area of significance and period of significance based on context.²⁴⁴

Significance Thresholds

Within the overall theme of Exploration, Transportation and Travel Pathways covering the period from the 1770s to 1960, there are five subthemes used in the CSP HBER. These include:

- Early Exploration and Travel, Spanish and Mexican Era, 1770s-1848
- Early American Exploration and Travel, 1848-1860
- Wagon Roads in Mono and Inyo Counties, 1860-1910
- Good Roads and State Highways in Owens Valley 1910-1956
- Railroads in Owens Valley, 1880-1960

The CSP themes and periods of significance vary somewhat from those used in the Caltrans context study, particularly on the development of automobile roads and highways in the 20th century. While the Caltrans study calls for a division between wagon roads and early automobile roads at about 1910, with modern roads from 1940 to 1956, and interstate freeways dating from 1956 onward, the unique development of Inyo and Mono counties calls for the use of one historic context for automobile roads and highways. This is due to fact that the most significant construction of roads and highways occurred between 1910 and 1940, but completion of some of those routes extended into the postwar period. For this reason, the wagon road era ends in 1910 and the period of significance for all roads in the project area ends in 1956. The period for railroad transportation ends in 1960 when track from Laws to Keeler was abandoned and railroad service discontinued. Access roads are most frequently associated with the conveyance of water or electrical power. They are normally regarded as a secondary or tertiary feature that was the means to an end to construct and later maintain the related facility. As such, access roads are not usually considered significant in and of themselves.

The Caltrans study discusses eligibility under all four National Register criteria; however, for the most part, the significance criteria associated with roads generally relate to broad patterns in U.S. history. An important aspect of the Caltrans study is the description of character-defining features. Although the HBER uses the date of 1910 as the point of separation between wagon roads and early automobile roads, the description of the character-defining features for these periods are the same.

Integrity Considerations

Integrity considerations vary depending on the age of the transportation resources. It is important to maintain integrity for the character defining features that serve to identify the type of the road. For wagon trails to 1910, these typically have a wider footprint on the landscape than foot trails, varying from 10 to 15 feet in width. These may be identifiable by changes in vegetation and because wagon ruts may be visible. Sometimes rock features such as trail markers or graves may be associated with the pre-1910 wagon road. In some locations, historic inscriptions

may be found on rock faces along routes. Because there are not elaborate design features, it is important to have integrity of workmanship that identify the early construction efforts on wagon roads.

Early automobile roads from 1910 to 1940 often conform to topography; primarily horizontal alignment (curves and bends to avoid earth-moving). These roads often began as trails or railroad routes. They may be the first routes in desert leading from one water source to another. Character defining features of the early automobile roads also are that they are two-track roads, which can be paved, partially paved, or oiled. They are often sandy or rocky. These early roads have few bridges; instead, they commonly cross washes directly and are thus subject to flooding. Early roads are narrow, with no more than one lane in each direction. In the historic period, these roads had signposts guiding to water and defining routes of roads; it is rare to find such features in place today. In later years, these roads may be graded. These early roads do have design features that should be intact. Setting is also of importance, as these roads evoke an early era of travel.

Character defining features of modern highways from 1940 to 1956 begin with paved routes with some engineered elements. These more advanced engineering techniques include graded portions of the road shoulder, banked curves, and side slopes. These roads generally follow the most direct route across the desert. These are larger roads that connect metropolitan areas as well as intermediate cities and towns.

Because these 1940 to 1956 roads are larger and have higher traffic speeds, they might have cross traffic requiring use of traffic control elements such as stop signs. The integrity aspect of association is important here, as these roads are linked to important destinations.

Refer to Figure 36 for the location of built environment cultural resources associated with transportation and travel pathways in the vicinity of the APE/API.

THEME 5: AGRICULTURE AND RANCHING, 1860s to 1930s

California has a deserved reputation as a prime location for agriculture and ranching activities. This status dates to the earliest era of Spanish and Mexican land grants. Americans first traveled west to California as trappers, explorers, and hunters, although their numbers were small. They were followed by large numbers of gold seekers. During the gold rush, Americans soon realized that even greater fortunes could be made by providing agricultural products to the miners. More recent periods saw increasing specialization of agricultural products and an expansion of agricultural output due to improved technology. In this report ranching refers to the single activity of animal husbandry while agriculture is a broader term covering the growing of crops and the raising of animals.

Ranching is considered a sub-industry of agriculture and is the most widespread agricultural industry in California. It is, furthermore, an important part of the regional economy in the study area. Ranchers primarily produce meat. Hides are used to make leather, and sheep and goats can be sheared for their wool and mohair. Cattle and sheep are the dominant types of livestock. Dairying is considered part of ranching, as is poultry farming which is often called chicken ranching. Agriculture in California is generally limited to areas under irrigation where a wide variety of crops are grown. Farmers grow food crops like grains, vegetables, fruit and nuts. They also raise fiber and other non-food crops.²⁴⁵ California does not have a developed historic context for the closely related activity of ranching. The Caltrans 2007 historic context mentions cattle, sheep and hogs as important animal husbandry activities, as well as the dairy and poultry industry. The neighboring state of Arizona has developed two in-depth ranching contexts as part of National Register multiple property nomination forms. One covers the ranching industry from 1540-1950 and the second covers the modern ranching industry from 1945-1970.

The project area is particularly significant regarding agriculture since the transmission corridor passes through the Owens Valley where water resources were diverted for use elsewhere. The unique experience of Owens Valley farmers and ranchers of losing access to water and having lands acquired by the City of Los Angeles is particularly significant. While agriculture and ranching has not disappeared from the project area, it has adapted to these specialized conditions, which makes the Owens Valley agricultural experience significant.

The Owens Valley sustained and nourished the native Paiute and early American settlers. In the late 1850s, as prospectors ventured into the Owens Valley, farmers and ranchers supplied the nearby mining camps. By the 1860s, a series of droughts afflicting grazing and agricultural lands west of the Sierras accelerated the eastern expansion of agriculture into the Owens Valley.²⁴⁶

Reports of ample grazing lands motivated cattle ranchers from the Central Valley to drive their herds into the Owens Valley and the Mono Basin.²⁴⁷ In 1861, the first Euro-American settlers entered the Owens Valley in cattle-driving parties from the north and south establishing small communities along the way. Allan Van Fleet, Charles Putnam, and Samuel Bishop were among the first to arrive in the area in 1861.²⁴⁸ For much of the latter part of the nineteenth century, livestock grazing was the dominant agricultural activity in the Owens Valley. Most of the cultivated and irrigated lands were devoted to forage crops and pasture.²⁴⁹ By 1880, nearly 5,000 acres of improved lands in the Valley were reportedly in use as pasture along the Owens River. Lands were intermittently irrigated to enhance the growth of native grasses.²⁵⁰ Tensions arose between the settlers and the native Paiute as cattle and sheep foraged on Paiute food resources, displacing them from their native lands. This led to armed conflict and the introduction of US military forces into the Owens Valley in the 1860s.²⁵¹

Agriculture in the Owens Valley, 1860s-1930s

Key markets that stimulated early agricultural development in the Owens Valley were the growing number of mining operations in the surrounding area starting in the 1860s.²⁵² Locations such as Deep Springs Valley and Piper Ranch in Oasis, primarily cattle driven areas, supported emerging mining camps in the Inyo-White Mountain Range and in western Nevada. During peak mining years, the influx of miners and mining related workers assured a steady and reliable market for farmers and ranchers alike. In 1883, the construction of the Carson and Colorado Railroad facilitated in the transportation of agricultural goods to the Nevada markets.²⁵³ Booming mining towns such as Tonopah and Goldfield in Nevada, provided an expanded market for the Owens Valley agricultural products especially during years where agricultural goods exceeded the demand.

Although farming was a challenge in the Valley due to the climate, water supply, and soil conditions, by the turn of the twentieth century the valley had cemented its reputation as a successful agricultural region of the West. The majority of non-forage crops were cultivated along the lower part of the Owens River alluvial fans where the suitable soil existed.²⁵⁴ Among the early crops cultivated in the Owens Valley were wheat, corn, barley, oats, and potatoes, with wheat and corn accounting for nearly 80 percent of the 5,500 acres allotted for non-forage land in 1900. By the late 1800s, commercial fruit production gained popularity in the area with apples and pears being the primary fruit. The Owens Valley won several prizes at California County Fairs for its outstanding quality; however, despite their success, cold weather proved to be a deterrent to increased fruit and vegetable production.²⁵⁵

By the turn of the twentieth century, Owens Valley had developed into a small yet established agricultural center with over 90 percent of its 5,000 residents involved in the agriculture.²⁵⁶ The valley's success, however, would be short-lived and life in the valley would be overturned due to the demand for a water supply by the City of Los Angeles. At the beginning of the twentieth century, Los Angeles was experiencing a severe water shortage. City officials viewed the Owens River as a potential water source that could be exploited to sustain the city with much-needed water via an aqueduct.²⁵⁷ Construction of the Los Angeles Aqueduct in 1907 signaled the beginning of the end for agricultural life and the start of a long and arduous Water War between the City of Los Angeles and the Owens Valley that would last more than two decades. While the diversion of water to Los Angeles did not immediately affect agriculture in the Owens Valley, by the 1920s farmers and ranchers struggled to maintain their lifestyle. A drought in 1921–1922 worsened the situation, leading Owens Valley residents down a path of resistance to reclaim their water rights from the City of Los Angeles. Despite their efforts, by 1927 nearly all of the agricultural sector was bankrupt forcing many to sell their properties. By 1935, the City of Los Angeles controlled nearly all of the irrigated land in the Owens Valley, leasing it back only for grazing and growing forage, thus eliminating the growth of any non-forage crops.²⁵⁸



Figure 37. Threshing grain in the Owens Valley, no date. Courtesy of Owens Valley History.
http://www.owensvalleyhistory.com/owens_valley_owens_lake/page99.html. Accessed September 2022.



Figure 38. Cutting and binding grain, Bishop, California, no date. Courtesy of Owens Valley History. http://www.owensvalleyhistory.com/owens_valley_owens_lake/page99.html. Accessed September 2022.

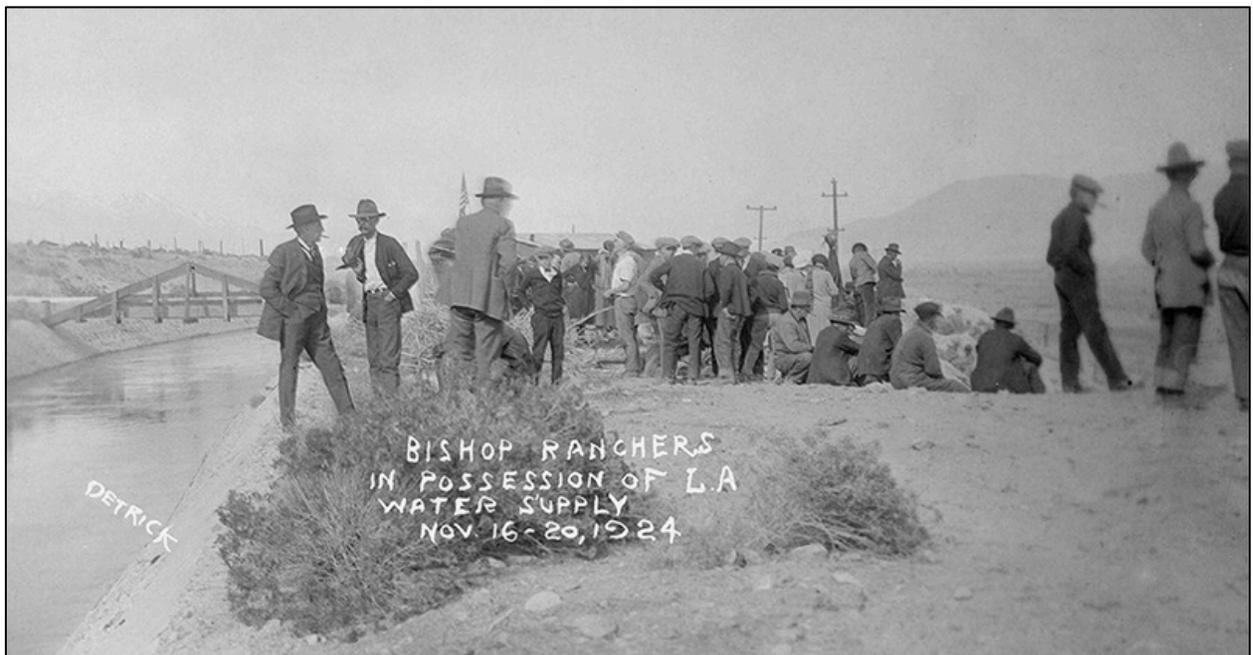


Figure 39. Bishop Ranchers in Possession of LA Water Supply, 1924. Literary Hub, November 16-20, 1924. <https://lithub.com/the-water-war-that-polarized-1920s-california/>. Accessed September 2022.

Cattle Ranching in the Owens Valley Area, 1860s-1950s

Cattle ranching was closely associated with the mining boom and started in the Owens Valley as early as 1861. The influx of miners required meat provisions and soon ranching activities followed. The cattle industry in California is an old one, dating back to the Spanish and Mexican eras. As mining grew in the Owens Valley, cowboys drove herds from Southern California into the lush valley. The Calvert Ranch near Independence was an early success.²⁵⁹ By 1900, many vaqueros tended the herds in the southern portion of the Owens Valley.²⁶⁰ One of the earliest ranching families was that of John F. Lubken (1836-1893) who became wealthy and acquired extensive land holdings by supplying miners with farm and ranch products. In later years, his son John H. Lubken (1876-1973) was an important official in county government as Inyo County Supervisor. Two roads in the area are named after the family.²⁶¹

With the arrival of the Los Angeles Department of Water and Power and the subsequent reduction in agricultural activity, ranching became a larger percentage of the economic pie. By 1920, agriculture and ranching pursuits occupied about 41% of the population. Ranchers followed some seasonality to their work, with a movement to Monache Meadows, Templeton Meadows, and Mulkey Meadows during the summer months. Ranching continued to be an important part of the economy through the 1950s, although the percentage of those engaged in ranching activities declined. This was due to the rise of the tourist economy, which now dominates the Owens Valley area.²⁶²



Figure 40. Cattle ranching in the Owens Valley, no date. Los Angeles Public Library: LADWP Photo Collection. <https://calisphere.org/item/04692d39cd04c19de1cde91309253060/>. Accessed September 2022.

Sheep Ranching, 1860s-1930s

The proximity of the high desert valley along the Owens River with the Sierra Nevada Mountains to the west made for excellent sheep territory. The mild climate, open grazing land, and ability to travel from winter to summer pastures in a short distance made the Owens Valley a natural. Basque shepherders came to the area early, starting in the early 1860s along with the cattle industry. Basques came to California from South America and contracted with larger cattle ranches to graze their flocks. The Civil War led to a heavy demand for wool for uniforms and sheep herding quickly expanded. Other groups soon joined in and the sight of flocks moving from mountain the valley became common.

As in other areas, conflict between cattle ranchers and shepherders was also common. After the turn of the twentieth century when the federal government began to set aside land for preservation and protection, shepherders came into conflict with those wishing to protect a pristine environment. John Muir famously called sheep “hoofed locusts.” On the other hand, others appreciated the contributions of shepherders to the community. Owens Valley author Mary Austin published a novel in 1906 titled *The Flock* in which she lauded the way shepherders worked with the environment.²⁶³

The Basque presence in the Owens Valley left a strong cultural connection remaining today in the famous “Shepherd Bread” sold at Schat’s Bakery in Bishop. The area was free from major conflict between cattle ranchers and shepherders, primarily because cattle comprised the major ranch activity by a wide margin. Still, by 1920 there were 43,542 sheep recorded in Inyo County during a state tally. Up through the 1930s sheep were still occasionally driven north through Bishop to summer pastures. By 2007, the state recorded only 97 sheep in Inyo County and only one Basque shepherd still drives sheep in the area.²⁶⁴

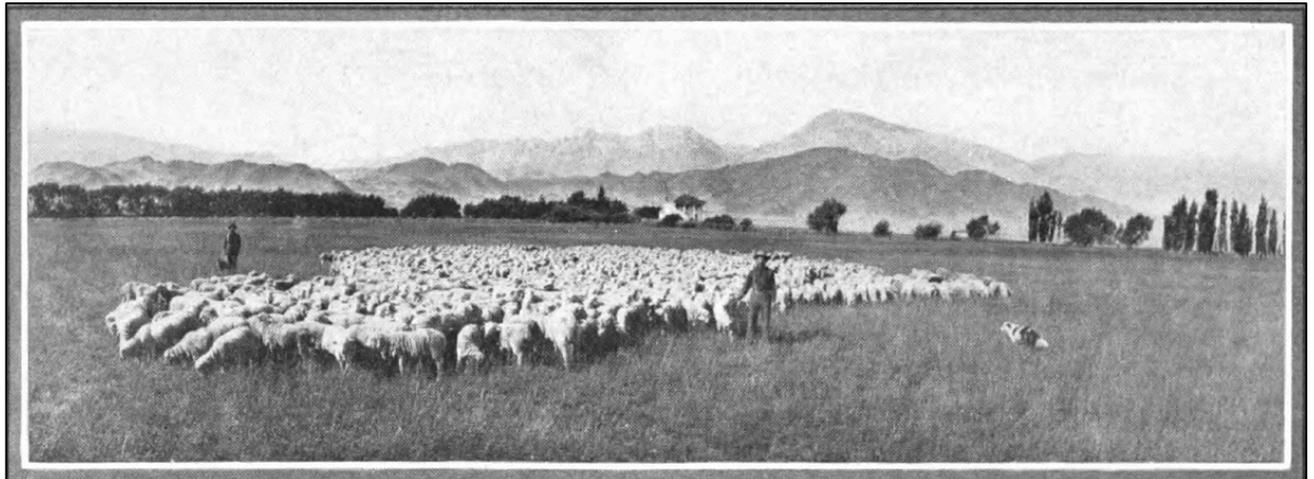


Figure 41. Sheep in the Owens Valley on the way to market, no date. Courtesy of Owens Valley History. http://www.owensvalleyhistory.com/owens_valley_owens_lake/page99.html. Accessed September 2022.

Agriculture and Ranching Property Types, Significance Thresholds and Integrity Considerations

The agriculture and ranching theme spans the time from the arrival of Euro-American settlers in the 1860s and continues until the 1950s with respect to ranching. Given the wide variety of plants and animals raised in farm and ranch settings, the number of property types is extremely varied. In its 2007 study *A Historical Context and Archaeological Research Design for Agricultural Properties in California*, Caltrans identified two broad property types: farms and ranches. This same approach has been employed in this study of the CSP project corridor. Beyond this split into farming and ranching properties, the properties are normally divided into domestic and agricultural

spheres. The farmhouse and ranch house are the center of the operation, and there are many sub-systems that support farming and ranching activities.²⁶⁵

There is a wide array of primary and secondary farm buildings. Primary farm structures include barns, corn cribs, granaries, and farmhouses. Secondary farm structures related to agricultural production include poultry houses, cooling sheds, milking sheds, pole barns, silos, and storage buildings. Structures related to residential functions include springhouses, washhouses, tank houses, storm cellars/root cellars, summer kitchens, smokehouses, outhouses, silos, windmills, and fencing.²⁶⁶ Not all these property types were encountered in the project area.

Significance Thresholds

The subthemes for agriculture and ranching include Agriculture in the Owens Valley, 1860s-1930s, Cattle Ranching in the Owens Valley, 1860s-1950s, and Sheep Ranching, 1860s-1930s. To convey significance under these subthemes, a property must have been constructed during the period of significance and be significantly associated with broad patterns of agriculture and ranching. Agricultural and ranching houses are much like all other houses in California built from the 1860s to the 1940s and share similar character-defining features. The shape, form, massing, orientation, and decoration of farmhouses are like most residences built during the fourth quarter of the nineteenth century and the first quarter of the twentieth century. Rural dwellings are like their urban counterparts in virtually all aspects. In general, agricultural and ranching residences are normally unhindered by land restrictions and are usually oriented with their broad elevations facing the road. Wings often extend to the rear as well, usually reflecting the growing farm family over several generations and the increasing need for more room.

As rural agricultural outbuildings and support structures were often designed with a singular use and function, the original use of these structures is clearly reflected in their exterior appearance. Buildings, including corn cribs and granaries, outhouses, springhouses, and cellars, were built to fulfill a specific and, typically, singular purpose. While the purposes of agricultural and ranching outbuildings and structures may seem minor in some ways, they were critical to the smooth function of the farm or ranch property. As such, the rural farm/ranch setting is an essential character-defining feature.

To be considered significant, the property should reflect local, state, or national trends in agriculture and ranching from the period of significance. The properties can be significantly associated with a noteworthy individual; however, other properties associated with the individual must be examined for comparative significance. In many instances, these properties may have the potential to provide information regarding agriculture and ranching history, such as archaeological deposits and features.

Integrity Considerations

Significant agricultural and ranching properties must maintain integrity in relation to the seven aspects outlined in Bulletin 15 in a manner similar to other historic residential buildings. In general, agricultural and ranching properties should have continued residential use; the house must still function as a residence and maintain a residential use. The original rural residential setting should be intact; the house must predominantly retain its historic rural residential setting. If a house began as an isolated rural farmhouse on 300 acres of open land, it must retain some feeling and association with the rural setting even if the parcel is now reduced in size. Key features of design and workmanship must also survive essentially intact: doors, windows, roofs, trim. Acceptable losses include a single window or door replacement, replacement of roof materials, and minor alterations to the rear or secondary elevations such as some covering of materials for purposes of an addition or porch.

Refer to Figure 42 for the location of built environment cultural resources associated with agriculture and ranching in the vicinity of the APE/API.

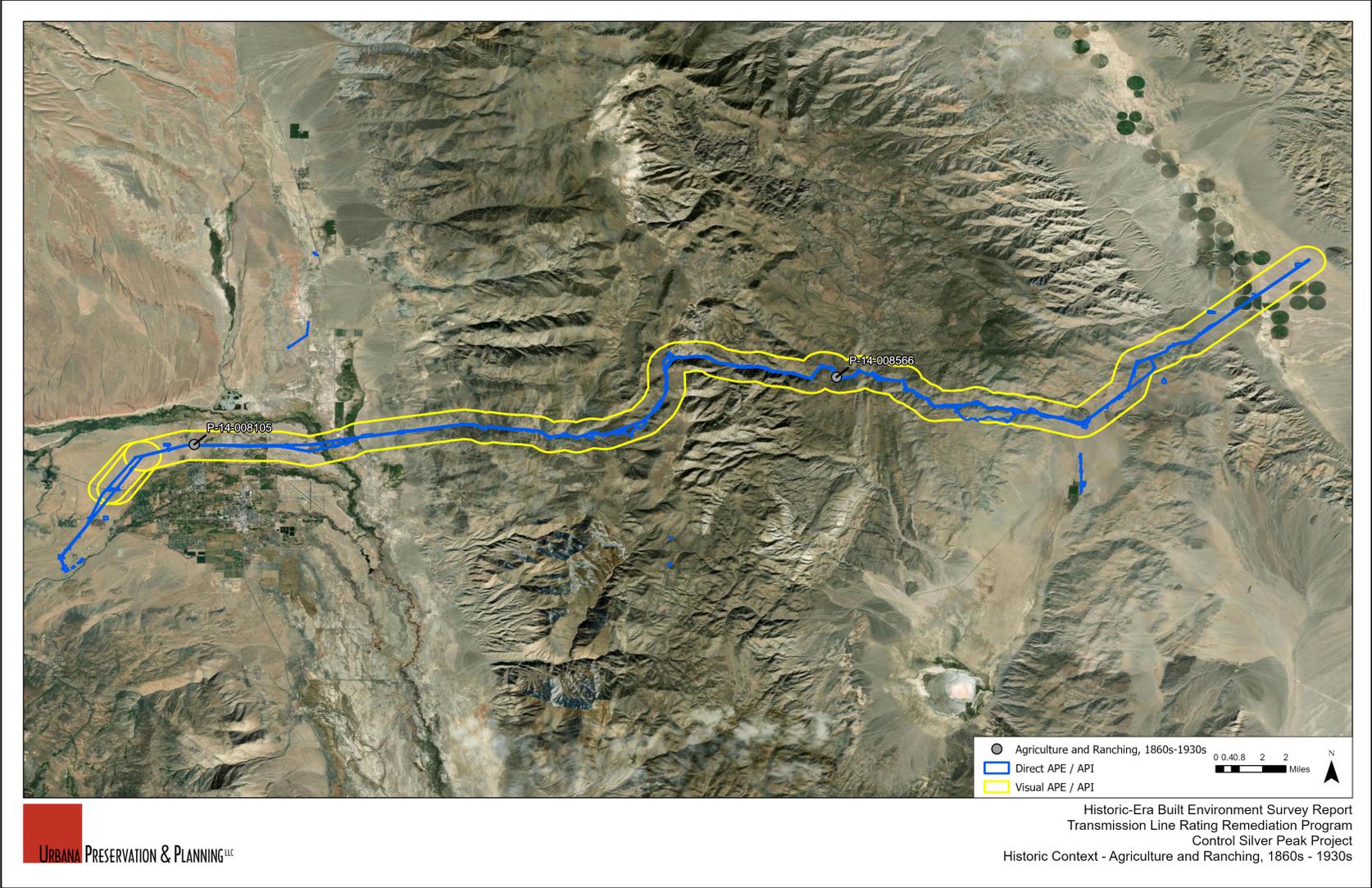


Figure 42. Location of built environment cultural resources associated with agriculture and ranching in the APE/API.

THEME 6: HOMESTEADING AND SETTLEMENT OF THE OWENS VALLEY, 1860-1930

Prior to the Anglo Americans' entry into the Owens Valley, the Owens Valley was the home of the Paiute tribes that relied on abundant water from streams originating in the Sierra Nevada that sustained a diversity of plants and animals for their use. The Paiute lived in settlements along the streams and developed irrigation systems that enhanced the growth of native plant foods. The Paiute hunted game, gathered pinon nuts, made baskets and pottery, and traded with other native groups beyond the mountains. The Paiutes call themselves Numu, meaning "People." The Paiute language is a member of the Uto-Aztecan language family. For their winter or more permanent houses, the Paiute placed willow poles in a circle and either leaned them together at the top, making a cone-shaped dwelling, or bent them in a dome shape. The poles were covered with mats woven from tule reeds, when they were available, or with bundles of long grasses tied together. There was a smoke hole at the top, and an entry door covered with an animal skin. Owens Valley Paiute villages had sweathouses; circular structures built over pits dug in the ground. They were heated by a fire built inside the entrance. The sweathouse served as a meeting place for the men. The Owens Valley Paiute were displaced by Euro-American settlers and government actions to forcibly remove them. When the Paiute returned to the Valley they located in several areas of where the government later created reservations for the Lone Pine Paiute Shoshone Tribe, Big Pine Paiute Tribe, and the Bishop Paiute Tribe.²⁶⁷

When American miners, ranchers, and farmers began moving into the valley, conflicts immediately broke out. A cold and snowbound winter of 1861-1862 disrupted the food supplies of the Owens Valley Paiutes and nearby Shoshone and Kawaiisu peoples. Settler cattle had trampled the wild plant foods that grew along the river. Hunger drove the Paiute to kill the animals for sustenance. During the spring of 1862, there were several conflicts that involved local Paiutes and American militia volunteers. At the end of April, the volunteers withdrew. Another round of violence occurred in 1863. Called the First Owens Valley War (1862-1863), the first phase of the conflict ended when most of the tribe surrendered and were forcibly removed to the Fort Tejon Reservation. However, other bands continued to fight intermittently. A second episode of violence erupted in November 1864 and continued until January 1865. The cause of the conflict was the same: competition for scarce resources during a cold winter. Although termed the Second Owens Valley War (1864-1865), this was more of a massacre with the intent of exterminating all native inhabitants of Owens Valley. In his 2016 book historian Benjamin Madley characterized this and other conflicts between settlers and California Indians as genocide of the native population.²⁶⁸

Aside from the Native American settlements and villages, there were no residential communities in the project area until Anglo Americans entered the area after 1860 in search of mineral wealth. Settlements during the Spanish and Mexican eras were in coastal regions of California, well outside the project corridor. American settlement prior to the gold rush also concentrated in the coastal area and, in a few instances, the central valley. It was not until the mining frontier crossed back east over the Sierra Nevada after the initial gold rush played out on the western slope that significant settlement occurred in the project area. This settlement was given a tremendous boost upon passage of the Homestead Act of 1862.

These early settlements were the ubiquitous boom towns common to locations of resource extraction. As mining operations succeeded, settlements and towns quickly followed. While some mining towns vanished as quickly as they sprung up, others survived longer depending on the nature of the ore body. For the more permanent communities, merchants and commercial activities sprang up to supply the daily needs of miners. Over time, as routes of transportation developed, settlements associated with travel routes and military outposts grew.²⁶⁹

The overall period of significance for the Homesteading and Settlement theme begins in 1860 and continues through 1930. The Settlement portion of the theme begins in 1860 with mining towns and continues with the development of agricultural settlements through 1930, when the decline of agriculture ended further growth. The Homesteading theme begins with the Homestead Act in 1862 and continues until 1903, when the reclamation withdrawal suspended all homestead and cash entries in Owens Valley.

Homesteading and Settlement, 1862-1903

The suite of laws that made formal settlement in the western United States possible began with the Homestead Act of 1862.²⁷⁰ Homesteading was integral to the settlement of the American West. The 1862 law and subsequent related laws allowed settlers to gain ownership of land owned by the federal government and considered part of the public domain. Although it had its roots in the mid-nineteenth century, easing requirements and extending the act allowed homesteading to continue in the early twentieth century. The homestead laws were changed and modified many times and reinterpreted by rule and court decisions.²⁷¹ These changes allowed people to homestead larger tracts of land. Also, the laws evolved so that residency requirements were reduced. The Homestead Act and its amendments had such an impact on the settlement of the western United States that by 1958 some 38,784,000 acres of federal land had been transferred from the public domain to homesteaders in California alone.²⁷²

Under the Homestead Act of 1862, an applicant could declare his intent to homestead. The applicant was then required to make certain improvements to prove a claim, including building a residence, cultivating the land, and residing on the claim for five years, and then would receive a patent to a 160-acre parcel. A homestead claim could be made by almost anyone who was a head of a household or at least 21 years of age. U.S. citizens, freed slaves, new immigrants, single women, and people of all races were eligible.²⁷³ Though the requirement for proving up homestead claims changed over time, applicants were required to live on the land for a set amount of time and make improvements, which required a significant amount of work and investment. For many homesteaders to successfully receive their land patent, they were forced to take out loans and live frugally.²⁷⁴

Homesteading, though initially focused on agriculture, shifted to include ranching. Out of necessity, many homesteads were characterized by multiple economic endeavors. Regions with marginal soils or sparse water featured homesteads characterized by multiple-use properties. Homesteaders in these areas would conduct subsistence agriculture, which included raising livestock, row crops, and orchards. These early homesteaders had to diversify to subsist and perhaps turn a small profit. This changed with the advent of agricultural irrigation in the desert regions where homesteaders could rely on irrigation companies to supply water from surface ditches or groundwater wells.²⁷⁵ Subsequent homesteading laws and amendments to the Homestead Act of 1862 changed the requirements to accommodate the realities of life in the arid West by allowing larger plots for farming and stock-only patents, as well as more flexibility in residency requirements that allowed applicants to spend periods of time away from the homestead to pursue a second livelihood.²⁷⁶

One of the most significant of these later laws was the Desert Land Act of 1877 which eliminated the requirement for homesteaders to live on the land. It also expanded the amount of acreage that settlers could acquire to 640 acres. Significantly, the impetus for the Desert Land Act came from California representative John K. Luttrell who wanted to speed up privatization of land east of the Sierra Nevada Mountains. He was instrumental in getting Congressional approval of the Lassen County Land Act of 1875 which expanded acreage for homesteads in Lassen County, California. This was a precursor to the subsequent Desert Land Act of 1877 which extended the provisions to other areas in California and other western states.²⁷⁷

Early homesteaders settled in the Owens Valley in large numbers in the 1880s. One of the earliest was William Roberts who grew corn and hay. Roberts constructed one of the first grain silos in the area, a property type that later became a marker for homestead locations. Other pioneers included John E. and Thomas E. Jones who established homesteads in Round Valley. As with many of the early homesteaders, the Jones men waited until they were firmly established on the land before sending for their wives and children to join them.²⁷⁸

For Mono and Inyo counties, much of the early settlement was related to mining activities. Agriculture and ranching supported the mines, as did boom towns. The California Volunteers established Camp Independence west of the Owens River in 1862; the town of Independence became the seat of Inyo County in 1866. As the center of county government, Independence was home to the legal and governmental sectors of the economy. Over time,

settlement and commerce was concentrated in the three largest communities—Bishop, Lone Pine, and Independence—which became centers of economic activity. Lone Pine survived a disastrous earthquake in 1872 to become a center of commerce in the southern portion of the area. By 1870, more than 1,000 people lived in the Owens Valley. The area became more agricultural over the next two decades as homesteaders catered to the needs of the mining sector of the economy. They were soon joined by merchants and several towns developed around Bishop by 1890. These included Warm Springs, Sunland, and Poleta.²⁷⁹

Big Pine is another significant early town in the Owens Valley. Big Pine developed in the decade after the Lone Pine earthquake led to an exodus of settlers in that area. It is home to the Big Pine Reservation, established in 1912 as a home for the Big Pine Band of Owens Valley Paiute. Transportation formed an important reason for the establishment of several towns in the Owens Valley area. These towns serve as connection points with transportation facilities such as roads and railroads. Important transportation towns included Darwin, Olancho, Keeler, and Laws.²⁸⁰

At turn of the century, the Owens Valley had more than 400 family farms and ranches with 141,000 acres of irrigated farmland, mostly planted in feed crops and watered by small cooperative ditch companies. The people of Owens Valley were optimistic and planned to turn the region into a thriving agricultural district. In 1903, Joseph Lippincott, the supervising hydraulic engineer for the U.S. Bureau of Reclamation in California, recommended that the valley be considered for a federal reclamation project. As construction of a government-built dam and reservoir was being considered, the Secretary of the Interior ordered a withdrawal of unclaimed federal lands from homestead or cash entry so that speculator could not rush to the area. This 1903 withdrawal effectively ended the era of homesteading in Owens Valley.²⁸¹



Figure 43. An unknown Round Valley Homestead in Inyo County, no date. Courtesy of Owens Valley History. http://www.owensvalleyhistory.com/owens_valley_owens_lake/page99.html. Accessed September 2022.

Later Settlements, 1903-1930

A significant aspect of settlement is education, and an important example is located near and just outside the Visual APE/API: Deep Springs College. This liberal arts college sited off Deep Springs Ranch Road, would likely be recommended eligible for the NRHP/CRHR pending intensive survey and evaluation. The college was established in 1917 and features approximately eight to 10 buildings, constructed in a vernacular Arts and Crafts style, around a central circular drive. The college is the sole building complex in the Deep Springs Valley. Although Deep Springs College would likely be considered eligible for the NRHP/CRHR pending intensive survey and evaluation (TLRR CSP_101), changes to the APE/API resulted in the College being outside the area of the Visual APE/API. This was the only site associated with the theme of homesteading and urban settlement in the project study area and thus there is no map associated with this theme.

A major impact on urban settlement was the Los Angeles aqueduct. Joseph Lippincott, the supervising hydraulic engineer for the U.S. Bureau of Reclamation in California, met with Los Angeles city officials to plan an aqueduct that would take water from Owens Valley to Los Angeles. In 1905 and 1907 bond issues were approved for the City of Los Angeles to purchase land, water rights, and existing canal systems in Owens Valley. Initially, there was relatively little opposition to the aqueduct from Owens Valley residents. Water was removed from the less developed southern part of the valley, but as the aqueduct was extended north in the 1920s, there was growing hostility towards Los Angeles' ongoing purchases of farmlands. In the 1930s Los Angeles bought up almost all remaining farmland in the Owens Valley, effectively ending most settlement activities in the Owens Valley.

Starting in the 1920s, the impact of the Los Angeles Aqueduct began to have a significant impact on growth and settlement in the Owens Valley. Agricultural productivity declined and population growth slowed. One settlement vanished entirely due to the activities of Los Angeles. The community of Manzanar, Spanish for "apple orchard," got its start as an orchard subdivision in 1910. Los Angeles began buying land in the area to secure water rights for its project and by 1927 owned the entire community. During the 1930s, Los Angeles stopped irrigating the lands which gradually declined. During World War II, Los Angeles leased the property to the federal government for the Manzanar Relocation Camp.²⁸²

In the 1930s, the economy of Owens Valley became more closely associated with recreation and tourism. This development continued after World War II. By the 1930s the settlement era was essentially over, and few new settlements were established after that decade. Existing communities catered to tourism, with mining and military activities in surrounding areas providing additional sources of income.



Figure 44. "Main Street Bishop, CA." Courtesy of the Owens Valley History, ca. 1910, http://www.owensvalleyhistory.com/saga_of_inyo_county/page130.html. Accessed September 2022.



Figure 45. Manzanar street scene in 1912. http://www.owensvalleyhistory.com/manzanar_town/page56.html.

Homesteading and Settlement Property Types, Significance Thresholds and Integrity Considerations

There are two subperiods of significance in the overall Homesteading and Settlement theme (period of significance 1860-1930): Settlement (period of significance 1860-1930), and Homesteading (period of significance 1862-1903). The homesteading theme begins with the Homestead Act in 1862 and continues until 1903, when the reclamation withdrawal suspended all homestead and cash entries in Owens Valley. The settlement portion of the theme begins in 1860 with mining towns and continues through the development of agricultural settlements to 1930, when the decline of agriculture ended further growth.

Property types associated with homesteads and settlements are broad. For homesteads, these include houses, outhouses, water production and conveyance features such as wells and tanks, remains of agricultural fields and orchards, and stock raising structures such as barns and corrals. In this sense homesteads are like agricultural and ranching property types with a central residential core surrounded by outbuildings and functional areas.²⁸³

Property types associated with townsites and urban development also cover a wide range. These start with basic residential and commercial buildings for housing and for business activities. Moving out from individual buildings in urban areas, there is an array of infrastructure associated with urban life that is part of the built environment. These include wet and dry utilities, transportation facilities, refuse disposal, industrial buildings, and public buildings, to name a few. Urban form and layout in terms of plat maps and subdivision plans are also part of the built environment. Settlement property types encountered in or near the transmission corridor vary from small towns and communities to planned subdivisions of larger towns.²⁸⁴

Significance Thresholds

Within the broad homesteading and settlement theme between the Homestead Act of 1862 and the end of rural settlement in Owens Valley during the 1930s, two subthemes have been identified. These include Early Homesteading and Settlement in the Owens Valley from 1862 to 1903 and Later Owens Valley Settlements from 1903 to the end of the 1930s. Beyond being constructed during the period of significance, the property must be significantly associated with broad patterns of homesteading and settlement. It should reflect local, state, or national trends in homesteading and settlement from the period of significance. Some homesteading and settlement properties may be associated with noteworthy individuals, although these resources must be evaluated in comparison of other properties associated with the individual to determine the relative significance of the properties. Some homesteading and settlement properties may have the potential to provide information regarding homesteading and settlement history, such as archaeological deposits and features.

Homesteading houses and outbuildings are like agricultural and ranching houses in California built from the 1860s to 1900 and have the same character defining features. For a homestead, all that was required was that the homesteader build a “habitable house.” As can be imagined, there was a wide range of what was considered habitable. The habitable structure could be a simple lean to or a dug out in the side of a hill. Most took advantage of local materials such as adobe, rocks, or timber. Outbuildings and structures usually included structures for collecting and storing water, outhouses, barns and corrals for livestock, and farm fields.²⁸⁵

The character-defining aspect of a townsite was the townsite plat that was recorded with county officials. This document sets out the roads and lots in the town or subdivision. These plats left their mark on the land and show how the community was planned and developed. Another prominent feature of a townsite is the infrastructure, ranging from utilities like power and water lines to parks, open space, streets, and schools. The many different types of buildings in a town define its character, including houses, commercial stores, industry, and civic or municipal offices.²⁸⁶

Integrity Considerations

Significant homesteading and settlement properties must maintain integrity in relation to the seven aspects outlined in National Register Bulletin 15. In general, homesteading and settlement properties should have integrity of setting and association. The property must retain sufficient historic integrity of material and workmanship to convey its historical association with broad themes or specific events. Enough original materials should be intact such that the historic fabric, character, and overall visual effect have been preserved. Alterations may be acceptable if minimal. Minor modifications to design features that may have been altered or replaced are considered to have a minimal impact on integrity.

Project engineering changes and revisions to the APE resulted in 12 resources being removed from the HBER. This included two sites associated with homesteading and settlement. As there are no longer any built environment cultural resources associated with homesteading and settlement in the vicinity of the revised APE/API, there is no map for this theme.

THEME 7: RECREATION, 1910s-1970s

Because of its inherent relationship to an undeveloped state of nature, little work has gone into the preparation of historic contexts associated with the theme of recreation. While some general histories of recreation have been prepared, there are few specific contexts designed to assist historic preservation planners. In general, property types for the recreation theme are varied. They can range from rustic yet luxurious lodges to unimproved backcountry campsites. Lodges could include fishing lodges or hunting lodges. Other recreational resource types may include vacation or hunting cabins, trailer parks, developed campgrounds, interpretive sites, parks, and boat launching sites to name a few.²⁸⁷

Only two recreational resources were identified in the direct project area, the Bishop Gun Club High Sierra Clubhouse (TLRR CSP_0054) and a post-WWII hunting cabin (TLRR CSP_310). The gun club facility has indoor and outdoor activities and was constructed from 1975 to 1979. As such, it is considered a contemporary property. Based on archival research, the hunting cabin was constructed between 1947 and 1951. The cabin is associated with the recreation theme; however, it does not possess documented significance in relation to the theme and was assigned CRHR Status Code 6Z.

Two historic sites within the project area have secondary recreational aspects as the location of sightseeing destinations. These include the Laws Narrow Gauge Railroad Historic District (TLRR CSP_0078) and the Roberts Ranch historic site (TLRR CSP_0090). While today these are sightseeing destinations, their main significance dates to earlier historic eras for association with the transportation and mining themes respectively.

Sightseeing and visitation to historic sites or monuments are also considered a form of recreation. Several commemorative monuments or markers are in the project area and were evaluated as built environment resources. These included the Champion Spark Plug Mine Monument (TLRR CSP_0001), Bishop Creek Battleground Monument (TLRR CSP_0044), San Francis Ranch Monument (TLRR CSP_0049), and the Lynching Rock Monument (TLRR CSP_0052). A related property is the historical marker for Owensville (TLRR CSP_0069). National Register Bulletin 15 states that "a commemorative property cannot qualify for association with the event or person it memorializes. A commemorative property may, however, acquire significance after the time of its creation through age, tradition, or symbolic value." In the CSP project area, all the monuments were erected in the contemporary period and are thus not eligible due to age. These monuments do not have significance due to tradition or symbolic value.²⁸⁸

Recreation in the Owens Valley, 1910s-1970s

For much of the nineteenth century, travel into the Owens Valley remained a long and challenging journey. Local recreation opportunities included use of earthen canals as swimming and ice-skating zones, visits to geothermal hot springs, hiking, and nature watching. The creation of the Inyo National Forest, in 1907, introduced another environmental and scenic attraction for motorists and outdoor enthusiasts. Auto clubs such as the Inyo Good Roads Club, recognized the importance of roads and spearheaded the movement for new and improved roads into the Owens Valley. In 1910, the designation of El Camino Sierra, the region's first real highway connected the Owens Valley with the rest of the country. Residents welcomed the new improved road, viewing it as an investment that would encourage tourism into the area.²⁸⁹

In the 1920s Owens Valley region became a tourist and recreational mecca.²⁹⁰ Valley residents promoted the area's scenic beauty and established commercial enterprises to increase tourism. In 1919 Keough Hot Springs opened as a health and leisure resort around its geothermal water source.²⁹¹ The opening of ski lifts in Mammoth in 1955 further increased visits through the Owens Valley. Locations such as the Rocking K Guest Ranch, which opened in 1947, served as a popular destination with vacationers passing through Bishop on their way to Mammoth.

Since the 1920s, the Owens Valley has additionally served as the backdrop for western film productions starring actors such as John Wayne, Charlton Heston, and Joel McCrea.²⁹² The most widely recognized locations for movie production are Lone Pine and the Alabama Hills serving as the backdrop for over 400 television shows and movies.²⁹³ Film making is considered part of the recreation theme because viewing the end product was a recreational activity, and because the local outdoor environment provided a scenic backdrop for film production.

After World War II, tourism increased in the region, and by the 1970s tourism revenue was double that of ranching, mining, and logging combined.²⁹⁴ Improvements in roads, a rising number of personal automobiles, increased disposable income, and an increase in population were factors that contributed to the increase in tourism. Today tourism remains an important industry in the Eastern Sierra region.²⁹⁵



Figure 46. Unknown anglers in the Owens Valley, no date. Courtesy of Loyola Marymount University Department of Archives and Special Collections. <https://digitalcollections.lmu.edu/documents/detail/9360>. Accessed September 2022.



Figure 47. Trout Fishing Party in Owens Valley, no date. Courtesy of Loyola Marymount University Department of Archives and Special Collections. <https://digitalcollections.lmu.edu/documents/detail/9360>. Accessed September 2022.

Recreation Property Types, Significance Thresholds, and Integrity Considerations

The recreation theme has a diverse variety of property types, although not all types are represented in the project area. These can range from rustic yet luxurious lodges to unimproved backcountry campsites. The designated period of significance for the recreation theme is from 1910s when National Forests were first established and continues until the 1970s when a wave of post-WWII recreational enthusiasts brought a new level of recreational activities and interest to the area.

Property types associated with recreation in the Owens Valley area are predominantly associated with outdoor recreation. These include hunting and fishing camps, as well as trails and camping areas for hikers. More developed sites include resorts, spas, and dude ranches. These are sites where visitors went to recreate. Recreational property types also include the natural or cultural environment. In Owens Valley, the Hollywood movie industry found a convenient and scenic backdrop for motion pictures from the silent era to Iron Man. In the Mojave Desert, the rich history and associated cultural resources made it an attractive destination for weekend rockhounds and history buffs. Given the emphasis on outdoor locations and sites, property types tend to have a modest impact on the environment. The best overall description of recreation property types is found in the report by mining historian and archaeologist Eric Twitty covering the historic context associated with the Interstate-70 corridor in Colorado west of Denver. These included resorts, which consisted of higher-end hotels and restaurants where tourists came for extended time. Resorts would include a hotel building with restaurant, carriage house, storehouse, gardens, and outdoor sports areas. Outdoor recreation properties were more informal and included fishing camps, hunting camps, campgrounds, and trailheads and trails.

Resorts are the most notable property type and typical of the recreation theme. These ranged from large resorts to hot springs. In the case of hot springs, the waters themselves were the destination. For larger resorts, the property often served as the base of operations for hikes and excursions to nearby lakes, streams, and scenic viewpoints. Camps for outfitters were located at the base of major backcountry trails. These included cabins, shops, and corrals for livestock.

Outdoor recreation sites are locations that people created to enjoy the natural environment. Character defining features of these sites include a purposeful modification of nature to enhance recreation. As such, there must be land use changes of some type. These resources are fishing camps, hunting camps, campgrounds, picnic grounds, and trailheads. Many may include roads for vehicular access. Features include rock fire rings, cleared areas for tents, pit toilets, tables, logs or boulders for seating, and water supplies.

Significance Thresholds

Within the single broad theme of recreation in Owens Valley from the 1910s to the 1970s, the wide variation in types of recreation and thus types of recreational properties dictate a general approach to significance. At a minimum, the property must be constructed during the period of significance. For Criterion A, it must be significantly associated with broad patterns of recreation or be associated with specific notable events in recreation history. It should reflect local, state, or national trends in recreation from the period of significance. A recreation property could be eligible under Criterion B if it is significantly associated with a noteworthy individual. Properties could be eligible under Criterion C as an excellent example of its type and/or being representative of significant architectural or engineer engineering design. There may be recreational properties that have the potential to provide information regarding recreation history, such as archaeological deposits and features.

Integrity Considerations

Once identified as significant, recreation properties must maintain integrity in relation to the seven aspects of integrity outlined in National Register Bulletin 15. In general, recreation properties should have integrity of setting and association. The property must retain sufficient historic integrity of material and workmanship to convey its historical association with broad themes or specific events. Enough original materials should be intact such that the historic fabric, character, and overall visual effect have been preserved. Alterations may be acceptable if minimal, as are minor modifications to design features that may have been altered or replaced. Only the contemporary era Bishop Gun Club and the ineligible post-WWII hunting cabin were identified as built environment cultural resources primarily associated with recreation in the vicinity of the APE/API.

Refer to Figure 48 for the location of built environment cultural resources associated with recreation in the vicinity of the APE/API.

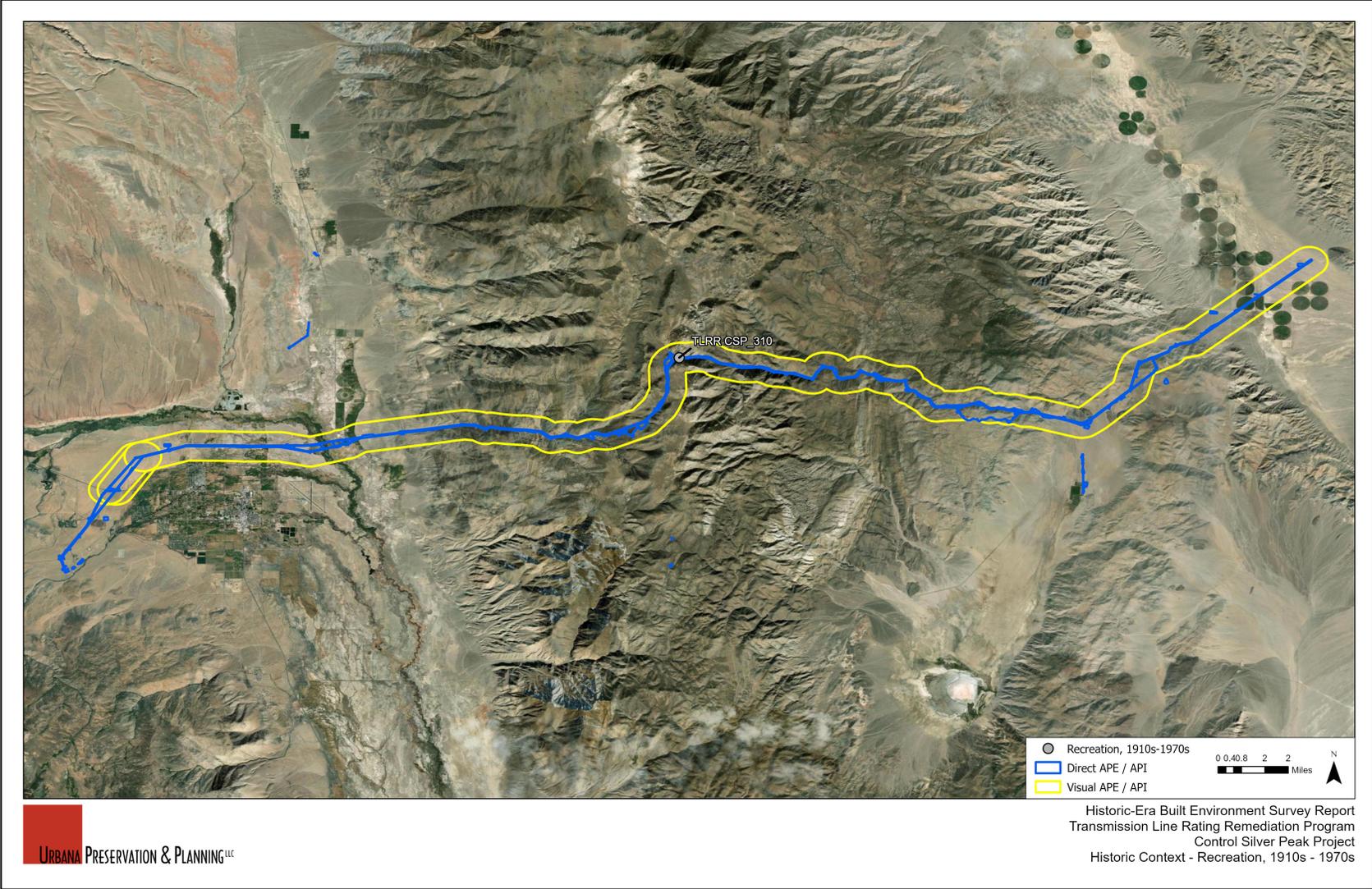


Figure 48. Location of built environment cultural resources associated with recreation in the APE/API.

VI. SURVEY ELIGIBILITY FINDINGS

The APE/API and its immediate environs is characterized by diverse topography from the relatively homogenous, flat floodplain in the bottom of the Owens River Valley to large alluvial fans and mountainous areas. The APE/API corridor moves south from the Chalfant Valley in Mono County, into the Owens Valley, Inyo County, in the vicinity of Bishop and West Bishop, and then spans east through the White Mountains and the Inyo National Forest, arriving at the Deep Springs Valley, where it extends in a north-south alignment in the vicinity of the unincorporated communities of Deep Springs (to the south) in the Deep Springs Valley, and Oasis (to the north) in the Fish Valley, approximately two miles west of the California-Nevada border. The project corridor spans approximately 37 miles through large swaths of open space, both flat and mountainous terrain, utilized for ranching, water conveyance, recreation, and land conservation purposes. Survey maps are included in **Appendix A**.

Field survey activities were completed in November 2018 with supplemental survey in April and May 2020. A total of 82 built environment cultural resources were identified and observed within the survey corridor Direct APE/API, and in the immediate vicinity within the Visual APE/API. Urbana personnel photographed each resource for use in the HBER and to provide a visual understanding of the survey area and its environs. Photo survey sheets are included in **Appendix B**.

As part of desk and field survey activities, 82 built environment cultural resources were identified and observed within the APE/API. One previously recorded property could not be located, and one additional previously recorded property was not updated due to age ineligibility. Of the 82 historic-era cultural resources, 79 directly intersect with the CSP project (Direct APE/API). **The 82 built environment cultural resources are categorized as follows:**

- **79** are historic-era (at least 45 years of age) and within the Direct APE/API, and
- **3** are historic-era (at least 45 years of age) and within the Visual APE/API.

All 82 historic-era cultural resources were documented and evaluated for eligibility under the NRHP/CRHR /Local Register eligibility criteria on DPR 523 series forms. Survey tables listing all cultural resources in the APE/API (**Table C2**), and all cultural resources within the Direct APE/API (**Table C3**), are included in **Appendix C**. DPR 523 forms are contained within **Appendix D**, bound under separate cover.

The oldest cultural resource identified within the project APE/API considered eligible under NRHP/CRHR is the Jenkins Ditch which was constructed in 1870. Irrigation was one of the first economic enterprises in the area. Water was necessary for mining, which was supported by ranching and agriculture. Irrigation allowed the production of foodstuffs to feed hungry miners and stock animals. Three additional canals in the APE/API are considered eligible under NRHP/CRHR Criterion A/1 for their association with the water conveyance theme. These include the Upper and Lower McNally Canals (1877; TLRR CSP_22, P-14-006756), the Bishop Creek Canal (1878; TLRR CSP_60, P-14-008107), and the Owens River Canal (1886; TLRR CSP_55, P-14-007088).

Most of the early canals and ditches were later acquired for the Los Angeles Aqueduct. This controversial project guaranteed a water supply for Los Angeles while impacting the environment of the local region. The first Los Angeles Aqueduct, completed in 1913, is designated a Civil Engineering Landmark. Properties associated with the activities of the Los Angeles Department of Water and Power include the four significant canals listed above, power transmission lines, and access roads.

Mining played a significant role in the early development of the area surrounding Owens Valley. Mining continued to be an important economic activity extending into the twentieth century. The most noteworthy mining property in the project APE/API is the Lincoln Mine, also known as the Silver Dome and Fringe Benefit No. 1. (TLRR CSP_102). The west side of Deep Springs Valley has been prospected since the 1860s, however, extensive mining did not occur until the discovery of the Lincoln (Silver Dome, Fringe Benefit No. 1) Mine in early 1920. The Lincoln (Silver Dome, Fringe Benefit No. 1) Mine is considered eligible under NRHP/CRHR Criterion A/1 for its association with the mining theme. The nearby Silver Canyon Mine was also active in the early twentieth century, when limestone was hauled by

truck to the narrow-gauge railroad and shipped to soda plants on Owens Lake for production of carbon dioxide gas used in carbonation.

Prior to the development of the Los Angeles Aqueduct, Owens Valley was the location of significant agricultural and ranching activity. The most prominent ranching property is the Roberts Ranch (TLRR CSP_90, P-14-008566,). The products of ranching such as leather and beef were important to the mining economy. In later years, miners and electrical workers used the Roberts Ranch cabin to provide needed shelter. Roberts Ranch is considered eligible under NRHP/CRHR Criterion A/1 as it has been associated with several significant themes. These include agriculture and ranching, mining, and electrical power conveyance.

Homesteading and urban settlement are closely related to agriculture and ranching. The homestead laws provided a mechanism for land acquisition for several types of economic activities. Settlement included towns and cities, along with associated urban development. A significant aspect of settlement is education, and an important example is located near and just outside the Visual APE/API. Although Deep Springs College, a liberal arts college accessed by Deep Springs Ranch Road, would likely be considered eligible for the NRHP/CRHR pending intensive survey and evaluation (TLRR CSP_101), changes to the APE/API resulted in the College being outside the area of the Visual APE/API. The college was established in 1917 and features approximately eight to 10 buildings, constructed in a vernacular Arts and Crafts style, around a central circular drive. The college is the sole building complex in the Deep Springs Valley.

Transportation is closely related to mining, as the product had to be shipped to market. The most noteworthy transportation resource is the Laws Narrow Gauge Railroad Historic District in the Direct APE/API of the project (TLRR CSP_78, P-14-004804). It is listed on the National Register (NRHP No. 81000149). Many other transportation features cross paths with the transmission line corridor. These include roads, streets, and highways. Several roads identified in the Direct APE/API are considered eligible under NRHP/CRHR Criterion A/1 for their association with the transportation theme. These include East Bishop Creek Road, US Highway 395, Brockman Lane, Wyman Creek Road, and Silver Canyon Road. In the Visual APE/API, two roads are considered eligible for their association with the transportation theme. These include Slim Princess Road and Deep Springs Ranch Road. As indicated by Caltrans, the segment of US Highway 395 that runs northwesterly from Bishop to the Inyo-Mono County line is eligible for designation as a State Scenic Highway. The segment of US Highway 395 that runs north from the Inyo-Mono County line to the town of Walker in northern California is officially designated as a State Scenic Highway. The entire route of US Highway 395 has a Scenic Designation.

There are several power conveyance features in the project area including the Bishop Creek Hydroelectric System Historic District and two 55Kv lines from Control to Silver Peak. The Bishop Creek Historic District in the Direct APE/API has been formally determined eligible for listing in the National Register and is documented in the Historic American Engineering Record (TLRR CSP_31, HAER No. CA-145). Two significant hydroelectric transmission facilities are in the Direct APE/API of the project corridor and are considered eligible for the NRHP/CRHR. These are the Control Silver Peak "A" and "C" lines (TLRR CSP_33 and TLRR CSP_34, respectively). Several other power facilities are present in or near the project corridor that were not considered eligible. These included transmission lines, access roads, and substation facilities.

Direct APE/API Findings Summary

The Direct APE/API includes a total of 77 properties dating to the historic-era. Of the 77 Direct APE/API historic-era cultural resources, 16 are previously recorded and 61 are previously unrecorded. A total of 61 properties in the direct APE/API are considered ineligible (Status Code 6Z). A total of 16 significant cultural resources were identified within the boundaries of the Direct APE/API (Appendix C, Table 2). Of these 16 cultural resources:

- 14 cultural resources are recommended as NRHP/CRHR/Local Register eligible (Status Code 3S).

- 1 cultural resource is formally determined NRHP eligible as a historic district (2D2).
- 1 cultural resource is a NRHP listed historic district (1D).

Based on the survey observations, and contextual and site-specific property research, 16 Direct APE/API cultural resources meet the definition of an historic property pursuant to NHPA Section 106 and that of an historical resource under the CEQA Guidelines. The remaining 61 cultural resources that intersect with the Direct APE/API do not qualify as historic properties or historical resources. The historic properties/historical resources sited within the Direct APE/API are included in **Appendix C Table 2** and are summarized on by project segment (1 through 5) on the following pages.

Visual APE/API Findings Summary

Current views of all historic-era Visual APE/API sites are included in **Appendix B**. The Visual APE/API includes a total of one (1) cultural resource dating to the historic-era. **This Visual APE/API historic-era cultural resource is previously unrecorded.** Historic-era cultural resources identified within the Visual APE/API were not intensively documented and evaluated as part of this HBER, although the cultural resources were observed for the purposes of discerning the potential for NRHP/CRHR significance. Cultural resources that were identified within the boundaries of the Visual APE/API are shown in **Appendix C, Table 2**.

Visual APE/API cultural resources are categorized as follows:

- The one (1) visual APE/API resource is recommended as NRHP/CRHR/Local Register not eligible (Status Code 6Z - found ineligible for NR, CR, or local designation through survey evaluation).

Survey findings have been further organized by project segment. Where a linear resource crosses multiple segments, the resource has been counted in the segment where it is first encountered. Segment summaries are included on the following pages.

Segment 1 Findings

SCE's Control Substation defines the southern terminus of Segment 1 and the western terminus of the Project; Segment 1 spans from Control Substation to where the Project alignment intersects US Highway 395. Segment 1 is 3.4 miles in length. There are two single-circuit pole lines in Segment 1. In Segment 1, the existing OHGW that is installed on existing poles along one of the two pole lines found in Segment 1 would be removed and OPGW would be installed on those existing poles. This segment contains 21 total cultural resources, including 5 historic-era cultural resources that are recommended eligible for listing on the NRHP/CRHR. Segment 1 findings are summarized in Table 1 below, with site summaries included in the following pages.

Table 1. Segment 1 Summary Table.

TLRR CSP Survey No.	Previous Recordation	Intersects with Direct APE/API	Year Built (Approx.)	Resource Name	Historic Name/Other Identifier	CRHR Status Code
031	P-14-005745 P-14-005745 P-14-005745 P-14-005739	Yes	1908 1995 1919 1912 1931, 1970 1927 ca. 1919 ca. 1990 1936 1907	SCE Bishop Creek Hydroelectric System Historic District - Control Substation Complex SCE Control Substation Office Building SCE Control Substation Operations Building Original Operations Building 5020 Plant 5 Road 5010 Plant 5 Road SCE Garage 1 SCE Garage	Plant No. 5	2D2
033	None	Yes	1905	SCE Control- Silver Peak "A" 55kV Transmission Line	Nevada- California Power Company Bishop Creek to Tonopah 55kV Aluminum Line/FS No. 05045302577	3S
034	None	Yes	1908	SCE Control- Silver Peak "C" 55kV Transmission Line	Nevada- California Power Company Bishop Creek to Tonopah 55kV Aluminum Line/FS No. 05045302578	3S
043	None	Yes	pre-1913	East Bishop Creek Road	FS No. 05045302581	3S
055	P-14-007090 P-14-007088	Yes	1886	LADWP Owens River Canal Access Road	Ed Powers Rehab - Road F57	3S
029	None	Yes	1905	Access Road to Control Plant 3 and 4 Transmission Line	FS No. 05045302575	6Z
030	None	Yes	1908	SCE Control Plant 3 and 4 Transmission Line	FS No. 05045302576	6Z
032	None	Yes	1908-1927/1968	SCE Control-Morgan-Plant 2 55kV Transmission Line	FS No. 05045302574	6Z
035	None	Yes	1966	SCE Control-Mt. Tom 55kV Transmission Line	None	6Z

TLRR CSP Survey No.	Previous Recordation	Intersects with Direct APE/API	Year Built (Approx.)	Resource Name	Historic Name/Other Identifier	CRHR Status Code
036	None	Yes	1913/1958/1987	Eastern Sierras Transmission Corridor	SCE Casa Diablo-Control Sherwin 115kV TL/FS No. 05045302579	6Z
037	None	Yes	1913/1958	SCE Casa Diablo-Control 115kV Transmission Line	FS No. 05045302580	6Z
039	None	Yes	1913	SCE Control-Plant 5-Plant 6 55kV Transmission Line	None	6Z
040	None	Yes	1907	Plant 5 Road	None	6Z
041	None	Yes	1913	Plant 6 Road	None	6Z
045	None	Yes	1931	State Route 168	Legislative Route 76/FS No. 05045302582	6Z
046	P-14-012257	Yes	pre-1913	Ed Powers Road	None	6Z
047	P-14-012883	Yes	1950-1952	LADWP Owens Gorge 230kV Transmission Line	None	6Z
048	None	Yes	pre-1913	Access Road to LADWP Owens Gorge 230kV Transmission Line	Power Line Road	6Z
050	None	Yes	pre-1913	Red Hill Road	None	6Z
051	None	Yes	pre-1968	Water Retention Pond	None	6Z
55.5	P-14-007090	Yes	1886, 1923	Ed Powers Rehab Road	Owens River Canal Access Road	6Z

CRHR Status Code Legend: 2D2 (Contributor to a multi-component resource determined eligible for NR by consensus through Section 106 process. Listed in the CR); 3S (Appears eligible for NR individually through survey evaluation); 6Z (Found ineligible for NR, CR, or local designation through survey evaluation).

Segment 1 Site Summaries

Resource Identifier: TLRR CSP_29_ Access Road to SCE Control Plant 3 and 4 Transmission Line

Primary Number: N/A

The Access Road to SCE Control Plant 3 and 4 TL is composed of a series of unpaved and paved segments that extend the full-length of the 3.75-mile transmission line. The main road alignment was constructed in 1904-1905 prior to or simultaneous with Plant 4 constructions. The remainder was constructed in prior to 1913 during the construction of Plant 3. The access road initiates southwest of Bishop proper, at the Plant 3 Substation, within the Bishop Creek Hydroelectric System, and extends southwest terminating at Plant 4 Substation. Road width averages approximately 15 feet.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Access Road to SCE Control Plant 3 and 4 Transmission Line is associated with the electrical power conveyance theme; however, it does not possess documented significance in relation to the theme. Utility access roads are historically in place to support the construction and routine maintenance of transmission lines. The SCE Control Plant 3 and 4 Transmission Line was previously evaluated and deemed a non contributing element for its role in the electrification and industrialization of the region and for its embodiment of a distinctive electric power conveyance system that conveyed electricity at a high voltage over a long distance. The Access Road to SCE Control Plant 3 and 4 TL has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_30_ Control-Plant 3-Plant 4 115 kV Transmission Line

Primary Number: N/A

The Control-Plant 3-Plant 4 115kV Transmission Line originates at the Southern California Edison (SCE) Control Station, southwest of Bishop and south of CA 168 in Inyo County, California. The transmission line extends approximately 3.75 miles from Control to Plant 3, splitting approximately .85 miles southwest of Control for a total of 1.5 miles from Control to Plant 4. The transmission line is comprised of conductors mounted on steel and wood poles. The transmission line conducts power between the Control Substation, Plant 3, and Plant 4.

Plant 3 was built in 1913 in the Mission Revival Style, with a rectangular, one-story plan, reinforced concrete structure. The tan, stucco exterior is divided into three bays or five bays by buttressed pilasters, covered with a steel, trussed, gabled roof structure. Plant 4 was built in 1904-1905 in the Utilitarian/Early 20th Century Industrial Style, a one-story, T-shape, reinforced concrete structure. With two shed-roofed western additions as well as a flat-roofed northern addition, the tan, stucco exterior is covered by a steeply pitched asphalt shingle roof with red clay tiles. Control was built c. 1908 in the Mission Revival Style, a rectangular, one story plan structure covered with a medium-pitched, asphalt-shingle, gable and hipped roof. Plant 4, built by Nevada Power, Mining and Milling Company, began operations on September 20, 1905 and was the first of the Bishop Creek System. Control Station was completed c. 1908 and rebuilt in 1919 to accommodate the power resources of the combined Bishop Creek System of Nevada-California Power Company (Plants 2, 3, and 4) and Southern Sierras Power Company (Plants 5 and 6). Plant 3, built by Southern Sierras Power Company, began operations on June 12, 1913 and was the fourth plant built within the Bishop Creek Hydroelectric Power System. The Control-Plant 3-Plant 4 115kV Transmission was constructed between 1905-1913 based on the completion dates of all three power stations. Previous documentation indicates the SCE Control-Plant 3-Plant 4 115kV Transmission Line was surveyed in 1913 and put in service between

1913 and 1918 with extensions or limited changes occurring in ca. 1919 when changes were made to the Plant 5 Substation. The Control-Plant 5-Plant 6 Transmission Line is constructed of both wood and steel poles which indicate changes over time.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Control- Plant 3- Plant 4 Transmission Line was put in-service between 1905 and 1913 as an internal line to carry electricity between facilities at the Bishop Creek Hydroelectric System. These internal lines are regarded as secondary as they did not generate or convey electricity to SCE's longer electrical grid out into settlement in Nevada, California, or Arizona. The Control- Plant 3- Plant 4 Transmission Line was previously documented as a contributing element of the Bishop Creek Hydroelectric System Historic District. The Control- Plant 3- Plant 4 Transmission Line is associated with the electrical power conveyance theme; however, it does not possess documented significance in relation to the theme. Current evaluation does not support the previous conclusion of a district contributor. The Control- Plant 3- Plant 4 Transmission Line has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the line has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_31_ SCE Bishop Creek Hydroelectric System Historic District – Control Substation Complex

Primary Number: P-14-005745

The Control Substation Complex is one feature cluster within the Bishop Creek Hydroelectric System Historic District. The complex is composed of five contributing elements and four non-contributing elements. Contributing elements are identified as: the original Operations Building, a ca. 1912 cottage with Mission Revival facades at the west and east elevation (5040 Plant 5 Road); two vernacular wood frame worker's cottages dating to ca. 1927 and 1931 (5020 Plant 5 Road and 5010 Plant 5 Road) with a shared two-car garage sited between the cottages that dates to ca. 1936; and the Main Substation Building, constructed in ca. 1919 in a Mission Revival style. Noncontributing elements are identified as: the Control Room and Office Building, a utilitarian building with vertical metal siding and a metal mansard roof constructed in ca. 1995; a Telecom Building constructed in the contemporary period with a side gable roof and vertical metal siding, a contemporary period single car garage with horizontal board siding, a front gable roof and slight eave overhang with exposed rafter tails sited immediately south of the original Operations Building (5040 Plant 5 Road); and a contemporary period two-car garage, with horizontal board siding and a front gable roof, sited on the east side of Plant 5 Road across the street from 5010 Plant 5 Road. Several paved roads provide circulation around the complex and multiple wood and steel pole transmission and sub-transmission lines carry electricity away from the facility. Switchracks for these lines are sited within the substation boundaries. The Control Substation was initially constructed between 1905 and 1908 as the Operations Station for the Bishop Creek Hydroelectric System. The system was originally planned and constructed by the Nevada-California Power Company and its ancestral company, the Nevada Power Mining & Mining Company, and began generating and delivering power in 1905. Prior to 1918, Bishop Creek Plants 2, 3, and 4 were operated by the Nevada California Power Company which serviced the Nevada mining districts; Plants 5 and 6 were operated by the Southern Sierras Power Company, delivering power to Southern California. These two companies produced power at slightly different voltages, which meant they could not easily tie into each other. During this initial period, Control Station was the operational headquarters for the Southern Sierras Power Company facilities. After 1918, the two systems were permanently interconnected and a new, larger Control Station was built to manage the power resources of the combined System. The Control Station initially consisted of an operations building, a substation and switching equipment, and six cottages. When the new Operations Building/Main Substation Building was built in 1919, the

original Operations Building was converted to a worker residence. By 1923, the Control Station consisted of the new Control building (today referred to as the Main Substation Building), a substation and switching equipment, and five new worker cottages. In 1927, 1931, and 1936, additional houses, and a shared garage, were constructed. Some workers cottages and original buildings have been demolished or removed from the property, and several new contemporary-period buildings have been constructed. Stone walls, sited immediately east of the Main Substation Building (built in 1919), appear to have been removed after ca. 1988. Upgrades and replacement of electrical engineering structures have occurred as needed, and in 1988 the Oxbow Switchrack, represented in SCE files as a substation, was installed within the boundaries of the Control Substation Complex. The switchrack for the Bishop Creek-Tonopah 55kV Aluminum Line ("A" switchrack) was installed in ca. 1905 and has likely been upgraded on an as-needed basis. The switchrack for the Bishop Creek-Millers 55kV Copper Line ("C" switchrack) was installed in ca. 1908 and likely has been similarly upgraded.

- **CRHR Status Code Assigned:** 2D2
- **Significance Statement:** Initially constructed in 1905, the Bishop Creek Hydroelectric System is significant under NRHP/CRHR Criterion A/1 for its role in the expansion of hydroelectric power generation technology, in the development of eastern California and the settlement of major mining districts in Western Nevada, and in the development of long-distance electrical power transmission and distribution. The established period of significance for the district is 1905, upon completion of construction, through 1938, when a fire occurred at Powerhouse/Plant 6 which necessitated rebuilding of that facility. The Bishop Creek Hydroelectric System Historic District was formally determined eligible for the NRHP and is assigned a CRHR status code of 2S2. In 1994 the district was documented as HAER No. CA-145. The Control Substation Complex is a contributing element to the Bishop Creek Hydroelectric System Historic District, and includes five contributing features and four non contributing features.

Resource Identifier: TLRR CSP_32_ SCE Control-Morgan-Plant 2 55kV Transmission Line

Primary Number: P-14-00482

The SCE Control-Morgan-Plant 2 55kV Transmission Line runs from the SCE Control Substation and terminates at the SCE Plant 2 Substation to the southwest and the SCE Morgan Substation to the west. The line spans 22.6-miles through the Sierra Nevada in Inyo County, from Scheelite to West Bishop to Aspendell. The subtransmission line is comprised of conductors mounted on single and double wood poles. SCE engineering records indicate the original name of the transmission line was 55kV Plant 2 and was constructed in ca. 1908-1927. The Morgan Substation was constructed in 1968 after the Plant 2 line was in use, thus changing the name of the transmission line to Control-Morgan-Plant 2.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history: The SCE Control-Morgan-Plant 2 55kV Transmission SCE engineering records indicate the original name of the transmission line was 55kV Plant 2 and was constructed in ca. 1908-1927. The Morgan Substation was constructed in 1968 after the Plant 2 line was in use, thus changing the name of the transmission line to Control-Morgan-Plant 2. Pursuant to SCE's Historic-Era Electrical Infrastructure Management Program, and the corresponding historic context statement on transmission lines and support structures, the typical life of a wood pole transmission or distribution line structure is 50 years, although some last longer and others deteriorate sooner. Wood pole lines over 50 years of age usually lack original integrity of materials despite substantially retaining the look and feel of the original wood pole line. The common and non-distinct nature of wood-pole transmission or distribution line structures, however, disqualify them from eligibility, and additionally, the majority of wood pole lines do not convey electricity at levels that could be regarded as significant under the context of voltage capacity. Lastly, although the Control-Morgan-Plant 2 55kV Transmission Line dates to the period of significance for the Bishop Creek Hydroelectric System Historic District, no information was identified to indicate that the line contributed to early settlement or mining activities in California or major mining districts of Western

Nevada, and as such, the line has not been found to be a contributing element to the historic district. For these reasons the SCE Control-Morgan-Plant 2 55kV Transmission Line is ineligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the line has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_33_ SCE Control-Silver Peak "A" 55kV Transmission Line

Primary Number: N/A

The SCE Control-Silver Peak "A" 55kV Transmission Line is a modern-day segment of the 104-mile Nevada-California Power Co. Bishop Creek-Tonopah 55kV Aluminum Line. The entire alignment spanned between the SCE Control Substation, near Bishop, California, and the Palmetto, Silver Peak, and Alkali substations before terminating at the Tonopah Substation, in Nevada. The line spanned through the Owens Valley and the Ancient Bristlecone Pine Forest in Inyo County, into the White Mountain Range, and then east into the High Desert mining districts of Nevada. Today the line remains in place and features a mix of single wood poles and wooden H-Frame poles with porcelain conductors. The Bishop Creek Hydroelectric System was constructed in 1905 by the Nevada Power Mining and Mining Company (NPMMC) owned by Loren B. Curtis and Charles M. Hobbs. It was created as an alternate cost effective reliable energy source for the mining communities in the White- Inyo Mountain Range and Western Nevada, in particular, in the Goldfield Tonopah mining districts. During this period local utility companies produced expensive and unreliable sources of power for mining communities by burning large quantities of fuel. Curtis, an engineer, recognized the potential for supplying an inexpensive and reliable source of power, and ultimately selected Bishop Creek as a suitable location for the production of hydroelectricity. In January 1905, construction began on the first generating plant (Power Plant No. 4), the Bishop Creek Hydroelectric System Control Station and a 55kV aluminum wire transmission line from Control to Tonopah ("A" Line). Nine months later, in September of 1905, the NPMMC began supplying power to mining companies in the Goldfield Tonopah Mining Districts. Curtis and Hobbs secured contracts from mining companies in Nevada ensuring a reliable market for the company. The new inexpensive power source arrived simultaneous to the railroad and prompted a mining boom and period of economic prosperity in Nevada. Between 1904 and 1921, the Goldfield Tonopah Mining Districts generated over \$190 million in combined revenue.

On January 5, 1907, the NPMMC was purchased by the Nevada California Power Company, supplier of power to Esmeralda, Mineral, and Nye Counties in Nevada and operator of plants in Inyo and Mono County. In 1908, the company constructed a second 55kV line from Control substation to Nevada, the Plant 4 to Millers copper wire line ("C" Line). By 1913, the Nevada California Power Company operated five power plants within the Bishop Creek system. In 1911, the Nevada California Power Company acquired the Southern Sierras Power Company as a subsidiary for the purpose of supplying power to the southern California region. The Southern Sierras Power Company and the Nevada California Power Company both operated the Bishop Creek power plants as separate but associated power companies. The Nevada California Power Company operated plants 2, 3 and 4 servicing Nevada districts, and the Southern Sierras Power Company operated plants number 5 and 6. Between 1911 and 1913, the Southern Sierras Power Company constructed the "Bishop Creek to San Bernardino" line, a 115kV line that is colloquially referred to as the "Tower Line." As a result of the new readily available energy source, the population of California's Imperial Valley increased from 50,000 to over 65,000 in twenty years. By 1918, the Southern Sierras Power Company's net earnings exceeded those of the Nevada California Power Company by more than 55 percent. The Bishop Creek Hydroelectric System was recognized as an excellent example of conservation and with the longest power transmission line in the world generating a capacity of 345 megawatts. Following a brief hiatus during World War I, the Southern Sierras Power Company expanded north in the 1920s, purchasing local utility companies

along the way. By the 1930s, at the height of the Great Depression, the Nevada- California Power Company experienced major setbacks, including: reduced development in Bishop, which meant less local need for power; increased hydroelectric competition from companies along the Colorado River pushed the Nevada California Power Company out of Southern California locations, particularly in Imperial County; and a power purchase agreement between Southern Sierras Power Company and the City of Los Angeles. As a result, the Bishop Creek Hydroelectric System lost substantial market share which led to the closure of one of its plants. By 1936, the Nevada California Power Company and the Southern Sierras Power Company reorganized as a single entity: the Nevada California Electric Corporation, which remained in place through 1941 when it was renamed as the California Electric Power Company. SCE acquired its holdings in 1964, including the Bishop Creek Hydroelectric System. The Bishop Creek Hydroelectric System is formally determined NRHP eligible and is CRHR listed. It is significant under NRHP/CRHR Criterion A/1 for its role in the expansion of hydroelectric power generation technology, in the development of eastern California and the settlement of major mining districts in Western Nevada, and in the development of long distance electrical power transmission and distribution. The SCE Control-Silver Peak "A" 55kV Transmission Line was constructed in 1905 by the Nevada- California Power Company to service the mining towns of Tonopah and Goldfield in Nevada as they experienced a gold boom (1913 Journal of Electricity Power & Gas). The "A" references the 7-strand aluminum wire utilized in the line. In 1936 a segment of the line was reconstructed through Silver Canyon. The alignment appears to have slightly shifted as part of the 1936 reconstruction campaign, although the new poles appear to have been installed within the original utility corridor (SCE Drawing Nos. 583394, 583395, and 583396).

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The Nevada-California Power Company Bishop Creek to Tonopah 55kV Aluminum Line ("A" Line), comprised today of several modern-day segments, between Bishop, California and Tonopah, Nevada, is considered eligible under NRHP/CRHR Criterion A/1 both individually and as a contributing element to the NRHP eligible Bishop Creek Hydroelectric System Historic District. Initially constructed in 1905, the Bishop Creek Hydroelectric System is significant under NRHP/CRHR Criterion A/1 for its role in the expansion of hydroelectric power generation technology, in the development of eastern California and the settlement of major mining districts in Western Nevada, and in the development of long-distance electrical power transmission and distribution. The established period of significance for the district begins in 1905, upon completion of construction, and continues through 1938, when a fire occurred at Powerhouse/Plant 6 which necessitated rebuilding of that facility. The Bishop Creek Hydroelectric System Historic District was formally determined eligible for the NRHP and is assigned a CRHR status code of 2S2. In 1994 the district was documented as HAER No. CA-145. The "A" line was not documented as part of the 1994 HAER campaign. The "A" Line was constructed to convey electricity generated on the Bishop Creek Hydroelectric System, to the mining districts of western Nevada. As the transmission line spanned from Bishop Creek to Goldfield and Tonopah, electricity was distributed through smaller substations in the Nevada desert, namely, Palmetto, Silver Peak, and Alkali. A second line, the "C" line, was added to the "A" line's corridor in 1908 to transmit additional power to the mining districts. The "A" and "C" lines supported mining and settlement of Western Nevada, all powered by the water harnessed at Bishop Creek. The period of significance for the Bishop Creek Hydroelectric System Historic District is 1905-1938. The "A" line was constructed in 1905 at the start of the period of significance, and was modified through a reconstruction effort in Silver Canyon in 1936, within the period of significance, and as such remains eligible as a contributor to the historic district. As such, the evaluated transmission line is considered eligible under Criterion A/1; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the line has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local,

regional, state, or national history.

Resource Identifier: TLRR CSP_34_ SCE Control-Silver Peak "C" 55kV Transmission Line

Primary Number: N/A

The SCE Control-Silver Peak "C" 55kV Transmission Line is a modern-day segment of the 98-mile Nevada- California Power Co. Bishop Creek-Millers 55kV Transmission Line. The entire alignment spanned between the SCE Control Substation, near Bishop, California, and the Palmetto and Silver Peak substations before terminating at the Millers Substation, in Nevada. The line spanned through the Owens Valley and the Ancient Bristlecone Pine Forest in Inyo County, into the White Mountain Range, and then east into the High Desert mining districts of Nevada. Today the line remains in place and features a mix of single wood poles and wooden H-Frame poles with porcelain conductors. The Bishop Creek Hydroelectric System was constructed in 1905 by the Nevada Power Mining and Mining Company (NPMMC) owned by Loren B. Curtis and Charles M. Hobbs. It was created as an alternate cost effective reliable energy source for the mining communities in the White- Inyo Mountain Range and Western Nevada, in particular, in the Goldfield Tonopah mining districts. During this period local utility companies produced expensive and unreliable sources of power for mining communities by burning large quantities of fuel. Curtis, an engineer, recognized the potential for supplying an inexpensive and reliable source of power, and ultimately selected Bishop Creek as a suitable location for the production of hydroelectricity. In January 1905, construction began on the first generating plant (Power Plant No. 4), the Bishop Creek Hydroelectric System Control Station and a 55kV aluminum wire transmission line from Control to Tonopah ("A" Line). Nine months later, in September of 1905, the NPMMC began supplying power to mining companies in the Goldfield Tonopah Mining Districts. Curtis and Hobbs secured contracts from mining companies in Nevada ensuring a reliable market for the company. The new inexpensive power source arrived simultaneous to the railroad and prompted a mining boom and period of economic prosperity in Nevada. Between 1904 and 1921, the Goldfield Tonopah Mining Districts generated over \$190 million in combined revenue.

On January 5, 1907, the NPMMC was purchased by the Nevada California Power Company, supplier of power to Esmeralda, Mineral, and Nye Counties in Nevada and operator of plants in Inyo and Mono County. In 1908, the company constructed a second 55kV line from Control substation to Nevada, the Plant 4 to Millers copper wire line ("C" Line). By 1913, the Nevada California Power Company operated five power plants within the Bishop Creek system. In 1911, the Nevada California Power Company acquired the Southern Sierras Power Company as a subsidiary for the purpose of supplying power to the southern California region. The Southern Sierras Power Company and the Nevada California Power Company both operated the Bishop Creek power plants as separate but associated power companies. The Nevada California Power Company operated plants 2, 3 and 4 servicing Nevada districts, and the Southern Sierras Power Company operated plants number 5 and 6. Between 1911 and 1913, the Southern Sierras Power Company constructed the "Bishop Creek to San Bernardino" line, a 115kV line that is colloquially referred to as the "Tower Line." As a result of the new readily available energy source, the population of California's Imperial Valley increased from 50,000 to over 65,000 in twenty years. By 1918, the Southern Sierras Power Company's net earnings exceeded those of the Nevada California Power Company by more than 55 percent. The Bishop Creek Hydroelectric System was recognized as an excellent example of conservation and with the longest power transmission line in the world generating a capacity of 345 megawatts. Following a brief hiatus during World War I, the Southern Sierras Power Company expanded north in the 1920s, purchasing local utility companies along the way. By the 1930s, at the height of the Great Depression, the Nevada- California Power Company experienced major setbacks, including: reduced development in Bishop, which meant less local need for power; increased hydroelectric competition from companies along the Colorado River pushed the Nevada California Power Company out of Southern California locations, particularly in Imperial County; and a power purchase agreement between Southern Sierras Power Company and the City of Los Angeles. As a result, the Bishop Creek Hydroelectric System lost substantial market share which led to the closure of one of its plants. By 1936, the Nevada California Power Company and the Southern Sierras Power Company reorganized as a single entity: the Nevada California Electric Corporation, which remained in place through 1941 when it was renamed as the California Electric Power Company. SCE acquired its holdings in 1964, including the Bishop Creek Hydroelectric System. The Bishop Creek

Hydroelectric System is formally determined NRHP eligible and is CRHR listed. It is significant under NRHP/CRHR Criterion A/1 for its role in the expansion of hydroelectric power generation technology, in the development of eastern California and the settlement of major mining districts in Western Nevada, and in the development of long distance electrical power transmission and distribution. The SCE Control-Silver Peak "C" 55kV Transmission Line was constructed in 1908 by the Nevada- California Power Company to service the mining towns of Millers and Manhattan in the Nevada desert. The "C" references the copper wire utilized in the line. In 1936 a segment of the line was reconstructed through Silver Canyon. Drawing notations for the 1936 campaign indicate that the "C" line poles were removed and replaced with new poles in the existing holes with the existing holes made deeper as needed to accommodate depth and height concerns (SCE Drawing Nos. 583394, 583395, and 583396).

- **CRHR Status Code Assigned:** 3S/2D2
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The Nevada-California Power Company Bishop Creek to Millers 55kV Copper Line ("C" Line), comprised today of several modern-day segments, between Bishop, California and Millers, Nevada, is recommended eligible under NRHP/CRHR Criterion A/1 both individually and as a contributing element to the NRHP eligible Bishop Creek Hydroelectric System Historic District. Initially constructed in 1905, the Bishop Creek Hydroelectric System is significant under NRHP/CRHR Criterion A/1 for its role in the expansion of hydroelectric power generation technology, in the development of eastern California and the settlement of major mining districts in Western Nevada, and in the development of long-distance electrical power transmission and distribution. The established period of significance for the district begins in 1905, upon completion of construction, and continues through 1938, when a fire occurred at Powerhouse/Plant 6 which necessitated rebuilding of that facility. The Bishop Creek Hydroelectric System Historic District was formally determined eligible for the NRHP and is assigned a CRHR status code of 2S2. In 1994 the district was documented as HAER No. CA-145. The "C" line was not documented as part of the 1994 HAER campaign. The Nevada-California Power Company Bishop Creek to Tonopah 55kV Aluminum Line ("A" Line) was constructed to convey electricity, generated on the Bishop Creek Hydroelectric System, to the mining districts of western Nevada. As the transmission line spanned from Bishop Creek to Goldfield and Tonopah, electricity was distributed through smaller substations in the Nevada desert, namely, Palmetto, Silver Peak, and Alkali. A second line, the "C" line, was added to the "A" line's corridor in 1908 to transmit additional power to the mining districts. The "A" and "C" lines supported mining and settlement of Western Nevada, all powered by the water harnessed at Bishop Creek. The period of significance for the Bishop Creek Hydroelectric System Historic District is 1905-1938. The "C" line was constructed in 1908 in the early part of the period of significance, and was modified through a reconstruction effort in Silver Canyon in 1936, within the period of significance, and as such remains eligible as a contributor to the historic district. SCE Control-Silver Peak "C" 55kV Transmission Line is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the line has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_35_ SCE Control-Mt. Tom 55kV Transmission Line

Primary Number: N/A

The SCE Control-Mt. Tom 55kV Transmission Line runs from the SCE Control Substation and terminates at the SCE Mt. Tom Substation. The line spans 1.38-miles through West Bishop in the Owens Valley in Inyo County. The subtransmission line is comprised of conductors mounted on single wood poles. SCE engineering records indicates the SCE Control-Mt. Tom 55kV Transmission Line was constructed in 1966.

- **CRHR Status Code Assigned:** 6Z

- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The SCE Control - Mt. Tom 55kV Transmission Line was put in service in 1966, more than six decades after the first transmission lines were run out of Bishop Creek's Control Substation. It is associated with the electrical power conveyance theme; however, it is beyond the 1905-1941 period of significance for the theme and it does not possess documented significance in relation to the theme. Pursuant to SCE's Historic-Era Electrical Infrastructure Management Program, and the corresponding historic context statement on transmission lines and support structures, the typical life of a wood pole transmission or distribution line structure is 50 years, although some last longer and others deteriorate sooner. Wood pole lines over 50 years of age usually lack original integrity of materials despite substantially retaining the look and feel of the original wood pole line. The common and non-distinct nature of wood-pole transmission or distribution line structures, however, disqualify them from eligibility, and additionally, the majority of wood pole lines do not convey electricity at levels that could be regarded as significant under the context of voltage capacity. For these reasons the SCE Control- Mt. Tom 55kV Line is ineligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the line has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_36_ SCE Eastern Sierras Transmission Corridor

Primary Number: N/A

The Bishop-Lundy 55kV line, put into operation on December 18, 1913, is historically a 66.33-mile transmission line extending from the Lundy at Mill Creek plant to Bishop Creek No. 5 plant, following the general path of US-395. The Eastern Sierras Transmission Corridor is comprised of five modern day segments of the Bishop-Lundy 55kV Line. The five modern-day segments operate at 55kV and 115kV, totaling 90.79 miles, including Control-Casa Diablo-Sherwin 115kV Line, Casa Diablo-Rush Creek 115kV Line, Rush Creek-Lee Vining-Poole 115kV Line, Lee Vining-Lundy-Mono No. 1 55kV Line, and Lee Vining-Lundy No. 2 55kV Line. There are an average number of ten pole structures per mile, with historic photos indicating both H-frame wood pole structures and single wood pole structures. Control Substation, designed in the Mission Revival Style, extends to Sherwin Substation and Casa Diablo Substation. Casa Diablo extends to Rush Creek, designed in the Mission Style and constructed of reinforced concrete with a corrugated iron roof supported by steel trusses. Rush Creek extends to Lee Vining No. 3 and Poole, both designed in the Monumental Style with two stories, reinforced concrete, and recessed windows. There are two lines extending from Lee Vining No. 3 to Lundy at Mill Creek, an Astylistic red brick structure with rustic enhancements. The ancestral line which established the Eastern Sierras Transmission Corridor is the Bishop-Lundy 55kV Line (1913), which was modified north of the Casa Diablo Substation (1913) in 1917 with an upgrade and replacement to an 115kV line between Casa Diablo and Lee Vining No. 1, extending to Rush Creek (1917). The same year, a second 115kV line was added to the northernmost section of the corridor via construction of the Mill Creek-Sylvester's Meadow 55kV Line, built to provide electricity to the Lee Vining complex (currently Lee Vining-Lundy No. 1 55kV line). The northernmost section of the original Bishop-Lundy 55kV Line remained in place and is currently Lee Vining-Lundy No. 2. In 1918, the southern section of the corridor, between Control Station and Rush Creek (via Casa Diablo), replaced and upgraded the Bishop-Lundy 55kV and the Casa Diablo Rush Creek 115kV line with the Northern Division Tie Transmission Line. The Eastern Sierras Transmission Corridor extends from the Bishop Creek Hydroelectric System, located two miles west of the City of Bishop in Inyo County, California, to the Lundy Hydroelectric Power Plant, located eight miles north of Lee Vining near Mill Creek in Mono County, California. It is bounded by CA-167 to the north, Casa Diablo Mountain, Lake Crowley, Bald Mountain, and Mono Lake to the east, Round Mountain to the south, and the Sierra Nevada Mountains to the west. There are seven substations within the corridor: Control

Substation (c. 1908), Sherwin Substation (1987), Casa Diablo Substation (1913/1965), Rush Creek Substation (1917), Poole Substation (1924), Lee Vining No. 3 Substation (1923), and the Lundy Substation (1911). The focus of this HRAR/HPSR is limited to documentation and NRHP/CRHR evaluation of the 55kV and 115kV wood pole lines that span between each of these substations.

- **Bishop-Lundy 55 kV Line (1913):** The Control Substation was constructed in circa 1908, and the Lundy Substation at Mill Creek was constructed in 1911. The Bishop-Lundy 55kV Line was constructed by Silver Lake Power and Irrigation Company in 1913 to connect Pacific Power Company's Mill Creek plant to Nevada-California Power Company's Bishop Creek Plant No. 5 with 55,000 volts. In 1918, Nevada-California Power Company constructed a new 55-mile transmission tie-line, the Northern Division Tie Transmission Line, to connect Rush Creek with Bishop Creek No. 5 and replace a portion of Silver Lake Power and Irrigation Company's 1913 line, which was considered insufficiently insulated. The Northern Division Tie Transmission Line included 88,000 volts and the installation of a three-phase transformer at Rush Creek, which connected the line to Pacific Power Company's Bishop-Lundy 55kV Line. The Northern Division Tie Transmission Line included 50' wood poles and 5 ¾" x 7 ¾" x 24' wood cross arms in standard H frame construction. The Bishop-Lundy 55kV Line was constructed similarly to the Mill Creek-Wonder 55kV line, utilizing No. 2 strand copper wire and designed to carry 6000 kilowatts at 55kV, while Mill Creek-Wonder utilized No. 4 copper wire and was designed to carry 4,000 kilowatts at 55kV.

- **Control-Casa Diablo-Sherwin 115kV Line (1918):** The Control-Casa Diablo-Sherwin 115kV Line is a 35.5-mile line extending from Control Substation in West Bishop, California to Sherwin Substation in Toms Place, California to Casa Diablo Substation in Mammoth Lakes, California. It is located in Inyo County and Mono County, following the general path of US-395. The Control Substation was constructed c. 1908, the Casa Diablo Substation was constructed in 1913 and rebuilt in 1965, and the Sherwin Substation was constructed in 1987. The Control-Casa Diablo-Sherwin 115kV Transmission Line extends from Casa Diablo Substation, through Sherwin Substation, and terminates at Control Substation. The line spans 35.5-miles through Mammoth Lakes and Toms Place in the Sierra Nevada mountains in Mono County to West Bishop in the Owens Valley in Inyo County. Originally constructed in 1913 as part of the Bishop-Lundy 55kV line and replaced in 1918 as part of the Northern Division Tie Transmission Line, the modern-day line is comprised of conductors mounted on single and double wood and steel poles, indicating the line has been modified over time. In 1958, five new suspension structures ranging from 55' to 70' were added near the intersection of US-395 and CA-203. The same year, an existing suspension structure was converted to a dead-end structure with new 50' wood poles, and a new 60' dead-end structure was constructed nearby. In 1963, existing wood structures were relocated due to changes at Mammoth Junction.

- **Casa Diablo-Rush Creek 115kV Line (1917):** The Casa Diablo-Rush Creek 115kV Line is a 19.5 mile extending from Casa Diablo Substation in Mammoth Lakes, California to Rush Creek Substation in June Lake, California. It is located in Mono County, following the general path of US- 395 and CA-158. The Casa Diablo Substation was constructed in 1913 and rebuilt in 1965, and the Rush Creek substation was completed and put into operation on December 11, 1917. The Casa Diablo-Rush Creek 115kV line replaced a portion of the 1913 Bishop-Lundy 55kV line when it was installed in 1917, and was completely replaced by a portion of the Northern Division Tie Transmission Line in 1918, a 55-mile transmission 115kV tie-line connecting Rush Creek with the Bishop Creek Powerhouse No.5 Control Station. In 1930, two existing wood pole structures (#357 and #359) were removed to reroute the line, with three new single suspension 55' wood pole structures added nearby. In 1935, two new 55' wood pole structures were installed 5' west of existing poles #350-351. In 1958, overhead ground wires were installed on pole structures approximately one half mile in each direction from Casa Diablo.

- **Rush Creek-Lee Vining-Poole 115kV Transmission Line (1917/1924):** The Rush Creek-Lee Vining- Poole 115kV Line is a 21-mile line extending from Rush Creek Substation in June Lake, California to Poole Substation in Lee Vining, California. It is located in Mono County, following the general path of CA-158, US-395, and CA-120. Rush Creek Substation was completed in 1917, Lee Vining No. 3 in 1923, and Lee Vining No. 1 in 1924. A portion of the Rush

Creek-Lee Vining-Poole 115kV Transmission Line was originally constructed in 1917 by the Nevada-California Power Company to carry power from Mill Creek to the Lee Vining construction sites for equipment operation. The Lundy-Sylvester's Meadow 55kV line extended from Mill Creek to Sylvester's Meadow, located below Tioga Road in the upper end of Lee Vining Canyon. In 1924, the Southern Sierras Power Company replaced the original 1917 line with a new 21-mile, 140kV transmission line from Lee Vining No. 1 to Lee Vining. 3 and extending to the Rush Creek Substation. At that time, the transmission line was designed with 55' cedar poles and 5 ¾" x 9 ¾" x 26' crossarms in an H-frame structure, including galvanized iron wire and concrete anchors. The transmission line's 1924 route has been altered by relocation and replacement of existing pole structures due to the construction of US-395, decay, and age. The line was designed to support the growing Southern California market, connecting Lee Vining No. 1 to Lee Vining No. 3, which included updated transformers to allow the plant to tie in to the 100kV line to Rush Creek, the 140kV line from Lee Vining No. 1, and the 55kV line from Mill Creek. Lee Vining No. 3 included a switching structure to accommodate the change in voltage, and a three-phase transformer was moved from Rush Creek to step up the voltage of the current from Lee Vining No. 3 to Mill Creek current. In 1925, Lee Vining No. 1 was renamed Poole Plant to honor Chief Engineer Charles Oscar Poole. In 1936, the portion of the transmission line from Rush Creek to Lee Vining was altered by removing two existing pole structures and installing three 55' pole structures in different locations to clear the way for proposed state highway, US-395. The same year, pole structure A-10 was removed and a new 65' pole structure was installed 10' from the previous location. In 1955, overhead ground wires were installed from Lee Vining to Rush Creek on five pole structures, from Lee Vining to Poole on five pole structures, and six pole structures near Poole. In 2018, twelve existing wood H-frame pole structures were retired, replaced by taller wood structures or a hybrid H-frame.

- Lee Vining-Lundy-Mono No. 1 55kV Line (1917): Lee Vining-Lundy-Mono No. 1 is a 7.62-mile line extending from Lundy at Mill Creek to Lee Vining No. 3. It is located in Mono County, west of Mono Lake and east of Lee Vining-Lundy No. 2, between CA-167 and CA-130. Originally constructed by the Nevada-California Power Company as part of the Lundy-Sylvester's Meadow 55kV line in 1917, the line extended from Mill Creek to Sylvester's Meadow, below Tioga Road in the upper end of Lee Vining Canyon, in order to provide power to the Lee Vining construction sites. In 1936, pole A10 was removed and replaced due to decay, with vertical angle construction remaining the same.

- Lee Vining-Lundy No. 2 55kV Line: The Lee Vining-Lundy No. 2 55kV Transmission Line extends 7.17 miles from Lundy at Mill Creek to Lee Vining No. 3. It is located in Mono County, west of Mono Lake and Lee Vining-Lundy No. 1, between CA-167 and CA-120.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** In its current appearance, configuration, and condition, the Eastern Sierras Transmission Corridor, comprised of five modern-day transmission lines and seven substations, is not eligible for listing to the NRHP/CRHR as the majority of its components do not retain sufficient integrity of location, design, materials, or association to physically convey any identified historical or architectural significance.

Resource Identifier: TLRR CSP_37_ SCE Casa Diablo-Control-Sherwin 115kV Transmission Line

Primary Number: N/A

The SCE Casa Diablo-Control-Sherwin 115kV Transmission Line runs from the SCE Casa Diablo Substation, through the SCE Sherwin Substation, and terminates at the SCE Control Substation. The line spans 35.5-miles through Mammoth Lakes and Toms Place in the Sierra Nevada mountains in Mono County to West Bishop in the Owens Valley in Inyo County. The subtransmission line is comprised of conductors mounted on single and double wood poles. The Control Substation was constructed in 1908; the Casa Diablo Substation was constructed in 1965. The exact installation date of the SCE Casa Diablo-Control 115kV Transmission Line is not known but it is attributed to the 1908-1965 timeframe. The line features a mix of wood and steel poles which indicate the original span has been modified over time.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The SCE Casa Diablo-Control-Sherwin 115kV Transmission Line is associated with the electrical power conveyance theme; however, it does not possess documented significance in relation to the theme. The exact installation date of the SCE Casa Diablo-Control 115kV Transmission Line is not known but it is attributed to the 1908-1965 timeframe. The line features a mix of wood and steel poles which indicate the original span has been modified over time. Pursuant to SCE's Historic-Era Electrical Infrastructure Management Program, and the corresponding historic context statement on transmission lines and support structures, the typical life of a wood pole transmission or distribution line structure is 50 years, although some last longer and others deteriorate sooner. Wood pole lines over 50 years of age usually lack original integrity of materials despite substantially retaining the look and feel of the original wood pole line. The common and non-distinct nature of wood-pole transmission or distribution line structures, however, disqualify them from eligibility, and additionally, the majority of wood pole lines do not convey electricity at levels that could be regarded as significant under the context of voltage capacity. For these reasons SCE Casa Diablo-Control-Sherwin 115kV Transmission Line is ineligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the line has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_39_ SCE Control-Plant 5-Plant 6 55kV Transmission Line

Primary Number: N/A

The SCE Control-Plant 5-Plant 6 55kV Transmission Line runs from the SCE Control Substation to the SCE Plant 5 Powerhouse and the SCE Plant 6 Powerhouse. The line spans 1.63-miles through West Bishop in the Owens Valley in Inyo County. The subtransmission line is comprised of conductors mounted on steel and wood poles. Previous documentation indicates the SCE Control-Plant 5-Plant 6 55kV Transmission Line was surveyed in 1913 and put in service between 1913 and 1918 with extensions or limited changes occurring in ca. 1919 when changes were made to the Plant 5 Substation. The Control-Plant 5-Plant 6 Transmission Line is constructed of both wood and steel poles which indicate changes over time.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Control- Plant 5- Plant 6 Transmission Line was put in-service between 1913 and 1918 as an internal line to carry electricity between facilities at the Bishop Creek Hydroelectric System. These internal lines are regarded as secondary as they did not generate or convey electricity to SCE's longer electrical grid out into settlement in Nevada, California, or Arizona. The Control- Plant 5- Plant 6 Transmission Line was previously documented as a contributing element of the Bishop Creek Hydroelectric System Historic District. The Control- Plant 5- Plant 6 Transmission Line is associated with the electrical power conveyance theme; however, it does not possess documented significance in relation to the theme. Current evaluation does not support the previous conclusion of a district contributor. Although the Control- Plant 5-Plant 6 55kV Transmission Line dates to the period of significance for the Bishop Creek Hydroelectric System Historic District, and is connected to the Control Substation Complex, Powerhouse No. 5, and Powerhouse No. 6, no information was identified to indicate that the line contributed to early settlement or mining activities in California or major mining districts of Western Nevada, and as such, the line has not been found to be a contributing element to the historic district. The line does not convey electricity beyond the district. For these reasons the SCE Control- Plant 5- Plant 6 55kV Transmission Line is ineligible, both individually and as a contributing element to the Bishop Creek Hydroelectric System Historic District. The

Control- Plant 5- Plant 6 Transmission Line has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the transmission line has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the transmission line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_40_ Plant 5 Road

Primary Number: N/A

Plant 5 Road is a one-lane road that spans approximately 0.95-miles from E Bishop Creek Road (to the north and to the west). The road is paved from the north intersection with E Bishop Creek Road for 0.24-miles to the southeast before continuing around the SCE Control Substation as an unpaved road linking back up to E Bishop Creek Road to the west. The road is accessible from E Bishop Creek Road and Plant 6 Road. Previous documentation indicates that Plant 5 Road was constructed in 1907. The segment of Plant 5 Road that runs west to east with a terminus to the west at E Bishop Creek Road is delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). The segment of Plant 5 Road that runs in a northerly direction along the eastern side of the Control Substation is delineated on the 1951 USGS Bishop Quadrangle map (1:62,500).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Plant 5 Road provides access to all areas of the Bishop Creek Hydroelectric System Historic District and spans approximately 1.05 miles in length with 2 terminuses to the north at E. Bishop Creek Road. Previous documentation indicates that parts of Plant 5 Road were constructed in 1907. The segment of Plant 5 Road that runs west to east with a terminus to the west at E. Bishop Creek Road is delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). The segment of Plant 5 Road that runs in a northerly direction along the eastern side of the Control Substation is delineated on the 1951 USGS Bishop Quadrangle map (1:62,500). Plant 5 Road is associated with the electrical power conveyance theme within 1905-1941 period of significance; however, it is considered a minor aspect of the historic district as a typical access road. It does not possess documented significance in relation to the theme. Although Plant 5 Road is within the Bishop Creek Hydroelectric System Historic District, it has been found not eligible under NRHP/CRHR Criterion A/1 as it is an access road and not a major travel pathway through the region; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified a being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road maintains integrity as an in-use road.

Resource Identifier: TLRR CSP_41_ Plant 6 Road

Primary Number: N/A

Plant 6 Road is an unpaved road that spans approximately 1.65-miles from Plant 5 Road (to the south) to State Route 168 (to the east). The road is accessible from Plant 5 Road and State Route 168. Previous documentation indicates Plant 6 Road was constructed with Powerhouse 6 and was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). We can presume that Plant 6 Road was constructed sometime during the late 1860s-1913. Building No. 101 at Powerhouse No. 6 was constructed in 1913, although cottage/apartment (6000 Plant 6 Road) and its garage (6010 Plant 6 Road) were constructed in the late 1860s.

- **CRHR Status Code Assigned:** 6Z

- **Significance Statement:** Plant 6 Road runs approximately 1.65 miles from Bishop Creek Powerhouse No. 6 (Plant 6) to Plant 5 Road and Powerhouse No. 5 (Plant 5). The road runs west to east, running along the Bishop Creek, and terminating at the State Highway 168 to the east and Plant 5 Road to the west. The road provides access to Control Substation, Powerhouse No. 5, Powerhouse No. 6, and the Mt. Tom Substation. Previous documentation indicates that Plant 6 Road was constructed at or near the location of Powerhouse 6. In 1913, Powerhouse 6 was constructed and then rebuilt in 1938 after considerable fire damage. Plant 6 Road is associated with the electrical power conveyance theme within 1905-1941 period of significance; however, it is considered a minor aspect of the historic district as a typical access road. It does not possess documented significance in relation to the theme. Although Plant 6 Road is within the Bishop Creek Hydroelectric System Historic District, it has been found not eligible under NRHP/CRHR Criterion A/1 as it is an access road and not a major travel pathway through the region; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road maintains integrity as an in-use road.

Resource Identifier: TLRR CSP_43_ East Bishop Creek Road

Primary Number: N/A

East Bishop Creek Road is a two-lane road (one lane in each direction) that spans approximately 3.9-miles from Skyrock Drive (to the south) to State Route 168 (to the east). The paved road is accessible from Skyrock Drive, Bishop Creek Road, Plant 5 Road, and State Route 168. E Bishop Creek Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000).

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. East Bishop Creek Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. These early roads serve as the backbone of the region and provided access to ranching, mining, railroads, and electrical conveyance facilities for early inhabitants. East Bishop Creek Road spans approximately 4 miles, running east to west along the Bishop Creek. The road terminates to the west at West Bishop Creek Road and State Route 168 to the east. The road serves as an access road to Powerhouse No. 3, Powerhouse No. 4, Powerhouse No. 5, and the Control Substation, and is the historic access route to the historic-era facilities that helped generate and convey power to Nevada mining towns and the greater Mono and Inyo County region. East Bishop Creek Road is recommended eligible under NRHP/CRHR Criterion A/1 as it has been associated with early Transportation and Travel Pathways during the Good Roads and State Highways in Owens Valley 1910-1956 period of significance. It is also associated significantly with the Electrical Power Conveyance 1905-1941 theme. It is ; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_45_ State Route 168

Primary Number: N/A

This portion of State Route 168 is a two-lane highway (one lane in each direction) that spans for approximately 14.9-miles from North Lake Road (to the south) to Barton Lane (to the east). The paved highway is accessible from Sabrina Road, North Lake Road, Cardinal Road, Alpine Drive, Columbine Drive, Sage Drive, Sierra Summit Drive, Bishop Creek Camp Road, Reservoir Road, South Lake Road, Big Trees Road, West Bishop Creek Road, Sand Canyon

Road, Starlite Drive, Buttermilk Road, East Bishop Creek Road, Ed Powers Road, Plant 6 Road, Power Line Road, Otey Road, Red Hill Road, and Barton Lane where the highway becomes West Line Street. A portion of the road that would become State Route 168 is delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) 1.5-miles southwest of where State Route 168 becomes West Line Street. This portion of the road is most likely East Bishop Creek Road. State Route 168 was defined as Legislative Route No. 76 in 1931 and then as Junction Route 41 in 1934. A portion of State Route 168 is delineated as a secondary highway on the 1951 USGS Bishop Quadrangle map (1:62,500) and was later captured as part of the USGS June 1968 aerial photography survey (ID #ARBo374Vo170174). State Route 168 is delineated in its current alignment, as a primary highway, on the 1984 USGS Bishop Quadrangle map (1:24,000). The approximately 3.8-miles of State Route 168 that was East Bishop Creek Road becomes East Bishop Creek Road again when the approximately 5.08-miles of curved road, delineated on the 1951 USGS Bishop Quadrangle map (1:62,500) as a light duty road, becomes part of State Route 168.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The evaluated segment of State Route 168 was originally delineated on historic quadrangle maps from 1913. The evaluated segment spans from West Bishop and terminates 15 miles south westerly at Lake Sabrina Road. This segment is designated as a State Scenic Highway for its visual qualities, as indicated by Caltrans. The highway's current alignment dates to 1984, and as such, is not eligible under Criterion A/1. The evaluated segment of State Route 168 has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_46_Ed Powers Road

Primary Number: P-14-012257

Ed Powers Road is a two-lane road (one lane in each direction) that spans approximately 2.4-miles from US Highway 395 (to the north) to State Route 168 (to the south). The paved road is accessible from US Highway 395, Sawmill Road, Tungsten City Road, Rocking K Road, Red Hill Road, and State Route 168. A small portion of Ed Powers Road was delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). The full length of the road was delineated on the 1951 USGS Bishop Quadrangle map (1:62,500) and was later captured as part of the USGS June 1968 aerial photography survey (ID #ARBo374Vo170174).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** A portion of Ed Powers Road was originally delineated on historic quadrangle maps from 1913, with the full road delineated on historic quadrangle maps from 1951. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The paved two-lane road spans approximately 2.4 -miles from US Highway 295 to State Route 168. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Ed Powers Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered

important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_47_ LADWP Owens Gorge 230kV Transmission Line

Primary Number: P-14-012883

The LADWP Owens Gorge 230kV Transmission Line was previously recorded in 2014, however, an official NRHP/CRHR status code was not assigned. The transmission line is composed of steel lattice towers and spans 248 miles from Mesa Camp (to the north), following Owens Gorge, then running southwest to the Sylmar neighborhood in Los Angeles (to the south). In 1933, LADWP purchased two Owens River Gorge power plants. Previously recorded documents indicate the LADWP Owens Gorge 230kV Transmission Line was constructed between 1950-1952 and was constructed with 230kV three-wire A/C circuits on steel towers. As a result of population growth within the San Fernando Valley, extensive changes were made to the LADWP circuits ca. 1950-1960.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The LADWP Owens Gorge 230kV Transmission Line was constructed between 1950 and 1952. The transmission line, composed of steel lattice towers, spans 248 miles from Mesa Camp to the Sylmar neighborhood in Los Angeles. Extensive changes were made to the line between 1950 and 1960 due to population growth in the San Fernando Valley. It is associated with the electrical power conveyance theme, however, it does not possess documented significance in relation to the theme. The line does not represent innovative voltage technology as by the early 1920's voltage was conveyed at 220kV. The line was built in the 1950's at 230kV and decades after LADWP first harnessed water in the Owens Valley. The LADWP Owens Gorge 230kV Transmission Line has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the transmission line has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the transmission line would not appear to yield information which could be considered important in local, regional, state, or national history. The LADWP Owens Gorge 230 kV Transmission Line possesses moderate integrity as an in-use transmission line.

Resource Identifier: TLRR CSP_48_ Access Road to LADWP Owens Gorge 230kV Transmission Line

Primary Number: N/A

The Access Road to LADWP Owens Gorge 230kV Transmission Line is an unpaved road that spans approximately 4-miles from South Round Valley Road (to the north) to State Route 168 (to the south). The road is accessible from South Round Valley Road, Tungsten City Road, Ed Powers Road, Red Hill Road, and State Route 168. 0.54 miles of the middle segment of the road appears to be delineated on the USGS 1913 Bishop Quadrangle map (1:125,000). The road in its full length has not been delineated on any of the Bishop Quadrangle maps.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Access Road to LADWP Owens Gorge 230kV Transmission Line was originally delineated on historic quadrangle maps dating from 1913 to 1917. However, it has not been found to have provided access to ranching, mining, and railroads for early inhabitants. The road appears to have served as an access road to the LADWP Owens Gorge 230kV Transmission Line, which has been found ineligible, as it does not represent innovative voltage technology and was built in the 1950's, decades after the LADWP first harnessed water in the Owens Valley. The road is associated with the electrical conveyance theme, but it does not possess documented significance in relation to this theme. The Access Road to LADWP Owens Gorge 230kV Transmission Line is an unpaved road that spans approximately 4-miles from South Round Valley Road to State Route 168. The Access Road to LADWP Owens Gorge 230kV Transmission Line has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with

significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_50_ Red Hill Road

Primary Number: N/A

Red Hill Road is a two-lane road (one lane in each direction) that spans approximately 1.3-miles from Ed Powers Road (to the west) to State Route 168 (to the east). The paved road is accessible from Rocking K Road, where the road becomes Red Hill Road, Ed Powers Road, Power Line Road, Otey Road, and State Route 168. Red Hill Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS June 1968 aerial photography survey (ID #ARBo374Vo170174). Between 1947-1984 (as seen on the Bishop Quadrangles), Red Hill Island was a census designated community called Oteys Sierra Village, though currently it is not a federally recognized census designated place or incorporated community. "Red Hill Island" appears on the 1984 and 1994 Bishop Quadrangle maps (1:24,000).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Red Hill Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. These early roads serve as the backbone of the region and provided access to ranching, mining, and railroads for early inhabitants. However, Red Hill Road is not shown to be one of the major roads utilized during this period. Red Hill Road spans approximately 1.3 miles and runs east to west. The road terminates at State Route 168 to the east and at Ed Powers Road to the west. The road provides access to Red Hill Island, public land, and private parcels. Although Red Hill Road has been associated with early Transportation and Travel Pathways, the road has not been found individually eligible under NRHP/CRHR Criterion A/1. Red Hill Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_51_ Water Retention Pond

Primary Number: N/A

The Water Retention Pond is approximately 130 feet wide by 123 feet long, located approximately 200 feet north of Red Hill Road. Los Angeles Department of Water and Power presumably stored water in this location for previous agricultural use in the area and maintains the repository today for unknown uses. Symbols indicating a water pumping station at the subject location were initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). By 1949 the location was demarcated by three pumping station symbols, indicating an expansion of use. The water repository was first observed in a June 1968 USGS aerial photography survey (ID #ARBo374Vo170174).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Owned by the Los Angeles Department of Water and Power, this water retention pond appears to have been in place, in some form, from pre-1913 forward. Water was likely diverted from the McGee Creek to the west, and the Owens River Canal to the east, and then channeled to the subject

facility for storage and pumping purposes. The water retention pond is associated with the water conveyance theme, but it does not possess documented significance in relation to the theme. It is a simple utilitarian structure. The Water Retention Pond has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the pond has not been identified as embodying the distinctive characteristics of a type, period, or method of pond construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the pond would not appear to yield information which could be considered important in local, regional, state, or national history. The Water Retention Pond possesses moderate integrity as an in-use water conveyance feature.

Resource Identifier: TLRR CSP_55_ LADWP Owens River Canal

Primary Number: P-14-007088

The Owens River Canal is an earthen canal that has been dry and without water for decades. The unlined canal spans from Jenkins Irrigation Ditch, near the intersection of Brockman Lane and Dixon Lane (to the north), runs under US Highway 395, Red Hill Road, and State Route 168, where the canal merges with Bishop Creek Canal, near the intersection of State Route 168 and Otey Road (to the south). Two wooden foot bridges cross the canal, one just north of US Highway 395 and one further north of US Highway 395. The Access Road is a 12 foot wide, unpaved, dirt road that runs along the Owens River Canal. The canal was incorporated in 1886. The original appropriation of 10,000-inches (833 feet) was made in March of 1886. Previous documentation indicates that the canal was enlarged in 1909. By 1923 the canal comprised 8,155-acres over 20.3 miles. Ed Powers Rehab Road, the access road for the canal, was constructed between ca. 1880-1914. The Owens River Canal was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS July 1947 aerial photography survey (ID #1CQ0000120020).

- **CRHR Status Code Assigned:** 3S

- **Significance Statement:** NHRP/CRHR A/1: Association with events that have made a significant contribution to the broad patterns of our history. The Owens River Canal historically conveyed water from the Owens River, via an intersection with the Upper and Lower McNally Canals, between Bishop and West Bishop, and spanned south to present-day Wilkerson, its apparent termination point. The canal provided water to ranchers and farmers along its route, and additionally served as a recreation destination for area residents – as a swimming pool in warm seasons and an ice skating zone in the winter. The Los Angeles Department of Water and Power acquired the canal in order to ensure free flow of water in its Los Angeles Aqueduct, completed in 1913. By 1924 the southern portion of the Owens River Canal had run dry. The northerly portion appears to have similarly run dry in subsequent years. Today the earthen canal remains in place with limited use as a diversion feature to prevent flooding of the Los Angeles Aqueduct. Within the context of water conveyance in the Owens Valley Region, the Owens River Canal was one of the earliest canals installed in the area. Between 1874 and 1886, approximately 10 canals or ditches were installed in the area to provide water supply for settlement, farming, and animal husbandry purposes, including the Love Ditch (1874), the George Collins Ditch (1877), the McNally Canals (1877), the Bishop Creek Canal (1878, 1893), the A.O. Collins Ditch (1881, 1887), the Owens River Canal (1886, 1893, 1894), the Russell Ditch (1886), the Rawson Ditch (1886), the Big Pine Canal (1886), the Sanger Ditch (1886), and the Frank Shaw Land and Cattle Company Ditch (no date). The Owens River Canal is recommended eligible under NRHP/CRHR Criterion A/1 as it has been associated with Water Conveyance during the 1870s to 1930s period of significance. It is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a canal and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield

information which could be considered important in local, regional, state, or national history. Today, the canal has limited use, but still functions as a water conveyance system. The canal retains integrity of association.

Resource Identifier: TLRR CSP_55.5_ Ed Powers Rehab Road

Primary Number: P-14-007090

The entrance to the access road is about 15 meters (49 ft.) to the west of where the Owens Valley Canal intersects US Route 395, on the south side of the highway at a locked gate. The canal access road runs adjacent to the Owens River Canal. Road F57 shares the first 33 ft. with the access road. The access road is a gated road that is still in use and follows the contours of the Owens River Canal. Road F57 linked the main road through Owens Valley (US Route 395) to the Red Hill area. The 1913 USGS map shows Road F57 begins in the north in the northeast corner of Section 3 (T7S/R32E) and gently arcs for almost 1-1/2 miles, ending in the southwest corner of that section near a cluster of houses. This was one of two roads that linked the main road west of Bishop and north toward Long Valley, to the Red Hill area approximately 1 mile to the south at the southwest corner of Section 3 in T7S/R31E. The second was the Ed Powers Road - F55 (TLRR CSP_#46). By the 1940s, Road 57 may have had limited use; only the southern portion and a few sections in the north are visible on aerial photos. This dirt road is 12 ft. wide and about 1-1/2 miles long. The road was probably constructed through use, which killed off the sage brush and minimally shaped the roadbed. The road is still drivable and in relatively good shape, with an occasional vehicle or horseback rider using a portion of it. Ed Powers Rehab Road was constructed as an access road for the Owens River Canal. The canal was constructed in 1886, and enlarged in 1909. Ed Powers Rehab Road was likely constructed in conjunction with the canal or during its expansion. The subject road was constructed between ca. 1880-1914.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Ed Powers Rehab Road (F57) is small dirt road that linked the Red Hill residents to the Owens River Canal and provided easier access to Laws and other areas northeast of Bishop. The access road to the Owens Valley Canal followed the canal and allowed for maintenance and upkeep. The road is associated with the transportation and water conveyance themes; however, it does not possess documented significance in relation to either theme. Ed Powers Rehab Road (F57) has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as it is still drivable and in relatively good shape, with an occasional vehicle or horseback rider using a portion of it.

Segment 2 Findings

US-395 defines the southern terminus of Segment 2; from US-395, Segment 2 runs north-northeast to a point where the two parallel circuits merge. This point defines the northern terminus of Segment 2. Segment 2 of the Proposed Project is located northwest of the City of Bishop. Two existing single-circuit pole lines are located in Segment 2. The existing poles and conductor would be removed, and new poles and conductor would be installed along the 1.4-mile length of Segment 2. OPGW would be installed on new poles along one of the pole lines, and OHGW would be installed on new poles along the other pole line.

Segment 2 contains one (1) cultural resource, which is recommended eligible for listing on the NRHP/CRHR. Segment 2 findings are summarized below.

Table 2. Segment 2 Summary Table.

TLRR CSP Survey No.	Previous Recordation	Intersects with Direct APE/API	Year Built (Approx.)	Resource Name	Historic Name/Other Identifier	CRHR Status Code
0053	P-36-007545 CA-SBR-7545H Caltrans Scenic Highway	Yes	1934	US Highway 395	Three Flags Highway	3S

CRHR Status Code Legend: 3S (Appears eligible for NR individually through survey evaluation).

Segment 2 Site Summaries

Resource Identifier: TLRR CSP_53_ US Highway 395

Primary Number: N/A

This section of US Highway 395 is a four-lane paved highway (two lanes in each direction) that spans approximately 557-miles, within California, from the California-Oregon border in New Pine Creek (to the north) to Interstate 15 in Hesperia (to the south). The route is split into two segments, as the highway exits and re-enters California through Nevada. The southern segment crosses the Mojave Desert and Owens Valley and passes east of the Sierra Nevada. The northern segment also follows the Sierra Nevada and crosses the Modoc Plateau. US Highway 395 is part of the California Freeway and Expressway System, and part of the National Highway System. The California Department of Transportation designated the portion of US Highway 395 from Fort Independence to Fort Springs Road in Inyo County, and from the Inyo-Mono county line to south of Walker, as an official State Scenic Highway. In 1909, the highway was named Legislative Route 23 and was part of the state signed Route 7. By 1931, the entire highway was paved. The highway was renamed US Highway 395 in 1935. The portion of the highway that spans north towards Topaz Lake was constructed in 1909 as Legislative Route 23, and was also renamed US Highway 395 in 1935. The highway was partially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) as a Light Duty Road, and later captured as part of the USGS 1947 aerial photography survey (ID #1CQ0000120035). On the 1951 USGS Bishop Quadrangle map (1:62,500), the highway is delineated as a Secondary Highway and extended to the northwest. On the 1978 USGS Bishop Quadrangle map (1:100,000), the highway is delineated as a Primary Highway.

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. US Highway 395 is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. These early roads serve as the backbone of

the region and provided access to ranching, mining, and railroads for early inhabitants. Initially, the highway was named Route 7, later becoming Legislative Route 23 in 1909, during which time the highway was also referred to as El Camino Sierra, finally becoming US Highway 395 in ca. 1935. As indicated by Caltrans, the segment of US Highway 395 that runs northwesterly from Bishop to the Inyo-Mono County line is eligible for designation as a State Scenic Highway. The segment of US Highway 395 that runs north from the Inyo-Mono County line to the town of Walker in northern California is officially designated as a State Scenic Highway. US Highway 395 serves as the main autoroute through the Bishop area. The entire route has a Scenic Designation with the historical usage name of Three Flags Highway. While segments of the road have been modified over the years, most of the alterations made were completed within the period of significance. The highway continues to retain much of its original historic alignment and physical evidence that connects its period of use with its historic context and period of significance. US Highway 395 has been associated with the transportation theme. The highway has been found eligible under Criterion A/1 as it has been associated with the Good Roads and State Highways in Owens Valley during the 1910-1956 period of significance; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a highway and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history. US Highway 395 continues to be one of the main travel pathways through the region. It retains a moderate level of integrity of material, design, workmanship, and association.

Segment 3 Findings

Segment 3 spans from the eastern end of Segment 2 to the Fish Lake Valley Metering Station located west of the California-Nevada border, approximately 2 miles east of the community of Oasis. Segment 3 runs for approximately 37 miles from northwest of the City of Bishop to the California-Nevada border. Two existing single-circuit pole lines are in Segment 3; the Proposed Project would result in removal of one of the pole lines and conversion of the remaining pole line from a single-circuit configuration to a double-circuit configuration. The existing poles and conductor would be removed, and new double-circuit poles and conductor would be installed along the length of Segment 3. OPGW would be installed on new poles.

Segment 3 contains 44 total cultural resources, including 8 historic-era cultural resources that are recommended eligible for listing on the NRHP/CRHR. Segment 3 findings are summarized in Table 3 below, with site summaries included in the following pages.

Table 3. Segment 3 Summary Table.

TLRR CSP Survey No.	Previous Recordation	Intersects with Direct APE/API	Year Built (Approx.)	Resource Name	Historic Name/Other Identifier	CRHR Status Code
078	P-14-004804	Yes	1883	Laws Narrow Gauge Railroad Historic District	Monument Series: E Clampus Vitus, Slim Princess Chapter and the Inyo County Board of Supervisors	1D
057	None	Yes	pre-1913	Brockman Lane	None	3S
059	P-14-008106	Yes	1870-1920	LADWP Jenkins Irrigation Ditch	None	3S
060	P-14-008107	Yes	1889	LADWP Bishop Creek Canal	None	3S
072	None	Yes	pre-1913	Silver Canyon Road	FS No. 05045302583	3S
090	P-14-008566	Yes	1904-1921	Roberts Ranch Historic Site	None	3S
091	P-14-009253	Yes	pre-1913	Wyman Creek Road	FS No. 05045302246	3S
102	P-14-005683	Yes	1915-1945	Lincoln (Silver Dome, Fringe Benefit No. 1) Mine	None	3S
056	P-14-007381	Yes	Not Extant	Irrigation Flood Gate	None	6Z
058	None	Yes	pre-1913	Bishop Creek Road	None	6Z
061	P-14-008105	Yes	1950	Pole Livestock Corral	None	6Z
063	None	Yes	1949-1954	Unnamed Road	None	6Z
064	None	Yes	1937	US Highway 6	LRN 76 The Grand Army of the Republic Highway	6Z

TLRR CSP Survey No.	Previous Recordation	Intersects with Direct APE/API	Year Built (Approx.)	Resource Name	Historic Name/Other Identifier	CRHR Status Code
o65	None	Yes	1913-1949	Unnamed Road	None	6Z
o66	None	Yes	pre-1913	Unnamed Road	None	6Z
o67	None	Yes	pre-1947	Unnamed Road	None	6Z
o70	None	Yes	1947-1949	Laws Frontage Road	None	6Z
o71	None	Yes	pre-1913	1st Street	None	6Z
o74	None	Yes	pre-1913	Railroad Street	None	6Z
o75	None	Yes	pre-1947	Unnamed Road	None	6Z
o76	None	Yes	pre-1913	Joe Smith Road	None	6Z
o77	None	Yes	pre-1913	Gish Avenue	None	6Z
o79	None	Yes	pre-1913	Jordan Avenue	None	6Z
o80	None	Yes	pre-1947	Access Road to South McNally Canal	None	6Z
o81	None	Yes	pre-1913	Churchill Mine Road	None	6Z
o82	None	Yes	pre-1913	Laws Poleta Road	None	6Z
o83	None	Yes	pre-1947	Unidentified Quarry	None	6Z
o84	None	Yes	pre-1913	Flynn Road	None	6Z
o87	None	Yes	1947-1954	White Mountain Road	FS No. 05045302584	6Z
o88	P-14-012317	Yes	1905-1907	Mileage Marker	FS Site 05045302286	6Z
o89	None	Yes	pre-1913	FS No. 05045302585	None	6Z
o92	None	Yes	pre-1913	FS No. 05045302586	None	6Z
o93	None	Yes	1947-1951	FS No. 05045302587	None	6Z
o94	None	Yes	1955-1975	FS No. 05045302588	None	6Z
o95	None	Yes	1955-1975	FS No. 05045302589	None	6Z
103	None	Yes	pre-1913	Oasis Road	None	6Z
104	None	Yes	pre-1913	Eureka Valley Road	None	6Z
105	None	Yes	pre-1913	Canyon Road	None	6Z
106	None	Yes	1948-1952	Ranch Road	None	6Z
107	None	Yes	1931	State Route 266	Legislative Route 63 Route 168	6Z
108	None	Yes	1952-1958	State Line Road	None	6Z
109	None	Yes	pre-1952	Power Line Road	None	6Z
110	None	Yes	pre-1952	Unnamed Road	None	6Z
310	None	Yes	1947-1951	Wyman Creek Road Cabin	CSP-Site-310	6Z

CRHR Status Code Legend: 1D (Contributor to a multi-component resource like a district listed in the NR by the Keeper. Listed in the CR); 3S (Appears eligible for NR individually through survey evaluation); 6Z (Found ineligible for NR, CR or local designation through survey evaluation).

Segment 3 Site Summaries

Resource Identifier: TLRR CSP_56_ Irrigation Flood Gate

Primary Number: P-14-007381

Update: The Irrigation Flood Gate was initially recorded by R. Olson and S. Stornetta in October 24, 1984. The historic site was described as a cement irrigation culvert and floodgate with a wooden sill and bolts with an inscription of 1920. The irrigation flood gate was presumably associated with a water storage pond and former agricultural fields located in close proximity to the feature. The site was revisited in 2019 by Urbana Preservation and Planning revealing the feature was no longer extant. The Irrigation Flood Gate has therefore been assigned a status code of 6Z and determined ineligible as the feature is no longer extant.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Update: The site was revisited in 2019 by Urbana Preservation and Planning revealing the feature was no longer extant. The Irrigation Flood Gate has therefore been assigned a status code of 6Z and determined ineligible as the feature is no longer extant.

Resource Identifier: TLRR CSP_57_ Brockman Lane

Primary Number: N/A

Brockman Lane is a two-lane road (one lane in each direction) that spans approximately 2.5-miles from Riverside Road (to the north) to West Line Street/State Route 168 (to the south). The paved road is accessible from Riverside Road, Dixon Lane, US Highway 395, Diaz Lane, and West State Street/State Route 168. Brockman Lane was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS June 1968 aerial photography survey (ID #ARB0374V0170174).

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. Brockman Lane is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. These early roads serve as the backbone of the region and provided access to ranching, mining, and railroads for early inhabitants. Brockman Lane was named after Moses Brockman, a miner and principal owner of a large borax deposit in Fish Slough. The discovery was covered by The Inyo Independent in February of 1871 and was further covered in the San Francisco Chronicle. Brockman Lane led to Brockmans Corner. In 1877, Moses Brockman secured a homestead claim for 160 acres on the northeast corner of Section 11 of Township 7S, Range 32E, approximately 1 mile south of present day Brockmans Corner. Brockman Lane is recommended eligible under NRHP/CRHR Criterion A/1 as it has been associated with early Wagon Roads in Mono and Inyo Counties during the 1860-1910 period of significance and the Good Roads and State Highways theme in Owens Valley 1910-1956. It is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history. Brockman Lane is a two lane road that spans approximately 2.5 miles. The road was captured on 1968 aerial images and retains its historic appearance today. Brockman Lane possesses integrity of location, material, design, workmanship, and association.

Resource Identifier: TLRR CSP_58_ Bishop Creek Road

Primary Number: N/A

Bishop Creek Road is an unpaved dirt road that spans for approximately 2.15-miles north of Bishop proper. The width of the road is approximately 10-feet. The road spans north from Riverside Road and meanders along the western edge of Bishop Creek, terminating at a bend. The road presumably served as an access road to Bishop Creek. The

road was installed prior to 1913. A portion of the road was initially delineated on the 1913 Bishop USGS Quadrangle map (1:250,000). Approximately .30-miles of the road is delineated on the quadrangle map, initiating from Riverside Road. Between 1913 and 1949, the road was extended and the alignment of the southern segment shifted east, now running parallel to Bishop Creek. The road is presumed to have been constructed as an access road to Bishop Creek.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Bishop Creek Road was originally delineated on historic quadrangle maps from 1913. Between 1913 and 1949, the road was extended and the alignment shifted slightly. The unpaved road spans approximately 2.15 -miles, from Riverside Road, along the edge of Bishop Creek, before terminating at a bend in the Creek. The road was presumably constructed as an access road for activities along Bishop Creek. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Bishop Creek Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_59_LADWP Jenkins Irrigation Ditch

Primary Number: P-14-008106

Jenkins Irrigation Ditch is an earthen canal that intersects with Bishop Creek Canal north of Riverside Road. The unlined canal spans from Bishop Creek Canal, just north of Riverside Road (to the north), runs under Riverside Road, Dixon Lane, Brockman Lane, US Highway 395, West Line Street/State Route 168, and seems to terminate just south of West Line Street/State Route 168 (to the south). There is a spillway gate at the north end of the canal where it intersects with Bishop Creek Canal. Previous documentation indicates the Jenkins Irrigation Ditch was constructed ca. 1870-1920. The ditch was initially delineated on the 1949 USGS Bishop Quadrangle map (1:62,500) and was captured as part of the USGS July 1947 aerial photography survey (ID #1CQ0000110197). Modifications may have occurred after LADWP acquired the property in 1925.

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. Previous documentation indicates the Jenkins Ditch was patented by William Jenkins, who harvested alfalfa in the southerly portion of the ditch until he sold it to the LADWP in 1925. The ditch appears to be fed from water diverted from the Owens River. Within the context of water conveyance in the Owens Valley Region, the Jenkins Ditch was one of the earliest canals installed in the area, although it appears to have been a smaller scale conveyance system. Between 1874 and 1886, approximately 10 canals or ditches were installed in the area to provide water supply for settlement, farming, and animal husbandry purposes, including the Love Ditch (1874), the George Collins Ditch (1877), the McNally Canals (1877), the Bishop Creek Canal (1878, 1893), the A.O. Collins Ditch (1881, 1887), the Owens River Canal (1886, 1893, 1894), the Russell Ditch (1886), the Rawson Ditch (1886), the Big Pine Canal (1886), the Sanger Ditch (1886), and the Frank Shaw Land and Cattle Company Ditch (no date). This list is compiled from a 1923 report titled Report on the Owens Valley Irrigation District prepared by the County of Inyo. Although the Jenkins Ditch is not referenced in the 1923 report, it appears to have maintained its historic use and functionality, as evidenced by the water flowing in its earthen channel. The Jenkins Irrigation Ditch is recommended eligible under NRHP/CRHR Criterion A/1 as it has been associated with the Water Conveyance theme and the Owens Valley Agricultural Water theme during the 1870s-1930s period of significance; not eligible under Criterion B/2 as it has not been identified as having an association with an

important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a canal and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history. Today, Jenkins Ditch appears to still function as a water feature and retains integrity of association.

Resource Identifier: TLRR CSP_60_LADWP Bishop Creek Canal

Primary Number: P-14-008107

Bishop Creek Canal is an unlined earthen canal, approximately 18 feet wide, with an unknown depth. The canal spans from the Owens River (to the north), runs under Riverside Road, Dixon Lane, and US Highway 395 where it empties into the North Fork Bishop Creek near the town of Bishop (to the south). A metal "Waterman" gate valve is located 84 feet north of the Riverside Road Bridge on the east side of the canal. The canal was incorporated in 1883. The original appropriation of 4,000-inches (333 feet) was made in January 1878. An additional appropriation of 2000-inches (166 feet) was completed in April 1893. By 1923 the canal comprised 10,500 acres over 11.25 miles. The Bishop Creek Canal was first delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS July 1947 aerial photography survey (ID #1CQ0000110197).

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The Bishop Creek Canal was originally constructed in 1878 and was extended in 1893, by the Bishop Creek Ditch Company, in order to convey water from the Owens River to the town of Bishop. Within the context of water conveyance in the Owens Valley Region, the Bishop Creek Canal was one of the earliest canals installed in the area and the first to bring water to Bishop. Between 1874 and 1886, approximately 10 canals or ditches were installed in the area to provide water supply for settlement, farming, and animal husbandry purposes, including the Love Ditch (1874), the George Collins Ditch (1877), the McNally Canals (1877), the Bishop Creek Canal (1878, 1893), the A.O. Collins Ditch (1881, 1887), the Owens River Canal (1886, 1893, 1894), the Russell Ditch (1886), the Rawson Ditch (1886), the Big Pine Canal (1886), the Sanger Ditch (1886), and the Frank Shaw Land and Cattle Company Ditch (no date). Previous documentation identifies the Bishop Creek Canal as the impetus for speculative land development and the creation of 100 to 500-acre farms in the Bishop area in the 1890s and early 1900s. In the early 1920s the Bishop Creek Canal was included in the newly formed Owens Valley Irrigation District. Within one decade the Los Angeles Department of Water and Power acquired the canal. From the 1930s to the present, the Bishop Creek Canal has conveyed water to Bishop and its surrounding unincorporated communities, with all other canals of the same vintage having been abandoned or intentionally run dry after the construction of the Los Angeles Aqueduct. The Bishop Creek Canal was previously surveyed as NRHP eligible under Criterion A for an association with water conveyance in the Bishop area. The canal remains eligible under NRHP/CRHR Criterion A/1 as it has been associated with the Water Conveyance theme and the Owens Valley Agricultural Water theme during the 1870s-1930s period of significance. It is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a canal and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_61_ Pole Livestock Corral

Primary Number: P-14-008105

The Pole Livestock Corral is constructed of peeled upright logs, board lumber, willow poles, and barbed wire. The corral features a series of six square interconnected fenced areas and measures approximately 433 feet by 80 feet. There are two loading chutes and a calf press near the corral. Previous documentation indicates the Pole Livestock Corral was constructed in ca. 1950 by Alec Reeves, the lessee of the LADWP land. The corral is approximately 433 feet in length and 80 feet in width.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Constructed in 1950 by the lessee of the land, the Pole Livestock Corral is approximately 433 x 80 feet. Though the feature is related to agriculture and ranching in the area, it was constructed outside the 1860s to 1930s period of significance for the Agriculture and Ranching theme. The corral does not possess documented significance in relation to the theme. It is a simple utilitarian structure. The Pole Livestock Corral has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the corral has not been identified as embodying the distinctive characteristics of a type, period, or method of construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the corral would not appear to yield information which could be considered important in local, regional, state, or national history. The structure possesses moderate integrity as an in-use agricultural feature.

Resource Identifier: TLRR CSP_63_ Unnamed Road

Primary Number: N/A

The unnamed road is an unpaved dirt road, located north of Bishop proper, that spans for approximately 0.63-miles. The width of the road is approximately 10-feet. The road initiates northeast from Riverside Road and terminates at an unnamed road within a private parcel (ID#010-270-04). The road was presumably constructed as an access road to Bishop Creek. The road was installed between 1949 and 1954. The road does not appear on a 1949 aerial and first appears as a dirt road on a 1954 aerial of the region (Historic Aerial-NetOnline). The road was initially delineated on the 1984 Fish Slough USGS Quadrangle map (1:24,000).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road was constructed between 1949 and 1954. The road is not visible on 1949 historic aerials, but can be seen on historic aerial images from 1954, putting the date of construction between those two dates. The unpaved road spans approximately 0.63 -miles, between Riverside Road and a private parcel (ID#010-270-04). The road was presumably constructed as an access road to activities along Bishop Creek. It does not possess documented significance in relation to the transportation theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_64_ US Highway 6

Primary Number: N/A

This section of US Highway 6 is a two-lane paved highway (one lane in each direction) that spans approximately 40.4- miles, within California, from the California-Nevada border in Montgomery City (to the north) to US Highway 395 in Bishop (to the south). US Highway 6 is a transcontinental highway continuing east to Massachusetts. US Highway 6 was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) as a Light Duty Road and was also captured as part of the USGS 1947 aerial photography survey (ID #1CQ0000110184). The segment of US Highway 6 that runs through Bishop is also referred to as Legislative Route 23 and was constructed in 1909. The easterly segment of US Highway 6 that runs from Bishop to the Nevada State Line was established as Legislative Route 76 and was designated as a state highway in 1931. Historic topographic maps from the Bishop region dating from 1913-1947, show the road that would eventually become the highway cutting through Laws and curving north parallel to the White Mountains. US Highway 6 was realigned from 1947-1949 as indicated on the 1947 map and the 1949 map. US Highway 6 was realigned after the railroad was removed, thus creating a suitable environment for the highway to span north before Laws, its configuration today.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The evaluated segment of US Highway 6 was originally constructed as several separate roads that were later consolidated into the highway system. A portion known as Light Duty Road was originally delineated on historic quadrangle maps from 1913. The segment known as Legislative Route 23 was constructed in 1909. The segment known as Legislative Route 76 was constructed between 1913 to 1947 according to historic topographic maps. US Highway 6 was realigned into its current configuration from 1947 to 1949, after the railroad was removed. After the death of major mining towns, such as Bodie, railroad systems were not needed to haul supplies and merchandise between far away towns. Cars provided the ease of travel people were seeking, and so railroad tracks were removed and highway systems were put in place. Though US Highway 6 was installed in 1909, it was realigned to curve north towards Chalfant Valley and not curve north by the White Mountains, which provided a more indirect route for travelers. The highway runs from Bishop to Provincetown, Massachusetts, though prior to 1965 the highway terminated at Long Beach, California. As indicated by Caltrans, US Highway 6 is not designated as a scenic highway but simply part of the state highway system. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. No substantive information was identified for the road during the course of historical property research to support a positive eligibility conclusion. The evaluated segment of US Highway 6 has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_65_ Unnamed Road

Primary Number: N/A

The unnamed road is an unpaved dirt road, located north of Bishop proper, that spans for approximately 0.37-miles. The width of the road is approximately 10-feet. The road initiates northeast from US Route 6 and terminates at an unnamed road within a private parcel (ID#010-270-04). The road was presumably constructed as an access road through the area. The road was installed between 1913 and 1949. The road is not delineated on the 1913 Bishop USGS Quadrangle map (1:250,000) and first appears on a 1949 aerial of the region (Historic Aerials-NetOnline). The road was initially delineated on the 1984 Fish Slough USGS Quadrangle map (1:24,000).

- **CRHR Status Code Assigned:** 6Z

- **Significance Statement:** Based on historical research, the Unnamed Road was constructed between 1913 and 1949. The road is first identified on historic quadrangle maps from 1949. The unpaved road spans approximately 0.37 miles, initiating at US Route 6 and terminating at a private parcel (ID #010-270-04). The unimproved road was presumably constructed as an access road through the area. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_66_ Unnamed Road

Primary Number: N/A

The unnamed road is an unpaved dirt road, located northeast of Bishop proper, that spans for approximately 0.74-miles. The width of the road is approximately 10-feet. The road initiates south from US Route 6 and terminates at the North Fork Bishop Creek bend. The road was presumably constructed as an early access road through the area. The road was installed prior to 1913. The road was initially delineated as a main wagon road on the 1913 Bishop Quadrangle map (1:250,000), initiating south from present-day US Route 6 and terminating at Wye Road. The road first appears on a 1947 aerial of the area (Historic Aerials-NetOnline). The central segment of the road is no longer visible, and the road was divided into two segments: a northern and southern segment. The 1984 Fish Slough USGS Quadrangle map (1:24,000) delineates the road in its present-day alignment.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Constructed prior to 1913, the Unnamed Road was constructed as a main wagon road through the region located northeast of Bishop proper. Between 1913 and 1949, the alignment of the road was altered substantially. Over the years, new and more practical routes were laid out, rendering the road obsolete. Today, the road continues to maintain its 1949 alignment. It does not possess documented significance in relation to the transportation theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_67_ Unnamed Road

Primary Number: N/A

The unnamed road is an unpaved dirt road, located northeast of Bishop proper, that spans for approximately 0.60-miles. The width of the road is approximately 15-feet. The road initiates northwest from US Route 6 and terminates at an unnamed road. The road was presumably constructed as an access road through the area. The road was installed prior to 1947. The road first appears as an unpaved road on a 1947 aerial of the area (Historic Aerials-Net-Online). The road was initially delineated on the 1984 Laws USGS Quadrangle map (1:24,000).

- **CRHR Status Code Assigned:** 6Z

- **Significance Statement:** The Unnamed Road was constructed prior to 1947, as it is first identified on historic aerial images from this year. The unpaved road spans approximately 0.60 -miles between US Route 6 and another unnamed road northeast of Bishop. The road was presumably constructed as an access road through the area. It does not possess documented significance in relation to the transportation theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity in the 1949 alignment portion as an active in-use route.

Resource Identifier: TLRR CSP_70_ Laws Frontage Road

Primary Number: N/A

Laws Frontage Road is a two-lane road (one lane in each direction) that spans approximately 0.2-miles from a vacant industrial lot, Inyo County Assessor's Parcel No. 010-190-07, (to the north) to Silver Canyon Road (to the south). The paved road is accessible from Silver Canyon Road, Railroad Street, and an unnamed road on the vacant industrial lot. Laws Frontage Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS 1947 aerial photography survey (ID #1CQ0000110184).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Laws Frontage Road was originally delineated on historic quadrangle maps from 1913. The road spans approximately 0.2-miles between a vacant industrial lot (Inyo County Assessor's Parcel No. 010-190-07) and Silver Canyon Road. Historic research did not indicate that the road was used to provide access to ranching, mining, and railroads for early inhabitants, and would not be eligible under those themes. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Laws Frontage Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_71_ 1st Street

Primary Number: N/A

First Street is an unpaved road that spans approximately 680-feet from Railroad Street (to the north) to Silver Canyon Road (to the south). The road is accessible from Railroad Street and Silver Canyon Road. 1st Street was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS November 1967 aerial photography survey (ID #B0744V0160008).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** 1st Street was originally delineated on historic quadrangle maps from 1913. The unpaved road spans approximately 680-feet between Railroad Street and Silver Canyon Road. Historic research did not indicate that the road was used to provide access to ranching, mining, and railroads for early inhabitants, and would not be eligible under those themes. The road is associated with the

transportation theme, but it does not possess documented significance in relation to this theme. 1st Street has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_72_ Silver Canyon Road

Primary Number: N/A

Silver Canyon Road is a two-lane road (one lane in each direction) that spans approximately 12.27-miles from US Highway 6 (to the west) to Wyman Creek Road (to the east). The road is paved for approximately 0.8-miles before continuing east as an unpaved road, traversing the terrain, into the Silver Canyon within the Ancient Bristlecone Pine Forest. Silver Canyon Road is accessible from US Highway 6, Laws Frontage Road, Railroad Street, First Street, Joe Smith Road, Jordan Avenue, Churchill Mine Road, Laws Poleta Road, Flynn Road, White Mountain Road, and Wyman Creek Road. Silver Canyon Road was built prior to 1905, as indicated by the photograph on page 85 of Images of America: Bishop, and initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS 1947 aerial photography survey (ID # 1CQ0000110184).

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. Silver Canyon Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. These early roads serve as the backbone of the region and provided access to ranching, mining, and railroads for early inhabitants. Silver Canyon Road spans approximately 14.25 miles in total length, terminating at US Highway 6 to the west, Wyman Creek Road to the east and White Mountain Road to the north. The road accesses public lands, the Ancient Bristlecone Pine Forest, Roberts Ranch Historic Site, private parcels, and mining/quarry prospects. Historically, the road accessed the Owensville Mining Camp, New Year Copper Mine, Rodgers Limestone Deposit, Campito Mountain Prospect (Copper), Golden Siren Mine (Gold), and the Eva Belle Mine (Gold, Silver, Lead). Silver Canyon Road is recommended eligible under NRHP/CRHR Criterion A/1 as it has been significantly associated with the transportation theme and specifically Good Roads and State Highways in Owens Valley, 1910-1956. The early road served as an important access route for settlement, agriculture, ranching, and mining activities in the area. Silver Canyon Road is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_74_ Railroad Street

Primary Number: N/A

Railroad Street is a paved road that spans approximately 0.83-miles from Laws Frontage Road (to the north) and around the Laws Railroad Museum and Historic Site (to the south). The road is accessible from Laws Frontage Road, First Street, and Silver Canyon Road. Railroad Street was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS 1947 aerial photography survey (ID # 1CQ0000110184).

- **CRHR Status Code Assigned:** 6Z

- **Significance Statement:** Railroad Street was originally delineated on historic quadrangle maps dating from 1913. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The paved road spans approximately 0.83-miles from Laws Frontage Road and around the Laws Railroad Museum and Historic Site. The road is a non-contributing element to the Laws Railroad Historic District. Railroad Street has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_75_ Unnamed Road

Primary Number: N/A

The unnamed road is a partly paved and partly unpaved road, located in Laws, that spans for approximately 0.12 miles. The width of the road is approximately 15-feet. The road initiates as a paved road from Silver Canyon Road and transitions into an unpaved road, terminating at the High Sierra Plastics, plastics fabrication company. The road was presumably constructed as a secondary road to the plastic fabrication company. The road was installed prior to 1947. The road first appears as an unpaved road on a 1947 aerial of the area (Historic Aerials-NetRonline). The southern segment was paved between 1998 and 2005. The road appears as an unpaved road on a 1998 aerial and appears partially paved on a 2005 aerial (Historic Aerials-NetRonline). The road was initially delineated on the 2015 Laws USGS Quadrangle map (1:24,000).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road is a partly paved and partly unpaved road, located in Laws, that spans for approximately 0.12 miles. The road initiates as a paved road from Silver Canyon Road and transitions into an unpaved road, terminating at the High Sierra Plastics, plastics fabrication company. The road was presumably constructed as a secondary road to the plastic fabrication company. It does not possess documented significance in relation to the transportation theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_76_ Joe Smith Road

Primary Number: N/A

Joe Smith Road is a two-lane road (one lane in each direction) that spans approximately 1.28-miles from Jean Blanc Road (to the north) to Silver Canyon Road (to the south). The paved road is accessible from Jean Blanc Road, Dehy Street, McNally Street, and Silver Canyon Road. Joe Smith Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS 1947 aerial photography survey (ID #1CQ0000110184).

- **CRHR Status Code Assigned:** 6Z

- **Significance Statement:** Although Joe Smith Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The road was named after Joe Smith, who lived in Laws and worked on Sherwin Grade with surveyors from the LADWP in ca. 1910. Joe Smith road spans approximately 1.3 miles, terminating at Jean Blanc Road to the north and Main Street directly south. The road is used to access private parcels, businesses, public lands, and agricultural fields. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Joe Smith Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_77_ Gish Avenue

Primary Number: N/A

Gish Avenue is a paper road. It appears on the 1913 Bishop Quadrangle Topographic Map, Google Maps, and Google Earth. The road appears on the 1947 historic aerial, however, it does not appear in current aerials or when viewing in person. Maps indicate the road runs south from Silver Canyon Road for 930 feet and terminates at Francisco Street. Gish Avenue was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). It is unknown as to when the road became a paper road.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Although Gish Avenue is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. Gish Avenue is presumed to have been named after the Gish family who settled in the Owens Valley region in the 1890s. J.L. Gish was appointed to the Valley Committee of Ten and represented the unincorporated community of Laws. In 1923, the committee was formed with two representatives from each valley town to establish an organized communal effort to effectively negotiate water contracts and subsequent negotiations with the City of Los Angeles. Gish Avenue appears to be a paper road, existing on maps and on GPS but cannot be found in person. It does not possess documented significance in relation to the transportation theme. Gish Avenue has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road does not possess integrity as it could not be located in person, and only identified on maps.

Resource Identifier: TLRR CSP_78_ Laws Narrow Gauge Railroad Historic District

Primary Number: P-14-004804

Laws Narrow Gauge Railroad Historic District is an 11.12 acre site beginning at the southwest corner of Silver Canyon Road and Railroad Street. The district is comprised of 44 buildings, equipment areas, a locomotive, and narrow gauge cars. Six buildings or pieces of equipment are original to the property; Depot and Loading Dock, Agent's House, Oil Tank Tower, Oil Pump House, Armstrong Turntable, and Water Pump House. In circa 1960, the railroad

tracks were removed, subsequently, 38 buildings and equipment areas were either relocated to the property or reconstructed on site. The Laws Narrow Gauge Railroad Historic District is delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). The historic district was established as Laws Railroad Museum in 1966. The depot, agent's house, section boss's house, outhouses, water tank and turntable were constructed in 1883. Other structures in the historic district have either been moved to this location or reconstructed on site.

- **CRHR Status Code Assigned:** 1D
- **Significance Statement:** The Laws Narrow Gauge Railroad Historic District is an 11.12-acre site beginning at the southwest corner of Silver Canyon Road and Railroad Street. The district is comprised of 44 buildings, equipment areas, a locomotive, and narrow gauge cars. Six buildings or pieces of equipment are original to the property; Depot and Loading Dock, Agent's House, Oil Tank Tower, Oil Pump House, Armstrong Turntable, and Water Pump House. In circa 1960, the railroad tracks were removed, subsequently, 38 buildings and equipment areas were either relocated to the property or reconstructed on site. The Laws Narrow Gauge Railroad Historic District is delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). The historic district was established as Laws Railroad Museum in 1966. The depot, agent's house, section boss's house, outhouses, water tank and turntable were constructed in 1883. Other structures in the historic district have either been moved to this location or reconstructed on site. The Laws Narrow Gauge Railroad Historic District was listed on the National Register of Historic Places and established as California Historical Landmark TLRR CSP_953 in 1982.

NRHP/CRHR Criterion A/1: The Laws Narrow Gauge Railroad Historic District has an important association with events that have made a significant contribution to the broad patterns of our history. The Laws Narrow Gauge Railroad Historic District has been found eligible under Criterion A/1 as it has been associated with the Railroads in Owens Valley theme, during the 1880-1960 period of significance. The Laws Narrow Gauge Railroad Historic District is considered not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of the railroad yard that was once there, and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_79_ Jordan Avenue

Primary Number: N/A

Jordan Avenue is an unpaved road that spans approximately 0.17-miles from Silver Canyon Road (to the north) to Francisco Street (to the south). The road is accessible from Silver Canyon Road and Francisco Street. Jordan Avenue was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000), and was later captured as part of the 1947 USGS aerial photography survey (ID # 1CQ0000110184).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Jordan Avenue is one of a small number of roads delineated on historic quadrangle maps dating from 1913. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The unpaved road spans approximately 0.17-miles from Silver Canyon Road to Francisco Street. The road was presumably constructed as a low level access road through the area. It does not possess documented significance in relation to the transportation theme. Jordan Avenue has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further

study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_80_ Access Road to South McNally Canal

Primary Number: N/A

The Access Road to South McNally Canal is an unpaved road, located east of Laws, that spans for approximately 1 mile. The width of the road is approximately 12 feet. The road initiates southeast from Silver Canyon Road and terminates at Law Poleta Road. The road was presumably installed during the construction of the McNally Canal. The Lower and Upper McNally Canals were constructed in 1877 and between 1877-1885 respectively in order to convey water from the Owens River to the town of Laws and the surrounding environs. The road was installed prior to 1947. The road first appears as an unpaved road on a 1947 aerial of the area (Historic Aerials-NetOnline). The road is not delineated on USGS Quadrangle maps. While the road does not appear on early USGS Quadrangle maps, the road was potentially installed during the construction of the McNally Canal. The Lower and Upper McNally Canals were constructed in 1877 and between 1877-1885 respectively in order to convey water from the Owens River to the town of Laws and the surrounding environs.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Access Road to South McNally Canal was first identified on historic aerials from 1947, though it was likely installed in conjunction with the construction of the McNally Canals between 1877 and 1885. The unpaved road spans approximately 1 -mile between Silver Canyon Road to Law Poleta Road. Access roads to historic water conveyance systems are historically in place to support the construction of the system, and although the LADWP Upper McNally Canal and LADWP Lower McNally Canal is NRHP/CRHR eligible both individually and as a contributing element in Owens Valley Water Conveyance Systems, the access road to the South McNally Canal does not appear to contribute to the canal's significance. Construction of the road was vital to installation of the canal but the road does not in and of itself culminate in the canal's significance for its role in the early settlement, farming, and animal husbandry purposes. The access road is regarded as a secondary or tertiary feature that was the means to an end to construct and later maintain the canal. The Access Road to South McNally Canal has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_81_ Churchill Mine Road

Primary Number: N/A

Churchill Mine Road is an unpaved road that follows the east and north bank of the Upper McNally Canal for approximately 3.9-miles from US Highway 6 (to the north) to Silver Canyon Road (to the south). The road is accessible from US Highway 6, Jean Blanc Road, and Silver Canyon Road. Churchill Mine Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000), and was later captured as part of the 1947 USGS aerial photography survey (ID # 1CQ0000110184).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Churchill Mine Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913. These early roads serve as the backbone of the region and provided access to ranching, mining, and railroads for early inhabitants. Churchill Mine Road spans approximately 4 miles, terminating northwesterly at State Highway 6, and Silver Canyon Road to the south. The road also

branches out to the east and terminates in the White Mountains. Churchill Mine Road is used to access the McNally Canal, agricultural fields, mining/quarry prospects, and public lands. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Churchill Mine Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_82_ Laws Poleta Road

Primary Number: N/A

Laws Poleta Road is a one-lane road that spans approximately 4.15-miles from Jean Blanc Road (to the north) to Poleta Road (to the south). The road is unpaved north of Silver Canyon Road before continuing south as a paved road for approximately 2.87-miles. Laws Poleta Road is accessible from Jean Blanc Road, Silver Canyon Road, Flynn Road, and Poleta Road. Laws Poleta Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS November 1967 aerial photography survey (ID #B0744V0160008). A portion of the road was paved at an unknown date.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Laws Poleta Road was originally delineated on historic quadrangle maps dating from 1913. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The road is partially paved, spanning approximately 4.15-miles from Jean Blanc Road to Poleta Road. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Laws Poleta Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_83_ Unidentified Quarry

Primary Number: N/A

This quarry is located on the south side of Silver Canyon Road east of Laws Poleta Road. Quarry activity appears to span approximately 8 acres. The shallow quarry extracts rock from the ground and crushes it to produce aggregate. The Unidentified Quarry was captured as part of the USGS 1947 aerial photography survey (ID #1CQ0000110184). Laws Narrow Gauge Railroad Historic District indicated the quarry was used to mine gypsum and is not currently in use.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unidentified Quarry was first identified on historic aerial images from 1947. Research indicates that the quarry originally produced gypsum, though the quarry is no longer in use. The quarry spans approximately 8 acres, located on the south side of Silver Canyon Road, east of Laws Poleta Road. The quarry is associated with the mining theme, but it does not possess documented significance in relation to the theme. The Unidentified Quarry has not been found individually eligible under NRHP/CRHR

Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the quarry has not been identified as embodying the distinctive characteristics of a type, period, or method of construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The quarry does not retain integrity as it is not currently in use.

Resource Identifier: TLRR CSP_84_ Flynn Road

Primary Number: N/A

Flynn Road is an unpaved road that spans approximately 1.9 miles from just north of Silver Canyon Road (to the north), extending south and then west, to Laws Poleta Road (to the northwest). The road is accessible from Silver Canyon Road, Steward Road, and Laws Poleta Road. The eastern terminus of Flynn Road into the White Mountains stretches approximately 1.76 miles easterly, and is delineated as an "unimproved road" on the 1913 USGS Bishop Quadrangle map (1:125,000). The westernmost portion of the road was later delineated on the 1949 Bishop Quadrangle map (1:62,500). Flynn Road was later captured, in its entirety, as part of the USGS November 1967 aerial photography survey (ID #B0744V0160008).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Flynn Road was originally delineated on historic quadrangle maps dating from 1913. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The unpaved road spans approximately 1.9 -miles from just north of Silver Canyon Road to Laws Poleta Road. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Flynn Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_87_ White Mountain Road

Primary Number: N/A

White Mountain Road is an unpaved road that spans approximately 60-miles, beginning just east of the Piute Mountain (to the north), winding through the mountains and the Ancient Bristlecone Pine Forest, and terminating at Highway 168 (to the southeast). The road is accessible from White Mountain Trail, Silver Canyon Road, and Highway 168. White Mountain Road was constructed between 1947 and 1954 and was on the 1964 USGS Mariposa Quadrangle map (1:250,000) and it was later captured as part of the USGS June 1968 aerial photography survey (ID #B0374L0170174).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** White Mountain Road was constructed between 1947 and 1954. The unpaved road spans approximately 60 -miles from just east of Piute Mountain to Highway 168. The road was built to provide a safer and more direct access for mining claims and prospect sites in the area. In 1882, a rich gold depository had been discovered in the White Mountains. Roads were carved out of the mountain to accommodate miners accessing the mining sites. Mining in the area peaked by the 1950s with the majority of known claims and prospect sites near White Mountain Road dating to the 1970s-1980s. The road is

associated with the transportation theme, but it does not possess documented significance in relation to this theme. White Mountain Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_88_ Mileage Marker

Primary Number: P-14-012317

This mileage marker was previously recorded in 2014 with the resource name of 16 M. An engraving of "16 M." is scratched onto the vertical face of a limestone rock 50 feet south of Wyman Creek road approximately 0.73-miles east of the junction of Wyman Creek Road and Silver Canyon Road. The inscription measures 31.5 inches wide and 18 inches high. Previous documentation indicates the Mileage Marker is a historic petroglyph scratched onto the vertical face of a limestone-like (cf. dolomite, quartzite) rock outcropping; the glyph reads : 16M. And may be an old mileage marker; the inscription is 31.5 inches wide and 18 inches high; it faces northwest toward Wyman Creek Road (FS Rd. 6So1), a historic road built by the Southern California Edison Company between 1905-1907.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The historic Mileage Marker reads "16M" etched into limestone. The marker is located 50 feet south of Wyman Creek Road, a historic road built by the Southern California Edison Company between 1905-1907. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Mileage Marker has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the marker has not been identified as embodying the distinctive characteristics of a type, period, or method of construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as it has not been altered since its creation.

Resource Identifier: TLRR CSP_89_ FS No. 05045302585

Primary Number: N/A

The unnamed road is an unpaved 4WD road that spans for approximately 1.7-miles. The width of the road is approximately 10-feet. The road initiates southwest from Wyman Creek Road and terminates at a dead end located approximately 1.5-miles north of Birch Creek. The road was presumably constructed as an access road to mines located in the White Mountains. Today, the road is an off-road designated route I(Route#35E44) located in Inyo National Forest. The road was installed prior to 1913. The road was initially delineated as a secondary wagon road on the 1913 Bishop USGS Quadrangle map (1:125,000). The road first appears as a dirt road on a 1947 aerial of the area (Historic Aerials-NetOnline). On the 1951 Blanco Mountain USGS Quadrangle map (1:62,500), the road is delineated leading to the Wilkerson Mine as well as several unnamed mine shafts located on the area known as Roberts Ridge. The 1978 Bishop USGS Quadrangle map (1:100,000) identifies the Southbend Mine located in close proximity to the road. Today, the road is an off-road designated route I(Route#35E44) located in Inyo National Forest.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road, spanning approximately 1.7 miles through the a region known as Roberts Ridge, was constructed prior to 1913. The road lead to the Wilkerson Mine, Southbend

Mine and several unnamed mine shafts located in close proximity to the road, none of which played a pivotal role in development of the region. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_g0_ Roberts Ranch Historic Site

Primary Number: P-14-008566

Roberts Ranch Historic Site was previously recorded in 2005, however, it was not given an official NRHP/CRHR status code. The site measures 320 feet by 458 feet and consists of a house, cabin, smoke house, collapsed privy, collapsed auxiliary structure, a retaining wall, and corral. The house has a rock and poured concrete foundation, wood panel siding, and a corrugated metal roof. Doors to the house are no longer extant and the windows are broken. The cabin has a wood foundation, is clad in wood siding, and has a corrugated metal roof. The cabin consists of one-room, a porch, a door, and four screened windows. The smoke house is constructed of local rocks and poured concrete with metal paneling inside and two fire pits on the outside. The collapsed privy building is constructed of wood panel walls and a corrugated metal roof. The collapsed auxiliary building has a wood foundation, wood siding, a corrugated metal roof, one door, and one window. The retaining wall is constructed of stacked slate slabs. The corral is constructed of wood posts, tree limbs, metal posts, and barbed wire. Roberts Ranch was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). The ranch was constructed ca. 1885. Between 1921-1931 the cabin appears to have been re-constructed and rotated approximately 90 degrees. Historically, the ranch was utilized by miners, ranchers, and electrical companies.

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** Roberts Ranch Historic Site consists of a house, cabin, smoke house, collapsed privy, collapsed auxiliary structure, a retaining wall, and corral. Roberts Ranch was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000). The ranch was constructed ca. 1885. Between 1921-1931 the cabin appears to have been re-constructed and rotated approximately 90 degrees. Historically, the ranch was utilized by miners, ranchers, and electrical companies. Roberts Ranch Historic Site is recommended eligible under NRHP/CRHR Criterion A/1 as it has been associated with mining, during the 1850s to 1960s period of significance; electric power conveyance, during the 1905 to 1941 period of significance; and agriculture and ranching, during the 1860s to 1930s period of significance. Roberts Ranch does not appear eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a ranch and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the ranch would not appear to yield information which could be considered important in local, regional, state, or national history.

Roberts Ranch possesses integrity of material, design, and workmanship. The subject ranch retains integrity of association. For Roberts Ranch, the integrity aspects of setting and feeling are of predominant importance.

Resource Identifier: TLRR CSP_g1_ Wyman Creek Road

Primary Number: P-14-009253

Wyman Creek Road stretches horizontally west to east across 13 miles, approximately. On the westernmost side, Wyman Creek Road dips to the south and terminates at the nexus of North Silver Canyon Road, South Silver Canyon Road, and White Mountain Road. To the east, the road dips south and connects to provide access to State Route 168. Wyman Creek Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000).

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** Wyman Creek Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. These early roads serve as the backbone of the region and provided access to ranching, mining, and railroads for early inhabitants. Wyman Creek Road was historically used as a mining and pole line road, as indicated by USDA Forest Service documentation. Several mines including the Bull Domingo Mine (Lead, Silver), Gator No. 1 Prospect (Silver), Gator No. 2 Mine (Gold), and the Birch Creek Rare II Area (Silver) were accessed by Wyman Creek Road. Wyman Creek and Wyman Creek Road were named after Daniel Wyman, a well-known miner from Aurora who sought out placer mines that were rumored to exist on the east side of the White Mountains. Dan Wyman was also a signee of the peace treaty drawn up between the Owens Valley Native American tribes and the settlers during 1862. This historic meeting occurred at the San Francis Ranch, home of Samuel Bishop, founder of the City of Bishop. Wyman Creek Road is recommended eligible under NRHP/CRHR Criterion A/1 as it has been associated with the transportation theme and specifically with Good Roads and State Highways in Owens Valley from 1910-1956 and mining, during the 1850s to 1960 period of significance. Pending additional research on comparative properties associated with Daniel Wyman, the property could be considered eligible under Criterion B/2 as for having an association with an important person. The Wyman Creek Road is not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_92_FS No. 05045302586

Primary Number: N/A

The unnamed road is an unpaved 4WD road that spans for approximately 3.37-miles. The width of the road is approximately 10-feet. The road initiates northeast from Wyman Creek Road and terminates at a road fork located approximately 1-mile north of Crooked Creek. The road was presumably constructed as an access road to mines located in the White Mountains. Today, the road is an off road designated route (Route#6S01A) located in Inyo National Forest. The road was installed prior to 1913. The road was initially delineated as a secondary wagon road on the 1913 Bishop USGS Quadrangle map (1:125,000). The road first appears as a dirt road on a 1947 aerial of the area (Historic Aerials-NetRonline). On the 1951 Blanco Mountain USGS Quadrangle map (1:62,500), the road is delineated leading to several unnamed mine shafts located south of Crooked Creek. Today, the road is an off-road designated route (Route#6S01A) located in Inyo National Forest.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road, spanning approximately 3.37-miles, was constructed prior to 1913. The road lead to several unnamed mine shafts located in close proximity to the road, none of which played a pivotal role in development of the region. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield

information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_93_ FS No. 05045302587

Primary Number: N/A

The unnamed road is an unpaved 4WD road that spans for approximately .82-miles. The width of the road is approximately 10-feet. The road initiates south from Wyman Creek Road and terminates at an unnamed road (Route#6S104). The road was presumably constructed as an access road to mines located in the White Mountains. Today, the road is an off-road designated route (Route#6So1H) located in Inyo National Forest. The road was installed between 1947 and 1951. The road is not visible on a 1947 aerial of the region. The road was initially delineated as a trail on the 1951 Blanco Mountain USGS Quadrangle map (1:62,500), leading to prospect mines located in the southernmost segment. The road first appears on the July 26, 1955 USGS Aerial Photography Survey (ID#A001450866741). Today, the road is an off-road designated route (Route#6So1H) located in Inyo National Forest.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road, spanning approximately .82-miles, was constructed between 1947 and 1951. The road lead to unnamed prospect mines, none of which played a pivotal role in development of the region. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_94_ FS No. 05045302588

Primary Number: N/A

The unnamed road is an unpaved 4WD road that spans for approximately .5-miles. The width of the road is approximately 10-feet. The road initiates northeast from Wyman Creek Road and terminates at an unnamed road (Route#6So1G). The road was presumably constructed for off road vehicle use. Today, the road is an off-road designated route (Route#6So1K) located in Inyo National Forest. The road was installed between 1955 and 1975. The road is not visible on the July 26, 1955 USGS Aerial Photography Survey (ID#A001450866741) and is first visible on the August 31, 1975 USGS Aerial Photography Survey (ID#1VDYMO0020104). The road was initially delineated on the 2012 Crooked Creek USGS Quadrangle map (1:24,000). Only a small portion is delineated on the quadrangle map. Today, the road is an off-road designated route (Route#6So1k) located in Inyo National Forest.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road, spanning .5 miles, was constructed between 1955 and 1975. The road is an off-road designated route (Route#6So1k) located in Inyo National Forest. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further

study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_95_ FS No. 05045302589

Primary Number: N/A

The unnamed road is an unpaved 4WD road that spans for approximately 2.3 miles. The width of the road is approximately 10-feet. The road initiates southwest from Wyman Creek Road and terminates at an unnamed road. The road was presumably constructed for off road vehicle use. Today, the road is an off-road designated route (Route#6S104B/6S104/6S104C) located in Inyo National Forest. The road was installed between 1955 and 1975. The road is not visible on the July 26, 1955 USGS Aerial Photography Survey (ID#A001450866741) and is first visible on the August 31, 1975 USGS Aerial Photography Survey (ID#1VDYMO0020104). The road was initially delineated on the 1987 Crooked Creek USGS Quadrangle map (1:24,000). Today, the road is an off-road designated route (Route#6S104B/6S104/6S104C) located in Inyo National Forest.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road, spanning 2.3-miles, was constructed between 1955 and 1975. The road is an off-road designated route (Route#6S104B/6S104/6S104C) located in Inyo National Forest. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_102_ Lincoln (Silver Dome, Fringe Benefit No. 1) Mine

Primary Number: P-14-005683

The Lincoln (Silver Dome, Fringe Benefit No. 1) Mine includes five vertical mine shafts, approximately 60 feet deep, which trend east--west for almost 3,000 feet. The mine is located in a flat area just northwest of US Highway 168, northeast of Wyman Creek Road. One of the shafts is covered with a wooden hatch. A crude concrete platform is present near one of the openings to the mine. The Lincoln (Silver Dome, Fringe Benefit No. 1) Mine was discovered in 1920. (Tucker, 1926) Previous documentation estimates the mine dates between 1914-1945, based on artifacts found at the site and characteristics of the concrete.

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** The west side of Deep Springs Valley has been prospected since the 1860s, however, extensive mining did not occur until the discovery of the Lincoln (Silver Dome, Fringe Benefit No. 1) Mine in early 1920. Based on a 1993 report by the California Department of Conservation, the mine "includes five shafts, some well-timbered, approximately 60 ft. deep, which trend east-west for almost 3,000 ft. The mineralization consists of a 6 to 12 in. thick quartz vein in quartz monzonite that strikes N 80° W to east-west and dips 65° to 80° to the north. Mineralization consists of pyrite, chalcopyrite, copper oxides, hematite and opaline quartz. The vein has been reported to carry 100 oz.. of silver per ton (Tucker, 1920). The westernmost adit follows a hematite-stained aplite dike bearing N 40° W which contains widely disseminated small pyrite crystals." The Lincoln mine complex was a significant one in the Deep Springs Valley area. The Lincoln (Silver Dome, Fringe Benefit No. 1) Mine is recommended eligible under NRHP/CRHR Criterion A/1 as it has been associated with Mining during the 1850s to 1940s period of significance. The Lincoln mine complex is not eligible under Criterion B/2 as it has not been identified as

having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the any particularly distinctive characteristics of a mine and has not been identified a being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the mine would not appear to yield information which could be considered important in local, regional, state, or national history. The mine maintains sufficient integrity to convey its important association with mining in the Deep Springs Valley area.

Resource Identifier: TLRR CSP_103_ Oasis Road

Primary Number: N/A

Oasis Road is a one-lane road that spans approximately 1.27 miles. The unpaved road joins US Highway 168 to the southwest and terminates at Canyon Road to the north. Oasis Road was initially delineated on the 1913 USGS Lida Quadrangle map (1:250,000) and was later captured as part of the USGS November 1952 aerial photography survey (ID #A010900900853).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Oasis Road was originally delineated on historic quadrangle maps dating from 1913. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. This road historically led to the town of Oasis, which was settled by the late 1880's. The earliest mapping of the road is on the 1913 Lida Quadrangle. By 1942, Oasis' population was in decline and the United States Post Office had closed at the town. Between 1948 and 1955 Highway 168 was routed through the Oasis Valley therein altering the historic configuration of Oasis Road. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Oasis Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_104_ Eureka Valley Road

Primary Number: N/A

Eureka Valley Road is a one-lane road that spans approximately 18.08 miles. The unpaved road connects to Canyon Road to the northwest and curves down to Loretta Mine Road to the south. Eureka Valley Road was initially delineated on the 1913 USGS Lida Quadrangle map (1:250,000) and was later captured as part of the USGS November 1952 aerial photography survey (ID #A010900900853).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Eureka Valley Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. These early roads serve as the backbone of the region and provided access to ranching, mining, and tourism for early inhabitants. Eureka Valley Road led from the town of Oasis to the Eureka Valley and historically terminated at Willow Springs Road near the present-day intersection of Willow Creek Road (in 1913) immediately north of the Last chance Mountain Range. The configuration of the road remained unchanged through ca. 1955, and by 1958 the road was extended further south to enter the Eureka Valley with its southerly sand dunes sited within the boundaries of Death Valley National Park. The park was declared a National Monument in 1933. Eureka Valley Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not

been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. Eureka Valley Road maintains integrity as an active and in-use road.

Resource Identifier: TLRR CSP_105_ Canyon Road

Primary Number: N/A

Canyon Road is a one-lane road that stretches approximately 5.22 miles. The unpaved road terminates at Cottonwood Creek to the west and an unnamed road to the east. Canyon Road was initially delineated on the 1913 USGS Lida Quadrangle map (1:250,000) and was later captured as part of the USGS November 1952 aerial photography survey (ID #A010900900853).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Canyon Road is one of a small number of roads delineated on historic quadrangle maps dating from 1913. These early roads serve as the backbone of the region and provided access to ranching, mining, and railroads for early inhabitants. Canyon Road runs east to west and crosses over the Mono and Inyo County lines, terminating at Cottonwood Creek to the west and Sylvania Canyon southeasterly. The road appears to have led to the Buck Mine, the Brown Rock No. 1 Mine, the Mono-Inyo Mine and the Lucky Boy Mine, all gold mines, all of which were not high-producing mines. Today the road provides access to agricultural fields, public lands, mining prospects, and the Sylvania Mountains. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Canyon Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_106_ Ranch Road

Primary Number: N/A

Ranch Road is a one-lane, unpaved road that spans approximately 1.1 miles to State Route 266 (directly to the north) and Canyon Road (directly to the south). Ranch Road can also be accessed by one unnamed road that is approximately 1 mile south from the northernmost tip of the road. Ranch Road is not delineated on the 1948 Lida Quadrangle map, so we can assume the road was constructed sometime during 1948-1952. Ranch Road was captured as part of the USGS November 1952 aerial photography survey (ID #A010900900853).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Ranch Road was added to the Mono County system in ca. 1948, and was named County Road #105. As the name implies, the road was constructed as a corridor to access Oasis ranch facilities. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Ranch Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered

important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_107_ State Route 266

Primary Number: N/A

State Route 266 is a one-lane, in each direction, paved road that begins at the western terminus of Nevada State Route 266 at the Nevada State Line. The route then becomes (California) State Route 266 and stretches approximately 11.72 miles in length to the east and then northeast, becoming Nevada State Route 264 north of White Mountain Road in Dyer, Nevada. State Route 266 was constructed in 1931 as an extension of Legislative Route No. 63. In 1963, the highway became part of State Route 168, finally becoming State Route 266 in 1965. The highway was initially delineated on the 1962 USGS Goldfield Quadrangle map (1:250,000) and was also captured as part of the USGS October 1958 aerial photography survey (ID #1VRZ000010137).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** State Route 266 was constructed in 1931 as an extension of Legislative Route No. 63. In 1963, the highway became part of State Route 168, finally becoming State Route 266 in 1965. The segment of State Route 266 that runs through Mono County is eligible for designation as a State Scenic Highway, according to Caltrans. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The evaluated segment of State Route 266 has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_108_ State Line Road

Primary Number: N/A

State Line Road is a one-lane road that stretches approximately 3.27 miles. The unpaved road connects with Silver Peak Oasis Divide Road to the northeast, and terminates at State Route 266 to the southwest. State Line Road was captured as part of the USGS November 1952 aerial photography survey (ID #A010900900853), and was later delineated on the 1958 Goldfield Quadrangle map.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** State Line Road was originally identified on historic aerial images from 1952. The unpaved road spans approximately 3.27 miles between Silver Peak Oasis Divide Road and State Route 266. State Line Road spans from California to Nevada and provides users access to public lands in both states. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. State Line Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_109_ Power Line Road

Primary Number: N/A

Power Line Road is a one-lane, unpaved road that spans approximately 0.4 miles from State Line Road (at the east) to State Route 266 (at the west). Power Line Road was captured as part of the USGS November 1952 aerial photography survey (ID #A010900900853), and was later delineated on the 1985 Last Chance Quadrangle map (1:100,000).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Mono County Public Works Department recorded Power Line Road as listed on the 1937 Maintained Mileage Map, and in 1957 the ROW was accepted. Historically named County Road #106, the road was utilized as an access road to Oasis ranch facilities, though presently the road is used as a cut-off to State Line Road. The road spans approximately 0.4 miles, terminating at an unnamed road to the west and State Line Road to the east. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Power Line Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_110_ Unnamed Road

Primary Number: N/A

The unnamed road is an L-shaped unpaved road that spans for approximately .70-miles. The width of the road is approximately 10-feet. The road initiates from State Line Road and follows the outer boundary of a private agricultural parcel (ID#027170004000). The road was presumably constructed as an access road through agricultural lands. Today, the road continues to provide access to the private parcel. The road was installed prior to 1952. The road is visible on the October 13, 1952 USGS Aerial Photography Survey (ID#A010900900854). The road is not delineated on USGS Quadrangle maps. The road was presumably constructed as an access road through agricultural lands.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Unnamed Road was originally identified on historic aerial images from 1952. The road spans approximately 0.70 miles from State Line Road and follows the outer boundary of a private agricultural parcel (ID#027170004000). The road was presumably constructed as an access road through agricultural lands. Today, the road continues to provide access to the private parcel. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. The Unnamed Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_310_ Wyman Creek Road Cabin

Primary Number: N/A

The one room cabin is located at the intersection of two dirt roads, Wyman Creek Road and N1878. The building is a small wood cabin, roughly 11 by 14 feet, located just south of Wyman Creek Road. The building has a gable roof with wood shingles, topped with sheet metal. The building has one multi-pane window and one door. It has a simple rectangular design, with no decorative features. There does not appear to be any modern alterations to the structure. The structure was constructed between 1948 and 1951. The building is not visible on USGS Historic aerial images from 1947, but the property is marked on Blaco Mountain Quadrangle maps beginning in 1951. The building has a simple design and there does not appear to be any modern alterations.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Based on archival research, it can be determined that the subject property was constructed between 1947 and 1951. The cabin's location in the mountains, and the small size of the structure, suggests that it may have been used for recreation purposes, rather than as a main residence. Ownership information could not be determined through archival research. It is most likely this is a post-World War II hunting cabin. Artifacts identified during an archeological survey of the cover a wide time period and may be more closely associated with the road than the cabin. The cabin is associated with the recreation theme, however, it does not possess documented significance in relation to the theme. Therefore, the cabin has been found ineligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history. The cabin not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the cabin has not been identified as embodying the distinctive characteristics of a type, period, or method of cabin construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the cabin would not appear to yield information which could be considered important in local, regional, state, or national history.

Segment 4 Findings

Segment 4 originates at a point along Segment 3 approximately 8 miles east of Control Substation. From this point, the Project alignment runs north through unincorporated Inyo and Mono Counties to Zack Substation, which is in unincorporated Mono County between the communities of Benton and Chalfant Valley. In Segment 4, two existing poles would be removed and two replacement poles would be installed. The existing conductor attached to the poles would be transferred to the replacement poles. Insulators and other hardware on adjoining poles may be replaced or modified to accommodate the taller replacement poles.

Segment 4 contains 7 total cultural resources, including 1 historic-era cultural resource that is recommended eligible for listing on the NRHP/CRHR. Segment 4 findings are summarized in Table 4 below, with site summaries included in the following pages.

Table 4. Segment 4 Summary Table.

TLRR CSP Survey No.	Previous Recordation	Intersects with Direct APE/API	Year Built (Approx.)	Resource Name	Historic Name/Other Identifier	CRHR Status Code
022	P-14-006756	Yes	1877-1878	LADWP Upper McNally Canal LADWP Lower McNally Canal	North McNally Canal South McNally Canal	3S
004	None	Yes	1968	SCE Control-Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line	Zack Tap Line	6Z
006	None	Yes	pre-1917	Access Road to SCE Control- Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line	Access Road to Zack Tap Line	6Z
018	None	Yes	pre-1913	Tungsten Road	None	6Z
020	None	Yes	1947-1949	Rudolph Road	None	6Z
024	None	Yes	1947-1949	Five Bridges Road	None	6Z
027	None	Yes	pre-1913	Riverside Road	None	6Z

CRHR Status Code Legend: 3S (Appears eligible for NR individually through survey evaluation); 6Z (Found ineligible for NR, CR or local designation through survey evaluation).

Segment 4 Site Summaries

Resource Identifier: TLRR CSP_4_ SCE Control-Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line

Primary Number: N/A

The SCE Control-Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line runs from the SCE Zack Substation and terminates at the SCE Control-Silver Peak "C" 55kV Transmission Line just south of Riverside Road, west of the intersection of Riverside Road and 5 Bridges Road. The subtransmission line spans 16.67-miles through the Owens Valley in Mono County, from Chalfant Valley to Dixon Lane Meadow Creek. Historically the poles were single wood poles, today they appear to be single wood poles with a tubular steel pole initiating the line at the SCE Zack Substation. SCE engineering records indicate the SCE Control-Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line was constructed in 1968.

- **CRHR Status Code Assigned:** 6Z

- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The SCE Control-Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line was constructed in 1968. It is associated with the electrical power conveyance theme; however, it is beyond the 1905-1941 period of significance for the theme and it does not possess documented significance in relation to the theme. It is a modern and typical transmission line. Therefore, the Zack Tap transmission line has been found ineligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history. It is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_6_ Access Road to SCE Control-Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line

Primary Number: N/A

This road is a one-lane access road for Southern California Edison transmission line poles. The unpaved road spans for approximately 15-miles from Chidago Canyon Road (at the north) to 5 Bridges Road (at the south). The road is accessible from Chidago Canyon Road, Petroglyph Road, Wofford Road, Haven Road, Slim Princess Road, Chalfant Road, Chalfant Loop Road, Tungsten Road, Pumice Mill Road, Rudolph Road, Upper Canal, Lower McNally Canal, Jean Blanc Road, and 5 Bridges Road, which is the southern terminus. This Access Road was initially delineated on the 1917 USGS White Mountain Quadrangle map (1:125,000) and was later captured as part of the USGS May 1972 aerial photography survey (ID #5720003460095).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The Access Road to SCE Control-Silver Peak "A" & "C" (Zack Tap) 55kV Transmission Line is one of a small number of roads delineated on historic quadrangle maps dating from 1913 to 1917. It was later modified and is associated with the electrical power conveyance theme, however it does not possess documented significance in relation to the theme. The access road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history. The road maintains integrity as an in-use road.

Resource Identifier: TLRR CSP_18_ Tungsten Road

Primary Number: N/A

Tungsten Road is a two-lane road (one lane in each direction) that spans approximately 2-miles from an unnamed road west of Highway 6 (at the west) to the dwelling at 887 White Mountain Estates (at the east). The road is paved for approximately 1-mile from the east side of Highway 6 before continuing southeast as an unpaved road. The paved portion of the road is identified as White Mountain Estates Road, with an alias of Partridge Ranch Road, on Mono County records. The road is accessible from the access road for Southern California Edison transmission line poles, Highway 6, Chalfant Loop Road, Sequoia Street, Ponderosa Street, Redwood Drive, and Tuolumne Road. Tungsten Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS 1947 aerial photography survey (ID #1CQ0000110189). The road was paved in 1979.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Tungsten Road was originally delineated on historic quadrangle maps dating from 1913 to 1917. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. Tungsten Road was added to the Mono County system in ca. 1950. Tungsten Road spans approximately 2.36 miles in total length, however, only 1.25 miles are delineated on the 1964 and 1970 USGS Mariposa Quadrangle maps (1:250,000). Originally, the road was used to access a mining site. After the road was paved in 1979 it provided access to a residential tract sited immediately east of the intersection of Chalfant Loop Road. In 1995, the name of the road was changed by resolution of the Mono County Board of Supervisors resolution. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Tungsten Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_20_ Rudolph Road

Primary Number: N/A

Rudolph Road is a two-lane road (one lane in each direction) that spans approximately 3.13 miles from Pumice Mill Road (at the west) to an unnamed road east of Rudolph Road (to the east). The road is paved for approximately 1.65-miles from the east side of Highway 6 before continuing northeast as an unpaved road. The road is accessible from Pumice Mill Road, the access road for Southern California Edison transmission line poles, and Highway 6. Rudolph Road was initially delineated on the 1949 USGS Bishop Quadrangle map (1:62,500) and was later captured as part of the USGS November 1967 aerial photography survey (ID #Bo744Vo160008).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Rudolph Road was originally delineated on historic quadrangle maps dating from 1949. The road spans approximately 3.13 miles in length, terminating at Pumice Mill Road to the west and an unnamed road east of Rudolph Road to the east. Before terminating to the east, Rudolph Road meanders through a small residential neighborhood. Rudolph Road provides access to the Southern Belle Mine at the northeastern most section of the road. The Southern Belle Mine, a gold mine, is delineated on the 1913 Bishop Quadrangle map. However, Rudolph Road has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Rudolph Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_22_ LADWP Upper McNally Canal and LADWP Lower McNally Canal

Primary Number: P-14-006756

The Los Angeles Department of Water and Power Upper (North) McNally Canal is an earthen canal that has been dry and without water for decades. The unlined canal follows the contours of the valley and spans from Chalk Bluff Road (to the west), runs under US Highway 6, runs under Jean Blanc Road, follows along Churchill Mine Road and terminates near the intersection of Poleta Road and an unnamed road (to the south). The Los Angeles Department of Water and Power Lower (South) McNally Canal is an earthen canal that has been dry and without water for decades. The unlined canal follows the contours of the valley and spans from Chalk Bluff Road (to the west), runs under US Highway 6, through an agricultural field, under Jean Blanc Road, under Silver Canyon Road, under Laws Poleta Road, and meets up with the Upper Canal (to the east). The original appropriation of 5,000-inches (416 feet) occurred in 1877 for the Lower/South McNally Canal. The Upper/North McNally Canal was subsequently built to irrigate lands north of the lower canal. The canals were incorporated in 1885. By 1923 the canals comprised 11,247-acres 30.6 miles. The LADWP Lower and Upper McNally Canals were initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and were later captured as part of the USGS November 1967 aerial photography survey (ID #B0744V0160008).

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The Lower and Upper McNally Canals were constructed in 1877 and between 1877-1885 respectively in order to convey water from the Owens River to the town of Laws and the surrounding environs. Within the context of water conveyance in the Owens Valley Region, the Lower and Upper McNally Canals were of the earliest canals installed in the area. Between 1874 and 1886, approximately 10 canals or ditches were installed in the area to provide water supply for settlement, farming, and animal husbandry purposes, including the Love Ditch (1874), the George Collins Ditch (1877), the McNally Canals (1877), the Bishop Creek Canal (1878, 1893), the A.O. Collins Ditch (1881, 1887), the Owens River Canal (1886, 1893, 1894), the Russell Ditch (1886), the Rawson Ditch (1886), the Big Pine Canal (1886), the Sanger Ditch (1886), and the Frank Shaw Land and Cattle Company Ditch (no date). Previous documentation identifies the McNally Canals as one of the first to be purchased by the Los Angeles Department of Water and Power. The City of Los Angeles purchased the McNally Canals for \$175,000. The Lower Canal appears to be dry and not in use and the Upper Canal has retained water along the outskirts of the alluvial fan that neighbors Laws. The canals are associated under the water conveyance themes. The Lower and Upper McNally Canals have been found eligible under Criterion A/1 for their association with Owens Valley Agricultural Water during the 1870s-1930s period of significance. The canals are not eligible under Criterion B/2 as they have not been identified as having an association with an important person; not eligible under Criterion C/3 as they have not been identified as embodying the distinctive characteristics of a canal and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_24_ Five Bridges Road

Primary Number: N/A

Five Bridges Road is a two-lane road (one lane in each direction) that spans approximately 1.85-miles from Jean Blanc Road (to the north) to Highway 6 (to the south). The paved road is accessible from Jean Blanc Road, Riverside Road, and Highway 6. A portion of Five Bridges Road was initially delineated on the 1949 USGS Bishop Quadrangle map (1:100,000) and was later delineated in full on the 1978 Bishop Quadrangle map (1:100,000). Five Bridges Road was later captured as part of the USGS November 1967 aerial photography survey (ID #B0744V0160008).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Five Bridges Road was first delineated on historic quadrangle maps from 1949. The two lane road spans from Jean Blanc Road to Highway 6. The 1.85 -mile road is only partially improved. The road is associated with the transportation theme, but it does not possess documented significance in relation to this theme. Five Bridges Road has not been found individually eligible under NRHP/CRHR

Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_27_ Riverside Road

Primary Number: N/A

Riverside Road is an unpaved road that spans approximately 2.54-miles from Brockman Lane (to the west) to Highway 6 (to the east). The road is accessible from Brockman Lane, Five Bridges Road, and Highway 6. Riverside Road was initially delineated on the 1913 USGS Bishop Quadrangle map (1:125,000) and was later captured as part of the USGS 1947 aerial photography survey (ID #1CQ0000110184).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Riverside Road was originally delineated on historic quadrangle maps dating from 1913 to 1917. However, it has not been found to have been one of the major roads which provided access to ranching, mining, and railroads for early inhabitants. The unpaved road spans approximately 2.54 miles between Brockman Lane and Highway 6. Riverside Road has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as the road has not been identified as embodying the distinctive characteristics of a type, period, or method of road construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Segment 5 Findings

Segment 5 originates at a point along Segment 3 approximately 8 miles southwest of the eastern end point of Segment 3. From this point, the Project alignment runs south through unincorporated Inyo County to Deep Springs Substation, which is located adjacent to Deep Springs College. Segment 5 is in Inyo County; it is approximately 2.4 miles in length. In Segment 5, discrepancies would be remediated by replacing approximately eight wood poles with eight DI or equivalent poles. Existing distribution conductor and appurtenances would be transferred from approximately eight poles that will be removed to replacement structures or new distribution conductor and appurtenances would be installed on the replacement structures.

This segment contains 4 total cultural resources, including 1 historic-era cultural resource that is significant. Segment 5 findings are summarized in Table 6 below, with site summaries included in the following pages.

Table 5. Segment 5 Summary Table.

TLRR CSP Survey No.	Previous Recordation	Intersects with Direct APE/API	Year Built (Approx.)	Resource Name	Historic Name/Other Identifier	CRHR Status Code
100	None	Yes	1913-1927	Deep Springs Ranch Road	None	3S
096	None	Yes	1917-1930s	Access Road to the Deep Springs P.S. 562-563 55kV Transmission Line	None	6Z
098	None	No	1917-1930s	SCE Deep Springs Substation Complex	SCE Deep Springs Substation	6Z
099	None	Yes	pre-1947	SCE Deep Springs P.S. 562-563 55kV Transmission Line	None	6Z

CRHR Status Code Legend: 3S (Appears eligible for NR individually through survey evaluation); 6Z (Found ineligible for NR, CR or local designation through survey evaluation).

Segment 5 Site Summaries

Resource Identifier: TLRR CSP_96_ Access Road to SCE Deep Springs P.S. 562-563 55kV Transmission Line

Primary Number: N/A

This road is a one-lane access road for Southern California Edison transmission line poles. The unpaved road spans for approximately 2.4-miles from Wyman Creek Road (at the north) to Deep Springs Ranch Road (at the south). The road is accessible from Wyman Creek Road, Highway 168, and Deep Springs Ranch Road, which is the southern terminus. The Access Road to SCE Deep Springs P.S. 562-563 55kV Transmission Line was likely constructed between ca. 1917 and the 1930s simultaneous to the construction of the Deep Springs P.S. 562-563 55kV Transmission Line. The road appears on the 1947 USGS Historic Aerial and was initially delineated on the 1958 Goldfield Quadrangle map (1:100,000).

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** The Access Road to Deep Springs PS 562-563 55kV Transmission Line was likely constructed between 1917 and 1930s in conjunction with the construction of the transmission line. The unpaved road spans for approximately 2.4 miles from Wyman Creek Road to Deep Springs Ranch Road. No

substantive information was identified for the road during the course of historical property research to support a positive eligibility conclusion. The Deep Springs PS 562-563 55kV Transmission Line was found ineligible for the NRHP/CRHR, and by extension, the access road for the line is similarly ineligible. The road does not possess documented significance in relation to the electrical conveyance theme. The Access Road to Deep Springs PS 562-563 55kV Transmission Line has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a type, period, or method of construction and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. The road possesses moderate integrity as an active in-use route.

Resource Identifier: TLRR CSP_98_ SCE Deep Springs Substation Complex

Primary Number: N/A

The SCE Deep Springs Substation Complex is an approximately 0.04-acre site on Deep Springs College land, directly east of the campus, north of Deep Springs Ranch Road. The property is void of architecture and contains transformers and other utilitarian features surrounded by an 8-foot high chain-link fence with barbed wire on top. The SCE Substation Database cites Deep Springs Substation as having been established in 1950, however, the facility is captured in historic photographs of Deep Springs College in the 1930s. Deep Springs College was established in 1917; the substation was likely constructed between 1917 and the 1930s to provide power to the college. Based on a review of historic photographs, the substation has been modified through the removal of switchracks.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** Deep Springs College was established in 1917; the Deep Springs substation was likely constructed shortly after 1917 to provide power to the college. Construction of the substation was a result of the college, not a cause. The Deep Springs Substation was constructed with only basic electrical engineering structures including a switch rack and associated electrical engineering equipment, void of buildings and stylistic details. The SCE Deep Springs Substation Complex is associated with the electrical power conveyance theme; however, it does not possess documented significance in relation to the theme. The facility has not been found individually eligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history. Its construction was ancillary to the college. The Deep Springs Substation is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a substation and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the substation would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_99_ SCE Deep Springs P.S. 562-563 55kV Transmission Line

Primary Number: N/A

The SCE Deep Springs P.S. 562-563 55kV Transmission Line runs from the SCE Control-Silver Peak "C" 55kV Transmission Line (to the north) and terminates at the SCE Deep Springs Substation (to the south). The line spans 2.75-miles through the Deep Springs Valley in Inyo County. The subtransmission line is comprised of conductors mounted on single and double wood poles. The SCE Substation Database cites Deep Springs Substation as having been established in 1950, however, the facility is captured in historic photographs of Deep Springs College in the 1930s. Deep Springs College was established in 1917; the substation was likely constructed between 1917 and the

1930s to provide power to the college. Based on a review of historic photographs, the substation has been modified through the removal of switchracks, which may indicate that changes have occurred to the 55kV line.

- **CRHR Status Code Assigned:** 6Z
- **Significance Statement:** NRHP/CRHR Criterion A/1: Association with events that have made a significant contribution to the broad patterns of our history. The SCE Deep Springs P.S. 562-563 55kV Transmission Line is associated with the electrical power conveyance theme; however, it does not possess documented significance in relation to the theme. Deep Springs College was established in 1917; the transmission line was likely constructed between 1917 and the 1930s to provide power to the college. The line features a mix of wood and steel poles which indicate the original span has been modified over time. Pursuant to SCE's Historic-Era Electrical Infrastructure Management Program, and the corresponding historic context statement on transmission lines and support structures, the typical life of a wood pole transmission or distribution line structure is 50 years, although some last longer and others deteriorate sooner. Wood pole lines over 50 years of age usually lack original integrity of materials despite substantially retaining the look and feel of the original wood pole line. The common and non-distinct nature of wood-pole transmission or distribution line structures, however, disqualify them from eligibility, and additionally, the majority of wood pole lines do not convey electricity at levels that could be regarded as significant under the context of voltage capacity. For these reasons SCE Deep Springs P.S. 562-563 55kV Transmission Line is ineligible under NRHP/CRHR Criterion A/1 as it has not been associated with significant events or patterns of events in local, regional, state, or national history; not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a primary transmission line and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the line would not appear to yield information which could be considered important in local, regional, state, or national history.

Resource Identifier: TLRR CSP_100_ Deep Springs Ranch Road

Primary Number: N/A

Deep Springs Ranch Road is a one-lane road that spans approximately 1.11 miles, terminating at Highway 168 to the west and an unidentified building to the east. The unpaved road permits access to Deep Springs College and to the agricultural fields that surround the western side of the college. Deep Springs Ranch Road was initially delineated on the 1927 Lida Quadrangle (1:250,000), though it can be presumed that the road was constructed in 1917, with Deep Springs College, as it is an access road from the highway to college grounds.

- **CRHR Status Code Assigned:** 3S
- **Significance Statement:** Deep Springs Ranch Road has been significantly associated with early Transportation and Travel Pathways theme during the 1860s to 1950s period of significance and specifically with the Good Roads and State Highways period in Owens Valley from 1910 to 1956. Deep Springs Ranch Road is recommended eligible under NRHP/CRHR Criterion A/1 as an important travel route for ranching, mining, and tourism activities. It has additional significance as a travel route to Deep Springs College. Deep Springs Ranch Road is not eligible under Criterion B/2 as it has not been identified as having an association with an important person; not eligible under Criterion C/3 as it has not been identified as embodying the distinctive characteristics of a road and has not been identified as being the work of a master or an important and creative individual; and not eligible under Criterion D/4 as further study of the road would not appear to yield information which could be considered important in local, regional, state, or national history. Deep Springs Ranch Road maintains integrity as an active and in-use road.

VII. EFFECTS CONCLUSIONS AND TREATMENT RECOMMENDATIONS

A total of 77 built environment cultural resources intersect with the Direct APE/API. Of the 77 resources, 2 are listed on or formally determined eligible for listing on the NRHP/CRHR and meet the definition of an historic property pursuant to NHPA Section 106 and that of an historical resource pursuant to CEQA (CRHR Status Codes 1-2). A total of 14 built environment cultural resources sited within the Direct APE/API are recommended/surveyed eligible for listing on the NRHP/CRHR and appear to meet the definition of an historic property pursuant to NHPA Section 106 and that of an historical resource pursuant to CEQA (CRHR Status Code 3S).

Work descriptions obtained from the PEA were analyzed against the significance of each built environment cultural resource, with particular attention applied to the context and NRHP/CRHR eligibility criterion under which each resource is listed on, or formally determined or surveyed eligible for the NRHP/CRHR. Context and applicable significance criteria inform how the integrity of a resource is analyzed and, consequently, informs identification of effects/impacts. In addition to context, applicable criteria, and integrity, the following thresholds were established as a guide for assessing effects/impacts at significant built environment cultural resources.

- Project activities that involve removal or other substantive and incompatible material change to a built environment cultural resource will result in an adverse effect/significant impact, regardless of the resource's reason for significance.
- For resources where integrity of setting and feeling is an integral part of the significance of the resource, the effects/impacts of project construction may be considered visually significant and thus adverse if the project will alter the visual or scenic attributes that contribute to the resource's significance.
- All existing access roads proposed for the CSP project may be subject to grading, culvert installation/repair, and other improvements, as deemed necessary for project execution. However, such improvements are consistent with the original purpose of the roads, and given this, no adverse effects/significant impacts are anticipated to NRHP/CRHR listed or eligible access roads.
- No specific work or modifications are proposed at public roads and railroads in the APE/API, thus no construction effects/impacts to any potentially eligible public roads or railroads are anticipated.

The proposed project involves rebuilding two 55 kV single-circuit pole lines as a double-circuit pole line and to selectively replace or modify existing subtransmission structures along other portions of these existing subtransmission lines. In three segments, the project only involves the installation of overhead OPGW and/or ADSS on existing structures or replacing existing poles in-kind. While reducing the quantity of support structures is regarded as a positive improvement and at first glance may be interpreted as reducing visual clutter on the otherwise open, and scenic, landscapes that the existing corridor spans through, there may be areas where these new structures are incompatible with historic built environment cultural resources. Within the Visual APE/API, the CSP project would not cause substantial material or visual change, and thus would not have an adverse effect/significant impact, on any built environment cultural resources that are listed or surveyed/recommended NRHP/CRHR eligible.²⁹⁶

For built environment cultural resources sited within the Direct APE/API that are listed on or formally determined eligible for listing on the NRHP/CRHR and meet the definition of an historic property pursuant to NHPA Section 106 and that of an historical resource pursuant to CEQA (CRHR Status Codes 1-2), the CSP project would not cause substantial material or visual change, and thus would not have an adverse effect/significant impact to the SCE Bishop Creek Hydroelectric System Historic District - Control Substation Complex or the Laws Narrow Gauge Railroad Historic District.

For built environment cultural resources sited within the Direct APE/API that are surveyed/recommended NRHP/CRHR eligible (CRHR Status Code 3S/3CS) by Urbana, the CSP project would cause substantial material or visual change, and thus an adverse effect/significant impact on two (2) built environment cultural resources within

the Direct APE/API: the SCE Control- Silver Peak "A" 55kV Transmission Line and the SCE Control- Silver Peak "C" 55kV Transmission Line.

The remaining NRHP/CRHR listed, determined eligible, or surveyed eligible built environment cultural resources within the Direct APE/API would not appear to be materially or visually affected in an adverse or significant manner.

Treatment/mitigation recommendations are outlined for the two resources where an adverse effect/significant impact was identified resulting from the CSP project. For both resources, treatment/mitigation ranges include the preparation of HAER Level II documentation.

Table 6 summarizes the proposed project effects/impacts findings and corresponding treatment/mitigation recommendations for NRHP/CRHR listed or determined eligible resource (CRHR Code categories 1 or 2), and all surveyed eligible resources (CRHR Status Code category 3), with detailed analysis following only for those resources subject to an adverse impact included after Table 6.

Table 6. Significant Resources Effects/Impacts and Treatment/Mitigation Summary.

Segment No.	TLRR CSP Survey No.	Resource Name	CRHR Status Code	2022 Project Description	Effect/Impact Level	Recommended Treatment/Mitigation
3	78	Laws Narrow Gauge Railroad Historic District	1D	Remove existing subtransmission structure, demo site.	Effect Not Adverse Less Than Significant	None
1	31	SCE Bishop Creek Hydroelectric System Historic District - Control Substation Complex	2D2	Remove existing subtransmission structure, demo sites, install new overhead conductor.	Effect Not Adverse Less Than Significant	None
4	22	LADWP Upper/Lower McNally Canal	3S	Install Overhead OPGW and/or ADSS fiber optic cable on existing structures; Remove and replace existing subtransmission structure in kind, demo site.	Effect Not Adverse Less Than Significant	None
1	43	East Bishop Creek Road	3S	Install Overhead OPGW and/or ADSS fiber optic cable on existing structures; remove and replace existing subtransmission structure in kind, demo site.	Effect Not Adverse Less Than Significant	None
1 and 2	55	LADWP Owens River Canal	3S	Install Overhead OPGW and/or ADSS fiber optic cable on existing structures; Remove and replace existing subtransmission structure in kind, demo site.	Effect Not Adverse Less Than Significant	None
3	57	Brockman Lane	3S	Remove and replace existing subtransmission structure, demo sites, install new overhead conductor.	Effect Not Adverse Less Than Significant	None
3	59	LADWP Jenkins Irrigation Ditch	3S	Remove and replace existing subtrans structure, demo site.	Effect Not Adverse Less Than Significant	None
3	60	LADWP Bishop Creek Canal	3S	Remove and replace existing subtransmission structure, demo site.	Effect Not Adverse Less Than Significant	None

Segment No.	TLRR CSP Survey No.	Resource Name	CRHR Status Code	2022 Project Description	Effect/Impact Level	Recommended Treatment/Mitigation
3	72	Silver Canyon Road	3S	Remove and replace existing subtransmission structure, demo site.	Effect Not Adverse Less Than Significant	None
3	90	Roberts Ranch Historic Site	3S	Remove and replace existing subtransmission structure, demo site.	Effect Not Adverse Less Than Significant	None
3	91	Wyman Creek Road	3S	Remove and replace existing subtransmission structure, demo site.	Effect Not Adverse Less Than Significant	None
3	102	Lincoln (Silver Dome, Fringe Benefit No. 1) Mine	3S	Remove and replace existing subtransmission structure, demo site.	Effect Not Adverse Less Than Significant	None
1	33	SCE Control-Silver Peak "A" 55kV Transmission Line	3S	Removal	Adverse Effect Significant Impact	HAER Level II
1	34	SCE Control-Silver Peak "C" 55kV Transmission Line	3S	Removal	Adverse Effect Significant Impact	HAER Level II
2	53	US Highway 395	3S	Remove and modify existing subtransmission structure, demo site.	Effect Not Adverse Less Than Significant	None
5	100	Deep Springs Ranch Road	3S	Install Overhead OPGW and/or ADSS fiber optic cable on existing structures; Remove and replace existing subtransmission structure in kind, demo site.	Effect Not Adverse Less Than Significant	None

Survey No. and Resource Identifier: TLRR CSP_33_ SCE Control- Silver Peak "A" 55kV Transmission Line

Primary Number: None

- **Status Code and Applicable Criteria:** 3S; NRHP/CRHR A/1
- **Proposed Project:** The transmission poles comprising the Nevada-California Power Company Bishop Creek to Tonopah 55kV Aluminum Line ("A" Line) are proposed for removal.
- **Effects/Impacts Summary:** The SCE Control-Silver Peak "A" 55kV Transmission Line was constructed in 1905 by the Nevada-California Power Company to service the mining towns of Tonopah and Goldfield in Nevada as they experienced a gold boom. The "A" references the 7-strand aluminum wire utilized in the line. The removal and replacement of the historic transmission poles and conductor will result in a complete loss of integrity such that the historic line would no longer convey its identified significance.
- **Effects/Impacts Conclusion:** Adverse; Significant
- **Recommended Treatment/Mitigation:** It is recommended that the Nevada-California Power Company Bishop Creek to Tonopah 55kV Aluminum Line ("A" Line) be documented according to HAER Level II standards prior to commencement of project construction. This recommendation is consistent with SCE's Historic-Era Electrical Infrastructure Management Program.

Survey No. and Resource Identifier: TLRR CSP_34_ SCE Control- Silver Peak "C" 55kV Transmission Line

Primary Number: None

- **Status Code and Applicable Criteria:** 3S; NRHP/CRHR A/1
- **Proposed Project:** The transmission poles comprising the Nevada-California Power Company Bishop Creek to Millers 55kV Copper Line ("C" Line) are proposed for removal.
- **Effects/Impacts Summary:** The SCE Control-Silver Peak "C" 55kV Transmission Line was constructed in 1908 by the Nevada-California Power Company to service the mining towns of Millers and Manhattan in the Nevada desert. The "C" references the copper wire utilized in the line. The removal and replacement of the historic transmission poles and conductor will result in a complete loss of integrity such that the historic line would no longer convey its identified significance.
- **Effects/Impacts Conclusion:** Adverse; Significant
- **Recommended Treatment/Mitigation:** It is recommended that the Nevada-California Power Company Bishop Creek to Millers 55kV Copper Line ("C" Line), be documented according to HAER Level II standards prior to commencement of project construction. This recommendation is consistent with SCE's Historic-Era Electrical Infrastructure Management Program.

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- ²⁶⁴ Vaughan and Vaughan, *Bishop*, 121. For a detailed history of the Basque influence in the area, including the bread, see: <https://mammothletters.com/stories/sierra-basques/>
- ²⁶⁵ Caltrans, 2007, 143-146.
- ²⁶⁶ One of the best descriptions of the wide variety of farm property types is found in Christy Davis and Brenda Spencer, *Draft Historic Agriculture-Related Resources of Kansas Multiple Property Documentation Form* (Topeka, KS: Davis Preservation and Brenda Spencer Preservation Planning, 2007). Silos are a key marker for former agricultural

properties in Owens Valley, indicating where farms were located. A good description of the phenomenon is found in a blog post by Richard J. Kinney at <http://8thgradesciteach.blogspot.com/2009/11/thanksgiving-week-off-amazing-silos-of.html>

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²⁶⁸ Benjamin Madley, *An American Genocide: The United States and the California Indian Catastrophe 1846-1873* (New Haven: Yale University Press, 2016), 309-316 and 328-330.

²⁶⁹ Caltrans, *A Historical Context and Archaeological Research Design for Townsite Properties in California* (Sacramento: California Department of Transportation, 2010); Thomas Merlan, *Historic Homesteads and Ranches in New Mexico: A Historic Context* (Santa Fe, New Mexico: Historic Preservation Division Office of Affairs, 2008); Pat H. Stein, *Homesteading in Arizona, 1870-1942* (Phoenix: State Historic Preservation Office, 1990), 3-4.

²⁷⁰ Donald Hardesty and Barbara Little, *Assessing Site Significance: A Guide for Archaeologist and Historians* (Lanham, Maryland: Alta Mira Press, 2000).

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²⁷² Caltrans, *Agricultural Properties*.

²⁷³ Robert Fink, "Homestead Act of 1862," Encyclopedia Britannica. Accessed November 20, 2019, <https://www.britannica.com/topic/Homestead-Act>.

²⁷⁴ Stein, *Homesteading*, 4. The definitive work on land laws including homesteading is Paul W. Gates, *History of Public Land Law Development* (Washington, DC: U.S. Government Printing Office, 1968).

²⁷⁵ Stein, *Homesteading*, 5-6.

²⁷⁶ Merlan, *Homesteads and Ranches in New Mexico*, 17-20.

²⁷⁷ <https://www.tipurdy.org/lassen-county-desert-land-act/>

²⁷⁸ Wehrey, *Images of America: Owens Valley*, 21.

²⁷⁹ Ibid, 23, 25, 27.

²⁸⁰ Ibid, 32-34, 36-38. For the Big Pine Reservation, see:

https://en.wikipedia.org/wiki/Big_Pine_Paiute_Tribe_of_the_Owens_Valley

²⁸¹ Portia Lee, *Los Angeles Aqueduct Documentation, HAER No. CA-298* (Washington, D.C.: National Park Service, United States Department of the Interior, 2001); Los Angeles Department of City Planning, *SurveyLA: The Los Angeles Historic Resources Survey/Public and Private Institutional Development/Municipal Infrastructure and Services/Water and Power* (City of Los Angeles, 2017).

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²⁸³ Stein, 12-13.

²⁸⁴ Caltrans, *Townsite Properties*, 117-124.

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²⁸⁶ Caltrans, 2010, 116.

²⁸⁷ Johnson, *Nature and History*, 191-213; 237-244; Eric Twitty, *Historic Context Interstate-70 Mountain Corridor* (Lafayette, CO: Mountain States Historical, 2014).

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https://www.blm.gov/sites/blm.gov/files/program_recreation_visual%20resource%20management_quick%20link_BLM%20Handbook%20H-8431-1,%20Visual%20Resource%20Contrast%20Rating.pdf For more recent guidance from the Nevada BLM on visual impacts, see: <http://shpo.nv.gov/welcome-to-review-and-compliance/visual-effects-analysis>. Accessed September 2022.